

# COUNCIL AGENDA

## **Council Meeting**

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 23 September 2019 7.00pm***

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

**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 traditional 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**

We pray for wisdom to provide good governance for the City of Unley in the service of our community.

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**

| <b>ITEM</b>  | <b>PAGE NO</b> |
|--|----------------|
| <b>1. ADMINISTRATIVE MATTERS</b>   |                |
| <b>1.1 APOLOGIES</b>   |                |
| Nil  |                |
| <b>1.2 LEAVE OF ABSENCE</b>  |                |
| Nil  |                |
| <b>1.3 CONFLICT OF INTEREST</b>  |                |
| <i>Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda and a Conflict of Interest Disclosure Form (attached) is to be submitted.</i> |                |
| <b>1.4 MINUTES</b>   |                |
| 1.4.1 Minutes of the Ordinary Council Meeting held Monday, 26 August 2019  |                |
| <b>1.5 DEFERRED / ADJOURNED ITEMS</b>  |                |
| Nil  |                |
| <b>2. PETITIONS/DEPUTATIONS</b>  |                |
| 2.1 Dog Off Leash Times at Page Park During Winter<br>Local Area Traffic Management Study Zone 3 (Clarence Park/Millswood)   | 7              |
| <b>3. REPORTS OF COMMITTEES</b>  |                |
| Nil  |                |

#### **4. REPORTS OF OFFICERS**

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#### **5. MOTIONS AND QUESTIONS**

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| 5.1.1 | Notice of Motion from Councillor Jennie Boisvert Re Dog Off Leash Times at Page Park During Winter | 363 |
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##### **5.2 MOTIONS WITHOUT NOTICE**

*Mayor to ask the Members if there are any motions without notice*

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- 5.3.3 Question on notice from Councillor Jennie Boisvert Re: approval of demolition of dwellings and removal of Significant trees by the Council Assessment Panel or under staff delegation 369

### **5.4 QUESTIONS WITHOUT NOTICE**

*Mayor to ask the Members if there are any questions without notice*

## **6. MEMBER'S COMMUNICATION**

### **6.1 MAYOR'S REPORT**

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- 6.3.1 Reports of Members 374

### **6.4 CORRESPONDENCE**

## **7. CONFIDENTIAL ITEMS**

Nil

- 6.4.1 Correspondence 384

## **SUGGESTED ITEMS FOR NEXT AGENDA**

|                             |  |
|-----------------------------|--|
| Appointment of Deputy Mayor |  |
| Review of Policies          |  |
| Adoption of Annual Report   |  |

**NEXT MEETING**

Monday 28 October 2019 - 7.00pm

Council Chambers, 181 Unley Road Unley

## DEPUTATION

**REPORT TITLE:** DEPUTATION REQUESTS –  
1. DOG OFF LEASH TIMES AT PAGE PARK DURING WINTER;  
2. LOCAL AREA TRAFFIC MANAGEMENT STUDY ZONE 3 (CLARENCE PARK/MILLSWOOD)

**ITEM NUMBER:** 2.1

**DATE OF MEETING:** 23 SEPTEMBER 2019

**ATTACHMENTS:** NIL

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1. Greg Ludvigsen – Clarence Park  
Re. Item 5.1.1 Notice of Motion from Cr Jennie Boisvert Re. Dog Off Leash Times at Page Park During Winter
  2. Richard Costi – Clarence Park  
Re. 4.1 Local Area Traffic Management Study Zone 3 (Clarence Park/ Millswood)
-

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | LOCAL AREA TRAFFIC MANAGEMENT<br>STUDY ZONE 3 (CLARENCE<br>PARK/MILLSWOOD)   |
| <b>ITEM NUMBER:</b>     | 4.1  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | BEN WILLSMORE  |
| <b>JOB TITLE:</b>       | MANAGER CITY DESIGN  |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. DRAFT LATM CONSULTATION LETTERS</li><li>2. LOCATION SIGNAGE</li><li>3. CONSULTATION FEEDBACK SUMMARY</li><li>4. LOCAL AREA TRAFFIC MANAGEMENT<br/>PLAN ZONE 3 CLARENCE PARK /<br/>MILLSWOOD</li></ol> |

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### 1. **EXECUTIVE SUMMARY**

A Local Area Traffic Management (LATM) Study has been undertaken in the Clarence Park/Millswood area (bounded by Greenhill Road, Goodwood Road, Cross Road, the Seaford Rail Line, East Avenue, Glenelg Tram Line, Leader Street and Anzac Highway).

The LATM development has been based on a consultative four stage process, building on historical analysis and general traffic/transport feedback that informed potential project directions. A draft LATM document was developed for community consultation in July 2019, with over 370 submissions received. Council staff have reviewed the feedback and incorporated into the finalisation of the Management Plan.

A final LATM Plan Zone 3 (Clarence Park/Millswood) (the LATM Plan) is presented for Council endorsement. The Plan includes 20 recommendations relating to Traffic Management, Parking, and Walking and Cycling.

A summary of the recommendations contained in the LATM Plan and acknowledgement of the impact of the community feedback is provided in the table below. There are 20 recommendations in the final document, however recommendation 4 has been split into two, and assigned letters 4A and 4B, to ensure consistency with the original Draft LATM recommendations.

| <b>RECOMMENDATION</b>   | <b>THEME<sup>1</sup></b> | <b>LEVEL OF INTEREST<sup>2</sup></b> | <b>FEEDBACK<sup>3</sup></b>  | <b>PRIORITY<sup>4</sup></b> |
|---|--------------------------|--------------------------------------|------------------------------|-----------------------------|
| 1. Maple Avenue – Speed Reduction                                     | TM                       | Low                                  | Retain                       | Medium                      |
| <b>2. Railway Terrace South / Devon Street – Safety Improvements</b>  | <b>TM</b>                | <b>Medium</b>                        | <b>Change Recommendation</b> | <b>High **</b>              |
| <b>3. Forestville Tram Stop pedestrian access</b>                     | <b>TM / WC</b>           | <b>Medium</b>                        | <b>Retain</b>                | <b>High **</b>              |
| 4A. Clarence Park Rat-Running (options)                               | TM                       | High                                 | Change Recommendation        | Medium                      |
| 4B. Mills Street  | TM                       | N/A                                  | New Recommendation           | Medium                      |
| 5. Churchill Avenue Bicycle Route                                     | TM / WC                  | Medium                               | Retain                       | Medium                      |
| 6. Forestville / Everard Park - Local traffic and parking review      | TM                       | Low                                  | Retain                       | Medium                      |
| <b>7. Ripon / Homer / Lorraine intersection – change in priority</b>  | <b>TM</b>                | <b>Low</b>                           | <b>Retain</b>                | <b>High **</b>              |
| <b>8. Rose Terrace – Paid Parking</b>                                 | <b>P</b>                 | <b>Medium</b>                        | <b>Change Recommendation</b> | <b>Medium **</b>            |
| 9. Leader Street – Paid Parking                                       | P                        | Medium                               | Retain                       | Medium                      |
| <b>10. Curzon Avenue – Disabled Parking</b>                           | <b>P</b>                 | <b>Low</b>                           | <b>Retain</b>                | <b>High **</b>              |
| <b>11. Goodwood Oval - Parking Controls</b>                           | <b>P</b>                 | <b>Medium</b>                        | <b>Change Recommendation</b> | <b>Medium **</b>            |
| <b>12. Langdon Avenue / East Avenue intersection</b>                  | <b>P</b>                 | <b>Low</b>                           | <b>Retain</b>                | <b>Medium **</b>            |
| <b>13. Goodwood Road Bicycle Connection</b>                           | <b>WC</b>                | <b>Low</b>                           | <b>Retain</b>                | <b>Medium **</b>            |
| 14. Leader Street Pedestrian Crossing                                 | WC                       | Medium                               | Retain                       | Medium                      |
| 15. Leader Street (Railway to Cross Rd) – Buffered bicycle lanes      | WC                       | Medium                               | Retain                       | Medium                      |
| <b>16. East Avenue (Railway to Cross Rd) – Buffered bicycle lanes</b> | <b>WC</b>                | <b>Medium</b>                        | <b>Retain</b>                | <b>Medium **</b>            |
| 17. East Avenue Pedestrian Refuge                                     | WC                       | Medium                               | Retain                       | Medium                      |
| 18. Goodwood Road Bicycle Parking                                     | WC                       | Low                                  | Retain                       | Low                         |
| <b>19. East Avenue Keep Clear</b>                                     | <b>WC</b>                | <b>N/A</b>                           | <b>New Recommendation</b>    | <b>High **</b>              |

## LEGEND

| 1. LATM THEME |                     |
|---------------|---------------------|
| TM            | Traffic Management  |
| WC            | Walking and Cycling |
| P             | Parking             |

| 2. LEVEL OF INTEREST (PER RECOMMENDATION) |                            |
|---|----------------------------|
| HIGH                                      | >200 responses received    |
| MEDIUM                                    | 100-200 responses received |
| LOW                                       | <100 responses received    |

| 3. FEEDBACK TO THE DRAFT LATM RECOMMENDATIONS |  |
|---|--|
| RETAIN  | Community support for proposed recommendation  |
| CHANGE RECOMMENDATION                         | Community feedback informed technical review and amendment of original recommendation                  |
| NEW RECOMMENDATION                            | Community feedback highlighted additional recommendation and supported by further technical assessment |

| 4. PRIORITY |  |
|-------------|--|
| HIGH        | Identified safety risk that requires short term action   |
| MEDIUM      | Potential safety risk or high level of community support for change  |
| LOW         | Not a safety risk and only a low-medium level of community support   |
| (BOLD) **   | Indicates priority projects proposed for implementation as part of the Council's Annual Budget allocation for 2019/20. |

## 2. RECOMMENDATION

That:

1. The report be received.
2. The Local Area Traffic Management Plan Zone 3 (Clarence Park / Millswood) as set out in Attachment 4 to this Report (Item 4.1, Council Meeting 23/09/2019), and the recommendations contained therein, including the implementation priorities be endorsed.
3. The property owners, businesses and residents within the Local Area Traffic Management Plan Zone 3 (Clarence Park/Millswood), as well as any other contributors to the consultation, be advised of the endorsed final LATM Plan and its implementation.
4. Within the funding allocated in the 2019/20 budget, Administration implement the high priority recommendations identified within the Local Area Traffic Management Plan Zone 3 (Clarence Park/Millswood) along with Recommendations 8, 11, 12, 13, 14, 17 and 19.

### **3. RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
- 1.5 Our City is connected and accessible.

### **4. BACKGROUND**

A Local Area Traffic Management (LATM) Study is a strategic and integrated way of identifying, analysing and resolving traffic, parking and road safety issues of a local area. The study then informs the LATM plan to be adopted by Council and it is subsequently implemented.

Council has been progressively completing a series of LATM Studies across the City of Unley. LATM Studies were undertaken in the Unley, Goodwood, and Wayville area, as well as Parkside (Zone 2) in previous financial years, and the recommendations for each of these areas are currently being implemented. The prioritisation and associated funding are in alignment with Council's LATM program.

In its 2018/19 Budget, Council allocated funding for the commissioning of the LATM for Zone 3 (Clarence Park / Millswood), being the area within Greenhill Road, Goodwood Road, Cross Road, the Seaford Rail Line, East Avenue, Glenelg Tram Line, Leader Street and Anzac Highway.

The methodology undertaken by Council to develop the LATM Plan reflects four (4) stages/steps, as detailed below:

1. Historical analysis
2. Early community engagement
3. Draft recommendations
4. Final report

The process engaged with the community to identify local issues and determined appropriate recommendations or actions for the local area. For an LATM to be effective, it is necessary to consider an area as a whole and apply the suite of recommendations for improvement, particularly as the improvements are often interdependent and most effective when applied together.

As with LATM Zone 2 (Parkside), the study was completed by Council's City Design team rather than using external consultants. The study was based upon both new and existing traffic data, officer knowledge of the area, and consideration of previous community feedback.

The study focused on three (3) themes:

- Parking;
- Walking and Cycling; and
- Traffic Management and Safety.

The issues specific to the above themes, with the associated potential directions, was provided to residents and businesses of the local area as part of the community engagement material. Initial community engagement was conducted during September 2018 via an online survey and a mail-out containing the survey. A total of 3,609 circulars were mailed out, with 190 responses received.

The feedback was then analysed, together with the technical findings and site observations, and this guided the final draft set of recommendations.

In response to the three (3) key themes affecting the study area, 18 key recommendations were explained in the draft LATM Plan which was endorsed by Council for consultation in July 2019.

## **5. DISCUSSION**

### **5.1 Community Consultation**

Following endorsement by Council of the draft LATM Plan in July 2019, residents, property owners and businesses were consulted on the draft recommendations and content of the report.

In addition to the establishment of an Unley 'Your Say' online engagement page with questionnaire, and the traditional mailout to all businesses, property owners and residents in the area (3,609 letters), the Council undertook a number of additional steps to maximise awareness and encourage greater feedback. These included:

#### *Tailored Letters*

A letter was provided to all property owners, businesses and residents of the study area to advise them of the draft LATM, the 18 recommendations; and the opportunity to provide feedback via a hard copy survey (with reply paid envelope) or via the 'Your Say' online survey.

In addition, letters were also provided to those residents or local businesses that were considered to be directly affected by the draft recommendations, including the potential loss of on-street parking. These letters addressed the following:

- Recommendation 4 – Clarence Park Traffic Management (Options)
- Recommendation 11 – Goodwood Oval Parking Controls
- Recommendation 8 – Rose Terrace Paid Parking
- Recommendation 3 – Forestville Tram Stop Pedestrian Refuge
- Recommendation 17 – East Avenue Pedestrian Refuge

*Attachment 1*

### *Location Signage*

To ensure greater community awareness, information signage was installed at six (6) key locations within Zone 3 to identify specific site recommendations and highlight the proposed changes. The signage pointed out the Council's 'Your Say' page via a QR Code to provide feedback. The signage also highlighted:

- Recommendation 2 – Devon Street South / Railway Terrace South
- Recommendation 3 – Forestville Tram Stop Pedestrian Refuge
- Recommendation 7 – Ripon / Homer / Loraine
- Recommendation 8 – Rose Terrace Parking Improvements
- Recommendation 14 – Leader Street Pedestrian Refuge
- Recommendation 17 – East Avenue Pedestrian Refuge

*Attachment 2*

### *Community Drop-In Session*

To further ensure greater community awareness and engagement, a community drop-in session was held at the Clarence Park Community Centre on 30 July 2019, from 5 to 8pm. This session was attended by over 70 community members and provided the opportunity for interested residents to ask further questions of Council staff, as well as submit their feedback on the night.

The consultation sought feedback on the level of support for the 18 recommendations, as well as the prioritisation of works.

### 5.2 Community Feedback and Assessment

At the conclusion of the consultation period, the Council received over 370 submissions, including 212 online submissions via 'Your Say'.

A briefing was held with Elected Members on 2 September 2019 to provide Council staff the opportunity to summarise the feedback received in response to each recommendation, including quantitative and qualitative assessment.

*Attachment 3*

### 5.3 Final Report

Community feedback has been generally supportive of the recommendations, resulting in no change to 13 of the draft recommendations in the final report.

Through the consideration of the comments made in the submissions received during the consultation process, a further technical review of five (5) of the draft recommendations has been undertaken, resulting in changes to two (2) of the recommendations in the final report, as well as the splitting of one (1) recommendation into two (2) and the introduction of a further recommendation.

From the consultation, concern was raised by the community regarding Recommendation 17, East Avenue Pedestrian Refuge, and the potential for conflict between pedestrian access and turning vehicle movements.

Staff undertook a technical review of refuge positioning to ensure a safe off-set from the intersection and ease of pedestrian access. The final review confirmed the original location as the most appropriate.

The key changes in the recommendations include:

| <b>Draft Recommendation</b>                                   | <b>Feedback Received</b>  | <b>Final Recommendation</b>   |
|---|---|---|
| 2. Railway Terrace South / Devon Street – Safety Improvements | Concern over increased neighbourhood noise from the installation of particular traffic calming initiatives  | Revised corner island design to avoid the use of perceived ‘noisy’ road infrastructure and restructured cycle movements   |
| 4A. Clarence Park Traffic Management (options)                | Overwhelming support for Option 5 – No Change   | Change recommendation to support Option 5 – No Change   |
| 4B. Mills Street Traffic Management                           | Strong support for additional traffic calming, noting diversity of further comment regarding additional streetscape changes, loss of onstreet parking and potential for traffic queuing | Confirm recommendation to redesign the placement of new Watts Profile traffic control devices along Mills Street to replace existing infrastructure and better control local speeds, as well as improve the performance and presentation of the two chicanes. Watts Profile and chicanes to maintain two way traffic at all times |
| 8. Rose Terrace – Paid Parking                                | Resistance to removal of untimed parking and introduction of paid parking by local businesses and residents   | Retain introduction of Paid Parking noting its strategic importance. However the amount of unrestricted, time limit and paid parking within the precinct to be revised (balanced) to respond to concerns raised by the feedback   |

|                                    |  |  |
|------------------------------------|--|--|
| 11. Goodwood Oval Parking Controls | Lack of support for further time limit parking on weekends in proximity to Goodwood Oval. Single Street support for alternate parking controls along Allenby Avenue. | Amend recommendation to support parking control change for Allenby Avenue only – no parking, northern side of the street |
| 19. East Avenue 'Keep Clear'       | Vehicle queuing when crossing is down, prevents people with limited mobility to safely cross East Avenue   | 'Keep Clear' onroad line marking to be installed in line with existing pram ramp crossing point                          |

The final recommendations were prioritised based on technical assessment of risk and community expectations. In addition, each recommendation was supported with a preliminary opinion of cost for preliminary budget purposes.

The final LATM Plan addresses key Traffic Management, Walking and Cycling and Parking matters in a systemic manner, whilst aiming to minimise impact on local residents.

*Attachment 4*

## 6. **ANALYSIS OF OPTIONS**

### Option 1 -

1. The report be received.
2. The Local Area Traffic Management Plan Zone 3 (Clarence Park / Millswood) as set out in Attachment 4 to this Report (Item 4.1, Council Meeting 23/09/2019), and the recommendations contained therein, including the implementation priorities be endorsed.
3. The property owners, businesses and residents within the Local Area Traffic Management Plan Zone 3 (Clarence Park/Millswood), as well as any other contributors to the consultation, be advised of the endorsed final LATM Plan and its implementation.
4. Within the funding allocated in the 2019/20 budget, Administration implement the high priority recommendations identified within the Local Area Traffic Management Plan Zone 3 (Clarence Park/Millswood) along with Recommendations 8, 11, 12, 13, 14, 17 and 19.

### Option 2 -

Council may choose to provide an alternative approach on the matter.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- Council has allocated \$215,000 in its 2019/20 Budget for the purpose of implementing the high priority adopted recommendations contained in the final LATM 3 (Clarence Park / Millswood).
- The 'high' priority projects to be undertaken in 2019/20 include:
  - Rippon / Homer / Loraine Intersection (Recommendation 7)
  - Railway Terrace South / Devon Street South (Recommendation 2)
  - Forestville Tram Stop (Recommendation 3)
  - Curzon Avenue Disabled Car Park (Recommendation 10)
- In addition to the above final recommendations, the 2019/20 budget will also include the implementation of the following final recommendations due to the minor cost required to implement, or in coordination with other existing projects:
  - Rose Terrace Paid Parking (Recommendation 8)
  - Curzon Avenue – Disabled Parking (Recommendation 10)
  - Goodwood Oval Parking Controls (Recommendation 11)
  - Langdon Avenue / East Avenue (Recommendation 12)
  - Goodwood Road Bicycle Connection (Recommendation 14)
  - East Avenue Buffered Bicycle Lanes (Recommendation 16)
  - East Avenue 'Keep Clear' line marking (Recommendation 19)
- The prioritisation was determined as a collective of technical risk assessment undertaken by Council staff, level of community support, as well as coordination with the Council's asset management of road infrastructure across the City.
- The implementation of the remaining recommendations will be subject to the annual budget setting process, appropriate to the priority classification and in co-ordination with asset renewal.

### **8.2 Legislative/Risk Management**

- The recommendations to be implemented are in accordance with the relevant Australian Standards. There are no foreseeable legislative or risk issues associated with the recommended option.
- All works that may impact on the road environment will be undertaken in accordance with DPTI standards.
- Allowance has been made in the project budget for specialist external advice to address specific site or technical risks if required.

### **8.3 Staffing/Work Plans**

- It is expected that staff within the City Design team will be responsible for managing consultants tasked with the detailed design and documentation of the nominated priority works. The final designs will be reviewed with the assistance of technical staff across the City Development department.
- The construction of the recommendations will be managed by the Council's City Assets team.

### **8.4 Environmental/Social/Economic**

- The LATM Plan recommendations will alleviate traffic and parking issues identified for the community as a whole. As such, it should result in improved access and safety for all road users.

### **8.5 Stakeholder Engagement**

- A comprehensive engagement program has been undertaken at relevant stages of the development of the LATM Plan, incorporating feedback from residents, property owners and businesses in the area.
- Local residents, property owners and businesses will be notified ahead of the commencement of any priority works, in accordance with the Council's own policy.
- For recommendations which represent a significant change in the wider streetscape, further stakeholder engagement will be undertaken as part of the design process, noting that the engagement should not challenge the approved direction.
- It is noted that the introduction of Paid Parking along Rose Terrace (Recommendation 8), remains without a majority community support. However, the introduction of Pay for Use Parking is a strategic objective of the Council and has been retained in the final report. Additional consideration will be given to promoting this recommendation as a pilot, to test the implementation of smart parking, Pay for Use parking and permits.
- For recommendations that are on hold for a number of years, and subject to the completion of third party works, further stakeholder engagement will be undertaken as part of the design process, noting that the engagement should not challenge the approved direction.

## **9. REPORT CONSULTATION**

- Strategic Assets
- Parking and Rangers

## **10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Claude Malak | General Manager, City Development |



# Local Area Traffic Management Clarence Park/ Millswood



10 July 2019

Dear Resident/Property owner/Business operator,

A Local Area Traffic Management (LATM) study is currently being undertaken in the Clarence Park/Millswood area. You may recall receiving a letter and survey about this in August 2018. Based on your feedback from this survey, as well as further technical analysis, a series of draft recommendations have been developed for the area. We now seek feedback on these recommendations, which will help inform the final projects undertaken over the coming years, and be focused on improving the following key areas:

- Traffic Management and Road Safety
- Parking
- Walking and Cycling

## BACKGROUND

LATM is an approach to identify and address traffic issues in a local area. It is a holistic approach that considers an area as a whole, rather than addressing individual streets in isolation.

It involves the following steps:

1. Analyse traffic and parking data
2. Obtain general feedback to understand community priorities/issues (Stage 1 of community engagement)
3. Develop draft recommendations
4. Obtain community feedback on draft recommendations (Stage 2 of community engagement)
5. Finalise recommendations and Council endorsement of final projects to be undertaken

## RECOMMENDATIONS

Currently we are undertaking step 4 of this process, where we obtain feedback on draft recommendations. Recommendations range from pedestrian crossings/refuges, changes to parking controls, and options to reduce traffic short cutting through residential streets. These recommendations are detailed briefly overleaf. However, we encourage you to view the full study report online at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (a copy is also available at the Unley Civic Centre) which provides further detail on each recommendation, including a concept plan where applicable.

## PROVIDING FEEDBACK

We seek community feedback to understand whether these recommendations are supported. This feedback will help us finalise the recommendations as well as assign a relative priority for implementation.

Options to provide feedback:

- Go to [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) to complete an online feedback form by Monday 5 August 2019
- Complete and return the attached feedback form by Monday 5 August 2019
- Attend our Community Drop In Session on Tuesday 30 July, 5-8pm, at the Clarence Park Community Centre, Black Forest Room. Please come any time between 5pm and 8pm to discuss the recommendations with the project team.

For additional information, please contact us by email at [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au), or by phone on 8372 5111.

Yours sincerely

A handwritten signature in black ink, appearing to read "H. Scharnberg".

Hayden Scharnberg  
Transport and Traffic Technical Officer

Civic Centre 181 Unley Road  
Unley, South Australia 5061  
Postal PO Box 1  
Unley, South Australia

Telephone (08) 8372 5111  
Facsimile (08) 8271 4886  
Email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)  
Website [www.unley.sa.gov.au](http://www.unley.sa.gov.au)

THE CITY of  
*Unley*

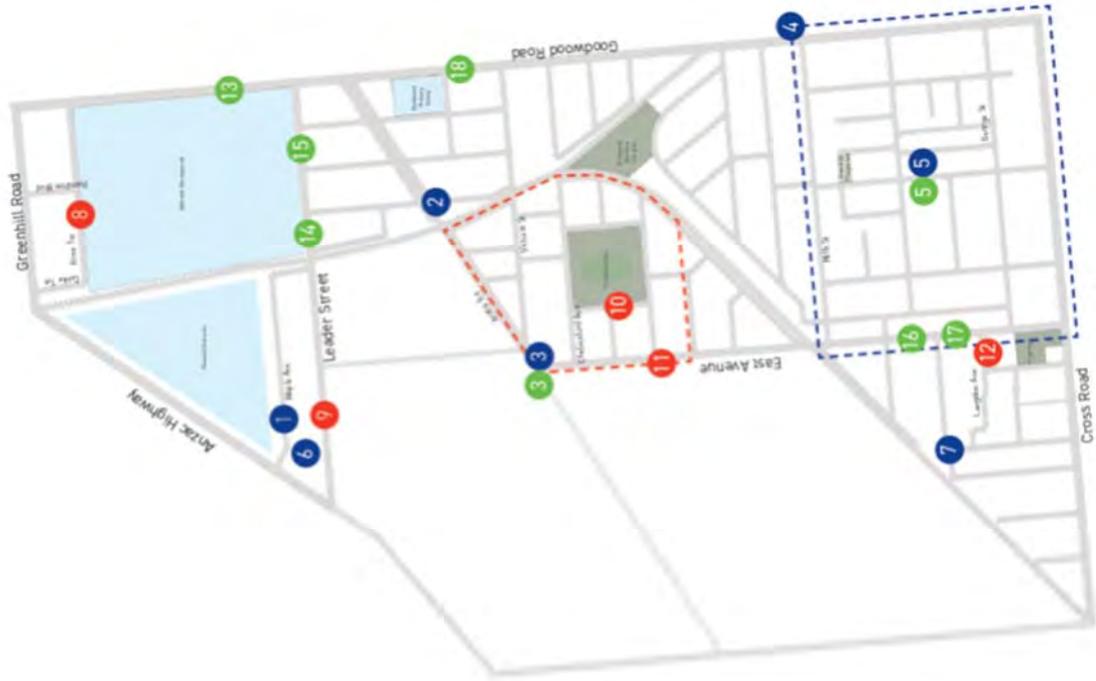
# Draft Recommendations

| Project  | Draft Recommendation  | Priority |
|--|---|----------|
| 1. Maple Avenue - Speed Reduction                                    | High speeds identified, however future investigations will be undertaken once adjacent development construction works are complete.   | Medium   |
| 2. Railway Terrace / Devon St Sth Intersection - Safety Improvements | Corner cutting and conflict between cyclists/motorists identified. Pavement bars at the bend, advisory speed signs and a formal bicycle path intersection are proposed.   | High     |
| 3. Forestville Tram Stop pedestrian refuge                           | Minimum sight distance for pedestrians not provided. A pedestrian refuge is proposed adjacent the existing tram line crossing, including loss of 3 parking spaces.  | High     |
| 4. Clarence Park Rat-Running (options)                               | Mills Street chicanes to be redesigned and existing speed humps to be replaced with an alternate treatment. Four options for area wide treatment to deter rat-running are presented for community comment (see <a href="http://your.say.unleisley.sa.gov.au/latm3">your.say.unleisley.sa.gov.au/latm3</a> for options). | Medium   |
| 5. Churchill Avenue Bicycle Route                                    | Speeds are too high for a bicycle route, however Council will continue to monitor local speeds and volumes following implementation of recommendation 4.  | Medium   |
| 6. Forestville / Everard Park - Local traffic and parking review     | Future investigations will be undertaken once all construction works are complete at the adjacent Kaufland Development and nearby Arcadian Development.   | Medium   |
| 7. Ripon/Homer/Lorraine intersection - Change in priority            | Insufficient sight distance form motorists on Ripon Road turning into Lorraine Ave. Intersection traffic priority be changed so Ripon-Lorraine operates as a bend.  | High     |
| 8. Rose Terrace - Paid Parking                                       | To increase parking availability for local businesses in the area, a restructure of parking is proposed, including time limit parking (suitable for residents and business visitors), a paid parking zone (\$4/day), whilst retaining some unrestricted parking.  | Medium   |
| 9. Leader Street - Paid Parking                                      | Introduction of paid parking along Leader Street proposed (\$4/day). To occur after the major works are undertaken at the adjacent Kaufland development.  | Medium   |
| 10. Curzon Avenue - Disabled Parking                                 | Improvements to disabled parking will occur on Curzon Avenue as part of the Goodwood Oval grandstand upgrade. The LATM supports this improvement.   | High     |
| 11. Goodwood Oval - Parking Controls                                 | To improve local traffic flow and access for residents and their visitors during peak oval use, 1-hour parking is proposed on one side of Chelmsford Ave, Allenby Ave, Fairfax Ave, Argyle Ave. Refer to full study report for a detailed map and days.   | Medium   |
| 12. Langdon Avenue / East Avenue intersection                        | To provide additional space at the intersection, parking is to be restricted for the first 20m (additional 10m extension). This will result in a loss of one parking space.   | Medium   |
| 13. Goodwood Road Bicycle Connection                                 | Wayfinding and pavement decals to direct cyclists along the footpath to the safe crossing point at Young Street (pedestrian actuated crossing).   | Medium   |
| 14. Leader Street Pedestrian Crossing                                | Installation of a wombat crossing (raised zebra crossing with pedestrian priority) on Leader Street west of Devon St Nth. This will result in a loss of 2 parking spaces.   | Medium   |
| 15. Leader Street - Buffered bicycle lanes                           | Upgrade bicycle lanes on Leader St (Seaford Railway to Goodwood Rd) to buffered bicycle lanes through line-marked clearance in 'car door' zone for cyclist safety.  | Medium   |
| 16. East Avenue - Buffered bicycle lanes                             | Upgrade bicycle lanes on East Avenue (Seaford Railway to Cross Road) to buffered bicycle lanes through line-marking clearance in 'car door' zone for cyclist safety.  | Medium   |
| 17. East Avenue Pedestrian Refuge                                    | Installation of a pedestrian refuge on East Avenue, south of Langdon Avenue, resulting in the loss of three on-street car parks.  | Medium   |
| 18. Goodwood Road Bicycle Parking                                    | Additional bicycle parking locations identified within the Goodwood Road retail precinct (Victoria Street to Leader Street).  | Low      |

TRAFFIC MANAGEMENT

PARKING

WALKING & CYCLING





# Feedback Form

## Local Area Traffic Management Clarence Park/ Millswood

We seek community feedback to understand whether these recommendations are supported. This feedback will help us finalise the recommendations as well as assign a relative priority for implementation.

**You can complete the online survey at [yoursay.unley.sa.gov.au/ladm3](https://yoursay.unley.sa.gov.au/ladm3)**

**Written feedback must be submitted by:**  
Monday 5 August 2019

**Name**

**Address**

**Email (optional)**

**Phone Number (optional)**

**How to complete the survey**

Rather than providing feedback on every recommendation, you have an opportunity to comment on only those you want to by adding in the applicable recommendation number.

**EXAMPLE:**

Recommendation  **7** *Fill in the recommendation number you want to provide feedback on.*

I think this recommendation is: *Tick the applicable comment*



Comments: *Provide comments to further elaborate*

*I negotiate this intersection daily and often experience difficulty, I therefore support the proposal.*

Recommendation

I think this recommendation is:



Comments:

Recommendation

I think this recommendation is:



Comments:

Recommendation

I think this recommendation is:



Comments:

Recommendation

I think this recommendation is:



Comments:

Please provide any additional comments you have

Recommendation

I think this recommendation is:



Comments:

Recommendation

I think this recommendation is:



Comments:

Civic Centre 181 Unley Road  
Unley, South Australia 5061  
Postal PO Box 1  
Unley, South Australia

Telephone (08) 8372 5111  
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Email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)  
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# Local Area Traffic Management Clarence Park/ Millswood



10 July 2019

Dear Resident/Property owner/Business operator,

A Local Area Traffic Management (LATM) study is currently being undertaken in the Clarence Park/Millswood area. You may recall receiving a letter and survey about this in August 2018. Based on your feedback from this survey, as well as further technical analysis, a series of draft recommendations have been developed for the area. We now seek feedback on these recommendations, which will help inform the final projects undertaken over the coming years, and be focused on improving the following key areas:

- Traffic Management and Road Safety
- Parking
- Walking and Cycling

## BACKGROUND

LATM is an approach to identify and address traffic issues in a local area. It is a holistic approach that considers an area as a whole, rather than addressing individual streets in isolation.

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5. Finalise recommendations and Council endorsement of final projects to be undertaken

## RECOMMENDATIONS

Currently we are undertaking step 4 of this process, where we obtain feedback on draft recommendations. Recommendations range from pedestrian crossings/refuges, changes to parking controls, and options to reduce traffic short cutting through residential streets. These recommendations are detailed briefly overleaf. However, we encourage you to view the full study report online at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (a copy is also available at the Unley Civic Centre) which provides further detail on each recommendation, including a concept plan where applicable.

### Recommendation 4 - Clarence Park Traffic Management (Options)

As your property is located in the area bounded by Cross Road, East Avenue, Millswood Crescent, and Goodwood Road, we wish to specifically highlight recommendation 4, which will potentially affect you. Traffic data and community feedback indicated that 'rat-running' motorists use this area in the peak AM and peak PM periods, which negatively affects some residents of the area. In order to help address this, we have developed four options for the area, ranging from turning bans to road closures. Further information on these options is available in the full study report at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (starting page 25).

## PROVIDING FEEDBACK

We seek community feedback to understand whether these recommendations are supported. This feedback will help us finalise the recommendations as well as assign a relative priority for implementation.

Options to provide feedback:

- Go to [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) to complete an online feedback form by Monday 5 August 2019
- Complete and return the attached feedback form by Monday 5 August 2019
- Attend our Community Drop In Session on Tuesday 30 July, 5-8pm, at the Clarence Park Community Centre, Black Forest Room. Please come any time between 5pm and 8pm to discuss the recommendations with the project team.

For additional information, please contact us by email at [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au), or by phone on 8372 5111.

Yours sincerely

Hayden Scharnberg  
Transport and Traffic Technical Officer

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# Local Area Traffic Management Clarence Park/ Millswood



10 July 2019

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- Traffic Management and Road Safety
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## BACKGROUND

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## RECOMMENDATIONS

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### Recommendation 11 - Goodwood Oval - Parking Controls

As your property is located in a street near Goodwood Oval, we wish to specifically highlight recommendation 11, which will potentially affect you. Parking is in high demand when Goodwood Oval is in use (i.e. Saturdays), which can impact residents and their visitors. To improve parking availability and reduce congestion, 1 hour parking is proposed on one side of several streets (applicable days/times vary). Further information is available in the full study report at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (refer to page 33). Note that a separate consultation will occur in August/September seeking feedback on the 3 hour parking installed in 2018.

## PROVIDING FEEDBACK

We seek community feedback to understand whether these recommendations are supported. This feedback will help us finalise the recommendations as well as assign a relative priority for implementation.

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Yours sincerely

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Hayden Scharnberg  
Transport and Traffic Technical Officer

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# Local Area Traffic Management Clarence Park/ Millswood



10 July 2019

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### Recommendation 8 - Rose Terrace Paid Parking

As your property is located on or near Rose Terrace (west of Goodwood Road) and Cooke Terrace, we wish to specifically highlight recommendation 8, which will potentially affect you. Parking demand is consistently high on both of these streets, which impacts local businesses and residents. To improve parking availability, a restructure of parking controls is proposed, including time limit parking (suitable for residents and business visitors), a paid parking zone (\$4/day), whilst retaining some unrestricted parking. Further information on this recommendation is available in the full study report at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (refer to page 31).

## PROVIDING FEEDBACK

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Yours sincerely

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# Local Area Traffic Management Clarence Park/ Millswood



10 July 2019

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### Recommendation 3 - Forestville Tram Stop Pedestrian Refuge

As your property is located near Tram Stop 4, we wish to specifically highlight recommendation 3, which will potentially affect you. Pedestrians often experience difficulty crossing from the southern footpath of Aroha Terrace (section between East Avenue and Leah Street) to access the tram stop. This is due an insufficient view of oncoming traffic, which makes it difficult to judge a safe gap to cross. In order to address this, a pedestrian refuge is proposed. This would, however, result in the loss of three parking spaces. Further information is available in the full study report at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (refer to page 24).

## PROVIDING FEEDBACK

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# Local Area Traffic Management Clarence Park/ Millswood



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### Recommendation 17 - East Avenue Pedestrian Refuge

As your property is located on East Avenue near Langdon Avenue, we wish to specifically highlight recommendation 17, which will potentially affect you. A pedestrian refuge is proposed directly south of Langdon Avenue outside Rise & Grind Cafe. Pedestrian crossing data suggests that this is the most popular crossing point along East Avenue between Cross Road and the Seaford-Adelaide Railway. This location will therefore maximise use by the community, but will, however, result in a loss of three parking spaces. Further information is available in the full study report at [yoursay.unley.sa.gov.au/latm3](http://yoursay.unley.sa.gov.au/latm3) (refer to page 39).

## PROVIDING FEEDBACK

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Yours sincerely

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Transport and Traffic Technical Officer

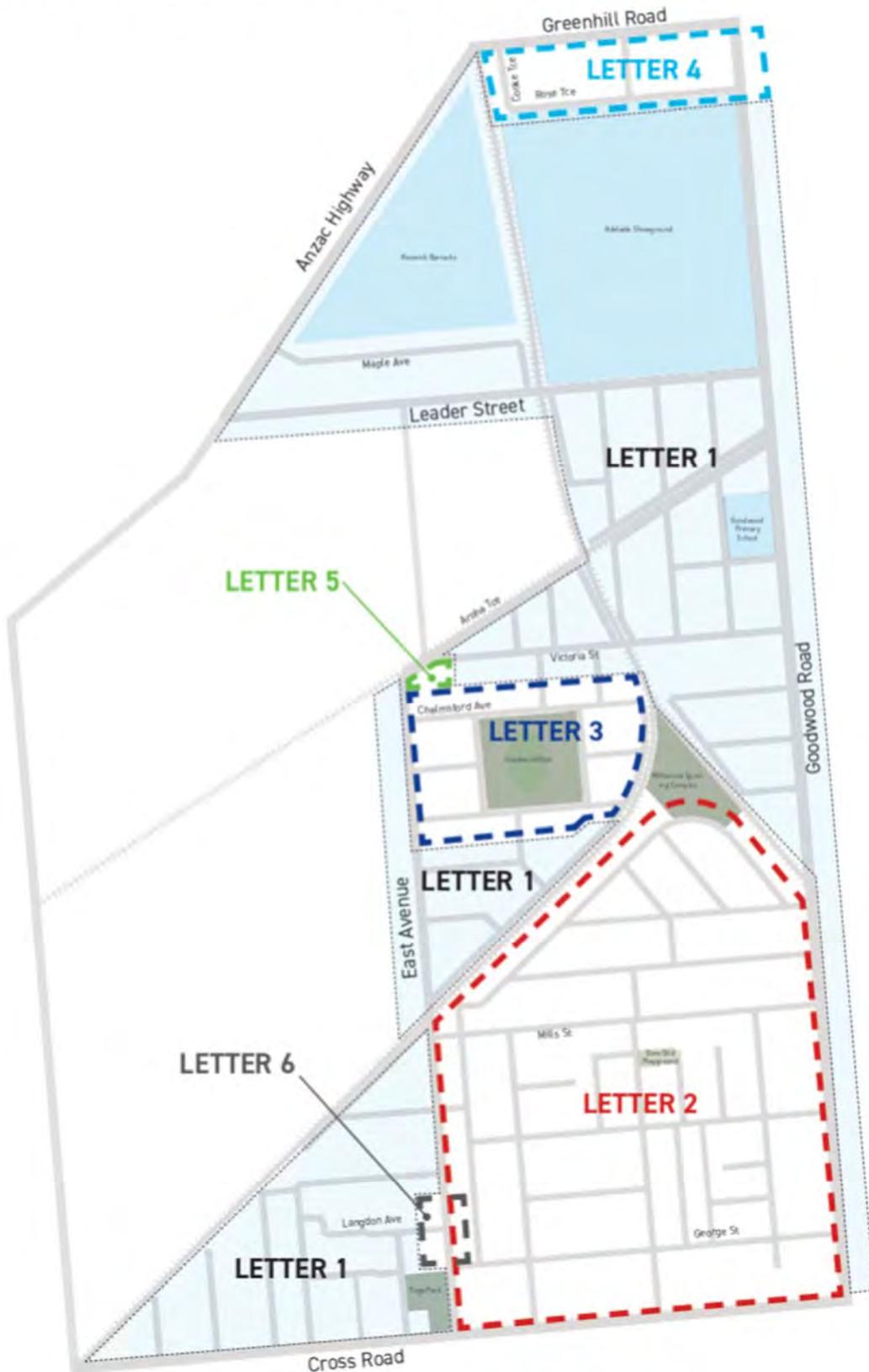
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### LATM 3 - CLARENCE PARK/ MILLSWOOD COMMUNITY ENGAGEMENT LETTERS

- LETTER 1 - GENERAL LETTER
- LETTER 2 - RECOMMENDATION 4 - CLARENCE PARK TRAFFIC MANAGEMENT (OPTIONS)
- LETTER 3 - RECOMMENDATION 11 - GOODWOOD OVAL PARKING CONTROLS
- LETTER 4 - RECOMMENDATION 8 - ROSE TERRACE PAID PARKING
- LETTER 5 - RECOMMENDATION 3 - FORESTVILLE TRAM STOP PEDESTRIAN REFUGE
- LETTER 6 - RECOMMENDATION 17 - EAST AVENUE PEDESTRIAN REFUGE



# Proposed Intersection Changes

Your Say

A local Area Traffic Management study is being undertaken in the area. Feedback and comment on the proposed changes is being sought. The following changes are proposed:

- Road closures have variable days and times
- Providing wider pedestrian paths through wider green areas with the road works for low marking and a hard cut
- Provide additional path ways and signs around the area of the intersection and area

**RECOMMENDATION 2**  
For additional information on the 18 recommendations or to provide feedback go to:  
[your.say.unley.sa.gov.au/latm3](http://your.say.unley.sa.gov.au/latm3)




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# Proposed Intersection Changes

Your Say

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**RECOMMENDATION 7**  
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THE CITY OF  
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# Proposed Parking Changes

Your Say

A local Area Traffic Management study is being undertaken in the area. Feedback and comment on the proposed changes is being sought. The following changes are proposed:

- Road closures have variable days and times
- Providing wider pedestrian paths through wider green areas with the road works for low marking and a hard cut
- Provide additional path ways and signs around the area of the intersection and area

**RECOMMENDATION 8**  
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# Proposed Pedestrian Crossing

Your Say

A local Area Traffic Management study is being undertaken in the area. Feedback and comment on the proposed changes is being sought. The following changes are proposed:

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- Providing wider pedestrian paths through wider green areas with the road works for low marking and a hard cut
- Provide additional path ways and signs around the area of the intersection and area

**RECOMMENDATION 14**  
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# Proposed Pedestrian Refuge

Your Say

A local Area Traffic Management study is being undertaken in the area. Feedback and comment on the proposed changes is being sought. The following changes are proposed:

- Road closures have variable days and times
- Providing wider pedestrian paths through wider green areas with the road works for low marking and a hard cut
- Provide additional path ways and signs around the area of the intersection and area

**RECOMMENDATION 17**  
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# Proposed Pedestrian Refuge

Your Say

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- Road closures have variable days and times
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- Provide additional path ways and signs around the area of the intersection and area

**RECOMMENDATION 3**  
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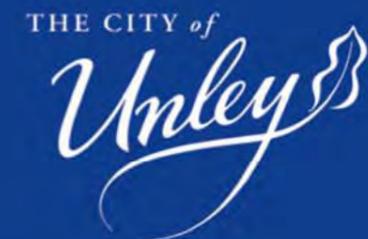
# LATM 3 CONSULTATION FEEDBACK SUMMARY

# DRAFT

## DRAFT LOCAL AREA TRAFFIC MANAGEMENT PLAN ZONE 3 - CLARENCE PARK/ MILLSWOOD



PRESENTATION  
2 SEPTEMBER 2019  
NOT FOR DISTRIBUTION



# UPDATED RECOMMENDATIONS

|                    | Project   | Level of interest | Retain/Re-view/Change/New |
|--------------------|---|-------------------|---------------------------|
| TRAFFIC MANAGEMENT | 1. Maple Avenue - Speed Reduction                                     | Low               | Retain                    |
|                    | 2. Railway Terrace South / Devon Street South - Safety Improvements   | Medium            | Review                    |
|                    | 3. Forestville Tram Stop pedestrian access                            | Medium            | Retain                    |
|                    | 4. Clarence Park Traffic Management (options)                         | High              | Change                    |
|                    | 4a. Mills Street Traffic Management                                   | N/A               | New                       |
|                    | 5. Churchill Avenue Bicycle Route                                     | Medium            | Retain                    |
|                    | 6. Forestville / Everard Park - Local traffic and parking review      | Low               | Retain                    |
| PARKING            | 7. Ripon/Homer/Lorraine intersection - Change in priority             | Low               | Retain                    |
|                    | 8. Rose Terrace - Paid Parking  | Medium            | Review                    |
|                    | 9. Leader Street - Paid Parking                                       | Medium            | Retain                    |
|                    | 10. Curzon Avenue - Disabled Parking                                  | Low               | Retain                    |
| WALKING & CYCLING  | 11. Goodwood Oval - Parking Controls                                  | Medium            | Change                    |
|                    | 12. Langdon Avenue / East Avenue intersection                         | Low               | Retain                    |
|                    | 13. Goodwood Road Bicycle Connection                                  | Low               | Retain                    |
|                    | 14. Leader Street Pedestrian Crossing                                 | Medium            | Retain                    |
|                    | 15. Leader Street (Railway to Goodwood Road) - Buffered bicycle lanes | Medium            | Retain                    |
|                    | 16. East Avenue (Railway to Cross Rd) - Buffered bicycle lanes        | Medium            | Retain                    |
|                    | 17. East Avenue Pedestrian Refuge                                     | Medium            | Review                    |
|                    | 18. Goodwood Road Bicycle Parking                                     | Low               | Retain                    |
|                    | 19. East Avenue 'Keep Clear' Pavement Message                         | N/A               | New                       |

| Level of Interest |                              |
|-------------------|------------------------------|
| High              | >200 responses + comments    |
| Medium            | 100-200 responses + comments |
| Low               | <100 responses + comments    |



| Driver   | Draft recommendation                                     | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response   |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|---|--|
| <p><i>Description of initial safety hazard or community concern identified</i></p> | <p><i>Recommendation in the June 2019 Draft LATM</i></p> | <p>11</p>      | <p>16</p>          | <p>3</p>             | <p>24</p>            | <p>15</p>        | <p><i>Key quotes from respondents that help summarise the feedback as a whole</i></p> | <p><i>Statement as to whether the recommendation is:</i></p> <ul style="list-style-type: none"> <li>• <i>retained</i></li> <li>• <i>to be reviewed</i></li> <li>• <i>to be changed</i></li> </ul> <p><i>Detail reasons to review or change and discuss the potential change.</i></p> |

# 1. MAPLE AVENUE - SPEED REDUCTION

**RETAIN**

| Driver                 | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response  |
|------------------------|---|----------------|--------------------|----------------------|----------------------|------------------|--|---|
| High speeds identified | Future investigations will be undertaken once adjacent development construction works are complete. | 11             | 16                 | 3                    | 24                   | 15               | <p>"I think you are right to hold off until the development in this area is completed to see what the traffic implications are."</p> <p>"Lower speeds reduce risk to all road users (pedestrians, motorists, cyclists). Also enhances livability of the area."</p> <p>"Physical speed reduction for commercial vehicles is always difficult. Given almost no residential properties it seems unimportant to me."</p> | Recommendation unchanged. Retain classification as medium priority. |

## 2. RAILWAY TCE STH / DEVON ST STH INTERSECTION - SAFETY IMPROVEMENTS

**REVIEW**

| Driver   | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response  |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|--|---|
| Corner cutting and conflict between cyclists/motorists identified. | Pavement bars at the bend, advisory speed signs and a formal bicycle path intersection are proposed. | 27             | 29                 | 4                    | 18                   | 31               | <p>"I strongly support this proposal in the interest of safety."</p> <p>"Should have been addressed back when the Mike Turtur Bikeway was established."</p> <p>"This is a tricky intersection. I don't like it. Ive never seen an accident but its easy to anticipate one will happen. Vehicles should be prevented from cutting across."</p> <p>"I strongly support this proposal in the interest of safety."</p> <p>"I am concerned that the traffic bars may restrict access to our driveway and also that they may cause noise through cars running over at night..."</p> <p>"There is no hazard except occasional erratic behaviours and no physical change will alter these behaviours ... I have never seen problematic corner cutting in my daily ride around it."</p> <p>"I do not want the pavement bars put in place at all ... The rest of the proposal I support and would especially like the pedestrian crossing put in and the cycling/pedestrian path under the bridge so it is safer for the pedestrians."</p> | <p>1. Changes are strongly supported however pavement bars are not universally supported, particularly by residents in the direct vicinity of the intersection.</p> <p>2. Delineation of traffic lanes through line marking only (no pavement bars) would not be effective. Alternative to pavement bars to be investigated to address resident acoustic concerns.</p> <p>3. Council to request DPTI approval and partnership to address safety concerns, including improved access and visibility. Subject to approval, existing crossing point to be relocated away from intersection.</p> <p>Retain recommendation but review design - minor changes likely.</p> |

### 3. FORESTVILLE TRAM STOP PEDESTRIAN REFUGE

**REVIEW**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response   |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|---|--|
| <p>Minimum sight distance for all pedestrians to safely cross the road to/ from the tram stop is not provided. Crash history at intersection.</p> | <p>A pedestrian refuge is proposed adjacent the existing tram line crossing, including loss of 3 parking spaces (noting that the business has 3 off-street parking spaces).</p> | <p>58</p>      | <p>28</p>          | <p>2</p>             | <p>11</p>            | <p>58</p>        | <p>"Currently priority is given to cars, not people. Pedestrians need safer access in this area."</p> <p>"I use the tram frequently at this stop and I think this pedestrian crossing is definitely needed. I also support the removal of those parking spots as they are a hazard when driving as they narrow the road too much"</p> <p>"I cross here many times after exercising my dog at Goodwood Oval and have had a number of scary moments as cars approach from the 3 involved streets from around corners and at speed."</p> <p>"have almost been hit by a car here on many occasions"</p> <p>"Losing those parks would result in a massive loss in business for us." "In the 5 years I have not witnessed a single accident. In fact having cars parked there forces traffic to slow at times." - Owner of Cherry Darlings Bakehouse</p> <p>"Local business should be consulted for unanimous agreement to this parking reduction, as it is difficult enough for them already."</p> <p>"this (loss of parking) will kill that business"</p> | <p>Strong support has been received for the recommendation with many respondents citing difficulty they experience at the location. Some concern over loss of parking has been received, particularly from the adjacent business.</p> <p>Option A: Remove on-street parking and install refuge as per draft recommendation.</p> <p>Option B: Retain on-street parking and close eastern tram stop access. Restructure pedestrian crossing points across Aroha Terrace and East Avenue.</p> |

## 4. CLARENCE PARK TRAFFIC MANAGEMENT (OPTIONS)

**CHANGE**

| Driver  | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback on Options 1 - 5  |                          |    |                                  |    |                                   |    |                         |    |                       |     |
|---|--|----------------|--------------------|----------------------|----------------------|------------------|--|--------------------------|----|----------------------------------|----|-----------------------------------|----|-------------------------|----|-----------------------|-----|
| <p>Rat-running traffic in peak AM and PM periods in general area + traffic volume/speed impacting resident amenity on Mills Street.</p> | <p>Mills Street chicanes to be redesigned and existing speed humps to be replaced with an alternate treatment. Four options for area wide treatment to deter rat-running were presented for community comment.</p> | 117*           | 33                 | 13                   | 56                   | 205              | <table border="0"> <tr> <td>Option 1 - Road closures</td> <td>18</td> </tr> <tr> <td>Option 2 - Partial road closures</td> <td>20</td> </tr> <tr> <td>Option 3 - Modified intersections</td> <td>28</td> </tr> <tr> <td>Option 4 - Turning bans</td> <td>45</td> </tr> <tr> <td>Option 5 - No changes</td> <td>140</td> </tr> </table> | Option 1 - Road closures | 18 | Option 2 - Partial road closures | 20 | Option 3 - Modified intersections | 28 | Option 4 - Turning bans | 45 | Option 5 - No changes | 140 |
| Option 1 - Road closures  | 18   |                |                    |                      |                      |                  |  |                          |    |                                  |    |                                   |    |                         |    |                       |     |
| Option 2 - Partial road closures  | 20   |                |                    |                      |                      |                  |  |                          |    |                                  |    |                                   |    |                         |    |                       |     |
| Option 3 - Modified intersections   | 28   |                |                    |                      |                      |                  |  |                          |    |                                  |    |                                   |    |                         |    |                       |     |
| Option 4 - Turning bans   | 45   |                |                    |                      |                      |                  |  |                          |    |                                  |    |                                   |    |                         |    |                       |     |
| Option 5 - No changes   | 140  |                |                    |                      |                      |                  |  |                          |    |                                  |    |                                   |    |                         |    |                       |     |

\*Some respondents voted 'Very Important' - 'Option 5' which skewed this data.

## FEEDBACK - CLARENCE PARK AREA

| Feedback   | Summary   | Response   |
|--|---|--|
| <p>Churchill Avenue resident - "Through traffic is dangerous for a community with many families and young children. Speeds are high on Churchill at peak times. As a resident, happy to cope with minimal inconvenience resulting from road closures."</p> <p>Birkdale Avenue resident - "We do not wish to see this go ahead. Birkdale Avenue is a quiet community minded street, where we along with many other families have young children that bike ride and play together."</p> <p>Francis Street resident - "Option 1, 2 &amp; 3 would cause great difficulty for access to the properties of local residents, including ourselves."</p> <p>George Street resident - "Although the rat running affects us, the small increase in traffic volumes is outweighed by the very significant impact on our daily routines resulting from options 1,2 &amp;3"</p> <p>William Street resident - "The rat running in William St is a safety hazard as well as a noise issue. Option Option 1 would improve living standard, safety and comfort in this and surrounding streets and would be very welcome."</p> | <p>Those supporting:</p> <ul style="list-style-type: none"> <li>• Wish to see speeds and volumes reduced in their street,</li> <li>• concerned over other local issues such as u-turns, Cabra parking, difficulty accessing driveways due to traffic.</li> </ul> <p>Those not supporting:</p> <ul style="list-style-type: none"> <li>• Acknowledge the problem but do not support changes due to their personal inconvenience,</li> <li>• concerned over impact on Cabra school drop-off practices,</li> <li>• live on a street that currently carries very low traffic (Birkdale, Avondale, James, Thames),</li> <li>• do not consider traffic a problem in the area.</li> </ul> | <p>Change recommendation from Option 3 - Modified Intersections to Option 5 - No Changes</p> |

## FEEDBACK - MILLS STREET

| Feedback   | Summary   | Response  |
|--|---|---|
| <p>"Mills St is becoming very busy and I find a bit dangerous - the humps and chicanes are not doing what they were put in place to do (slow the flow) but they do frustrate the residence!!! Full or partial closure is a must!"</p> <p>"I am concerned about the speed and amount of traffic that use Mills Street every day. I have small children and are worried about them whenever they are around the road. I only support the option of changing Mills street road humps/ slow points as that deter rat running within Mills Street."</p> <p>"The only changes required are to improve the effectiveness of speed humps or chicanes or both along Mills street. Options 1-4 will only increase activity on Mills street."</p> <p>"We are absolutely against reducing the slow points to one lane on Mills Street. This road has far too much traffic to reduce it to one lane and it would make it a nightmare to drive down."</p> <p>"I find the current traffic management devices adequate."</p> <p>"The "rush minute" daily, am and pm, really causes no problem that waiting a minute does not resolve."</p> <p>"Can Mills Street be closed to through traffic?"</p> | <ul style="list-style-type: none"> <li>• Several comments that options will not reduce Mills St volumes,</li> <li>• strong support of change to Watt's profile road humps,</li> <li>• general support for changing to single lane chicanes however some concerned over the behaviour or delays this would induce during peak times,</li> <li>• although most responents chose an option, most were more focussed on the benefits of a change to Watt's profile + changes to the chicanes,</li> <li>• it appears that generally most residents would be satisfied with changes to Mills Street road humps and chicanes if neither of the options are pursued</li> <li>• Closing Mills Street does not align with its role in the City of Unley road hierarchy</li> </ul> | <p>Add separate recommendation (4a) for Mills Street recommending changing existing road humps to Watt's profile, installing 3 additional road humps, and modifications to existing chicanes.</p> |

## 5. CHURCHILL AVENUE BICYCLE ROUTE

**CHANGE**

| Driver   | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| Speeds are too high for a low-traffic bicycle route. | Continue to monitor local speeds and volumes following implementation of recommendation 4. | 2              | 17                 | 4                    | 22                   | 44               | <p>"On my daily dog walks I have not been overly aware of bike riders using Churchill Rd even on weekends!"</p> <p>"Again, my recommendation to the council is no changes at all. You are going to create another issue and probably more detrimental for the residents and road users. Please do not implement !"</p> <p>"I am a regular bike rider &amp; see no need at all to support any changes..."</p> <p>"I ride my bike on this stretch of road frequently, I do not see this as a genuine issue either."</p> <p>"A safe bicycle route could encourage more people to ride which would reduce traffic."</p> | <p>Although many respondents support cycling initiatives in general, frequent users of the route and local residents do not consider Churchill Avenue unsafe to cycle along.</p> <p>This supports our recommendation to not take any action at this point in time.</p> <p>Retain recommendation but change priority to low.</p> |

## 6. FORESTVILLE / EVERARD PARK - LOCAL TRAFFIC AND PARKING REVIEW

**RETAIN**

| Driver  | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|---|--|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| <p>New major developments occurring in the area that may influence traffic and parking.</p> | <p>Future investigations will be undertaken once all construction works are complete at the adjacent Kaufland Development and nearby Arcadian Development.</p> | <p>6</p>       | <p>14</p>          | <p>4</p>             | <p>12</p>            | <p>11</p>        | <p>"No problem having a review later, when information is to hand. Nothing needed at present."<br/>                     "Definitely a "wait and see" once construction works are complete."<br/>                     "If you havent noticed we have a big problem of Ashford hospital staff parking in the side streets!!!! So what is Kaufland going to create???"</p> | <p>Generally very few comments received regarding the recommendation.<br/>                     However, note that these developments are located on the fringe of the LATM area and generally not near residents consulted.<br/>                     Residents adjacent the developments are likely the main stakeholders in this recommendation and have not been consulted as they are not within the LATM area. Retain recommendation and medium priority.</p> |

# 7. RIPON/HOMER/LORRAINE INTERSECTION

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response   |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|--|--|
| <p>Insufficient sight distance for motorists on Ripon Road turning into Lorraine Ave.</p> | <p>Intersection traffic priority be changed so Ripon-Lorraine operates as a bend.</p> | <p>15</p>      | <p>20</p>          | <p>0</p>             | <p>13</p>            | <p>21</p>        | <p>"Accident waiting to happen at the moment. Good idea."</p> <p>"I use that intersection several times a day - needs to be safer and a stop sign etc. at other side would increase safety."</p> <p>"Intersection only a problem since new house built with high fence approved by council. Easiest option would be to enforce fence height that is compliant with sight lines. If road made a curve, could increase amount of ratrun traffic, increase traffic speed, and make it much more dangerous for entering / exiting driveways close to the intersection"</p> <p>"As a resident on the corner for more than 25 years I have never encountered an incident at this T junction. This may be because of decreased visibility most non-residents avoid the intersection, or like me take more care when turning. I disagree with the change since a bend will encourage more "rat running" between East Avenue and Cross Road and allow for more speed on the road/corner plus increase the potential for accidents with increased traffic volume."</p> | <p>Local residents are all aware of the existing deficiency. Most support changes but some are concerned that it will increase rat-running or speeding, or ask whether the fence should just be removed or reduced in height.</p> <p>In response to this feedback, the following should be considered:</p> <ul style="list-style-type: none"> <li>• Obtain advice from Planning staff regarding ability to compel 27 Lorraine Avenue to modify fence.</li> <li>• Existing peak traffic volumes are very low and any potential increase will not have a significant effect.</li> <li>• Retain recommendation</li> </ul> |



## 8. ROSE TERRACE - PAID PARKING

**CHANGE**

| Driver  | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response   |
|---|--|----------------|--------------------|----------------------|----------------------|------------------|--|--|
| High parking demand and occupancy, as well as opportunity for paid parking identified (Rose Terrace and Cooke) Terrace west of Goodwood Road) | A restructure of parking is proposed, including time limit parking (suitable for residents and business visitors), a paid parking zone (\$4/day), whilst retaining some unrestricted parking | 5              | 8                  | 2                    | 28*                  | 45               | <p>"We don't support this proposal as it increases cost and difficulty for residents who park on street. If implemented, residents should have access to permits."</p> <p>"This area is not just about the businesses it's our home which friends and family come to visit. The restrictions during events is part and parcel of living here. But to "commercialise" our street permanently on a day to day basis, I do not believe is appropriate."</p> <p>"The proposed changes are very important to me. I am strongly against the recommendation as it will significantly reduce the amount of unrestricted parking options near my work."</p> | <p>The recommendation is strongly opposed by the community. Businesses do not support it due to the reduction in unrestricted parking. Residents acknowledge that they face difficulty accessing parking but do not see this as a solution as they do not want their visitors to have to pay.</p> <p>It is difficult to achieve a balance between meeting resident and business parking needs in this location and similar locations, plus the added complexity of paid parking.</p> <p>Taking this feedback into consideration, the recommendation should be reviewed from the perspective of what percentage of on-street parking should be allocated to each group (commuter/paid, business, residents) and ensure the proposal aligns accordingly.</p> |

\*An additional 26 responses indicating 'Not important at all' (opposing) the recommendation were received however these were all from one property and have been removed to avoid distorting the feedback.

## 9. LEADER STREET - PAID PARKING

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response   |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|--|--|
| <p>High parking demand and occupancy, as well as opportunity for paid parking identified (Leader Street - northern side from Leah to Anzac)</p> | <p>Introduction of paid parking along Leader Street proposed (\$4/day). To occur after the major works are undertaken at the adjacent Kaufland development.</p> | <p>9</p>       | <p>10</p>          | <p>4</p>             | <p>33</p>            | <p>29</p>        | <p>"Very important in terms of not doing it. This will cause side street congestion, especially when Kaufland development is finished. Workers at bakery (and may be Ashford Hospital) will probably be very angry about lack of workplace parking, which they have always used and bakery workers get in early."</p> <p>"To introduce paid parking is introducing additional cost to our staff. I recommend if paid parking is going to go ahead that our staff be entitled to permit parking in this area so the paid parking does not impact them and their families." - Operations Manager at Goodman Fielder Baking</p> <p>"I do not support paid parking as a revenue measure. The 2 hour zones to improve turnover and access for locals can be supported."</p> | <p>Generally not supported. Respondents do not consider paid parking desirable in a residential area, nor do they support income generation through paid parking by Council.</p> <p>Opposition was not unexpected however and a lack of support by the community needs to be considered alongside benefits for Council. Retain recommendation, noting that this cannot proceed until major development has been completed.</p> |

# 10. CURZON AVENUE - DISABLED PARKING

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response                                     |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|--|--|
| <p>Disabled parking not compliant with Australian Standard and opportunity with new Goodwood Oval grandstand redevelopment.</p> | <p>Upgrade disabled parking with new ramps and egress area.</p> | <p>24</p>      | <p>24</p>          | <p>1</p>             | <p>9</p>             | <p>12</p>        | <p>"I support this proposal as providing better, safer access for people who cannot access public space without it."</p> <p>"Compliance with AS2890.1 should make this essential. Do ensure the timing is right in regard to the grandstand upgrade."</p> <p>"Important but will need to be policed so the people using it are legit."</p> | <p>Recommendation is supported - retain.</p> |

# 11. GOODWOOD OVAL - PARKING CONTROLS

**CHANGE**

| Driver   | Draft recommendation   |   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response   |
|--|--|---|----------------|--------------------|----------------------|----------------------|------------------|---|--|
| Traffic congestion and difficulty accessing parking by residents and their visitors during peak oval use | 1-hour parking on one side of Chelmsford Ave, Allenby Ave, Fairfax Ave, Argyle Ave. A portion of which would be in effect 24/7 and the remainder Saturdays only. | Argyle<br>Allenby*<br>Chelmsford<br>Fairfax | 19             | 21                 | 3                    | 30                   | 57               | <p>"...Fairfax Ave becomes very clogged at these times and set to get worse with upgrades to the oval. My father came to help us with some jobs and could not park his car on our street at all."</p> <p>"Parking is only a problem for a few hours on 11 Saturday afternoons of the year, we live by an oval - deal with it people. Its not like it is every weekend for the whole weekend."</p> <p>"We would prefer to have parking only on one side of Allenby Ave."</p> <p>"Rather than discouraging people attending and participating events at Goodwood Oval by restricting parking the Council should be openly encouraging the participating in activities at the oval."</p> | <p>Parking changes to Chelmsford Avenue, Fairfax Avenue and Argyle Avenue are not supported.</p> <p>Separate correspondence was received from a resident of Allenby Avenue proposing an alternative of No Parking on one side of the street, with signatures from 12 local residents (including all properties fronting or adjacent Allenby Avenue).</p> <p>Recommendation should be modified to not include changes to Argyle, Chelmsford or Fairfax Avenue, but recommend requested changes to Allenby Avenue. These changes are consistent with management of Curzon Avenue and sections of Chelmsford Avenue adjacent Goodwood Oval.</p> |

\*Not including the 12 signatures on a co-signed letter received prior to the LATM consultation, which requested a No Parking Zone on one side of Allenby Avenue

## 12. LANGDON AVENUE / EAST AVENUE INTERSECTION

**RETAIN**

| Driver  | Draft recommendation  |             | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|---|---|-------------|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| Parking congestion on Langdon Ave at its intersection with East Ave | To provide additional space at the intersection, parking is to be restricted for the first 20m (additional 10m extension). This will result in a loss of one parking space. | Langdon Ave | 15<br>3        | 15<br>1            | 1<br>-               | 19<br>1              | 18               | <p>"Excellent idea - café generates lots of parked cars and turning space into Langdon can be tricky."</p> <p>"I don't believe providing extra space will stop people parking on the yellow line as they do it now, however council policing the current yellow lines and issuing fines will reduce cars parking illegally and obscuring vision" - Owner of Rise &amp; Grind Cafe</p> | <p>Recommendation supported by frequent users of the intersection. Concerns were also raised over sight distance when turning on to East Avenue due to parked cars, and also illegal parking in the existing No Stopping Zone. Those not supporting consider the current controls adequate.</p> <p>Recommendation should be retained. Feedback on parking enforcement to be provided to Regulatory Services team.</p> |

# 13. GOODWOOD ROAD BICYCLE CONNECTION

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response  |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|--|---|
| To encourage cyclists to use the Goodwood Road footpath to/ from Leader Street and Young Street | Wayfinding and pavement decals to direct cyclists along the footpath to the safe crossing point at Young Street (pedestrian actuated crossing). | 20             | 22                 | 0                    | 12                   | 22               | <p>"I fully support this recommendation. I do not cycle on the footpath myself but am routinely overtaken on the footpath when a pedestrian by inexperienced young riders. Passive measures to guide people to safety are a good idea."</p> <p>"This is a dangerous option - that section of the footpath gets very bust when events are on at the showgrounds. Encouraging cyclists onto a busy footpath is not a great option. It would be better to direct cyclists through backstreets onto the main cycling route next to the tram line then on to Leader street once west of Goodwood Road."</p> | <p>Many respondents indicated support for measures to encourage cycling. Legitimate concerns over difficulties sharing the footpath during large events were raised, as well as the suggestion to direct cyclists to Mike Turtur instead.</p> <p>Recommendation should be retained but advisory signage to be included to encourage cyclists to dismount during events.</p> <p>A future link should be developed from the Leader/Goodwood intersection along Parsons Street to meet with Joslin Street and (via other streets) to Bartley Crescent.</p> |

# 14. LEADER STREET PEDESTRIAN CROSSING

**RETAIN**

| Driver   | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|--|---|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| <p>High pedestrian crossing volume on Leader Street during weekly events</p> | <p>Installation of a wombat crossing (raised zebra crossing with pedestrian priority) on Leader Street west of Devon St Nth. This will result in a loss of 2 parking spaces</p> | <p>25</p>      | <p>26</p>          | <p>0</p>             | <p>14</p>            | <p>26</p>        | <p>"This is a high volume pedestrian crossing with routine conflict between peds and cars at peak times--Farmers' market, Royal Show, events and even just accessing the bus stop on Leader St. I support this proposal as likely to increase pedestrian safety."</p> <p>"This road is unsafe to cross, and is highly used on Sundays. I crossing is very much needed."</p> <p>"I have seen many pedestrians struggle with this intersection, especially on Farmers Market and Showground event days."</p> <p>"I don't think you have enough data to make an informed decision. Further measurement of weekday and average pedestrian movements required before this one could go ahead."</p> | <p>Generally supported by the community. Some do not find it difficult to cross at this location despite the high number of pedestrians/vehicles, and others do not think it will be of benefit on a daily basis.</p> <p>No changes to the recommendation are necessary in light of this feedback and will be retained.</p> |

# 15. LEADER STREET - BUFFERED BICYCLE LANES

**RETAIN**

| Driver   | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| Opportunity identified in Walking & Cycling Plan to improve cyclist safety | Upgrade bicycle lanes on Leader St (Seaford Railway to Goodwood Rd) to buffered bicycle lanes through line-marked clearance in 'car door' zone for cyclist safety. | 25             | 19                 | 1                    | 16                   | 25               | <p>"Anything to encourage the use of bicycles and the safety of cyclists, in preference to motor traffic is to be supported."</p> <p>"This is a must, and the absolute least that should be done if anyone is even slightly serious about encouraging a mode-shift. On Leader St, a buffer should be in place in both directions."</p> <p>"Leader Street takes quite a bit of traffic. It has a lot of cars parallel parked on both sides of the road most of the time. The width of the passageway should not be decreased to allow for a dedicated bicycle lane."</p> | Recommendation is supported and should be retained. |

# 16. EAST AVENUE - BUFFERED BICYCLE LANES

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback   | Response   |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|--|--|
| <p>Opportunity identified in Walking &amp; Cycling Plan to improve cyclist safety</p> | <p>Upgrade bicycle lanes on East Avenue (Seaford Railway to Cross Road) to buffered bicycle lanes through line-marking clearance in 'car door' zone for cyclist safety.</p> | <p>27</p>      | <p>21</p>          | <p>0</p>             | <p>23</p>            | <p>26</p>        | <p>"Our family cycles up East Ave frequently and it is always a bit scary for the kids when cars are parked there. It would be great to make this safer as we use it to go to the swimming pool and to get onto the cycling track by the tram., and would use it more with better cycle lanes."</p> <p>"Strategy 1.5b is to encourage walking and cycling as methods of transport. For this to be achieved walking and cycling need to be a safe option for residents. Given Goodwood Road is blatantly unsafe for cyclists, creating safe and effective alternative north-south routes could help achieve the Strategy."</p> <p>"Given the volume of traffic, the variety of vehicles (including buses), pedestrian islands and the limited width of the road, I think it would be dangerous to cyclists and motorists creating too many hazards and distractions on that road. I think that you need to consider how many cyclists are using the road and what kind of traffic disruption it will cause to motorists."</p> | <p>Recommendation is supported. Some concerns received over impact on motorists and congestion due to the reduced traffic lane width. Traffic lanes of 3.0m are common in the road network and not considered to result in congestion or delays.</p> <p>Recommendation should be retained.</p> |

# 17. EAST AVENUE PEDESTRIAN REFUGE

**REVIEW**

| Driver   | Draft recommendation   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| No formal crossing point on East Avenue for a distance of 650m on a road with 9500 vehicles per day. | Installation of a pedestrian refuge on East Avenue, south of Langdon Avenue, resulting in the loss of three on-street car parks. | 31             | 26                 | 2                    | 22                   | 45               | <p>"Full support. This road is hard to cross at peak times and drivers are very impatient at these times. Especially important for younger peds and those with mobility issues or prams."</p> <p>"Many people cross East Avenue near the coffee shop, including myself. Many people walk with their children and dogs to Page Park and/or the coffee shop. The road can get very busy in the mornings and afternoons, usually at 3pm and it is very hard to cross safely in this area. A pedestrian refuge would increase the safety of residents."</p> <p>"This is quite a wide road to cross, and with a pram I feel quite vulnerable crossing it. I agree with the recommendation."</p> <p>"Although traffic volumes on East are moderately high at times, the northbound traffic is broken into "platoons" by the traffic lights at Cross Rd. The loss of parking spaces outside the Rise &amp; Grind Cafe will be felt by its users."</p> <p>"Closer to the park and bus stop would be more appropriate and not adjacent a single entity business. Keeping the parking would be better."</p> <p>"I cross East Ave with my dog at peak hour traffic in the mornings. I consider that anyone with any sense can do this without a problem. I therefore do not support this."</p> | <p>A mix of supporting and non-supporting residents. With pedestrian refuges, generally a portion of pedestrians (able bodied, not with a pram or children) do not consider it a problem. We must design for those less able to cross easily, even if they are not the majority. Therefore the recommendation should be retained.</p> <p>There was some feedback about the location, including concerns over conflict with the intersection with Langdon Avenue (including the owner of Rise &amp; Grind Cafe), as well as others over a loss of parking, with most suggesting we relocate it further south.</p> <p>Recommendation should be retained however we should review the location and investigate the implications of moving the refuge south slightly.</p> |

# 18. GOODWOOD ROAD BICYCLE PARKING

**RETAIN**

| Driver  | Draft recommendation  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Feedback  | Response  |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|---|---|
| <p>Important to ensure that busy retail precincts have adequate bicycle parking to support visitors to the area as well as encourage alternative modes of travel to the precinct.</p> | <p>Additional bicycle parking locations identified within the Goodwood Road retail precinct (Victoria Street to Leader Street).</p> | <p>15</p>      | <p>28</p>          | <p>2</p>             | <p>12</p>            | <p>20</p>        | <p>"I regularly visit and park my bike in the Goodwood Precinct, usually near the Capri Cinema or the Post Office. I support the idea of providing more bike parking facilities in general, but I don't think much money should be spent on a study of bike parking there. I'd rather see the same money spent on more bike parking rails or racks."</p> <p>"More bicycle parking is definitely needed. Full support. I bike to this area regularly as does my partner and without more parking, every business thinks their shop is "an inappropriate location". Encourages cycling--as previously stated, in my view this should be a policy priority."</p> <p>"There are plenty of spots to park if needed."</p> <p>"There is plenty of bicycle parking in this area."</p> | <p>This was generally supported and should be retained. Some comments were received indicating that there is 'plenty of parking', however the location of such parking needs to be as close as possible to destinations and visible, and quantity is therefore not the only measure.</p> <p>The review should occur prior to finalising the LATM and include recommendations for bicycle parking.</p> |

# UPDATED RECOMMENDATIONS

|                    | Project   | Updated Priority |
|--------------------|---|------------------|
| TRAFFIC MANAGEMENT | 1. Maple Avenue - Speed Reduction                                     | Medium           |
|                    | 2. Railway Terrace South / Devon Street South - Safety Improvements   | High             |
|                    | 3. Forestville Tram Stop pedestrian access                            | High             |
|                    | 4. Clarence Park Traffic Management (options)                         | N/A              |
|                    | 4a. Mills Street Traffic Management                                   | Medium           |
|                    | 5. Churchill Avenue Bicycle Route                                     | Low              |
|                    | 6. Forestville / Everard Park - Local traffic and parking review      | Medium           |
| PARKING            | 7. Ripon/Homer/Lorraine intersection - Change in priority             | High             |
|                    | 8. Rose Terrace - Paid Parking  | Medium           |
|                    | 9. Leader Street - Paid Parking                                       | Medium           |
|                    | 10. Curzon Avenue - Disabled Parking                                  | High             |
| WALKING & CYCLING  | 11. Goodwood Oval - Parking Controls                                  | Medium           |
|                    | 12. Langdon Avenue / East Avenue intersection                         | Medium           |
|                    | 13. Goodwood Road Bicycle Connection                                  | Medium           |
|                    | 14. Leader Street Pedestrian Crossing                                 | Medium           |
|                    | 15. Leader Street (Railway to Goodwood Road) - Buffered bicycle lanes | Medium           |
|                    | 16. East Avenue (Railway to Cross Rd) - Buffered bicycle lanes        | Medium           |
|                    | 17. East Avenue Pedestrian Refuge                                     | Medium           |
|                    | 18. Goodwood Road Bicycle Parking                                     | Low              |
|                    | 19. East Avenue 'Keep Clear' Pavement Message                         | Medium           |



## High Priority (1-2 years)

- Ripon/Homer/Lorraine intersection - Change in priority
- Railway Terrace South / Devon Street South - Safety Improvements
- Forestville Tram Stop pedestrian access
- Curzon Avenue - Disabled Parking

## Medium Priority (3-5 years)

- Forestville / Everard Park - Local traffic and parking review
- Mills Street Traffic Management
- Rose Terrace - Paid Parking
- Leader Street - Paid Parking
- Maple Avenue - Speed Reduction
- Goodwood Oval - Parking Controls
- Langdon Avenue / East Avenue intersection
- Goodwood Road Bicycle Connection
- Leader Street Pedestrian Crossing
- Leader Street (Railway to Goodwood Road) - Buffered bicycle lanes
- East Avenue (Railway to Cross Rd) - Buffered bicycle lanes
- East Avenue Pedestrian Refuge
- East Avenue 'Keep Clear' Pavement Message

## Low Priority (5+ years)

- Goodwood Road Bicycle Parking
- Churchill Avenue Bicycle Route

### Prioritisation definitions

|        |   |
|--------|---|
| High   | Identified safety risk that requires short term action (timeframe 1-2 years)              |
| Medium | Potential safety risk or high level of community support for change (timeframe 3-5 years) |
| Low    | Not a safety risk and only a low-medium level of community support (timeframe 5+ years)   |

The 2019/20 Annual Business Plan has allocated \$215,000 for undertaking priority works associated with LATM 3.

# LOCAL AREA TRAFFIC MANAGEMENT PLAN

## ZONE 3 - CLARENCE PARK / MILLSWOOD (2019)



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# 1. INTRODUCTION

## 1.0 Introduction

The City of Unley has been progressively completing a series of local area traffic management (LATM) studies across the City. This latest study includes the area bounded by Greenhill Road, Goodwood Road, Cross Road, Adelaide to Seaford railway line, East Avenue, Leader Street, and Anzac Highway.

The study was completed by Council's City Design team rather than using external consultants. The study was based upon both new and existing traffic data, officer knowledge of the area, and consideration of previous community feedback.

The study focusses on three themes:

- Parking,
- Walking and Cycling, and
- Traffic Management and Safety.

Council undertook a comprehensive engagement program with the local community. It was evident during the first stage of consultation that local residents and businesses generally agree with the issues identified, and a limited number of additional concerns were raised.

Recommendations address the key traffic related issues in a systematic manner while minimising impacts on local residents. However, as is the case with any traffic/parking interventions, there will be some residents/businesses that will be impacted, but will overall result in a positive change to traffic, parking and road safety.

## 1.1 LATM Prioritisation Study

Local area traffic management (LATM) is the planning and management of road space within a local area. It considers neighbourhood level traffic-related problems, and proposes solutions in context of the local area, rather than in isolation.

In order to establish these 'local areas', the City of Unley was divided into six precincts that are bounded by natural traffic boundaries (e.g. tram/train lines, arterial/collector roads), which are depicted in Figure 1.1. The LATM Prioritisation Study compared these areas based on community concerns received, crash history (safety issues), and traffic data, which informed a relative priority. This LATM is Area 3, which was considered the third highest priority of the six areas.



Figure 1.1 Local Area Traffic Management Study Areas. City of Unley

## 1.2 Strategic Overview

Local area traffic management plays a key role in delivery of the Unley Integrated Transport Strategy, and in turn the City of Unley Community Plan 2033 (refer to Figure 1.2 for the strategic planning hierarchy). Measures resulting from LATM directly support objectives of the following:

Community Plan 2033 and Four Year Delivery Plan 2017-2021

### Community Living theme

- Objective 1.5 - Our City is connected and accessible
- Strategy 1.5a Ensure an effective network for all modes of transport.
- Strategy 1.5b Encourage walking and cycling as methods of transport.
- Strategy 1.5d Manage parking across the city to maximise its availability.

### Unley Integrated Transport Strategy

#### Active Transport focus area

- Unley is recognised as a leader in providing connected, efficient and safe active transport choices.
- Active transport options are more utilised by the local community.

#### Parking focus area

- Unley is recognised for its proactive, innovative, and customer centric approach to parking management.
- Equitable and convenient parking options are delivered throughout the City.

#### Traffic Management and Road Safety focus area

- Unley is recognised as a leader in road safety and traffic management outcomes.
- Safety is at the core of all of our infrastructure, traffic and transport management initiatives.
- Unley's street and path networks provide effective, safe routes for all users.

## 1.3 Purpose of a LATM Study

The objective of a LATM study is to create safer and more pleasant streets, by achieving acceptable levels of traffic volume and speed, and improving the general amenity of the area.

These objectives are primarily achieved through influencing driver behaviour, either through physical influence of vehicle operation, or by influencing the driver's perception of what is appropriate behaviour in a street or area.

In order to meet these objectives, a LATM study considers traffic volumes, traffic speeds, crash history, parking, local street connectivity and proximity to main roads, as well as community perceptions to local traffic issues.

### The need for LATM arises from:

- An intent to reduce traffic-related problems, including:
  - Traffic safety, leading to measures to control traffic speeds and behaviour,
  - protection or improvement of local amenity focussing on appropriate allocation, design and use of street space.
- Orderly traffic planning and management (i.e. to align with a desired road hierarchy), including:
  - Coping with the pressure of traffic growth,
  - the need to reduce traffic impacts on resident amenity,
  - spill-over from traffic routes – restraints on 'rat-running',
  - direction of traffic to the most appropriate routes,
  - creating conditions for safe and comfortable cycling and walking.
- A desire to improve the community space and sense of place.
- A desire to improve environmental, economic and social outcomes.
- A need for traffic interventions associated with new development.
- The implementation of walking and cycling plans and other policies/ strategies.

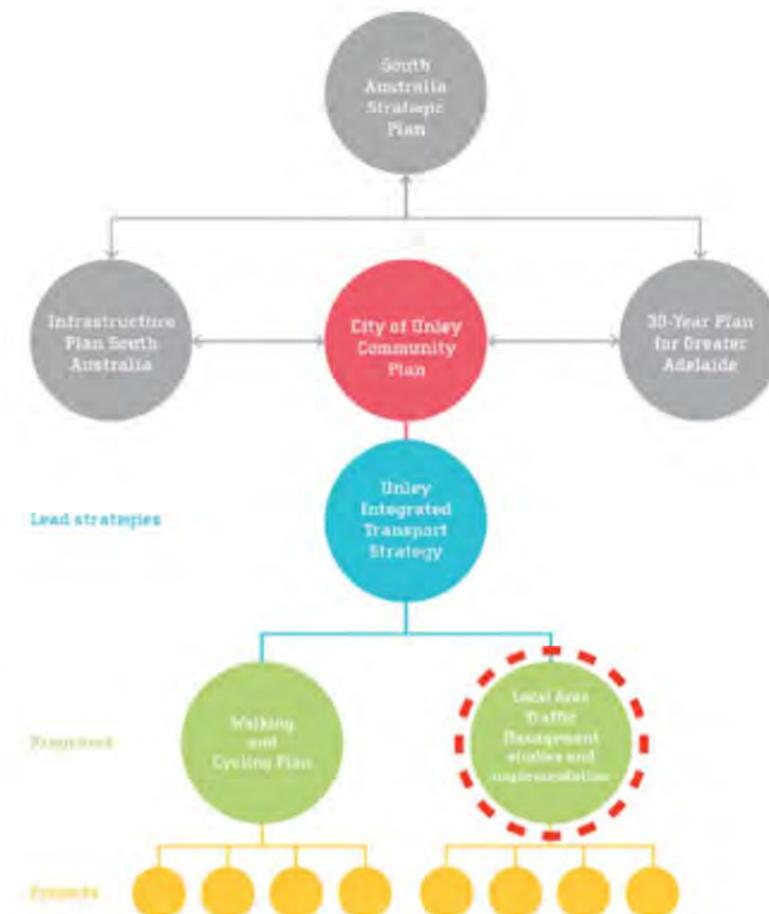


Figure 1.2 Strategic Planning Hierarchy

# 2. METHODOLOGY

## Methodology

The methodology reflects four stages/steps, as detailed below.

1. Historical analysis
2. Early community engagement
3. Draft recommendations
4. Final report

### Step 1 - Historical analysis

The approach aimed to 'build on' the historical knowledge of the issues in the area and to identify potential solutions. The process involved analysis of traffic data, crash history, traffic pattern changes, and consideration of community correspondence received from local residents over the last five years.

Following collation of all the necessary data, the analysis was summarised into three (3) key themes:

- Parking,
- Walking and Cycling, and
- Traffic Management and Safety.

Potential projects were developed based on these themes, opportunities with other scheduled projects, and in alignment with Council strategies.

### Step 2 - Early community engagement

The issues specific to the above themes, with the associated potential directions, was provided to residents and businesses of the local area as part of the community engagement material. This approach resulted in a more informed early community engagement process. Community engagement was conducted during September 2018 via an online survey and a mail-out enclosing the survey.

A total of 3,609 circulars were mailed out, with 190 formal responses received. It was evident from the community engagement process that the local residents and businesses were enthusiastic to see solutions to the identified issues.

### Step 3 - Draft recommendations

The feedback was then analysed, together with the technical findings and site observations, and this guided the final draft set of recommendations.

In response to the three (3) key themes affecting the study area, 18 key recommendations were explained in the draft LATM Plan which was endorsed by Council for consultation in July 2019.

### Step 4 - Final report

Following Stage 2 of community feedback on the draft recommendations and a further technical review, a final set of recommendations and report were developed for presentation to Council for endorsement in September 2019.

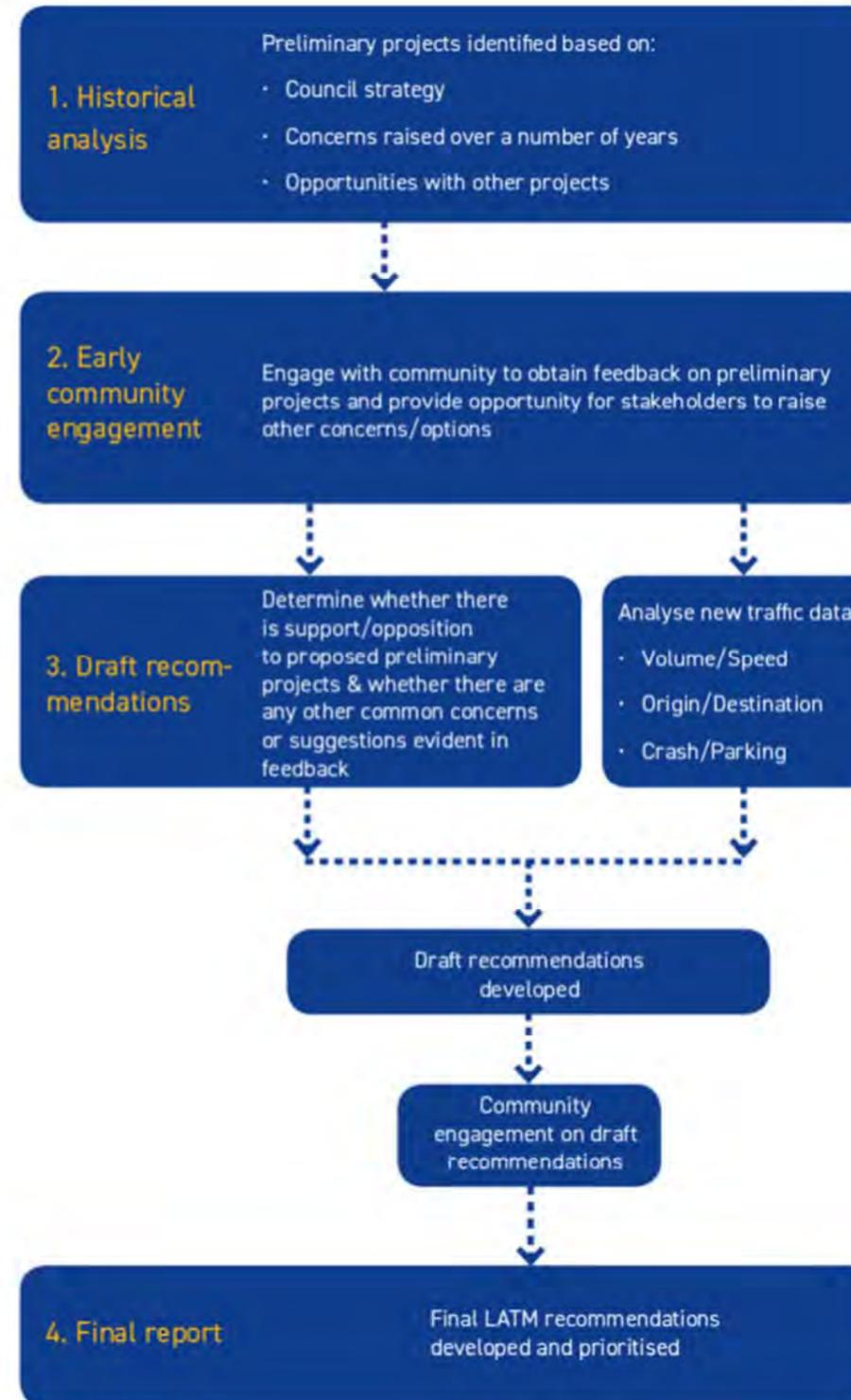


Figure 2.1 Methodology Flow Chart

# 3. CONTEXT

## 3.1 TRAFFIC NETWORK

With only 600m separating the Adelaide CBD and the northern extent of the City of Unley, a heavy transport demand passes through the area. The City also generates many local intra-city trips to/from activity centres.

The City of Unley traffic network consequently includes primary and secondary arterial roads for use by north-south through traffic, and major collector roads for use by through traffic and non-local traffic with their destination in the City of Unley. The remainder of the network consist of 'local crossing collector' roads providing locals access to/from higher order roads, as well as residential streets.

The residential areas can be separated into eight distinct traffic zones by arterial roads, collector roads, and railway lines ('interrelated traffic areas' in figure 3.1). In terms of traffic movement through the area, to an extent these zones may be considered separately as changes in one are unlikely to affect another.

The majority of north-south traffic travelling through the area use Goodwood Road (30000vpd), and then to a lesser extent use East Avenue/ Leah Street (6-9000vpd) followed by Leader Street.

Delays are often experienced on these roads during peak times, mainly due to traffic signals at the tram crossing on Goodwood Road, train and tram crossings on East Avenue, and Goodwood Road/Cross Road intersection. This can lead to motorists using other streets to travel through the area.

It is desirable for north-south non-local traffic to utilise South Road/Anzac Highway or Goodwood Road to travel through the area, and to a lesser extent East Avenue/Leah Street. It is desirable for non-local east-west traffic to utilise Cross Road and Greenhill Road to travel through the area, and to a lesser extent Leader Street. However it is acceptable for local traffic to use 'local crossing collector' roads, including Victoria Street and

### Legend

- █ Primary arterial road
- █ Secondary arterial road
- █ Major collector road
- █ Local crossing collector road
- █ Railway/Tram line
- Interrelated traffic area
- Bicycle route

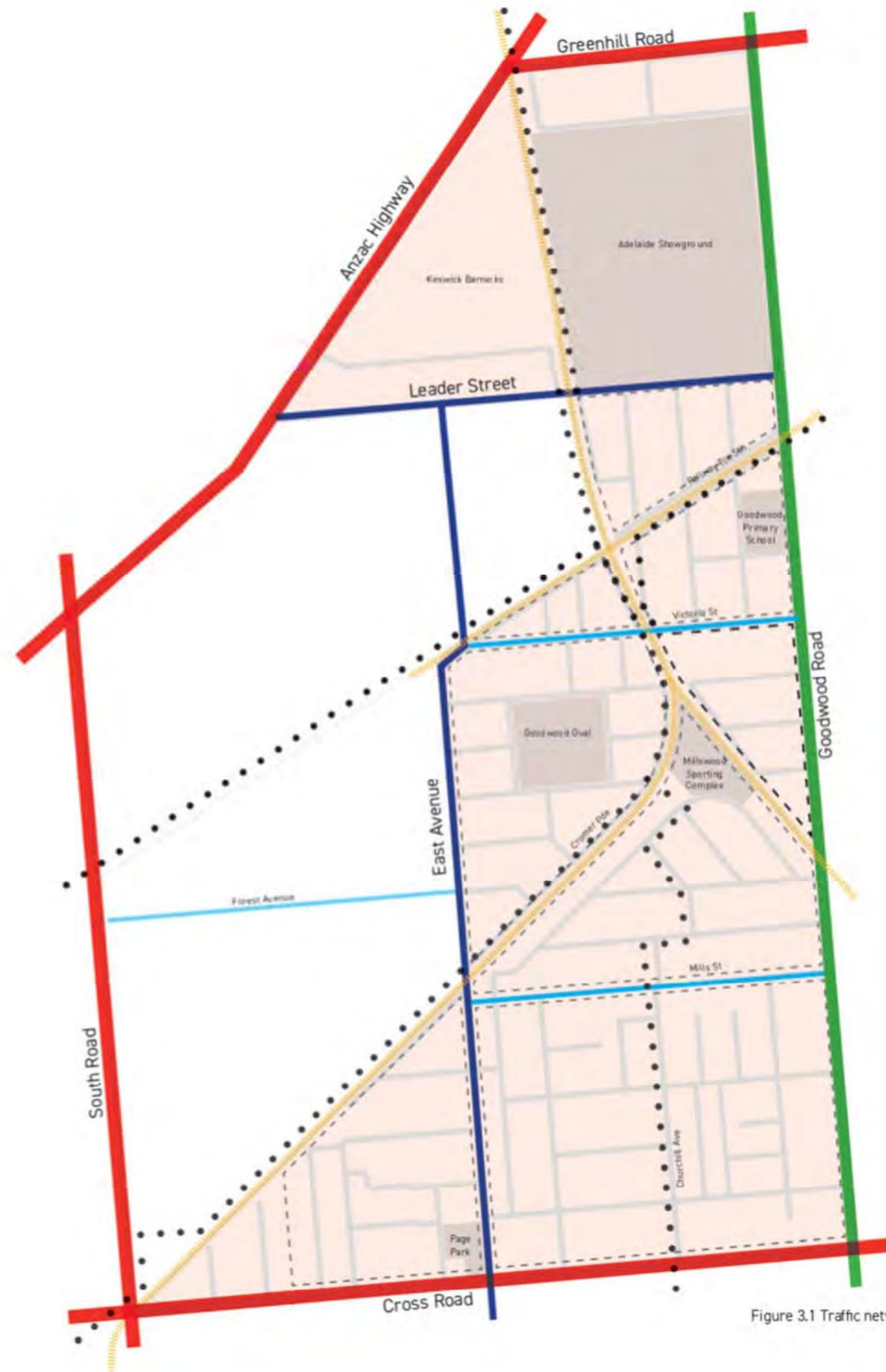


Figure 3.1 Traffic network

### 3.2 LAND USE

The LATM area consists predominantly of residential suburbs with commercial businesses primarily concentrated along Goodwood Road and north of Leader Street.

Commercial businesses (indicated by darker blue shading) along Goodwood Road are primarily restaurants, shops, as well as consulting rooms and office to a lesser extent. Greenhill Road businesses are offices, whereas those on Maple Avenue and Leader Street are generally light industry.

Several institutional entities are present in the area, including the Keswick Barracks and the Adelaide Showground. The Adelaide Showground generates traffic and parking demand during frequent events held generally on weekends.

Several major developments have been proposed or are expected in the coming years. These developments will have implications on parking and traffic in the local area. These include:

- Arcadian residential development on Anzac Highway
- Kaufland supermarket development at Anzac Highway/Leader Street

A future residential development is anticipated on Leader Street in the next five years as well as generally within mixed use, neighbourhood centre, and urban corridor zones.

#### Legend

- Commercial
- Institutional
- Recreational



Figure 3.2 Land use

# 4. TRAFFIC DATA

## 4.1 WARRANTS

When using traffic data to aid decision making, there is ideally an agreed level or condition where action is warranted (i.e. traffic volume over a certain value). Establishing when LATM action is necessary or desirable is often based on objective measures of relative need, usually referring to traffic speeds, traffic volumes, or crash rates, called 'Warrants'.

There is no agreed or formally-adopted statement of conditions in Australian Standards or Austroads Guides at which LATM measures must be implemented. These conditions must be determined based on the individual circumstances and with professional judgement of traffic engineering practitioners, and expectations of the community. Austroads Guide to Traffic Management Part 8: 'Local Area Traffic Management' suggests that the categories set out in Table 4.1 should be adopted.

### Warrants for the City of Unley

Warrants for the City of Unley are based on objective measures and community perceptions. Objective measures include, for example, the traffic volume that could cause delays at intersections, speeds at which it is difficult for pedestrians to cross a road, or speeds where it is potentially unsafe for bicycles and motor vehicles to share the road.

An understanding of community perceptions is developed through interactions with the community in the LATM 3 area, and through other LATM's in the City of Unley, to determine what is perceived as appropriate. There is often a threshold where residents start to consider traffic a problem.

However, the role and function of a street must also be considered as well as traffic generators on the street or in the area. For example, a street adjacent a school may have a high percentage of traffic during the peak morning or afternoon period, or a street may be classified as a local crossing collector. This may not be considered acceptable for residents, but may not be a technical problem if it is aligned with the role of the street.

Table 4.2 sets out the general warrants applicable for the City of Unley for 40km/h residential streets. Analysis of daily traffic volumes, 85th percentile speeds, and peak volumes through the LATM area support these values.

| Problem level and likely response  | Technical Criteria   | Response/Action  |
|------------------------------------|--|--|
| Substantial problem (a deficiency) | Above the problem warrant level or threshold, i.e. fails the deficiency standard                                   | The problem is significant enough to be included on a funded treatment program, in order of funding priorities   |
| Acknowledged technical problem     | Satisfies the deficiency standard but fails the desirable planning standard  | Acknowledged problem justifying investigation, but not sufficient to attract funding in the short-term. Alternative (non-LATM) low-cost approach may be considered |
| Possible technical problem         | Achieves the planning standard but conditions are perceived to be above tolerance levels for some in the community | There may be a problem, but not so serious as to attract funding, even in the longer-term. Alternative (non-LATM) low-cost approach may be considered              |

Table 4.1 Problem categories

| Applicable in local residential streets only       | Daily Traffic Volume | 85th percentile speed (40km/h streets) | % of daily traffic in peak AM and PM | Casualty crashes in 5 year period | Action                         |
|--|----------------------|--|--------------------------------------|-----------------------------------|--------------------------------|
| Substantial problem (Deficiency Standard)          | > 3000               | >/= 50                                 | > 20                                 | 3+                                |                                |
| Acknowledged technical problem (Planning Standard) | > 2000               | 48-49                                  | 17-20                                | 3+                                | Further investigation required |
| Possible technical problem                         | > 1500               | 46-47                                  | 14-16                                | 3+                                |                                |
| No agreed problem                                  | < 1500               | </= 45                                 | < 13                                 | < 3                               | No investigation required      |

Table 4.2 Traffic warrants for the City of Unley

**Definitions**

**Daily traffic volume**

Total number of vehicles recorded travelling past a particular point in a road over a 24 hour period. Ideally an average of weekdays across an entire year is used. Data provided in this report is an average of two week days, typically a Tuesday and Thursday.

*The average daily traffic volume for the area is 501 vehicles per day.*

**85th percentile speed**

Speed at which 85% of vehicles travel at or below under free flowing conditions past a nominated point (AS1742.4) i.e. 15% of vehicles travel at the 85th percentile speed or higher. This provides a measure of the frequency and extent of speeding. This is more useful than a mean (or average) speed as a mean speed is affected by outliers (if several vehicles travel at a very low speed past the measurement point it will impact the average and distort the data).

Free flowing conditions are periods when traffic is not significantly delayed by the volume of vehicles. As roads within the LATM area are free flowing for the majority of the day, the highest 15% of vehicle speeds measured is considered accurate.

The average 85th percentile speed for the area is 40.4km/h (on 40km/h roads only). Although this is above the speed limit, 85th percentile speeds up to 10% over the speed limit is commonly observed and is typically the threshold at which enforcement is possible. It is important to consider this when assessing individual streets/intersection treatments.

*Average 85th percentile speed for the area is 40.4km/h.*

**Percent of daily traffic volume in peak AM and PM hours**

The percentage of traffic travelling along a street, in the busiest hour in the AM and PM periods, is used to determine whether the street is used as part of a rat run/short cut. Generally, in a residential street, it is common for up to 15% of the daily traffic volume to use the street in each of these hours. This would consist of residents going to and from their homes, any visitors, and some through traffic accessing other local streets or businesses. This varies depending on the various land uses and residential density. As an example, if a street carried 1000 vehicles per day, approximately 100-150 vehicles would generally use the street in the AM peak hour (8-9am in most cases), and approximately 100-150 vehicles would generally use the street in the PM peak hour (often either 3-4pm, 4-5pm, or 5-6pm).

The percentage of traffic considered appropriate (the 'warrant') is generally based on residents' perceptions. Figure 4.1 indicates that 75% of peak hour volumes (AM or PM) are less than the 14% 'Possible problem' threshold, and most are within the 8.8-15.5% range (one standard deviation). This supports the chosen warrant categories as residents generally perceive traffic as being too high if it is higher than 'normal'.

The data suggest that there are a number of streets with a high percentage of daily traffic in the peak AM or PM, suggesting these streets are used as part of a rat run. Although it should be noted that the peak school drop-off period usually coincides with the peak traffic period in the AM so may be misleading in the vicinity of a school. Streets used for commuter parking can often also result in a high AM or PM peak traffic volume.

*Average for the area is 11.7% and 12.2% in the AM and PM respectively.*

**Casualty crash**

A casualty crash consists of an injury or a fatality involving a pedestrian, cyclist, or driver. The Department of Planning, Transport and Infrastructure compile this data from reported crashes to SAPOL and analyse it over the previous five years. A single casualty crash does not necessarily indicate a traffic hazard. If three crashes have occurred, this suggests there could be a pattern. Much higher casualty crash rates occur on arterial roads due to the higher traffic volume and speed. Typically certain crash types are common on arterial roads, such as rear end crashes at intersections and right turn crashes when motorists turn out of side streets. Although turning restrictions or median treatments on DPTI controlled arterial roads could reduce right turn crashes, these issues are under DPTI authority and not within the scope of this LATM.

**Property damage only crash**

A property damage only (PDO) crash not resulting in a reported injury. This is more common than a casualty crash, particularly in a 40km/h area where modern vehicles protect occupants. It is general practice to assign less weighting to a PDO crash as funds are more effectively spent addressing locations where there has been a casualty. This is due to the higher costs to the community associated with treating injuries or due to fatalities.

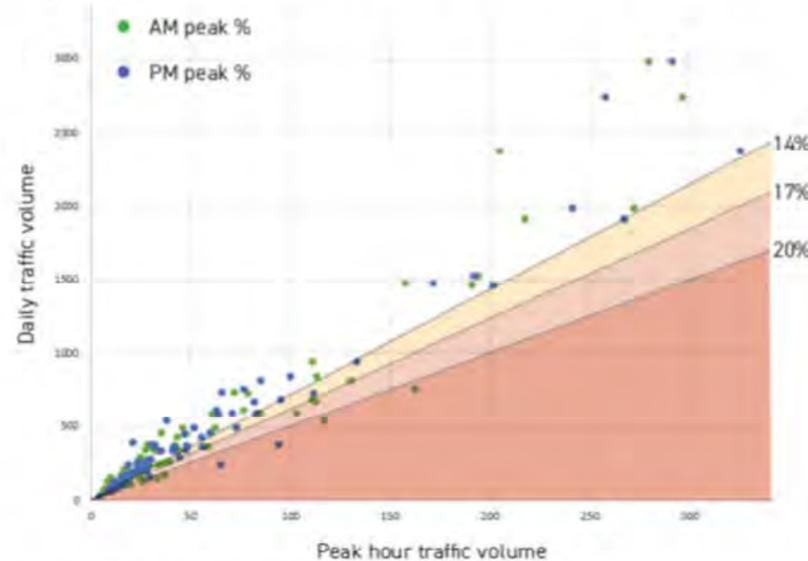


Figure 4.1 Peak period traffic volume

**Average Daily Traffic Volume**



501 vehicles per day

**Average 85th Percentile Speed**



40.4 km/h

**Average % of Daily Traffic Volume**



11.7% AM

12.2% PM

## 4.2 TRAFFIC SPEED

This shows which streets have a higher than expected 85th percentile speed. Streets highlighted as a 'Possible Problem' or 'Acknowledged Technical Problem' have been identified as having 15% or more of the traffic travelling a significant amount above the speed limit. Full data is available in Appendix A.

### Streets to be further investigated

- Maple Avenue**  
 53km/h (ranges from 49-56km/h over four days of data) suggesting a 'Substantial Problem'. High speeds, particularly considering 33% of traffic are heavy vehicles. Commercial business land use and therefore speeding is unlikely to affect resident amenity. Future developments occurring on the street which will result in more pedestrians using the street. Difficult to reduce speeds without impacting heavy vehicles. Data will be further analysed to understand when vehicles are speeding.
- Churchill Avenue**  
 46km/h. Traffic volume of approx. 850vpd in this section. Part of a bicycle route. Actions to be considered to reduce peak traffic volumes which will likely reduce speeding.
- Frederick Street**  
 47km/h. Low traffic volumes (approx. 370 vpd). High peak PM traffic volumes. Actions to be considered to reduce peak traffic volumes which will likely reduce speeding.

### Legend

- █ Substantial Problem (50km/h+)
- █ Possible Problem (46-47km/h)

Note that there were no 'Acknowledged Technical Problems' (48-49km/h)

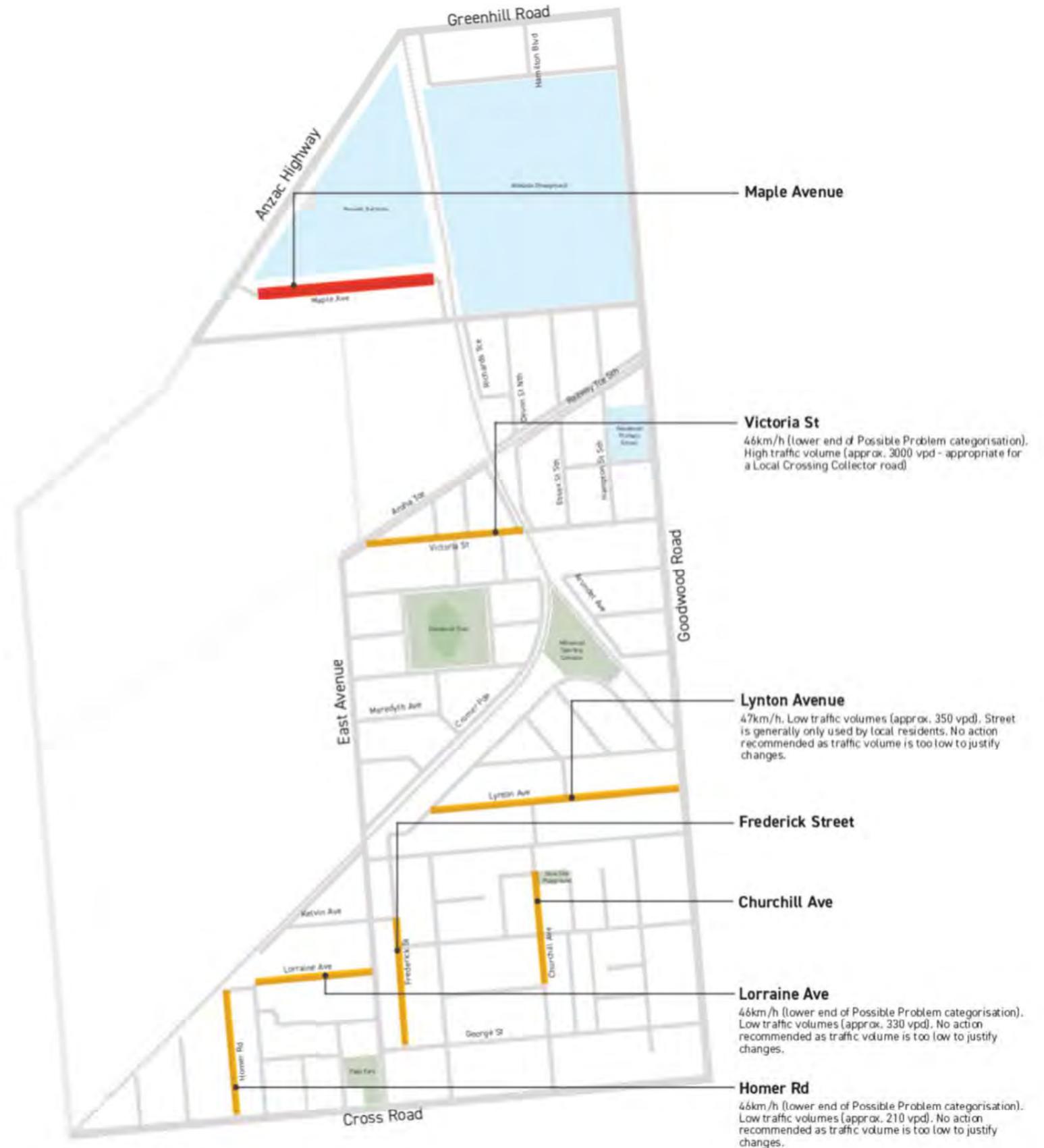


Figure 4.2 Traffic speed data

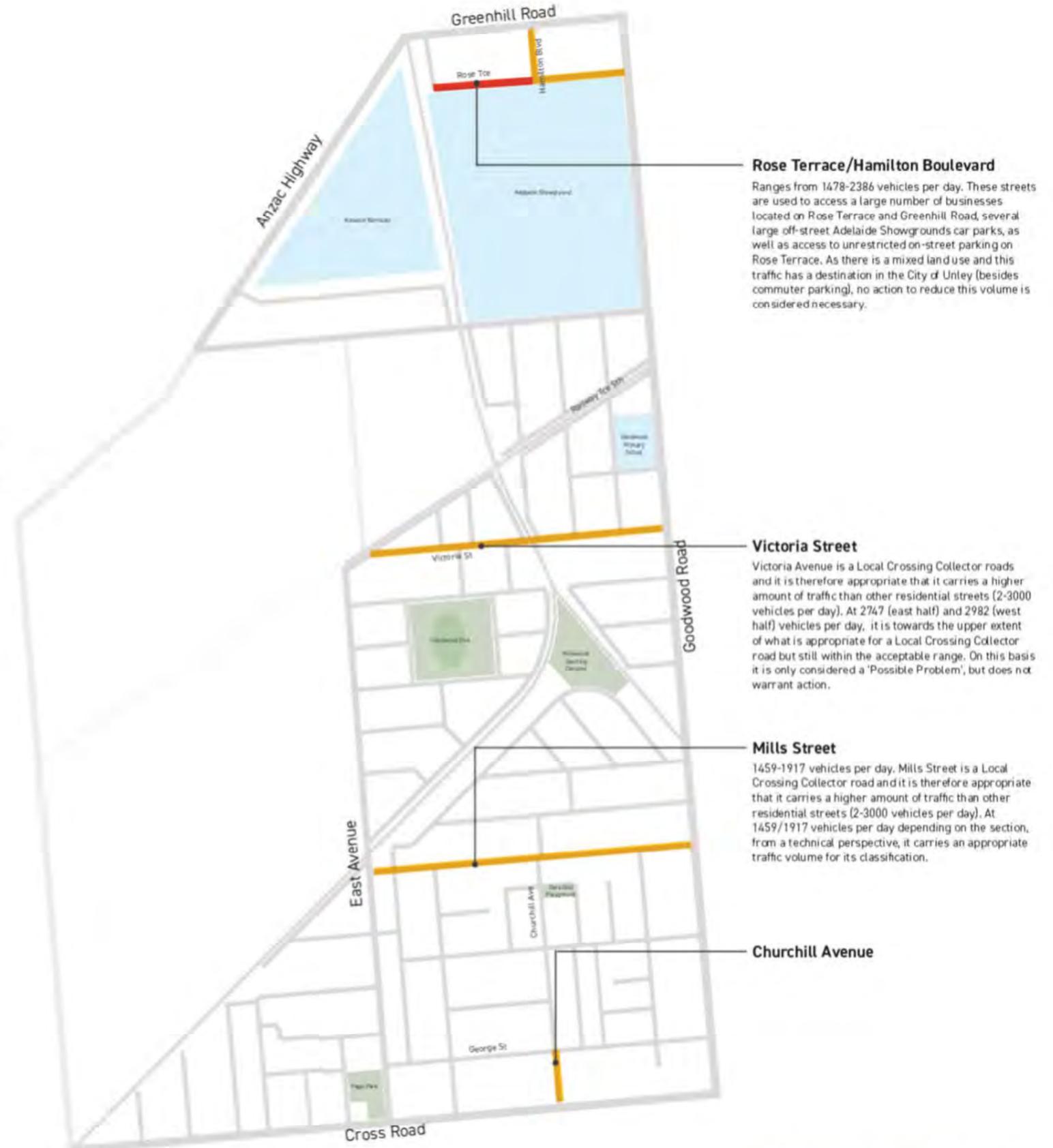
### 4.3 DAILY TRAFFIC VOLUME

This shows which streets carry a higher than expected amount of traffic each day. This indicates that generally most streets carry an appropriate amount of traffic. Full data is available in Appendix A.

#### Streets to be further investigated

- Churchill Avenue**

Churchill Avenue from Cross Road to George Street is highlighted as a Possible Problem, with a traffic volume of approximately 1529 vehicles per day. This section of the street provides access to the suburb from Cross Road via a left or right turn, and 500 of these vehicles turn to/from George Street. The street is however used as part of an AM and PM short cut through Millswood and recommendations for the overall area (area bounded by East Avenue/Mills Street/Goodwood Road/Cross Road) would reduce this volume.



#### Legend

- █ Acknowledged Technical Problem (>2000 vpd)
- █ Possible Problem (1500-2000 vpd)

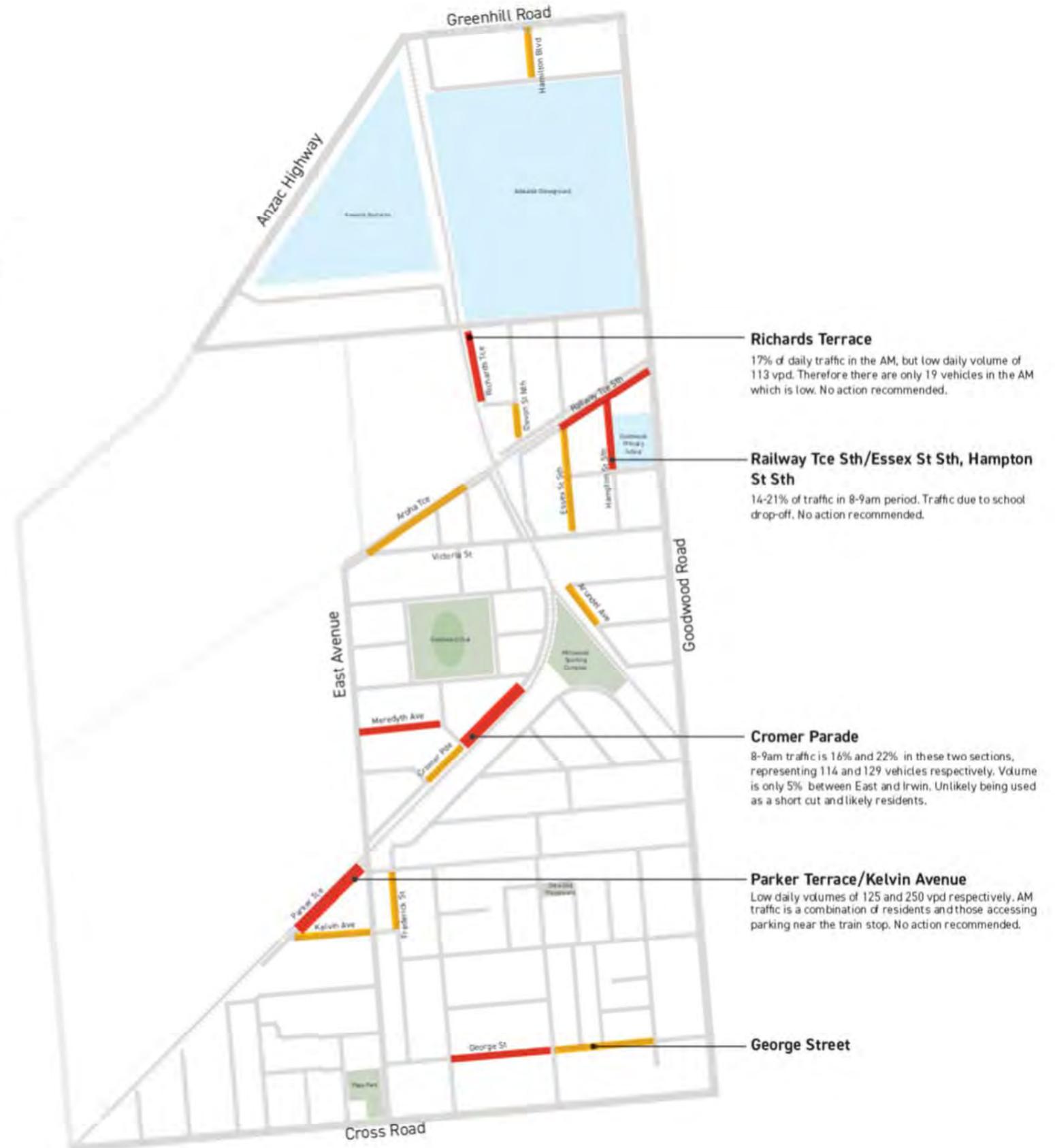
Figure 4.3 Daily traffic volume data

### 4.4 AM PEAK PERIOD VOLUME

This shows which streets carry a higher than expected amount of traffic during the particular street's peak one hour in the AM. Although this varies from street to street, it is generally 8-9pm. As an example, Aroha Terrace, which is highlighted in yellow, carries 16% of its daily traffic during the 8-9am period, hence the 'Possible Problem' classification. Full data is available in Appendix A.

#### Streets to be further investigated

- **George Street**  
16-17% of traffic in 8-9am period. Suggests rat running from Cross Road to Goodwood Road.



#### Legend

- Substantial Problem (20%+)
- Acknowledged Technical Problem (17-20%)
- Possible Problem (14-16%)

Figure 4.4 AM peak period traffic volume data

## 4.5 PM PEAK PERIOD VOLUME

This shows which streets carry a higher than expected amount of traffic during the particular street's peak one hour in the PM. Although this varies from street to street, it is generally 5-6pm (often 3-4pm near a school). As an example, Rose Terrace, which is highlighted in yellow, carries 14% of its daily traffic during the 5-6pm period, hence the 'Possible Problem' classification. Full data is available in Appendix A.

### Streets to be further investigated

- **Area bounded by Mills St/East Ave/Cross Rd/Goodwood Rd**  
High PM peak traffic volumes in seven streets. This suggests that rat-running is occurring throughout the area in general and that it is spread across a number of streets. Any traffic management measures must be in the form of an area-wide solution.

### Legend

- Substantial Problem (20%+)
- Acknowledged Technical Problem (17-20%)
- Possible Problem (14-16%)



Figure 4.5 PM peak period traffic volume data

### 4.6 ORIGIN + DESTINATION DATA

Origin-destination data involves matching vehicles (using number plate recognition) at various intersections within a road network to understand the routes they take. This can help quantify and understand rat-running through the area. Stations are chosen at likely locations where vehicles enter and exit the area. If they are matched, it suggests that they are taking a short cut through the area. This is generally undesirable when the volume of motorists rat-running is significant and congests the area and impacts resident amenity. Surveys were undertaken during the 7:30-9am and 4-6pm periods on Wednesday 5 December 2018. This data largely supports the AM and PM peak data in sections 4.4 and 4.5, but suggests that the 'Substantial Problem' designation for Frederick Street in the PM is not warranted.

AM PEAK PERIOD: 7:30-9:00AM

PM PEAK PERIOD: 4-6:00PM



FOCUS AREA WITHIN ZONE 3

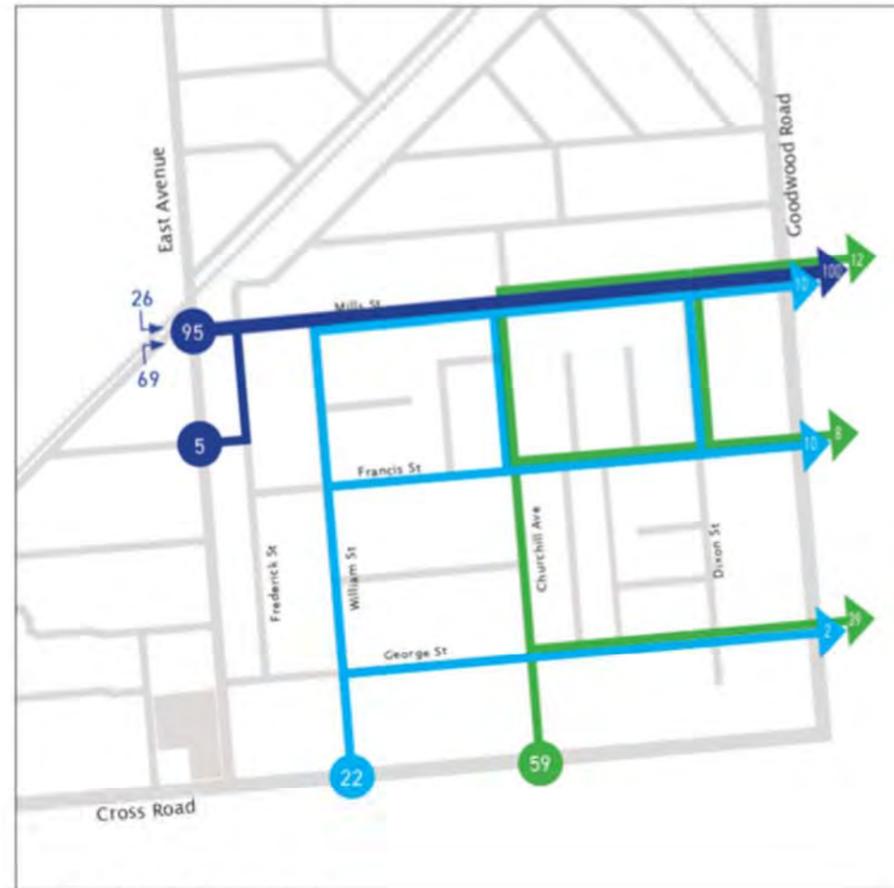


Figure 4.6 AM origin destination data

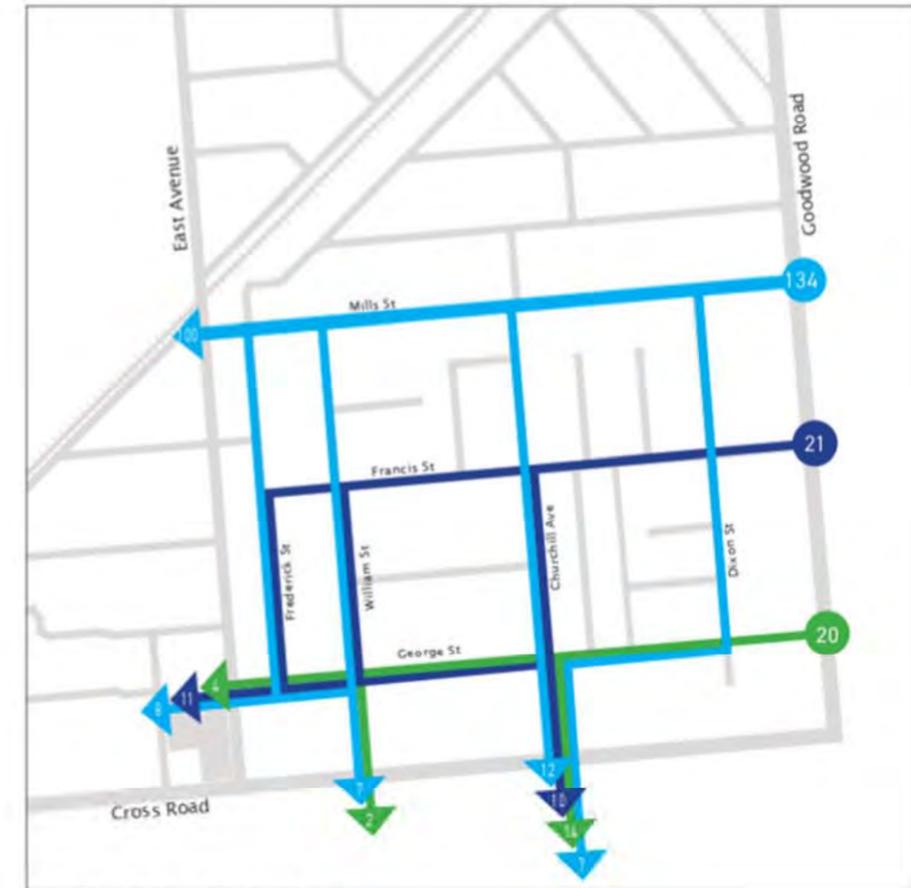


Figure 4.7 PM origin destination data

## 4.7 CRASH DATA

Crash data is used to determine whether there are specific deficiencies or hazards in the road network that should be further investigated. Crashes generally occur due to human error and to a greater extent on higher speed and higher volume roads where there are a high number of traffic movements to and from the road. This results in a high number of crashes at signalised intersections. Locations with a high number of crashes on roads under the care and control of the Department of Planning, Transport and Infrastructure are generally out of scope for the LATM.

Crash data includes both 'Casualty' (injury or fatality) crash data and 'Property damage only' data available through the State Government. As mentioned in the Warrants section of the report, generally crashes are considered likely isolated incidents unless there have been three or more crashes at a location in the previous five years (2013-2017 data) to suggest a pattern or increased likelihood of a crash. This suggests that, disregarding those on arterial roads, there are few locations within the LATM area that have experienced a high number of crashes.

### Locations to be further investigated

- Aroha Terrace/East Avenue/Victoria Street intersection**  
 Eight crashes have occurred in the vicinity of this bend. The crash type varies; three 'Hit fixed object', one 'Hit pedestrian', one 'Hit parked vehicle', one 'Right angle', and one 'Rear end'. Five comments were received from the community about this intersection.
- George Street/William Street intersection**  
 Two crashes have occurred at this intersection; one 'Right angle' crash due to an eastbound motorist not stopping at the stop sign, and one 'Right angle' crash due to an westbound motorist not stopping at the stop sign.

### Legend

- 10+ Crashes
- 0-10 Crashes

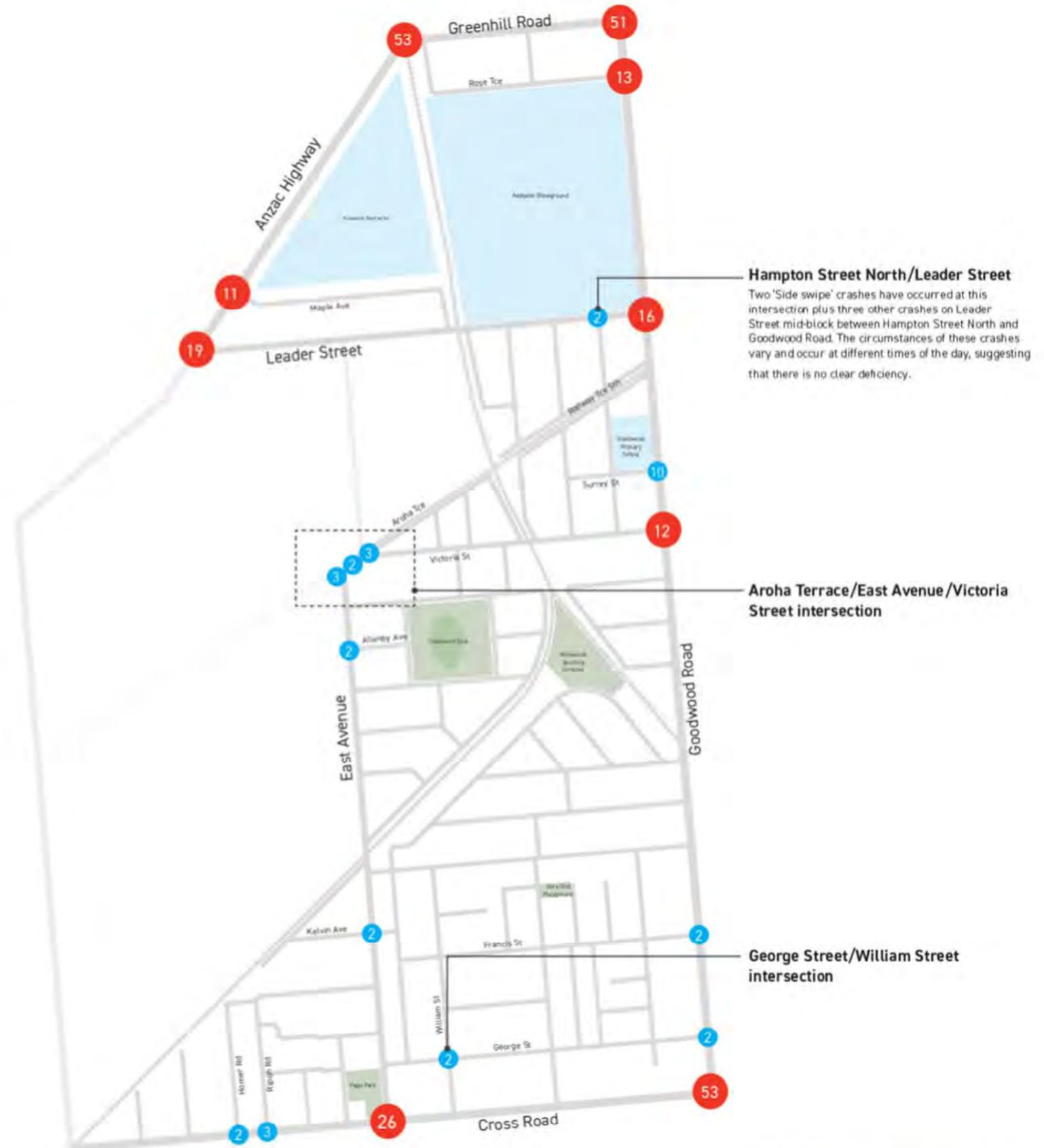


Figure 4.8 2013-17 crash data

## 4.8 PARKING DATA

Parking occupancy data was collected on two typical weekdays. Parking is considered a possible problem if a street is 50-70% occupied, and a substantial problem if it is 80% occupied or more.

In general, streets north of Victoria Street have parking controls (typically a 2-4 hour time limit). Several streets still have high parking occupancy despite this, which suggests that the controls should be amended, or there are local parking generators such as businesses or residential properties with insufficient off-street parking.

Streets south of Victoria Street, with the exception of those around Goodwood Oval, generally do not have parking controls. Parking demand is generally low in these streets which suggest that this is operating successfully. There are a few isolated locations where parking demand associated with residents or businesses is resulting in moderate occupancy.

### Streets to be further investigated

- **Rose Terrace/Cooke Terrace**

High parking demand due to residents and businesses on Rose Terrace, businesses on Greenhill Road, and those parking and catching the train or walking into the Adelaide CBD.

- **Leader Street**

The northern side is unrestricted from Anzac Highway to Leah Street and is consistently close to 100% occupied. Those parking are likely a combination of Ashford Hospital staff and staff of nearby businesses.

- **Area around Goodwood Oval**

Parking was previously in high demand in this area due to commuters using tram stop 4 (near East Ave/Victoria intersection). This was addressed as a separate project in October 2018.

Concern exists over parking during times of peak Goodwood Oval use. Data suggests that occupancy is high during these times generally within 200m of the oval. Disabled parking on Fairfax Avenue is also not DDA compliant.

- **Langdon Avenue**

Parking demand is associated with a cafe on the East Avenue/Langdon Avenue intersection. Only a 100m section is affected and there is still parking available. This parking was highlighted as a concern by respondents but predominantly due to congestion as they enter the street and when turning on to East Avenue.

### Legend

- █ Acknowledged Technical Problem (80-100%)
- █ Possible Problem (50-80%)



Figure 4.9 Parking data



### 5.1.1 Feedback on 'Potential Projects and Community Concerns' map

Feedback was provided in the form of written comments discussing the potential projects/concerns on the 'Potential Projects and Community Concerns' map. Respondents commented only on projects of their choice, with most projects attracting 5-10 comments. In order to analyse the feedback, comments were broken down into those supporting, those neutral, and those not supporting, thus providing the quantitative feedback in Table 5.1 below.

| Support for projects on community engagement map | Background/Information provided to residents   | Supporting | Neutral | Not supporting | Comment  |
|--|--|------------|---------|----------------|--|
| Mills Street traffic calming                     | Review existing traffic calming measures. Implement consistent treatment along the entire street.                                  | 27         | 4       | 5              | Includes 20 supporting and 0 non-supporting from Mills Street  |
| Cromer Parade bicycle route                      | Street forms part of Marino Rocks Greenway bicycle route. Speeds are too high for a bicycle route.                                 | 3          | 8       | 7              | General consensus from cyclists is that interventions are not necessary and they feel safe as it is. Generally local residents consider that, at present, the speed of cyclist may cause a hazard for motorists. |
| Oakfield Avenue rat-running                      | Motorists cutting through/speeding to avoid East/Cross intersection.   | 5          | 4       | 2              | Mixed support - some believe it is an issue, but residents from Ripon and Homer are concerned over the impact on their streets   |
| Langdon Avenue parking                           | High parking occupancy near East Avenue.   | 9          | 0       | 1              | Supported - however many understand the need to retain parking for the nearby cafe.  |
| East Avenue pedestrian refuge(s)                 | Consider additional pedestrian refuges.  | 7          | 2       | 1              | Supported  |
| George Street rat-running                        | Motorists cutting through to avoid Goodwood/Cross intersection.  | 7          | 2       | 1              | Supported  |
| Leader Street pedestrian refuge                  | Consider pedestrian refuge adjacent Showground   | 9          | 0       | 0              | Supported  |
| Goodwood Road shared path                        | Convert western footpath to shared use path from Leader Street to Young Street   | 5          | 1       | 2              | Supported - however there are concerns raised  |
| Churchill Avenue bicycle route                   | Clarence Park to City Bikeway: Traffic calming to support motorists/cyclists sharing the road                                      | 2          | 3       | 3              |  |
| Goodwood Oval - Parking during peak oval use     | All-day commuter parking associated with tram stop 4 is currently being addressed. Parking during peak oval use an issue for some. | 4          | 1       | 2              |  |
| Devon St Sth/Railway Tce Sth 'bend'              | Review traffic safety at bend.   | 4          | 0       | 2              |  |
| Leader Street buffered bicycle lanes             | Upgrade to buffered bicycle lanes from railway to Goodwood Road  | 4          | 0       | 2              |  |
| Leader Street paid parking                       | All-day commuter/hospital parking occurring. Potential for paid parking zone.  | 1          | 2       | 3              |  |
| Streets near Showground                          | Impact from Showground event and Sunday Market parking   | 5          | 0       | 1              | Considering the large number of residents directly impacted (approx. 300 properties in LATM 3 area alone), this is a low level of support  |
| Ripon/Homer/Lorraine intersection                | Visibility and traffic priority at intersection  | 5          | 0       | 0              | Supported  |
| East Avenue buffered bicycle lanes               | Upgrade to buffered bicycle lanes from railway to Cross Road   | 3          | 0       | 1              |  |
| Rose Terrace parking                             | Lack of parking for business visitors and residents  | 3          | 0       | 0              |  |
| Goodwood precinct bicycle parking                | Review bicycle parking supply and utilisation  | 1          | 1       | 0              |  |
| Leader/Goodwood intersection                     | Insufficient intersection right turn capacity in AM peak period  | 2          | 0       | 0              |  |

Table 5.1 Support for projects on community engagement map

## 5.1.2 General Feedback

| Common comments  | Number |
|--|--------|
| Support for cycling measures in general  | 12     |
| Request for parking to removed on Goodwood Road in main retail precinct                          | 9      |
| Specifically stating that they do not support any traffic calming measures                       | 7      |
| Support for potential projects on community engagement map in general                            | 6      |
| East/Aroha/Victoria/Leah intersection - Conflict between traffic, parking and pedestrians        | 5      |
| Mills Street - Parking congestion at western end   | 4      |
| Cromer/East Ave intersection - Concerns over conflict between left turning vehicles and cyclists | 4      |
| Irwin Avenue - Conflict between parked vehicles and pavement bars                                | 3      |
| Oakley/Victoria intersection - Sight distance concerns   | 2      |
| Lynton/Spiers intersection - Sight distance concerns   | 2      |

Table 5.2 Other projects/concerns consistently raised in general feedback

## 5.2 STAGE 2

18 draft recommendations were developed based on the 'Historic analysis' step, analysis of traffic data obtained specifically for the purposes of the LATM, and stage 1 of community engagement. Council endorsed the Draft LATM, including these recommendations, for consultation on 24 June 2019.

Stage 2 of community engagement was conducted during July 2019 to obtain feedback on the 18 draft recommendations. The intention was to then adjust these recommendations where necessary based on this feedback, including the community's preference where options were presented, as well as confirm the prioritisation of projects. A summary of the 18 recommendations is included in Appendix B.

Stakeholders were engaged in the following ways:

1. Traditional mail-out to all residents and businesses in the area (Figure 5.4)
2. Unley's 'Yoursay' online engagement platform
3. Information signs at six locations of several key recommendations (Figure 5.5)
4. Community drop-in session on 30 July 2019 (Figure 5.3)

Community response:

- 369 responses were received
  - 212 via Yoursay,
  - 155 via hard-copy survey
- Approximately 70 locals attended the Community Drop-in Session to discuss the project.



Figure 5.3 Community Drop-in Session

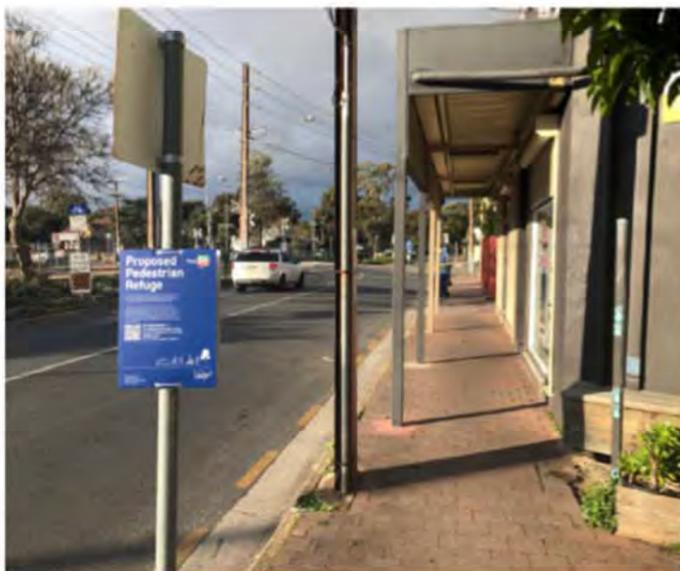


Figure 5.5 Community Engagement Signs



Figure 5.5 Community Engagement Signs



## 5.2.2 Summary of Feedback

| Draft Recommendation   | Description  | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Level of Interest | Response to Community Engagement |
|--|--|----------------|--------------------|----------------------|----------------------|------------------|-------------------|----------------------------------|
| 1. Maple Avenue - Speed Reduction                                    | High speeds identified, however future investigations will be undertaken once adjacent development construction works are complete.  | 11             | 16                 | 3                    | 24                   | 15               | Low               | Retain                           |
| 2. Railway Tce Sth / Devon St Sth intersection - Safety Improvements | Corner cutting and conflict between cyclists/motorists identified. Pavement bars at the bend, advisory speed signs and a formal bicycle path intersection are proposed.  | 27             | 29                 | 4                    | 18                   | 31               | Medium            | Change                           |
| 3. Forestville Tram Stop pedestrian refuge                           | Minimum sight distance for pedestrians not provided. A pedestrian refuge is proposed adjacent the existing tram line crossing, including loss of 3 parking spaces.   | 58             | 28                 | 2                    | 11                   | 58               | Medium            | Retain                           |
| 4. Clarence Park Rat-Running (options)                               | Mills Street chicanes to be redesigned and existing speed humps to be replaced with an alternate treatment. Four options for area wide treatment to deter rat-running are presented for community comment  | 117            | 33                 | 13                   | 56                   | 205              | High              | Change                           |
| 5. Churchill Avenue Bicycle Route                                    | Speeds are too high for a bicycle route, however Council will continue to monitor local speeds and volumes following implementation of recommendation 4.   | 2              | 17                 | 4                    | 22                   | 44               | Medium            | Retain                           |
| 6. Forestville / Everard Park - Local traffic and parking review     | Future investigations will be undertaken once all construction works are complete at the adjacent Kaufland Development and nearby Arcadian Development.  | 6              | 14                 | 4                    | 12                   | 11               | Low               | Retain                           |
| 7. Ripon/Homer/Lorraine intersection - Change in priority            | Insufficient sight distance form motorists on Ripon Road turning into Lorraine Ave. Intersection traffic priority be changed so Ripon-Lorraine operates as a bend.   | 15             | 20                 | 0                    | 13                   | 21               | Low               | Retain                           |
| 8. Rose Terrace - Paid Parking                                       | To increase parking availability for local businesses in the area, a restructure of parking is proposed, including time limit parking (suitable for residents and business visitors), a paid parking zone (\$4/day), whilst retaining some unrestricted parking. | 5              | 8                  | 2                    | 28*                  | 45               | Medium            | Change                           |
| 9. Leader Street - Paid Parking                                      | Introduction of paid parking along Leader Street proposed (\$4/day). To occur after the major works are undertaken at the adjacent Kaufland development.   | 9              | 10                 | 4                    | 33                   | 29               | Medium            | Retain                           |
| 10. Curzon Avenue - Disabled Parking                                 | Improvements to disabled parking will occur on Curzon Avenue as part of the Goodwood Oval grandstand upgrade. The LATM supports this improvement.  | 24             | 24                 | 1                    | 9                    | 12               | Low               | Retain                           |
| 11. Goodwood Oval - Parking Controls                                 | To improve local traffic flow and access for residents and their visitors during peak oval use, 1-hour parking is proposed on one side of Chelmsford Ave, Allenby Ave, Fairfax Ave, Argyle Ave. Refer to full study report for a detailed map and days.          | 19             | 21                 | 3                    | 30                   | 57               | Medium            | Change                           |

Table 5.3 Feedback Summary

| Draft Recommendation                          | Description   | Very important | Somewhat important | Somewhat unimportant | Not important at all | Written comments | Level of Interest | Response to Community Engagement |
|---|---|----------------|--------------------|----------------------|----------------------|------------------|-------------------|----------------------------------|
| 12. Langdon Avenue / East Avenue intersection | To provide additional space at the intersection, parking is to be restricted for the first 20m (additional 10m extension). This will result in a loss of one parking space. | 15             | 15                 | 1                    | 19                   | 18               | Low               | Retain                           |
| 13. Goodwood Road Bicycle Connection          | Wayfinding and pavement decals to direct cyclists along the footpath to the safe crossing point at Young Street (pedestrian actuated crossing).                             | 20             | 22                 | 0                    | 12                   | 22               | Low               | Retain                           |
| 14. Leader Street Pedestrian Crossing         | Installation of a wombat crossing (raised zebra crossing with pedestrian priority) on Leader Street west of Devon St Nth. This will result in a loss of 2 parking spaces.   | 25             | 26                 | 0                    | 14                   | 26               | Medium            | Retain                           |
| 15. Leader Street - Buffered bicycle lanes    | Upgrade bicycle lanes on Leader St (Seaford Railway to Goodwood Rd) to buffered bicycle lanes through line-marked clearance in 'car door' zone for cyclist safety.          | 25             | 19                 | 1                    | 16                   | 25               | Medium            | Retain                           |
| 16. East Avenue - Buffered bicycle lanes      | Upgrade bicycle lanes on East Avenue (Seaford Railway to Cross Road) to buffered bicycle lanes through line-marking clearance in 'car door' zone for cyclist safety.        | 27             | 21                 | 0                    | 23                   | 26               | Medium            | Retain                           |
| 17. East Avenue Pedestrian Refuge             | Installation of a pedestrian refuge on East Avenue, south of Langdon Avenue, resulting in the loss of three on-street car parks.  | 31             | 26                 | 2                    | 22                   | 45               | Medium            | Retain                           |
| 18. Goodwood Road Bicycle Parking             | Additional bicycle parking locations identified within the Goodwood Road retail precinct (Victoria Street to Leader Street).  | 15             | 28                 | 2                    | 12                   | 20               | Low               | Retain                           |

Table 5.3 Feedback Summary cont.

| Level of Interest |                              |
|-------------------|------------------------------|
| High              | >200 responses + comments    |
| Medium            | 100-200 responses + comments |
| Low               | <100 responses + comments    |

| Response to Community Engagement |   |
|----------------------------------|---|
| Change                           | Following community feedback the recommendation is significantly changed                                      |
| Retain                           | Following community feedback the recommendation is retained either completely unchanged or with minor changes |

### 5.2.3 Key Changes to Draft Recommendations

| Draft Recommendation   | Feedback Received  | Final Recommendation   |
|--|--|--|
| 2. Railway Terrace South / Devon Street South- Safety Improvements | Concern over increased neighbourhood noise from the installation of particular traffic calming initiatives   | Revised centre island design undertaken to avoid the use of perceived 'noisy' elements   |
| 4A. Clarence Park Traffic Management (Options)                     | Overwhelming support for Option 5 - No Change  | Change recommendation to support Option 5 - No Changes   |
| 4B. Mills Street Traffic Management                                | Strong support for additional traffic calming, noting diversity of further comment regarding additional streetscape changes, loss of on-street parking and potential for traffic queuing | Confirm recommendation to redesign the placement of new Watts Profile traffic control devices along Mills Street to replace existing infrastructure and better control local speeds, as well as improve the performance and presentation of the two chicanes |
| 8. Rose Terrace - Paid Parking                                     | Resistance to removal of unrestricted parking and introduction of paid parking by local businesses and residents   | Restructure the distribution of unrestricted, time limit and paid parking within the precinct  |
| 11. Goodwood Oval Parking Controls                                 | Lack of support for further time limit parking on weekends in proximity to Goodwood Oval. Single street support for alternate parking controls along Allenby Avenue.                     | Amend recommendation to support parking control change for Allenby Avenue only - No Parking, northern side of the street   |
| 17. East Avenue Pedestrian Refuge                                  | Review location of pedestrian refuge to avoid conflict between pedestrian access and turning vehicle movements   | Additional technical review of refuge positioning to ensure safe setting, and maintaining ease of pedestrian access, confirming the original design for inclusion  |
| 19. East Avenue 'Keep Clear'                                       | Vehicle queuing when crossing is down, prevents people with limited mobility to safely cross East Avenue   | 'Keep Clear' pavement marking to be installed in line with existing median opening and pram ramp crossing point  |

Table 5.4 Summary of key changes to recommendations

# 6. RECOMMENDATIONS

Following a technical analysis of traffic data and two stages of community engagement, the following final recommendations have been developed based on the themes of Traffic Management, Parking, and Walking & Cycling. Recommendations have been priorities based on the criteria in Table 6.2.

|                    | Project   | Priority |
|--------------------|---|----------|
| TRAFFIC MANAGEMENT | 1. Maple Avenue - Speed Reduction                                     | Medium   |
|                    | 2. Railway Terrace South / Devon Street South - Safety Improvements   | High     |
|                    | 3. Forestville Tram Stop pedestrian access                            | High     |
|                    | 4A. Clarence Park Traffic Management (Options)                        | N/A      |
|                    | 4B. Mills Street Traffic Management                                   | Medium   |
|                    | 5. Churchill Avenue Bicycle Route                                     | Medium   |
|                    | 6. Forestville / Everard Park - Local traffic and parking review      | Medium   |
| PARKING            | 7. Ripon/Homer/Lorraine intersection - Change in priority             | High     |
|                    | 8. Rose Terrace - Paid Parking  | Medium   |
|                    | 9. Leader Street - Paid Parking                                       | Medium   |
|                    | 10. Curzon Avenue - Disabled Parking                                  | High     |
|                    | 11. Goodwood Oval - Parking Controls                                  | Medium   |
| WALKING & CYCLING  | 12. Langdon Avenue / East Avenue intersection                         | Medium   |
|                    | 13. Goodwood Road Bicycle Connection                                  | Medium   |
|                    | 14. Leader Street Pedestrian Crossing                                 | Medium   |
|                    | 15. Leader Street (Railway to Goodwood Road) - Buffered bicycle lanes | Medium   |
|                    | 16. East Avenue (Railway to Cross Rd) - Buffered bicycle lanes        | Medium   |
|                    | 17. East Avenue Pedestrian Refuge                                     | Medium   |
|                    | 18. Goodwood Road Bicycle Parking                                     | Low      |
|                    | 19. East Avenue 'Keep Clear' Pavement Message                         | Medium   |

Table 6.1 Final recommendations

### Prioritisation definitions

|        |   |
|--------|---|
| High   | Identified safety risk that requires short term action (timeframe 1-2 years)              |
| Medium | Potential safety risk or high level of community support for change (timeframe 3-5 years) |
| Low    | Not a safety risk and only a low-medium level of community support (timeframe 5+ years)   |

Table 6.2 Prioritisation definitions



Figure 6.1 Recommendations map

# RECOMMENDATION 1

## MAPLE AVENUE - SPEED REDUCTION

### Background

Traffic data collected over four days shows that motorists exceed the speed limit by a significant amount. Maple Avenue is primarily a commercial and light industrial land use area and thus should be considered differently to a residential street (more from a safety perspective rather than amenity). Note there is a large retail development (Kaufland supermarket) occurring on the street at the Anzac highway end, and potential for a large residential development in the street. This will change the role of the street somewhat and walking and cycling conditions will become important.

### Data

Traffic data collected indicated 85th percentile speeds ranging from 49.3km/h to 55.9km/h, including up to 70% of vehicles speeding. 33% of traffic are heavy vehicles (i.e. large commercial vehicles).

### Community Engagement

There was generally a low response to this recommendation in Stage 2 of community engagement, likely because there are few residents located in close proximity to this location. Comments that were received were generally positive and community engagement therefore does not warrant changes to the recommendation.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 11             | 16                 | 3                    | 24                   | 15                 |

Response to community engagement process: Retain recommendation

### Details of recommendation

Options to reduce speeds generally involve horizontal (i.e. road narrowing) and vertical (i.e. road hump) displacement. Anticipating the increase in heavy vehicles required for the construction of Kaufland, installation of devices to reduce speeds would present significant disruption and risk damage due to the frequency of heavy vehicles.

**Recommendation: Council will continue to monitor local speeds in the street, whilst major redevelopment works are undertaken at the adjacent Kaufland Development. Future investigations will be undertaken once all works are complete (approximately late 2020).**

Subject to driver behaviour, further assessment of local speeds will be undertaken, and concept designs developed in response to the local requirements. Concept design would be tested with the local community, in co-ordination with the expectations of the LATM, prior to confirmation of the preferred solution.

*"I think you are right to hold off until the development in this area is completed to see what the traffic implications are."*

### Positives

- Postponing further investigation and implementation of measures will avoid potential disruption and damage due to construction activities.
- Changes to traffic and pedestrian activity in the street due to development will be more accurately reflected in the review.

### Negatives

- Speeds will continue to be high until any changes are made.
- There will be a period of time when the Kaufland development has been completed and there are increased pedestrians in the area, but changes are yet to be made.

### Estimated cost

\$20-80,000 (Cost estimate to be developed as part of a future concept design at the conclusion of the major developments)

### Priority

Medium (subject to redevelopment of adjacent sites)



Figure 6.2 Maple Avenue context map

# RECOMMENDATION 2

## DEVON ST SOUTH/RAILWAY TCE SOUTH 'BEND'

### Background

Devon Street South and Railway Terrace South in Goodwood meet at a bend. This bend has a spoon drain through its centre which helps to reduce traffic speeds, however anecdotally north/eastbound motorists cut the bend. A walking/cycling link under the tram tracks is accessed from the northern side of the bend. Devon Street South and Railway Terrace South also form part of the Mike Turtur Bikeway. Measures would be focused on ensuring vehicles do not cut the bend, and that the walking/cycling link is formalised where it intersects with the street.

### Data

Traffic volumes at the bend are estimated to be in the vicinity of 250 vehicles per day (Devon Street South traffic volume), which is low. It is estimated that approximately 500 cyclists negotiate the bend per day (346 in 2015). No data has been collected for the pedestrian/cyclist underpass. No crashes have occurred at the location.

### Community Engagement

Stage 2 of community engagement highlighted that changes are strongly supported by local users of the intersection, however pavement bars were not universally supported, particularly by residents in the direct vicinity of the intersection.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 11             | 16                 | 3                    | 24                   | 15                 |

*"I strongly support this proposal in the interest of safety."*

### Details of recommendation

Improvements focus on reducing traffic speeds at the bend, ensuring that motorists do not cut the corner, as well as ensuring cyclists take adequate caution when entering the road from the underpass.

#### Recommendation:

- Width of traffic lanes to be reduced at bend through central painted median and painted islands on Devon Street South.
- Relocate the pedestrian/cyclist path intersection with the road to ensure south-westbound cyclists turning right on to the path have visibility to northbound motorists
- 'Green' bicycle lane on the approach to the pedestrian/cyclist path intersection
- Consider advisory speed signs (decision whether to install depends on the result of a standard test using a 'ball bank indicator' device)

#### Additional long-term recommendation:

- Propose additional pedestrian/cyclist crossing location clear of bend to Department of Planning, Transport and Infrastructure (land part of DPTI tram corridor)

### Positives

- Will reduce corner cutting and slow speeds
- Will help ensure pedestrians/cyclists entering the road or crossing the road at the bend take the required level of caution and have better visibility

### Negatives

- Nil

### Cost Estimate

\$8000

### Priority

High



Figure 6.3 Railway Terrace South/Devon Street South proposed changes

# RECOMMENDATION 3

## EAST/AROHA/VICTORIA/LEAH INTERSECTION

### Background

Concerns were raised over the intersection of East Avenue/Aroha Terrace/Victoria Street/Leah Street during Stage 1 of community engagement. Concerns were from a pedestrian perspective, citing difficulty crossing the road to access the tram, as well as from a motorist perspective, raising concerns over vehicles parked on the southern side of Aroha Terrace. There is also a crash history at the intersection (discussed further under 'Data' section). In light of these concerns, the intersection was further investigated and a review of pedestrian sight distance was undertaken, which led to a recommendation for a pedestrian refuge.

Deficiencies at the intersection are a result of changes over a number of years that prioritised the movement of vehicles. This intersection is a combination of two modified t-intersections. Aroha Terrace previously continued through the intersection and traffic on East Avenue was required to give way before proceeding east/north towards Leah Street. As East Avenue->Leah Street was the dominant traffic flow, this was changed in 2008 to a bend to improve both safety and efficiency. An older pedestrian crossing point to the tram is still present (location 1) and a new pedestrian crossing point was added at the time (location 2)

In addition to this, a bend in the road may be unexpected by unfamiliar motorists as East Avenue (and Winston Avenue to the south) is straight for a distance of 4.5km prior to this. As the intersection was not designed as a bend from scratch the radius and width of traffic lanes are not ideal and may have contributed to crashes that have occurred. The road is a bus route and approximately two buses use the intersection every 15 minutes.

### Data

#### Crash History

Eight crashes have occurred in the vicinity of this bend. The crash type varies; three 'Hit fixed object' (all stobie pole near 'pedestrian crossing location 2' on map), one 'Hit pedestrian', one 'Hit parked vehicle', one 'Right angle', and one 'Rear end'. This suggests that there is a crash history at the intersection that should be considered. Other than the three 'Hit fixed object' crashes, which could be related to the visibility of the bend or negotiating speeds, there is no clear deficiency indicated by the data.

#### Traffic Volume

The intersection is negotiated by approximately 8100 vehicles per day, including a relatively high proportion of heavy vehicles (9%).

#### Pedestrian Sight Distance Assessment

A pedestrian sight distance assessment has been undertaken at both of the existing crossing locations to the tram stop. This assessment assumed a 30km/h traffic speed and 1.2m/s pedestrian speed. This assumes that a pedestrian observes approaching traffic in both directions to enable them to cross the road without stopping in the middle.

Crossing location 1: 9m crossing distance - crossing sight distance requirement of 62.5m

1a - visibility to east sufficient (looking through tram fence), visibility to west insufficient (65m)

1b - visibility to west insufficient (47m), visibility to north sufficient, visibility to east (Victoria Street) insufficient (41m)

Crossing location 2: 13.6m crossing distance - crossing sight distance requirement of 95m

2a - visibility to south sufficient but visibility to east insufficient (69m)

2b - visibility to south (if standing on ramp) sufficient but visibility to east insufficient (78m)

This indicates that the minimum pedestrian crossing sight distance is not provided. A pedestrian crossing the road from any of these locations would observe approaching traffic and it would appear to be clear to cross, only to then see a car approaching after already starting to cross.

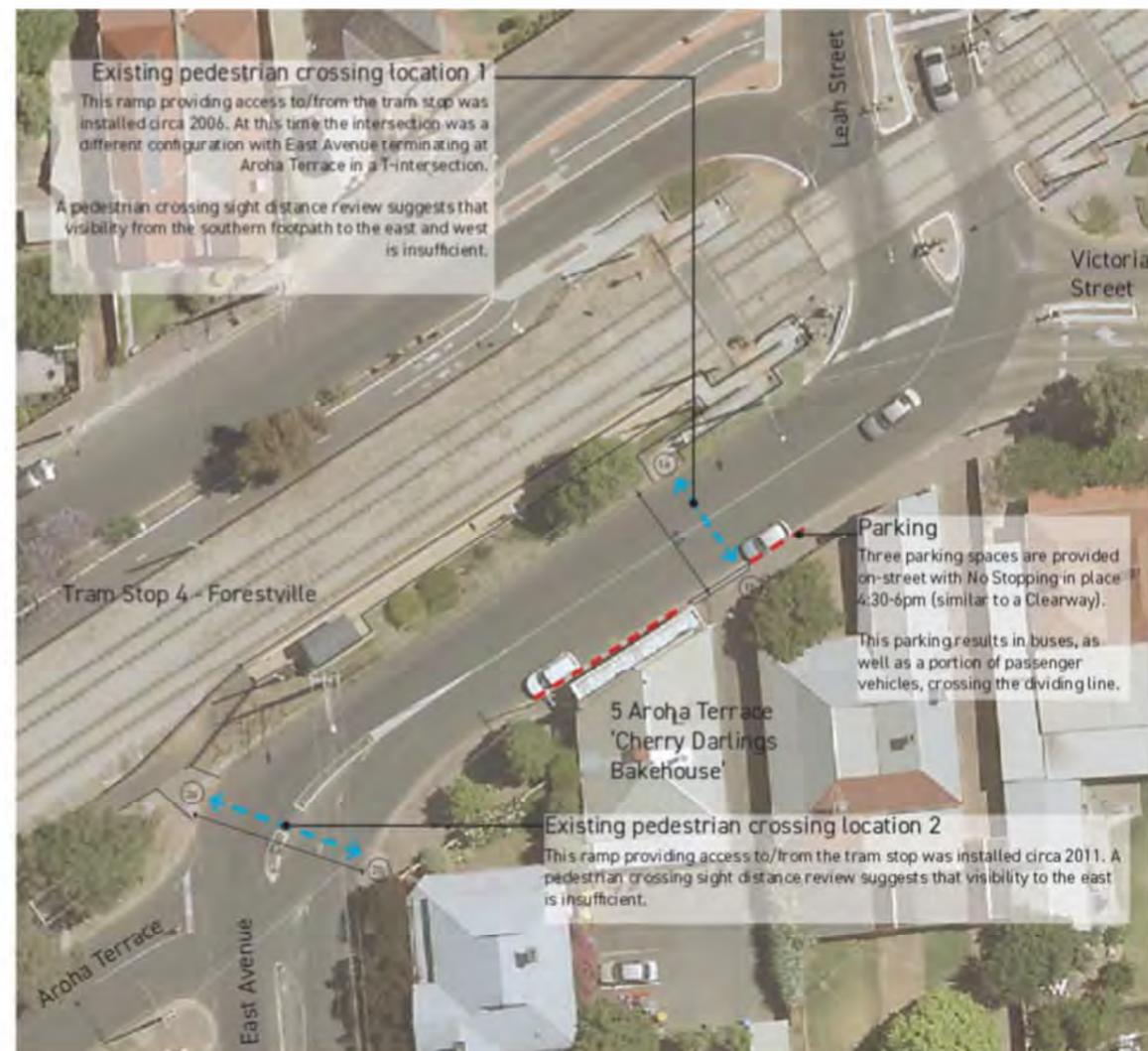


Figure 6.4 Existing crossing locations

### Community Engagement

The community were consulted in Stage 2 of community engagement on a recommendation to install a pedestrian refuge in the location shown in Figure 6.5. The recommendation attracted a relatively high number of 'Very Important' ratings and comments. Generally respondents had personally experienced difficulty at this intersection either crossing the road or driving through when cars are parked on-street. There was a portion of respondents that do not support the recommendation due to the impact a loss of parking would have on Cherry Darlings Bakehouse.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 58             | 28                 | 2                    | 11                   | 58                 |

Following this feedback, although there was clear support for change, several other options were considered to try and retain 1-2 of the parking spaces. The implications of locating the refuge at crossing location 2 were considered. This would likely reduce the space for southbound buses negotiating the bend and would likely require removal of the right turn lane to Aroha Terrace (west) or a right turn ban. A third option of locating the refuge adjacent the tram stop shelter was considered, however this would have resulted in a significant diversion for pedestrians, have a greater impact on buses, and present other difficulties related to physical site constraints, including the shelter and adjacent stobie pole.

*"Currently priority is given to cars, not people.  
Pedestrians need safer access in this area."*

Response to community engagement process: Retain recommendation

### Details of recommendation

The goal of changes would be to improve pedestrian crossing movements, slow northbound traffic at the bend, and encourage motorists to remain on the correct side of the road in the mid-block section.

Pedestrian crossing sight distance can only be achieved at this location by reducing speeds to approximately 19km/h, by providing a two-stage crossing (i.e. refuge), or providing a crossing location that achieves minimum sight distance requirements. To complement the relatively low existing speeds and integrate with the fixed infrastructure (i.e. buildings and fences), the most achievable option is to providing a two-stage crossing (i.e. refuge), to reduce the sight distance requirement.

#### Recommendation:

- Sub-standard curve advisory speed sign for northbound traffic (i.e. 20km/h advisory speed)
- Improve delineation of bend to provide a larger radius curve
- Install pedestrian refuge to improve safety of crossing - location subject to further detailed design, acknowledging the following key elements:
  - Loss of three parking spaces
  - Maintain entry/exit manoeuvres from 5 Aroha Terrace driveway
  - Pedestrian refuge as close as practical to desire line
  - Maintain access to Aroha Terrace (west)
  - Maintain manoeuvrability by buses (as well as largest design vehicle)

### Positives

- Advisory sign will provide motorists guidance on the speed to negotiate the bend
- Refuge will improve safety of pedestrian crossing
- Addresses a key community concern

### Negatives

- Will result in a loss of three parking spaces on the southern side of Aroha Terrace in the vicinity of a business
- Manoeuvring space for buses negotiating the intersection will be reduced

### Cost Estimate

\$90,000 (Cost to include survey, detail design, community notification and construction of the required works.)

### Priority

High

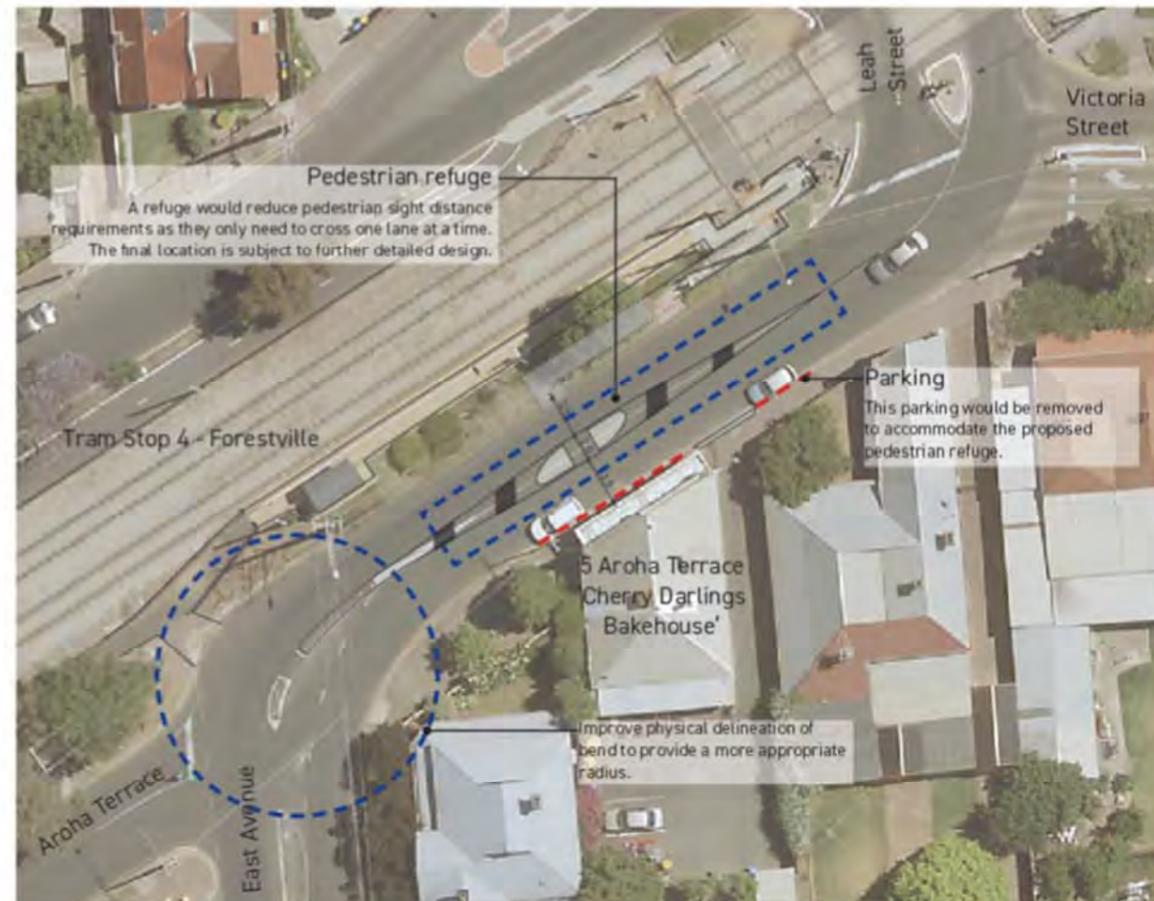


Figure 6.5 Indicative pedestrian refuge concept - Final location of refuge subject to detailed

# RECOMMENDATION 4A

## CLARENCE PARK TRAFFIC MANAGEMENT

### Background

Feedback from residents on a number of streets, such as George Street and Mills Street, suggests that motorists use the area bounded by Goodwood Road/Cross Road/East Avenue/Mills Street to avoid the Cross Road/Goodwood Road intersection during peak times.

### Data

Origin-destination data indicates that 181 motorists use the area bounded by Goodwood Road/Cross Road/East Avenue/Mills Street in the 7:30-9am period, and 176 motorists in the 4-6pm period. Mills Street was used (either entirely or as part of a route using multiple streets) by 122 motorists during 7:30-9am and 134 during 4-6pm. As can be seen on page 14, other than Mills Street, traffic is spread relatively evenly throughout the area and most streets accommodate a portion of the cut-through traffic. Churchill Avenue accommodates 1500 vehicles per day from Cross Road to George Street, which is relatively high. All streets in the area are within an acceptable daily traffic volume range and measures to reduce rat-running are primarily focused on improving resident amenity rather than road safety.

Rat-running traffic has been likely to contribute to the 47km/h 85th percentile speed on Frederick Street and 46km/h 85th percentile speed on Churchill Avenue.

### Community Engagement Stage 1 and Draft Recommendation

In Stage 1 of community engagement, feedback was sought on measures on Mills Street to reduce rat-running. However, upon receiving this feedback, as well as feedback from other surrounding streets, and combined with origin-destination data, it was evident that changes to Mills Street should not be considered in isolation.

Ideally traffic in the area bounded by Mills Street/Goodwood Road/Cross Road/East Avenue would be limited to local traffic and intra-city trips. In order to achieve this, a traffic management scheme should discourage rat-running traffic from using the area.

Treatments must address both currently affected streets and unaffected streets to ensure traffic is not simply relocated to other rat-running routes through a suburb. This is the role of a LATM as it avoids these potential flow-on effects.

When designing a traffic management scheme, the correct balance between effectiveness and impact on residents must be achieved. There are different levels of intervention which are effective to different degrees. Generally, a road closure is the highest level of intervention and most effective, whereas measures to slow vehicles, such as road humps, are at the lower end of the spectrum in terms of impact on residents and effectiveness.



Five traffic management measures were considered for the area as a whole, each presenting a different level of intervention to the community:

**Option 1** involved full road closures at the William Street/Cross Road intersection and the Churchill Avenue/Cross Road intersection. Full road closures eliminate all traffic movements at an intersection and has been used successfully in the Malvern area. This option would have eliminated rat-running between Cross Road and Goodwood Road.

**Option 2** involved a series of partial road closures. This limits entry and exit movements to the surrounding arterial roads. It would have essentially reduced a portion of the current rat-running routes through the area. It would therefore have generally reduced traffic volumes in the area whilst ensuring that traffic that does travel through the area is more evenly distributed across streets.

**Option 3** involved a series of modified intersections ('diagonal road closures'). This involved converting existing four-way intersections into two bends. This reduces traffic permeability through an area, as well as breaks up visibility along a street, which reduces traffic speeds. This has been used in Clarence Gardens to discourage through-traffic.

**Option 4** involved turning bans during 7:30-9am and 4-6pm. These times were based on traffic data and cover the majority of traffic in the peak a.m. and peak p.m. periods. Entries into Mills Street in the a.m. and p.m. would have been retained to allow local residents access to the area.

**Option 5** (not visually represented) was to take no action. It could be accepted that approximately 180 motorists cut through the area in the peak a.m. and peak p.m. periods. Despite this, traffic volumes in all streets are below the acceptable threshold. This would also maintain residents' existing access through the area. It also acknowledges that the area already has road humps in George Street and Francis Street, and Mills Street, and some residents do not support additional traffic calming measures.

Options 1 - 4 are provided in Appendix C.

## CLARENCE PARK TRAFFIC MANAGEMENT (OPTIONS) CONT.

### Community Engagement Stage 2

Stage 2 of community engagement sought feedback on the community's preference of option and whether they consider this a priority recommendation. This prompted the highest number of responses for any of the draft recommendations. Although most respondents considered the recommendation 'Very Important', some of these also voted for Option 5 - No changes. This inconsistency indicates that the a choice of option should be main source of quantitative feedback used in the decision making process.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 117            | 33                 | 13                   | 56                   | 205                |

As detailed below in Table 6.3 and further broken down geographically in Figure 6.6, the option that received the greatest support was Option 5 - No changes. From all respondents, there were 111 responses supporting changes (options 1-4) and 140 not supporting changes. The area most affected by the issues being addressed (area bounded by Goodwood Road/Cross Road/East Avenue/Mills Street) responded in similar proportions, as detailed below.

| Option                            | All Respondents |            | Respondents in Goodwood Rd/Cross Rd/ East Ave/Mills St area |            |
|-----------------------------------|-----------------|------------|---|------------|
|                                   | Count           | Percentage | Count   | Percentage |
| Option 1 - Road closures          | 18              | 7%         | 16  | 9%         |
| Option 2 - Partial road closures  | 20              | 8%         | 15  | 9%         |
| Option 3 - Modified intersections | 28              | 11%        | 20  | 12%        |
| Option 4 - Turning bans           | 45              | 18%        | 35  | 20%        |
| Option 5 - No changes             | 140             | 56%        | 85  | 50%        |

Table 6.3 Option preference summary

This feedback was also supplemented by comments included as part of their feedback, letters from residents or groups of residents, conversations at the Community Drop-in Session, and conversations between residents and Elected Members. Most respondents had a strong view for or against a particular option or options. Most respondents not supporting changes either did not consider traffic a problem in the area or consider the potential impact on their daily activities too great (i.e. restriction to existing journeys / turning movements).

Support for particular options in the Goodwood Road/Cross Road/East Avenue/Mills Street area was generally spread throughout the area with few patterns emerging. However, there were pockets clearly supporting Option 5 - No Changes, such as Birkdale Avenue, James Street, Avondale Street, and parts of George Street. Residents located on Churchill Avenue and William Street near Cross Road appeared to support Option 1 - Road Closures.

Although 50% of respondents in the area most affected by rat-running traffic support change in some form (Options 1-4), support is spread across the four options for change. It is highly likely that if a particular option was selected, this 50% would be fractured into those supporting and those not supporting the particular option (i.e. a respondent who supports road closures may not support turning bans).

**Recommendation: Option 5 is the recommended option. This option received the greatest level of support and segments of the community strongly opposed change.**

Recommendation 4B involves changes to Mills Street which will satisfy some of the respondents supporting changes, and will have a marginally positive affect on reducing volumes in the area as a whole. The local area should continue to be monitored in the coming years and traffic volumes and speeds compared with the data recorded in 2018/19.

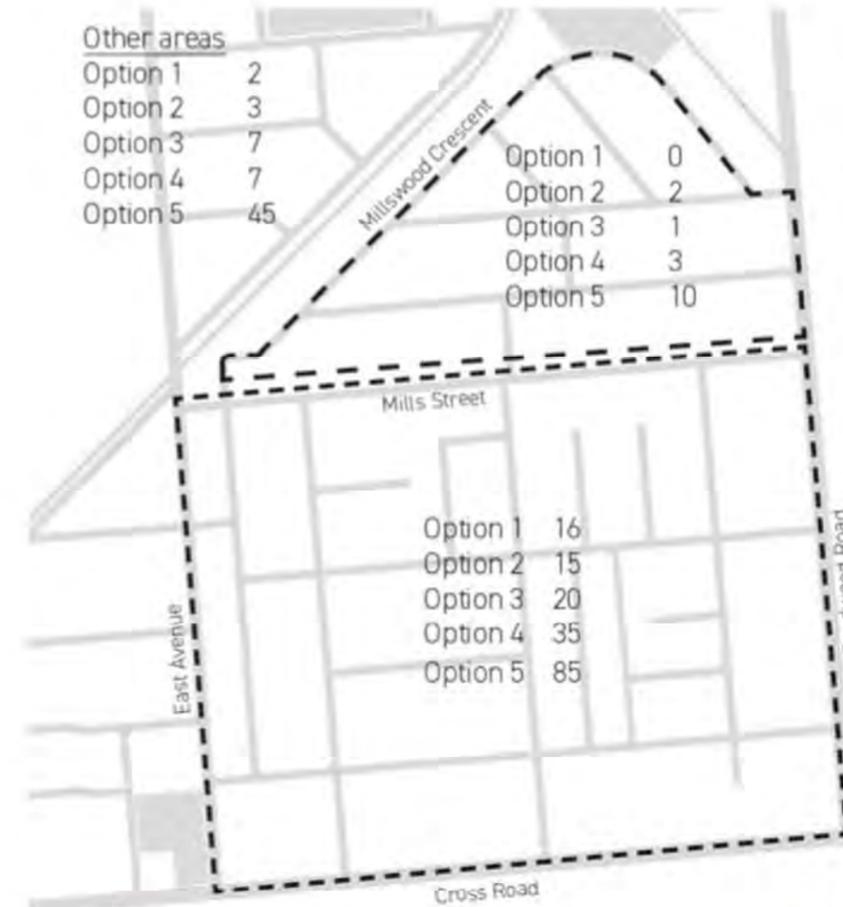


Figure 6.6 Option preference distribution

# RECOMMENDATION 4B

## MILLS STREET TRAFFIC MANAGEMENT

### Background

There is a history of resident concerns over traffic volumes and rat-running traffic using Mills Street. A petition was received by Council in February 2017 with 69 signatures, requesting that Council install 'No right turn' signs to discourage motorists from entering Mills Street during peak periods. At the time it was highlighted that a review of the Unley Integrated Transport Strategy (UITS) was underway and this LATM was scheduled to occur, and therefore no changes were made at the time.

Mills Street is classified as a 'local crossing collector road'. Local crossing collector roads are important for local residents when accessing arterial roads and for intra-city trips. Traffic volumes up to 3000 vehicles per day are appropriate for these streets. This contrasts with a typical residential street where ideally traffic volumes are less than 1500 vehicles per day.

Feedback from residents of Mills Street suggests that they have historically been concerned by the speed and volume of traffic along their street.

### Data

Mills Street:

| Mills Street traffic data (2018) | Section William to Churchill | Section Churchill to Dixon |
|----------------------------------|------------------------------|----------------------------|
| Traffic volume                   | 1459                         | 1917                       |
| 85th percentile speed            | 45                           | 35                         |
| Percent of vehicles in 8-9am     | 13                           | 11                         |
| Percent of vehicles in 5-6pm     | 14                           | 14                         |

Table 6.4 Mills Street traffic data

Traffic data in Table 6.4 suggests that the traffic volume exceeds the desired maximum for a residential street, but is well within the acceptable limit for a local crossing collector road.

Origin-destination data indicates that Mills Street is used by motorists attempting to cut through the area to avoid the Goodwood Road/ Cross Road intersection. This data indicates that Mills Street is used (either entirely or as part of a route using multiple streets) by 122 motorists during 7:30-9am and 134 during 4-6pm.

### Community Engagement

Stage 2 of community engagement sought feedback on five options for the area bounded by Goodwood Road/Cross Road/East Avenue/Mills Street to discourage rat-running traffic from using the area (refer Recommendation 4A for details). This also included specific actions for Mills Street, including modifications to the existing chicanes, changing the flat-top road humps to watt's profile road humps, and installation of additional road humps. Respondents from Mills Street generally supported changes and there was strong support for the measures proposed for Mills Street. As the recommended option for the greater area is Option 5 - No Changes, it is necessary to separate out changes to Mills Street as Recommendation 4B.

"The only changes required are to improve the effectiveness of speed humps or chicanes or both along Mills street. Options 1-4 will only increase activity on Mills street."

The traffic patterns in the area do not warrant deterring through traffic along Mills Street by diverting to other local residential streets or preventing access. This alternate raised through consultation does not provide for safe and effective traffic management for the local area and will likely result in an increase in problems throughout the area.

As a result of the high community interest and different community drivers between the neighbourhood impact and Mills Street, Recommendation 4 was split into A (Neighbourhood Rat-running) and B (Mills Street).

## MILLS STREET TRAFFIC MANAGEMENT CONT.

### Details of recommendation

#### Mills Street Traffic Calming

The performance of the existing traffic control devices has declined with the age of the infrastructure. Existing devices should be redesigned to better manage local speeds and safety, in addition to deterring through traffic (rat-running). This would include the following:

##### Existing chicanes / two-lane angled slow points

Chicanes adjacent Dixon Street and William Street should be re-constructed to reduce local speed, maintaining two way traffic and increasing greening opportunities (refer Figure 6.7). Existing plantings under the care of local residents should be retained where ever possible.

##### Replace flat-top road humps with Watt's profile road humps

Existing flat-top road humps should be replaced with Watt's profile road humps at more regular spacing to achieve a design speed of approximately 25km/h at the device and approximately 40km/h throughout the street. Road Humps to allow for two-way traffic. Refer to Figure 6.8 for road hump type.

##### Install three additional road humps

A more uniform speed will be achieved by installing three additional road humps in the locations shown in Figure 6.9. This would provide more regular and shorter spacing between devices and would provide a device closer to the start of the street to align with DPTI's Code of Technical Requirements.

##### Improvements at major intersections

In order to support pedestrians on East Avenue and Goodwood Road, opportunities to reduce the width of Mills Street at both intersections will be considered. This will also help Mills Street appear as a local residential street. Further engagement with DPTI is required to address concerns regarding u-turn movements along Goodwood Road.

##### Streetscape Upgrade

The proposed concept design at up to eleven locations along the street, should be considered as a holistic streetscape upgrade, and co-ordinated with the long term planning for future asset renewal works required.

#### Recommendation:

- Replace flat-top road humps with Watt's profile road humps
- Install three additional road humps along the street
- Re-construct chicanes to reduce local speed and increase greening
- Consider opportunities for improvements at the East Avenue and Goodwood Road intersections
- Align works with any future stormwater upgrades and consider implementing changes as part of a streetscape upgrade

#### Positives

- Reduces traffic speeds on Mills Street
- Helps reduce rat-running traffic on Mills Street and in surrounding streets

#### Negatives

- May cause rat-running motorists to use alternative routes through Clarence Park
- Reduced traffic speed and more devices will also increase trip time for local residents
- Road humps can have a audible impact (vehicles negotiating hump and acceleration sound)

#### Cost Estimate

\$160,000 (Cost to be co-ordinated with future asset management planning and to include survey, detail design, community notification and construction of the required works.)

#### Priority

Medium



Figure 6.7 Proposed enhancements to existing Mills Street chicanes

**Existing - Flat top road humps** - Generally reduces traffic speeds by 24%



**Proposed - Watt's profile road hump** - Generally reduces traffic speeds by 45%



Figure 6.8 Mills Street road hump type comparison

### MILLS STREET TRAFFIC MANAGEMENT CONT.



Figure 6.9 Mills Street proposed changes

### MILLS STREET TRAFFIC MANAGEMENT CONT.

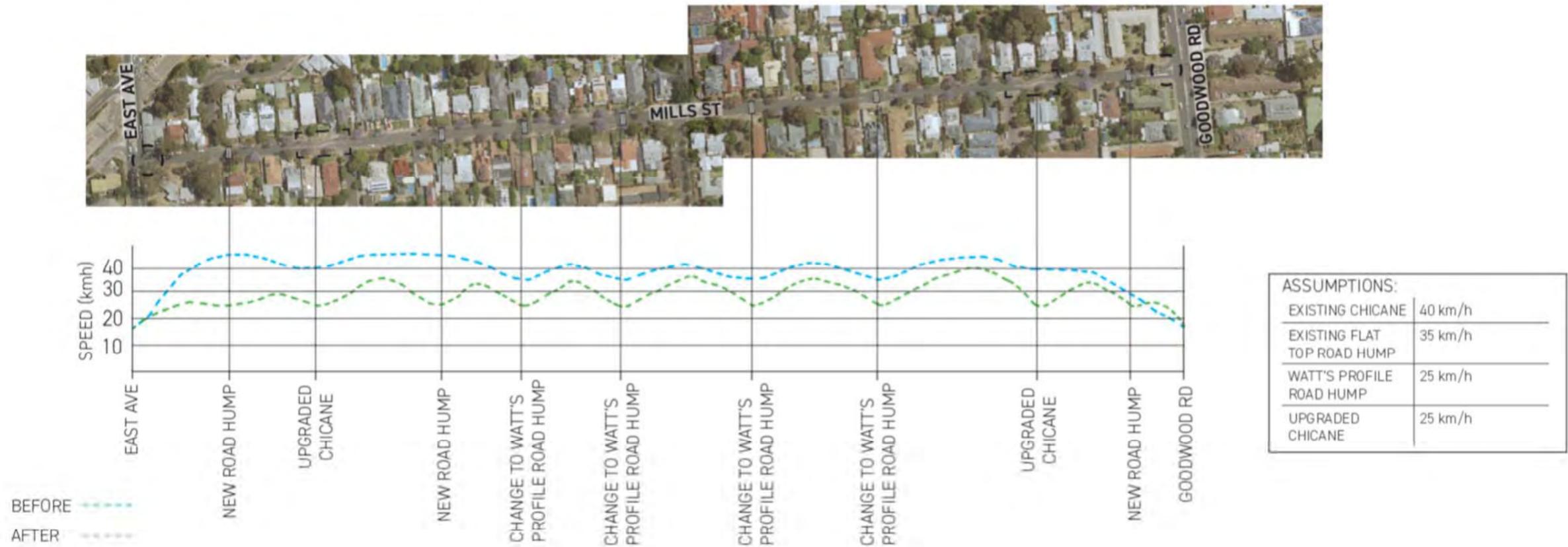


Figure 6.10 Mills Street estimate speed profile

# RECOMMENDATION 5

## CHURCHILL AVENUE BICYCLE ROUTE

### Background

A low traffic cycle route, 'Clarence Park to City Bikeway', runs along Churchill Avenue, followed by Spiers Street and Ormonde Avenue (refer to page 6). The route is currently designated by wayfinding signs and sharrows (bicycle symbols) on the road pavement. The City of Unley Walking and Cycling Plan (W&CP) indicates that a street with an 85th percentile speed less than 40km/h is appropriate for mixed traffic (i.e. cyclists and motorists sharing the traffic lane), and above this, separation should be considered. It recommends that traffic calming is required along this route, including Churchill Avenue.

### Data

The 85th percentile speed on Churchill Avenue ranges from 43km/h to 46km/h depending on the section. Speeds along the remainder of the route, north of Mills Street, are lower. The W&CP indicates that traffic calming in streets with speeds from 40-45km/h are low priority and 45-50km/h are medium priority. This suggests that in context of our cycling network, traffic calming is low to medium priority along the street.

### Community Engagement

There generally was not support for the recommendation in Stage 2 of community engagement. Local residents do not consider traffic speeds a problem in the street nor do cyclists that responded.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 2              | 17                 | 4                    | 22                   | 44                 |

### Details of recommendation

Recommendation 4A discusses potential options for the Millswood area to reduce rat-running. If either of options 1-4 of Recommendation 4A were to proceed, this would reduce traffic on Churchill Avenue and could have a positive impact on traffic speeds. However, no changes are recommended for the area as part of Recommendation 4A. The W&CP suggests that certain traffic conditions are required to support safe sharing of the road by cyclists and motorists. However, as there is not community support, and the speeds are only marginally in the 'medium priority' (46km/h within 45-50km/h category) for traffic calming, this recommendation should be considered low priority as part of the LATM.

**Recommendation: Review traffic speeds on Churchill Avenue in future years and, if necessary, implement measures to reduce speeds as part of any future asset renewal (reseal or re-construction).**

### Positives

- Will ensure measures to reduce speeds are only implemented if necessary and costs are minimised

### Negatives

- Speeds will continue to be in the 45-50km/h range

### Priority

Medium

# RECOMMENDATION 6

## TRAFFIC & PARKING REVIEW FOLLOWING DEVELOPMENTS

### Background

A large supermarket development (Kaufland) is occurring at the intersection of Leader Street/Anzac Highway, with construction likely occurring in 2019/20. A major residential development (Arcadian) is also occurring on Third Avenue, Forestville, in 2019/20. These developments were approved by the State Commission Assessment Panel (SCAP) and will potentially have implications for traffic and parking in the local area.

### Community Engagement

Generally very few comments were received regarding the recommendation. However, note that these developments are located on the fringe of the LATM area and generally not near residents consulted. Residents adjacent the developments are likely the main stakeholders in this recommendation and have not been consulted as they are not within the LATM area.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 6              | 14                 | 4                    | 12                   | 11                 |

### Details of recommendation

Although the Kaufland development provides ample off-street parking, it will likely increase both vehicular and pedestrian traffic in the area. The Arcadian development, although having an access on Anzac Highway, will also increase traffic and parking in the local area. It is necessary to review this area to ensure that pedestrian facilities are adequate, that appropriate parking availability is provided for existing residents, and that traffic volumes are within acceptable limits.

**Recommendation: Undertake a holistic parking and traffic management review post commencement of the developments.**

Post commencement would be considered as six months after the Kaufland development opens, and six months after the Arcadian development has achieved an adequate level of occupancy for parking and traffic to be accurately reflected in the surrounding area. The surrounding area would include (but not be limited to) Grove Avenue, First Avenue, Second Avenue, Third Avenue, Leader Street, Maple Avenue, and the Leah Street/Leader Street intersection.

### Positives

- Will help ensure that increased parking and traffic in the area does not negatively impact existing residents

### Negatives

- Nil

### Cost Estimate

\$5000 (for investigations)

### Priority

Medium

# RECOMMENDATION 7

## RIPON ROAD / LORRAINE AVENUE INTERSECTION

### Background

This intersection of three streets operates as a t-intersection, with Lorraine Avenue the continuing leg and Ripon Road the terminating leg. Sight distance from Ripon Road to the east is limited due to a private property fence. A sight distance assessment supports this, indicating that sight distance is only available to a point 17m east of Ripon Road (between a motorists waiting on Ripon Road and a westbound motorist on Langdon Avenue). Refer to Figure 6.12.

This does not achieve the 83m of sight distance necessary for 'safe intersection sight distance' or the 64m necessary for a motorist to be comfortable undertaking a right turn. Although these distance are likely conservative as a motorist would likely reduce their speed considerably on the approach to the intersection. Nonetheless, sight distance would still be significantly less than necessary.

Although ideally the fence would be removed as it impacts sight distance, this would likely be difficult to achieve. There are potential traffic management solutions to improve sight distance, other than the convex mirror that is currently present.

### Data

Ripon Road: 173 vehicles per day, 85th percentile speed of 45km/h  
 Homer Road: 210 vehicles per day, 85th percentile speed of 46km/h  
 Lorraine Avenue: 332 vehicles per day, 85th percentile speed of 46km/h

This indicates that traffic volumes are low. With reference to Figure 6.11, existing peak hour traffic volumes are low, suggesting that if any rat-running is occurring, it is only a very low number of vehicles.



Figure 6.11 Existing 8-9am traffic volumes

### Community Engagement

It was evident from Stage 2 of community engagement that local residents are all aware of the existing deficiency. Most support changes but some are concerned that it will increase rat-running or speeding from Cross Road to East Avenue, or asked whether the fence could just be removed or reduced in height.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 15             | 20                 | 0                    | 13                   | 21                 |

### Details of recommendation

In order to address sub-standard sight distance, either the physical obstruction can be removed, traffic speeds can be reduced which lowers the necessary sight distance, or the need for sight distance can be eliminated altogether.

There is an opportunity to eliminate the need for sight distance from Ripon Road by changing the traffic priority. With reference to Figure 6.13, Ripon Road to Lorraine Avenue would operate as a bend. The only sight distance required would be from Lorraine Avenue (west of Ripon Rd), which would have adequate sight distance to approaching vehicles. Sight distance to/from vehicles on the road approaching the bend and residents exiting driveways would need to be considered. The treatment at the bend should be designed to ensure low traffic speeds.

**Recommendation: Change traffic priority at the intersection of Ripon Road/ Lorraine Avenue, designating Lorraine Avenue (west of Ripon Rd) as the terminating approach.**

### Positives

- Will improve safety at the intersection by eliminating the risk associated with insufficient sight distance when exiting Ripon Road
- Will slow vehicles from Homer to Lorraine as they will be required to slow and give way.

### Negatives

- May encourage more vehicles to use Ripon Road - however this would be minimal
- May increase the difficulty of exiting driveways on Ripon Road and Lorraine Avenue near the intersection as they cannot see around the bend

### Cost Estimate

\$3000

Priority High



Figure 6.12 Existing conditions



Figure 6.13 Proposed changes

# RECOMMENDATION 8

## ROSE TERRACE PAID PARKING

### Background

Rose Terrace (section west of Goodwood Road) consists of a mix of businesses and medium density residential on the northern side, and the Adelaide Showgrounds on the southern side. Businesses also front Greenhill Road, with some relying on on-street parking for staff and visitors. These land uses, as well as the adjacent railway station, result in high demand for on-street parking on Rose Terrace and Cooke Terrace. Existing controls are shown in Figure 6.14, and consist of a mix of 2 hour parking and unrestricted parking.

### Data

Parking data indicates that Rose Terrace and Cooke Terrace are 80-100% occupied Monday to Friday during business hours. This is consistent in both the unrestricted parking and the 2 hour parking zones, with a slightly higher occupancy in the unrestricted parking.

### Community Engagement

The community were engaged on a plan to introduce paid parking on Rose Terrace and Cooke Terrace, as well as increase the provision of 2 hour parking. The recommendation was strongly opposed by the community. Businesses did not support it due to the reduction in unrestricted parking as they do not want to pay for parking. Residents acknowledge that they face difficulty accessing parking but do not see this as a solution as they do not want their visitors to pay for parking.

### Details of recommendation

This recommendation focuses on improving the parking availability for residents and businesses through additional time limit parking and new paid parking zones. This also provides an opportunity for income generation for Council.

It is difficult to achieve a balance between meeting resident and business parking needs in this location and similar locations, plus the added complexity of paid parking. However, taking this feedback into consideration, the recommendation was reviewed and parking allocation adjusted from the Draft Recommendation values to the Updated Recommendations in Table 6.5.

The revised recommendation aims to find a more equitable balance across the local area between unrestricted and 2 hour parking. Whilst this still represents a reduction in unrestricted parking, and will likely still be opposed by some local residents and businesses, it provides a balance between maintaining existing conditions and aligning with Council strategy. Some of the community and business concerns could be address with additional information regarding the use of Council parking permits.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 5              | 8                  | 2                    | 28*                  | 45                 |

\*An additional 26 responses indicating 'Not important at all' (opposing) the recommendation were received however these were all from one property and have been removed to avoid distorting the feedback.

*"This area is not just about the businesses it's our home which friends and family come to visit."*

*"I am strongly against the recommendation as it will significantly reduce the amount of unrestricted parking options near my work."*

Existing Parking Controls



Figure 6.14 Existing conditions

## ROSE TERRACE PARKING IMPROVEMENTS CONT.

The City of Unley's Community Plan is a comprehensive community vision for the City in 2033. It works in conjunction with the Strategic 4 Year Delivery Plan which outlines the activities Council will undertake over 4 years to achieve the community's long term goals as set out in the Community Plan.

The current 2017-2021 Delivery Plan includes Objective 1.5 – Our City is connected and accessible, which is supported by the strategic direction to 'Manage parking across the city to maximise its availability'. The Plan confirms Council will 'Review and implement City wide parking traffic controls, including expansion of Pay For Use parking in key locations'.

The introduction of smart technology sensors and Pay for Use Parking recommended for Rose Terrace and Cooke Terrace provides the Council with an effective pilot project to deliver its strategic direction and test new ways to manage resident, business and visitor parking in areas traditionally used for CBD commuter parking.

**Recommendation: Install a combination of 2 hour parking zones and paid parking zones on the southern side of Rose Terrace and western side of Cooke Terrace, as indicated in Figure 6.15. Implement parking changes through use of smart technology. Paid parking would be charged in accordance with Council's Schedule of Fees and Charges.**

### Positives

- Will limit the negative impact of all-day CBD commuter parking within the City of Unley
- Use of smart sensor parking will allow the Council to better manage the local area
- Provide the Council with a pilot area to test use of smart sensor technology
- Will improve parking availability for residents and visitors to businesses
- Provides an income generation opportunity
- Retains a portion of unrestricted parking

### Negatives

- Will remove 40 unrestricted parking spaces that are used by nearby business staff and residents
- Nearby business staff who rely on on-street parking would be required to pay for a permit
- Commuters will be required to pay for parking, which could result in additional parking in other areas or negative publicity

### Cost Estimate

\$75,000 (subject to integration with the Council's Digital Strategy and other existing smart city initiatives)

### Priority

Medium

| Street                          | Capacity | Existing controls |                        | Draft recommendation |                        |              | Updated recommendation |                        |              |
|---------------------------------|----------|-------------------|------------------------|----------------------|------------------------|--------------|------------------------|------------------------|--------------|
|                                 |          | Unrestricted      | 2P (9am-5pm) (Un-paid) | Unrestricted         | 2P (9am-5pm) (Un-paid) | Paid parking | Unrestricted           | 2P (9am-5pm) (Un-paid) | Paid parking |
| Cooke Terrace                   | 21       | 13                | 8                      | 0                    | 8                      | 13           | 0                      | 8                      | 13           |
| Rose Terrace (west of Hamilton) | 51       | 30                | 21                     | 0                    | 31                     | 20           | 10                     | 28                     | 13           |
| Rose Terrace (east of Hamilton) | 36       | 23                | 13                     | 13                   | 23                     | 0            | 16                     | 20                     | 0            |
| Total %                         | 100%     | 61%               | 39%                    | 12%                  | 57%                    | 31%          | 24%                    | 52%                    | 24%          |

Table 6.5 Parking provision percentages comparison

### Proposed Parking Controls

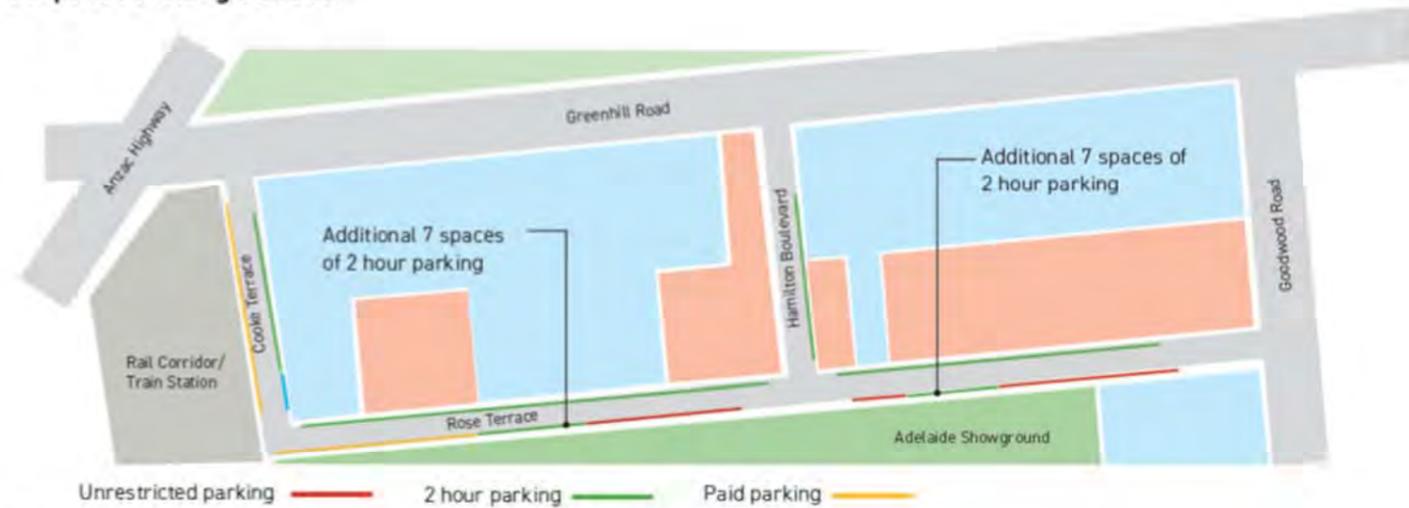


Figure 6.15 Proposed changes

# RECOMMENDATION 9

## LEADER STREET PAID PARKING

### Background

Parking is unrestricted on the northern side of Leader Street from Anzac Highway to Leah Street. This parking area is highly occupied and can accommodate up to 42 vehicles. Although the generator of this parking has not been specifically identified, it is likely a combination of Ashford Hospital staff and commuters parking and catching public transport into the Adelaide CBD.

### Data

Parking data indicates that the unrestricted parking zone on the northern side of Leader Street is highly occupied. Generally there are 1-2 free spaces out of 42 at any point in time during business hours.

### Community Engagement

This recommendation was generally not supported during Stage 2 of community engagement. Respondents do not consider paid parking desirable in a residential area, nor do they support income generation through paid parking by Council.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 9              | 10                 | 4                    | 33                   | 29                 |

### Details of recommendation

A paid parking zone would provide an opportunity for income generation for Council. It would however require parking controls in surrounding streets to limit flow on effects. Several major developments are occurring in the area, including Kaufland supermarket on Leader Street (adjacent this parking area), as well as a major residential development on Third Avenue. Parking conditions may change in the area due to these developments. After these developments have been completed and parking conditions are reviewed (Recommendation 6), any changes can be combined with introduction of paid parking on Leader Street. In line with the City on Unley On-street Parking Policy, business staff, such as staff of Goodman Fielder, would be eligible for exemption permits to park in time limit zones (at a cost).

**Recommendation: Following, and subject to, a review of parking conditions following the completion of major developments, implement paid parking on the northern side of Leader Street from Anzac Highway to Leah Street.**

### Positives

- Will limit the negative impact of all-day CBD commuter parking within the City of Unley
- Use of smart sensor parking will allow the Council to better manage the local area
- Provide the Council with a pilot area to test use of smart sensor technology
- Provides an income generation opportunity

### Negatives

- Commuters/hospital staff will be required to pay for parking, which could result in additional parking in other areas or negative publicity
- May require parking controls in surrounding residential streets to manage flow-on effects
- May impact local businesses who park on-street in this zone

### Cost Estimate

\$18,000

### Priority

Medium

# RECOMMENDATION 10

## CURZON AVENUE DISABLED PARKING

### Background

Two disabled parking spaces are provided on Curzon Avenue adjacent the Goodwood Oval grandstand (in operation on sporting match days only). These spaces do not have adjacent kerb ramps and are therefore not compliant with Australian Standard 2890.5-1993 - Parking facilities - On-street parking. This recommendation is opportunistic in nature as the grandstand is being upgraded in the near future and there may be an opportunity to make improvements to this parking as part of the project.

### Data

No occupancy data has been obtained.

### Community Engagement

The recommendation was supported as part of Stage 2 of community engagement.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 24             | 24                 | 1                    | 9                    | 12                 |

### Details of recommendation

Upgrading the disabled spaces would require the construction of two new kerb ramps on the eastern side of Curzon Avenue, as well as paving the verge area adjacent the spaces.

**Recommendation: Upgrade the disabled parking spaces on Curzon Avenue to ensure they meet the requirements of AS2890.1.**

### Positives

- Provides a compliant, safer, and more convenient disabled parking facility for the community

### Negatives

- Nil

### Cost Estimate

\$10,000 - to be included in scope of Goodwood Oval Grandstand works

### Priority

High - To align with Goodwood Oval Grandstand works

*"I support this proposal as providing better, safer access for people who cannot access public space without it."*



Figure 6.16 Location of disability parking zone

# RECOMMENDATION 11

## PARKING DURING PEAK GOODWOOD OVAL USE

### Background

Goodwood Oval is used by multiple sports teams and can have several training sessions on some weeknights, as well as multiple sporting matches on weekends (generally Saturdays). This can generate parking and result in high demand for on-street parking.

Parking controls were installed in September 2018 to address commuter parking associated with tram stop 4. These controls are in effect 9am-5pm, Monday to Friday, and therefore have no influence on parking during times of peak oval use.

### Data

Parking data collected on Saturday 4 May at 3:20pm (during a Goodwood Saints Australian rules football match) indicated that all parking areas within 200m of the oval are highly occupied, with a greater parking concentration to the west of the oval (refer Figure 6.17). Parking areas further east (Cromer Parade for example), generally experienced no parking associated with oval use. In addition to this, parking data collected on a typical Tuesday night during Australian rules football training session indicates that Allenby Avenue and Curzon Avenue can become 85-90% occupied, and Chelmsford and Fairfax Avenue can become 50% occupied.

This suggests that during both of these busy times at the oval, some areas were very highly occupied, whereas other areas a reasonable distance from the oval are underutilised. Parking could be better spread throughout the area to limit the impact on streets west of the oval.



Figure 6.17 Parking occupancy in the vicinity of Goodwood Oval

### Community Engagement

The draft recommendation was to install 1 hour parking (all times) on the northern side of Chelmsford Avenue, Allenby Avenue, and Fairfax Avenue, as well as 1 hour parking (Saturdays) on a section of Fairfax Avenue and Argyle Avenue.

Based on the feedback received, with either a lack of response or a number of 'Not Important At All' ratings, changes to Chelmsford Avenue, Fairfax Avenue and Argyle Avenue are not supported. The feedback suggests that changes to Allenby Avenue area supported however, with all four properties fronting the street responding. In addition to this, separate correspondence was received from a resident of Allenby Avenue proposing an alternative of No Parking on one side of the street, with signatures from 12 local residents (including all properties fronting or adjacent Allenby Avenue).

|            | Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|------------|----------------|--------------------|----------------------|----------------------|--------------------|
|            | 19             | 21                 | 3                    | 30                   | 57                 |
| Argyle     | -              | -                  | -                    | -                    |                    |
| Allenby*   | 2              | 2                  | -                    | -                    |                    |
| Chelmsford | -              | -                  | -                    | 1                    |                    |
| Fairfax    | -              | 2                  | -                    | 7                    |                    |

\*Not including the 12 signatures on a co-signed letter received prior to the LATM consultation, which requested a No Parking Zone on one side of Allenby Avenue

### Details of recommendation

Parking demand suggests that there is a conflict between parking supply and demand during peak times around Goodwood Oval. However, feedback suggests that either this is not a concern for residents or not to an extent that they support changes. There is however support from residents of Allenby Avenue for change, in the form of a No Parking zone on one side of the street to improve access to driveways and reduce congestion.

As there is a tendency for sporting players or attendees to arrive at various times, but potentially leave all within a shorter period, it would be beneficial to place this zone on the northern side of the street to support ease of exiting the area.

**Recommendation: Install No Parking zone on the northern side of Allenby Avenue.**

### Positives

- Reduces congestion and improves access to driveways on Allenby Avenue

### Negatives

- Will reduce on-street parking for residents
- Will reduce on-street parking associated with sporting activities and marginally increase parking in surrounding streets

### Cost Estimate

\$500

### Priority

Medium

*"Parking is only a problem for a few hours on 11 Saturday afternoons of the year, we live by an oval - deal with it people. Its not like it is every weekend for the whole weekend."*

# RECOMMENDATION 12

## LANGDON AVENUE/EAST AVENUE PARKING CONGESTION

### Background

A cafe is present on East Avenue at the intersection with Langdon Avenue. This results in parking congestion both on East Avenue and on Langdon Avenue. Anecdotally this can result in eastbound motorists traveling in the centre of the road which can result in potential conflict with those entering from East Avenue.

### Data

Parking data indicates that parking on Langdon Avenue from East Avenue to Oakfield Avenue is 50-80% occupied, and parking on East Avenue is <50% occupied. Langdon Avenue is 8.3m in width, indicating that when vehicles are parked opposite each other there is space for one vehicle at a time only.

### Community Engagement

The community were consulted in Stage 2 of community engagement on a plan to extend the No Stopping zone at the intersection. The recommendation supported by frequent users of the intersection (see Langdon Avenue specific feedback below). Concerns were also raised over sight distance when turning on to East Avenue due to parked cars, and also illegal parking in the existing No Stopping Zone. Those not supporting consider the current controls adequate.

|        | Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|--------|----------------|--------------------|----------------------|----------------------|--------------------|
|        | 24             | 24                 | 1                    | 9                    | 12                 |
| Argyle | 3              | 1                  | -                    | 1                    |                    |

*"Excellent idea - café generates lots of parked cars and turning space into Langdon can be tricky."*

### Details of recommendation

Changes would be focused on reducing parking congestion at the intersection. Parking is already restricted on Langdon Avenue to a point 14.5m from East Avenue, which exceeds the standard 10m restriction. However, community feedback suggests that this still results in potential conflict at the location. If parking is restricted up to the first driveway crossover on the southern side, no parking would occur until a point 25m from the intersection. This would provide additional space for an entering motorists and an eastbound motorist to share the road.

Concerns were also raised over sight distance at the intersection when accessing East Avenue. Parking is restricted to a point 10m from the intersection and the bike lane enhances sight distance between a vehicle on Langdon Avenue and a northbound vehicle on East Avenue. Sight distance is therefore considered adequate. The dividing line on Langdon Avenue could be extended to the bike lane to guide motorists to position themselves to maximise sight distance. Sight distance may be improved further if parking is removed as part of recommendation 18 (pedestrian refuge).

**Recommendation: Extend No Stopping Zone on both sides of Langdon Avenue and extend dividing line, as indicated in Figure 6.18.**

### Positives

- Increases manoeuvrability space on the approach to the intersection

### Negatives

- Results in a loss of one parking space

### Cost Estimate

\$300

### Priority

Medium



Figure 6.18 Recommendation No Stopping zone extension

# RECOMMENDATION 13

## GOODWOOD ROAD FOOTPATH CYCLING INFRASTRUCTURE

### Background

The Walking and Cycling Plan recommends that cyclists be guided to safe crossing locations of high traffic volume roads. One such location is the pedestrian actuated crossing on Goodwood Road near Young Street. Although not part of a formal cycling route, Leader Street has bicycle lanes and is a direct east-west link between Anzac Highway and Goodwood Road. It also intersects with the Marino Rocks Greenway along the Seaford-Adelaide railway line. Young Street in Wayville is also not part of a formal cycling route but provides access to the Adelaide Parklands via Joslin Street and links with the Mike Turtur Bikeway at the Greenhill Road/King William Road intersection.

Goodwood Road is a four lane, two-way road, carrying approximately 30,000 vehicles per day and has a speed limit of 60km/h. As such, most cyclists would not feel comfortable sharing the road and stopping on the road to undertake a right turn (i.e. turning from Goodwood Road into Young Street). In order to establish a connection between Leader Street and Young Street, cyclists need to be guided to the pedestrian actuated crossing on Goodwood Road near Young Street. Measures to establish this connection were a recommendation of the Walking and Cycling Plan.

### Data

Leader Street: 9000 vpd, 51 km/h 85th percentile speed (motorist/cyclist separation - bicycle lanes)  
 Goodwood Road: 30000 vpd, 60 km/h speed limit (no motorist/cyclist separation)  
 Young Street: 1200 vpd, 45-48 km/h 85th percentile speed (no motorist/cyclist separation)

Data suggests that it is not appropriate for cyclists to share the road with motorists on Goodwood Road. It supports the Walking and Cycling Plan recommendation of guiding cyclists along the Goodwood Road footpath.

### Community Engagement

In Stage 2 of community engagement, many respondents indicated support for measures to encourage cycling in general. Concerns were raised over cyclists sharing the footpath during large events, and several respondents suggested that we direct cyclists to the Mike Turtur Bikeway instead.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 20             | 22                 | 0                    | 12                   | 22                 |

### Details of recommendation

An assessment was undertaken to determine whether a shared use path can be installed on the western footpath of Goodwood Road (Leader Street to Young Street). The minimum width required for a shared use path is 2.5m.

The footpath width varies from 3.3 to 5.2m however there are 18 locations where trees, hedges, and infrastructure reduce the available width to less than 2.5m (minimum width for a shared use path) - although generally there is 2-2.4m still available. In addition to this, there are times (i.e. events and university exams) when the volume of pedestrians is such that the entire footpath is required. With a shared use path, technically pedestrians must stay on the correct side of the path, which would likely not be possible on these occasions. Given the numerous 'pinch point' locations along the path, there is insufficient width to create consistent separated cycle and walking paths along the western footpath area.

A future link should be developed from the Leader/Goodwood intersection along Parsons Street to meet with Joslin Street and (via other streets) to Bartley Crescent. However, cyclists should be encouraged to use the Goodwood Road footpath as an informal alternative to the road.

**Recommendation: An informal shared path treatment be installed on the western footpath of Goodwood Road (Leader Street to Young Street), including:**

- Pavement logos to guide cyclists to the safe crossing point and alert pedestrians that cyclists are encouraged to be on the footpath in that location,
- 'Cyclists give way to pedestrians' pavement decals to reduce conflict between cyclists and pedestrians,
- Trimming of hedges
- Advisory signage to encourage cyclists to dismount during events.

### Positives

- Encourages less experienced cyclists to use the footpath rather than Goodwood Road
- Provides wayfinding for cyclists unfamiliar with the area

### Negatives

- May result in conflict between pedestrians and cyclists during busy periods. However, faster cyclists likely will use the road rather than the footpath.

### Cost Estimate

\$10,000

### Priority

Medium



Figure 6.19 Example wayfinding sign



Figure 6.20 Example cyclist path pavement decal



Figure 6.21 Context of bicycle route

# RECOMMENDATION 14

## LEADER STREET PEDESTRIAN CROSSING

### Background

A high number of pedestrians cross Leader Street near the Adelaide Showground during events. This includes the Royal Adelaide Show (ten days per year), the Adelaide Showground Farmers' Market (generally every Sunday), as well as other events such as concerts and exhibitions. Large events have traffic management implementing a 25km/h zone to improve pedestrian safety and ease of crossing. However, no traffic management is put in place during the Farmers' Market.

### Data

Pedestrian crossing data was collected on Sunday 10 March from 8am to 1:30pm. With reference to Figure 6.22, the most common crossing location was the 30m segment west of Devon Street North. The central segment between Richards Terrace and Devon Street North also attracted a high number of crossing movements. During observations undertaken on Sunday 21 April, it was apparent that pedestrians chose to cross near Devon Street North due to its proximity to the Farmers' Market entrance and also due to the pedestrian kerb ramps defining a crossing point.

### Community Engagement

During Stage 2 of community engagement this recommendation was generally supported by the community. Several respondents do not find it difficult to cross at this location despite the high number of pedestrians/vehicles, and others do not think it will be of benefit on a daily basis. However, other respondents cited concerns and difficulty they face crossing at this location.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 25             | 26                 | 0                    | 14                   | 26                 |

### Details of recommendation

Investigation into a pedestrian crossing facility consists of :

1. Considering whether a facility is justified (based on pedestrian crossing data),
2. Determining the type of facility (i.e. refuge, pedestrian actuated crossing, zebra crossing),
3. Determining the location (based on crossing demand, parking, safety).

DPTI's Code of Technical Requirements provides numerical guidelines to assist in assessing the demand for pedestrian facilities. This considers the number of crossing movements and the traffic volume, with the premise that a higher combination of pedestrian volume and traffic justifies a safer crossing.

### Options:

- **Pedestrian actuated crossing (PAC):**  
Pedestrian and traffic volume requirements are met however pedestrian demand is primarily limited to weekends and not a typical weekday. This is therefore not an appropriate solution (high cost of a PAC is also not justified for a single weekend day).
- **Zebra crossing:**  
Pedestrian and traffic volume requirements are met Numerical requirements are therefore met Speeds would need to be reduced to 30km/h in advance of the crossing by narrowing the road width. This may be difficult to achieve particularly during times of low pedestrian use. A loss of parking would be required.
- **Pedestrian refuge:**  
There are no numerical requirements for a pedestrian refuge. A refuge would enable a two-stage crossing (a pedestrian only needs to cross one lane. The size of the refuge would need to be designed such that it has capacity to accommodate the anticipated demand. As this requires 2-3m of road width this will require a loss of parking.

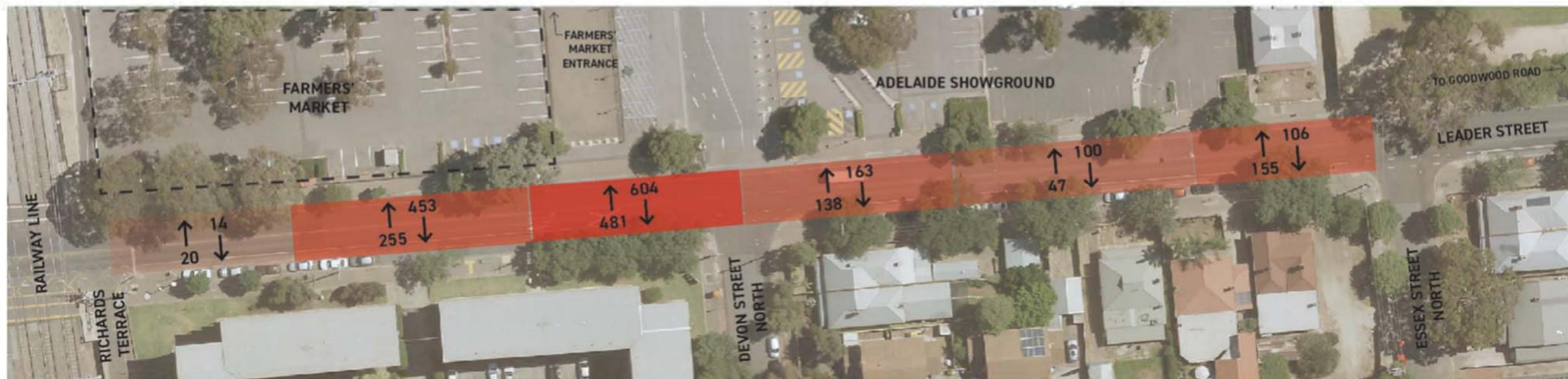


Figure 6.22 Pedestrian crossing data

## LEADER STREET PEDESTRIAN CROSSING CONT.

- **Wombat crossing:**

Pedestrian and traffic volume requirements are met:

- 40 or more pedestrians per hour during two separate hours - Yes
- 200 or more vehicles per hour during the same two separate hours - Yes

A wombat crossing is a raised version of a zebra crossing. In order to safely provide pedestrians priority over traffic, speeds need to be reduced to 40km/h in advance of the crossing either through physical measures or a change in speed limit. The raised platform would need to be lengthened to accommodate buses. A loss of parking would be required.

**Preferred Option:**

A wombat crossing is the preferred option. This is preferred over a zebra crossing as achieving a 40km/h speed environment on the approach is more achievable than 30km/h.

A wombat crossing would provide pedestrians priority over vehicles when crossing, thus reducing delay for pedestrians and improving safety. During times of low pedestrian activity it would have minimal impact on traffic flow on Leader Street. However, modeling must be undertaken to ensure that traffic backed up at the crossing does not extend to the Seaford-Adelaide railway line as this can present a hazard.

The location for the crossing should be based on the pedestrian crossing data and situated within the 30m long segment that accommodated 1085 crossing movements. However, the following factors must also be considered:

- Proximity to the intersection with Devon Street North,
- the Showground access opposite Devon Street North,
- the property access of 49 Leader Street (large residential unit complex),
- impact on the existing bus stops,
- impact on on-street parking,
- requirement to maintain the bicycle lane and adequate road width.

These various factors are highlighted on the aerial image in Figure 6.23. A crossing can be accommodated directly west of Devon Street South whilst avoiding access points and retaining the bus zones. This would also only have a minimal impact on on-street parking, resulting in a loss of only two parking spaces.

**Recommendation:** Install a wombat crossing on Leader Street approximately 15m west of Devon Street South, subject to confirming that traffic queues will not extend to the Seaford-Adelaide railway line and liaison with RAHS.

**Positives**

- Provides a safe crossing location for pedestrians on Farmers' Market days and during other events at the Adelaide Showground, such as the Royal Adelaide Show

**Negatives**

- Requires a minor relocation of bus stops
- Requires a loss of one parking space
- Will result in traffic delays for motorists during peak pedestrian periods
- Peak pedestrian times are limited to one day per week and large infrequent events. Those using the street outside of these times may become complacent and not adequately check for pedestrians.
- Traffic may back up to the railway line which presents a safety hazard

**Cost Estimate**

\$100,000

**Priority**

Medium

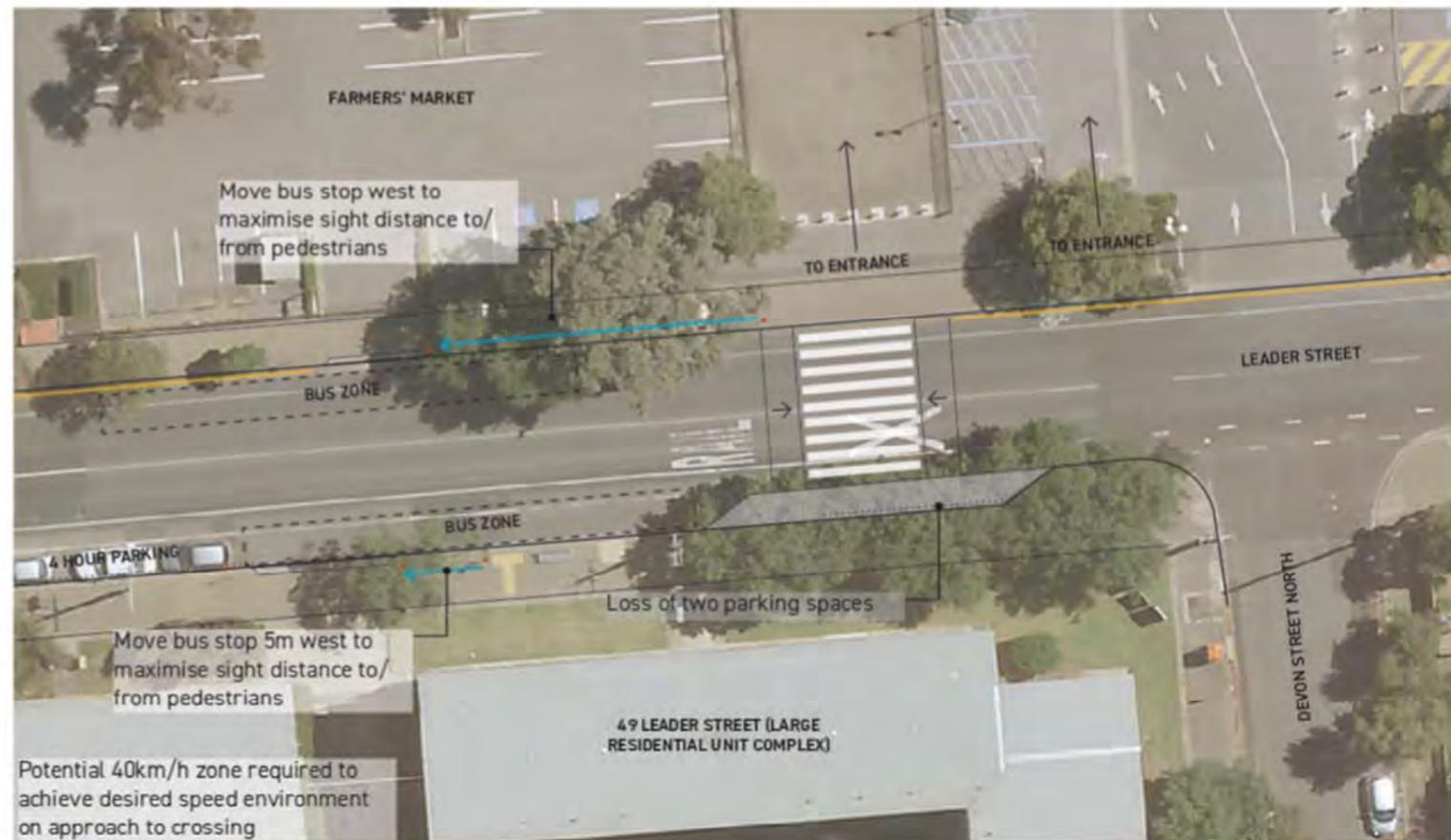


Figure 6.23 Wombat crossing concept plan

# RECOMMENDATION 15

## LEADER STREET BUFFERED BICYCLE LANES

### Background

The Walking and Cycling Plan 2016-2021 recommends that bicycle lanes be upgraded on cycle corridors to buffered bicycle lanes. A buffered bicycle lane provides a line marked clearance area adjacent a bicycle lane. This helps ensure adequate space is maintained between a bicycle and a motor vehicle, and also helps a cyclist position themselves to avoid conflict with car doors. There is an opportunity to upgrade the southern (westbound) bicycle lane on Leader Street (Seaford Railway to Goodwood Road).

### Data

Leader Street (Seaford Railway to Goodwood Road)

- 12.0m in width, including a 2.2m parking lane (southern side), 2 x 1.4m bicycle lanes and 2 x 3.5m vehicle lanes.
- 6800 vehicles per day, 52km/h 85th percentile speed.

### Community Engagement

During Stage 2 of community engagement, the recommendation was generally supported.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 25             | 19                 | 1                    | 16                   | 25                 |

### Details of recommendation

Modifying the bicycles lanes on Leader Street (Railway to Goodwood Road) would involve a reallocation of road space. A preliminary assessment suggests that buffered bicycle lanes could only be provided on one side of the street. Although reducing the lane width to 3.0m on a bus route is generally not advisable, the edge of the traffic lane is a painted buffer rather than hard infrastructure or parked vehicles. This would be similar to Leader Street (Anzac Highway to Railway). Council will need to liaise with DPTI prior to any changes as both streets are part of a bus route.

### Recommendation: Install a buffered bicycle lane on Leader Street (Seaford Railway to Goodwood Road)

#### Positives

- Improves cyclist safety along a 50km/h collector road

#### Negatives

- Will reduce traffic lane widths

#### Cost Estimate

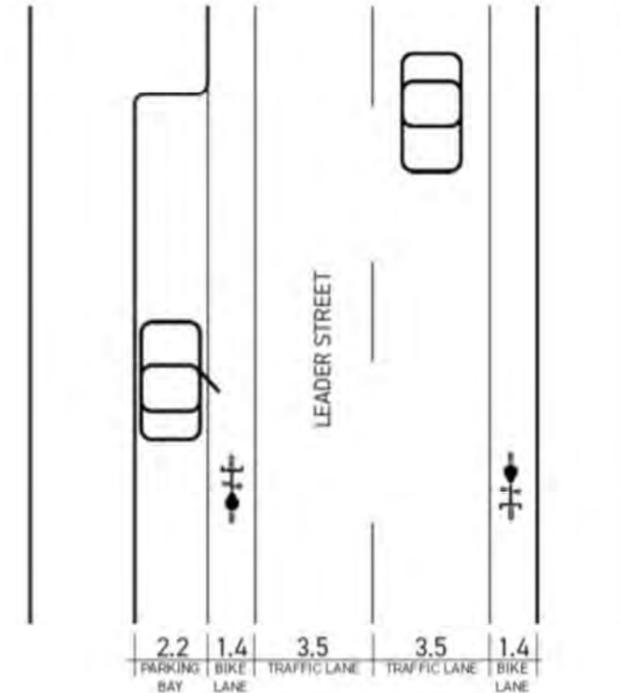
\$5,000

#### Priority

Medium

*"Anything to encourage the use of bicycles and the safety of cyclists, in preference to motor traffic is to be supported."*

EXISTING:



PROPOSED:

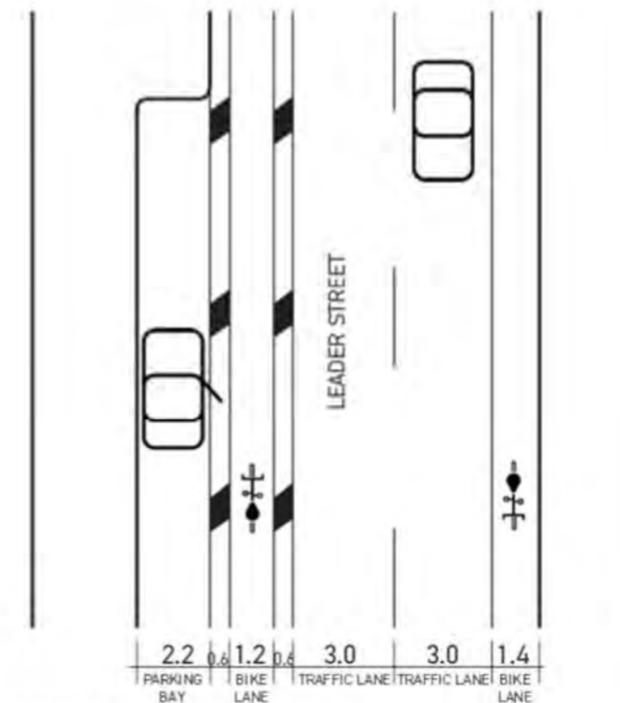


Figure 6.24 Proposed road space reallocation

# RECOMMENDATION 16

## EAST AVENUE BUFFERED BICYCLE LANES

### Background

The Walking and Cycling Plan 2016-2021 recommends that bicycle lanes be upgraded on cycle corridors to buffered bicycle lanes. A buffered bicycle lane provides a line marked clearance area adjacent a bicycle lane. This helps ensure adequate space is maintained between a bicycle and a motor vehicle, and also helps a cyclist position themselves to avoid conflict with car doors. There is an opportunity to upgrade bicycle lanes on East Avenue (Seaford Railway to Cross Road).

### Data

East Avenue (Seaford Railway to Cross Road)

- 14.4m in width, including 2 x 2.1m parking lanes, 2 x 1.5m bicycle lanes and 2 x 3.6m vehicle lanes.
- 8600-9600 vehicles per day, 53km/h 85th percentile speed.

### Community Engagement

During Stage 2 of community engagement, the recommendation was generally supported. Some concerns were received over impact on motorists and congestion due to the reduced traffic lane width. Traffic lanes of 3.0m are common in the road network and not considered to result in congestion or delays.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 27             | 21                 | 0                    | 23                   | 26                 |

### Details of recommendation

Modifying the bicycles lanes on this routes would involve a reallocation of road space. A preliminary assessment suggests that 2.1m (4.2m total) could be allocated to bicycles but not the 2.5m that is desirable (i.e. 1.3m bicycle lane with two 0.6m buffers). Although reducing the lane width to 3.0m on a bus route is generally not advisable, the edge of the traffic lane is a painted buffer rather than hard infrastructure or parked vehicles. Council will need to liaise with DPTI prior to any changes as both streets are part of a bus route.

**Recommendation: Install buffered bicycle lanes on East Avenue (Seaford Railway to Cross Road).**

### Positives

- Improves cyclist safety along two 50km/h collector roads

### Negatives

- Will reduce traffic lane widths

### Cost Estimate

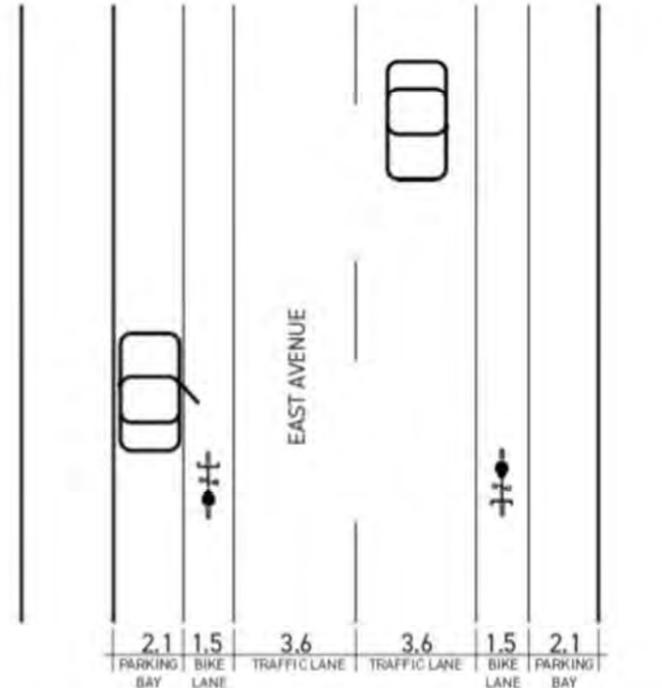
\$10,000

### Priority

Medium

*"Our family cycles up East Ave frequently and it is always a bit scary for the kids when cars are parked there ... and would use it more with better cycle lanes."*

EXISTING:



PROPOSED:

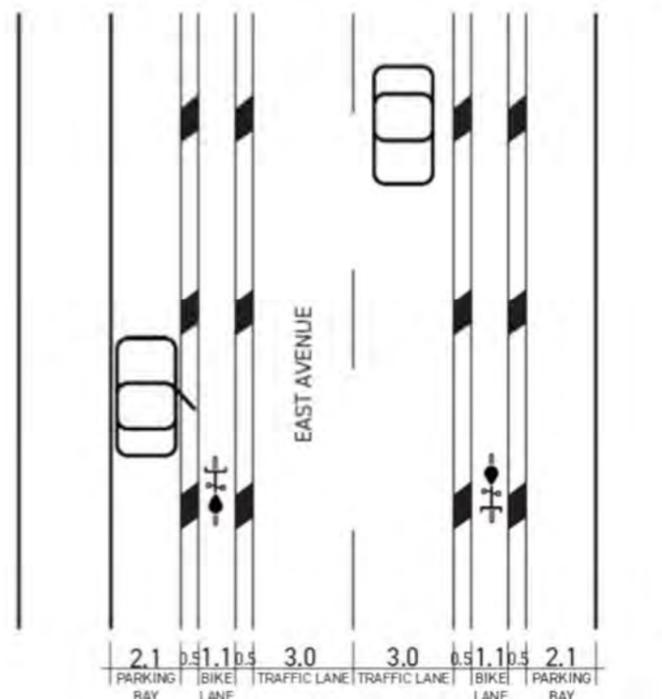


Figure 6.25 Proposed road space reallocation

# RECOMMENDATION 17

## EAST AVENUE PEDESTRIAN REFUGE

### Background

Anecdotally, local residents encounter difficulty crossing East Avenue. There are no pedestrian crossings or refuges between the Seaford-Adelaide railway line and Cross Road (670m length).

### Data

East Avenue has a 50km/h speed limit and 85th percentile speed of 53km/h. The traffic volume ranges from 8600-9600 vehicle per day. The Walking and Cycling Plan recommends pedestrian refuges where volumes exceed 3000 vehicles per day. Pedestrian crossing data was collected on Thursday 7 March from 8am to 6pm. With reference to Figure 6.26, the most common crossing location was the 30m segment south of Langdon Ave. This is likely due to the local cafe at this location, although crossing numbers are generally relatively low along the street.

### Community Engagement

During Stage 2 of community engagement, there was a mix of supporting and non-supporting residents. Generally a portion of pedestrians (able bodied, not with a pram or children) do not consider crossing of roads a problem. We must design for those less able to cross easily, even if they are not the majority. There was feedback on the location, including concerns over conflict with the intersection of East Ave/Langdon Ave (including the owner of Rise & Grind Cafe), as well as others over a loss of parking.

| Very Important | Somewhat Important | Somewhat Unimportant | Not Important At All | Number of Comments |
|----------------|--------------------|----------------------|----------------------|--------------------|
| 31             | 26                 | 2                    | 22                   | 45                 |

### Details of recommendation

Investigation into a pedestrian crossing facility consists of three steps :

1. Considering whether a facility is justified (based on pedestrian crossing data),  
Although crossing numbers are relatively low, a traffic volume of 8600-9600 vehicles per day, 670m distance between existing crossing points, and 14.4m road width, suggests that a crossing facility is justified. This would provide greatest benefit to seniors, children walking to school, parents with a pusher/pram, and those with a disability.

2. Determining the type of facility (i.e. refuge, pedestrian actuated crossing, zebra crossing),  
Due to the low pedestrian crossing numbers, a formal crossing facility (i.e. zebra crossing or pedestrian actuated crossing) is not justified. Convenience and safety of crossing movements could be achieved by providing a two-stage crossing in the form of a pedestrian refuge. This would enable a pedestrian to cross one lane of traffic at a time.
3. Determining the location (based on crossing demand, parking, safety).  
It is anticipated that pedestrians in a 30m road segment would utilise a crossing facility, as well as pedestrians in directly adjacent 30m segments. Pedestrian crossing data therefore suggests that a location between Langdon Avenue and George Street would provide the most benefit, with 106 to 109 pedestrians likely to use a refuge at this location (depending on the exact location).

Non-negotiables when designing a refuge at this location are that a minimum refuge width of 2.0m is provided (minimum in Australian Standard 1742.10) and that the bicycle lanes are retained in both directions. This therefore would result in a loss of on-street parking. A location should be chosen within the vicinity of the highest demand, whilst taking into consideration loss of parking.

Preliminary investigation suggests that a pedestrian refuge towards Langdon Avenue would have less of an impact on parking than mid-block between Langdon Ave and George St. This is because the bicycle lane could be relocated to the kerbline at the Langdon Avenue intersection where there is already no parking permitted. There is also a stobie pole approximately 20m south of Langdon Avenue which could be utilised to achieve adequate lighting levels. This location is also an appropriate distance from Langdon Avenue and helps address concerns raised during community engagement. A concept is provided in Figure 6.27.

**Recommendation: Install pedestrian refuge 20m south of the intersection of East Avenue with Langdon Avenue.**

### Positives

- Improves safety and convenience of pedestrians crossing East Avenue

### Negatives

- Will result in a loss of approximately 3 parking spaces



Figure 6.26 Pedestrian crossing data

# RECOMMENDATION 18

## EAST AVENUE PEDESTRIAN REFUGE CONT.

Cost Estimate  
\$50,000

Priority  
Medium



Figure 6.27 Pedestrian refuge concept plan

## GOODWOOD PRECINCT BICYCLE PARKING REVIEW

### Background

In order to encourage cycling to the Goodwood retail precinct, as well as support existing demand, adequate bicycle parking is necessary. A review of bicycle parking in the area would establish whether there is adequate supply or whether improvements can be made.

Parking for cyclists should be located in an intuitive, easy to find location. Short-term parking for visitors is usually in the form of rails located in an area of passive surveillance, and close to the entry point of destinations.

### Community Engagement

This project was highlighted on the 'Potential Projects and Community Concerns' map in stage 1 of community engagement. Out of the 2 respondents commenting on this potential project, 1 was in support and 1 was neutral. However, in addition to this, 12 respondents commented that they support cycling related initiatives in general.

### Details of recommendation

Review bicycle parking supply in the Goodwood main retail precinct, including:

- Determine existing supply and locations (on-street and off-street)
- Collect occupancy data and observe where any informal bicycle parking is occurring (i.e. locked to fence)
- Recommend additional parking locations (if applicable)

### Positives

- Encourages cycling to the precinct
- Discourages parking of bicycles in inappropriate locations

### Negatives

- Nil

### Cost Estimate

\$5000 (allowance for parking for an additional ten bicycles)

Priority  
Low



Figure 6.28 Bicycle parking review area

# RECOMMENDATION 19

## EAST AVENUE 'KEEP CLEAR' PAVEMENT MESSAGE

### Background

During Stage 2 of community engagement, concerns were raised over crossing of East Avenue near the Adelaide-Seaford Railway. The concern is that when motorists queue for a train to cross, vehicles back up past the refuge/opening in the raised median. This makes it difficult to cross, particularly for those with a disability who cannot easily manoeuvre around parked vehicles.

### Data

East Avenue has a 50km/h speed limit and 85th percentile speed of 53km/h. The traffic volume ranges from 8600-9600 vehicle per day. This suggests that dedicated crossing points are necessary to provide a two-stage crossing and the effectiveness of existing crossing points should be maintained.

### Community Engagement

This recommendation was a result of Stage 2 of community engagement and the community has therefore not been consulted. This will only marginally affect the queue length and is extremely unlikely to be contentious. A lack of consultation is therefore acceptable.

### Details of recommendation

This recommendation is focused on ensuring that queued vehicles do not obstruct pedestrian access through the refuge/opening in the median on East Avenue. With reference to Figure 6.29, this would involve installation of a 'Keep Clear' pavement message. DPTI's Keep Clear Pavement Markings Operational Instruction indicates that a message of this type can be installed to ensure access to formalised passive pedestrian crossings.

**Recommendation: Install a 'Keep Clear' Pavement Message on East Avenue south of the Adelaide-Seaford Railway.**

### Positives

- Helps ensure pedestrians can cross East Avenue when vehicles are queued

### Negatives

- Increase the vehicle queue length on East Avenue

### Cost Estimate

\$1000

### Priority

Medium



Figure 6.29 'Keep Clear' Pavement Message concept plan

# APPENDICES

## APPENDIX A - TRAFFIC DATA

| Street         | Cross street 1* | Cross street 2* | Average daily traffic | 85th percentile speed (km/h) | AM peak % | PM peak % |
|----------------|-----------------|-----------------|-----------------------|------------------------------|-----------|-----------|
| Allenby        | East            | Curzon          | 119                   | 44.8                         | 11.3      | 13.4      |
| Argyle         | Chelmsford      | Hackett         | 197                   | 41.8                         | 12.7      | 14.0      |
| Aroha          | Newman          | Foster          | 156                   | 36.1                         | 15.8      | 9.6       |
| Arundel        | Cranbrook       | Grantley        | 91                    | 38.4                         | 14.3      | 12.1      |
| Birkdale       | William         | Churchill       | 125                   | 41.9                         | 8.4       | 13.2      |
| Chelmsford     | Northbrook      | Curzon          | 428                   | 43.3                         | 10.1      | 12.9      |
| Churchill      | Francis         | Birkdale        | 843                   | 46.1                         | 13.4      | 11.8      |
| Cooke          | Greenhill       | Rose            | 449                   | 34.9                         | 10.5      | 10.4      |
| Cranbrook      | Arundel         | Goodwood        | 141                   | 41.6                         | 7.4       | 11.7      |
| Cromer         | Irwin           | Graham          | 686                   | 40.4                         | 16.1      | 13.8      |
| Cromer         | East            | Irwin           | 392                   | 42.2                         | 5.2       | 5.2       |
| Cromer         | Graham          | Fairfax         | 540                   | 44.5                         | 21.6      | 7.0       |
| Curzon         | Allenby         | Fairfax         | 232                   | 39.7                         | 12.1      | 12.1      |
| Devon St Nth   | Leader          | Richards        | 373                   | 35.2                         | 8.6       | 8.0       |
| Devon St Nth   | Richards        | Railway         | 260                   | 33.6                         | 15.0      | 9.0       |
| Devon St Sth   | Railway         | Victoria        | 238                   | 42.1                         | 12.2      | 7.8       |
| Dixon          | Mills           | Francis         | 294                   | 41.5                         | 8.3       | 15.0      |
| East           | Cross           | George          | 8999                  | 49.7                         | 11.3      | 11.5      |
| East           | Lorraine        | Langdon         | 9510                  | 52.5                         | 11.1      | 12.0      |
| East           | Mills           | Kelvin          | 9336                  | 53.1                         | 11.7      | 12.4      |
| Essex St Nth   | Leader          | Railway         | 96                    | 37.3                         | 9.1       | 11.5      |
| Essex St Sth   | Surrey          | Victoria        | 592                   | 41.6                         | 14.3      | 13.9      |
| Essex St Sth   | Railway         | Surrey          | 364                   | 39.8                         | 16.0      | 15.3      |
| Fairfax        | Graham          | Argyle          | 342                   | 39.8                         | 7.9       | 13.8      |
| Foster         | Aroha           | Victoria        | 198                   | 38.6                         | 9.3       | 12.4      |
| Francis        | Churchill       | William         | 582                   | 41.1                         | 10.4      | 10.9      |
| Francis        | William         | Hammond         | 360                   | 33.2                         | 11.4      | 11.7      |
| Francis        | Dixon           | Avondale        | 615                   | 40.6                         | 12.4      | 10.2      |
| Frederick      | Francis         | George          | 374                   | 47.1                         | 7.5       | 25.2      |
| Frederick      | Francis         | Mills           | 237                   | 45.0                         | 14.1      | 27.2      |
| George         | Dixon           | Henry           | 813                   | 39.1                         | 16.0      | 10.4      |
| George         | Churchill       | William         | 595                   | 39.2                         | 17.3      | 11.9      |
| Graham         | Fairfax         | Meredyth        | 146                   | 38.8                         | 22.6      | 12.3      |
| Grantley       | Arundel         | Goodwood        | 167                   | 42.0                         | 9.0       | 11.1      |
| Hackett        | Argyle          | Cromer          | 35                    | 35.1                         | 11.6      | 11.6      |
| Hamilton       | Greenhill       | Rose            | 1986                  | 41.0                         | 13.7      | 12.1      |
| Hammond        | Francis         | Bend            | 65                    | 42.3                         | 9.2       | 16.2      |
| Hampton St Nth | Leader          | Railway         | 177                   | 35.7                         | 10.3      | 10.5      |
| Hampton St Sth | Surrey          | Railway         | 673                   | 34.0                         | 16.7      | 12.1      |
| Henry          | Lane            | Dixon           | 76                    | 31.9                         | 8.6       | 12.5      |

\*Data collected between cross street 1 and cross street 2

|                 |              |              |      |      |      |      |
|-----------------|--------------|--------------|------|------|------|------|
| Homer           | Cross        | Ripon        | 210  | 46.4 | 7.9  | 10.7 |
| Irwin           | Forest       | Cromer       | 190  | 41.3 | 8.4  | 11.1 |
| Kelvin          | Parker       | East         | 258  | 42.2 | 14.3 | 10.8 |
| Langdon         | Oakfield     | East         | 336  | 40.0 | 10.1 | 12.2 |
| Langdon         | Oakfield     | Bend         | 124  | 38.7 | 6.5  | 12.6 |
| Leader          | Devon        | Essex        | 8658 | 49.3 | 8.2  | 10.8 |
| Leader          | First        | Second       | 9350 | 51.0 | 11.1 | 10.2 |
| Leader          | Charles      | Ethel        | 6135 | 47.7 | 9.8  | 10.0 |
| Churchill       | Cross        | George       | 1529 | 43.4 | 12.7 | 12.5 |
| Churchill       | George       | Birkdale     | 948  | 44.8 | 11.7 | 14.0 |
| Churchill       | Francis      | Hammond      | 728  | 45.9 | 10.8 | 15.3 |
| Lloyd           | Millswood    | Ormonde      | 112  | 41.5 | 9.0  | 12.1 |
| Lorraine        | Ripon        | East         | 332  | 46.1 | 9.7  | 10.6 |
| Lynton          | Millswood    | Spiers       | 361  | 47.3 | 8.0  | 8.7  |
| Lynton          | Lloyd        | Ellesmere    | 344  | 47.4 | 12.7 | 11.9 |
| Maple           | Outside # 40 |              | 735  | 52.5 | 9.7  | 8.8  |
| Margaret        | Cross        | Roslyn       | 74   | 39.5 | 11.5 | 11.5 |
| Meredyth        | East         | Graham       | 166  | 41.1 | 22.0 | 10.8 |
| Mills           | Church       | Dixon        | 1917 | 34.7 | 11.3 | 13.9 |
| Mills           | William      | Churchill    | 1459 | 45.3 | 13.1 | 13.8 |
| Millswood       | Ormonde      | Lloyd        | 263  | 45.1 | 9.9  | 8.9  |
| Newman          | Aroha        | Victoria     | 154  | 32.1 | 6.2  | 18.9 |
| Northbrook      | Victoria     | Chelmsford   | 372  | 40.2 | 11.3 | 12.8 |
| Oakfield        | Roslyn       | Cross        | 212  | 45.3 | 11.1 | 11.6 |
| Oakley          | Victoria     | Chelmsford   | 459  | 40.4 | 7.6  | 13.0 |
| Ormonde         | Lloyd        | Ravensthorpe | 242  | 44.5 | 9.3  | 11.3 |
| Parker          | Kelvin       | East         | 125  | 39.1 | 20.9 | 8.8  |
| Railway Tce Nth | Devon        | Essex        | 159  | 42.0 | 11.0 | 12.0 |
| Railway Tce Nth | Hampton      | Goodwood     | 278  | 37.8 | 9.9  | 10.6 |
| Railway Tce Sth | Essex        | Hampton      | 755  | 34.0 | 21.5 | 10.1 |
| Ravensthorpe    | Millswood    | Ormonde      | 103  | 36.7 | 10.2 | 14.1 |
| Richards        | Bend         | Devon        | 82   | 30.4 | 10.4 | 14.0 |
| Richards        | Leader       | Bend         | 113  | 30.6 | 16.9 | 9.8  |
| Ripon           | Roslyn       | Langham      | 173  | 44.8 | 12.2 | 10.1 |
| Rose            | Goodwood     | Hamilton     | 1478 | 44.9 | 10.7 | 11.6 |
| Rose            | Hamilton     | Cooke        | 2380 | 41.1 | 8.6  | 13.7 |
| Roslyn          | Ripon        | Margaret     | 61   | 38.4 | 12.4 | 14.9 |
| Spiers          | Lynton       | Mills        | 494  | 22.1 | 9.2  | 10.4 |
| Thames          | Francis      | George       | 113  | 44.3 | 8.8  | 14.2 |
| Victoria        | Essex        | Hampton      | 2982 | 43.8 | 9.4  | 9.8  |
| Victoria        | Newman       | Northbrook   | 2747 | 46.3 | 10.8 | 9.4  |
| William         | Francis      | Birkdale     | 493  | 41.5 | 12.6 | 14.7 |

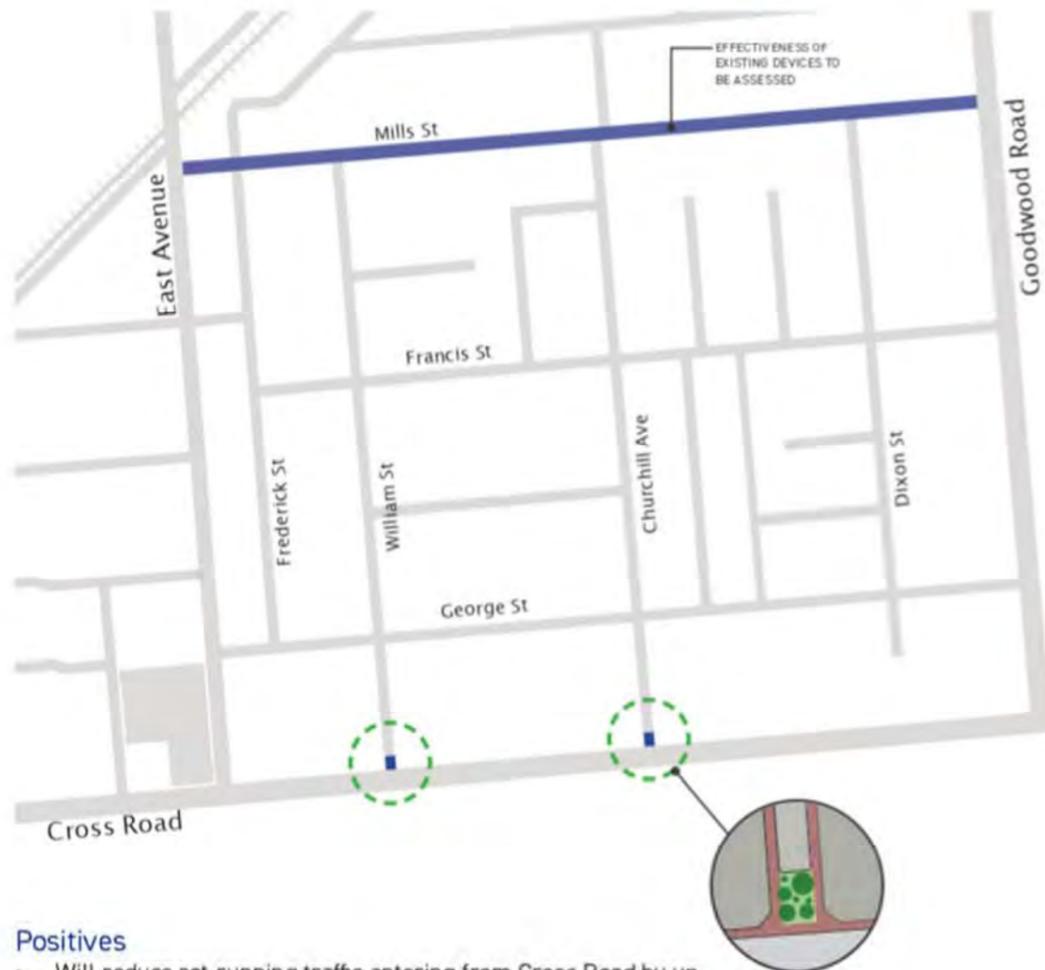
APPENDIX B - STAGE 1 COMMUNITY CONSULTATION - DRAFT RECOMMENDATIONS TABLE

| Draft Recommendations |  |   |        |
|-----------------------|--|---|--------|
| Project               | Draft Recommendation   | Priority  |        |
| TRAFFIC MANAGEMENT    | 1. Maple Avenue - Speed Reduction                                    | High speeds identified, however future investigations will be undertaken once adjacent development construction works are complete.   | Medium |
|                       | 2. Railway Tce Sth / Devon St Sth intersection - Safety Improvements | Corner cutting and conflict between cyclists/motorists identified. Pavement bars at the bend, advisory speed signs and a formal bicycle path intersection are proposed.   | High   |
|                       | 3. Forestville Tram Stop pedestrian refuge                           | Minimum sight distance for pedestrians not provided. A pedestrian refuge is proposed adjacent the existing tram line crossing, including loss of 3 parking spaces.  | High   |
|                       | 4. Clarence Park Rat-Running (options)                               | Mills Street chicanes to be redesigned and existing speed humps to be replaced with an alternate treatment. Four options for area wide treatment to deter rat-running are presented for community comment (see <a href="http://yoursay.unleysa.gov.au/latm3">yoursay.unleysa.gov.au/latm3</a> for options). | Medium |
|                       | 5. Churchill Avenue Bicycle Route                                    | Speeds are too high for a bicycle route, however Council will continue to monitor local speeds and volumes following implementation of recommendation 4.  | Medium |
|                       | 6. Forestville / Everard Park - Local traffic and parking review     | Future investigations will be undertaken once all construction works are complete at the adjacent Kaufland Development and nearby Arcadian Development.   | Medium |
|                       | 7. Ripon/Homer/Lorraine intersection - Change in priority            | Insufficient sight distance from motorists on Ripon Road turning into Lorraine Ave. Intersection traffic priority be changed so Ripon-Lorraine operates as a bend.  | High   |
| PARKING               | 8. Rose Terrace - Paid Parking                                       | To increase parking availability for local businesses in the area, a restructure of parking is proposed, including time limit parking (suitable for residents and business visitors), a paid parking zone (\$4/day), whilst retaining some unrestricted parking.  | Medium |
|                       | 9. Leader Street - Paid Parking                                      | Introduction of paid parking along Leader Street proposed (\$4/day). To occur after the major works are undertaken at the adjacent Kaufland development.  | Medium |
|                       | 10. Curzon Avenue - Disabled Parking                                 | Improvements to disabled parking will occur on Curzon Avenue as part of the Goodwood Oval grandstand upgrade. The LATM supports this improvement.   | High   |
|                       | 11. Goodwood Oval - Parking Controls                                 | To improve local traffic flow and access for residents and their visitors during peak oval use, 1-hour parking is proposed on one side of Chelmsford Ave, Allenby Ave, Fairfax Ave, Argyle Ave. Refer to full study report for a detailed map and days.   | Medium |
|                       | 12. Langdon Avenue / East Avenue intersection                        | To provide additional space at the intersection, parking is to be restricted for the first 20m (additional 10m extension). This will result in a loss of one parking space.   | Medium |
| WALKING & CYCLING     | 13. Goodwood Road Bicycle Connection                                 | Wayfinding and pavement decals to direct cyclists along the footpath to the safe crossing point at Young Street (pedestrian actuated crossing).   | Medium |
|                       | 14. Leader Street Pedestrian Crossing                                | Installation of a wombat crossing (raised zebra crossing with pedestrian priority) on Leader Street west of Devon St Nth. This will result in a loss of 2 parking spaces.   | Medium |
|                       | 15. Leader Street - Buffered bicycle lanes                           | Upgrade bicycle lanes on Leader St (Seaford Railway to Goodwood Rd) to buffered bicycle lanes through line-marked clearance in 'car door' zone for cyclist safety.  | Medium |
|                       | 16. East Avenue - Buffered bicycle lanes                             | Upgrade bicycle lanes on East Avenue (Seaford Railway to Cross Road) to buffered bicycle lanes through line-marking clearance in 'car door' zone for cyclist safety.  | Medium |
|                       | 17. East Avenue Pedestrian Refuge                                    | Installation of a pedestrian refuge on East Avenue, south of Langdon Avenue, resulting in the loss of three on-street car parks.  | Medium |
|                       | 18. Goodwood Road Bicycle Parking                                    | Additional bicycle parking locations identified within the Goodwood Road retail precinct (Victoria Street to Leader Street).  | Low    |



## APPENDIX C - RECOMMENDATION 4A - OPTIONS 1 - 4

### OPTION 1 - FULL ROAD CLOSURES



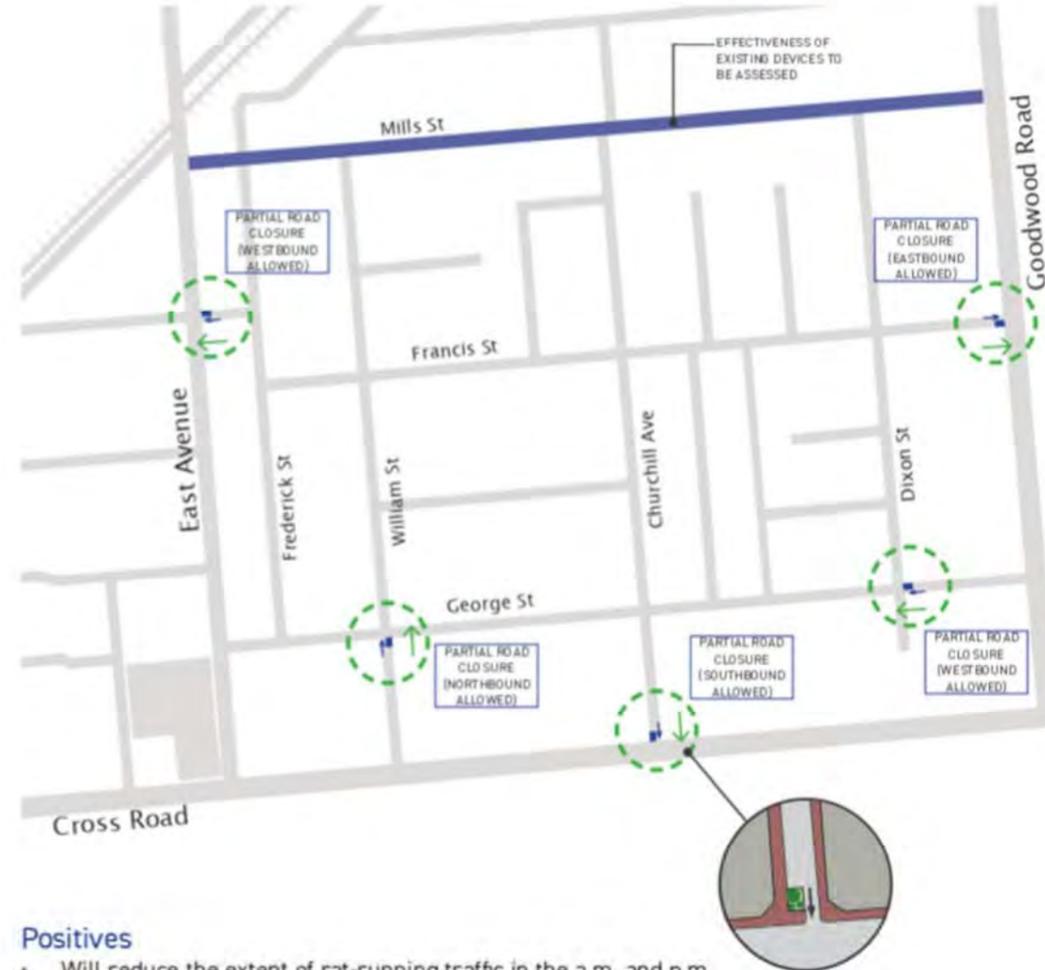
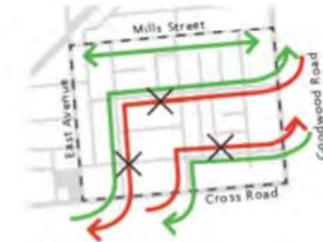
#### Positives

- Will reduce rat-running traffic entering from Cross Road by up to 80 vehicles in the a.m. and traffic exiting to Cross Road by up to 75 in the p.m.
- Anticipated reduction in traffic on Mills Street by reducing rat running routes and improvements to traffic control devices (road humps and chicanes), if required.

#### Negatives

- Traffic wishing to travel east on Cross Road will need to undertake a right turn on Goodwood Road, or utilise East Avenue, rather than turn left on to Cross Road as would be the current practice.
- May encourage motorists to use Mills Street (from East Ave to Goodwood Rd and vice versa) rather than routes involving William St or Churchill Ave. However, it is anticipated that this will be offset by reducing rat running route options and improved traffic control devices (road humps and chicanes), if required.

### OPTION 2 - PARTIAL ROAD CLOSURES



#### Positives

- Will reduce the extent of rat-running traffic in the a.m. and p.m.
- Anticipated reduction in traffic on Mills Street by reducing rat running routes and improvements to traffic control devices (road humps and chicanes), if required.

#### Negatives

- Will increase the trip time for local residents. In most cases the maximum additional distance is 500m, which corresponds to approximately 60 seconds.
- Will not discourage use of Churchill Avenue and George Street as a rat-run in the p.m.
- May encourage motorists to use Mills Street (from East Ave to Goodwood Rd and vice versa) rather than routes involving William St or Churchill Ave. However, it is anticipated that this will be offset by reducing rat running route options and improved traffic control devices (road humps and chicanes), if required.

### OPTION 3 - MODIFIED T-INTERSECTIONS



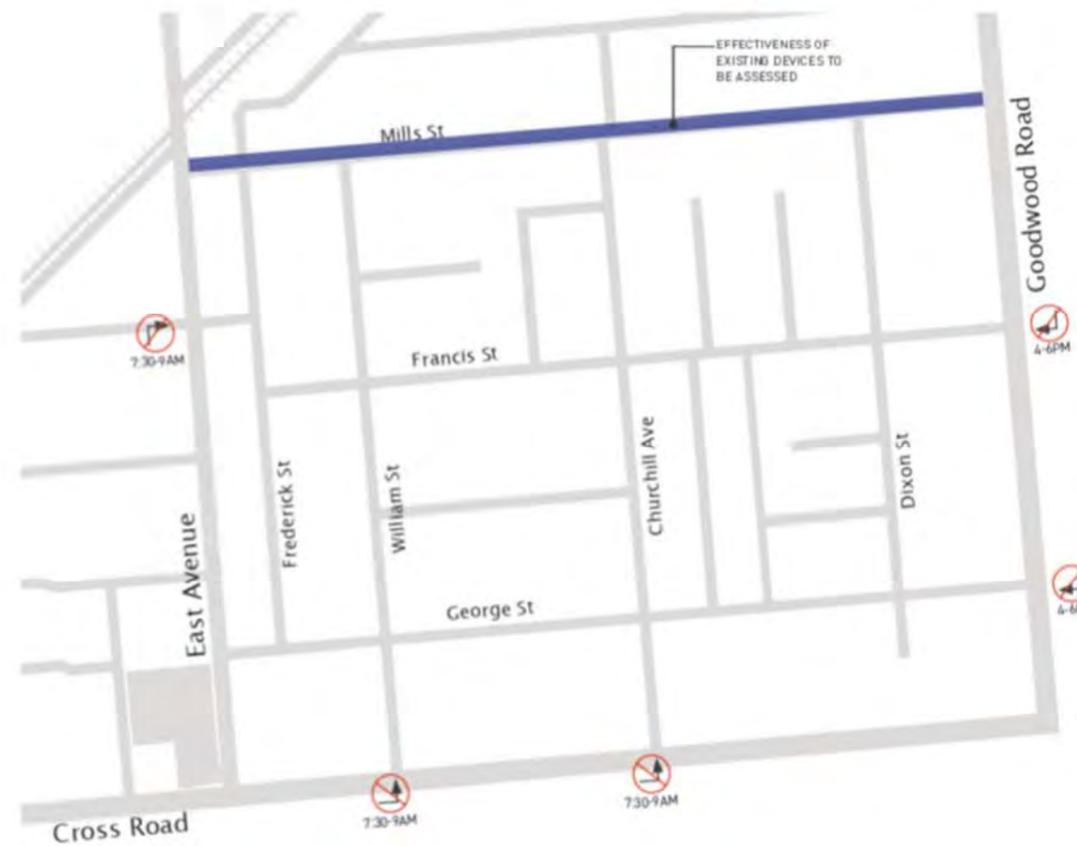
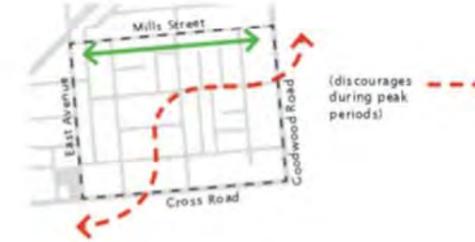
#### Positives

- Will reduce rat-running traffic entering from Cross Road by up to 80 vehicles in the a.m. and traffic exiting to Cross Road by up to 75 in the p.m.
- Will discourage traffic from using Frederick Street in the p.m. instead of East Avenue
- Anticipated reduction in traffic on Mills Street by reducing rat running routes and improvements to traffic control devices (road humps and chicanes), if required.

#### Negatives

- Will increase the trip time for local residents. The most affected would be residents of George Street (west of Churchill) wanting to access Goodwood Road, with an estimated increased trip time of 84 seconds.

### OPTION 4 - TURNING BANS



#### Positives

- Factoring in an estimated compliance rate, it is estimated that this will reduce up to 52 vehicles rat-running through the area in the a.m. and 25 in the p.m.
- Will not impact residents and other locals outside of peak times
- Anticipated reduction in traffic on Mills Street by reducing rat running routes and improvements to traffic control devices (road humps and chicanes), if required.

#### Negatives

- Turning bans rely on motorists obeying the signs and SAPOL enforcement. Data collected at a nearby location indicated approximately a 60% compliance rate (i.e. 40% disobeying the signs).
- Traffic volumes outside of the designated hours will not be reduced

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | COLLABORATION PROPOSAL FOR WHEEL / SKATE PARK REGIONAL FACILITY  |
| <b>ITEM NUMBER:</b>     | 4.2  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | PETER TSOKAS   |
| <b>JOB TITLE:</b>       | CHIEF EXECUTIVE OFFICER  |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"> <li>1. 13 AUGUST 2019 CITY OF BURNSIDE CORRESPONDENCE RE. POTENTIAL FOR A REGIONAL WHEEL PARK (CROSS-COUNCIL COLLABORATION)</li> <li>2. 27 AUGUST 2019 CITY OF BURNSIDE MAP DISPLAYING POTENTIAL WHEEL PARK LOCATIONS</li> <li>3. 2 SEPTEMBER 2019 CITY OF NORWOOD PAYNEHAM ST PETERS COUNCIL REPORT RE. WHEEL/SKATE PARK</li> <li>4. 6 SEPTEMBER 2019 CITY OF BURNSIDE CORRESPONDENCE RE. WHEEL PARK DISCUSSION AND COLLABORATION ACROSS COUNCILS</li> </ol> |

### 1. EXECUTIVE SUMMARY

The Cities of Unley, Norwood Payneham & St Peters and Campbelltown City Council have been approached by City of Burnside to determine whether there is an interest in participating in discussions regarding the establishment of a regional wheel park.

A wheel park is a purpose-built recreational environment made for skateboards, scooters, rollerblades or bikes (usually BMX bikes). Similar in nature to skate parks, these facilities provide an environment that encourages youth to be physically active, contribute to youth health (physical and mental) and also contribute to vibrancy within the community.

City of Unley residents currently have access to skate park facilities within the City at Forestville Reserve and Ridge Park (approximately five (5) minutes from the JB Ware Reserve). There is also the Temporary City Skate Park within the City of Adelaide (located at Park 15, Wakefield Road) and the Kurangga Park BMX Track in the South Park Lands adjacent to Unley Road.

The State Government / City of Adelaide jointly announced in February this year that a \$3M city skate park will open on West Terrace (corner of Glover Avenue) next year, which is the replacement for the CBD facility that was closed to make way for construction of the UniSA health building in 2015.

Council may wish to consider the possibility and benefit to the City of Unley community of a regional Wheel (Skate) Park being built in a suitable eastern region location. Interest has been noted from both Campbelltown City Council and the City of Norwood Payneham & St Peters to progress a discussion with City of Burnside in consideration of land adjacent/close to their council areas and the City of Burnside.

This report provides information provided by the City of Burnside, along with information considered by the City of Norwood Payneham & St Peters regarding the proposed regional Wheel Park and seeks a decision from Council as to how it wishes to respond to the request from the City of Burnside.

## **2. RECOMMENDATION**

That:

1. The report be received.
2. The City of Burnside be advised that the City of Unley does not wish to participate in discussions or progress the potential for collaboration on a joint Wheel Park with the City of Burnside, City of Norwood Payneham & St Peters and Campbelltown City Council.

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## **3. RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
  - 1.1 Our Community is active, healthy and feels safe.

## **4. BACKGROUND**

The City of Burnside advised by correspondence dated 13 August 2019 that investigations had been undertaken to determine the level of demand for a "Wheel Park" in the Burnside council area.

A wheel park is a purpose-built recreational environment made for skateboards, scooters, rollerblades or bikes (usually BMX bikes). Similar in nature to a skate park, these facilities provide an environment that encourages youth to be physically active, contribute to youth health (physical and mental) and also contribute to vibrancy within the community.

*Attachment 1*

As part of the investigations undertaken by Burnside to determine suitability, four (4) potential locations were identified that would meet the requirements for a successful Wheel/Skate Park in the City of Burnside.

Criteria used in determining location suitability included:

- Passive surveillance;
- public transport accessibility; and
- the co-location/existence of other features such as courts, playgrounds, barbecues, etc.

Based upon these requirements, the City of Burnside identified the following reserves as possible locations for the Wheel Park:

- JB Ware Reserve, Portrush Road, Glen Osmond;
- Kensington Gardens Reserve, The Parade, Kensington Gardens;
- Mellor Reserve, Howard Street, Beulah Park; and
- Penfold Park, The Parade, Magill.

A map showing the locations of these reserves is provided for reference.

#### *Attachment 2*

The City of Burnside also resolved to initiate discussions with adjoining councils (Campbelltown, Unley and Norwood Payneham & St Peters), regarding possible cost sharing (financial contribution) arrangements. Accordingly, the correspondence of 13 August 2019 was sent to the City of Unley, addressed to the Chief Executive Officer. On consideration of the matter, it has been determined to present the proposal to Council for a decision.

The City of Norwood Payneham & St Peters received similar correspondence from the City of Burnside on 30 August 2019 detailing the decision made on 27 August 2019 in regard to the proposed Wheel Park. A copy of the report which was considered by the City of Burnside on 27 August 2019, together with other pertinent documents were considered by Norwood Payneham & St Peters at its Council Meeting of 2 September 2019.

#### *Attachment 3*

At the Norwood Payneham & St Peters Council Meeting of 2 September 2019 it was resolved:

*That the City of Burnside be advised that the Council is prepared to be involved in discussions with the City of Burnside, the Campbelltown City Council and the City of Unley, regarding a wheel/skate park in a suitable location, noting that this decision does not commit the City of Norwood Payneham & St Peters to any potential project or financial contribution, unless otherwise determined by the Council, following consideration of any subsequent reports regarding a joint wheel/skate park.*

The City of Burnside sent further correspondence to the City of Unley dated 6 September 2019 detailing the council's resolution of 27 August 2019 pertaining to the Wheel Park and seeking a commitment from Council to consider possible collaboration on this matter.

1. *That the Report be received.*
2. *That Council does not consider Kensington Gardens Reserve to be a suitable location for a permanent Wheel Park or Skate Park.*
3. *That a Report be presented to Council, considering the 2017 ACS outcomes, on 12 November 2019, detailing the design and size of a portable pump track, a plan to conduct a trial of a portable pump track in a number of locations with the City of Burnside for a 12 month period and possible locations to conduct a roving trial.*
4. *That the Acting Chief Executive Officer formally correspond with Campbelltown City Council, the City of Norwood Payneham & St Peters and the City of Unley to request their consideration in committing to investigate a joint Skate/Wheel park project between neighbouring Councils, to be situated on land that is close to the relevant Council areas, which could be located within either Burnside or near to Burnside and is designed to be suitable for all age use.*

#### *Attachment 4*

In short, the City of Burnside resolved that the Kensington Gardens Reserve is not a suitable location for a permanent or temporary Wheel Park; that trials through the use of a portable pump park<sup>1</sup> will be undertaken in various locations over a 12-month period; and to initiate discussions with the Cities of Campbelltown, Unley and this Council regarding a regional Wheel Park in a suitable location.

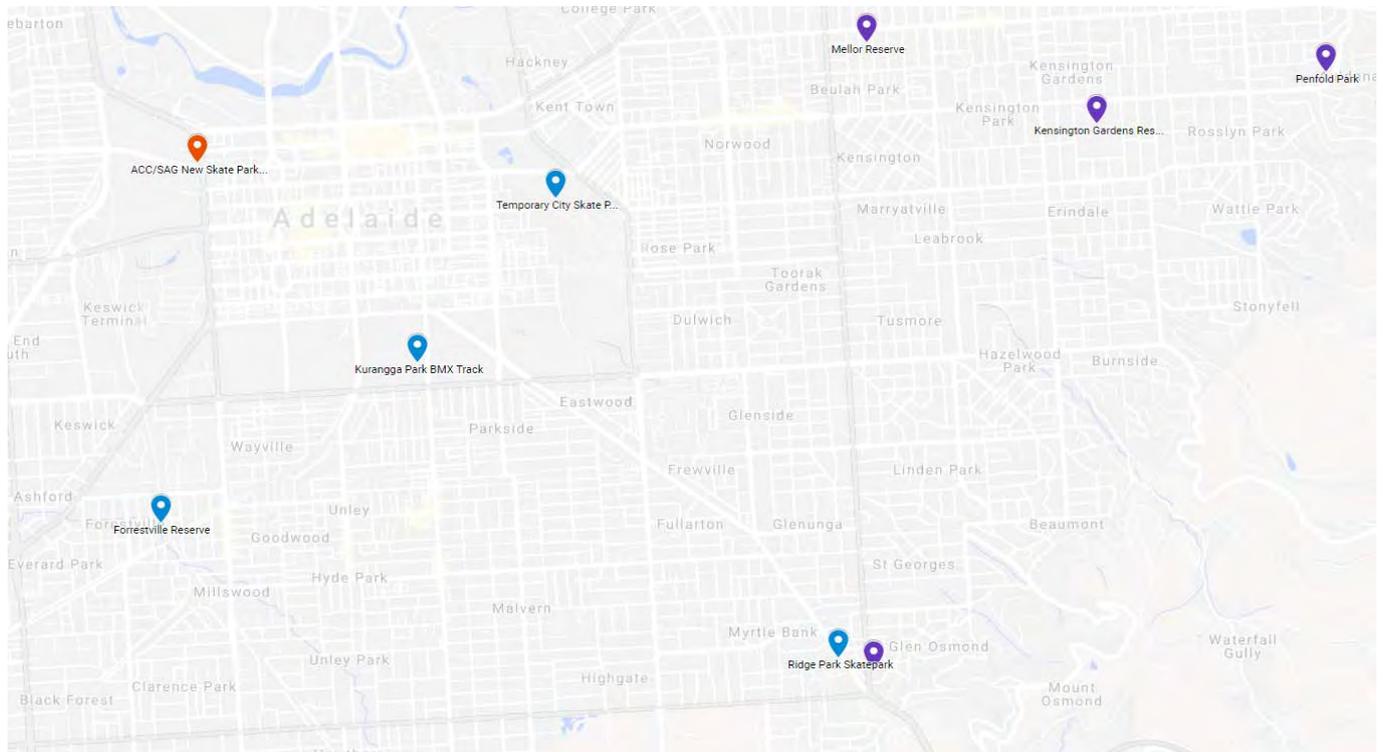
1 - A Pump track is a progressive kind of structure that uses an up and down 'pumping' motion to propel a bicycle forward instead of pedalling.

## **5. DISCUSSION**

Council may wish to consider the possibility and benefit to the City of Unley community of a regional Wheel (Skate) Park being built in a suitable eastern region location. Interest has been noted from both Campbelltown City Council and the City of Norwood Payneham & St Peters to progress a discussion with City of Burnside in consideration of land adjacent/close to their council areas and the City of Burnside.

Participating in discussions of this nature would provide an opportunity to explore potential locations, concepts and costs, which would then be referred to Council as a report for consideration. It is noted that should Council(s) decide to discuss the possibility of a Wheel Park that this does not imply a commitment or financial investment in the construction of a regional Wheel Park.

City of Unley residents currently have access to skate park facilities within the City at Forestville Reserve and Ridge Park (approximately five (5) minutes from the JB Ware Reserve). There is also the Temporary City Skate Park within the City of Adelaide (located at Park 15, Wakefield Road) and the Kurangga Park BMX Track in the South Park Lands adjacent to Unley Road. The State Government/City of Adelaide jointly announced in February this year that a \$3m city skate park will open on West Terrace (corner of Glover Avenue) next year, which is the replacement for the CBD facility that was closed to make way for construction of the UniSA health building in 2015. The diagram below shows the location of these sites along with the four sites identified for consideration by the City of Burnside.



■ Current Skate/BMX park locations accessible to City of Unley residents    
 ■ Proposed New SA Govt/ACC Skate Park    
 ■ City of Burnside possible Wheel Track locations

*Note: The purple marker adjacent to the blue Ridge Park Skatepark is the location of JB Ware Reserve.*

## 6. **ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The City of Burnside be advised that the City of Unley will participate in discussions with the City of Burnside, City of Norwood Payneham & St Peters and Campbelltown City Council to explore the potential for a wheel park in a suitable location, noting that this decision does not represent a commitment or obligation to contribute to any future Wheel Park project.

Option 2 –

1. The report be received.
2. The City of Burnside be advised that the City of Unley does not wish to participate in discussions or progress the potential for collaboration on a joint Wheel Park with the City of Burnside, City of Norwood Payneham & St Peters and Campbelltown City Council.

The City of Unley community have access to three existing facilities (Forestville Reserve, Ridge Park and the Kurangga Park BMX Track), along with the Temporary City Skate Park and the proposed new SA Government/ACC facility on West Terrace. Council may consider this appropriate, and not wish to invest further resources to investigate the proposal from the City of Burnside.

**7. RECOMMENDED OPTION**

Option 2 is the recommended option.

**8. POLICY IMPLICATIONS**

**8.1 Financial/Budget**

- There is no financial impact associated with undertaking discussions regarding the potential for a regional Wheel Park. Should Council determine that following consideration of any reports and cost implications to proceed with participating in a regional facility, then Council will need to determine the priority of such a facility and how and when the proposal will be funded.

**8.2 Legislative/Risk Management**

- Nil

**8.3 Staffing/Work Plans**

- Nil

**8.4 Environmental/Social/Economic**

- Nil

**8.5 Stakeholder Engagement**

- Nil

**9. REPORT CONSULTATION**

- Nil

**10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>            |
|--------------|-------------------------|
| Peter Tsokas | Chief Executive Officer |



13 August 2019

Mr Peter Tsokas  
Chief Executive Officer  
City of Unley

Dear Mr Tsokas

The City of Burnside has been investigating the level of demand for a wheel park in the City of Burnside. In the first half of 2019 the Administration undertook an extensive consultation process with the community in a number of ways, including school surveys, information days at proposed sites and a community survey which was open to anyone to complete.

As part of this process, four potential locations have been identified which best meet the requirements for a successful wheel park. These requirements include passive surveillance, the availability of public transport, and a location which has other amenities such as courts, playgrounds and BBQs. The four locations are:

- JB Ware Reserve, Portrush Rd, Glen Osmond;
- Kensington Gardens Reserve, The Parade, Kensington Gardens;
- Mellor Reserve, Howard St, Beulah Park; and
- Penfold Park, The Parade, Magill

At the Council meeting held on 12 February 2019, it was resolved that the Administration initiate discussions with neighbouring councils in relation to sharing of costs of construction of any future wheel park.

I apologise for the delay in correspondence. The Administration had initially planned to forward correspondence to you early June. However due to internal matters and transition occurring in our office it appears this correspondence may not have been sent.

JB Ware Reserve is located close to the City of Unley's boundary. I am keen to seek your thoughts on shared financial contributions by both Councils should one be built on this reserve. If a wheel park is built in this location, it would be in a complementary style to the Ridge Park bowls, which was jointly funded, with support from City of Burnside (i.e. street / plaza style). The City of Burnside previously contributed funding towards the City of Unley's Ridge Park facility.

High level cost estimates range from \$500,000 to \$1.5 million. Should Council approve the construction of a wheel park, the City of Burnside would also seek funding from both State and Federal Government sources and proactively source grant opportunities.

Post PO Box 9, Glenside SA 5065  
Civic Centre 401 Greenhill Rd, Tasmore SA 5065  
Phone (08) 8366 4200 Fax (08) 8366 4299 Email  
burnside@burnside.sa.gov.au

The Administration is presenting a report to Council late August, with an outline of the community consultation and recommended next steps. I would be keen to include your response in this report if possible. I am also available to discuss this in person should you prefer.

Given our agenda timeframes and dates for distribution a response in some form would be appreciated by COB 21 August 2019 which would allow for inclusion in our agenda papers for the 27 August meeting. I appreciate this may be an initial response only given you are likely required to put the matter to your Council for further comment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Cant', written in a cursive style.

Barry Cant  
A/Chief Executive Officer





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## 11.11 CITY OF BURNSIDE – WHEEL/SKATE PARK

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**REPORT AUTHOR:** Chief Executive Officer  
**GENERAL MANAGER:** Not Applicable  
**CONTACT NUMBER:** 83664539  
**FILE REFERENCE:** S.00375  
**ATTACHMENTS:** A - D

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### PURPOSE OF REPORT

The purpose of this report is to advise the Council of a proposal by the City of Burnside to develop a Wheel/Skate Park and whether the City of Norwood Payneham & St Peters is interested in participating in discussions regarding the establishment of a regional facility.

### BACKGROUND

By letter dated 13 August 2019, the City of Burnside advised that it has been in the process of investigating the level of demand for a 'Wheel Park' in the City of Burnside.

A copy of the letter dated 13 August 2019 is contained in **Attachment A**.

A 'Wheel Park' is ostensibly a skate park.

As part of the investigations, four (4) potential locations have been identified which the City of Burnside advises would meet the requirements for a successful Wheel/Skate Park.

These requirements include passive surveillance, public transport accessibility and the co-location/existence of other features such as courts, playgrounds, barbecues, etc.

Based upon these requirements, the City of Burnside has identified the following reserves:

- JB Ware Reserve, Portrush Road, Glen Osmond;
- Kensington Gardens Reserve, The Parade, Kensington Gardens;
- Mellor Reserve, Howard Street, Beulah Park; and
- Penfold Park, The Parade, Magill.

A map showing the locations of these reserves is contained in **Attachment B**.

The City of Burnside also resolved to initiate discussions with adjoining councils (Campbelltown, Unley and Norwood Payneham & St Peters), regarding possible cost sharing (financial contribution) arrangements. As such, the letter dated 13 August 2019, was sent to the Council and this Council's Chief Executive Officer has met with the City of Burnside's Acting Chief Executive Officer to discuss the proposal.

The Council has subsequently been advised that the City of Burnside considered this matter again at its meeting held on 27 August 2019 and resolved the following:

1. *That the Report be received.*
2. *That Council does not consider Kensington Gardens Reserve to be a suitable location for a permanent Wheel Park or Skate Park.*
3. *That a Report be presented to Council, considering the 2017 ACS outcomes, on 12 November 2019, detailing the design and size of a portable pump track, a plan to conduct a trial of a portable pump track in a number of locations with the City of Burnside for a 12 month period and possible locations to conduct a roving trial.*

4. *That the Acting Chief Executive Officer formally correspond with Campbelltown City Council, the City of Norwood Payneham & St Peters and the City of Unley to request their consideration in committing to investigate a joint Skate/Wheel Park project between neighbouring Councils, to be situated on land that is close to the relevant Council areas, which could be located within either Burnside or near to Burnside and is designed to be suitable for all age use.*

In short, the City of Burnside has resolved that the Kensington Gardens Reserve is not a suitable location for a permanent or temporary Wheel Park; that trials through the use of a portable pump park will be undertaken in various locations over a 12 month period; and to initiate discussions with the Cities of Campbelltown, Unley and this Council regarding a regional Wheel Park in a suitable location.

A copy of the letter dated 30 August 2019 from the City of Burnside which outlines the Council's decision is contained in **Attachment C**.

A copy of the report which was considered by the City of Burnside at its meeting held on 27 August 2019, which contains all of the relevant details regarding a Wheel Park, is contained in **Attachment D**.

#### **RELEVANT STRATEGIC DIRECTIONS & POLICIES**

Not Applicable.

#### **FINANCIAL AND BUDGET IMPLICATIONS**

There is no financial impact associated with undertaking discussions regarding the potential for a regional Wheel/Skate Park. Should the Council determine that following consideration of any reports and cost implications to proceed with participating in a regional facility, then the Council will need to determine the priority of such a facility and how and when it will fund the proposal.

#### **EXTERNAL ECONOMIC IMPLICATIONS**

Not Applicable.

#### **SOCIAL ISSUES**

The provision of recreation and leisure facilities is an important component of achieving Community Well-being.

However, there will always be needs and wants that are requested to be satisfied and the Council needs to determine the priority of these and whether it will meet these requests.

Wheel/Skate Parks are provided by a number of Councils across Australia and are an activity which promotes physical exercise and social networking.

#### **CULTURAL ISSUES**

Not Applicable;

#### **ENVIRONMENTAL ISSUES**

Nil at this stage.

#### **RESOURCE ISSUES**

This project will be assigned to a staff member to progress the initial discussions. Following consideration of the information which is gathered through the discussions, a report will be prepared for the Council's consideration to determine its position.

## RISK MANAGEMENT

Nil at this stage.

## CONSULTATION

- **Elected Members**  
Nil
- **Community**  
Community consultation will be required to be undertaken, however, this will need to be determined once the outcome of the discussions is known.
- **Staff**  
Nil
- **Other Agencies**  
Nil

## DISCUSSION

There is merit in at least discussing the possibility of a regional Wheel/Skate Park being built in a convenient location (noting the advice which has been received from the City of Burnside regarding the Campbelltown City Council's interest in a joint Wheel/Skate Park on land that is close to both Campbelltown and Burnside).

In this respect, discussions would provide the opportunity to explore potential locations, concepts and costs which would then be referred to the Council for consideration. At the same time, it should be noted that should the Councils decide to discuss the opportunity of a regional Wheel/Skate Park, this does not at this stage imply any commitment or financial investment in the construction of a regional Wheel/Skate Park.

Over the years, the issue of this Council providing a Skate Park has been raised, however, issues such as location have presented difficulties. This is an issue which is faced by most councils when seeking to establish Wheel/Skate Parks.

The construction of a regional Wheel/Skate Park could resolve the location issue, however, clearly, a regional facility may involve a larger site and its potential impacts could be greater.

Notwithstanding this, rather than having a number of Wheel/Skate Parks across the eastern region, there is merit in at least discussing the potential of a regional facility.

## OPTIONS

The Council can choose to participate in the discussions with the City of Burnside, the Campbelltown City Council and the City of Unley or it can decline the request to be involved.

The Council could however determine that a Wheel/Skate Park is not a priority at this stage.

## CONCLUSION

Nil

## COMMENTS

Nil

**RECOMMENDATION**

That the City of Burnside be advised that the Council is prepared to be involved in discussions with the City of Burnside, the Campbelltown City Council and the City of Unley, regarding a wheel/skate park in a suitable location, noting that this decision does not commit the City of Norwood Payneham & St Peters to any potential project or financial contribution, unless otherwise determined by the Council, following consideration of any subsequent reports regarding a joint wheel/skate park.

## **Attachments – Item 11.11**

# Attachment A

## City of Burnside Wheel / Skate Park

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City of Norwood Payneham & St Peters  
175 The Parade, Norwood SA 5067

Telephone 8366 4555

Facsimile 8332 6338

Email [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au)

Website [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au)



City of  
Norwood  
Payneham  
& St Peters



13 August 2019

Mr Mario Barone  
Chief Executive Officer  
City of Norwood Payneham & St Peters

Dear Mr Barone

The City of Burnside has been investigating the level of demand for a wheel park in the City of Burnside. In the first half of 2019 the Administration undertook an extensive consultation process with the community in a number of ways, including school surveys, information days at proposed sites and a community survey which was open to anyone to complete.

As part of this process, four potential locations have been identified which best meet the requirements for a successful wheel park. These requirements include passive surveillance, the availability of public transport, and a location which has other amenities such as courts, playgrounds and BBQs. The four locations are:

- JB Ware Reserve, Portrush Rd, Glen Osmond;
- Kensington Gardens Reserve, The Parade, Kensington Gardens;
- Mellor Reserve, Howard St, Beulah Park; and
- Penfold Park, The Parade, Magill

At the Council meeting held on 12 February 2019, it was resolved that the Administration initiate discussions with neighbouring councils, particularly the City of Norwood Payneham & St Peters, in relation to sharing of costs of construction of any future wheel park.

Kensington Gardens Reserve and Mellor Reserve are located close to the City of Norwood Payneham & St Peters' boundary. As neither Councils presently have a wheel park, I am keen to seek your thoughts on shared financial contributions by both Councils should one be built in either of these reserves.

I apologise for the delay in correspondence. The Administration had initially planned to forward correspondence to you early June. However due to internal matters and transition occurring in our office it appears this correspondence may not have been sent.

High level cost estimates range from \$500,000 to \$1.5 million. Should Council approve the construction of a wheel park, the City of Burnside would also seek funding from both State and Federal Government sources and proactively source grant opportunities.

The Administration is presenting a report to Council late August, with an outline of the community consultation and recommended next steps. I would be keen to include your response in this report if possible. I am also available to discuss this in person should you prefer.

A2

Given our agenda timeframes and dates for distribution a response in some form would be appreciated by COB 21 August 2019 which would allow for inclusion in our agenda papers for the 27 August meeting. I appreciate this may be an initial response only given you are likely required to put the matter to your Council for further comment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Cant', written in a cursive style.

Barry Cant  
A/Chief Executive Officer

# Attachment B

## City of Burnside Wheel / Skate Park

---

City of Norwood Payneham & St Peters  
175 The Parade, Norwood SA 5067

Telephone 8366 4555

Facsimile 8332 6338

Email [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au)

Website [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au)



City of  
Norwood  
Payneham  
& St Peters



# Attachment C

## City of Burnside Wheel / Skate Park

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City of Norwood Payneham & St Peters  
175 The Parade, Norwood SA 5067

Telephone 8366 4555  
Facsimile 8332 6338  
Email [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au)  
Website [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au)



City of  
Norwood  
Payneham  
& St Peters



30 August 2019

Mr Mario Barone  
Chief Executive Officer  
City of Norwood, Payneham and St Peters  
Sent via email: [MBarone@npsp.sa.gov.au](mailto:MBarone@npsp.sa.gov.au)

Dear Mario

### **WHEEL PARK DISCUSSION AND COLLABORATION ACROSS COUNCILS**

Thank you for recently meeting with me following my correspondence of 13 August 2019 regarding the potential sharing of costs of construction of a future wheel park, should one be further explored and built close to the boundary of our respective city. I appreciate that you are presenting my letter to your Council for consideration at the meeting scheduled for Monday 2 September 2019.

A report was presented to our Council at the meeting held 27 August 2019, with an outline of the community consultation undertaken by the Administration and recommended next steps. Following deliberation and six deputations on the matter, Council resolved as follows:

1. That the Report be received
2. That Council does not consider Kensington Gardens Reserve to be a suitable location for a permanent Wheel Park or Skate Park.
3. That a Report be presented to Council, considering the 2017 ACS outcomes, on 12 November 2019, detailing the design and size of a portable pump track, a plan to conduct a trial of a portable pump track in a number of locations within the City of Burnside for a 12 month period and possible locations to conduct a roving trial.
4. That the Acting Chief Executive Officer formally correspond with Campbelltown City Council, the City of Norwood Payneham and St Peters and the City of Unley to request their consideration in committing to investigate a joint Skate/Wheel park project between neighbouring Councils, to be situated on land that is close to the relevant Council areas, which could be located within either Burnside or near to Burnside and is designed to be suitable for all age use.

This letter therefore, requests that Norwood Payneham and St Peters Council further consider part 4 of this resolution and I look forward to collaborating and partnering with your team in this regard.

C2

I am confident that there is some scope for a mutually beneficial solution for our communities, with this opportunity providing a path to demonstrating solid cross council collaboration in the sector and I appreciate your considerations to date.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Cant', written in a cursive style.

**Barry Cant**

A/Chief Executive Officer

# Attachment D

## City of Burnside Wheel / Skate Park

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City of Norwood Payneham & St Peters  
175 The Parade, Norwood SA 5067

Telephone 8366 4555  
Facsimile 8332 6338  
Email [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au)  
Website [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au)



City of  
Norwood  
Payneham  
& St Peters

*Council Agenda Item 13.6**27 August 2019*

**Item No:** 13.6  
**To:** Council  
**Date:** 27 August 2019  
**Author:** Aaron Schroeder, Strategic Projects and Planning Manager  
**General Manager and Division:** Michelle Kennedy, Acting General Manager Urban and Community  
**Subject:** WHEEL PARK CONSULTATION – SUMMARY AND OUTCOMES – PROPOSAL FOR FACILITY  
**Attachments:** A. Wheel Park Engagement Report  
B. Letter from The Hon. Vickie Chapman MP  
C. Letter from Commissioner for Children and Young People  
D. Letter from Kensington Gardens Reserve Sporting Clubs Strategic Planning Committee  
**Prev. Resolution:** C11448, 24/10/17

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#### Officer's Recommendation

1. That the Report be received.
  2. That Council purchase a portable pump track to be located within Kensington Gardens Reserve for a 12 month trial period.
  3. That relevant nearby parties and stakeholders are advised of the purchase and installation.
  4. That the pump track trial be promoted to schools, relevant youth facilities, clubs and groups, and within the surrounding area.
  5. That the use of smart sensors and relevant technology are investigated to monitor the pump track's use and patronage, along with regular inspections of the site by Council Administration and feedback sought from users.
  6. That the results of the pump track trial be presented to Council at the end of the 12 month period, to allow Council to consider options and any further steps for a permanent wheel park within or near to the City of Burnside.
  7. That the Acting Chief Executive Officer formally correspond with Campbelltown City Council to request their consideration in committing to investigate a joint Skate/Wheel park project between both Councils, to be situated on land that is close to both Council areas, which could be located within either Burnside or Campbelltown Council and is designed to be suitable for all age use.
  8. That Council note that the City of Norwood Payneham and St Peters will be formally presenting the matter for consideration at a Council meeting in early September and that further liaison will occur with both Administrations.
- 

#### Purpose

1. To present Council with the results of the community engagement and consultation process conducted in the first half of 2019 into the demand and support for a wheel park.

2. To present proposed next steps in the consideration of a wheel park or other skating facilities within the City of Burnside.

#### **Strategic Plan**

3. The following Strategic Plan provisions are relevant:

*"Sustainable, engaging, healthy and functional public spaces and streetscapes"*

*"High quality sport and recreational opportunities and facilities that foster healthy lifestyles"*

*"Fit for purpose and cost effective infrastructure that meets community needs"*

*"A vibrant and diverse community that has a strong sense of belonging and wellbeing"*

*"A community that can access a range of formal and informal education, information, public health and other services and opportunities to enhance their lives"*

*"Our community is actively engaged and involved in shaping the City's future"*

#### **Communications / Consultation**

4. The following communication / consultation has been undertaken:
  - 4.1. Community survey, school survey and representative survey undertaken from March to June 2019.
  - 4.2. Information days at each of four possible wheel park locations in May 2019.
  - 4.3. Correspondence with clubs, sporting groups and a nursing home located in or near the four possible locations.
  - 4.4. A total of 191 properties immediately adjacent the four possible wheel park locations were door knocked.
  - 4.5. Eight local schools were invited to participate in a survey, including Burnside Primary, Glenunga International High School, Linden Park Primary, Magill Primary, Pembroke, Rose Park Primary, Seymour College and St Peter's Girls' School. Presentations were also held at four of these schools.
  - 4.6. Consultation with members of all Council departments: Assets & Infrastructure, City Development & Safety, Community Connections, Environment & Operations, Finance & Governance, People & Innovation, Strategic Community Engagement and Strategic Planning & Delivery.
  - 4.7. Correspondence with neighbouring councils (Cities of Adelaide, Campbelltown, Norwood Payneham & St Peters, and Unley) and other councils with wheel parks (Cities of Marion, Port Adelaide Enfield, Port Lincoln and Tea Tree Gully).
  - 4.8. Discussion with the Burnside Youth Committee.
  - 4.9. Discussions with the *Skatepark for Burnside* representative.
  - 4.10. Letter received from Hon Vickie Chapman MP in support of a wheel park (Attachment B).

- 4.11. Letter received from Commissioner for Children and Young People in support of a wheel park (Attachment C)
- 4.12. Letter received from the Kensington Gardens Reserve Sporting Clubs Strategic Planning Committee (Attachment D)
- 4.13. Previous information was placed on Council's website in early August 2019 to clarify local media coverage at the time.
- 4.14. The Administration have been advised of potential local street meeting/s being held by Elected Members for their constituents.
- 4.15. Information documents were sent to all Elected Members in April and August 2019.
- 4.16. Discussions with neighbouring Council CEO's.

**Statutory**

5. The following legislation is relevant in this instance:

*Disability Discrimination Act 1992*

*Eastern Health Authority Regional Public Health and Wellbeing Plan 2014-2018*

*Local Government Act 1999*

*Public Health Act 2011*

**Policy**

6. The following Council policies and strategy documents are relevant in this instance:

*Asset Management Policy*

*Be the Future of Burnside Strategic Community Plan 2016-2026*

*City of Burnside Corporate Plan 2018-2020*

*Community Access Inclusion and Participation Policy*

*Community Engagement (Public Consultation) Policy*

*Connected Communities Strategy 2017-2021*

*Open Space Policy*

*Open Space Strategy 2008-2018*

*Playground Strategy 2014-2024*

*Sport and Recreation Strategy 2013-2023*

**Risk Assessment**

7. There is a risk if no clear decision is made either to progress a wheel park type facility or conclusively determine not to consider any further, that the matter remains unresolved and continues to be a matter of community debate, leaving the project in a dormant position.
8. There are possible reputational risks in not acting on community consultation results which indicate a majority in favour of a wheel park.
9. There is a risk that if the wheel park project is progressed that some members of the community who are not in favour of a wheel park will respond negatively.
10. There is a risk that if the recommendation is followed and a pump track trial is implemented that it may not fully satisfy either supporters or opponents of a wheel park.

**CEO Performance Indicators**

11. At the time of writing this report the CEO's Performance Indicators for the 2019/20 financial year have not been set.

**Finance**

12. The following financial implications have been identified:
  - 12.1. A budget of \$50,000 has been allocated in 2019/20 to cover concept design for a wheel park.
  - 12.2. A portable pump track costs approximately \$60,000 to \$70,000. If the Officer's Recommendation is followed, it is proposed that the \$50,000 budget be put towards this purchase. Additional funds will need to be found from savings from other projects and considered at quarterly budget reviews.
  - 12.3. If the City of Burnside decides to proceed with construction of a wheel park in future years, external grant funding and cross council collaboration would be sought to assist with the detailed design and construction stages.

**Discussion***Current Council Resolution*

The most recent Council resolution, adopted in February 2019 (C11941) is as follows:

1. *That the Report be received.*
2. *That the Council commences community consultation on each of the following four possible Wheel Park locations within the City of Burnside – JB Ware Reserve, Kensington Gardens Reserve, Mellor Reserve and Penfold Park – specifically for gauging community sentiment on potentially having such a facility at one of these locations.*
3. *That a report be presented to Council with the results of the community consultation and proposed next steps.*

4. *That Burnside Council have discussions with neighbouring councils, particularly City of NPSP, in relation to sharing of costs.*
  5. *That Council investigates and undertakes consultation, with potential users of a wheel park in the City of Burnside and the wider community with regard to both a desire for a wheelpark/s to be developed as a conceptual idea as well as gain resident perspectives on negative impacts of the wheelpark/s.*
  6. *That the Administration reports back to Council regarding options for the potential scale of a wheelpark/s.*
13. This Report addresses the Council resolution by summarising the community consultation methods and results, discussions with neighbouring councils and scale of a wheel park. Proposed next steps are also outlined in this Report.

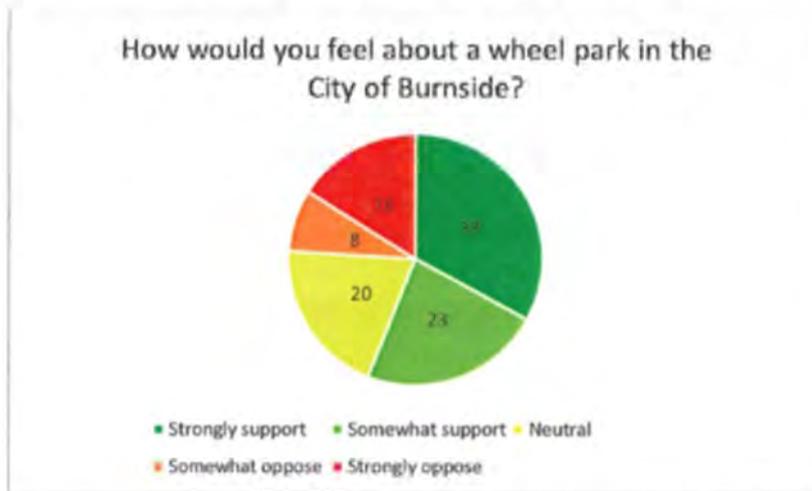
#### *Background and History*

14. While it is acknowledged that the City of Burnside has a number of high quality play grounds, sporting fields and courts, Annual Community Survey results over time have suggested a perceived gap in relation to facilities which cater for youth wishing to engage in unstructured activities, such as skateboarding, BMX riding and scooter riding.
15. Over the past 10 years the City of Burnside has received a number of petitions and deputations regarding a wheel park. In addition, a number of Council strategies have identified a need for youth facilities, including a wheel park.
16. In 2008 the Skate and BMX Facility Feasibility Study identified demand for a youth recreation space, incorporating a skate facility. The Open Space Strategy also identified a need for youth orientated recreation such as skate boarding, BMX and mountain biking.
17. Council's Sport and Recreation Strategy and the Playground Strategy also recommend that Burnside should investigate options for skate parks and BMX tracks for youth.
18. The most recent petition was received in October 2017 during the community engagement process on the future use of Constable Hyde Memorial Garden, requesting a skate park be installed at that location.
19. After identifying that Constable Hyde Memorial Garden was not a suitable location for a skate park, Council resolved in February 2019 to undertake community consultation to gauge community sentiment on the potential for a wheel park in the City of Burnside.
20. As part of this consultation process, 133 sites within the City of Burnside were assessed by the Administration to determine their suitability to hold a wheel park. The four sites which best met the criteria were JB Ware Reserve, Glen Osmond; Kensington Gardens Reserve, Kensington Gardens; Mellor Reserve, Beulah Park; and Penfold Park, Magill (see map below). These four sites were subsequently chosen to be pursued and explored in detail for the purposes of a potential wheel park facility.
21. The criteria against which the locations were assessed included good passive surveillance, availability of drinking water and toilets, car parking, accessible public transport, not in close proximity to residents, available size of the site, and the presence of other facilities at the site (e.g. playground, basketball hoop, tennis courts).

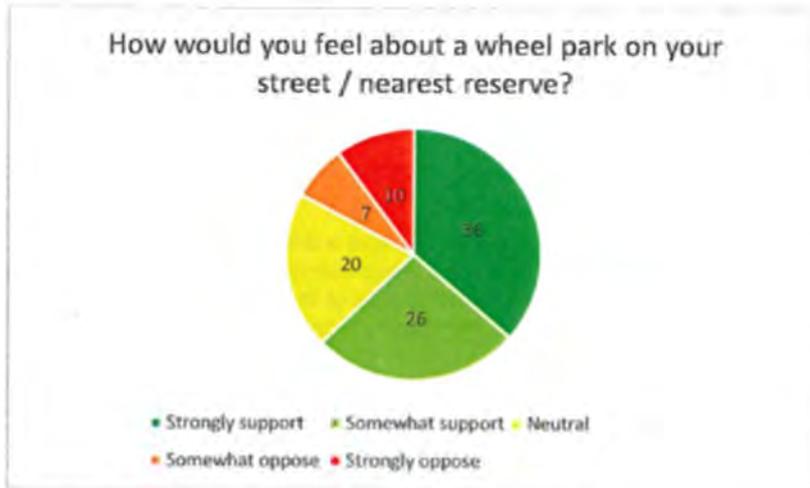


*Community Consultation Activities & Results*

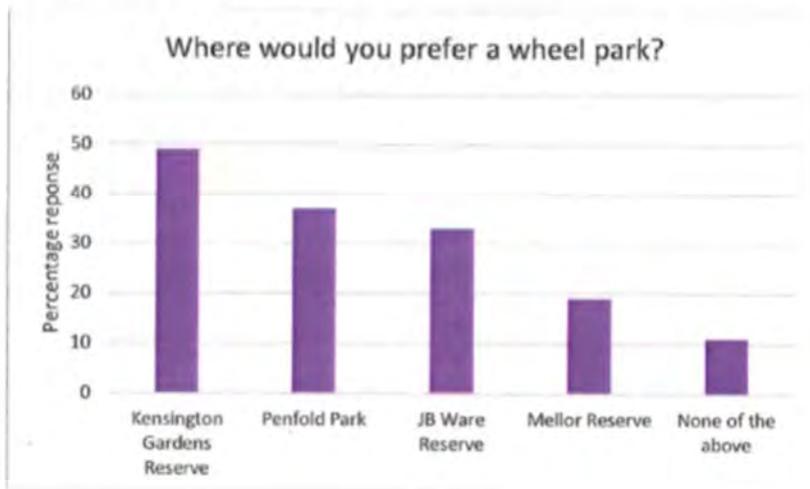
- 22. The engagement period ran from March to June 2019 and included a range of consultation methods. The full summary of consultation activities and results can be found at Attachment A.
- 23. 2019 Representative survey:
  - 23.1. The 2019 representative survey was a one-off market research survey on key strategic themes, which used a representative sample of the City's population to accurately reflect the characteristics of the entire community. One component of the survey explored the community's opinion on having a wheel park in the City.
  - 23.2. The results indicated that 56 per cent of Burnside's respondents would somewhat support or strongly support a wheel park in the City of Burnside, with a further 20 per cent neutral, as shown in the table below. 24 per cent of respondents opposed a wheel park in the City of Burnside.



- 23.3. Of those who indicated support for a wheel park, a follow up question asked if they would still support the development if it were located in their own street or nearest reserve, of which 62 per cent would retain their support.
- 23.4. This demonstrates that while there is majority support for the idea of a wheel park in the City that support does drop to a total of 35 per cent of the respondents when there is the possibility for it to be located on their street or nearest reserve.



- 23.5. The Representative Survey indicated that support for a wheel park is highest from those aged 35 to 54 years.
- 23.6. Those who were supportive of a wheel park were asked their preference of location for a wheel park of the four possible sites, and Kensington Gardens Reserve was the most popular. This location had the most support from those living in the Kensington Gardens and Magill Ward, but lower support from those living in the Kensington Park Ward.



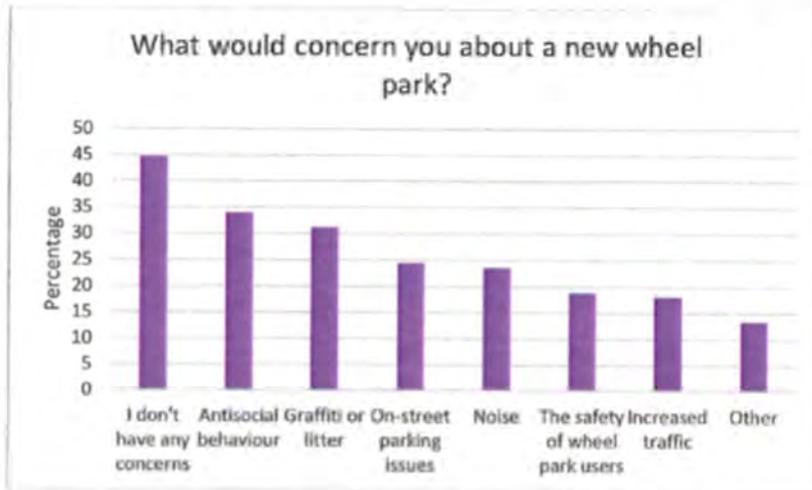
**24. Door knocking**

- 24.1. Prior to formally releasing communications about the upcoming wheel park consultation, Council staff door knocked a total of 191 properties immediately adjacent the four possible wheel park locations in April 2019. Of these, 62 residents were home.
- 24.2. For residents who were not at home when staff visited, a 'Sorry we missed you' slip was left in the letterbox, which provided the dates of the four information sessions.

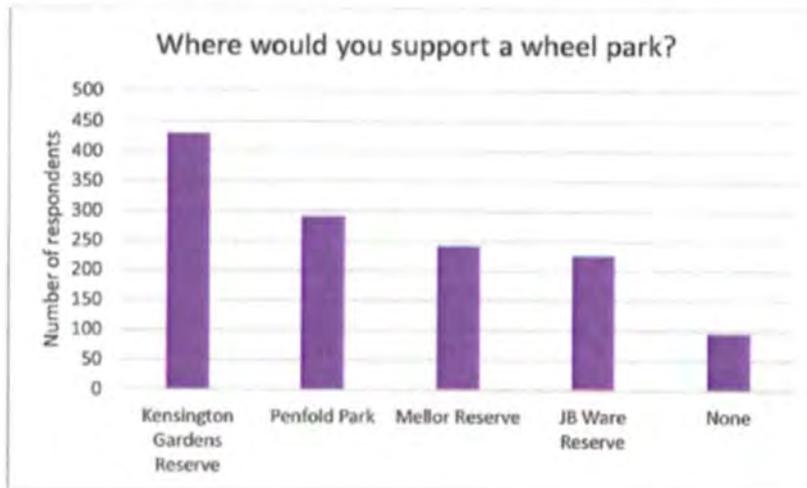
24.3. This process allowed Council to inform residents of the upcoming engagement and information sessions where they would have an opportunity to discuss their thoughts and ask further questions.

25. Wheel Park Consultation - Community survey

- 25.1. Soon after the completion of door knocking, a letter and survey were delivered to residents and non-resident ratepayers living in suburbs of the four possible wheel park locations: Glen Osmond, Kensington Gardens Reserve, Beulah Park, Magill, Auldana and a section of Rosslyn Park. Approximately 10,400 households received this letter and survey in the mail.
- 25.2. In addition to being posted to the suburbs listed above, the letter and survey was also available to any member of the public to view and complete, either in hard copy from the Civic Centre or online. It was promoted via the Winter edition of Focus, social media, Council's website, Burnside eNews, posters in the four proposed reserves and the Civic Centre, and also previewed on screen at the Regal Theatre for the month of April 2019.
- 25.3. This survey was open to the public to complete from 15 April to 14 June 2019.
- 25.4. The letter that accompanied the survey outlined the reason for the engagement, the background to the issue, research, evidence and facts to educate the community in relation to wheel parks, the rationale behind the four possible locations, and notification of upcoming community information sessions.
- 25.5. The results have been divided into three catchments:
- 14.5.1 'In catchment' – those residents / ratepayers within the letterbox distribution zone (living near one of the four proposed locations);
  - 14.5.2 'Wider City of Burnside' – residents / ratepayers living within the City of Burnside, but outside the letterbox distribution zone;
  - 14.5.3 'Not City of Burnside' – people who do not live or own property in the City of Burnside.
- 25.6. A total of 853 responses were received, including 85 anonymous and 12 who submitted more than one survey, which were excluded from the responses. As a result, a total of 754 responses have been considered.
- 25.7. An additional 471 school student responses are discussed separately in this report, as they had a separate survey with different questions.
- 25.8. The community survey asked if the respondent, or a member of their family, would use a wheel park. This question received 397 responses who said that they would use a wheel park, compared to 345 who said they would not. While these responses are approximately evenly split, the responses also demonstrate there is some demand for a wheel park, with almost 400 people saying they would use it.
- 25.9. The community was also asked about their concerns surrounding a wheel park. Approximately 45 per cent of people responded that they did not have any concerns. Of those with concerns, antisocial behaviour and graffiti or litter were the most common worries.



25.10. The community was also asked to demonstrate their support for the four possible locations, and could select more than one option. Kensington Gardens Reserve received the highest support, followed by Penfold Park. When respondents were separated based on whether they were City of Burnside residents / ratepayers or not, there was no difference in order of preference of location.



25.11. The following figures show that most people selected a preferred location that was not in their own area:

25.11.1. JB Ware Reserve: 225 respondents selected JB Ware Reserve as a preferred location for a wheel park. 91 per cent who made this selection do not live in the JB Ware Reserve catchment.

25.11.2. Kensington Gardens Reserve: 430 respondents selected Kensington Gardens Reserve as a preferred location for a wheel park. 96 per cent who made this selection do not live in the Kensington Gardens Reserve catchment.

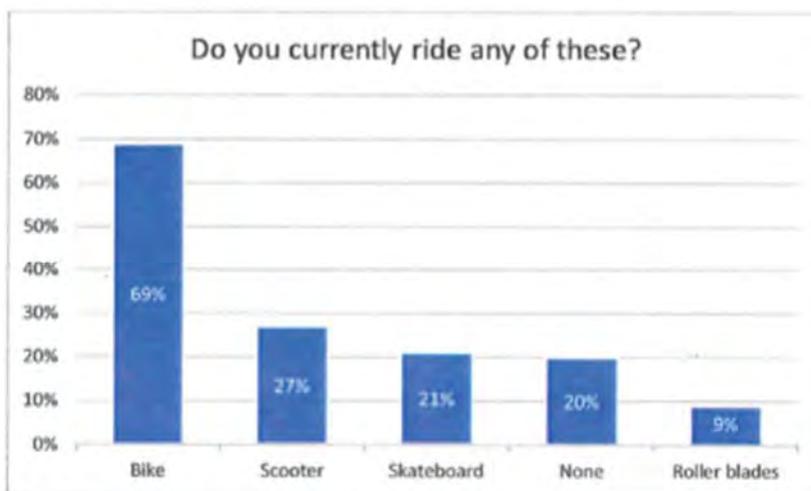
- 25.11.3. Mellor Reserve: 242 respondents selected Mellor Reserve as a preferred location for a wheel park. 82 per cent who made this selection do not live in the Mellor Reserve catchment.
- 25.11.4. Penfold Park: 291 respondents selected Penfold Park as a preferred location for a wheel park. 76 per cent who made this selection do not live in the Penfold Park catchment.
- 25.12. Many pieces of feedback were included as additional comments on the survey. A total of 181 respondents stated in various terms that a wheel park would be a good addition for the community, especially for families. The next most common response was from 24 respondents who stated that Mellor Reserve is too small or busy, while 16 respondents said that Council needs to protect the open space we have and not 'scare the wildlife'.
- 25.13. Contact was made with each of the community and sporting groups located in or near the four proposed locations (listed below), either through face to face meetings, phone conversations or emails. Some of these groups chose to submit a survey with their feedback, however survey results are confidential:
- 25.13.1. Lions Club of Burnside
- 25.13.2. Rotary Club of Burnside
- 25.13.3. Morialta Netball Club
- 25.13.4. Norwood Guides
- 25.13.5. Burnside Kindergym
- 25.13.6. Estia Health Kensington Gardens
- 25.13.7. Kensington District Cricket Club
- 25.13.8. Burnside Rugby Union Football Club
- 25.13.9. East Torrens Kensington Gardens Tennis Club
- 25.13.10. Kensington Gardens Bowling & Tennis Club
- 25.13.11. Pepper Street Quilters & Rotunda Stitchers
- 25.13.12. Eastern Suburbs Junior Cricket Club
- 25.13.13. Kensington Gardens Preschool Centre.
26. Community information sessions
- 26.1. To coincide with the release of the community survey, Council hosted a community information session at each of the four possible locations on 4, 11, 18 and 25 May 2019. This provided residents with an opportunity to provide feedback, express their concerns, discuss the proposal with Elected Members in attendance and ask questions of the Administration. Surveys were available at each information session.
- 26.2. The Rotary Club of Burnside provided a free barbecue at each session, while a "come-and-try" track was set up at the Mellor Reserve and Kensington Gardens Reserve sessions.

- 26.3. JB Ware Reserve attracted an estimated 12 attendees. Several attendees raised noise concerns of a future wheel park, as well as the location being too close to the wheel park bowls at City of Unley's Ridge Park.
- 26.4. Penfold Park attracted an estimated 50 attendees. A group of residents who objected to the wheel park in that location coordinated a meeting with their local Elected Members, The Hon Vickie Chapman MP and Federal Member for Sturt (then candidate) James Stevens, MP. The group distributed their own survey to seek feedback on future improvements for the park. The majority of residents at the community-led meeting also attended Council's information session. Most of these attendees were opposed to a wheel park in this location, with some citing that it is too small. There were a smaller number of residents in attendance who expressed their support for a wheel park in Penfold Park.
- 26.5. Mellor Reserve attracted an estimated 90 attendees, including a large number of young families which can often be a demographic that is difficult to engage. The "come-and-try" track was very popular and in constant use with children, and was likely a key reason such a large number of families attended the session. This session saw a distinct divide between supporters and non-supporters of a wheel park, with families of younger children supportive, and attendees in the 60+ age group generally not supporting the proposal.
- 26.6. Kensington Gardens Reserve attracted an estimated 50 attendees, despite the wet and cold weather. The rain meant that the "come-and-try" track could not be used for most of the session, however it still proved popular when available. The main feedback on the day from those opposed to this location focussed on noise and a concern that a wheel park will overcrowd the reserve. Supporters liked this site due to its size, location on a bus route, passive surveillance, and the fact that there are a number of other activities available in the Reserve.
27. School surveys
- 27.1. Due to the limited research into the use of wheel parks and the riding habits of youth, the Administration developed a survey for school students to provide a better indication of current and future riding behaviour.
- 27.2. Eight schools within the City were invited to participate. Year 7 and 9 students were selected for the survey as an interstate study found that 11 – 15 year olds make up almost half of all wheel park users. However, some schools also elected to allow students from other years participate. A total of 471 students completed the surveys.
- 27.3. When possible, a member of the Administration spoke to the students about the wheel park proposal, as well as the role of local government and community engagement in general.
- 27.4. The following table summarises the communications with the schools:

| School                             | Participation Summary  |
|------------------------------------|--|
| Burnside Primary School            | <ul style="list-style-type: none"> <li>Survey sent to all Year 7s</li> </ul>   |
| Glenunga International High School | <ul style="list-style-type: none"> <li>Presentation to Year 9 Leaders</li> <li>Survey sent to all Year 9s</li> </ul>     |
| Linden Park Primary School         | <ul style="list-style-type: none"> <li>Presentation to Year 7 Ambassadors</li> <li>Survey sent to all Year 7s</li> </ul> |

|                          |  |
|--------------------------|--|
| Magill Primary School    | <ul style="list-style-type: none"> <li>• Presentation to Year 7 Leaders</li> <li>• Survey sent to all Year 7s</li> </ul>   |
| Pembroke School          | <ul style="list-style-type: none"> <li>• Survey sent to Year 7, 8 &amp; 9 living in City of Burnside</li> </ul>  |
| Rose Park Primary School | <ul style="list-style-type: none"> <li>• Presentation to all Year 7 boys (girls busy at AFL session)</li> <li>• Survey sent to all Year 7s</li> </ul>                      |
| Seymour College          | <ul style="list-style-type: none"> <li>• Met with Head of Middle School</li> <li>• Survey sent to all Year 7, 8 &amp; 9, however did not respond / participate.</li> </ul> |
| St Peter's Girls School  | <ul style="list-style-type: none"> <li>• Did not respond / participate</li> </ul>  |

27.5. Of all the students who completed the survey, 69 per cent stated that they ride bikes. The next highest equipment was scooters, followed closely by skateboards. The results shown in the chart below total more than 100 per cent as respondents were also to select more than one piece of equipment. This response suggests that if a wheel park is developed, it may need to also cater to bikes.



27.6. When asked where they ride their bikes, scooters, skateboards and roller blades, the highest response from students (60 per cent) was that they ride on the footpath or road.

27.7. Over half of students (56 per cent) stated that they ride daily or weekly, while a further 30 per cent ride once a month.



- 27.8. Looking to the future, when non-riders were asked what would encourage them to start riding, 25 stated nothing; 23 stated a wheel park close by; while 17 stated riding with their friends or other people.
- 27.9. A total of 53 per cent of students stated that they or their family would use a wheel park, while 47 per cent said they would not use a wheel park. In absolute terms, these results indicate there is potential that a significant number of children within the City of Burnside might use a wheel park.
- 27.10. When asked about the four possible locations, the most popular location was JB Ware Reserve, followed by Kensington Gardens Reserve. These results may be impacted by the locations of the students' schools and homes, and the location with which they are most familiar.
- 27.11. In addition to the school survey, an informal discussion was held with members of the Burnside Youth Committee in May to seek ideas and feedback on the proposal. The group was supportive of the proposal, and came up with a number of suggestions to reduce negative connotations around wheel parks and ensure it would become a safe facility.
28. Correspondence with neighbouring councils:
- 28.1. The neighbouring Cities of Campbelltown, Norwood Payneham & St Peters and Unley were contacted to discuss sharing of construction costs of any future wheel park. The A/Chief Executive Officer has held early discussions with the relevant Council CEOs and will continue this liaison.
- 28.2. Campbelltown City Council currently has one wheel park located on State Government land in Paradise.
- 28.3. The Campbelltown CEO has advised that any upgrade or future development would be subject to securing partnership funding, and therefore would be interested in discussing opportunities for a regional facility (shared between Burnside and Campbelltown) to potentially enable progression of a facility that both communities have shown demand for.
- 28.4. A location of a shared park/facility would require careful consideration and would benefit from being close to both Council borders, with an area close to the Magill

Village considered ideal, to further complement the shared revitalisation of the streetscape project underway. This land could be situated in either Council area.

- 28.5. Further, any shared park/facility would need to accommodate all ages and it would be preferred that a skate/wheel park be designed to suit teenage use in addition to including all age/family appropriate facilities such as a playground, suitable open space and recreation and picnic tables/bbqs.
- 28.6. It should be noted that this proposal has not yet been considered by Campbelltown City Council, and therefore it is recommended that Council formally correspond with them to request a consideration of a potential future partnership.
- 28.7. The City of Norwood Payneham & St Peters does not have a wheel park, and have previously indicated that they do not have sufficient demand from their population to build one. However, they have committed to placing the request from the City of Burnside to their Council for input and consideration. This will occur in early September 2019.
- 28.8. The City of Unley has two wheel parks, one which is located in Ridge Park, Myrtle Bank, on the border of the City of Burnside. At this point they have not expressed a desire formally to partner on such a project, particularly as the results of the Burnside consultation favours locations farther away from the City of Unley border. The Unley CEO indicated that they would be willing to discuss further, if Burnside identified a potential project location closer to their Council area.
- 28.9. The City of Adelaide has announced that they will build a wheel park with State Government funding of \$3 million at Gladys Elphick Park / Namungga (Park 25). While this will be a popular facility, it is likely not close enough to be easily accessible for the majority of City of Burnside youth who may rely on public transport or riding to a wheel park (Gladys Elphick Park is located 7.5 kilometres from the Burnside Civic Centre; 8.4 kilometres from Hazelwood Park; and 7.8 kilometres from Kensington Gardens Reserve).

#### *Summary of Results & Preferred Site*

29. The wheel park proposal received a large amount of interest throughout the community consultation, including 754 eligible community surveys, 471 school surveys, and good attendance at the information sessions.
30. From all methods of engagement, the split between support and opposition for a wheel park is fairly even. However, there are strong vocal minority groups polarising each side of the debate. The community survey indicated that 53 per cent of respondents would use a wheel park, which is consistent with the school survey. Similarly, the representative survey showed 56 per cent were supportive of a wheel park.
31. However, although the majority of respondents were supportive of a wheel park, this support dropped to 35 per cent when proposed at a location near the respondent's home (2019 Representative Survey only).
32. The main concerns associated with a wheel park focussed on antisocial behaviour, graffiti / litter, parking issues and noise. These themes were listed in the community survey, as well as at the information sessions.
33. Of the four possible locations, Kensington Gardens Reserve was the most popular in both the representative survey and the community survey, regardless of whether the

respondents were City of Burnside residents / rate payers or not, and second favourite in the school survey.

34. In addition to being the most popular selection in the consultation, Kensington Gardens Reserve best meets the following criteria for a successful wheel park:
- 34.1. Passive surveillance – high number of park users, as well as traffic on The Parade;
  - 34.2. Available drinking water and toilets;
  - 34.3. Car parking;
  - 34.4. Accessible public transport – bus stops on both sides of The Parade and Kensington Road;
  - 34.5. Not immediately adjacent residential properties;
  - 34.6. Available space; and
  - 34.7. Other facilities include rugby, cricket, tennis and lawn bowl facilities, two playgrounds, casual recreation spaces containing BBQs and picnic settings, and a future wetlands (suitable for all age/family use in one visit).

#### *Size of Wheel Parks*

35. Wheel parks can come in limitless sizes and shapes, and can incorporate any combination of elements. Smaller wheel parks are more likely to cater for a smaller skill set and one level of rider (e.g. beginners only), while larger wheel parks have space to include more elements and cater for skill progression. This should be considered in any design as it will determine the audience that it appeals to.
36. It is recognised that Kensington Gardens Reserve is not a suitable location for a large wheel park, however there are a number of smaller wheel parks in South Australia which cater for skill progression, are popular amongst youth, and may serve as a good example of what is possible, as follows:
- 36.1. Modbury Skate Plaza (City of Tea Tree Gully) has a skateable area of 675m<sup>2</sup>, and is surrounded by landscaping.



- 36.2. Oaklands Recreation Plaza (City of Marion) has a skateable area of 691m<sup>2</sup>. It is situated in a larger area which also includes a biodiversity area, wetlands, historic vineyards, nature play, basketball hoops, trike track, event space, parkour facilities and an education centre.



- 36.3. Port Lincoln Skate Park (City of City of Port Lincoln) has a skateable area of 860m<sup>2</sup>. It also includes a mural, seating, a shelter and garden beds.



- 36.4. Strathalbyn Skate Park (Alexandrina Council) has a skateable area of 550m<sup>2</sup>, and is surrounded by a lawn area and picnic settings.



- 37. If it is decided to proceed to a concept design for a wheel park, the size and style will be developed to suit the space available at a specific site. Further community consultation will also help shape the design.

*Financial Considerations*

- 38. Council has allocated \$50,000 in the 2019/20 budget for a concept design and associated studies and consultation.
- 39. Discussions with a leading wheel park design and construction company have revealed that there is not a standard per metre cost for constructing a wheel park. This degree of variability in the cost of constructing a wheel park is affected by:
  - 39.1. Location and subsequent availability of labour, equipment and materials. There is generally better value for money in major cities;

- 39.2. Style of wheel park. Street style parks are typically better value than a transition style (bowls);
  - 39.3. Target users' age and ability. Novice users require smaller, less challenging equipment;
  - 39.4. Amenity items required, such as surrounding landscaping, furniture, drinking fountains and bins; and
  - 39.5. Site selection, considering topography, and environmental and geotechnical conditions.
- 40. Preliminary works for a wheel park are estimated to cost from \$20,000 to \$55,000, which includes preliminary consultation, concept design, feature survey and geotechnical investigation.
  - 41. The design and construction of a wheel park of approximately 750m<sup>2</sup> has been estimated at \$600,000 to \$900,000. This cost appears realistic when compared to recent wheel parks constructed in other council areas.
  - 42. If Council decides to build a wheel park in the City, external grant funding would be pursued.

*Possible Options*

- 43. There are four main options that can be pursued moving forward (taking into account the Kensington Gardens Reserve as the preferred location as identified in the recent consultation), as summarised in the following table.

Council Agenda Item 13.6

27 August 2019

| Option   | Benefits  | Limitations   |
|--|---|---|
| <p><b>1. Purchase transportable pump track, monitor for 12 months</b></p> <ul style="list-style-type: none"> <li>Place pump track in KGR for 12 months.</li> <li>Promote in schools, to surrounding residents and broader community.</li> <li>Monitor with smart sensors, collate resident/ club / user feedback.</li> <li>Present trial results to Council. Potential next steps could include develop concept design, do further consultation, or do nothing.</li> </ul> | <ul style="list-style-type: none"> <li>Test support for a permanent wheel park.</li> <li>Identify potential issues.</li> <li>May improve support for a wheel park if it is well used and is able to demonstrate no significant issues.</li> <li>Provides an alternative recreational facility for youth.</li> <li>Can be used after 12 month trial in other locations and for special events, or could be sold at that time if no longer required.</li> </ul> | <ul style="list-style-type: none"> <li>Further delays a more final decision on wheel park issue, potentially frustrating residents and proponents.</li> <li>May not fully satisfy either supporters or opponents of a wheel park as pump track is slightly different to what could be provided through a wheel park (easier to master, generally aimed at younger users), so is not necessarily a fully representative prototype.</li> <li>Pump track may not be able to change the views of those opposed to a wheel park.</li> <li>Estimated \$60,000 to \$70,000 cost to purchase pump track.</li> </ul> |
| <p><b>2. Proceed to concept design at KGR</b></p> <ul style="list-style-type: none"> <li>Involve community and users in design.</li> <li>Obtain traffic, noise and geotechnical reports.</li> <li>Consult on changes to KGR master plan.</li> </ul>  | <ul style="list-style-type: none"> <li>Extensive consultation shows support and demand for a wheel park in KGR. This option progresses the project.</li> <li>Concept design could be presented to Council prior to further extensive community consultation.</li> </ul>   | <ul style="list-style-type: none"> <li>Changes to current master plan requires community consultation, as it does not include a wheel park.</li> <li>People opposed to the idea may object.</li> <li>Could give the impression a final decision has already been made in relation to a wheel park, further angering those opposed.</li> <li>Concept design costs estimated up to \$56,000.</li> </ul>   |
| <p><b>3. Additional round of consultation on KGR only</b></p> <ul style="list-style-type: none"> <li>Conduct community consultation on wheel park for KGR, listing specific locations and sizes.</li> <li>Consult on changes to master plan.</li> <li>Present results to Council.</li> </ul>   | <ul style="list-style-type: none"> <li>Consultative approach.</li> <li>Extensive consultation shows support and demand for a wheel park in KGR.</li> </ul>  | <ul style="list-style-type: none"> <li>Comprehensive consultation has already been completed.</li> <li>Delays final decision.</li> <li>Unlikely that more consultation will provide any more conclusive data.</li> <li>Additional cost for potentially limited benefit.</li> </ul>  |
| <p><b>4. Do nothing with respect to a Wheel Park in any of these four identified locations</b></p> <ul style="list-style-type: none"> <li>Cease any further consideration of or work on a wheel park.</li> <li>Further consult with neighbouring Councils to determine a regional approach/outcome.</li> </ul>   | <ul style="list-style-type: none"> <li>Satisfies those people who oppose a wheel park.</li> <li>No immediate cost.</li> </ul>   | <ul style="list-style-type: none"> <li>Dissatisfaction from supporters of a wheel park.</li> <li>May lead to the same cycle of "duelling petitions" as seen in past 10 years.</li> <li>Dismisses part of the consultation that has been completed, with majority in favour of a wheel park in the City.</li> </ul>  |

*Recommended Option – Pump Track Trial*

44. Based on the significant amount of consultation and investigative data detailed in this Report, it is proposed that Option 1 be pursued, which involves placing a portable pump track in Kensington Gardens Reserve for a 12 month trial.
45. A portable pump track is a moveable facility that caters to those riding bikes, skateboards, scooters and rollerblades. Pump tracks are made of a composite plywood material, and come in a range of sizes and layouts. A track length of 50 to 70 metres can be set up on a single tennis court, and should be large enough to hold the interest of most users.
46. Pump tracks differ to the "come-and-try" track that was set up on tennis courts at the Mellor Reserve and Kensington Gardens Reserve information sessions. Portable pump tracks consist of one continuous loop, rather than multiple separate small ramps placed in varying positions over a hard surface.
47. Due to their size, portable pump tracks are unable to be removed easily and so can be left in place for long periods of time, and are able to be set up on a lawn or dirt area.
48. The Rural City of Murray Bridge purchased a pump track during the redevelopment of their main wheel park to provide an alternative facility for youth. After the completion of the wheel park, the Council decided to keep the pump track due to its popularity.

*Below: Image of pump track at Tumby Bay, which has been in place for more than 12 months.*



49. Benefits:
  - 49.1. Statistically relevant research has indicated that there is an appetite for more services or a facility targeted at youth aged 12-25 in the City of Burnside, and recent engagement has indicated majority support for a wheel park in the City of Burnside.
  - 49.2. A portable pump track caters for the same equipment as a wheel park (bikes, scooters, skate boards and rollerblades). However the nature of the facility means that it generally appeals to younger children as it is easier to master than a wheel park. As the main concern from opponents to a wheel park is antisocial behaviour, it is thought that a pump track may alleviate this concern, due to the

target audience being younger children who will likely be accompanied by their families.

- 49.3. While not completely meeting the target audience for a full wheel park, a pump track solution would provide an alternative recreational facility to the playgrounds and scheduled sports facilities that are currently available, allowing for future assessment and community appetite to be assessed and managed in a staged manner.
  - 49.4. The "come-and-try" track that was set up at the Mellor Reserve information session was extremely popular, with approximately 20 children using it at any one time, and a total of approximately 40 children using the track during the two hour session. The track was also used at Kensington Gardens Reserve and was popular during the short periods of time the weather permitted its use. The track was not used at Penfold Park or JB Ware Reserve
  - 49.5. Anecdotal feedback received from attendees at the Mellor Reserve information session was that a pop-up track is a good compromise to a permanent structure.
  - 49.6. A pump track can be disassembled and reassembled in a matter of hours, so that it can be moved to different locations within the City of Burnside if required. It can be used to achieve a range of benefits in the City, including activating underutilised spaces and as an attraction at events, with clear social inclusion and related benefits.
50. How the trial could work:
- 50.1. There are two potential sites within Kensington Gardens Reserve which would be well suited to accommodating the pump track. The preferred location is adjacent The Parade, to the east of the preschool, where there is a suitable lawn area free from trees. The second location are the tennis courts on West Terrace (near the junction with Quondong Avenue) which would also be a suitable size for a pump track. Relevant approvals would need to be obtained as required.
  - 50.2. Residents living around Kensington Gardens Reserve, as well as sporting and community clubs based in the Reserve, would be notified of the pump track trial. Its presence would also be promoted in schools, on social media and in the *Focus* magazine.
  - 50.3. The City of Burnside has recently started trialling smart sensor technology, which count mobile phones present in an area to determine how much an area or facility is being used. In addition to the smart sensors, physical survey counting could be completed to determine the number of people using a pump track on given day/s.
  - 50.4. At the end of the 12 month trial, depending on its success, the pump track could be formalised as a permanent installation or used at other locations and for Council events (including Family Fun Days, consultations, markets, etc.). Alternatively, it could be sold second hand to another council or organisation.
51. Financial considerations:
- 51.1. A portable pump track of a suitable size costs approximately \$60,000 to \$70,000, plus an estimated \$1,100 - \$1,800 each time it is moved to a new location (this includes Depot labour and truck hire costs).

- 51.2. Council has allocated \$50,000 in the 2019/20 budget for a concept design for a permanent wheel park. However, should Council resolve to proceed in accordance with the Officer's recommendation, these funds could be used for the purchase of a pump track, with the shortfall covered through savings in other projects, which would be ratified through the quarterly budget review process.
- 51.3. Smart sensors cost approximately \$750 per device, plus maintenance.
- 51.4. Grant funding would be investigated to assist with the purchase of a pump track.

*Next Steps*

- 52. Should Council decide to install a pump track at Kensington Gardens Reserve for a trial period, the following steps are recommended:
  - 52.1. Purchase a portable pump track and locate it in Kensington Gardens Reserve for a 12 month trial;
  - 52.2. Advise clubs within the Reserve and residents surrounding the Reserve of the pump track trial, and promote it to the broader City of Burnside community; and
  - 52.3. Following the 12 month trial, present a Report to Council outlining the level of use of the pump track, any issues, and proposed next steps relating to both any continued use of the pump track and any permanent wheel park in or near the City.
  - 52.4. Further, it is recommended that Council continue discussions with neighbouring Councils to determine feasibility and willingness into partnering to establish and construct a regional facility suitable for all ages, in a location suitable for all parties.
  - 52.5. Alternatively, Council could choose a different option for proceeding (in line with the options detailed earlier in this Report), which could include proceeding to a detailed design at Kensington Gardens Reserve; tailor more formal consultation for a facility at the site; or take no further action.

*Conclusion*

- 53. An extensive community engagement process was undertaken to determine the demand and level of support for a wheel park in the City of Burnside, which has been a topical issue over many periods of Council.
- 54. The survey tool was received well with a significant number of people completing both the community survey and the school survey.
- 55. A slight majority in both surveys said that they (or a family member) would use a future wheel park. The 2019 representative survey also supported this figure, with 56 per cent stating they would support a wheel park. However, this support dropped to 35 per cent if the wheel park was to be located on the respondent's street or nearest reserve.
- 56. Kensington Gardens Reserve proved to be the most popular of the four proposed locations, and best meets site criteria for a successful wheel park.
- 57. However, due to the strong opposing views on the topic, it is proposed to locate a portable pump track in Kensington Gardens Reserve for a 12 month trial. This will

assist to determine its popularity, better assess the community's sentiment for a wheel park, identify any issues which may need to be addressed, and alleviate any concerns that might prove unfounded.

58. While a pump track differs from a wheel park in that it is easier to master and is generally aimed at a slightly younger demographic, it does provide an alternative recreational facility for youth to use their skate boards, scooters, bikes and rollerblades.
59. The results from the 12 month trial would be presented back to Council.
60. A decision on any further action regarding a permanent wheel park at Kensington Gardens Reserve (or alternative site should new opinions or options emerge) could then be made post the trial period.





6 September 2019

Mr Peter Tsokas  
Chief Executive Officer  
City of Unley

Dear Peter

**WHEEL PARK DISCUSSION AND COLLABORATION ACROSS COUNCILS**

I write further to our recent discussions following my original correspondence of 13 August 2019 regarding the potential sharing of costs of construction of a future wheel park, should one be further explored and built close to the boundary of our respective city.

A report was presented to our Council at the meeting held 27 August 2019, with an outline of the community consultation undertaken by the Administration and recommended next steps. Following deliberation and six deputations on the matter, Council resolved as follows:

1. That the Report be received
2. That Council does not consider Kensington Gardens Reserve to be a suitable location for a permanent Wheel Park or Skate Park.
3. That a Report be presented to Council, considering the 2017 ACS outcomes, on 12 November 2019, detailing the design and size of a portable pump track, a plan to conduct a trial of a portable pump track in a number of locations within the City of Burnside for a 12 month period and possible locations to conduct a roving trial.
4. That the Acting Chief Executive Officer formally correspond with Campbelltown City Council, the City of Norwood Payneham and St Peters and the City of Unley to request their consideration in committing to investigate a joint Skate/Wheel park project between neighbouring Councils, to be situated on land that is close to the relevant Council areas, which could be located within either Burnside or near to Burnside and is designed to be suitable for all age use.

This letter therefore, requests that Unley Council further consider part 4 of this resolution and I look forward to collaborating and partnering with your team in this regard.

I can also advise that the City of Norwood, Payneham and St Peters gave formal consideration at their Council meeting held 2 September 2019 and resolved:

*That the City of Burnside be advised that the Council is prepared to be involved in discussions with the City of Burnside, the Campbelltown City Council and the City of Unley, regarding a wheel/skate park in a suitable location, noting that this decision does not commit the City of Norwood Payneham & St Peters to any potential project or financial contribution, unless otherwise determined by the Council, following consideration of any subsequent reports regarding a joint wheel/skate park.*

I am confident that there is some scope for a mutually beneficial solution for our communities, with this opportunity providing a path to demonstrating solid cross council collaboration in the sector and I appreciate your considerations to date.

I would be happy to meet with you to discuss this matter further.

Yours sincerely



**Barry Cant**

A/Chief Executive Officer

## DECISION REPORT

**REPORT TITLE:** UNLEY OVAL LIGHTS - ADDITIONAL HOURS OF USE  
**ITEM NUMBER:** 4.3  
**DATE OF MEETING:** 23 SEPTEMBER 2019  
**AUTHOR:** ALAN JOHNS  
**JOB TITLE:** COORDINATOR PROPERTY & FACILITIES  
**ATTACHMENTS:** NIL

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### 1. **EXECUTIVE SUMMARY**

At its meeting held on 27 May 2019, Council considered a petition requesting the provision of lighting and ancillary functions at Unley Oval during the winter months to allow community use outside of work hours, on Mondays to Fridays.

Following consideration of the matter, Council resolved to investigate the petitioners' request and identify the costs associated with the increase in lighting as requested (Resolution No C0002/19).

This report examines a range of extended lighting hours, indicative costs, required negotiations with the Sturt Football Club (SFC) and the need to seek and obtain Planning Approval for changes to be made. Having weighed up the various uses of the Oval, it proposes, subject to the required approvals, a change to the use of lighting at the Oval weekday mornings between April and September along with reimbursement to the Sturt Football Club of power usage costs associated with the extended community use (estimated at approximately \$3,600 per annum).

### 2. **RECOMMENDATION**

That:

1. The report be received.
  2. Subject to the necessary and required Development Approvals, lighting on Unley Oval be provided to enable community use Monday to Friday, from 6.00am to 7.30am, between 1 April and 30 September annually.
  3. An annual reimbursement for power usage associated with the extended community use of lighting on Unley Oval (Monday to Friday, from 6.00am to 7.30am, between 1 April and 30 September annually) be provided to the Sturt Football Club, based on the current supply rate.
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### **3. RELEVANT CORE STRATEGIES/POLICIES**

#### 1. Community Living

1.1 Our Community is active, healthy and feels safe.

### **4. BACKGROUND**

Council considered a petition at its meeting held on 27 May 2019 requesting the provision of lighting to Unley Oval during winter months to allow community use outside of work hours on Monday to Friday.

Noting that the use of the Oval on most evenings by the Sturt Football Club (SFC) restricts public access, the petitioners were keen to explore options that supported increased opportunities for dog walkers and those utilising the Oval for general exercise.

Lighting costs are currently borne by the SFC, and recent Planning Approvals allow the SFC to utilise the lights until 8.30pm Monday to Friday.

### **5. DISCUSSION**

Unley Oval is a popular location for residents to walk their dogs or exercise, particularly during the summer period when early daylight allows for both before and after work activity.

However, as winter sets in and daylight-saving concludes, activity before daybreak can be hazardous due to low light, and the opportunity for activity later in the day is impacted by SFC activities which generally run from 5.30pm to 8.00pm or 8.30pm.

The use of the Oval by the SFC can vary between 5:00pm to 8:30pm, as per the license agreement and planning approvals. It is therefore currently difficult to allow the public to use the Oval (and lights) between these times.

Patron numbers seeking to use the Oval after SFC organised activities have concluded at 8.30pm are low during winter, and there seems little likelihood that extended lighting hours during this time would be beneficial to residents or could be justified.

New lighting installed during the 2015/16 financial year increased lighting levels, reduced shadowing to the Oval and significantly reduced light spill to the surrounding properties.

As such, there are opportunities to provide access to those wishing to utilise the site before work or school by providing lights to the Oval from 6.00am until full light at 7.30am on Mondays to Fridays.

Early morning illumination of the area provides a myriad of opportunities for safe use and, in fact, mirrors access opportunities that are available during daylight savings periods, when the sun rises between 6.00am and 6.30am.

Noting the minimal light spill onto adjacent properties from the tower lights and recognising a summer sunrise of approximately 6.00am, there is unlikely to be any significant impact on the local neighbours.

Utility costs for the lighting are currently the responsibility of the SFC and some form of reimbursement for the additional lighting provisions would be required should Council accede to the petitioners' request.

The current billing rate to the SFC for electricity is estimated at 46.26 cents per kilowatt hour, which equates to \$18.15 per hour of combined operation of the lighting fixtures.

Indicatively, operating for 130 days (from 6.00am to 7.30am on Mondays to Fridays from April to the end of September) would incur an additional cost to Council of approximately \$3,600 per annum and provide increased activity availability to residents of about 195 hours per annum. It should be noted that lighting in the Grandstand will not be activated, but the Grandstand will be backlit to a certain extent by the oval lights.

Minor works would also be required to install an auto-timer system to manage the switching on and off of the lights. The electronic system will be setup to ensure lighting is only on when required and energy is not wasted by having the lighting on after sunrise. This will be achieved by either programming the lighting system to coincide with predicted sunrise times as they vary throughout winter or by the addition of a Photo Electric (PE) Cell which will turn the lights off when the ambient light reaches a certain level (consistent with the approach used for street lighting).

A Development Application is required to be lodged by Council seeking Development Approval to extend the times the lights are in use and implement the proposed change.

Timing of Oval irrigation will need to be adjusted to ensure that both local users and Oval maintenance requirements can be accommodated. However, depending on seasonal conditions, additional watering through the month of April may be required. In this instance, the watering of the Oval will need to occur throughout the night up until 7:30am to meet optimal maintenance needs. Not all areas of the Oval will be watered at the same time, so the Oval will be usable, albeit some areas will potentially be wet.

General Oval usage information shall be made available to the public and will be forwarded as part of the City of Unley website review and renewal project.

## 6. **ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. Subject to the necessary and required Development Approvals, lighting on Unley Oval be provided to enable community use Monday to Friday, from 6.00am to 7.30am, between 1 April and 30 September annually.
3. An annual reimbursement for power usage associated with the extended community use of lighting on Unley Oval (Monday to Friday, from 6.00am to 7.30am, between 1 April and 30 September annually) be provided to the Sturt Football Club, based on the current supply rate.

This option provides enhanced access to one of Council's primary open space areas at minimal cost and supports the request which has been made by the petitioners for increased access.

### Option 2 –

1. The report be received.
2. No further action be taken on periods of extended lighting.

This option would be a missed opportunity to provide additional safe access to the use of the Unley Oval without impeding on the use of the SFC.

## 7. **RECOMMENDED OPTION**

Option One is the recommended option.

## 8. **POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- A once off capital cost of approximately \$1,500 would be required to install timing equipment to allow for automatic on/off switching of the lights whilst retaining a manual over-ride to support the evening activities of the SFC.
- A recurrent operating cost of approximately \$3,600 is expected to cover utility costs. This amount is to be reviewed annually in line with power supply costs.
- Both capital and recurrent costs associated with this proposal can be met from existing budgets.

## **8.2 Legislative/Risk Management**

- Implementing this strategy does not impact on any existing Council obligations nor other legislative requirements.
- Development Approval is required for the additional use of the lights as per the Development Act 1993.
- Legal advice has not been sought in this instance and a local risk assessment has demonstrated a low risk.

## **8.3 Staffing/Work Plans**

- There will be no additional staff requirements or changes required to accommodate the outcomes of this report.

## **8.4 Environmental/Social/Economic**

- Whilst noting the increased power usage, there are no known or significant impacts to the environment or flora or fauna and there is not expected to be any increased impact to nearby neighbours through increased noise levels or changes to the built form.
- Increased access to the facility supports the whole community and enhances their well-being.
- There are no anticipated negative impacts on the local economy or businesses.

## **8.5 Stakeholder Engagement**

- This report was requested by Council to investigate increased access opportunities to Unley Oval in response to a petition supported by 56 people which has been considered by Council.
- In addition, visits to Unley Oval on two occasions between 6.00am and 6.30am and 8.00pm and 8.30pm were undertaken by Council staff to assess potential patron numbers and to speak with people currently utilising the facility.

## **9. REPORT CONSULTATION**

Discussions have taken place with the Operations and Open Space units, the Strategic Assets Department and the SFC.

## **10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Aaron Wood   | Manager Strategic Assets          |
| Claude Malak | General Manager, City Development |

## DECISION REPORT

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | POCKET PARKS - PILOT PROGRAM  |
| <b>ITEM NUMBER:</b>     | 4.4   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>AUTHOR:</b>          | BEN WILLSMORE   |
| <b>JOB TITLE:</b>       | MANAGER CITY DESIGN   |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. ENGAGEMENT PACKAGE</li><li>2. CO-DESIGN INFORMATION</li><li>3. CONCEPT DESIGN FOR 2 POCKET PARKS</li></ol> |

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### 1. EXECUTIVE SUMMARY

The 'Pocket Park Pilot Program' presents an opportunity for Council to work with local residents to create safer, greener shared streets within the City. The enhancements seek to enliven existing (and potential) road closures and add to the quality of life for residents as well as support Council's commitment to be a leading age-friendly City.

Pocket Parks, in co-ordination with development of the 'Living Streets Pilot Program', provides Council a strategic approach to achieving the following objectives:

- Rethink our local streets: providing more places for people to gather with friends, play and meet their neighbours.
- Provide better access: enabling access for residents to walk and ride to public transport and move across the street safely.
- Green cover targets: helping achieve green cover targets across the City by 2025.
- Creating community: empowering local communities to shape their own street outcomes and create community supported projects.

At its meeting held on 26 March 2018, Council endorsed to undertake designs for up to two (2) pocket parks, from a 2011 list of potential pocket park locations. That list identified 149 locations for the development of Pocket Parks throughout the City, including existing and potential road closures.

The Administration identified the opportunity to focus along Duthy Street, given the high number of existing road closures, and the emerging local clusters of shops and services, which may be supported by improved public realm, crossing points and new open spaces.

Following the establishment of the 'Living Streets Pilot Program', the 'Pocket Parks Pilot Program' was established by the Administration in June 2019, initially to engage with the local communities associated with the six (6) shortlisted streets along Duthy Street, and to identify the possibilities for change and potential benefits.

Information packs were provided to property owners and residents along each of the streets, with an accompanying survey, seeking to understand the support for change and enhancements to help shape the street.

Taking into consideration the feedback which was received, and additional technical assessment, the Administration shortlisted two (2) existing road closures:

- Fairford Street, Unley (West of Duthy Street).
- Clifton Street, Malvern (West of Duthy Street).

Based on the Pocket Park principles, general level of support for change, and with recognition of the 'lessons learnt' in the past program, an illustrative concept design was prepared for each road closure to demonstrate the opportunity for change. The concept design was prepared with an awareness of the limited construction budget and without an engineering survey.

Further consultation was undertaken with property owners and residents of the two (2) streets in August 2019 through an additional survey seeking to confirm the level of community support for change. As part of the consultation, a street corner meeting was held at each location with interested residents to enable them to discuss their ideas and concerns with staff as well as share with their neighbours.

The street corner meeting allowed residents to refine the concept design through a collaborative co-design process to suit the existing street conditions and character, as well as allowing Council staff an opportunity to manage community expectations towards the project budget.

Taking into consideration the feedback which was received, and final technical assessment, the Administration has identified Clifton Street, Malvern as the preferred location for implementation of the 'Pocket Park Pilot Program' as part of the 2019/20 Budget.

## **2. RECOMMENDATION**

That:

1. The report be received.
2. The 'Pocket Park' Concept Designs for:
  - Clifton Street / Duthy Street, Malvern; and
  - Fairford Street / Duthy Street, Unley;be endorsed.
3. The Clifton Street 'Pocket Park' Concept Design be progressed to detailed design and construction, funded by the allocation in the 2019/20 Budget.

### **3. RELEVANT CORE STRATEGIES/POLICIES**

#### 1. Community Living

1.1 Our Community is active, healthy and feels safe.

1.5 Our City is connected and accessible

#### 2. Environmental Stewardship

2.1 Unley's urban forest is maintained and improved

2.5 The City's resilience to climate change is increased

#### 4 Civic Leadership

4.1 We have strong leadership & governance

### **4. BACKGROUND**

In November 2008, Council endorsed the Sustainable Landscape Strategy (178/08), that outlined an opportunity to extend existing road closures throughout the City to create Pocket Parks.

Subsequently, Council endorsed a recommendation in March 2009 to extend the program to incorporate a two year forward program enabling an 'Unley Wide Project' of pocket parks to be developed for Council's consideration in setting the 2009/10 Budget. As a result of the March 2009 recommendation, a City-wide survey was undertaken to identify sites that could potentially be developed as a pocket park.

In April 2011, a comprehensive list of sites was presented to Elected Members identifying 149 potential sites for the development of Pocket Parks throughout the City, including:

- 53 sites from the road closure extension opportunities; and
- 96 potential locations from the further City-wide survey of additional development site opportunities (combination of sites that include the potential closure of a road and locations that do not require road closure).

The range of criteria that was used to assess each site included:

- locality;
- stormwater retention opportunities;
- vehicle interference – including driveway access, on street parking and bin collection;
- state of existing hard and soft infrastructure (landscape), including protection of existing trees (significant); and
- potential garden and amenity gains, including biodiversity link.

From the list, Council endorsed the construction of four (4) Pocket Parks in the financial year 2010/11. These sites were selected where an existing road closure could be extended to provide additional 'soft' open space to an existing 'hard' road surface.

From the seven (7) locations attempted, four Pocket Parks were successfully implemented. The three (3) Pocket Parks that were not implemented were often as a result of opposition by affected residents to the loss of onstreet car parking. This resulted in extensive community consultation and costly redesign work that added lengthy delays, and in these three (3) cases the project not proceeding.

It is understood that Members at the time expressed concern that the cost of the parks was high as they were 'over-engineered' and had become too complicated by the introduction of additional features.

Following the completion of the four (4) Pockets Parks as part of the 2010/11 Budget, no further sites have been established across the City.

In early 2018, Councillor Mike Hudson raised the following Motion on Notice, which the Council resolved (Item 1080/18):

*That Council be provided with all relevant information from past considerations by Council of the number of sites in Unley suitable for the transformation of dead-end streets into "Pocket Parks".*

At its meeting held on 26 March 2018, Council resolved that Administration prepare designs for up to two (2) Pocket Parks from a previously compiled list of potential locations (Item 1117/18). The Council report acknowledged that while the concept of Pocket Parks was worthwhile and supports Council's environment strategy, it was important to learn from the mistakes of the past to ensure future success. If Council wished to proceed with the concept of pocket parks, the parks should be:

- simple in design;
- low cost;
- require low ongoing maintenance; and
- have residential support.

The report also acknowledged that the streets chosen would be on the basis of the likelihood of a successful concept being prepared and, if there was significant community opposition to a particular street, another street would be selected in its place rather than Administration spending time on re-design work.

## **5. DISCUSSION**

In co-ordination with the establishment of the 2019 'Living Street Pilot Program', Pocket Parks aim to make local streets safer, greener and more accessible. It is supported by the following key principles:

- Improve legibility of intersections.
- Strengthen green character.
- Connect residents, local businesses and provide places to pause.
- Support local stormwater collection.

Previously, when Council has sought to introduce change into local streets, it has been met with resistance from residents and property owners. The aim of the Pilot Program was to identify interest within the community and to work with local groups to enable change within local streets to achieve aspirations for pocket parks.

From the 2011 list of 149 potential sites across the City, the Administration identified the opportunity to focus along Duthy Street, given the high number of existing road closures, and the emerging local clusters of shops and services, which may be supported by improved public realm, crossing points and new open spaces. The existing closures were assessed against a more detailed criteria to identify appropriate candidates for Pocket Parks. The criteria included:

- Is there a history of known community concerns?
- What is the width of the streetscape?
- Is the street identified in the Walking and Cycling Plan?
- What is the estimated remaining useful life of infrastructure (road reseal/replacement)?
- Is the road closure in proximity to business clusters along Duthy Street?
- What are the current traffic volumes and parking capacity?
- Other factors that may impinge upon pocket park consideration.

As a result, the following existing road closures along Duthy Street were the focus of the 'Pocket Park Pilot Program':

- Fairford Street / Duthy Street, Unley.
- Clifton Street / Duthy Street, Malvern.
- Eton Street / Duthy Street, Malvern.
- Dover Street / Duthy Street, Malvern.
- Sheffield Street / Duthy Street, Malvern.
- Austral Street / Duthy Street, Malvern.

Maintaining a number of streetscape options (up to six) gave the Administration flexibility and increased the odds of finding alignment with a local street.

The Administration prepared an information pack that was sent to businesses, property owners and residents in proximity to the six identified locations. The information packs aimed to identify the possibilities for change and potential benefits. The packs were provided to property owners and residents along each of the streets, with an accompanying survey, seeking to understand the local community's willingness for change and enhancements to help shape the street.

*Attachment 1*

Information packs were distributed to over 128 property owners and residents. At the conclusion of the three-week consultation period, 42 completed responses were received from residents of each of the six streets. In general, the responses suggested:

- mostly overall support;
- a desire to improve local connection and strengthen the green character and biodiversity;
- importance of the street for walking and cycling – reducing conflicts;
- new street features (eg seating, bike racks, artwork etc); and
- concerns regarding parking reductions.

The Administration undertook a review of the feedback received from the community, as well as a detailed technical assessment of the suitability of each street.

The technical assessment included consideration of the following:

- level of general support and positive feedback;
- level of support for the pocket park initiatives;
- willingness to have a loss in parking if it allows for improvements;
- support of strategic networks and benefits to the community beyond the local street environment;
- feasibility to deliver change with the allocated budget; and
- current condition of the road closure and related operating and asset renewal.

From the assessment, two (2) key streets were selected for a 'co-design' process. In summary, these streets were chosen as:

- they ranked highly against the pocket parks evaluation criteria;
- residents were generally supportive of the program and supportive of change; and
- they are considered ideal locations to increase greening in local streets.

In response to community feedback, the Administration prepared an indicative concept design for each road closure, in anticipation of a construction budget of \$50,000 and with examples of existing landscape treatments elsewhere in the City of Unley.

#### *Attachment 2*

A subsequent letter, including the concept design and survey was prepared and issued to all property owners and residents of the two (2) streets in August 2019, to seek their feedback and support for the concept design. All information was also made available online for review and comment at the City of Unley's Your Say webpage.

In addition to the survey, interested members were invited to attend 'street corner meetings' for each street hosted by Council staff on 24 August 2019 as part of the consultation process. The aim of the street corner meetings was to bring neighbours together to explain the program aims and find ways to enhance their local street in keeping with the principles established for the 'Pocket Park Pilot Program.

*Attachment 3*

At the conclusion of the consultation process, the submissions were reviewed and consolidated into the following key directions:

| <b>Clifton Street</b>   |   |
|---|---|
| Location  | Residential street located on the intersection of Duthy Street and Clifton Street.  |
| Level of support and attendees of street meeting and concept engagement                   | 9 Attendees<br>13 Properties<br>9 Submissions   |
| Street supports strategic networks and benefits community beyond local street environment | The pocket park would benefit the local community as a place to pause and rest as well as a pedestrian thoroughfare through to Duthy Street public transport and local shops.   |
| Feasibility to deliver change with allocated budget and maximise value for Council        | The design provides flexibility in the vegetated areas to provide varied experiences within this zone. It maximises the value for Council as a demonstration pilot for affordable pocket park infrastructure.   |
| Concept design  | <ol style="list-style-type: none"> <li>1. Provide on street parking provision in the pocket park.</li> <li>2. Install seating, boulders, raised communal garden space, a place to rest and pause.</li> <li>3. Create a meandering gravel or sawdust footpath to better connect with nature.</li> <li>4. Extend planting area to strengthen green character. Mulches with additional tree and low-level planting.</li> <li>5. New pram ramp to provide better connection for residents to adjacent footpath.</li> <li>6. Expand verge with planting and additional street trees to improve legibility of intersection.</li> <li>7. Work with local community to create street art installation in parking provision zone.</li> </ol> |

| <b>Clifton Street</b> |   |
|-----------------------|---|
| Residents feedback    | <ul style="list-style-type: none"> <li>• Additional greening and new trees were supported, particularly more fruit trees.</li> <li>• Components to allow for community involvement i.e. raised garden bed for herbs, bee home, stobie pole art.</li> <li>• Planting to reflect the planting style of the neighbourhood.</li> <li>• Pocket park providing a shady place for bus stop commuters.</li> <li>• Support for the better connection across Duthy Street with new pram ramps.</li> <li>• All 9 feedback submissions indicated 'Yes' in support for the pocket park concept.</li> </ul> |

| <b>Fairford Street</b>  |  |
|---|--|
| Location  | Residential street located in the intersection of Duthy Street and Fairford Street.  |
| Level of support and attendees to street meeting and concept engagement                   | 6 Attendees<br>6 Properties<br>4 Submissions   |
| Street supports strategic networks and benefits community beyond local street environment | Benefits for the local community as a pedestrian thoroughfare to public transport and the local shops adjacent.                        |
| Feasibility to deliver change with allocated budget and maximise value for Council        | A few design changes during the engagement process have reduced the value for Council supporting a greener outcome in the pocket park. |

| <b>Fairford Street</b> |  |
|------------------------|--|
| Concept design         | <ol style="list-style-type: none"> <li>1. Provide on street parking provision in the pocket park.</li> <li>2. Install seating, boulders, a place to rest and pause.</li> <li>3. Create a meandering gravel or sawdust footpath to better connect with nature.</li> <li>4. Extend planting area to strengthen green character. Mulches with additional tree and low-level planting.</li> <li>5. New pram ramp to provide better connection for residents to adjacent footpath.</li> <li>6. Expand verge with planting and additional street trees to improve legibility of intersection.</li> <li>7. Work with local community to create street art installation in parking provision zone.</li> <li>8. Install bike rack to encourage cyclist to visit local shops.</li> </ol> |
| Residents feedback     | <ul style="list-style-type: none"> <li>• Support for the better and safer connection across Duthy Street with new pram ramps.</li> <li>• Mixed support for increased greenery encroaching on adjacent resident on street parking and potential undesirable pocket park users.</li> <li>• Agreement to reduce the vegetated area to allow for better accessibility.</li> <li>• All 4 feedback submissions on the concept design indicated 'yes'.</li> <li>• 1 written concern from resident adjacent to pocket park.</li> </ul>   |

The assessment criteria was appropriate to similar assessments undertaken for the 'Living Streets Pilot Program', balancing both community perceptions and technical assessment.

In co-ordination with the approved Council budget, the Pocket Park Pilot Program can only support the implementation of one (1) project in 2019/20. As such, it is the Administration's view that Clifton Street should be progressed to detailed design in anticipation of construction in early 2020.

The assessment panel felt that Clifton Street design was the most appropriate proposal for the following key reasons:

1. Demonstrated high resident support for the program throughout the engagement stages.
2. Concept Design represented value for Council and the demonstration of the pocket park principles.

Whilst it is recognised that the 2019/20 budget can only support the realisation of one street in 2019/20, the following initiatives as part of the Fairford Street Concept Design were strongly supported by the local community and would warrant further investigation by the Administration:

- Improved pedestrian access to cross Duthy Street, as well as streetscape enhancements to the eastern and western side of Duthy Street in proximity to the Fairford Street intersection, in support of the local business cluster.
- Further investigation could be undertaken ahead of future budget consideration.

If approved, the Administration anticipates undertaking a street corner meeting with residents of Clifton Street in late October 2019 to set out the final design and confirm support. It is anticipated that construction will be undertaken in early 2020. Once complete, the Administration will undertake a review of the built outcome and the Pilot Program to determine its success.

## **6. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The ‘Pocket Park’ Concept Designs for:
  - Clifton Street / Duthy Street, Malvern; and
  - Fairford Street / Duthy Street, Unley;be endorsed.
3. The Clifton Street ‘Pocket Park’ Concept Design be endorsed for progression to detailed design and construction, funded by the allocation in the 2019/20 Budget.

This option supports the advancement of the most appropriate Pocket Park design, Clifton Street, for the initial Pilot, in response to technical assessment and local community support.

The option also endorses further design investigation regarding improvements to the layout, safety and presentation of the Duthy Street / Fairford Street intersection, to allow for future consideration for change, subject to budget allocation.

## Option 2 –

1. The report be received.
2. The ‘Pocket Park’ Concept Designs for:
  - Clifton Street / Duthy Street, Malvern; and
  - Fairford Street / Duthy Street, Unley;be endorsed.
3. The Fairford Street / Duthy Street ‘Pocket Park’ Concept Design be endorsed for progression to detailed design and construction, funded by an existing allocation in the 2019/20 Budget.
4. The Administration notify property owners and residents in proximity to the road closure along Clifton Street, Malvern and Fairford Street, Unley of the Council’s decision and advise that the unsuccessful streetscape designs may be eligible for future funding consideration by Council as part of the budget process.

From further consideration of the report, Council may wish to endorse the alternate design for Fairford Street for advancement to detailed design and construction. Option 2 provides relevant wording for Council, should this be preferred.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- In the 2019/20 Budget, Council has allocated the amount of \$70,000 for the delivery of one Pocket Park Pilot Project. The capital amount is expected to cover all project costs, including construction.
- The design will target a construction budget of \$50,000, allowing \$20,000 for survey, consultant input, printing and communication, as well as construction contingency
- Future budget consideration will be required to incorporate additional cost to cover the ongoing maintenance requirements of the new pocket park (estimated to be \$6200-\$6700 / pa).

### **8.2 Legislative/Risk Management**

- The final design will need to be carefully managed, in co-ordination with the community’s expectations to meet the budget limitation.
- The identification and refinement of candidate road closure for consideration has been informed by ongoing technical assessment, including recognition of risk. Council staff have undertaken a risk assessment of the proposed design to inform the final documentation.
- All works that may impact on the road environment will be undertaken in accordance with DPTI standards.
- A minor allowance has been made in the project budget for specialist technical advice to address specific site risks if required.

### **8.3 Staffing/Work Plans**

- It is expected that internal staff within the City Design team will be responsible for the detailed design, documentation and tendering of works. The development of the final design will be undertaken with the assistance of technical staff across the City Development department.
- The construction of the Pilot Project will be managed by Council's City Assets team.
- Allowance has been made to undertake a review of the final design, as well as the pocket park process, at the conclusion of the project.

### **8.4 Environmental/Social/Economic**

- The 'Pocket Park Pilot Program' has been driven with the aim of improving the environmental and social conditions of local streets. The concept design for Clifton Street identifies a number of opportunities to increase tree and lower storey planting along the street, as well as along the rail corridor.
- It also identifies a number of opportunities to use art to improve local safety and strengthen the social setting of the street to support a stronger community.

### **8.5 Stakeholder Engagement**

- Community input has informed each step of the Pilot Program. The program has focused on identifying support within the local community aligned with the aspirations of the Pocket Park approach and working with them to enable new design outcomes.
- It is the intention that the implementation of the final design will maintain the involvement of the local community, including opportunities to test the design within the street, as well as having input into art and plant selection, and possibility of community planting days.

## **9. REPORT CONSULTATION**

- City Design
- Strategic Assets

## **10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Claude Malak | General Manager, City Development |



3 June 2019

Dear Sir/Madam,

### Opportunity to help bring back life Pocket Parks on Duthy Street

The City of Unley is committed to making our local street network safer, greener and more accessible. The Council's Community Plan 2033, and supporting strategies highlight the important role local streets can play in the quality of life for our residents across the city.

The establishment of Pocket Parks across Unley builds on traffic strategies of the past, which closed a number of streets to deter rat running. These under utilised road closures create an opportunity to enhance the green character of Unley's streets, provide safer connections and a place for residents to pause and connect.

Council has selected 6 existing road closures along Duthy Street and has prepared a questionnaire to understand the level support for the 'Pocket Parks Pilot Program'. This exciting pilot aims to work with local residents and business owners to enhance these areas as part of an initiative for safer, more connected and more pleasant places for people.

#### What is the Pocket Parks Pilot Program?

The Program aims to create a great local street network for the future. The attached pamphlet provides further information on the aims of the Program. From the survey results, Council staff will work with interested residents/businesses to identify local opportunities for change. Once a design has been agreed with residents, the Pocket Park will then be presented to the Council for future budget consideration and prioritisation.

**We are seeking your comments and feedback online by Monday 24 June 2019.**  
 You can complete the online survey at  
[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)

If you would prefer a hard copy survey please complete the attached survey  
 Thank you for taking the time to participate. For further enquiries, please call Council on 8372 5111 or email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)

Yours sincerely,

Gene Fong  
 City Design | City of Unley



- |                                  |                                   |
|----------------------------------|-----------------------------------|
| 1. Fairford Street/ Duthy Street | 4. Dover Street/ Duthy Street     |
| 2. Clifton Street/ Duthy Street  | 5. Sheffield Street/ Duthy Street |
| 3. Eton Street/ Duthy Street     | 6. Austral Terrace/ Duthy Street  |

# Feedback Form



[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)

## Pocket Park Pilot Program

The City of Unley is committed to making our local street network safer, greener and more accessible across the City. The Pocket Parks build on traffic strategies of the past, which closed a number of side streets across the city. These underutilised road closures create an opportunity to enhance the green character of Unley's streetspaces, provide safer connections and a place to pause and connect.

We have established the 'Pocket Parks Pilot Program' to work with local residents and businesses to create safer, greener pocket parks. This is key to defining a safe, connected and pleasant street network that can enhance accessibility and lifestyle within the City of Unley.

Pocket Parks should add to quality of life for residents and better reflect the Council's commitment to be a leading age friendly city and support the local businesses along Duthy Street.

**You can complete the online survey at [yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)**

**Written feedback must be submitted by:  
Monday 24 June 2019**

**Please provide your contact details:**

**Name**

**Address**

**Email**

**Phone Number (optional)**



### Select which Pocket Park you are commenting on

- Fairford Street/ Duthy Street
- Clifton Street/ Duthy Street
- Eton Street/ Duthy Street
- Dover Street/ Duthy Street
- Sheffield Street/ Duthy Street
- Austral Terrace/ Duthy Street

### Select the option that best describes you

- Owner/Occupier
- Owner - Not resident
- Business Owner/Employee
- Interested local resident in vicinity
- Other

### How do you use (the existing road closure) and your street? (you may select more than one)

- Ride through to work/school/shops/recreational
- Rest or Play
- On street car parking adjacent to pocket park
- Walk the dog/push the pram through the park
- Meet your neighbour
- Walking

# Feedback Form



[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)

**We know access to driveways, bin collections and visitor parking are important to local streets. However, what else can we add to create more appealing and valued Pocket Parks.**

**Please rank from 1-5 the important priorities (1 being most and 5 being least):**

- Improve safety of pedestrian/cyclist to support better local connections
- Strengthen local green character and enhance local biodiversity/amenity
- Create new places for people to meet and pause (neighbourhood meeting places)
- Support local storm water catchment opportunities
- None of the above, I do not support change

**Please indicate what type of design ideas you would like to be considered for your local Pocket Park: (You may select more than one)**

- Wider areas to walk (free of trip hazards/narrow points) and safer crossing points to reduce conflicts between bikes and pedestrians
- New street features including seating, bike racks, lighting, way-finding signage and artwork
- Increased tree canopy and areas of greenery to improve biodiversity (new or infill street trees and low level planting)
- Rain water collection initiatives for local catchment
- Designated bike lanes to better link east-west connections
- None of the above, I do not support any change

**How important is it to bring back life to local network streets?**

- Very important, I'd like our local improved
- Somewhat important, but not our street
- Not important

**What level of car parking are you willing to compromise to enable more street improvements? Some car parking space may be lost to accommodate these changes.**

- Some, if it allows for major improvements
- Small amount, if it allows some improvements
- Not applicable (street currently has no parking around pocket park)
- None, if so why?

**Would you like your local Pocket Park to be part of the Pocket Park Pilot Program?**

- Yes, I would like to see local improvements
- Yes, however I'm concerned about how change might affect me
- No, I do not want to see change in the street

**If you answered 'Yes' in the question above, have you got any ideas for change ?**

# Our Vision 2033

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

Reference Community Plan 2033

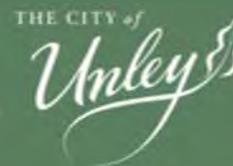


# Pocket Parks Pilot Program



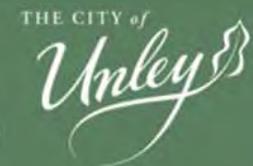
181 Unley Road  
South Australia 5061

Email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)  
Telephone (08) 8372 5111  
[Unley.sa.gov.au](http://Unley.sa.gov.au)



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Telephone (08) 8372 5111  
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## Introducing our new Pocket Parks Pilot Program



To find out more and share your thoughts, go to:  
[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)

### What is a Pocket Park?

The City of Unley is committed to making our local street network safer, greener and more accessible across the City. The Pocket Parks in the city is based on traffic strategies of the past, which closed a number of streets creating many road closures across the city. These road closures now create an opportunity to enhance the green character of Unley's streets, a place to create safer connections and can provide a place to pause and connect.

We have established the 'Pocket Parks Pilot Program' to work with local residents and businesses to create safer, greener pocket parks. This is key to defining a safe, connected and pleasant street network that can enhance accessibility and lifestyle within the City of Unley.

### Pocket Parks Vision and Principles

'Pocket Parks' support a safer, connected and pleasant street network that can enhance the lifestyle within the city of Unley.



### Why we are doing the Pocket Park Pilot?

The City of Unley is taking a new approach to promote public open spaces in non-traditional places. Our 'Living City Open Space Strategy' and 'Community Plan 2033' both outline the importance of creating more innovative recreational spaces that will support importance of better connections and social interactions across the City.

Unley has less than 3% public Open Space and opportunities to rethink our local streets including Pocket Parks, will provide more places for people in our neighbourhoods.



Improve Legibility of Intersection



Strengthen Green Character



Connecting Residents, Local Businesses and Place to Pause



Support local stormwater collection





Dear Sir/Madam,

9 August 2019

### Thank you for your feedback Clifton Street

Thank you for your feedback and comments on the 'Pocket Park Pilot Program' survey to help make better local street networks safer, greener and more accessible across the City of Unley.

As mentioned in our previous correspondence, Council identified 6 existing road closures along Duthy Street as potential 'Pocket Park' candidates. A survey was conducted to understand local resident and business owners support to be part of the new pilot program.

A review of the responses has been undertaken, to inform the Council's comparative assessment of streets, focusing on level of community support and strategic benefits for the neighbourhood. As a result, 2 of the 6 Pocket Park streets have been selected to be developed further with local residents.

### Clifton Street has been successful for further design development

Council appreciates feedback that was provided, including the following key comments and below is a summary of key results from your street;

- Positive feedback and desire to improve support local connections and strengthen the green character and biodiversity
- Importance of the street for walking and cycling - reducing conflicts
- New street features (eg seating, bike racks, artwork etc)
- Strong support increase greenery and tree canopy cover
- Concerns about parking reductions

### Street Corner Meeting

A street corner meeting will be held for interested residents to participate in discussion on the concept proposal (See attachment). From the feedback and level of support from the meeting and survey responses, a preferred design will be finalised. The final design may be considered for construction in the 2019/20 Financial Year.

**What:** Street Corner Meeting

**Where:** Road Closure Clifton Street

**When:** Saturday 24 August, 8:30-9:15am

**RSVP:** 22 August to [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)

**We are seeking your comments and feedback on the proposed concept design online by Friday 30 Aug 2019.**

**You can complete the online survey at**

**[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)**

We look forward to seeing you at the Street Corner Meeting. Thank you for taking the time to participate. For further enquiries, please call Council on 8372 5111 or email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)

Yours sincerely,

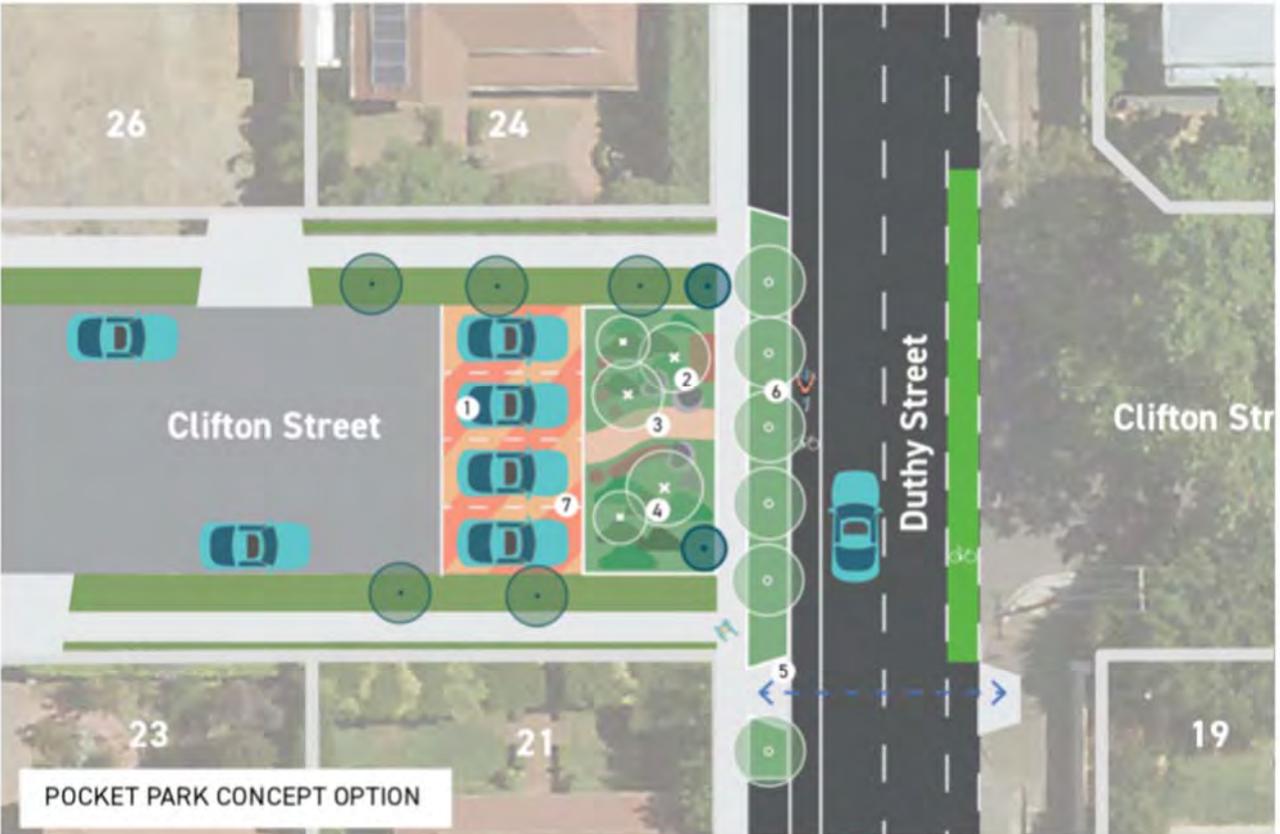
Gene Fong  
City Design | City of Unley



EXISTING ROAD CLOSURE

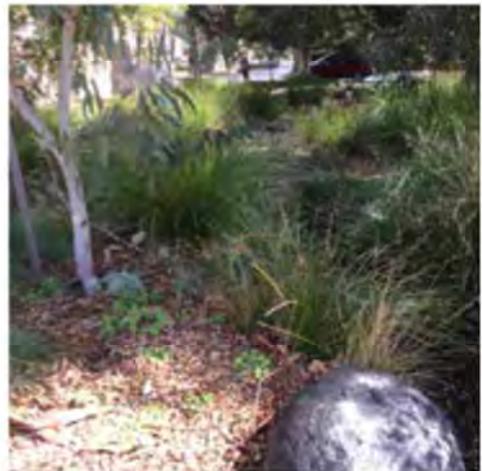
Reclaiming approx 100sqm roadway to increase greencover. Creating cooler and safer neighbourhoods

Creating new locations for upto 11 Additional Trees, Strengthening Green Character



POCKET PARK CONCEPT OPTION

- ① Provide on street parking provision in Pocket Park
- ② Install seating, boulders and nature play elements to provide a place to rest and pause
- ③ Create a meandering gravel or saw dust footpath to better connect with nature
- ④ Extend planting area to strengthen green character. Mulched with additional tree and low level planting
- ⑤ New pram ramp to provide better connection for residents to adjacent footpath
- ⑥ Expand verge with planting and additional street trees to improve legibility of intersection
- ⑦ Work with local community to create street art installation in parking provision area



Indicative Pocket Park example located Dudley St, Parkside



Dear Sir/Madam,

9 August 2019

### Thank you for your feedback Fairford Street

Thank you for your feedback and comments on the 'Pocket Park Pilot Program' survey to help make better local street networks safer, greener and more accessible across the City of Unley.

As mentioned in our previous correspondence, Council identified 6 existing road closures along Duthy Street as potential 'Pocket Park' candidates. A survey was conducted to understand local resident and business owners support to be part of the new pilot program.

A review of the responses has been undertaken, to inform the Councils comparative assessment of streets, focusing on level of community support and strategic benefits for the neighbourhood. As a result, 2 of the 6 Pocket Park streets have been selected to be developed further with local residents.

### **Fairford Street has been successful for further design development**

Council appreciates feedback that was provided, including the following key comments and below is a summary of key results from your street;

- Positive feedback and desire to improve support local connections and strengthen the green character and biodiversity
- Importance of the street for walking and cycling - reducing conflicts
- New street features (eg seating, bike racks, artwork etc)
- Strong support increase greenery and tree canopy cover
- Concerns about parking reductions

### **Street Corner Meeting**

A street corner meeting will be held for interested residents to participate in discussion on the concept proposal (See attachment). From the feedback and level of support from the meeting and survey responses, a preferred design will be finalised. The final design may be considered for construction in the 2019/20 Financial Year.

**What:** Street Corner Meeting

**Where:** Road Closure Fairford Street

**When:** Saturday 24 August, 9:30-10:15am

**RSVP:** 22 August to [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)

**We are seeking your comments and feedback on the proposed concept design online by Friday 30 Aug 2019.**

**You can complete the online survey at**

**[yoursay.unley.sa.gov.au/pocket-parks](https://yoursay.unley.sa.gov.au/pocket-parks)**

We look forward to seeing you at the Street Corner Meeting. Thank you for taking the time to participate. For further enquiries, please call Council on 8372 5111 or email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)

Yours sincerely,

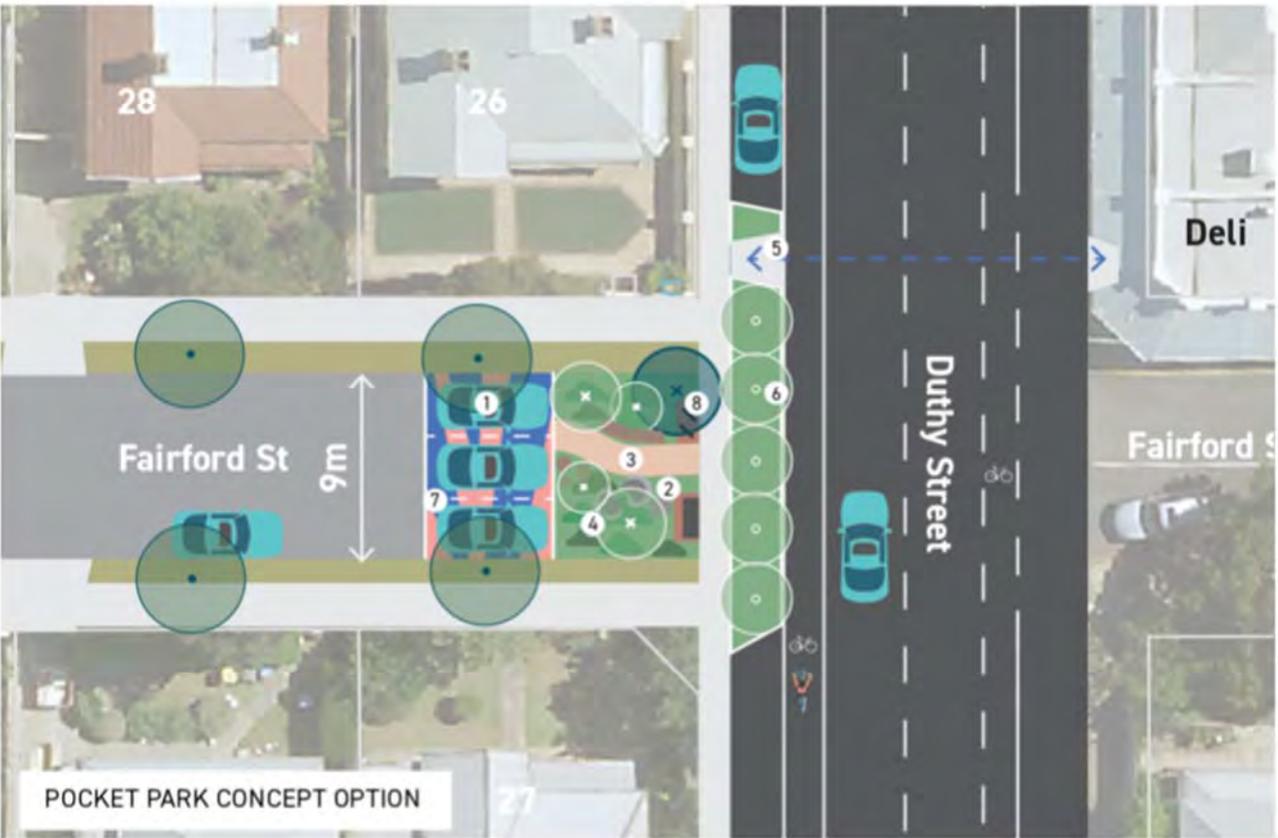
Gene Fong  
City Design | City of Unley



EXISTING ROAD CLOSURE

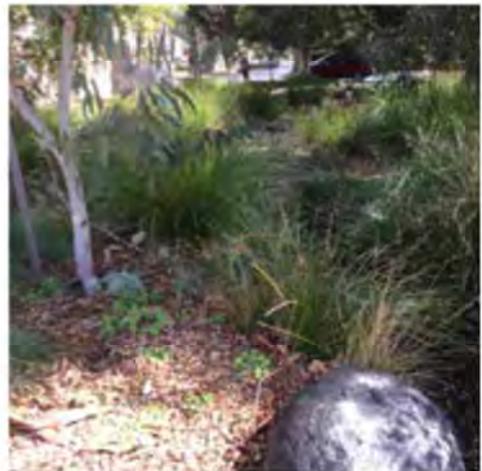
Reclaiming approx 70sqm roadway to increase greencover. Creating cooler and safer neighbourhoods

Creating new locations for upto 9 Additional Trees, Strengthening Green Character

POCKET PARK CONCEPT OPTION

- ① Provide on street parking provision in Pocket Park
- ② Install seating, boulders and nature play elements to provide a place to rest and pause
- ③ Create a meandering gravel or saw dust footpath to better connect with nature
- ④ Extend planting area to strengthen green character. Mulched with additional tree and low level planting
- ⑤ New pram ramp to provide better connection for residents to adjacent footpath
- ⑥ Expand verge with planting and additional street trees to improve legibility of intersection
- ⑦ Work with local community to create street art installation in parking provision area
- ⑧ Install bike rack to encourage cyclist to visit local shops



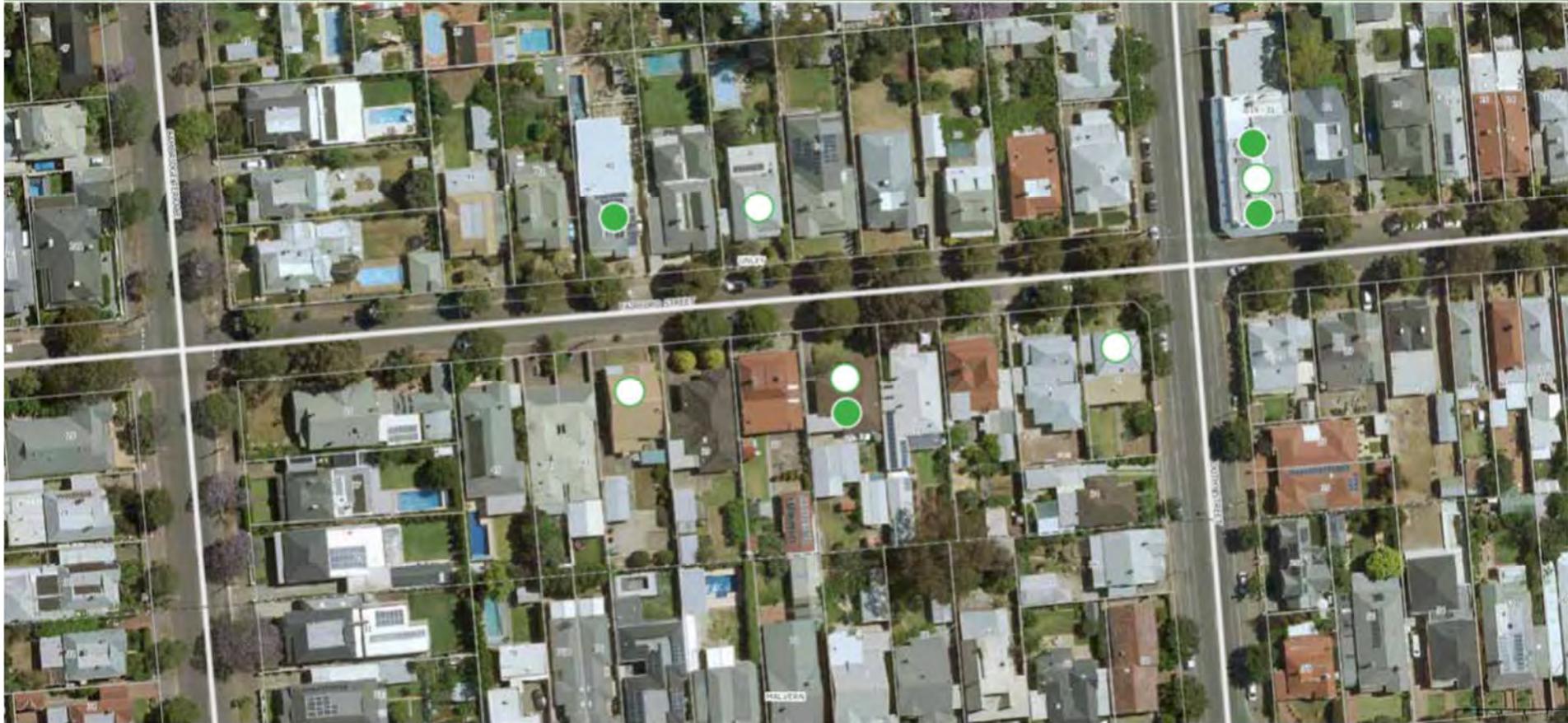
Indicative Pocket Park example located Dudley St, Parkside

# Clifton Street



- Responded yes to concept
- Attendance Street Corner Meeting

# Fairford Street



- Responded yes to concept
- Attendance Street Corner Meeting

# Street Corner Meetings



Clifton Street



Fairford Street

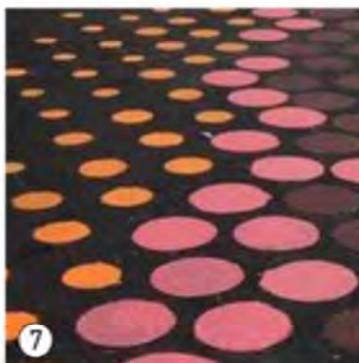


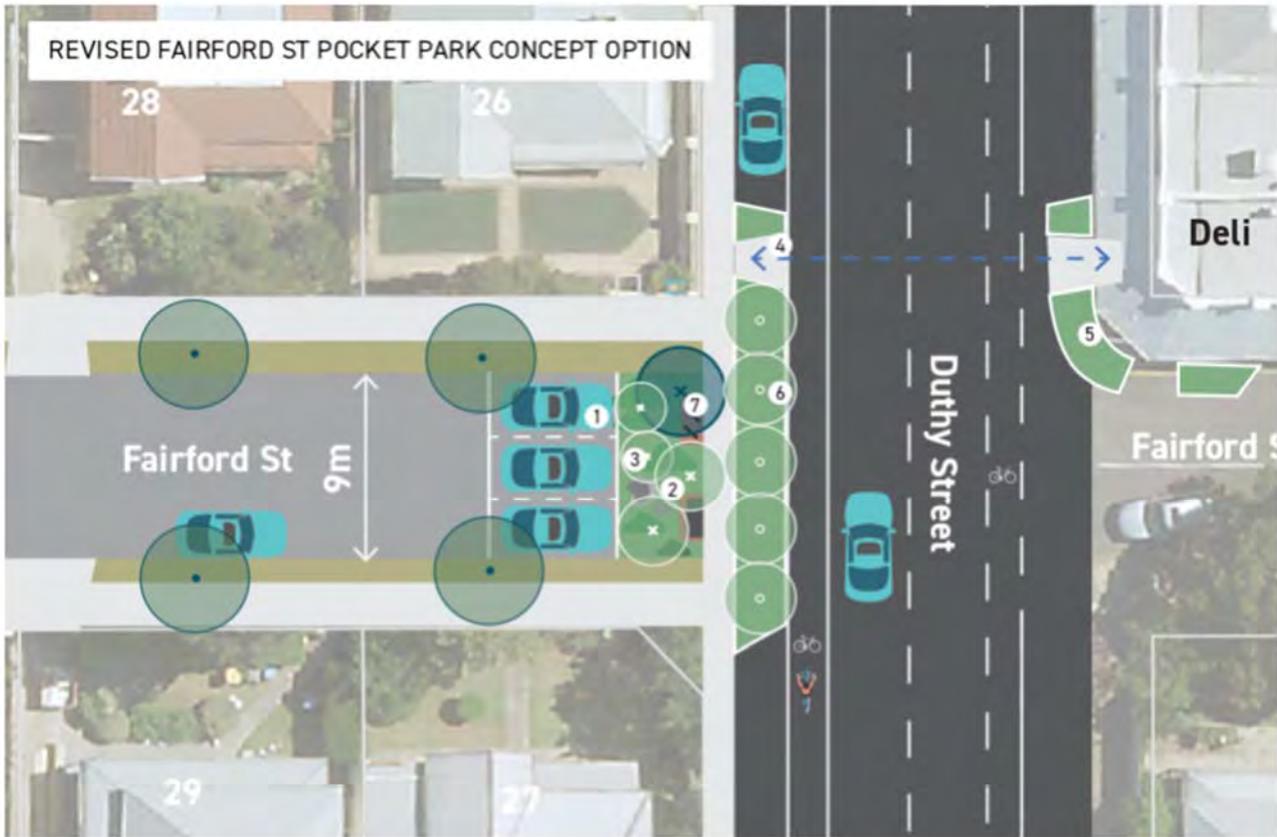




- ① Provide on street parking provision in Pocket Park
- ② Install seating, boulders and nature play elements to provide a place to rest and pause
- ③ Create a meandering gravel or saw dust footpath to better connect with nature
- ④ Extend planting area to strengthen green. Mulched with additional fruit trees and low level planting fitting with the neighbourhood planting palette
- ⑤ New pram ramp to provide better connection for residents to adjacent footpath
- ⑥ Subject to budget expand verge with planting and additional street trees to improve legibility of intersection
- ⑦ Work with local community to create street art installation in parking provision area
- ⑧ Raised planter bed for community growing

Indicative images





- ① Provide on street parking provision in Pocket Park
- ② Install seating as a place to rest and pause
- ③ Extend planting area to strengthen green character. Mulched with additional tree and low level planting
- ④ New pram ramp to provide better connection for residents to adjacent footpath
- ⑤ Improve legibility of shops intersection for safer crossing point
- ⑥ Expand verge with planting and additional street trees to improve legibility of intersection
- ⑦ Install bike rack to encourage cyclist to visit local shops

Indicative images



## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | TORRENS AVENUE, FULLARTON - REMOVAL OF 2-HOUR PARKING CONTROLS |
| <b>ITEM NUMBER:</b>     | 4.5  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | BEN WILLSMORE  |
| <b>JOB TITLE:</b>       | MANAGER CITY DESIGN  |
| <b>ATTACHMENTS:</b>     | NIL  |

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### 1. EXECUTIVE SUMMARY

At its meeting held on 24 June 2019, Council considered a petition which was received from residents of Torrens Avenue and Fisher Street, Fullarton requesting changes to the existing 2-hour parking controls along the southern extent of Torrens Avenue. The petition was signed by 18 residents, representing 9 of 12 properties directly impacted along this section of Torrens Avenue.

Council resolved that the Administration should undertake consultation with the residents regarding the removal of the remaining 2-hour on-street parking controls on Torrens Avenue and subject to no objections being raised, the parking controls would be removed.

A letter was sent to all directly affected residents on 22 July 2019 proposing the removal of the remaining section of 2-hour parking controls on the southern section of Torrens Avenue, in accordance with the original petition.

Residents who wished for the parking controls to remain were advised to submit a response to Council prior to the consultation closing on 12 August 2019. One (1) representation was received, and Council staff subsequently engaged further with the resident to understand their concerns and seek a mutually acceptable outcome.

As a result, the report recommends the removal of the existing 2-hour parking controls on Torrens Avenue, located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue. In addition, to accommodate the concerns of the representor, it is recommended a section of 2-hour parking control to operate 8am to 5pm Monday to Friday at the south-eastern end of Torrens Avenue (adjacent No 114 Fisher Street) be installed.

## **2. RECOMMENDATION**

That:

1. The report be received.
2. The existing 2-hour parking controls on Torrens Avenue, located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue be removed.
3. A section of 2-hour parking control to operate 8am to 5pm Monday to Friday at the south-eastern end of Torrens Avenue (adjacent No. 114 Fisher Street) be installed.
4. The Principal Petitioner be advised of Council's decision regarding the removal of 2-hour parking controls in Torrens Avenue.

---

## **3. RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
- 1.5 Our City is connected and accessible.

## **4. BACKGROUND**

The background regarding the 2-hour parking controls in the Fullarton area, relevant to Torrens Avenue is outlined below.

In 2014, following representations from a number of residents in the area concerning on-street parking demand, Council installed 2-hour parking controls in a number of streets in Fullarton for a trial period. The initial 12-month trial was for the management of on-street parking during significant construction activity associated with the Living Choice Development. This was extended through to 2016 due to major development and construction activities in the area at the time.

In 2017, Council consulted to retain the trial 2-hour parking controls permanently or remove them from the area. The feedback and survey results were presented to Elected Members as part of the process and were considered in the decision-making process. Given the feedback received, and the main reason for the parking trial being development and construction activities in the area, the trial parking controls were removed.

*(Area illustrated on image on following page with green lines along the relevant streets).*

However, this resulted in some residents along the subject section of Torrens Avenue expecting that the existing 2-hour parking controls, which were in place prior to the trial, would be removed as well.

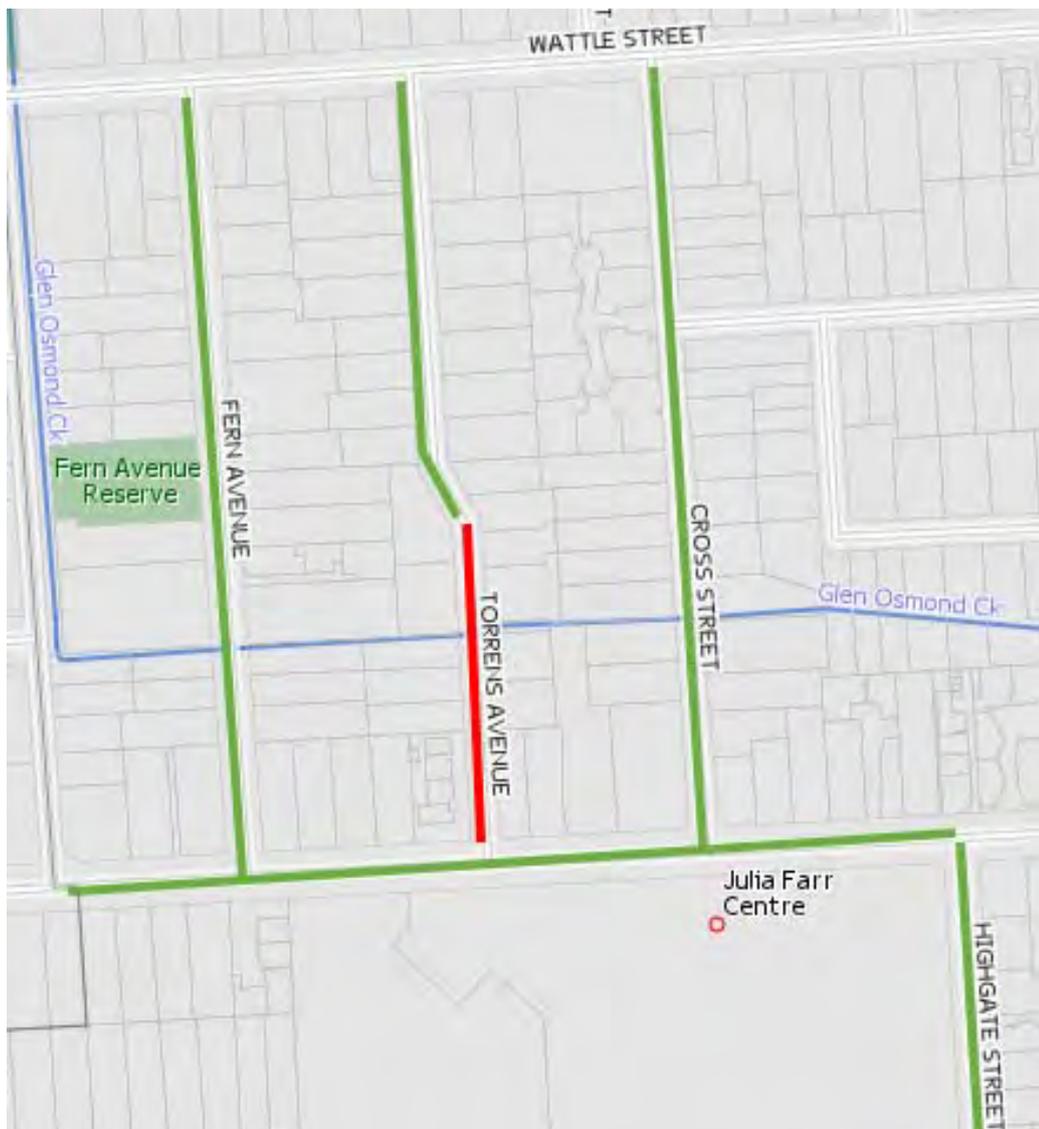
The petitioners advised that the demand for on-street parking, to warrant retaining the existing 2-hour parking controls, no longer exists.

Council received a petition dated 17 June 2019 from residents of Torrens Avenue and Fisher Street, Fullarton regarding the existing on-street parking controls. The petition requested the removal of the existing 2-hour on-street parking controls located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue. The petition was signed by 18 residents, representing 9 of 12 directly impacted properties along this section of Torrens Avenue.

*(Torrens Avenue section illustrated on image below with red line).*

The 2-hour parking controls operating at all times directly impacts longer term on-street parking availability to property numbers:

- 16, 18, 20, 22 and Unit 2, 3 & 4/118 Fisher Street (western side);  
and
- 17, 19, 21, 23 and 114 Fisher Street (eastern side).



## **5. DISCUSSION**

Following the Council meeting held on 24 June 2019, Council endorsed consulting with the residents regarding the proposed removal of the remaining 2-hour on-street parking controls on Torrens Avenue as requested by the petitioners. The resolution from this meeting stated that 'subject to no objections being raised in response to the consultation process' that the parking controls be removed and 'the Principal Petitioner be formally advised'.

Council Administration sent a consultation letter on 22 July 2019 for the permanent removal of the remaining section of 2-hour parking controls on the southern section of Torrens Avenue. The consultation requested a response should residents want the parking controls to remain. The consultation closed on 12 August 2019 and one representation was received. This resident and no other person from this address signed the petition.

In response to the petitioner's request to permanently remove the 2-hour parking controls along the section between Fisher Street and the property boundaries of no. 14/16 and no. 15/17 Torrens Avenue, this will result in no parking controls along the length of Torrens Avenue. In this respect, all parking within the street will be unrestricted for all road users, at all times.

The representation received requested that the existing 2-hour parking control along Torrens Avenue, adjacent to the property boundary of No.114 Fisher Street be retained. The resident is concerned that all day parking will occur along this section of the road and would prefer that the time limit be retained. The subject section is from the junction with Fisher Street, at the southeast corner between the 10m mandatory 'No Stopping' yellow line and the driveway located on Torrens Avenue, to No.114 Fisher Street. This section is approximately 30 metres of kerbside space, providing for 4-5 parking spaces. Given the availability of space and frequency of parking, it is considered that the concern is legitimate, and that longer-term parking may occur if the 2-hour parking controls are removed permanently.

A discussion was subsequently held with the resident where it was explained, that for consistency, should the 2-hour parking control remain, it be changed to the same operational times as the existing sections of Fisher Street (i.e. 2-hour parking 8am to 5pm, Monday to Friday).

## **6. ANALYSIS OF OPTIONS**

### Option 1

1. The report be received.
2. The existing 2-hour parking controls on Torrens Avenue, located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue be removed.

3. A section of 2-hour parking control to operate 8am to 5pm Monday to Friday at the south-eastern end of Torrens Avenue (adjacent No 114 Fisher Street) be installed.
4. The Principal Petitioner be advised of Council's decision regarding the removal of 2-hour parking controls in Torrens Avenue.

This option responds to the intent of the petition and will result in the removal of existing parking controls along the street.

The petition advised that the demand for on-street parking to warrant retaining the existing 2-hour parking controls no longer exists. The petition was signed by 18 residents, representing 9 of 12 directly impacted properties along this section of Torrens Avenue.

The changes will result in unrestricted longer-term parking for all residents and all road users along Torrens Avenue.

With this option, in response to a resident request, Council would install a section of 2-hour parking control to operate from 8am to 5pm Monday to Friday. This time limit parking would be consistent with the existing parking control along the section adjacent to Fisher Street. The area affected would span from the junction with Fisher Street, at the southeast corner between the 10m mandatory 'No Stopping' yellow line and the driveway located on Torrens Avenue, to No.114 Fisher Street.

It will span approximately 30m of kerbside space and provide time limit controls for 4-5 parking spaces. Removal of existing parking signs and replacement with new parking signs is shown diagrammatically in the images below.



*Torrens Avenue eastern side adjacent property No. 114 Fisher Street  
Remove existing 2P sign and install sign '2P 8am-5pm Mon-Fri with arrow to right.*



*Fisher Street / Torrens Avenue from south east corner  
Remove existing 2P sign and install sign '2P 8am-5pm Mon-Fri with arrow to left.*

### Option 2

1. The existing 2-hour parking controls on Torrens Avenue, located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue be removed.
2. The existing section of 2-hour parking control operating at all times at the south-eastern end of Torrens Avenue (adjacent No 114 Fisher Street) be retained.

This option is similar to Option 1, responding to the residents' petition, to remove on street parking controls, whilst retaining existing 2-hour parking controls (at all times) adjacent to No 114 Fisher Street. In this location parking signs exist on site and no changes are required. The existing street signage will be retained at the southeast corner between the 10m mandatory 'No Stopping' yellow line and the driveway located on Torrens Avenue, to No.114 Fisher Street. Approximately 30m of kerbside space, providing for 4-5 parking spaces.

Under this option, the 2-hour parking restrictions would apply at all times (something not deemed to be necessary).

### Option 3

1. The existing 2-hour parking controls on Torrens Avenue, located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue be removed.

This option provides unrestricted longer-term parking for all residents and all road users.

The petition advised that the demand for on-street parking to warrant retaining the existing 2-hour parking controls no longer exists. The petition requests the removal of the existing 2-hour on-street parking controls located between Fisher Street and the property boundaries of No. 14/16 and No. 15/17 Torrens Avenue. The petition was signed by 18 residents, representing 9 of 12 directly impacted properties along this section of Torrens Avenue.

Under this option, the request from the single representation received would not be addressed.

## **7. RECOMMENDED OPTIONS**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- The costs to remove the existing signage along Torrens Avenue, and to place additional parking controls adjacent to No 114 Fisher Street can be carried out as part of the Council's annual operating budget

### **8.2 Legislative/Risk Management**

- The inclusion of parking controls adjacent the intersection of Fisher Street and Torrens Avenue is appropriate to manage the potential risk of all-day parking.

### **8.3 Staffing/Work Plans**

- The Principal Petitioner will be advised of the outcomes.
- If approved, a work order will be raised and implemented for all relevant signs, posts to be removed and two new signs installed.

### **8.4 Environmental/Social/Economic**

- The permanent removal of the parking controls will improve availability of longer- term parking for residents, however, it will benefit all road users and nearby businesses.

### **8.5 Stakeholder Engagement**

- Local residents initiated these changes through the establishment of the original petition. Council has responded with a subsequent letter notifying residents and property owners of the proposed change and the opportunity to comment.
- Resident concerns that were raised through consultation have been resolved through further engagement and the inclusion of additional parking signage adjacent No. 114 Fisher Street.

**9. REPORT CONSULTATION**

Regulatory Services

**10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Claude Malak | General Manager, City Development |

## DECISION REPORT

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | QUEEN STREET, UNLEY - PROPOSED ONE WAY TRAFFIC MOVEMENT |
| <b>ITEM NUMBER:</b>     | 4.6   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019                                       |
| <b>AUTHOR:</b>          | BEN WILLSMORE   |
| <b>JOB TITLE:</b>       | MANAGER CITY DESIGN                                     |
| <b>ATTACHMENTS:</b>     | 1. QUEEN STREET CONSULTATION LETTER                     |

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### 1. **EXECUTIVE SUMMARY**

At its meeting held on 25 March 2019, Council considered a petition which was received from residents of Queen Street, Unley requesting changes to the traffic movements for Queen Street and raising concerns regarding all day parking along Queen Street. The petition was signed by 11 residents, representing 9 of 26 properties with direct driveway access to Queen Street.

Council resolved that the Administration should undertake an investigation regarding traffic and parking along Queen and Oak Street and this report presents the outcomes of that investigation.

Following a technical review and assessment of both Queen and Oak Streets, administration found:

- More drivers are travelling southbound on Queen Street and northbound on Oak Avenue, which is opposite to the direction of travel requested in the petition.
- The subject section of Queen Street is a narrow road, with on-street parking along one side of the road. It is very restrictive for two-way traffic movement (3.6m wide) and is likely to result in vehicle conflicts.
- More drivers travelling northbound along Oak Avenue towards Mary Street which contradicts the detail of the petition to change the road operation to one way southbound.

Whilst the intent of the petition is acknowledged, the technical assessment indicates that the changes could not be implemented as proposed due to safety concerns, impact on driveway accessibility and loss of on-street parking. Technical investigations also highlighted that any change to Oak Street was not warranted, and that on-street parking demand was predominantly driven by local residents.

Consequently, the report recommends that no changes should be made to current traffic movement for Queen Street, nor is there sufficient evidence to support a change to parking controls in Queen Street.

## **2. RECOMMENDATION**

That:

2. The report be received.
  3. No changes be made to the current two-way traffic movements along Queen Street.
  4. No changes be made to the current on-street parking conditions in Queen Street.
  5. The Principal Petitioner be advised of Council's decision regarding this matter.
- 

## **3. RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
- 1.5 Our City is connected and accessible.

## **4. BACKGROUND**

In the petition presented to Council on 25 March 2019 a request was made for one-way traffic movement for Queen Street in the northbound direction from Arthur Street to Mary Street and for one-way traffic movement for Oak Avenue in the southbound direction from Mary Street to Arthur Street. The petitioners also raised concerns regarding all day parking along Queen Street and requested timed parking controls.

It is important to note that Oak Avenue residents did not sign the petition. As such, it was important to establish the support or otherwise of the petitioners' request by Oak Avenue residents.

In considering the petitioners' requests, Council resolved that the Administration undertake an investigation regarding traffic and parking along Queen and Oak Streets.

Council staff have considered the requests which have been made by the petitioners regarding the one-way movements and on-street parking controls. The petitioners' concerns and suggested changes required investigation to be undertaken by the Administration to determine what (if any) traffic management issue(s) exist and what action (if any) is required to address identified issues.

The Administration has completed its investigation and the key findings are outlined in this report for Council to now consider.

### Technical Review and Assessment

The following is a summary of the existing road conditions:

#### Queen Street

|                        |   |
|------------------------|---|
| <b>Extent</b>          | Between Arthur Street (T-Junction) and Mary Street (T-junction)   |
| <b>Function</b>        | Local Road <350 vehicles per day<br>Primary function being to provide access for local residents to surrounding network   |
| <b>Width / length</b>  | Approximately 5.7m wide / approximately 200m in length.   |
| <b>Traffic Volumes</b> | 326 vehicles per day total (vpd)<br>130 vpd northbound<br>196 vpd southbound  |
| <b>Speed</b>           | Within a 40km/h speed limit area. 85 <sup>th</sup> percentile record traffic speed 35.6km/h.  |
| <b>Parking</b>         | Parking is permitted along only one side of Queen Street (eastern side only).   |
| <b>Crash Data</b>      | DPTI's crash history database for the past five (5) year period, there have been no recorded crashes along Queen Street   |
| <b>Other Comments</b>  | A review of traffic volumes and historical data indicates that more drivers are travelling southbound on Queen Street and northbound on Oak Avenue, which is opposite to the direction of travel requested in the petition.<br><br>The subject section of Queen Street is a narrow road, with on-street parking along one side of the road. It is very restrictive for two-way traffic movement (3.6m wide) and is likely to result in vehicle conflicts. |

#### Oak Street

|                       |   |
|-----------------------|---|
| <b>Extent</b>         | Between Arthur Street (T-Junction) and Mary Street (T-junction).  |
| <b>Function</b>       | Local Road <350 vehicles per day.<br>Primary function being to provide access for local residents to surrounding network. |
| <b>Width / length</b> | Approximately 7.4 metres wide / approximately 200m in length.   |

|                        |  |
|------------------------|--|
| <b>Traffic Volumes</b> | 266 vehicles per day total (vpd)<br>151 vpd northbound<br>115 vpd southbound   |
| <b>Speed</b>           | Within a 40km/h speed limit area. 85 <sup>th</sup> percentile recorded traffic speed 40.7 km/h.  |
| <b>Parking</b>         | Parking is permitted along both sides of Oak Street, with a 15-minute parking zone provided for four (4) parking spaces adjacent the childcare.                      |
| <b>Crash Data</b>      | DPTI's crash history database for the past five (5) year period indicates one (1) recorded crash (vehicle hitting another parked vehicle) along Oak Street.          |
| <b>Other Comments</b>  | There are more drivers travelling northbound along Oak Avenue towards Mary Street which contradicts the petition to change the road operation to one way southbound. |

Mary Street and Arthur Street traverses east-west between Unley Road and King William Road and form a collector road function.

## 5. **DISCUSSION**

### **Technical Directions**

#### **Queen Street**

There is a warrant to consider one-way traffic movement along Queen Street, between Arthur Street and Mary Street to improve accessibility and remove conflict with restricted two-way traffic movement. This is based on site and technical review, available traffic data and the narrow road width of 5.7m, with a 3.6m travel lane for two-way traffic.

However, the investigation has found that the appropriate direction of travel would be southbound from Mary Street to Arthur Street, not northbound as requested by the petitioners. Southbound direction will address a number of safety concerns that were identified in the assessment of one way northbound, including:

- At Arthur Street, there is a conflict with turning movements related to the offset T-junctions at Queen Street. A driver waiting to turn right – northbound obstructs a driver wanting to turn right-southbound and vice-versa. Introducing one way southbound would remove this conflict and improve safety.
- At Mary Street, there is restricted sight distance to oncoming traffic, which supports introducing one way southbound and entry only at Mary Street.
- The entry width at Mary Street and exit width at Arthur Street should be reduced to restrict access and enforce the one way and no entry respectively.
- Southbound direction maximises on-street parking by maintaining existing parking on eastern side of the road.

The traffic volumes along Queen Street are likely to reduce as a result. The offset of northbound traffic, likely to Oak Street, would be within acceptable limits for a residential street, with low traffic volumes currently.

A preliminary review of on-street parking has been undertaken and is summarised below:

- The number of on-street parking spaces is maximised on the eastern side of the road, as existing (approximately 21 parking spaces).
- On the western side there is less kerb side space, with frequency of driveways, street trees and a number of stobie poles at the kerb edge, that may further restrict availability of parking (approximately 14 parking spaces).
- If the one-way direction is northbound as proposed, the parking should move to the western side for accessibility and would result in a loss of available on-street parking spaces, when compared to existing provision. There are larger street trees and a number of stobie poles to the kerb edge on this side that may further restrict availability of parking.
- The collection of refuse bins also needs to be considered if southbound traffic is introduced, as all bins would need to be located on the eastern side, which may require short-term parking restrictions on refuse collection day to provide space for all bins.

To create one-way road conditions (southbound), the following changes would be required:

- Install One Way signs at Mary Street and No Entry signs at Arthur Street;
- Install One Way pavement arrow on Queen Street at Mary Street end and pavement arrows for left and right turn out only on Queen Street at Arthur Street;
- Install No Right Turn and No Left Turn signs on Arthur Street on approach to Queen Street;
- Change existing 'No Parking' control on western side to 'No Stopping' with yellow line to maintain accessibility along the length of the road;
- Install 'No Parking' Wednesday 7am-10am along the eastern side of the road for refuse bin collection.

The transformation of Queen Street to one-way would result in some loss of parking to maintain resident accessibility to properties. Parking restrictions may have to be introduced opposite driveways to enable access to properties with restrictive driveway widths.

### Oak Avenue

There does not appear to be sufficient cause to change Oak Avenue to one-way travel. The road width is sufficiently wide to provide for parking along both sides of the road. There are frequent driveways to allow another driver to pass during busier traffic periods.

The transformation of Oak Avenue to one way would result in some loss of parking and reduce resident accessibility to properties on a low traffic volume road.

## Consultation

In response to the petition and following further technical investigation, Council Administration consulted with residents in a letter dated 12 August 2019 on the proposal to introduce one-way traffic movement southbound on Queen Street, between Mary Street and Arthur Street only. The consultation closed on 2 September 2019.

### Attachment 1

A total of 69 letters were mailed to residents/occupiers/owners. In response, 27 submissions were received.

The following is a summary of responses received and a demonstration of the support for and against for the proposal from the consultation:

- *I support changing the traffic movement to one way along Queen Street in a southbound direction, with entry from Mary Street and exit to Arthur Street and the changes required to implement this traffic control improvement; and*
- *I understand that this will result in 'No Parking' along the eastern side of the street every Wednesday, between 7am-10am for refuse bin collection. Residents on the western side will have to place their bins on the eastern side of the road. All refuse bins will need to be positioned on the eastern side of the road;*
- *I do not support any changes to Queen Street.*

| <b>27 responses received</b> |     |   |
|------------------------------|-----|---|
| <b>11 support</b>            | 41% | the proposal for one-way traffic movement in a southbound direction along Queen Street (including 'No Parking' restrictions related to refuse bin collection) |
| <b>16 do not support</b>     | 59% | any changes to Queen Street   |

Of the 27 responses, the following reflected the feedback received from resident or priority owners along Queen Street specifically.

| <b>18 responses received from Queen Street</b> |     |   |
|--|-----|---|
| <b>9 support</b>                               | 50% | the proposal for one-way traffic movement in a southbound direction along Queen Street (including 'No Parking' restrictions related to refuse bin collection) |
| <b>9 do not support</b>                        | 50% | any changes to Queen Street   |

Note: Six (6) properties did not respond on Queen Street and two (2) on Arthur Street with direct access to Queen Street.

The consultation feedback suggested that the proposal for one-way traffic movement in a southbound direction along Queen Street was not supported when considering the responses from Queen Street, adjacent streets and Oak Avenue. The concerns and issues raised in the consultation comments reinforce that change to the street is not generally supported.

#### Concerns Raised

- Increase in traffic volumes to Queen Street and surrounding streets.
- Impact related to refuse collection and temporary loss of parking and inconvenience to residents of finding alternative on-street parking.
- Accessibility problems to properties with restrictive turning movements, now and if proposed.
- Property devaluation.
- Mary Street accessibility issues with parking on both sides of the road and concerns about safety.

The support for the proposal on Queen Street is reflective of the petition and primarily relates to properties along the mid to northern section of Queen Street.

#### Comments

- No issues.
- Majority of on-street parking is local residents.
- Should be considered as part of a broader area study.

#### **Parking Management**

During the works associated with the King William Road Upgrade, temporary 3P area-wide on-street parking controls have been provided in the side streets. These do not include either section of Queen Street or Oak Avenue. Given their proximality to King William Road, the temporary 3P Area wide controls end west of Queen Street and apply to Arthur Street, McGowan Avenue and Thomas Street. These controls may exacerbate the existing concerns raised by the petitioners regarding Queen Street and all-day parking along the street.

The comments provided by residents of Queen Street in the consultation responses indicates that the majority of parking along the street is local residents.

Any consideration of timed parking controls would directly impact local residents more than any external demand for on-street parking, which appears to be limited.

## 6. **ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. No changes be made to the current two-way traffic movements along Queen Street.
3. No changes be made to the current on-street parking conditions in Queen Street.
4. The Principal Petitioner be advised of Council's decision regarding this matter.

This option reflects the recommendation of the Administration and the feedback received through consultation, noting that it does not support the requests made in the Petition.

The recommendation acknowledges the aim of the original petition to improve traffic conditions and parking management, however, following technical investigation, it was understood that the changes could not be implemented as proposed due to safety concerns, impact on driveway accessibility and loss of on-street parking. Technical investigations also highlighted that any change to Oak Street was not warranted, and that on-street parking demand was predominantly drive by local residents.

### Option 2 –

1. The report be received.
2. Queen Street be converted to southbound traffic movement only, with no changes made to Oak Street.
3. On-street parking conditions be amended along Queen Street to suit requirements of south bound movement, including line marking, no standing signage and No Parking (Wednesday 7-10am) for refuse bin collection.
4. No changes be made to on-street parking conditions along Oak Street.
5. The Principal Petitioner be advised of Council's decision regarding this matter.

The southbound direction for Queen Street is the most appropriate outcome for the safety, accessibility and parking requirements of the street and local residents, considering:

- Traffic volumes are consistently higher southbound.
- Southbound traffic supports greater ease of access to driveways and on-street parking (eastern side only).
- Available on-street parking on the eastern side provides seven (7) more spaces than the western side.
- One way in the southbound direction directs traffic to Arthur Street, the main east-west collector road between King William Road and the central area of Unley to Unley Road.
- At Arthur Street there is a conflict with turning movements related to the offset T-junctions at Queen Street. A driver waiting to turn right – northbound obstructs a driver wanting to turn right-southbound and vice-versa. Introducing one way southbound would remove this conflict and improve safety.
- At Mary Street there is restricted sight distance to oncoming traffic, which supports introducing one way southbound and entry only at Mary Street.
- Entry width at Mary Street and exit width at Arthur Street should be reduced to restrict access and enforce the one way and no entry respectively.
- The traffic volumes along Queen Street are likely to reduce as a result. The offset of northbound traffic, likely to Oak Street, would be within acceptable limits for a residential street, with low traffic volumes currently.
- The collection of refuse bins needs to be considered, as all bins would need to be located on the eastern side, which may require short-term parking restrictions on refuse collection day to provide space for all bins.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- Nil

### **8.2 Legislative/Risk Management**

- Nil

### **8.3 Staffing/Work Plans**

- Nil

**8.4 Environmental/Social/Economic**

- Nil

**8.5 Stakeholder Engagement**

- Following consideration of this matter by Council, feedback will be provided to residents who responded to the engagement process to advise of Council's decision.

**9. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Claude Malak | General Manager, City Development |

12th August 2019



Dear Resident / Occupier

### Queen Street – Proposal for one-way traffic movement

At its meeting on the 25<sup>th</sup> March 2019, Council considered a petition which has been received from residents of Queen Street, Unley. The petition has been signed by 11 residents, representing 9 properties, of 24 properties directly fronting Queen Street.

The petitioners have requested one-way traffic movement for Queen Street in the northbound direction, from Arthur Street to Mary Street and along Oak Avenue one-way traffic movement in the southbound direction from Mary Street to Arthur Street. Concern has also been raised related to all day parking along Queen Street and a request for timed parking controls.

It is important to note that Oak Avenue residents have not signed the petition and this letter is for notification purposes only to Oak Avenue.

The concerns raised with all day parking along Queen Street is likely to be impacted during the King William Road upgrade works. Temporary 3P Area wide parking controls have been installed, these apply to the west of Queen Street. A review of on-street parking and duration will be undertaken when these works are complete.

### Review

The section of Queen Street and Oak Avenue relevant to the petition received is between Arthur Street and Mary Street.

Queen Street is a narrow road, with on-street parking along one side of the road. It is very restrictive for two-way traffic movement and is likely to result in vehicle conflicts. Oak Avenue however, is a wider road with parking along both sides of the road and adequate accessibility along the road.

Both Queen Street and Oak Avenue have low traffic volumes, less than 350 vehicles per day and are within the local street classification of <1,000 vehicles per day. Both streets are within a 40km/h speed limit area and recorded traffic speeds are low. There are no reported crashes along Queen Street and one hit parked vehicle crash, due to inattention, resulting in property damage only on Oak Avenue.

A review of traffic volumes and historical data indicates that more drivers are travelling southbound on Queen Street and northbound on Oak Avenue, which is opposite to the direction of travel requested in the petition.

Based on the technical review undertaken it is found that there is justification to introduce one-way traffic movement, to improve accessibility and remove conflict with restricted two-way traffic movement along this section of Queen Street. The recommended direction of travel is southbound from Mary Street to Arthur Street. The review found there is no justification to introduce one-way travel along Oak Avenue in either direction.

CITY of VILLAGES

Civic Centre 181 Unley Road  
Unley, South Australia 5061  
Postal PO Box 1  
Unley, South Australia 5061

Telephone (08) 8372 5111  
Facsimile (08) 8271 4886  
Email [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au)  
Website [www.unley.sa.gov.au](http://www.unley.sa.gov.au)

The technical review considerations related to one-way traffic operation on Queen Street only, are outlined below.

### Traffic

- Queen Street is a narrow road with a 5.7m road width. There is unrestricted on-street parking along the eastern side only, with a traffic lane width of 3.6m. This narrow width results in conflict with two-way traffic movement along the street, there is restricted road space to give way to oncoming traffic;
- The intersection with Arthur Street is Stop controlled, there is a conflict with turning movements related to the offset T-junctions to both sections of Queen Street. On Arthur Street, a driver waiting to turn right – northbound obstructs a driver wanting to turn right – southbound and vice versa;
- Traffic volumes are consistently higher southbound, although this is likely as a direct result of parking on the eastern side only and ease of access for local residents;
- One-way northbound to Mary Street, does not have safe sight distance to oncoming traffic at the intersection, due to the proximity and height of property fences
- One-way southbound to Arthur Street, directs traffic to the main east-west collector road;
- One-way southbound will remove conflict with right turn movements on Arthur Street, with No Entry in to this section of Queen Street;
- As a result of the one-way operation, a nominal volume of local traffic will use Oak Avenue and Mary Street to access Queen Street, this is not considered significant, given current low traffic volumes on these streets.

### Parking

- The number of on-street parking spaces is maximised on the eastern side of the road, as existing. On the western side there is less kerb side space, with frequency of driveways, street trees and a number of stobie poles at the kerb edge, that may further restrict availability of parking;
- One-way operation will impact the collection of refuse bins. The bins must be collected from the left side of the refuse vehicle. Short-term parking restrictions on refuse collection day would be required. All bins will need to be placed on the eastern side of the road and moved as soon as practical after being emptied. Currently bins restrict footpath width and road space for parking;
- The parking controls will result in 'No Parking' along the majority of the street during bin collections times. A section of parking for up to 5 cars at the southern end near Arthur Street and 2 spaces at the northern end near Mary Street will be retained as unrestricted parking on bin collection day.

### Proposal for One-way traffic movement southbound on Queen Street

In response to the petition and following further technical investigation, it is proposed to introduce one-way traffic movement southbound on Queen Street, between Mary Street and Arthur Street - with entry at Mary Street and exit at Arthur Street.

The change will require the following and is shown on the diagram overleaf:

- Install One-way signs at Mary Street and No Entry signs at Arthur Street;
- Install one-way pavement arrow on Queen Street at Mary Street end and pavement arrows for left and right turn out only on Queen Street at Arthur Street;
- Install No Right Turn and No Left Turn signs on Arthur Street on approach to Queen Street;
- Install 'No Parking' Wednesday 7am-10am along the eastern side of the road for refuse bin collection;
- Change existing 'No Parking' control on western side to 'No Stopping' with yellow line to maintain accessibility along the length of the road.

The proposed changes to Queen Street will significantly improve accessibility for residents and remove conflict with restrictive two-way traffic movement. The existing conditions and operation along Oak Avenue do not warrant any changes.

If approved, Council will review traffic conditions along Queen Street and Oak Avenue, 6 months after installation to assess effectiveness. The request for timed parking controls along Queen Street will be reviewed on completion of the King William Road upgrade works.

To proceed with the proposal for one-way traffic movement southbound on Queen Street please provide your opinion by completing the attached consultation response.

Should you have any concerns, or require further information please contact Michelle Proctor in the Traffic & Transport team, by phoning 8372 5111, or via email at [pobox1@unley.sa.gov.au](mailto:pobox1@unley.sa.gov.au), by no later than 2<sup>nd</sup> September 2019.

Yours sincerely,

**Ben Willsmore**  
**Manager City Design**



Diagram - Proposal for one-way traffic movement southbound on Queen Street



## Queen Street, Unley - Consultation Response

### Proposal for One-way Traffic Movement – Southbound on Queen Street

Name .....

Address .....

Please provide your response and mail to Council in the reply-paid envelope enclosed, by **Monday 2<sup>nd</sup> September 2019**.

I support changing the traffic movement to one-way along Queen Street in a southbound direction, with entry from Mary Street and exit to Arthur Street and the changes required to implement this traffic control improvement.

I understand that this will result in 'No Parking' along the eastern side of the street every Wednesday, between 7am-10am for refuse bin collection. Residents on the western side will have to place their bins on the eastern side of the road.  
All refuse bins will need to be positioned on the eastern side of the road.

I do not support any changes to Queen Street.

Please provide any other relevant comments

## DECISION REPORT

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | PRELIMINARY YEAR END FINANCIAL REPORT - JUNE 2019   |
| <b>ITEM NUMBER:</b>     | 4.7   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>AUTHOR:</b>          | ROOXANA WEBBER  |
| <b>JOB TITLE:</b>       | FINANCE BUSINESS PARTNER (TEMPORARY)  |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. OPERATING RESULT (EXCLUDING PROJECTS)</li><li>2. OPERATING PROJECTS</li><li>3. CAPITAL WORKS</li><li>4. CASH FLOW AND BORROWINGS</li><li>5. OVERALL FUNDING STATEMENT</li><li>6. PROPOSED 2018-19 CARRY FORWARD LIST</li><li>7. PROPOSED BUDGETED UNIFORM PRESENTATION OF FINANCES</li></ol> |

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### 1. **EXECUTIVE SUMMARY**

This report provides a preliminary view of Council's financial performance to budget for the year ended 30 June 2019 and proposes changes to the 2019-20 Budget to account for the 2018-19 proposed carry forwards.

The City of Unley's preliminary 2018-19 Operating Surplus before Capital is \$5.59M, which is \$2.90M favourable to budget. Further, after Council's capital financial performance is taken into account, the net lending result is favourable to budget by \$3.47M after allowing for the impact of the proposed carry forwards of \$2.26M.

A positive cash flow of \$425K has also been realised for the year. This has resulted in a reduction in our borrowing liabilities by \$1.7M for the year compared to 30 June 2018. Borrowings are \$2.51M at the end of June 2019.

It should be noted that further impact on Council's operating and net lending result is possible following the finalisation of Council's statutory accounts and subsequent audit. The finalisation of the accounts will address matters including leave provisions, finalisation of Brown Hill Keswick Creek and Centennial Park transactions as well as depreciation and other asset adjustments.

## 2. **RECOMMENDATION**

That:

1. The report be received.
2. The Preliminary End of Year Results for 2018-19 be noted.
3. Carry forward projects from 2018-19 totalling a net amount of \$2.26M (as set out in Attachment 6 to Item 4.7, Council Meeting 23/09/2019) be approved.
4. The revised budgeted Uniform Presentation of Finances reflecting a Budget Operating Surplus of \$2.53M before Capital Revenue and revised Net Borrowings of \$13.31M as summarised in Attachment 7 to Item 4.7 (Council Meeting 23/09/2019) for the 2019-20 financial year be adopted.
5. The total estimated borrowings at the end of June 2019 as set out in Attachment 4 to Item 4.7 (Council Meeting 23/09/2019) of \$2.51M be noted.

## 3. **RELEVANT CORE STRATEGIES/POLICIES**

4. Civic Leadership

4.1 We have strong leadership and governance.

## 4. **DISCUSSION**

The purpose of this report is to provide Council with a preliminary view of the actual financial performance compared to budget for the year ending June 2019 in a timely manner, and to seek approval to carry forward remaining budget to the 2019-20 financial year.

### **Funding Result Compared to Budget**

|  | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 | Proposed<br>Carry<br>Forwards<br>\$'000 | Variance<br>Adjusted for<br>Carry<br>Forwards<br>\$'000 |
|--|----------------------|----------------------|--|---|---|
| Operating income                             | 49,762               | 48,230               | 1,531                                    | -                                       | 1,531   |
| Operating expenditure                        | 42,985               | 44,218               | 1,232                                    | -                                       | 1,232   |
| Funding surplus before Projects              | 6,776                | 4,013                | 2,764                                    | -                                       | 2,764   |
| Net expenditure - Operating projects         | 1,190                | 1,331                | 141                                      | 20                                      | 121   |
| Operating Surplus after Projects             | 5,586                | 2,681                | 2,905                                    | 20                                      | 2,885   |
| Net expenditure - Capital projects           | 12,371               | 15,195               | 2,824                                    | 2,244                                   | 580   |
| Net Lending / (Borrowing) for Financial Year |                      |                      |  | (2,264)                                 | 3,465   |

The preliminary operating result for the year ending 30 June 2019, is \$2.91M favourable to budget excluding proposed carry forwards. The net expenditure for Capital projects is also favourable to budget by \$2.82M.

Both of these positive outcomes have resulted in the level of borrowings at the end of the year being less than compared to budget forecast. The borrowings as at 30 June 2019 are \$2.51M.

All major items in the table above are favourable to budget for the financial year. Further discussion on these items is included in Attachments 1–3 of the report.

*Attachments 1-3*

Overall, the City of Unley’s preliminary 2018-19 net borrowing result is favourable to budget by \$3.47M after allowing for the impact of proposed carry forwards where expenditure is still required in 2019-20.

*Attachment 4-5*

### Statement of Financial Position

|                                 | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | Movement<br>\$'000 |
|---------------------------------|----------------------|----------------------|--------------------|
| Assets                          | 533.1                | 533.2                | (0.1)              |
| Liabilities - Borrowings        | (2.5)                | (6.8)                | 4.3                |
| Other Liabilities               | (15.0)               | (12.7)               | (2.3)              |
| <b>Net Assets (Liabilities)</b> | <b>515.6</b>         | <b>513.7</b>         | <b>1.9</b>         |

Overall, Councils net assets position is as budgeted. Borrowings are \$2.5M, which is favourable to the budgeted 6.8M.

### Cash Flow Position

|   | Actuals as at<br>June 2019<br>\$'000 | Budget as at<br>June 2019<br>\$'000 | Movement<br>\$'000 |
|---|--------------------------------------|-------------------------------------|--------------------|
| Net Cash flows from Operating                         | 13,466                               | 10,561                              | 2,905              |
| Net Flows from Investing Activities                   | (12,371)                             | (15,195)                            | 2,824              |
| Net Flows from Financing Activities                   | (670)                                | 4,555                               | (5,225)            |
| <b>Net Change in Cash, Investments &amp; Drawdown</b> | <b>425</b>                           | <b>(79)</b>                         | <b>504</b>         |

Both Operating and Capital cash flows were favourable to budget for the year, due to inflows for capital projects and our Financial Assistance Grant being received in advance. This has resulted in an improvement to our cash position of \$504K and no new borrowings required for the year.

### Annual Investment Performance

| Year      | RBA cash rate for June | LGFA Weighted Average Return | NAB Weighted Average Return | Overall Weighted Average Return | \$ Total Investment Earnings for Year | Budget for Year |
|-----------|------------------------|------------------------------|-----------------------------|---------------------------------|---------------------------------------|-----------------|
| 2014-2015 | 2.00%                  | 2.36%                        | 2.85%                       | 2.61%                           | \$11K                                 | \$5K            |
| 2015-2016 | 1.75%                  | 1.88%                        | 2.38%                       | 2.13%                           | \$10K                                 | \$12K           |
| 2016-2017 | 1.50%                  | 1.75%                        | 2.00%                       | 1.88%                           | \$19K                                 | \$12K           |
| 2017-2018 | 1.50%                  | 1.50%                        | 2.00%                       | 1.75%                           | \$25K                                 | \$12K           |
| 2018-2019 | 1.25%                  | 1.48%                        | 1.98%                       | 1.73%                           | \$16K                                 | \$12K           |

In accordance with Council's Treasury Management Policy and Section 140 of the *Local Government Act 1999*, a council must review the performance of its investments at least annually.

Council utilises its short-term drawdown facility throughout the year to supplement funding meaning that Council's investments are kept at a minimum during the year. As such, the focus of treasury management has been on minimising interest expense and maintaining appropriate working capital rather than investment return.

As a result, interest earnings largely relate to:

- Cash balances being transferred to an overnight investment account from Council's general bank account with NAB, and
- Where grants and other funds are placed directly with the Local Government Financial Authority (LGFA).

Both the NAB and LGFA investments are in accordance with Council's Treasury Management Policy.

As shown in the Annual Investment Performance table on the previous page, revenue from investments was favourable to the budget by \$4K for the 2018-19 year.

### **Centennial Park Preliminary Results**

The Centennial Park Cemetery Authority's (CPCA) draft 2018-19 financial statements show a Net Surplus of \$66K and an increase in Total Equity of \$118K. Council's share in the Subsidiary is 50%, or \$15.6M. The final audited statements for Centennial Park have not yet been received.

### **Brownhill Keswick Creek**

The Brown Hill and Keswick Creeks Stormwater Board (BHKSSB) draft 2018-19 financial statements show a Net Surplus of \$215K and an increase in Total Equity of \$5.9M. Council's share in the Subsidiary is 20%, or \$1.23M. The final audited statements have not yet been received.

### **Carry Forward Requests**

Council has a number of projects or initiatives that for various reasons were not finalised by the end of the financial year. Reasons for this include:

- Lengthy tender processes and/or contract negotiations;
- Delays due to inclement weather;
- Projects split over 2 or more years where an estimate has been made as to how much is spent in each financial year; or
- Delays as a result of community consultation.

The requests for projects to be carried forward are reviewed in line with Council's Carry Forward Administration Policy.

The list of carry forward requests totalling \$2.26M consists of:

- \$20K for Operating Projects Expenditure;
- \$2.24M for New Capital Works and Replacement Capital

All carry forward requests have been reviewed to ensure funding is available.

The detailed proposed Carry Forward list from 2018-19 has been attached for Members' consideration.

*Attachment 6*

The proposed carry forwards are reflected in the revised Uniform Presentation of Finances for the year ending 30 June 2020.

*Attachment 7*

## **5. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The Preliminary End of Year Results for 2018-19 be noted.
3. Carry forward projects from 2018-19 totalling a net amount of \$2.26M (as set out in Attachment 6 to Item 4.7, Council Meeting 23/09/2019) be approved.
4. The revised budgeted Uniform Presentation of Finances reflecting a Budget Operating Surplus of \$2.53M before Capital Revenue and revised Net Borrowings of \$13.31M as summarised in Attachment 7 to Item 4.7 (Council Meeting 23/09/2019) for the 2019-20 financial year be adopted.
5. The total estimated borrowings at the end of June 2019 as set out in Attachment 4 to Item 4.7 (Council Meeting 23/09/2019) of \$2.51M be noted.

This option will ensure that the budget for incomplete projects is available to complete these projects in 2019-20.

As these projects' budgets were approved in 2018-19, the majority of these carry forward projects already have contractual commitments and/or expenditure incurred.

Option 2 –

1. The report be received.
2. Preliminary End of Year Results for 2018-19 be noted and an updated report reflecting proposed changes to carry forwards be returned to Council.

This option allows Council to adjust carry forward approvals should it wish to do so.

If carry forward projects are not approved, those projects will remain incomplete. Further, the non-approval of carry forwards may result in difficulties in financial reporting and variance analysis at a project level as projects would be highlighted as having 2019-20 expenditure and no corresponding budget.

**6. RECOMMENDED OPTION**

Option 1 is the recommended option.

**7. POLICY IMPLICATIONS**

There are no policy implications.

**8. REPORT AUTHORISERS**

| <b>Name</b>    | <b>Title</b>                                    |
|----------------|---|
| Nicola Tinning | General Manager, Business Support & Improvement |
| Peter Tsokas   | Chief Executive Officer                         |



## Operating Income compared to Budget

|                                     | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 |
|-------------------------------------|----------------------|----------------------|--|
| <b>Operating income</b>             |                      |                      |  |
| Rates                               | 41,336               | 41,269               | 67                                       |
| Statutory income                    | 1,593                | 1,584                | 9  |
| User charges                        | 1,826                | 1,711                | 115                                      |
| Grants, subsidies and contributions | 3,763                | 2,617                | 1,146                                    |
| Asset Disposal                      | 69                   | -                    | 69                                       |
| Other income                        | 1,175                | 1,050                | 125                                      |
| <b>Total Operating Income</b>       | <b>49,762</b>        | <b>48,230</b>        | <b>1,531</b>                             |

### End of Year Result

Income is favourable by \$1.53M (3.1%) compared to budget year to date. The key items that make up this favourable variance are:

*User Charges \$115K favourable:*

- Parking permits \$76K
- Property services \$20K and Swimming Centre \$15K

*Grants, subsidies & contributions \$1.15M favourable:*

- The Financial Assistance Grant (FAG) funding \$408K, Local Roads funding \$214K and Roads Maintenance \$393K paid in advance

*Other income \$125K favourable:*

- Reimbursements were \$117K favourable to budget, comprising the following variances:
  - o Brownhill Keswick Creek \$93K payment received
  - o Animal Control \$86K from Town of Walkerville for Shared Services
  - o Parking Control \$58K unfavourable as a result of fewer fines recovered

### Operating Expenditure compared to Budget

|   | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 |
|---|----------------------|----------------------|--|
| <b>Operating expenditure</b>            |                      |                      |  |
| Total Employment costs                  | 17,713               | 18,466               | 753                                      |
| Materials, contracts and other expenses | 17,232               | 17,587               | 355                                      |
| Depreciation and amortisation           | 7,880                | 7,880                | -  |
| Finance costs                           | 161                  | 285                  | 124                                      |
| <b>Total Operating Expenditure</b>      | <b>42,985</b>        | <b>44,218</b>        | <b>1,232</b>                             |

### End of Year Result

A favourable expenditure variance has occurred for the year of \$1.23M (2.79%).

The key items that make up this variance are:

*Total Employment Costs \$753k favourable:*

- Long service and Annual leave provisions not processed at time of writing this report
- 

*Materials, contracts and other expenses \$355K favourable:*

- Software fees, licenses and maintenance \$169K
- Property and Water \$151K
- 

*Finance Costs \$124K favourable:*

- Less than expected due to the delay of the capital works program
- 

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## Operating Projects compared to Budget

|   | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 | Proposed<br>Carry<br>Forwards<br>\$'000 | Variance<br>Adjusted for<br>Carry<br>Forwards<br>\$'000 |
|---|----------------------|----------------------|--|---|---|
| Operating projects                          |                      |                      |  |   |   |
| Income                                      | 91                   | 138                  | (47)                                     | -                                       | (47)  |
| Expenditure                                 | 1,282                | 1,469                | 188                                      | 20                                      | 168   |
| <b>Net expenditure - Operating projects</b> | <b>1,190</b>         | <b>1,331</b>         | <b>141</b>                               | <b>20</b>                               | <b>121</b>  |

### End of Year Result

A favourable variance for Operating Projects has occurred for the year of \$141K, excluding proposed carry forwards.

### Income

Income is \$47K unfavourable, as a result of budgeted income for Kirinari Lease not being received as the lease ended.

### Expenditure

Operating project expenditure has a favourable variance of \$188K; savings realised include:

- Parking Initiatives: implementation of Business Parking Permits \$34K
- Unley Central Project \$34K
- Review of services using a Target Operating Model \$21K
- Planning System Reform Policy Update & Transition \$20K
- Business Concierge \$16K
- Local Government Elections 2014 \$16K
- LATM 3 Clarence Park \$16K

Proposed carry forward expenditure of \$20K has been identified in relation to the following project:

- Planning System Reform Policy Update & Transition

Further details is provided in Attachment 6



## Capital Works compared to Budget

|   | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 | Proposed<br>Carry<br>Forwards<br>\$'000 | Variance<br>Adjusted for<br>Carry<br>Forwards<br>\$'000 |
|---|----------------------|----------------------|--|---|---|
| <b>Capital projects</b>                   |                      |                      |  |   |   |
| Income                                    | 2,653                | 4,976                | (2,323)                                  | 2,780                                   | 457   |
| Expenditure                               | 15,025               | 20,172               | 5,147                                    | 5,024                                   | 123   |
| <b>Net expenditure - Capital projects</b> | <b>12,371</b>        | <b>15,195</b>        | <b>2,824</b>                             | <b>2,244</b>                            | <b>580</b>  |

### End of Year Result

A favourable Net expenditure variance of \$2.82M has occurred for the year, this variance has contributed to no new borrowings during 2018-19. A net amount of \$2.24M has been requested as carry forwards.

### Capital Income

Goodwood Oval Facilities \$2.34M Project on hold subject to the outcome of the Environment, Resources and Development Court. Construction due to be completed in 2020.

### Capital Expenditure

The majority of the favourable variance of \$5.15M, relates to incomplete Capital Projects, of which \$5.02M has been included in the proposed Carry Forward requests.

Key New Capital items include:

- Goodwood Oval projects \$2.49M
- LED Street Lighting \$613K
- Leah Street Replacement \$550K
- COU Cycling and Walking \$324K
- Heywood Park Improvements \$186k
- LATM Implementation \$178K

Key Renewal Capital include:

- Blackspot Funding for Cambridge Terrace and Fisher Street \$79K
- Cambridge Terrace and Wattle Street \$67K
- IT Asset Replacement Program \$65K

Further detail is provided in Attachment 6.

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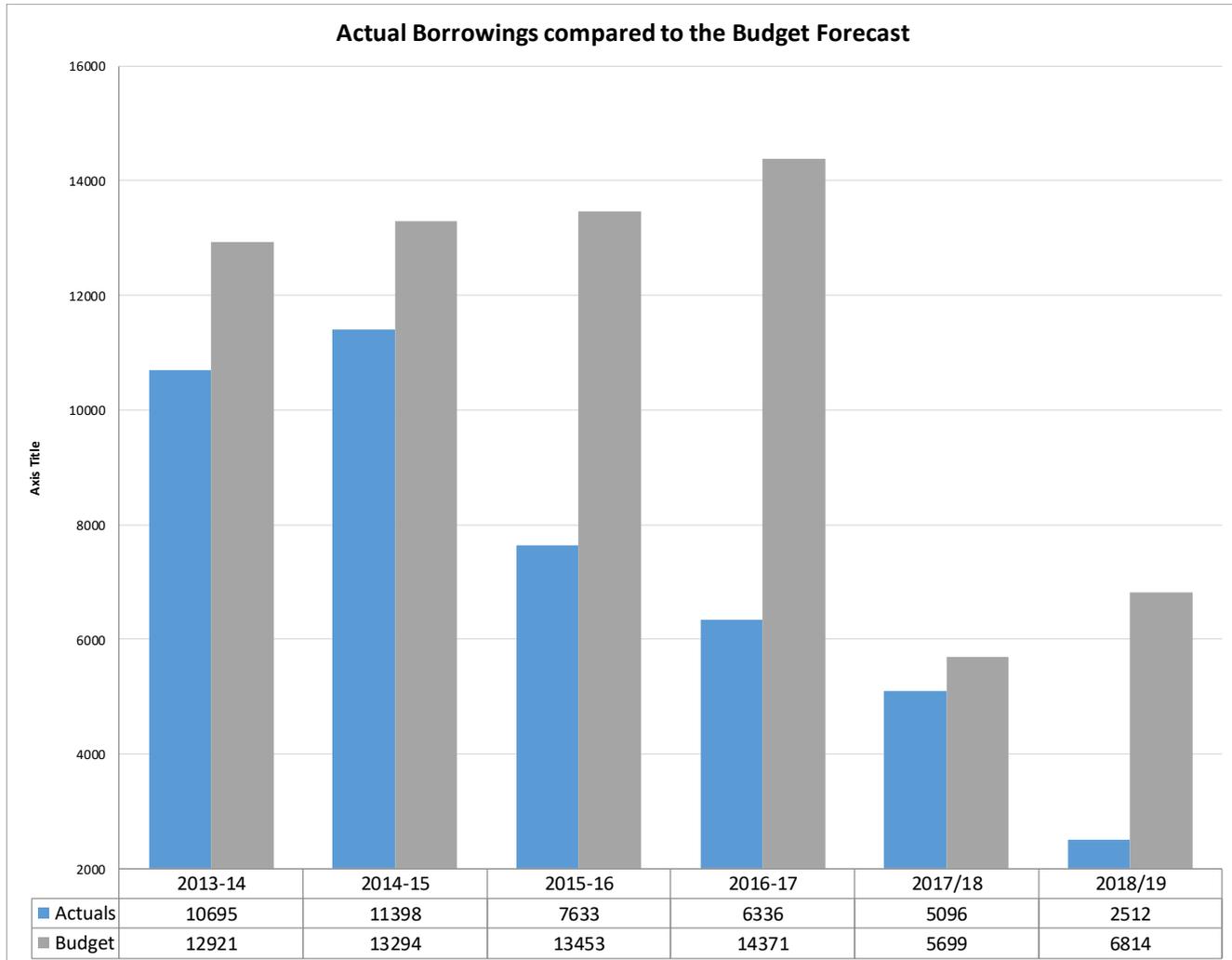
**Cash flow and borrowings compared to Budget**

|   | <b>Actuals as at<br/>June 2019<br/>\$'000</b> | <b>Budget as at<br/>June 2019<br/>\$'000</b> | <b>Movement<br/>\$'000</b> |
|---|---|--|----------------------------|
| Rate receipts   | 41,336  | 41,269                                       | 67                         |
| Other receipts  | 8,517   | 7,100  | 1,418                      |
| Operating payments to suppliers & employees           | (36,387)                                      | (37,807)                                     | 1,420                      |
| <b>Net Cash flows from Operating</b>                  | <b>13,466</b>                                 | <b>10,561</b>                                | <b>2,905</b>               |
| Capital related receipts                              | 2,653   | 4,976  | (2,323)                    |
| Capital Expenditure on Assets                         | (15,025)                                      | (20,172)                                     | 5,147                      |
| Loans Made to Community Groups                        | -   | -  | -                          |
| Repayment of Loans from Community Groups              | -   | -  | -                          |
| <b>Net Flows from Investing Activities</b>            | <b>(12,371)</b>                               | <b>(15,195)</b>                              | <b>2,824</b>               |
| New Borrowings  | -   | 5,225  | (5,225)                    |
| Repayment of Loans                                    | (670)   | (670)  | -                          |
| <b>Net Flows from Financing Activities</b>            | <b>(670)</b>                                  | <b>4,555</b>                                 | <b>(5,225)</b>             |
| <b>Net Change in Cash, Investments &amp; Drawdown</b> | <b>425</b>                                    | <b>(79)</b>                                  | <b>504</b>                 |
| <b>Cash &amp; Investments</b>                         | <b>2,767</b>                                  | <b>100</b>                                   | <b>2,667</b>               |
| Short Term Drawdown                                   | -   | (21)   | 21                         |
| Fixed Term Loans                                      | (2,512)                                       | (6,793)                                      | 4,281                      |
| <b>Total Borrowings</b>                               | <b>(2,512)</b>                                | <b>(6,814)</b>                               | <b>4,302</b>               |
| <b>Net</b>  | <b>255</b>                                    | <b>(6,714)</b>                               | <b>6,969</b>               |

**Cash Flows**

Both the Operational and Capital cash flow were favourable to budget for the year. The forecast borrowings for 2018-19 of \$5.23M were not required.

## End of Year Comparison to Budget



As shown in the graph above, over the last 6 years the Actual End of Year Borrowings have been lower than Budget, as a result of a number of factors, including project delays, savings found on an annual basis through recurrent budgets and carry overs this year. Over the same period, total borrowings have steadily declined, due to the repayment of principle.

For the year ended 2019-20, the actual borrowings are \$2.51M, which is \$4.28M below the forecast of \$6.81M. This is largely driven by incomplete projects reflected in the Carry Forward requests of \$2.24M and Financial Assistance Grants received in advance.

Estimated borrowings as at 30 June 2019 are \$3.45M.

| The City of Unley   |                      |                      |  |   |   |
|---|----------------------|----------------------|--|---|---|
| Overall Funding Statement<br>for the year to date ended June 2019 |                      |                      |  |   |   |
|   | Actual YTD<br>\$'000 | Budget YTD<br>\$'000 | YTD<br>Variance<br>Fav/(Unfav)<br>\$'000 | Proposed<br>Carry<br>Forwards<br>\$'000 | Variance<br>Adjusted for<br>Carry<br>Forwards<br>\$'000 |
| <b>Operating income</b>   |                      |                      |  |   |   |
| Rates   | 41,336               | 41,269               | 67                                       | -                                       | 67  |
| Statutory income  | 1,593                | 1,584                | 9  | -                                       | 9   |
| User charges  | 1,826                | 1,711                | 115                                      | -                                       | 115   |
| Grants, subsidies and contributions                               | 3,763                | 2,617                | 1,146                                    | -                                       | 1,146   |
| Asset Disposal  | 69                   | -                    | 69                                       | -                                       | 69  |
| Other income  | 1,175                | 1,050                | 125                                      | -                                       | 125   |
| <b>Total Operating Income</b>                                     | <b>49,762</b>        | <b>48,230</b>        | <b>1,531</b>                             | <b>-</b>                                | <b>1,531</b>  |
| <b>Operating expenditure</b>                                      |                      |                      |  |   |   |
| Total Employment costs  | 17,713               | 18,466               | 753                                      | -                                       | 753   |
| Materials, contracts and other expenses                           | 17,232               | 17,587               | 355                                      | -                                       | 355   |
| Depreciation and amortisation                                     | 7,880                | 7,880                | -  | -                                       | -   |
| Finance costs   | 161                  | 285                  | 124                                      | -                                       | 124   |
| <b>Total Operating Expenditure</b>                                | <b>42,985</b>        | <b>44,218</b>        | <b>1,232</b>                             | <b>-</b>                                | <b>1,232</b>  |
| <b>Funding surplus/(deficit) before Projects</b>                  | <b>6,776</b>         | <b>4,013</b>         | <b>2,764</b>                             | <b>-</b>                                | <b>2,764</b>  |
| <b>Project Summary</b>  |                      |                      |  |   |   |
| <b>Operating projects</b>   |                      |                      |  |   |   |
| Income  | 91                   | 138                  | (47)                                     | -                                       | (47)  |
| Expenditure   | 1,282                | 1,469                | 188                                      | 20                                      | 168   |
| <b>Net expenditure - Operating projects</b>                       | <b>1,190</b>         | <b>1,331</b>         | <b>141</b>                               | <b>20</b>                               | <b>121</b>  |
| <b>Funding Surplus before Capital</b>                             | <b>5,586</b>         | <b>2,681</b>         | <b>2,905</b>                             | <b>(20)</b>                             | <b>2,885</b>  |
| <b>Capital projects</b>   |                      |                      |  |   |   |
| Income  | 2,653                | 4,976                | (2,323)                                  | 2,780                                   | 457   |
| Expenditure   | 15,025               | 20,172               | 5,147                                    | 5,024                                   | 123   |
| <b>Net expenditure - Capital projects</b>                         | <b>12,371</b>        | <b>15,195</b>        | <b>2,824</b>                             | <b>2,244</b>                            | <b>580</b>  |
| <b>Total Operating projects and capital works program (net)</b>   | <b>13,562</b>        | <b>16,527</b>        | <b>2,965</b>                             | <b>2,264</b>                            | <b>701</b>  |
| Depreciation and amortisation                                     | 7,880                | 7,880                | 7,880                                    | -                                       | -   |
| <b>Net Lending / (Borrowing) for Financial Year</b>               | <b>1,095</b>         | <b>(4,634)</b>       | <b>5,729</b>                             | <b>(2,264)</b>                          | <b>3,465</b>  |

The figures in this paper have been rounded and consequently individual sub-totals, whilst being correct, may differ slightly from the sum of the rounded amounts.



## Proposed 2018-19 Carry Forward List

### Operating Projects

| Cost Centre/ Project  | Request \$    | Comments   |
|---|---------------|--|
| Planning System Reform Policy Update & Transition 202704            | 20,000        | State Government has delayed the release of the Draft Planning & Design Code to October 2019. Carry forward is required to assist Council with its review of the proposed changes relative to its Development Plan and in undertaking community consultation. The funding is an allocation at this time and will need to be reviewed once the Draft Code has been released to confirm if additional funding is required. |
| <b>Total Operating Projects Expenditure Proposed Carry Forwards</b> | <b>20,000</b> |  |

### New Capital Projects – Income

| Cost Centre/ Project   | Request \$       | Comments   |
|--|------------------|--|
| Goodwood Oval 202670   | 2,337,502        | Project delayed due to a third party ERD Court appeal which concluded in August 2019. Works contract to be awarded in December 2019 and works expected to be completed in December 2020. |
| Heywood Park Improvements 202689                             | 64,532           | Carry forward is required to deliver the Smart Cities initiatives. Works contract has been awarded and works are expected to be completed by October 2019.                               |
| Soutar Park Playground Upgrade 202690                        | 25,714           | Works contract has been awarded and works are expected to be completed by October 2019.  |
| Heywood Park Mini Ninjas Project 202691                      | 28,543           | Works to be completed in August 2019.  |
| Parkside Primary School Crossing 202692                      | 125,562          | Project delayed due to a Section 270 Review of Decision which concluded in July 2019. Works contract has been awarded and works are expected to be completed by November 2019.           |
| <b>Total New Capital Expenditure Proposed Carry Forwards</b> | <b>2,581,853</b> |  |

**New Capital Projects - Expenditure**

| <b>Cost Centre/ Project</b>                     | <b>Request \$</b> | <b>Comments</b>  |
|---|-------------------|--|
| Main Street Allocation<br>201983                | 116,990           | Unley Road: Unable to plant trees in initially proposed location due to services. Alternate location for tree planting and increasing vines will be pursued. Works expected to be completed in May 2020.<br><br>Fullarton Road: Preferred tenderer withdrew during tender process. Works to be re-tendered and are expected to be completed in May 2020. |
| LATM Implementation<br>202359                   | 177,879           | Carry forward is for construction of three driveway links along Young Street at Jaffery Street, Stamford Street and Oxenbould Street. Works contract expected to be tendered in September 2019 and works are expected to be completed by February 2020.  |
| Public Art Strategy<br>Implementation<br>202502 | 58,946            | Finalisation of Echo public art work at Heywood Park. Expected completion, September   |
| COU Cycling and Walking<br>Plan<br>202626       | 324,374           | Weller Street and Mike Turtur Bikeway works have been postponed to following the completion of King William Road Upgrade. Concept design has been endorsed. Detailed design is to commence in December 2019 and works are expected to be completed by June 2020.   |
| Goodwood Oval<br>202670                         | 2,490,502         | Project delayed due to a third party ERD Court appeal concluding in August 2019. Works contract to be awarded in December 2019 and works expected to be completed in December 2020.  |
| Heywood Park<br>Improvements<br>202689          | 185,532           | Works contract has been awarded and works are expected to be completed by October 2019.  |
| Soutar Park Playground<br>Upgrade<br>202690     | 25,714            | Works contract has been awarded and works are expected to be completed by October 2019.  |
| Heywood Park Mini Ninjas<br>Project<br>202691   | 28,543            | Works to be completed in September 2019.   |
| Parkside Primary School<br>Crossing<br>202692   | 125,562           | Project delayed due to a Section 270 Review of Decision which concluded in July 2019. Works contract has been awarded and works are expected to be completed by November 2019.   |

**New Capital Projects - Expenditure**

|  |                  |   |
|--|------------------|---|
| King William Road<br>202699  | 76,587           | Construction and budget over two financial years. Carry forward is timing related.  |
| Alternative Green Energy -<br>Green Infrastructure<br>Implementation<br>202700 | 13,254           | Installation of solar panels are proposed on roof of Unley Town Hall Library. Works are subject to development approval and are expected to be completed by March 2020.   |
| Leah Street Replace<br>Falling Road<br>202702                                  | 550,000          | Works commenced in July 2019 and are expected to be completed in September 2019.  |
| LED Street Lighting<br>202703  | 613,035          | Works are to be delivered in two stages with "P" category lighting upgrade completed in 2018/19 and "V" category lighting expected to be completed in 2019/20. Planning and design for "V" category lighting has commenced and works are expected to be completed by June 2020. |
| <b>Total New Capital<br/>Expenditure Proposed<br/>Carry Forwards</b>           | <b>4,786,918</b> |   |

**Replacement Capital Projects – Income**

| <b>Cost Centre/ Project</b>   | <b>Request \$</b> | <b>Comments</b>   |
|---|-------------------|---|
| Drains & Stormwater<br>Capital Replacement<br>202635                        | 50,000            | \$50k carried forward for the<br>Department of Environment &<br>Water research grant for Adelaide<br>University |
| Blackspot Prog -<br>Roundabout<br>Cambridge Tce &<br>Wattle St<br>202718    | 67,749            | Grant income to be received when<br>project is complete. Refer amount<br>under Renewal Expenditure.             |
| Blackspot Prog -<br>Roundabout<br>Cambridge Tce &<br>Fisher St<br>202719    | 80,249            | Grant income to be received when<br>project is complete. Refer amount<br>under Renewal Expenditure.             |
| <b>Total Replacement<br/>Capital Income<br/>Proposed Carry<br/>Forwards</b> | <b>197,998</b>    |   |

**Replacement Capital Projects – Expenditure**

| <b>Cost Centre/ Project</b>  | <b>Request \$</b> | <b>Comments</b>   |
|--|-------------------|---|
| IT Asset Replacement Program<br>201230                               | 65,000            | Important cyber-security and disaster recovery initiatives are in work-in-progress awaiting completion. Extra time required due to complexity of work. Request transfer of 65k of funds to complete in Q1                           |
| ICT Infrastructure Upgrade Project<br>202332                         | 16,285            | Budget underspend due to efficiencies found in deployment of library and community centre communication systems. Request transfer to complete internet upgrades at community centres to further improve phone system functionality. |
| EDRMS Replacement Project<br>202682                                  | 10,000            | To purchase document scanner for Records compatible with new systems.   |
| Blackspot Prog - Roundabout Cambridge Tce & Wattle St<br>202718      | 66,724            | Works contract has been awarded and works are expected to be completed by November 2019.  |
| Blackspot Prog - Roundabout Cambridge Tce & Fisher St<br>202719      | 79,224            | Works contract has been awarded and works are expected to be completed by November 2019.  |
| <b>Total Replacement Capital Expenditure Proposed Carry Forwards</b> | <b>237,233</b>    |   |

**Summary of Carry Forwards**

| <b>Uniform Presentation of Finances Category</b> | <b>Income</b>    | <b>Expenditure</b> | <b>Net</b>       |
|--|------------------|--------------------|------------------|
| Operating Projects                               |                  | 20,000             | 20,000           |
| New Capital                                      | 2,581,853        | 4,786,918          | 2,205,065        |
| Replacement Capital                              | 197,998          | 237,233            | 39,236           |
| <b>Total Proposed Carry Forwards</b>             | <b>2,779,851</b> | <b>5,044,151</b>   | <b>2,264,300</b> |

Proposed Budgeted Uniform Presentation of Finances  
For the year ended 30 June 2020

\$ '000

|   | Original<br>Budget<br>2019-20 | Carry<br>Forward | Proposed<br>Revised<br>2019-20<br>Budget |
|---|-------------------------------|------------------|--|
| Income  | 49,442                        |                  | 49,442                                   |
| less Expenses   | (46,888)                      | (20)             | (46,908)                                 |
| <b>Operating Surplus / (Deficit)</b>                                  | <b>2,554</b>                  | <b>(20)</b>      | <b>2,534</b>                             |
| <b>less Net Outlays on Existing Assets</b>                            |                               |                  |  |
| Capital Expenditure on Renewal and Replacement of Existing Assets     | (4,301)                       | (237)            | (4,538)                                  |
| less Depreciation, Amortisation and Impairment                        | 8,013                         |                  | 8,013                                    |
| less Amounts Received Specifically for Replacement of Existing Assets | -                             | 198              | 198                                      |
| less Proceeds from Sale of Replaced Assets                            | 140                           |                  | 140                                      |
| <b>Subtotal</b>   | <b>3,852</b>                  | <b>(39)</b>      | <b>3,812</b>                             |
| <b>less Net Outlays on New and Upgraded Assets</b>                    |                               |                  |  |
| Capital Expenditure on New and Upgraded Assets                        | (17,448)                      | (4,787)          | (22,235)                                 |
| less Amounts Received Specifically for New and Upgraded Assets        | -                             | 2,582            | 2,582                                    |
| less Proceeds from Sale of Surplus Assets                             | -                             |                  |  |
| <b>Subtotal</b>   | <b>(17,448)</b>               | <b>(2,205)</b>   | <b>(19,653)</b>                          |
| <b>Net Lending / (Borrowing) for Financial Year</b>                   | <b>(11,042)</b>               | <b>(2,264)</b>   | <b>(13,307)</b>                          |
| <b>Net Financial Liabilities at Beginning of Year</b>                 | (17,477)                      |                  | (17,477)                                 |
| Decrease / (increase) in Other  | 402                           |                  | 402                                      |
| <b>Net Financial Liabilities at End of Year</b>                       | <b>(28,118)</b>               |                  | <b>(30,382)</b>                          |

*The figures in this report have been rounded and consequently individual sub-totals, whilst being correct, may differ slightly from the sum of the rounded amounts.*

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | ASSOCIATION COORDINATORS QUARTERLY REPORT 1 APRIL - 30 JUNE 2019   |
| <b>ITEM NUMBER:</b>     | 4.8  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | AKARRA KLINGBERG   |
| <b>JOB TITLE:</b>       | COORDINATOR ECONOMIC DEVELOPMENT   |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. UNLEY ROAD ASSOCIATION 2018/19 QUARTER 4 REPORT</li><li>2. GOODWOOD ROAD BUSINESS ASSOCIATION 2018/19 QUARTER 4 REPORT</li><li>3. KING WILLIAM ROAD TRADERS ASSOCIATION 2018/19 QUARTER 4 REPORT</li><li>4. FULLARTON ROAD SOUTH TRADERS ASSOCIATION 2018/19 QUARTER 4 REPORT</li><li>5. FULLARTON ROAD SOUTH TRADERS ASSOCIATION LETTER TO REQUEST BUDGET REALLOCATION</li></ol> |

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### 1. **EXECUTIVE SUMMARY**

The City of Unley has four (4) mainstreet precincts (Fullarton Road, Unley Road, King William Road and Goodwood Road) (“the Precincts”).

The Association Separate Rate Agreements require each Mainstreet Association to submit quarterly expenditure reports to Council. This report presents the expenditure reports for the period 1 April 2019 to 30 June 2019, as well as additional information on the activities of the Mainstreet Associations.

As part of their report, the Fullarton Road South Traders Association Incorporated (FRSTA) has applied to Council to amend their approved expenditure plan for 2019/20.

## **2. RECOMMENDATION**

That:

1. The report be received.
  2. The Fullarton Road South Traders Association Inc. 2019-20 Expenditure Plan be amended to reallocate \$4,160 for the Marketing Coordinator Position to marketing activities.
- 

## **3. RELEVANT CORE STRATEGIES/POLICIES**

3. Economic Prosperity
  - 3.2 Thriving main streets and other business activities operate across our City.
  - 3.1 Association Separate Rate Agreements

## **4. BACKGROUND**

Each Precinct is represented by an Independent Incorporated Trader Association (“the Associations”) and each is managed by a committee comprised of their members. A separate rate is levied by Council on business in each of the Precincts for the purpose of marketing and promotion. Money collected from this levy is contracted, through a funding agreement, to the relevant Association to conduct this activity on Council’s behalf. The levy collected is different for each precinct, both in total amount raised and rate in the dollar. There is a formal Association Separate Rate Agreement (“Agreement”) in place between Council and the Associations for the expenditure of the Separate Rate.

As part of the Agreements, each Mainstreet Association is required to provide a quarterly report.

## **5. DISCUSSION**

The Associations have been asked to provide a financial report from quarter 4, 2018/19, 1 April 2019 – 30 June 2019. Additional information is provided below on the activities, achievements and challenges each of the Associations have experienced during this time.

*Attachments 1-4*

### **Unley Road Association (\$110,000 Separate Rate Funding)**

- Installation and planting of planter boxes along Unley Road funded through the Mainstreet Improvement Program Budget.
- Advocating to the State Government and Department of Planning, Transport and Infrastructure regarding the proposed new clearway times for Unley Road.
- Networking event held at Rawsons Elite Appliances (25 March).
- Tender for new website development put out to market.
- Ongoing Social Media.
- Opportunity provided to Unley Road businesses to feature in SA Life Food and Wine Magazine.

### **Goodwood Road Business Association (\$54,500 Separate Rate Funding)**

- Three 'Sat'dys on Goody' were held on 30 March 2019, 27 April 2019 and 25 May 2019. These activations incorporated a variety of activities including face painting, kids craft activity, buskers, GCS barbecue (27 April 2019), footpath chalk artist and more.
- The publicly accessible defibrillator at Bendigo Bank - Goodwood Community Bank Branch and Heart of Goodwood campaign launch was launched on 25 May 2019 with festivities including the unveiling function for invited guests at the bank, St Johns demonstrations, Heart Foundation giveaways and Heart of Goody Trail - 50 bags given away, with 24 businesses participating.
- Heart of Goodwood Campaign was launched on 25 May 2019:
  - 31 businesses involved offering discounts or bonuses
  - 250 cards distributed via "competition" app
  - Stickers on participating business windows
  - Participating businesses promoted via social media channels
  - New Heart of Goodwood banners installed on all the flagtrax banner poles
- Easter Competition was run to win a Goody Basket with 12 businesses donating to the prize and 326 entries were received.
- Additional bud lighting was installed which was funded through the Mainstreet Improvement Program Budget.
- SALA preparations.

**King William Road Traders Association (\$144,500 Separate Rate Funding)**

- PR engagement – Sassafras PR company was engaged to work on key messages and deliver newsworthy stories for traders/KWR throughout the upgrade period,
- Mother’s Day campaign - Featuring interviews with mother/daughter relationships on the street and profiling the ‘people of KWR’ with a digital campaign. This campaign was incredibly successful with digital engagement.
- Food and wine sessions - PR activation carried out during June with food outlets hosting lunch/dinner offerings, wine tastings, champagne tastings, workshops, etc. Again, this featured strong PR with The Advertiser features together with a digital campaign featuring chef/food outlets’ owners. This activation was run in the first four weeks of the upgrade and some traders continued the offer into July in a bid to continue to attract customers.
- Upgrade planning.
- Website updates - working with new traders to list new traders.

**Fullarton Road South Traders Association (\$13,000 Separate Rate Funding)**

- Focus on growing Destination Highgate Social Media following.
- Development of window decals for businesses.
- Development of precinct brochure listing all businesses.

The Association has formally written to Council to request an amendment to their approved 2019/20 Expenditure Plan (Item 1425/2019), to reallocate funds approved for the Marketing Coordinator position to marketing activities. The Marketing Coordinator position will be filled on a voluntary basis to allow all funds raised to be directed to marketing initiatives. The Separate Rate raised for Fullarton Road is \$13,000 which is the lowest amount raised of the four Associations. To ensure the function of the Coordinator position is maintained, a document outlining tasks has been created and shared with all committee members.

*Attachment 5*

| <b>Approved Budget allocation</b>      | <b>Project</b>        | <b>Re-allocated Project</b> | <b>Additional Notes</b>  |
|--|-----------------------|-----------------------------|--|
| \$4,160                                | Marketing Coordinator | Marketing Program           | Marketing coordinator position will be filled in a volunteer capacity. |
| \$0 Net total change to overall budget |                       |                             |  |

## 6. **ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The Fullarton Road South Traders Association Inc. 2019-20 Expenditure Plan be amended to reallocate \$4,160 for the Marketing Coordinator Position to marketing activities.

This option allows the Fullarton Road South Traders Association to re-allocate approved funds to different marketing projects while still maintaining the Coordinator position in a volunteer capacity.

### Option 2 –

1. The application to amend the Fullarton Road South Traders Association Inc. 2019-20 Expenditure Plan is not supported.

If the application to re-allocate funds is not supported, the Fullarton Road South Traders Association will have less funding to allocate to marketing initiatives for the precinct and will be required to fund a position that can be filled on a volunteer basis.

## 7. **RECOMMENDED OPTION**

Option 1 is the recommended option.

## 8. **POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- Council imposes a separate rate and provides revenue recovered by that rate to the Mainstreet Trader Associations for marketing purposes. There is no net cost to Council.

### **8.2 Legislative/Risk Management**

- Council has an obligation to ensure that the revenue raised from the Separate Rate is expended for the purpose for which the rate was imposed. An expenditure plan is endorsed by the Council for each annual agreement. Amendments to this approved plan must be submitted and approved at Council's discretion.

### **8.3 Environmental/Social/Economic**

- There are no social or environmental impacts. The Separate Rate will impose a financial burden on the businesses so rated, but the marketing and promotional activities of the Associations should mitigate the financial impacts and lead to improved overall outcomes for those businesses.

**9. REPORT CONSULTATION**

No internal consultation has been undertaken or considered necessary.

**10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                      |
|--------------|-----------------------------------|
| Claude Malak | General Manager, City Development |



**Unley Road Association  
Summary of Income and Expenditure 2018/19**

**Income**

|                                 |                      |
|---------------------------------|----------------------|
| Separate Rate Funding           | \$ 110,000.00        |
| Banner Income                   | \$ 1,700.00          |
| Membership                      | \$ -                 |
| City of Unley Event Sponsorship | \$ 15,000.00         |
| <b>Total Income</b>             | <b>\$ 126,700.00</b> |

Note : it is a requirement of the Local Government Act that all separate rate funding must be expended for the purposes outlined in the year of collection.

|   |    |               |
|---|----|---------------|
| Has there been an alteration to your endorsed expenditure plan: | No | Date approved |
|---|----|---------------|

**\*\* Note: As per the Agreement with Council for the expenditure of the Separate Rate, all variations to the approved expenditure plan must be approved by The Council**

**Expenditure**

**Projects (provide further detail on 'Detail' worksheet)**

NOTE: If a project is funded through income additional to the Separate Rate, please indicate the funding contribution of each project: eg \$20k Separate Rate, \$15k CoU sponsorship etc

| Brief Description   | Budget              | Quarter 1          | Quarter 2           | Quarter 3           | Quarter 4           | Progressive total | % of Prog. Total |
|---|---------------------|--------------------|---------------------|---------------------|---------------------|-------------------|------------------|
| Project 1<br>Member Services  | \$ 12,000.00        | 1,266.30           | 7,324.06            | 1,400.09            | 464.33              | 10454.78          | 87%              |
| Project 2<br>Advertising and Promotions   | \$ 25,096.00        | 586.36             | 4,673.66            | 11,932.21           | 8,120.83            | 25313.06          | 101%             |
| Project 3<br>Online Services  | \$ 6,000.00         | 700                | 156.65              | 0                   | 5,119.00            | 5975.65           | 100%             |
| Project 4<br>Major Event (This includes \$25k Separate Rate, \$15k Sponsorship) | \$ 40,000.00        | 1190.91            | 2,087.27            | 43,687.91           | 2,867.49            | 49833.58          | 125%             |
| Project 5<br>Minor Events   | \$ 7,300.00         | 0                  | 3,647               | 813.18              | 1,163.64            | 5624.09           | 77%              |
| <b>Subtotal</b>   | <b>\$ 90,396.00</b> | <b>\$ 3,743.57</b> | <b>\$ 17,888.91</b> | <b>\$ 57,833.39</b> | <b>\$ 17,735.29</b> | <b>97201.16</b>   | <b>108%</b>      |

**Administration**

| Brief Description  | Budget              | Quarter 1       | Quarter 2       | Quarter 3       | Quarter 4        | Progressive total | % of Prog. Total |
|--|---------------------|-----------------|-----------------|-----------------|------------------|-------------------|------------------|
| Marketing/Admin Coordinator<br>Marketing and Admin Coordinating                      | \$ 23,400.00        | 4221.75         | 5,584.34        | 4,988.18        | 9,889.09         | 24683.36          | 105%             |
| Find Your Everything<br>Contribution to 2018/ 19 Mainstreet Digital Economy Strategy | \$ 7,296.00         | 1824            | 1,824           | 1,824.00        | 1,824.00         | 7296              | 100%             |
| Office Expenses<br>office bookkeeping and Office supplies                            | \$ 4,330.00         | 435.86          | 1,340.00        | 885.68          | 2,016.93         | 4678.47           | 108%             |
| Insurance<br>insurance cover, event insurance and liability                          | \$ 1,278.00         | 951.07          | 0               | 0               | 951.87           | 1902.94           | 149%             |
| <b>Subtotal</b>  | <b>\$ 36,304.00</b> | <b>7,432.68</b> | <b>8,748.34</b> | <b>7,697.86</b> | <b>14,681.89</b> | <b>38560.77</b>   | <b>106%</b>      |

|                       |                                  |                      |  |  |  |                   |             |
|-----------------------|----------------------------------|----------------------|--|--|--|-------------------|-------------|
| <b>Total Expenses</b> | <b>Projects + Administration</b> | <b>\$ 126,700.00</b> |  |  |  | <b>135,761.93</b> | <b>107%</b> |
|-----------------------|----------------------------------|----------------------|--|--|--|-------------------|-------------|

|                          |  |             |  |  |  |                  |  |
|--------------------------|--|-------------|--|--|--|------------------|--|
| <b>Operating Surplus</b> |  | <b>\$ -</b> |  |  |  | <b>-\$ 9,062</b> |  |
|--------------------------|--|-------------|--|--|--|------------------|--|

Unley Road Association - Expenditure 2018/19

| Project 1                                 | Description and Objective   | Budget                        | Measure                       | New initiative (Y/N) | Target v Actual  | Results for Quarter 1                              | Results for Quarter 2               | Results for Quarter 3  | Results for Quarter 4                                      |
|---|---|-------------------------------|-------------------------------|----------------------|--|--|-------------------------------------|--|--|
| Member Services                           | To hold three networking events at three unique Unley Road businesses/locations, with representation of at least 25% of Unley Road businesses starting in July 2018. Also publish regular emails to inform and assist business owners on matters pertaining to their business | \$ 12,000                     | Participant numbers           | No                   | With the first event for 2018/19 in October we are targeting over 100 people to attend plus the Unley Rotary for the Unley Road Awards | Outcome of results will be forward following event | Averaging 95 traders                | Held at Rawsons Appliances with over 40 Traders and 55 people attending along with 6 of the new elected Councillors great night for networking |  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
| Ongoing to June 30 2019                   |   |                               |                               |                      |  |  |                                     |  |  |
| Project 2                                 | Description and Objective   | Budget                        | Measure                       | New initiative (Y/N) | Target v Actual  | Results for Quarter 1                              | Results for Quarter 2               | Results for Quarter 3  | Results for Quarter 4                                      |
| Advertising and Promotions                | To Produce a marketing campaign, comprising print and online advertisements, newsletters and emails campaigns to promote the diversity for individual businesses and also provide opportunities businesses to participate in events on and off the road.                      | \$ 25,096                     | Engaging metrics              | No                   | targeting 30% participation  | 40.60%   | 32.50%                              | 36.60%   | 39.10%   |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
| Est. Comp. Date : ongoing to June 30 2019 |   |                               |                               |                      |  |  |                                     |  |  |
| Project 3                                 | Description and Objective   | Budget                        | Measure                       | New initiative (Y/N) | Target v Actual  | Results for Quarter 1                              | Results for Quarter 2               | Results for Quarter 3  | Results for Quarter 4                                      |
| Online Services                           | To maintain content rich, responsive website for the Association, Unley Road businesses their customers and local community, using social media to promote and connect  | Followers numbers, engagement | Followers numbers, engagement | No                   | 3,000 visits   | 3,204  | 5002                                | 10,785   | 5,786  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
| Est. Comp. Date : ongoing to 30 June 2019 |   |                               |                               |                      |  |  |                                     |  |  |
| Project 4                                 | Description   | Budget                        | Measure                       | New initiative (Y/N) | Target v Actual  | Results for Quarter 1                              | Results for Quarter 2               | Results for Quarter 3  | Results for Quarter 4                                      |
| Major Event                               | To hold Street wide shopping festival culminating in a free, family community concert supported by the traders and local community <i>This includes \$25,000 from separate rate and \$15,000 CoU sponsorship</i>  | \$ 40,000                     | sponsorship, local business   | No                   | 1500 attendance  | to be held in 3rd quarter                          | to be held in 3rd quarter           | Great event with a targeted audience with Advertising campaign that reached 345,000 through radio. 798,700 through                             | now planning for 2020                                      |
| Est. Comp. Date : 27th February 2019      |   |                               |                               |                      |  |  |                                     |  |  |
| Project 5                                 | Description   | Budget                        | Measure                       | New initiative (Y/N) | Target v Actual  | Results for Quarter 1                              | Results for Quarter 2               | Results for Quarter 3  | Results for Quarter 4                                      |
| Minor Events                              | To hold minor marketing initiatives and events including Unley Delights, Sala, Cancer awareness week and Sturt Football club promotions. Creating greater engagement with traders and the community   | \$ 7,300                      | Public feedback, business     | No                   | 30% participation  | achieved   | 70% participation in Unley Delights | Outcome achieved with 70% participation Light up your shop 3 winners   | low uptake for Sala, planning for Unley Delights with good |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |
|   | Description:  |                               |                               |                      |  |  |                                     |  |  |
|   | Objective:  |                               |                               |                      |  |  |                                     |  |  |

|   |                 |  |           |               |  |  |  |
|---|-----------------|--|-----------|---------------|--|--|--|
| Est. Comp. Date : Ongonig to 30 June 2019 |                 |  |           |               |  |  |  |
| <b>Sub total</b>                          | <b>Projects</b> |  | <b>\$</b> | <b>90,396</b> |  |  |  |

| <b>Administration</b>  |   |                  |                  |
|------------------------|---|------------------|------------------|
|                        | <b>Yearly Hours</b>   | <b>Rate/Hour</b> | <b>Total</b>     |
| Admin/Marketing Coord. | 520   | \$ 45.00         | \$ 23,400        |
| Office Exp.            | Postage, phone calls, office supplies, PO Box, Book keeping |                  | \$ 4,330         |
| Insurance              | Public Liability Required.                                  |                  | \$ 1,278         |
| FYE                    | Contribution to 18-19 Mainstreet Digital Economy Strategy   |                  | \$ 7,296         |
| <b>Sub total</b>       | <b>Administration</b>                                       |                  | <b>\$ 36,304</b> |

|                   |                                  |           |                |
|-------------------|----------------------------------|-----------|----------------|
| <b>Total Exp.</b> | <b>Projects + Administration</b> | <b>\$</b> | <b>126,700</b> |
|-------------------|----------------------------------|-----------|----------------|

**SOCIAL MEDIA**

|                          | <b>Measure</b>   | <b>Current</b> | <b>Annual Target</b> | <b>Quarter 1</b> | <b>Quarter 2</b> | <b>Quarter 3</b> | <b>Quarter 4</b>  |
|--------------------------|------------------|----------------|----------------------|------------------|------------------|------------------|-------------------|
| Member Newsletter        | Open Rate        | 195            | 750                  | 195              | 149              | 178              | this quarter 185  |
| Website Traffic          | Page Views       | 3204           | 1100                 | 3204             | 5002             | 10785            | this quarter 5002 |
| Social Media – Facebook  | Page Likes (net) | 2182           | 9000                 | 2182             | 2191             | 22168            | this quarter 7588 |
| Social Media – Instagram | Followers (net)  | 270            | 1000                 | 270              | 310              | 3395             | this quarter 1424 |
|                          | Followers (net)  |                |                      |                  |                  |                  |                   |
| Social Media – Twitter   | Followers (net)  | 782            | 3000                 | 782              | 781              | 121              | this quarter 109  |
|                          |                  |                |                      |                  |                  |                  |                   |



**Goodwood Road Business Association - Summary of Inc. and Exp 2018/19 - 4th Quarter**

**Income**

|                                    |                     |
|------------------------------------|---------------------|
| Separate Rate funding              | \$ 54,500.00        |
| Banner Income                      | \$ 4,930.00         |
| Event Sponsorship (cash component) | \$ 12,000.00        |
| <b>Total Income</b>                | <b>\$ 71,430.00</b> |

Note : it is a requirement of the Local Government Act that all separate rate funding must be expended for the purposes outlined in the year of collection.

|  |    |               |
|--|----|---------------|
| Any alteration to your endorsed expenditure plan ? | No | Date approved |
|--|----|---------------|

**\*\* Note: As per the Agreement with Council for the expenditure of the Separate Rate, all variations to the approved expenditure plan must be approved by Council**

**Expenditure**

**Projects (provide further detail on 'Detail' worksheet)**

NOTE: If a project is funded through income additional to the Sep. Rate, please indicate the funding contribution of each project: eg \$20k Separate Rate, \$15k CoU sponsorship etc

| Brief Description | Budget   | Quarter 1           | Quarter 2           | Quarter 3          | Quarter 4          | Progressive total   | % of Prog. Total    |            |
|-------------------|--|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|------------|
| Project 1         | Contribution to Digital Economy Strategy   | \$ 2,381.00         | \$ 595.25           | \$ 595.25          | \$ 595.25          | \$ 595.25           | \$ 2,381.00         | 100%       |
| Project 2         | Major Event : SALA. CoU Event Cash Sponsorship : \$12,000, GRBA Cash Cont. : \$5,000 | \$ 17,000.00        | \$ 17,495.00        | \$ 42.00           | \$ -               | \$ 470.00           | \$ 18,007.00        | 106%       |
| Project 3         | Advertising/Promotion (web site, advertising, promotional, misc)                     | \$ 15,000.00        | \$ 2,959.00         | \$ 3,459.16        | \$ 2,215.63        | \$ 4,234.00         | \$ 12,867.79        | 86%        |
| Project 4         | Minor Events (Sat'dys on Goody))   | \$ 5,000.00         | \$ -                |                    |                    | \$ 5,283.00         | \$ 5,283.00         | 106%       |
| Project 5         | Member Services (Networking hospitality, newsletters etc)                            | \$ 1,500.00         | \$ 208.00           | \$ 596.00          | \$ 446.50          | \$ -                | \$ 1,250.50         | 83%        |
| <b>Subtotal</b>   |  | <b>\$ 40,881.00</b> | <b>\$ 21,257.25</b> | <b>\$ 5,535.12</b> | <b>\$ 3,257.38</b> | <b>\$ 10,582.25</b> | <b>\$ 39,789.29</b> | <b>97%</b> |

**Administration**

| Brief Description           | Budget   | Quarter 1           | Quarter 2          | Quarter 3          | Quarter 4          | Progressive total  | % of Prog. Total    |             |
|-----------------------------|--|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|-------------|
| Marketing/Admin Coordinator | Coordinator Fee                                | \$ 24,960.00        | \$ 6,240.00        | \$ 6,240.00        | \$ 6,240.00        | \$ 6,240.00        | \$ 24,960.00        | 100%        |
| Office Expenses             | Misc Office expenses                           | \$ 500.00           | \$ 102.00          |                    | \$ 115.48          | \$ 332.89          | \$ 550.37           | 110%        |
| Insurance                   | Public Liability/Assoc and Officials Liability | \$ 1,800.00         | \$ 233.00          | \$ 1,438.71        | \$ -               |                    | \$ 1,671.71         | 93%         |
| Bookkeeping                 | Bookkeeping/auditing                           | \$ 2,000.00         | \$ 360.00          | \$ 360.00          | \$ 910.00          | \$ 360.00          | \$ 1,990.00         | 100%        |
| Miscellaneous Admin         | Gifts, Memberships, Bank Fees                  | \$ 1,000.00         | \$ 299.00          | \$ 486.77          | \$ 115.48          | \$ 332.39          | \$ 1,233.64         | 123%        |
| <b>Subtotal</b>             |  | <b>\$ 30,260.00</b> | <b>\$ 7,234.00</b> | <b>\$ 8,525.48</b> | <b>\$ 7,380.96</b> | <b>\$ 7,265.28</b> | <b>\$ 30,405.72</b> | <b>100%</b> |

|                          |                                  |                     |  |  |  |  |                     |              |
|--------------------------|----------------------------------|---------------------|--|--|--|--|---------------------|--------------|
| <b>Total Expenses</b>    | <b>Projects + Administration</b> | <b>\$ 71,141.00</b> |  |  |  |  | <b>\$ 70,195.01</b> | <b>99%</b>   |
| <b>Operating Surplus</b> |                                  | <b>\$ 289.00</b>    |  |  |  |  | <b>0</b>            | <b>0.00%</b> |



**Quarterly Report 2018/19 - Goodwood Road Business Association**

| Project 1                 | Description and Objective  | Budget    | Measure | New initiative? | Target v Actual | Results for Quarter 1     | Results for Quarter 2   | Results for Quarter 3     | Results for Quarter 4       |
|---------------------------|--|-----------|---------|-----------------|-----------------|---------------------------|-------------------------|---------------------------|-----------------------------|
| Advertising/Pomotion      | <b>Description:</b> Advertising and promotion via a variety of media and opportunities<br><b>Objective:</b> Promote Goodwood Road as a whole and individual members as appropriate, to showcase the Road and its offering and to attract more visitation | \$ 15,000 |         |                 |                 |                           |                         |                           |                             |
|                           | Membership Glam Adelaide   |           |         | No              |                 | Story and Socials re SALA | Story & SM re Christmas | Nil                       | Nil                         |
|                           | Fence art  |           |         | No              |                 | Complete                  | Christmas Fence         | Easter Fence              | Hesart of Goodwood          |
|                           | Website Development  |           |         | New website     |                 | Stage 1 complete          | Stage 2 complete        | Memb. Info being uploaded | Finalisation of web content |
|                           | Facebook Advertising   |           |         | No              |                 | + 106 fans                | + 142 fans              | plus 72 fans              | plus 190 fans               |
| Est. Comp. Date : Ongoing |  |           |         |                 |                 |                           |                         |                           |                             |

| Project 2             | Description and Objective  | Budget                                       | Measure  | New initiative? | Target v Actual  | Results for Quarter 1                           | Results for Quarter 2 | Results for Quarter 3      | Results for Quarter 4           |
|-----------------------|--|--|--|-----------------|--|---|-----------------------|----------------------------|---------------------------------|
| Events                | <b>Description :</b> Special occasions and Road events of suitable scale and size<br><b>Objective :</b> Attract visitors to the Road, showcase member services, provide opportunities for businesses to promote themselves | \$ 10,000                                    |  |                 |  |   |                       |                            |                                 |
|                       | Major event - SALA. Month long event culminating in SALA on Saturday   | \$5,000 (GRBA)<br>\$17,000 (CoU sponsorship) | Artist / Member involvement, Attendance at event Venue/Artist feedback | No              | Member Venues : Target 30, Actual 35<br>Artists : Target 40, Actual 43<br>Opening Event : Target : 75 Actual 80<br>SALA on Saturday Target 2,500 Actual XX | Launch and event held<br>Considerable publicity | Complete Q1           |                            | Prelim work/ reg for SALA 2019  |
|                       | <b>Description:</b> Other events TBA   | \$ 5,000                                     |  | No              |  |   | Christmas Comp held   | First Sat'dy on Goody 23/3 | 3 x Sat'dys on Goody HoG launch |
| Est. Comp. Date : TBA |  |  |  |                 |  |   |                       |                            |                                 |

| Project 3                 | Description and Objective  | Budget   | Measure | New initiative? | Target v Actual      | Results for Quarter 1                      | Results for Quarter 2   | Results for Quarter 3 | Results for Quarter 4 |
|---------------------------|--|----------|---------|-----------------|----------------------|--|---|-----------------------|-----------------------|
| Member Services           | <b>Description:</b> Networking events and communications<br><b>Objective:</b> Encourage membership, partnerships and participation | \$ 1,500 |         | No              |                      |  |   |                       |                       |
|                           | General Meetings/Networking Events   |          |         | No              | 3- 4 events per year | General meeting held at Goody Hotel Aug 14 | AGM at Goody Hotel October Oct 9<br>Member Christmas Drinks/Networking at Goodwood Com Bank Branch Dec 18 | No events held        | No events held        |
|                           | Newsletters  |          |         |                 |                      | Numerous                                   | Numerous  | Numerous              | Numerous              |
| Est. Comp. Date : Ongoing |  |          |         |                 |                      |  |   |                       |                       |

| Project 4                   | Description   | Budget           | Measure | New initiative? | Target v Actual | Results for Quarter 1 | Results for Quarter 2 | Results for Quarter 3 | Results for Quarter 4 |
|-----------------------------|---|------------------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Contribution to DES         | <b>Description:</b> As required by CoU<br><b>Objective:</b> Objectives set by CoU | \$ 2,381         |         |                 |                 |                       |                       |                       |                       |
| Est. Comp. Date : 30/6/2019 |   |                  |         |                 |                 |                       |                       |                       |                       |
| <b>Sub total</b>            | <b>Projects</b>   | <b>\$ 40,881</b> |         |                 |                 |                       |                       |                       |                       |

| Administration         |   |           |                  |
|------------------------|---|-----------|------------------|
|                        | Yearly Hours                                      | Rate/Hour | Total            |
| Admin/Marketing Coord. | 416   | \$60      | \$ 24,960        |
| Office Exp.            | Postage, phone calls, office supplies, PO Box,    |           | \$ 500           |
| Insurance              | Public Liability and Assoc and Officers Liability |           | \$ 1,800         |
| Bookkeeping            | Bookkeeping/auditing                              |           | \$ 2,000         |
| Misc Admin             | Gifts, Memberships, Bank Fees                     |           | \$ 1,000         |
| <b>Sub total</b>       | <b>Administration</b>                             |           | <b>\$ 30,260</b> |

|                   |                                  |                  |
|-------------------|----------------------------------|------------------|
| <b>Total Exp.</b> | <b>Projects + Administration</b> | <b>\$ 70,141</b> |
|-------------------|----------------------------------|------------------|

**SOCIAL MEDIA**

|  | <b>Measure</b>      | <b>as at<br/>1/7/2018</b> | <b>Annual<br/>Target</b> | <b>Qu. 1</b> | <b>Qu. 2</b> | <b>Qu 3</b> | <b>Qu. 4</b> |
|--|---------------------|---------------------------|--------------------------|--------------|--------------|-------------|--------------|
| Member Newsletter                            | Open Rate           |                           |                          | 52%          | 0            | 0           |              |
| Website Traffic<br>(currently under<br>dev.) | Page Views          | NA                        | NA                       | NA           | NA           |             |              |
| Social Media –<br>Facebook                   | Page Likes<br>(net) | 2,894                     | 3500                     | 3000         | 3149         | 3222        | 3414         |
| Social Media –<br>Instagram                  | Followers<br>(net)  | 384                       | 500                      | 455          | 540          | 620         | 740.00%      |

| KING WILLIAM ROAD TRADERS ASSOCIATION  |                                  |                      |                      |                     |                     |                    |                         |  |                      |
|--|----------------------------------|----------------------|----------------------|---------------------|---------------------|--------------------|-------------------------|--|----------------------|
| Summary of Income and Expenditure 2018/19  |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Income   |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Separate Rate funding  |                                  |                      |                      |                     |                     |                    |                         |  | \$ 144,500.00        |
| Banner Income (if applicable) **Please add / delete lines as needed  |                                  |                      |                      |                     |                     |                    |                         |  | \$ 526.36            |
| Other - Sponsorship + Ticket Sales - The Mercedes Benz Unley Long Lunch  |                                  |                      |                      |                     |                     |                    |                         |  | \$ 94,048.98         |
| Other - COU Event Sponsorship - The Mercedes-Benz Unley Long Lunch (\$15,000 total - in-kind + cash sponsorship included in \$96,776.25)   |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| <b>Total Income</b>  |                                  |                      |                      |                     |                     |                    |                         |  | <b>\$ 239,075.34</b> |
| Note : it is a requirement of the Local Government Act that all separate rate funding must be expended for the purposes outlined in the year of collection.                              |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Has there been an alteration to your endorsed expenditure plan:  | Yes/No                           | Date approved        |                      |                     |                     |                    |                         |  |                      |
| ** Note: As per the Agreement with Council for the expenditure of the Separate Rate, all variations to the approved expenditure plan must be approved by The Council                     |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Expenditure  |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Projects (provide further detail on "Detail" worksheet)  |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| NOTE: If a project is funded through income additional to the Separate Rate, please indicate the funding contribution of each project: eg \$20k Separate Rate, \$15k CoU sponsorship etc |                                  |                      |                      |                     |                     |                    |                         |  |                      |
| Brief Description  | Budget                           | Quarter 1            | Quarter 2            | Quarter 3           | Quarter 4           | Progressive total  | % of Prog. Total        |  |                      |
| Project 1<br>The Mercedes-Benz Unley Long Lunch - KWRTA Investment (\$15k), City of Unley (\$15K) + Sponsorship/Ticket Sales   | \$ 111,235.00                    | \$21679.64           | \$101874.55          | \$700.00            | 0                   | \$124254.19        | 112%                    |  |                      |
| Project 1<br>SALA  | \$ 1,000.00                      | \$384.53             | \$0.00               | \$0.00              | 472.73              | \$857.26           | 86%                     |  |                      |
| Project 1<br>Christmas on KWR  | \$ 15,000.00                     | \$0.00               | \$8068.57            | \$280.00            | 0                   | \$8348.57          | 56%                     |  |                      |
| Project 1<br>Unley Gourmet Gala / Tour Down Under  | \$ 5,000.00                      | \$0.00               | \$4000.00            | \$0.00              | 0                   | \$4000.00          | 80%                     |  |                      |
| Project 1<br>Food & Wine Sessions  | \$ 5,000.00                      | \$0.00               | \$0.00               | \$0.00              | 3409.93             | \$3409.93          | 68%                     |  |                      |
| Project 2<br>Seasonal Campaigns including Facebook   | \$ 30,000.00                     | \$9047.84            | \$7718.48            | \$0.00              | 204.62              | \$16970.94         | 57%                     |  |                      |
| Project 3<br>Annual Marketing Subscriptions  | \$ 4,000.00                      | \$3539.00            | \$0.00               | \$0.00              | 3700                | \$7239.00          | 181%                    |  |                      |
| Project 4<br>Calendar Promotions   | \$ 3,125.00                      | \$0.00               | \$0.00               | \$451.66            | 2052.66             | \$2504.32          | 80%                     |  |                      |
| Project 5<br>Trader Engagement including AGM   | \$ 2,500.00                      | \$0.00               | \$1472.34            | \$0.00              | 0                   | \$1472.34          | 59%                     |  |                      |
| Project 6<br>New Business & Strategies   | \$ -                             |                      |                      |                     |                     | \$0.00             |                         |  |                      |
| Project 7<br>Street Upgrade Project  | \$ -                             |                      |                      |                     | \$4262.50           | \$4262.50          |                         |  |                      |
| <b>Subtotal</b>  | <b>\$ 176,860.00</b>             | <b>\$ 34,651.01</b>  | <b>\$ 123,133.94</b> | <b>\$ 1,431.66</b>  | <b>\$ 14,102.44</b> | <b>\$173319.05</b> | <b>98%</b>              |  |                      |
| Brief Description  | Budget                           | Quarter 1            | Quarter 2            | Quarter 3           | Quarter 4           | Progressive total  | % of Prog. Total        |  |                      |
| Marketing/Admin Coordinator  | \$ 49,500.00                     | \$8232.00            | \$12348.00           | \$8632.00           | 16464               | \$45676.00         | 92%                     |  |                      |
| Digital Economy Strategy   | \$ 3,300.00                      | \$818.50             | \$818.50             | \$818.50            | 818.5               | \$3274.00          | 99%                     |  |                      |
| Accountant / Bookkeeping   | \$ 4,000.00                      | \$978.00             | \$2247.00            | \$802.00            | 674                 | \$4701.00          | 118%                    |  |                      |
| EOFY Audit   | \$ 1,200.00                      | \$1196.36            | \$0.00               | \$0.00              | 0                   | \$1196.36          | 100%                    |  |                      |
| Website Hosting + Maintenance  | \$ 500.00                        | \$0.00               |                      | \$0.00              | 0                   | \$0.00             | 0%                      |  |                      |
| Insurance  | \$ 4,000.00                      | \$0.00               | \$2815.44            | \$0.00              | 0                   | \$2815.44          | 70%                     |  |                      |
| Office/Committee Expenses  | \$ 400.00                        | \$94.38              | \$0.00               | \$60.82             | 139.99              | \$295.19           | 74%                     |  |                      |
| Governance Training  | \$ 500.00                        | \$0.00               | \$0.00               | \$0.00              | 0                   | \$0.00             | 0%                      |  |                      |
| Other<br>Bank Fees, GST Adjustment, Xero subscriptions, MailChimp  | \$ 1,000.00                      | \$170.80             | \$183.56             | \$173.22            | 169.86              | \$697.44           | 70%                     |  |                      |
| <b>Subtotal</b>  | <b>\$ 64,400.00</b>              | <b>\$11490.04</b>    | <b>\$18412.50</b>    | <b>\$10486.54</b>   | <b>\$18266.35</b>   | <b>\$58655.43</b>  | <b>91%</b>              |  |                      |
| <b>Total Expenses</b>  | <b>Projects + Administration</b> | <b>\$ 241,260.00</b> | <b>\$46,141.05</b>   | <b>\$141,546.44</b> | <b>\$11,918.20</b>  | <b>\$32,368.79</b> | <b>\$231,974.48</b> 96% |  |                      |
| <b>Operating Surplus</b>   |                                  | <b>-\$ 2,184.66</b>  | <b>\$ 192,934.29</b> | <b>\$ 51,387.85</b> | <b>\$ 39,469.65</b> | <b>\$ 7,100.86</b> | <b>\$ 7,100.86</b>      |  |                      |

| King William Road Traders Association - Expenditure 2018/19 |   |           |  |                      |   |  |  |  |   |
|---|---|-----------|--|----------------------|---|--|--|--|---|
| Project 1 - EVENTS  | Description and Objective   | Budget    | Measure                                | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2  | Results for Quarter 3  | Results for Quarter 4   |
| SALA ON KWR   | <b>Description:</b> Street registration and support of traders exhibiting artists throughout SALA with marketing promotional tools<br><b>Objective:</b> Increase visitor numbers to traders to view exhibition  | \$ 1,000  | Trader Feedback                        | N                    | Feedback from traders against minimum investment of \$1000 was 100% positive from traders and would host again in same format for SALA 2019 | Despite less traders featuring artists, feedback was positive from all traders as artists were carefully selected to suit individual traders<br><br>Traders who hosted VIP nights and artists talks, which were initiated by traders were successful in driving foot traffic into stores and making sales of both art and retail products. |  |  |   |
| MERCEDES BENZ UNLEY LONG LUNCH                              | <b>Description:</b> Promote KWR as a fashion precinct in line with SATC's Adelaide Fashion Festival and maintain it's status as a place to visit for fashion and a destination to be seen.<br><b>Objective:</b> Promotion of the precinct as a fashion destination as a marketing campaign for reach. Return on Investment against marketing reach including social media, digital and print advertising and PR.<br><br>KWRTA Investment: \$15,000<br>CoU Sponsorship: \$15,000<br>Additional Funding: Sponsorship + Ticket Sales | \$ 30,000 | Marketing Reach                        | N                    | Total Value in Marketing = \$162k+<br><br>= ROI = \$0.15 per touchpoint   |  | 528 guests hosted<br>\$162+ Value generated PR & Social media reach (increase on \$4k to 2017)<br><br>Cost to KWRTA = \$25k<br><br>Successful result from additional of the laneway after party hosted by Tomich Wines as it encouraged guests to stay longer on KWR and invite new guests to visit KWR for the evening and come down for dinner.<br><br>Overall the event is successful with the media generated across both print and digital on various platforms including The Advertiser, blogs, Digital PR sites and influencers posting regularly before, during and after the event.<br><br>This has met the key measure of generating awareness of KWR as a fashion destination with a Return on Investment of \$0.13 per touchpoint. |  |   |
| CHRISTMAS ON KING WILLIAM ROAD                              | <b>Description:</b> With a feature activation throughout December along with street wide decorations spanning the core part of the main street.<br><b>Objective:</b> Increase visitors for the activation with community engagement, whilst create a festive atmosphere through the key shopping period.  | \$ 15,000 | Increase visitors                      | N                    | Visitors were increased who can specifically for the photos, however need to have more  |  | Approximately 200 visitors to the site for the 10-1 period to visit<br><br>More visitors would be ideal and the event will be added to in 2019 to provide growth and increased community engagement.<br><br>The feedback from locals was positive as they appreciate the relaxed environment to bring their families. Recommendations would be to continue to hold the event again year on year to build it up as part of a range of Christmas activations on KWR throughout December<br><br>Advertising with She Shopped for gift guides and shopping experience at Xmas on KWR was successful  |  |   |
| FOOD AND WINE SESSIONS ON KWR                               | <b>Description:</b> A series of mini events/activations for the month of May will see KWR Food & Wine culture on show. With each venue hosting workshops, events, exclusive menus + more all designed to encourage visitors to keep coming back.<br><b>Objective:</b> Awareness of food and wine scene on King William Road. Increase customers to restaurants  | \$ 5,000  | Increased visitors                     | N                    | **review still taking place as at 9th July  |  |  |  | Feature article in The Source<br>Wether cross futures on Ch7 & 10<br>Influencer engagement with Jacqui Lim @jacquillovesfood<br>3. Marketing focussed on profiling restaurant owners, chefs, etc on the street with Q&A<br>50% increase impressions for month<br>+100 organic new followers<br>Double post reach on FB<br>+500 additional page views on website   |
| UNLEY GOURMET GALA  | <b>Description:</b> Sponsorship of Unley Gourmet Gala by the City of Unley.<br><b>Objective:</b> Visitor numbers to event and trader benefits including increased business at the event and/or post event   | \$ 5,000  | Trader Feedback / Survey               | N                    | 78% of traders would like to see the UGG continue to be held  |  |  | Trader feedback this following the event was mixed in comparison to 2018 with a report of economic benefit decreasing for traders. |   |
| Est. Comp. Date :   |   |           |  |                      |   |  |  |  |   |
| Project 2 - SEASONAL CAMPAIGNS                              | Description and Objective   | Budget    | Measure                                | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2  | Results for Quarter 3  | Results for Quarter 4   |
| SPRING / SUMMER + AUTUMN / WINTER                           | <b>Description:</b> Seasonal campaign for Spring / Summer and Autumn / Winter featuring the following for each campaign:<br>- onKWR Magazine<br>- Ambassador / Model<br>- Blog Articles x 10 (2 for each category) - Photography / Videography<br>- Stylist / Hair / Make-Up<br>- PR<br>- Print Advertising<br>- Facebook investment<br><b>Objective:</b> Create awareness of KWR and keep KWR top of my mind as a destination for food, fashion + more.  | \$ 30,000 | Digital Engagement + Brand Recognition | N                    |   |  | Spring Summer Campaign Launches October 2018<br><br>Facebook<br>Reach = 126,208<br>Likes = 50+ new likes<br><br>Instagram<br>Posts in campaign period = 102 (Approx 4 posts per week)<br>Reach = 3137<br>Average engagement per post = 32<br><br>**Engagement has decreased by 6 per post. Social Media strategy to be reviewed  |  | Autumn Winter Campaign Launches April/May 2018<br><br>With the redevelopment, the investment into the Autumn/Winter campaign was redirected to increase spend on Mothers Day & Food & Wine Sessions and engage in marketing opportunities for promotion during the upgrade including \$3k for a campaign with She Shopped. She Shopped went live in the week of Q1FY19/20 as it was delayed to assist during the 4-week closure |
| Est. Comp. Date :   |   |           |  |                      |   |  |  |  |   |
| Project 3 - ANNUAL MARKETING SUBSCRIPTIONS                  | Description and Objective   | Budget    | Measure                                | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2  | Results for Quarter 3  | Results for Quarter 4   |
|   | <b>Description:</b> Engaging key marketing channels with annual subscriptions for regular promotion of KWR including digital media outlet Glam Adelaide, SA LIFE annual Food & wine and Tourism walkabout brochures for print.<br><b>Objective:</b> Maintain presence across annual editions of magazines and brochures as well as have a digital presence to keep KWR top of mind for key events   | \$ 4,000  | Marketing Reach against ROI            | N                    |   | SA Life Food And Wine Annual Edition<br>Single page ad feature resulting in featured editorial articles for hospitality venues on KWR<br><br>Glam Adelaide<br>Feature Article and social media promotion for Long Lunch restyling in increase 150 followers on Instagram + contributing to sold out event                                  | Glam Adelaide<br>Feature Article and social media promotion Christmas event on KWR   |  | Glam Adelaide<br>Mothers Day feature article - 8k reach   |
| Est. Comp. Date: On going over year.                        |   |           |  |                      |   |  |  |  |   |
| Project 4 - KEY CALENDAR PROMOTIONS                         | Description   | Budget    | Measure                                | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2  | Results for Quarter 3  | Results for Quarter 4   |

|  |   |                           |                                  |                             |                        |                              |   |  |   |   |
|--|---|---------------------------|----------------------------------|-----------------------------|------------------------|------------------------------|---|--|---|---|
|  | Description: Activate key promotions in line with calendar events, for example Mothers Day, etc.<br>Budget to cover creation of collateral for gift guides, activities, trading hours, relevant content, competitions, etc.<br>Objective: Ensure KWR is known to be a destination over long weekends and the place to shop for unique and thoughtful gifts. | \$ 3,125                  | Social Media + Trader Engagement | N                           |                        |                              |   | <b>She Shopped</b><br>Promotion of Christmas event and Gift guides for xmas campaign.<br><br>Social Media Reach = 34,290<br>ROI = \$0.06 per touchpoint        | <b>Valentines Day</b><br>Social media communication for gift ideas and restaurant reservations with main focus on stories<br>Facebook = 5000+reach<br>Instagram = 150+ engagement + Stories = 3500 + reach  | <b>Mothers Day</b><br>Profile of key traders who are Mum's on KWR as well as gift guide.<br>18k impressions<br>+75 organic new followers<br>+200 new users to website |
| Est. Comp. Date :                            |   |                           |                                  |                             |                        |                              |   | R  |   |   |
| <b>Project 5 - TRADER ENGAGEMENT</b>         | <b>Description</b>  | <b>Budget</b>             | <b>Measure</b>                   | <b>New initiative (Y/N)</b> | <b>Target v Actual</b> | <b>Results for Quarter 1</b> | <b>Results for Quarter 2</b>  | <b>Results for Quarter 3</b>   | <b>Results for Quarter 4</b>  |   |
|  | Description: 2 x key events throughout the year to engage traders, provide education and create cross street collaboration opportunities.<br>Objective: Create a community spirit amongst traders on KWR and provide tools for KWR traders to apply to their business.<br>Measure: Attendance at Trader events  | \$ 2,500                  | Trader attendance at events      | N                           |                        |                              | <b>AGM</b><br>RSVP = 25<br>Attendance = 12 members + council representatives  |  | Second trader event cancelled. The redevelopment has seen coordinator spend time with traders one-on-one. Implementation of fortnightly coffee sessions have been put in place.   |   |
| Est. Comp. Date :                            |   |                           |                                  |                             |                        |                              |   |  |   |   |
| <b>Project 6 - NEW BUSINESS + STRATEGIES</b> | <b>Description</b>  | <b>Budget</b>             | <b>Measure</b>                   | <b>New initiative (Y/N)</b> | <b>Target v Actual</b> | <b>Results for Quarter 1</b> | <b>Results for Quarter 2</b>  | <b>Results for Quarter 3</b>   | <b>Results for Quarter 4</b>  |   |
|  | Description: Engaging potential new businesses to move into KWR and creating of new business handbook and guide to additional marketing opportunities to being on KWR<br>Objective: Introduce to new business' to KWR to fill vacancies and drive foot traffic to KWR from tourists   | \$ -                      |                                  | Y                           |                        |                              | <b>NOVEMBER 2018</b><br>Meeting held with landlords and council representatives to discuss promoting the vacant premises and creating action plan to working together | <b>FEB/MARCH 2019</b><br>Working in partnership with landlords and council to create collateral to assist in attracting new business to KWR as part of upgrade | <b>FEB/MARCH 2019</b><br>Working in partnership with landlords and council to create collateral to assist in attracting new business to KWR as part of upgrade<br><br>New website with CoU to launch early FY19/20.   |   |
| Est. Comp. Date :                            |   |                           |                                  |                             |                        |                              |   |  |   |   |
| <b>Project 7 - STREET UPGRADE MARKETING</b>  | <b>Description</b>  | <b>Budget</b>             | <b>Measure</b>                   | <b>New initiative (Y/N)</b> | <b>Target v Actual</b> | <b>Results for Quarter 1</b> | <b>Results for Quarter 2</b>  | <b>Results for Quarter 3</b>   | <b>Results for Quarter 4</b>  |   |
|  | through the upgrade period<br>Objective: Attract visitors to KWR to invest and support the business' on KWR through the redevelopment<br>Measure: Marketing reach<br>Estimated completion date: End February 2020   | Reallocation              | Marketing Reach                  | Y                           |                        |                              |   |  | <b>PR</b><br>- Key Messaging developed in preparing for 4-week closure<br>Feature article for The source as part of the F&W Sessions<br>2 x traders featured in Tiser for black book feature in Home Magazine<br><b>Digital</b><br>- She Shopped Filming to feature KWR plus content imagery to use on socials throughout development |   |
| Sub total                                    |   | Projects                  | \$ 95,625                        |                             |                        |                              |   |  |   |   |
| <b>Administration</b>                        |   |                           |                                  |                             |                        |                              |   |  |   |   |
|  | Yearly Hours  | Rate/Hour                 | Total                            |                             |                        |                              |   |  |   |   |
| Admin/Marketing Coord.                       | 1040  | Annual Salary             | \$ 49,500                        |                             |                        |                              |   |  |   |   |
| Digital Economy Contribution                 | FY18/19 Contribution  |                           | \$ 3,300                         |                             |                        |                              |   |  |   |   |
| Accountant + Audit                           | MRT Accounting (Bookkeeping + EOFY Aud#)  |                           | \$ 5,200                         |                             |                        |                              |   |  |   |   |
| Web Hosting + Maintenance                    | www.kingwilliamroad.com.au - security updates, hosting, etc.  |                           | \$ 400                           |                             |                        |                              |   |  |   |   |
| Office Exp. + Memberships                    | Postage, phone calls, office supplies, PO Box, Book keeping   |                           | \$ 500                           |                             |                        |                              |   |  |   |   |
| Insurance                                    | Public Liability Required. (Cert. of Currency to be provided within 30 days of rate being set)  |                           | \$ 4,000                         |                             |                        |                              |   |  |   |   |
| Governance Training                          |   |                           | \$ 500                           |                             |                        |                              |   |  |   |   |
| Other  | Miscellaneous costs, Fees and Charges   |                           | \$ 1,000                         |                             |                        |                              |   |  |   |   |
| Sub total                                    | Administration  |                           | \$ 64,400                        |                             |                        |                              |   |  |   |   |
| Total Exp.                                   |   | Projects + Administration | \$ 160,025                       |                             |                        |                              |   |  |   |   |
| <b>SOCIAL MEDIA</b>                          |   |                           |                                  |                             |                        |                              |   |  |   |   |
|  | Measure   | Current                   | Annual Target                    | Quarter 1                   | Quarter 2              | Quarter 3                    | Quarter 4   |  |   |   |
| Member Newsletter                            | Open Rate   | FY17/18 = Av. 59%         | Av. 65%                          | 62%                         |                        |                              | 78%   |  |   |   |
| Website Traffic                              | Page Views  |                           |                                  |                             | 2280 Av. /month        | 2399 Av. /month              | 5079 Av. /month   |  |   |   |
| Social Media – Facebook                      | Page Likes (net)  | 7880 (30.6.18)            |                                  | 7975 (30.9.18)              |                        | 8023 (9/4/19)                | 8100 (9/7/19)   |  |   |   |
| Social Media – Instagram                     | Followers (net)   | 3694 (17.10.18)           |                                  | 3694 (17.10.18)             |                        | 3742 (11.4.19)               | 3907 (9/7/19)   |  |   |   |
| Social Media – Twitter                       | Followers (net)   | 323 (17.10.18)            |                                  | 323 (17.10.18)              |                        | 316 (9/4/19)                 | 313 (9/7/19)  |  |   |   |
| Social Media – Member's Facebook Page        | Page Likes (net)  | 46 (17.10.18)             |                                  | 46                          | 49                     |                              | 64  | **posts have increased on trader FB to be more timely and up to date   |   |   |



**Fullarton Road South Traders Association inc.  
Summary of Income and Expenditure 2 2018-19**

**Income**

|   |                     |
|---|---------------------|
| Separate Rate funding   | \$ 13,000.00        |
| Banner Income   |                     |
| Membership - this is in addition to the separate rate funding | \$ 1,250.00         |
| <b>Total Income</b>   | <b>\$ 14,250.00</b> |

Note : it is a requirement of the Local Government Act that all separate rate funding must be expended for the purposes outlined in the year of collection.

**Expenditure**

Projects (provide further detail on 'Detail' worksheet)

| Brief Description  | Budget             | Exp. to Quarter 1 | Exp. to Quarter 2 | Exp. to Quarter 3  | Exp. To Quarter 4  | Progressive total | % of Prog. Total |
|--|--------------------|-------------------|-------------------|--------------------|--------------------|-------------------|------------------|
| Project 1<br>Social Marketing for HGV through Instagram and Face Book- On Going all year | \$ 5,000.00        |                   |                   | 2,300              | 1,840              | 4140              | 83%              |
| Project 2<br>social media marketing  | \$ 1,000.00        |                   |                   |                    |                    | 0                 | 0%               |
| Project 3<br>FYE yearly contribution   | \$ 1,315.00        | 328.75            | 328.75            | 328.75             | 328.75             | 1315              | 100%             |
| Project 4<br>Christmas drinks mixer and gathering/networking twighlight event            | \$ 450.00          |                   |                   | 444.12             |                    | 444.12            | 99%              |
| <b>Subtotal</b>  | <b>\$ 7,765.00</b> | <b>\$ 328.75</b>  | <b>\$ 328.75</b>  | <b>\$ 3,072.87</b> | <b>\$ 2,168.75</b> | <b>5899.12</b>    | <b>76%</b>       |

**Administration**

| Brief Description  | Budget             | Exp. to Quarter 1 | Exp. to Quarter 2 | Exp. to Quarter 3 | Exp. To Quarter 4 | Progressive total | % of Prog. Total |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| Marketing/Admin Coordinator<br>Marketing coordinator fees per quarter are \$1,035                  | \$ 4,160.00        | 1,035             | 1035              | 1,035             | 1,035             | \$ 4,140.00       | 75%              |
| Office Expenses<br>governance training if required for new members and incidentals office expenses | \$ 700.00          |                   |                   | 225.5             |                   | 225.5             | 32%              |
| Insurance<br>Isurance falls due in the second quarter  | \$ 1,500.00        |                   | 1,447             |                   |                   | 1447.22           | 96%              |
| <b>Subtotal</b>  | <b>\$ 6,360.00</b> | <b>1,035</b>      | <b>2,482</b>      | <b>1,261</b>      | <b>1,035</b>      | <b>5,813</b>      | <b>91%</b>       |

|                       |                                  |                     |  |  |  |        |     |
|-----------------------|----------------------------------|---------------------|--|--|--|--------|-----|
| <b>Total Expenses</b> | <b>Projects + Administration</b> | <b>\$ 14,125.00</b> |  |  |  | 11,712 | 83% |
|-----------------------|----------------------------------|---------------------|--|--|--|--------|-----|

|                          |  |                  |  |  |  |             |  |
|--------------------------|--|------------------|--|--|--|-------------|--|
| <b>Operating Surplus</b> |  | <b>\$ 125.00</b> |  |  |  | \$ 1,288.16 |  |
|--------------------------|--|------------------|--|--|--|-------------|--|



Fullarton Road South Traders Association Inc. Expenditure 2018-2019

| Project 1                | Description and Objective  | Budget   | Measure | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2              | Results for Quarter 3  | Results for Quarter 4  |
|--------------------------|--|----------|---------|----------------------|---|--|------------------------------------|--|--|
| eg Advertising/Marketing | Description: Continuation to build on New Facebook page and Instagram account. A new venture which has been slow to be taken up by traders. Previously enlisted the services of a local social media business in the precinct. This year, a change of account manager with the Marketing coordinator given a 3 month trial to see how the accounts can be furthered for the district | \$ 4,500 |         |                      | The initial year of social media on Instagram managed to only gather 54 followers. It is hoped to build the account upto 100 followers by the end of the year, and in the following 6 months work towards 300 followers as a target | Due to availability of social media company to present, no decision was made on the status of the instagram and FB management until October. No movement in the social media accounts during the first quarter for this reason |                                    | Instagram followers have tripled in the last 5 months. For this Jan, Feb, March Quarter: 95% original content, also the addition of Stories to Instagram and daily liking post of Accounts DESTINATION HIGHGATE follows and commenting. 26 post, 6 stories have been reposted from other account who tagged us. 17 original stories were posted. | Facebook followers and likes have remained unchanged at 136, whilst the Instagram platform has grown to 202 followers as at June 30. Instagram has been a far more interactive and dynamic platform with likes and comments and shares occurring more often and in greater numbers on every post |
|                          | Description: FB posting to be original<br>Objective: to gain more followers and engage shopepr to visit the store FB pages directly and the precinct it self   |          |         |                      |   |  |                                    |  |  |
|                          | Description: Regular posting to Instagram-3 posts per week minimum and 2 stories<br>Objective: to grow the Instagram following, capture a wider audience   |          |         |                      |   |  |                                    |  |  |
| Est. Comp. Date :        |  |          |         |                      |   |  |                                    |  |  |
| Project 2                | Description and Objective  | Budget   | Measure | New initiative (Y/N) | Target v Actual   | Results for Quarter 1  | Results for Quarter 2              | Results for Quarter 3  | Results for Quarter 4  |
| Hard copy marketing      | Description: Market the Social media avenues<br>Objective: using window decal stickers to directly capture locals and create awareness of the social pages, Destination Highgate, that Highgate Village uses. To create a unified marketing presence   | \$ 1,000 |         |                      |   |  | Quotes requested for window decals |  | The window decals will be distributed and installed onto trader windows  |

| Administration         |   |           |                 |
|------------------------|---|-----------|-----------------|
|                        | Yearly Hours  | Rate/Hour | 4160            |
| Admin/Marketing Coord. | 200+  | \$ 20.00  | Total           |
| Office Exp.            | Postage, phone calls, office supplies, PO Box, Book keeping |           | \$ 200          |
| Insurance              | Public  |           | \$ 1,500        |
| Other                  | Miscellaneous costs, Fees and Charges                       |           | \$ 500          |
| <b>Sub total</b>       | <b>Administration</b>                                       |           | <b>\$ 2,200</b> |
| <b>Total Exp.</b>      | <b>Projects + Administration</b>                            |           | <b>\$ 6,360</b> |

SOCIAL MEDIA

|                          | Measure          | Current | Annual Target | Quarter 1 | Quarter 2 | Quarter 3 | Quarter 4  |
|--------------------------|------------------|---------|---------------|-----------|-----------|-----------|--|
| Social Media - Facebook  | Page Likes (net) | 134     |               | 134       |           | 134       | 138 Facebook followers, not up a great deal as early May 2019 was when the coordinator was added as an administrator % |
| Social Media - Instagram | Followers (net)  | 56      |               | 56        |           | 178       | 202 Instagram followers up from 54 as at JULY 1 2018%  |



FULLARTON ROAD SOUTH TRADERS  
ASSOCIATION INCORPORATED



Mr P. Tsokas  
City of Unley,  
PO Box 1,  
Unley 5061

Susan Straschko  
Chairperson  
FRSTA Inc

15<sup>th</sup> August 2019

Re: Re-Allocation of approved funding for FRSTA Inc.

Dear Peter,

Fullarton Road South Traders Association Inc. (FRSTA) writes to request the re-allocation of \$4,160 allocated for a Marketing Coordinator for the period 1<sup>st</sup> July 2019 to 30<sup>th</sup> June 2020.

Alice McDonald has retired from this position after an amazing effort, lasting over 8 years!

The coordinators position will be filled on a voluntary basis to allow these funds to be directed towards marketing initiatives.

We ask to have these funds reallocated to the continuation of our Marketing Program, which includes both print and social media.

Yours sincerely

Susan Straschko  
Chairperson  
FRSTA Inc.

[susan@medehealth.com.au](mailto:susan@medehealth.com.au)

0411 555 473

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | RESCISSION OF LAND MANAGEMENT AGREEMENT FOR GOODWOOD INSTITUTE |
| <b>ITEM NUMBER:</b>     | 4.9  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | MATTHEW IVES   |
| <b>JOB TITLE:</b>       | COORDINATOR CULTURAL DEVELOPMENT                               |
| <b>ATTACHMENTS:</b>     | 1. LMA GOODWOOD INSTITUTE DEED<br>2006                         |

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### 1. **EXECUTIVE SUMMARY**

The purpose of this report is to seek Council's endorsement to rescind the Land Management Agreement (LMA) applicable to the Goodwood Institute located at 166 Goodwood Rd, Goodwood.

The LMA was originally established in 2006 when Council sold the Goodwood Institute, to ensure that the building was upgraded, retained as a space for community use and that user charges were commensurate with similar cultural facilities.

Following the sale of the Goodwood Institute in 2009, a Supplementary Deed was appended to the LMA, which removed clauses relating to the use of the building as a higher education institution or for the provision of tertiary education given these elements were not relevant to the new owners. The balance of the LMA remained in force, and still provided a mechanism to ensure the building remained available for use by the Community.

In 2016 the owner approached the Council to have the LMA removed in its entirety. This was on the basis that the LMA was redundant and a hindrance in any future negotiations regarding leasing or selling the property. Work was undertaken to give effect to that request, but due to personal circumstances of the owner, relevant documentation was never executed.

This report now seeks endorsement for the LMA to be rescinded, via the execution of a Deed.

## 2. **RECOMMENDATION**

That:

1. The report be received.
  2. The Land Management Agreement applicable to the Goodwood Institute, (the whole of the land comprised in Certificate of Title Register Book Volume 5861 Folio 686) be rescinded.
- 

## 3. **RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
- 1.2 Our Community participates in community activities, learning opportunities and volunteering.

## 4. **BACKGROUND**

In 2005, Council sought expressions of interest from the market place by open tender for the possible sale of the Goodwood Institute. These expressions were sought in two ways, the first being without any Land Management Agreement (LMA) imposing a community use obligation and the second seeking a willingness from the market to enter into an LMA for community use.

After consideration of various options presented to Council, in January 2006 Council resolved that:

1. *The report be received.*
2. *Council sells the Goodwood Institute located at 166 Goodwood Road to Tabor College for the price as submitted and identified in Attachment 1 (\$675,000) subject to Tabor College signing the Land Management Agreement as per attachment 3 to this report.*
3. *The Chief Executive Officer of the Corporation of the City of Unley be authorised to apply the Seal of the Corporation of the City of Unley to the transfer documents in relation to the disposal of 166 Goodwood Road and the Mayor to witness affixation of the Seal and authority be given to the Mayor to sign and the Chief Executive Officer to countersign all documents pertaining to the disposal of this property as described in this report.*

*(Item 926/2006)*

Subsequent to the sale of Goodwood Institute, a Land Management Agreement was signed between The Corporation of The City of Unley and Tabor College Inc.

Part of this agreement required annual review and monitoring of certain key aspects, namely:

- Initial upgrade, continued maintenance and a 5 year capital improvement program for the Institute.
- The use of the Institute as a venue for performing arts and associated theatre activities.
- The agreed availability of the theatre for the community in terms of hire and times.

A copy of the LMA is provided as Attachment 1.

*Attachment 1*

In the 3 years following execution of the LMA, considerable improvements were made to the building and all aspects of the agreement were upheld. Over \$375 000 was invested by Tabor College into the building and its operations. Regular reports were submitted to Council from Tabor College.

In 2009, the Council and the then owner of the Land (Tabor College Inc) entered into a supplementary deed to vary the LMA to remove certain obligations in anticipation of the planned sale of the building. The changes removed clauses relating to the LMA ceasing to be applicable in the event that the building was no longer used as a higher education institution or for the provision of tertiary education, on the basis that it was not likely that any purchaser would operate services of that nature from the building. The Goodwood Institute was subsequently purchased by K & M Farms.

Following the sale, the building was leased to Tabor College for a further three (3) years. Subsequent to this, Urban Myth Theatre of Youth leased the building for approximately two (2) years. Currently the building is leased to a theatre management operator. Throughout this period there has been regular communication with Council.

The theatre has always been managed professionally, which is both in keeping with the spirit of the original Land Management Agreement and with like-minded principles and practices of other theatres in metropolitan Adelaide.

In the time that K & M Farms have owned the building there have been further upgrades to the building totalling approximately \$160,000.

A formal request from the owners, K & M Farms, was originally received in 2016 to extinguish the LMA. This was canvassed with Elected Members via a Memo and met with no opposition. Due to the personal circumstances of the owners, the Administration did not progress the legal process further at that time. In July 2019, the owners have recommended their request to progress the cessation of the LMA.

## 5. **DISCUSSION**

The purpose of the LMA in 2006 was to ensure that the sale and immediate future of the Institute guaranteed that it would be upgraded and retained as a professional arts facility for both professional and community use. These terms have been achieved, with the Institute continuing its use as an arts facility for the past 13 years.

Council has no control over, or involvement in, the day to day operations, activities or events of the Goodwood Institute. Council does not contribute to the ongoing maintenance of the building or payment of any staff associated with its services.

The building is local heritage listed. In the event that the Institute was sold, and it was not intended to be used as an arts facility, a development application for a change of use would be required and considerable investment would need to be made for any conversions. If the building were to be leased by a new owner, the LMA is likely to hinder leasing arrangements. There is also some question as to whether the continuation of the LMA is valid, given the lack of any Council involvement with the facility and its operations.

The Administration is supportive of the cessation of the LMA on the basis that the requirements of the original LMA have been met. The Goodwood Institute has been upgraded, well maintained and is running successfully as a space to hire for various workshops, events and performances. In recent times, hirers have comprised educational institutions, acting schools, cultural organisations, arts collectives, independent theatre groups and casual hirers. The hirers are mostly not for profit groups or events for the community. The rates are comparable with other similar spaces in metropolitan Adelaide and the spaces available are operating at high percentage usage levels. Both the owners and managers have proved that the Institute is a viable and successful independent business. Therefore, the Land Management Agreement is not required for any potential future arrangements.

Advice has been sought regarding documentation required to give effect to the rescission. The process is straightforward, with costs associated with preparation of a Deed and lodgement with the Lands Titles Office quite minimal (approximately \$600). It has been agreed that the costs would be shared between the owner and Council.

The Council seal must be affixed to the rescission Deed. Section 38 of the *Local Government Act 1999* provides that the common seal of a council must not be affixed to a document except to give effect to a resolution of the council – hence this report seeking a decision from Council to rescind the LMA.

## **6. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The Land Management Agreement applicable to the Goodwood Institute, (the whole of the land comprised in Certificate of Title Register Book Volume 5861 Folio 686) be rescinded.

This option removes the obligations of the LMA over the Goodwood Institute. The LMA was originally applied to ensure that, following the sale of the building by Council in 2006, it would be upgraded, appropriately maintained and retained as an arts facility for both professional and community use. This outcome was achieved, with the building continuing to be used for that purpose 13 years later.

Predominantly the hire of the Institute is to small amateur arts organisations, educational institutions and other not for profit organisations. It is in the interest of the owners to retain these hirers with competitive rates with the need for Council to continue to monitor hire rates or require the use of the building for this purpose no longer relevant. Any proposed change of use would require development consent.

The building is already protected as local heritage listed and registered for use as an arts facility.

### Option 2 –

1. The report be received.
2. The Land Management Agreement be retained for the Goodwood Institute

This option would oblige the owners to continue to operate under the terms of the Land Management Agreement (as amended in 2009). This obligation would continue for any future owner of the property and could be seen as a hinderance to any prospective buyer. The nature of the building is such that it is highly likely that it will be continued to be used as a performing arts facility, particularly noting costs and the need for planning approval associated with a change of use, which negates the need for the continuation of the LMA.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

There are no significant policy implications with this decision.

**8.1 Financial/Budget**

- There are very minor costs associated with the legal process to rescind the Deed, but this can be accommodated within existing budget. These costs will be shared with the owners, K & M Farms.

**9. REPORT CONSULTATION**

sought Executive Manager, Office of the CEO.

**10. REPORT AUTHORISERS**

| <b>Name</b>    | <b>Title</b>                              |
|----------------|---|
| Megan Berghuis | General Manager, City Services            |
| Mandy Smith    | Manager Community Development & Wellbeing |
| Tami Norman    | Executive Manager, Office of the CEO      |



**THIS DEED** is made the 8<sup>th</sup> day of February 2006

**BETWEEN:** **THE CORPORATION OF THE CITY OF UNLEY** of 181 Unley Road, Unley SA 5061 (hereinafter with its successors and assigns called "the Council") of the one part

**AND:** **TABOR COLLEGE INC.** of 181 Goodwood Road, Millswood SA 5034 (hereinafter with his or its executors administrators successors and assigns as the case may be called "the Owner") of the other part

**RECITALS:**

- A. The Owner is, pursuant to a contract of sale dated 2006 (the "Contract of Sale") the registered proprietor of an estate in fee simple in the whole of the land comprised in Certificate of Title Register Book Volume 5861 Folio 686 (hereinafter called "the Land");
- B. It is a condition of the Contract of Sale that the Owner enter into this Deed;
- C. Situated on the Land is a building called 'The Goodwood Institute' (hereinafter called the "Theatre") constructed approximately in or around the early 1900's that is listed as a local heritage place in the Council's Development Plan pursuant to Development Act 1993 ("the Act");
- D. The Theatre is a community facility that prior to its sale by the Council to the Owner was used as a performing arts venue and for associated theatre activities;
- E. The Council wishes to ensure that the Theatre continues to be used as a performing arts venue and for associated theatre activities and can be made available to the community at various stages throughout the year at affordable rates and that the Theatre building is upgraded whilst being conserved, preserved and managed in a manner consistent with its heritage significance;
- F. The Owner (Tabor College Adelaide) is a multi-denominational Christian tertiary institution offering government accredited courses in both vocational education and training and higher education. The Owner is a non-profit organization registered as a private provider of government accredited courses;
- G. The Owner intends to continue the use of the Theatre as a performing arts venue for its tertiary performing arts program with Bachelor of Arts degree students together with continued community access;
- H. Pursuant to the provisions of Section 57(2) of the Act the Owner has agreed with the Council to enter into this Deed relating to the management, preservation and conservation of the Land subject to the terms and conditions hereinafter mentioned.

**NOW THIS DEED WITNESSES** as follows:

255771VKW0647173

1. **INTERPRETATION**

- 1.1 The parties acknowledge that the matters recited above are true and accurate and agree that they shall form part of the terms of this Deed.
- 1.2 In the interpretation of this Deed unless the context shall otherwise require or admit:
  - 1.2.1 Words and phrases used in this Deed which are defined in the Development Act 1993 or in the Regulations made under the Act shall have the meanings ascribed to them by the Act or the Regulations as the case may be;
  - 1.2.2 References to any statute or subordinate legislation shall include all statutes and subordinate legislation amending consolidating or replacing the statute or subordinate legislation referred to;
  - 1.2.3 The term "the Owner" where the Owner is a company includes its successors, assigns and transferees and where the Owner is a person, includes his heirs, executors, administrators and transferees and where the Owner consists of more than one person or company the term includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs, executors, administrators and transferees of the companies or persons being registered or entitled to be registered as the proprietor of an estate in fee simple to the Land or to each and every one of all separate allotments into which the Land may be divided after the date of this Deed subject however to such encumbrances, liens and interests as are registered and notified by memoranda endorsed on the Certificate of Title thereof;
  - 1.2.4 The term "person" shall include a corporate body;
  - 1.2.5 The term "the Land" shall include any part or parts of the Land;
  - 1.2.6 Any term which is defined in the statement of the names and descriptions of the parties or in the Recitals shall have the meaning there defined;
  - 1.2.7 Words importing the singular number or plural number shall be deemed to include the plural number and the singular number respectively;
  - 1.2.8 Words importing any gender shall include every gender;
  - 1.2.9 Where two or more persons are bound hereunder to observe or perform any obligation or agreement whether express or implied then they shall be bound jointly and each of them severally;
- 1.3 Clause headings are provided for reference purposes only and shall not be resorted to in the interpretation of this Deed;

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- 1.4 The requirements of this Deed are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

## 2. OWNER'S OBLIGATIONS

The Owner hereby agrees that:

- 2.1 The Owner shall ensure that the name "*The Goodwood Institute - Centre for Community Performing Arts*" be retained as the name of the Theatre in addition to any name, sign or reference that the Owner may in its absolute discretion lawfully adopt, apply or fix to the Theatre;
- 2.2 The Owner shall ensure that it uses its best endeavours to obtain all necessary approvals under the Act (as soon as reasonably practicable after the noting of this Deed pursuant to the Act) for the upgrading works to the Theatre building which are outlined in the "List of Upgrading Works" in Appendix "A" to this Deed ("the upgrading works");
- 2.3 The Owner shall use its best endeavours to commence the upgrading works within 12 months of obtaining all of the necessary approvals under the Act and shall use its best endeavours to have those works substantially completed within 12 months of the date of commencement;
- 2.4 Subject to any development approval under the Act for the development or renovation of the Theatre, the Owner shall use its best endeavours to keep the Theatre building properly maintained, to protect the Theatre's heritage value, and in particular, within 12 months of the date of this Deed, the Owner shall develop an asset management plan for the Theatre building including a 5 year capital improvement program;
- 2.5 The Owner shall have complete discretion to use the building for any lawful purpose subject to :
  - 2.5.1 The Owner endeavouring to continue to use the Theatre as a venue for performing arts and associated theatre activities in association with the education activities that the Owner may undertake;
  - 2.5.2 The Owner allowing the Theatre (but not including the two front rooms on the Southern side) to be made available for hire to the community;
    - 2.5.2.1 during the times depicted in the Summary of Hire Times (which is annexed hereto as Appendix "B"); and
    - 2.5.2.2 at rates that do not exceed the rates as depicted in the Table of Rates (which is annexed hereto as Appendix "C") as varied from time to time in accordance with Clause 3.1 of this Deed;
- 2.6 Where the Theatre has been hired to the community and/or externally, the Owner shall not intervene regarding the content or any other aspect of the performances staged at the Theatre by the hiree of the Theatre nor shall the Owner encourage any other person to do so;

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2.7 The Owner shall honour until 31 December 2006 all hire agreements of the Theatre that were entered into prior to the request for expressions of interest in the purchase of the Theatre by the Council and in existence at the date of this Deed.

3. **REVIEW OF RATES AND TIMES**

The parties to this Deed agree that:

- 3.1 The Table of Rates for hire of the Theatre may be reviewed annually in the month of February in each year in consultation with the Council and the rates decided upon and set for the 12 month period following the said review shall be in accordance with rates for similar community theatres and facilities in the metropolitan Adelaide area;
- 3.2 The Owner may review the Summary of Hire Times upon request by the Council.

4. **RESTRICTION ON LEASING AND OTHER DEALINGS**

The Owner shall not grant any lease, licence, easement or other right of any nature whatsoever (but not including the hiring of the Theatre referred to in clause 2.5.2 of this Deed) which may give any person the right to possession or control of or entry on to the Land which right would enable such person to breach any of the obligations imposed on the Owner by this Deed unless such grant:

- 4.1 Is expressed in writing;
- 4.2 Is made with the prior written consent of the Council; and
- 4.3 Contains as an essential term a covenant by the grantee not to do or omit to do (or suffer or permit any other person to do or omit to do) any act matter or thing which would constitute a breach by the Owner of the Owner's obligations under this Deed.

5. **RESCISION**

5.1 In the event that:

- 5.1.1 the Owner is a mortgagee in possession of the Land; or
- 5.1.2 the Owner ceases to operate as a higher education institution; or
- 5.1.3 the Owner permanently ceases to provide a tertiary performing arts education program; or
- 5.1.4 the Theatre is destroyed or rendered unusable by fire, storm, earthquake, lightning strike, flood, explosion, vehicle collision, act of terror or warfare or other similar act or circumstance beyond the control or direction of the Owner;

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5.1.5 and in any event, after the expiration of forty (40) years from the date of this Deed;

then the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of, and incidental to, the preparation, stamping and registration of the Deed of Rescission shall be borne by the Owner.

**6. COUNCIL'S POWER OF ENTRY, ETC**

6.1 The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter and inspect the Land for the purposes of the enforcement and administration of this Deed;

6.2 If the Owner is in breach of any of the Owner's obligations under this Deed, the Council may serve a written notice on the Owner specifying the breach and requiring the Owner to remedy the breach within a period specified in the notice (being not less than 28 days) and in the event that the Owner fails to remedy the breach the Council may take such action as it is empowered to take under the Act as the Council in its absolute discretion sees fit;

6.3 The Council may delegate any of its powers under this Deed to any person.

**7. VARIATION AND WAIVER**

7.1 This Deed may not be varied except by a Supplementary Deed signed by the Council and the Owner;

7.2 The Council may waive compliance by the Owner with the whole or any part of the obligations on the Owner's part herein contained provided that no such waiver shall be effective unless expressed in writing and signed by the Council.

**8. DISPUTE RESOLUTION**

8.1 If any dispute or difference of any kind arises in connection with this Deed ("the Dispute") the parties shall endeavour to resolve the Dispute by negotiation. The parties shall attend at least one meeting to negotiate the Dispute as a condition precedent to commencing any other proceedings in respect of the Dispute;

8.2 If the Dispute cannot be resolved pursuant to clause 8.1, it shall be submitted to arbitration in accordance with, and subject to, the Commercial Arbitration Act 1986 of South Australia. The parties shall be entitled to be legally represented in such arbitration proceedings;

8.3 Notwithstanding the existence of any dispute, each party shall continue to perform the terms of this Agreement.

**9. NOTICES**

Notice shall for the purposes of this Deed be properly served on the Owner if it is:

9.1 posted to the Owner's last address known to the Council; or

9.2 affixed in a prominent position on the Land.

10. COSTS

The Council and the Owner will bear their own costs and expenses (including without limitation legal costs and expenses) of and incidental to the negotiation and preparation of this Deed and will share equally the costs of stamping and registration of this Deed.

11. NOTATION OF THIS DEED

Each party shall do and execute all such acts documents and things as shall be necessary to ensure that as soon as is possible after the execution of this Deed by all necessary parties this Deed is lodged with the Registrar General and a notation thereof entered on the Certificate of Title for the Land pursuant to the provisions of Section 57(5) of the Act in priority to any other registrable interest in the Land save and except for the estate and interest of the Owner therein.

12. GOVERNING LAW

The law governing the interpretation and implementation of the provisions of this Deed shall be the law of South Australia.

13. GENERAL PROVISIONS

13.1 If any provision of this Deed shall be found by a court of competent jurisdiction to be invalid or unenforceable in law THEN and in such case the parties hereby request and direct such court to sever such provision from this Deed;

13.2 This Deed contains the whole agreement between the parties in respect of the matters referred to herein.

EXECUTED as a deed

THE COMMON SEAL of )  
THE CORPORATION OF THE CITY OF )  
UNLEY was hereunto affixed )  
in the presence of:

  
..... Mayor

  
..... Chief Executive Officer

THE COMMON SEAL of TABOR  
COLLEGE INC. was hereunto affixed  
in the presence of:



*[Handwritten Signature]*

)  
)  
)  
Director

.....  
*S. J. G. [Signature]* BOARD CHAIR

.....  
*[Signature]* CHIEF EXECUTIVE Secretary

---

**APPENDIX "A"**

**List of Upgrading Works**

As a minimum, the immediate upgrading of the Theatre building by the carrying out of works to the value of not less than \$150,000.00 (exclusive of GST) including the installation of air-conditioning, repairs, redecoration and other necessary improvements to ensure that the Theatre building may be occupied, used and operated effectively for an entire calendar year.

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**APPENDIX "B"**

**Summary of Hire Times**

1. For a minimum of 12 weeks in each calendar year which will consist of:
  - 1.1 two separate 3 week periods; and
  - 1.2 three separate 2 week periods,of continuous 24 hour hire.
2. In addition to the times referred to in paragraph 1 of this Appendix "B", a minimum of 10 Fridays and 20 weekends during each calendar year.

**APPENDIX "C"**

**Table of Rates**

(These rates are exclusive of GST unless other wise indicated)

|  |   |
|--|---|
| <b>Cost Calculation</b><br>As at September 2005  | <b>Rate 1:</b><br>\$360 per day ..... = \$ .....<br>Commercial Daily Hire: 8am - midnight |
|  | <b>Rate 2:</b><br>\$1,550 per 7 days ..... = \$ .....<br>Commercial Weekly Hire: 7 days   |
|  | <b>Rate 3:</b><br>\$70 per day ..... = \$ .....<br>Commercial Auditions                   |
|  | <b>Rate 4:</b><br>\$130 per day ..... per day = \$ .....<br>Commercial: foyer             |
|  | <b>Rate 5:</b><br>\$180 per day ..... = \$ .....<br>Community Daily Hire: 8am - midnight  |
|  | <b>Rate 6:</b><br>\$770 per 7 days ..... = \$ .....<br>Community Weekly Hire: 7 days      |
|  | <b>Rate 7:</b><br>\$55 per day ..... = \$ .....<br>Community Auditions                    |
|  | <b>Rate 8:</b><br>\$65 per day ..... = \$ .....<br>Community: foyer                       |
|  | <b>Bond: \$570</b><br>(incl GST, for community and commercial)                            |
|  | <b>TOTAL ESTIMATED HIRE</b> = \$ .....  |
| <b>GST (10%)</b> = \$ .....                      |   |
| <b>Cleaning</b><br>(incl GST) = \$ .....         |   |
| <b>Equipment Hire</b><br>At cost = \$ .....      |   |
| <b>Technician Services</b><br>At cost = \$ ..... |   |

Form B<sub>2</sub>

Insert type of document here **APPLICATION TO NOTE LAND MANAGEMENT AGREEMENT**  
(Pursuant to s 57(5) of the *Development Act 1993*)

To the Registrar-General:

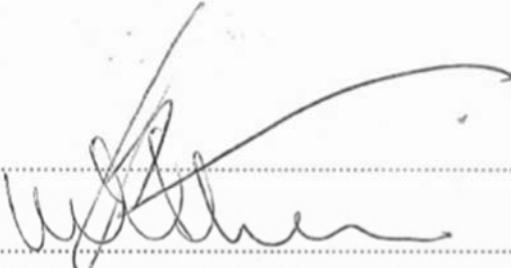
1. **THE CORPORATION OF THE CITY OF UNLEY** ("the Council") of 181 Unley Road, Unley SA 5061 has entered into the attached Land Management Agreement dated 8/2/06 ("the Agreement") with **TABOR COLLEGE INC.** of 181 Goodwood Road, Millswood SA 5034 pursuant to s 57(2) of the *Development Act 1993* ("the Act").
2. The Agreement relates to the whole of the land comprised in Certificate of Title Register Book Volume 5861 Folio 686 ("the land").

**NOW THEREFORE** the Council applies pursuant to s 57(5) of the Act to note the Agreement against the land.

DATED the 3<sup>rd</sup> day of February 2006

**THE COMMON SEAL** of **THE CORPORATION OF THE CITY OF UNLEY** was hereunto affixed in the presence of:

)  
)  
)  
\_\_\_\_\_



\_\_\_\_\_

Mayor

Chief Executive Officer

NB: This form may be used only when no panel form is suitable. A penalty of up to \$2000 or 6 months imprisonment applies for improper witnessing.

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | SESQUICENTENARY WORKING PARTY -<br>REPORT TO COUNCIL |
| <b>ITEM NUMBER:</b>     | 4.10   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019                                    |
| <b>AUTHOR:</b>          | JORDAN DODD  |
| <b>JOB TITLE:</b>       | COUNCILLOR FOR FULLARTON WARD                        |
| <b>ATTACHMENTS:</b>     | NIL  |

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### 1. **EXECUTIVE SUMMARY**

At the April 2019 Council meeting the Sesquicentenary Celebration Working Group was established to consider the most appropriate way to acknowledge the 150<sup>th</sup> anniversary of the formation of the Corporate Town of Unley. This report sets out the ideas generated by the Working Group.

Recognising the potential costs associated with structured events, the Working Group has sought to identify opportunities to integrate the celebration within 'normal business activities' accompanied by some specifically targeted events with a view to maximising opportunities for celebration, whilst maintaining costs at an acceptable level.

At this stage, further investigation is required to determine cost and resource impacts, and any decision in relation to the progression of celebration activities will need to be considered as part of the budget process. Direction from Council is sought to guide staff in the further investigations to be undertaken.

### 2. **RECOMMENDATION**

That:

1. The report be received.
  2. Staff be authorised to investigate options and develop cost estimates for activities to mark 2021 as the sesquicentenary, or 150<sup>th</sup> anniversary, of the formation of the Corporate Town of Unley.
- 

### 3. **RELEVANT CORE STRATEGIES/POLICIES**

1. Community Living
- 1.4 Our Community is proud to be part of our City.

#### **4. BACKGROUND**

At the 29 April 2019 Council meeting Council resolved as follows:

1. *It be noted that the year 2021 will mark the 150<sup>th</sup> Anniversary, or sesquicentenary, of the formation of the Corporate Town of Unley, which occurred when 2,000 signatories to a petition from residents of the several towns of Unley, Parkside, Black Forest, Goodwood and Fullarton requested the Governor allow them to form their own municipality and thus sever from the District Council of Mitcham.*
2. *The Sesquicentenary Celebration Working Group, comprising five (5) elected members, with administrative support, be established to develop recommendations for consideration of Council as to the most appropriate way to acknowledge the sesquicentenary of the formation of the Corporate Town of Unley.*
3. *The following five elected members be appointed to the Sesquicentenary Celebration Working Group:*  
*Councillor D Palmer*  
*Councillor N Sheehan*  
*Councillor M Hudson*  
*Councillor S Dewing*  
*Councillor J Dodd*
4. *A report from the Sesquicentenary Celebration Working Group be presented to Council for consideration at the July Council meeting.*  
*Resolution No 1462/2019*

The Sesquicentenary Celebration Working Group (the Working Group) has convened twice and now provides the following information for the consideration of Council.

#### **5. DISCUSSION**

The Working Group has identified a range of activities that could be pursued to mark the sesquicentenary in 2021. In an effort to balance costs associated with celebrating the anniversary, an emphasis has been placed on incorporating activities within 'business as usual', whilst still directly acknowledging the significance of the event. This philosophy would be accompanied by a series of specific celebrations, integrated with other activities, throughout the year to deliver a '150<sup>th</sup> Celebration Year'. The following ideas were generated by the Working Group:

##### **Sesquicentenary Logo Competition**

Invite City of Unley school students to participate in a logo competition, whereby they design a logo for the sesquicentenary year. This logo would then be used throughout 2021 within corporate branding (e.g. on Council documents, publications, website, and social media) to mark the anniversary year.

### City of Unley News Reel

Develop a 'news reel' that documents the past 150 years in the City of Unley, drawing from existing material held by the Unley Museum. Screen the news reel at the Goodwood Capri Theatre.

### Time Capsule

Gather relevant items and bury a time capsule at a relevant location to mark the anniversary event.

### Historic Tree Tour

Develop a tour that celebrates historic trees throughout the City.

### Unley Gourmet Gala 2021 - Alleyway/Laneway

Use the UGG to celebrate cycling history in Unley. Penny Farthings?

### St Augustine's Collaboration

2021 is also the 150<sup>th</sup> anniversary for St. Augustine's, so there may be opportunities for collaboration with the Church on events/celebrations that they have planned.

### Community Collaboration

Encourage Community Groups to 'open their doors' with activities that showcase their organisations as a reflection of the 'coming together' that occurred with the founding towns.

### Community Picnic

Have the year of celebration culminate with a 'thanksgiving' style celebration, incorporating vintage activities (e.g. apple bobbing, maypole) that allow the community to come together and celebrate life in the City of Unley.

### Mayoral Ball

Revive the former tradition and host an Unley Mayoral Ball, a historically annual event held in the City of Unley. Not only does this event pull from tradition within the city but could act as a culmination of all other work and events held in the sesquicentenary year.

The Working Group identified that there may be opportunities to attract sponsors or partners for activities/events throughout 2021.

## 6. **ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. Staff be authorised to investigate options and develop cost estimates for activities to mark 2021 as the sesquicentenary, or 150<sup>th</sup> anniversary, of the formation of the Corporate Town of Unley, with the information to be provided to Council for consideration in time for the 2020/21 budget process.

This option allows for refinement of ideas generated and the development of cost estimates for the various initiatives, which could then be considered as part of the budget process. Given the sesquicentenary year spans two financial years it is important that an understanding of potential costs is developed in time for the development of the 2020/21 budget.

### Option 2 –

1. The report be received.
2. Staff be authorised to progress the development of:
  - [celebration options to be inserted]
  - [celebration options to be inserted]

Including proposed costings for each activity, with a further report to be presented to Council

This option allows Council to identify its preferred celebration activities and then enables staff to further develop the initiatives, including cost estimates prior to Council determining which activities/events it wishes to endorse.

### Option 3 –

1. The report be received.

This option receives the report and does not endorse any further activity in relation to the sesquicentenary celebration at this time.

## 7. **RECOMMENDED OPTION**

Option 1 is the recommended option.

**8. POLICY IMPLICATIONS**

**8.1 Financial/Budget**

- The Sesquicentenary occurs in the calendar year 2021, which allows for costs associated with any celebration events to be balanced across two financial years. No funds are currently allocated within the Long-Term Financial Plan to celebrate the sesquicentenary year.

**9. REPORT CONSULTATION**

The Working Group consulted with staff in relation to ideas generated.

**10. REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                         |
|--------------|--------------------------------------|
| Tami Norman  | Executive Manager, Office of the CEO |
| Peter Tsokas | Chief Executive Officer              |

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | SMART CITY INITIATIVES - CITY OF TRIKALA |
| <b>ITEM NUMBER:</b>     | 4.11                                     |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019                        |
| <b>AUTHOR:</b>          | PETER TSOKAS                             |
| <b>JOB TITLE:</b>       | CHIEF EXECUTIVE OFFICER                  |
| <b>ATTACHMENTS:</b>     | NIL                                      |

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### 1. **EXECUTIVE SUMMARY**

The CEO recently visited the City of Trikala and attended a series of meetings and site visits with the Mayor of Trikala, other members of the council and senior executives, to learn about Trikala's smart city journey and to see some of the smart projects undertaken.

This visit has identified several opportunities and ideas for Council to explore in terms of potential implementation in the City of Unley. Furthermore, the Mayor of Trikala has indicated that the Trikala Council are interested in pursuing a "twinning" relationship with the City of Unley. Under this arrangement, both councils would share information/ideas and work collaboratively on similar issues affecting their respective municipalities. Areas identified on the basis of our shared strategic directions relate to:

- Smart City initiatives;
- Environmental initiatives (e.g. greening, energy efficiency);
- Cycling and Walking;
- Age Friendly Cities; and
- Arts & Culture.

This report proposes that before Council considers the issue of twinning, a workshop be held for Elected Members to discuss:

- the findings of this report
- their relevance and benefits (if any) to the City of Unley

### 2. **RECOMMENDATION**

1. The report be received.
  2. A workshop be held for Elected Members to discuss the relevance and potential benefits (if any) for the City of Unley based on the findings of the Smart City Initiatives – City of Trikala report (Item 4.11, Council Meeting 23/09/2019).
-

### **3. RELEVANT CORE STRATEGIES/POLICIES**

#### 4. Civic Leadership

4.1 We have strong leadership and governance.

### **4. BACKGROUND**

In 2017, the City of Unley commenced the development of a Digital Strategy which also considered the use of technology towards the creation of a Smart City. More recently, smart technology has been introduced in the upgrade of Heywood Park (smart lighting and parking sensors) and will also be incorporated in the upgrade of King William Road (parking sensors).

The Municipality of Trikala (Trikala) located in the region of Thessaly (Central Greece) is a mid-sized city with a population of about 60,000 people. In 2003, the Municipality of Trikala had a vision to create an interconnected city, and in 2004 Trikala was officially named “the First Greek Digital City”, as a result of its numerous information systems. Trikala evolved into a wireless city in 2005 and then to a broadband city in 2007.

Following municipal elections in 2014, Trikala implemented a series of Smart solution projects through international collaboration with the European Commission and private companies, and also developed a strategic plan for the city (“Trikala 2025”). More recently, Trikala was shortlisted as one the ‘Top 21 Smart Cities’ in the world and is recognised as being one of the top smart cities in Europe.

The Chief Executive Officer visited the Municipality of Trikala in July 2019, attending a series of meetings and site visits with the Mayor of Trikala, other members of the council and senior executives, to learn about Trikala’s smart journey and to see some of the smart projects undertaken.

### **5. DISCUSSION**

During this visit to Trikala, the CEO held discussions regarding the development of Trikala’s Strategic Plan and the focus on smart city initiatives to help achieve that plan. This report summarises a number of the initiatives undertaken by Trikala that may be of relevance to the City of Unley given the work currently being undertaken in the digital area.

#### Trikala Strategic Plan

In 2015, the Trikala Council set a strategic vision to be a “Resilient, Smart and Efficient” city by 2025. This vision informed the development of a strategic plan (Trikala 2025 Strategic Plan) that prioritised smartness as a means to deliver local efficiencies and resilience. The aim is to enhance the performance of the Council (and of the city) as a system, and to design smart services around the needs of its citizens.

Following consultation with stakeholders, and to drive the implementation of the Strategy, the Council adopted the following mission for the organisation:

*“To simplify, standardize and digitally transform internal processes and to offer useful data and smart services which can improve well-being in Trikala, support local growth and enhance local sustainability”*

Furthermore, the following guiding principles were adopted:

- Smart government/smart policies – policies must focus on local needs instead of technology;
- Citizen first – government and technology must meet citizen expectations;
- Usefulness and simplicity – ideas must result in smart solutions that are easy to use and solve the community’s problems;
- Engagement – design for the people with the people; and
- Respond to urban challenges – in particular, climate change and urbanisation.

The underlying approach by the council, was to utilise technology with the people, for the people and the city.

The Strategy itself has 4 Goals or “Ambition Statements” and of these, 2 are of relevance as far as the City of Unley is concerned:

### **Goal 2: Simplify digital accessibility to data and services**

The Council opened its data to citizens, to be both transparent and accountable, as well as to encourage innovation. An Innovation Hub was also established to attract people to participate in research projects (e.g. autonomous vehicles, active ageing support via technology etc.).

### **Goal 4: Offer useful information and services only.**

The council is committed to standardise, digitally transform, and simplify its processes and services through the use of smart technology and applications.

In terms of the City of Unley, the Administration has to date focused its efforts on digitally transforming (and simplifying) our processes. Development Applications are now able to be lodged on-line and more recently, the parking expiation appeal process is managed through an on-line process that clearly identifies the steps one needs to take to have their appeal considered. A feature of this includes the uploading of photos indicating the offence to provide as much information to the applicant before they lodge an appeal. The benefit to the applicant is that their appeal can be considered in a much shorter time frame than previously (and at a lower cost for Council). Early data indicates that the number of paper-based appeals has reduced while the number of on-line appeals

has increased. There is a program of work looking at digitising all on-line processes.

With regard to “opening” Council data to residents, this is an emerging area for Local Government in Australia. The Mayor recently attended a conference where the issue of open data and privacy requirements were debated. The Trikala Council developed a policy on what data would (and would not) be provided to residents and communicated this via several means. While we have many data sets available, the Council as a first step, needs to develop a policy position on what data sets (and to what level) are to be made readily available to the public.

The creation of an innovation hub has been an enormous success for Trikala and is something that is of interest to the City of Unley.

The Trikala Strategy has 7 Operational Objectives that outline how the City of Trikala will achieve the Goals. These objectives are linked to one or more Goals. For example, the specific objectives relating to Goals 2 and 4 are:

- Expand and maintain digital infrastructure (linked to Goal 2)
- Release Open data and services (linked to Goal 2)
- Design Smart City around citizen needs (linked to Goal 4)

Each operational objective is then supported by specific activities that are to be implemented in the short, medium or long term. The activities also identify specific partners to be involved.

For example, there are two specific actions linked to the objective “Design Smart City around citizen needs”:

- Data analytics around complaints – the council will perform data analytics around service complaints and requests to identify citizen needs/priorities and smart services around them.
- AI (Artificial Intelligence) for public services – AI can bring new opportunities to smart cities, and the council should collaborate with vendors to introduce AI products and services.

Each action has a target and measure against it to enable reporting back to the community in terms of the progress against the Strategy.

The City of Unley has, over the last two years, captured and reported customer requests as a means of reporting against set standards (e.g. street sweeping requests). Recently we have begun to map these on relevant GIS layers to identify any relevant trends that may result in efficiencies and improvements to services. By way of comparison, Trikala have monitored waste collection and street-sweeping routes, and this has resulted in modifications being made to improve the service and/or reduce costs. In addition, within the last 12 months the City of Unley has built a Smart City Data platform and is now collecting data from corporate systems and Smart Technology to present in dashboards and reports.

## E-Trikala

E-Trikala was established in 2008 and is the development agency of the Trikala Council. The Municipality of Trikala is the primary stakeholder of e-Trikala, owning 99%, whilst the remaining 1% is owned by the local Chamber of Commerce.

Amongst other things, the purpose of E-Trikala is to identify innovative ICT solutions that can be implemented by the Council and to seek sources of funding from National and European institutions in relation to ICT projects that will “improve the quality of life of the citizens of the Municipality of Trikala and optimise the way in which the Council delivers its services”. The Agency also manages the tendering, signing of contracts and implementation phase of any projects implemented.

In May of this year, the Council and e-Trikala established a local innovation hub to drive innovation and productivity of Small to Medium Enterprises (SMEs), as well as to support new businesses that utilise digital technologies and creativity. The Hub targets digital and non-digital SMEs and provides them with tailored strategy and leadership support as well as free accommodation for 12 months. The Hub involves sponsorship by Vodaphone and the three areas of focus for entrepreneurs are Smart City solutions, Internet of Things solutions and Smart Agriculture.

One of the main criteria is that the city of Trikala would be a test bed for the innovation, and at the end of the test period, the Council would be provided with the technology or application at no cost.

With regards to the City of Unley, preliminary discussions have been held with the Minister for Innovation and Skills (David Pisoni MP) who is supportive of establishing an innovation hub within the City of Unley. An innovation hub is also in keeping with Council’s desire to support local SMEs and this concept has been discussed by the Civic Precinct Working Group as a possible use of one of the Village Green cottages.

The CEO of E-Trikala has indicated he is willing to share information on the framework established which ensured the Trikala Council benefited from any innovation tested. In line with this concept, it is worth noting that the City of Unley CEO has recently had a preliminary discussion with a private company and Adelaide based University with regards to researching and trialling some smart technology in the City of Unley at no cost to the Council. In other words, the City of Unley would be a test bed for the innovation.

## Community Engagement

In line with their approach to “open data”, Trikala has introduced an e-Government tool that provides a platform for citizens to participate in the decision-making processes of the city, combining online deliberative and voting processes.

The platform comprises a range of tools:

- a top-down e-Survey system, where the Council can ask citizens to respond to specific issues of interest to the municipality;
- a bottom-up “e-Petition” system where citizens can raise their own initiatives and ideas as well as petitions to Council;
- an e-forum for direct moderated dialogue; and
- a fully operational e-deliberation process that uses a range of e-tools.

The process involves a range of steps as follows:

1. The Council decide on a range of potential strategic topics for deliberation (the focus being on topics that have a strategic and long-term developmental impact on the City).
2. Information is gathered on these topics and uploaded on the Council website to be accessible to all citizens.
3. Citizens must register on the *e-Dialogos* website to participate, and they also create their own demographic profile. The profile is used to weigh the results accordingly, balancing the views of over or under represented segments of the population thereby facilitating statistical analysis at the end of the deliberation cycle. An important aspect is that the process caters for the registration of citizens who are not necessarily “permanent residents”. This includes stakeholders who may have some sort of “vested interest” in the well-being of the city (e.g. students, regular commuters, businesses etc.).

Citizens that live and work permanently in another city or even abroad but keep close ties locally are also able to participate.

4. The pool of suggested issues is put to an online e-Polling process where citizens can decide which topics will finally be part of the deliberative process. They are also allowed to add issues they consider important that have not been picked up by the Municipality. If they get enough “votes”, they are included in the topics to be discussed later. This is essentially an agenda setting stage.
5. Selected topics are then discussed among citizens in professionally moderated online forums with the participation of the Mayor, experts etc. The forums feature two or three pre-determined discussion threads so that the discussion remains focused and the moderator uploads a user-friendly and balanced summary of the main points discussed.
6. The results of the discussion lead to the drafting of a detailed questionnaire which is uploaded in the form of an e-survey to record the quantifiable final position of citizens on the specific issues. The platform allows a pop-up window to appear for each question, with the necessary background information needed to answer that particular question.

7. The results of the e-forum and the e-survey are forwarded to the City Council, which then discuss and decide on these issues in a dedicated session which is webcast, with a “citizen-envoy” collecting and reporting emails and chats sent by citizens with their views and questions into the debate at regular intervals.
8. The City Council finally decides on the issues discussed, and the result is uploaded for everyone to see.

One of the topics considered using this process was the implementation of a cycling plan for Trikala which involved converting several streets into malls for pedestrians and cyclists as well as replacing on-street parking lanes with bicycle lanes. This Plan has assisted the city to achieve a cycling rate in the order of 20%.

In terms of the City of Unley, this community engagement concept is worth exploring as a means to enhance our existing process. The “Your Say Unley” process is similar to the Trikala model and can be used as a platform to extend our engagement including allowing residents to raise ideas and initiatives. The only time a model of this nature has been used before was the previous State Government’s “Fund my Neighbourhood” programme- although again, this was not tied to any particular strategy.

The recent community engagement process associated with LATM 3 (Clarence Park) resulted in approximately 300 responses being received from residents- 200 of them via on-line. If we could establish a robust on-line community engagement framework, this would result in greater transparency and lower costs in the community engagement process.

Another initiative that Trikala use is their “e-Complaint System” (similar to Unley’s customer request system). This project has had great success and has been embraced by the community. With the e-complaint system, people can send requests/complaints electronically or via a mobile as well as via traditional methods (e.g. phones) and get issues resolved quickly.

Requests are logged and mapped simultaneously to allow better planning of work schedules and the resident is advised about the estimated response time. The resident can view requests that are open, in progress, or completed, and has the opportunity to rate the service. Issues are now resolved on average within eight days, as opposed to one month previously, and with much greater transparency.

Again, there are many similarities with the City of Unley’s customer request system and efforts have been made to encourage residents to lodge their requests on-line. Our current Digital Services program will allow online lodgement and tracking of customer requests in real time. The next step for us is to analyse the data in order to identify trends, set service levels and introduce efficiency gains. Mapping the data so that residents can view the status of their requests and have the ability to rate our service is something that also warrants consideration.

## Smart City Projects

There are a number of smart city projects Trikala Council has introduced and some are worth considering in terms of their application in Unley. Those of particular relevance can be summarised as follows:

### Smart Lighting

A Smart Lighting System incorporating new LED lights has been implemented to manage municipal street-lighting and has achieved energy savings of over 60% compared to the previous conventional lighting system. Also, a wireless control system has been installed that offers the capacity for early malfunction detection, “smart” intervention scheduling, dynamic lighting adjustment when, where and to the extent needed to achieve maximum energy savings, and to improve visibility for drivers, cyclists and pedestrians.

The City of Unley has recently changed over all P category street lights to LED lights and over the next six months will change all V category lights to LED lights. The figures for July 2019 indicate that the savings in electricity costs were over \$24,000 for the month of July alone. The next step is to explore smart technology to allow the detection of light failures and the ability to dim lights or change the hours of usage as required and this concept has been raised with SA Power Networks for further discussion. Trikala reported that the use of smart technology resulted in additional cost savings to the Council and led to a better service for the community. Currently no Council in South Australia has implemented such an initiative on a broad scale.

### Water and Waste Management

Given the need to conserve water, Trikala has placed sensors in many of its parks to detect irrigation failures and to measure soil moisture content. This data is then used to manage the watering of reserves in a more efficient manner via a central control room. Similarly, sensors are used in public bins to detect when a bin requires emptying. The use of such sensors has resulted in cost savings to the council as bins are emptied when they need to be rather than on a pre-set work plan. It is worth noting that the waste collection vehicles in Trikala are now electric as part of their commitment to reducing greenhouse gases.

The City of Unley’s waste management contract will come to an end in March 2020 and a tender may be called early next year, which will allow for exploration of further innovation, such as the concept of bin sensors. Similarly, we have recently been approached by a company who supplies water measuring sensors for reserves and this initiative may be worth considering in the future.

### Smart Parking

Trikala has implemented a Smart Parking Management System which allows for the identification, imaging and monitoring of designated parking spaces in the city centre. Specialised sensors on the road surface have been installed in some streets with each sensor corresponding to one discreet, delineated parking spot. The sensor provides feedback to the network's controllers by sending appropriate signals when the spot is occupied or unoccupied. Furthermore, residents can be informed in real time about the availability of parking spots in the selected area, both via the parking mobile app for smart phones and signs that have been installed in central points around the city. Also, traffic control authorities are provided with real-time information about illegal parking instances. The application also offers the option for people to pay for parking.

As part of the King William Road upgrade, smart parking solutions are an essential component of the project if we are to facilitate adequate turnover of parking spaces and inform motorists of available parking spaces. This initiative has been a great success in Trikala and has maximised the use of available parking spaces. It was particularly useful when advocating for the removal of underutilised parking lanes in order to create bicycle lanes.

### Smart Open Mall

This project is currently being finalised by Trikala and is aimed at connecting local retailers to share personal offers with customers via a local small-scale Wi-Fi. Under this project, a logging platform enables user connection to the city Wi-Fi. This platform enables access of retailers (shops) to the Wi-Fi and connects them with the Wi-Fi users, with the ability to perform customised digital marketing and to generate real time offers. These offers can be combined with smart services (e.g. parking space availability to the customer who accepts a specific offer).

With the King William Road upgrade to be completed later this year, this initiative is of great interest in that it is another means of supporting the local businesses in Unley.

### Active Ageing Projects

The Greek National Health Service care is not predominantly oriented towards the primary health care sector but maintains a large network of secondary care hospitals that provide primary care through their outpatient departments. As a result, there are often long waiting lists for patients in primary care. Furthermore, patients from rural settings, such as Trikala, often have to travel long distances to visit their physician/ specialist in the secondary hospital. Due to these difficulties, in the event of health deterioration, patients usually visit the hospitals' emergency departments.

In response to this challenge, e-Trikala (in collaboration with the Municipality of Trikala), developed "Telecare", a network of remote care for elderly or mobility challenged residents using IT and communication technologies.

With this system, Tele-health services have been provided to patients with conditions such as chronic heart failure, asthma, chronic obstructive pulmonary disease, arrhythmias, diabetes and hypertension allowing healthcare to be provided remotely. Wireless sensors are used to monitor a range of health indexes, which are then transferred via the Tele-health Centre to the hospital for review and feedback by the doctors. Psychological support is also offered through videophone to caregivers for patients with mild dementia or depression.

The purpose of these services is to reduce the day-to-day burden of care and increase the quality of life of patients and their carers, improve daily self-help levels, and enhance daily social interaction and cognitive empowerment. The most important goal however, is to prevent the patient from being admitted to a hospital or institution and to stay at home close to their relatives.

A study undertaken after the first year of operation found that chronic disease management with Telecare led to cost savings and improved the patient's quality of life and prognosis. At the same time, the patient received advanced, personalised health and community services while waiting times for hospital visits was reduced.

The study concluded that the establishment of a tele-health centre constitutes an efficient channel for the provision of patient-centric services. Given the success of the project, the service has been implemented, is fully operational, and is now part of the mainstream healthcare service.

When considering this initiative, it is worth noting that the City of Unley does not have the same health care responsibilities that Trikala has. Having said this, our Active Ageing Strategy is focused on helping people stay at home for as long as possible and given Unley's strong reputation in this area, there may be the opportunity to trial this project for a group of Unley residents in partnership with a local medical centre and the State Government.

While some health monitoring initiatives have been introduced in remote areas, none have been trialled in metropolitan Adelaide. Preliminary discussions have been held with a local medical centre to gauge interest in introducing such a pilot project. If this project does proceed, Council's role would be that of a facilitator whereby we would identify suitable participants for the project.

### Summary

As the City of Unley commences its journey towards a "smart city", there are several initiatives that Trikala have introduced that the City of Unley can learn from. The CEO of e-Trikala (Mr Odysseas Raptis) has indicated his willingness to share information and lessons they have learned during project implementation that may in turn assist in the implementation of City of Unley smart initiatives.

Furthermore, the Mayor of Trikala (Mr Dimitris Papastergiou) has indicated that the Trikala Council are interested in pursuing a “twinning” relationship with the City of Unley.

Under this arrangement, both councils would share information/ideas and work collaboratively on similar issues affecting their respective municipalities. Areas of particular interest to Trikala are:

- Smart City initiatives;
- Environmental initiatives (e.g. greening, energy efficiency);
- Cycling and Walking;
- Age Friendly Cities; and
- Arts and Culture.

These are consistent with areas of interest for the City of Unley and provide an opportunity for both councils to assist each other in areas they are more advanced in. For example, whilst Trikala is further progressed in the smart city initiatives than Unley, Unley is more advanced in the areas of greening, waste management and some areas of active ageing.

Trikala has a long history of twinning relationships with:

1. Hamburg, Germany – environmental protection, education, new technologies, agricultural, industrial, and commercial activities.
3. Talence, France – education, culture, and sports.
4. Castrop-Rauxel, Germany – education, culture, and tourism.
5. Pyatigorsk, Russia – culture, commerce, education, health, and sports.
6. Vranje, Serbia – digital technology for community rights.
7. Tuscon, USA – culture, science, and education.
8. Brasov, Rumania – economic development.
9. Banan District, China – industrial production

It is suggested that before Council considers the issue of twinning, a workshop be held for Elected Members to discuss:

- the findings of this report
- their relevance and benefits (if any) to the City of Unley

Depending on the outcome of that workshop, Council may choose to investigate further some of the ideas with regards to application in the City of Unley or alternatively not progress them.

## **6. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. A workshop be held for Elected Members to discuss the relevance and potential benefits (if any) for the City of Unley based on the findings of the Smart City Initiatives – City of Trikala report (Item 4.11, Council Meeting 23/09/2019).

This option allows Council to consider initiatives described in this report and their relevance to the City of Unley and then determine whether action is required to progress their application and more importantly what benefits (if any) will be realised by Council.

### Option 2 –

1. The report be received.

This option would receive the Report and not take any further action in relation to the initiatives described in this report at this time.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## **8. POLICY IMPLICATIONS**

### **8.1 Financial/Budget**

- There are no financial impacts to the Council associated with further exploration of initiatives described in this report. Any initiatives identified for progression would be subject to consideration as part of normal budget processes.
- Councils costs associated with the CEO's engagement with Trikala, attendance at the 12th World Hellenic Inter-parliamentary Association General Assembly and the speaking engagement at 55+ Hellas (a one-day forum to discuss ageing initiatives, with a focus on knowledge and experience sharing to develop strategies for our community to age in place) was \$2,439.

### **8.2 Staffing/Work Plans**

- There are no impacts at this stage to staffing/ plans.

## **9. REPORT CONSULTATION**

- Nil

10. **REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>            |
|--------------|-------------------------|
| Peter Tsokas | Chief Executive Officer |

## INFORMATION REPORT

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | COUNCIL ASSESSMENT PANEL ANNUAL REPORT 2018/19      |
| <b>ITEM NUMBER:</b>     | 4.12  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019                                   |
| <b>AUTHOR:</b>          | GARY BRINKWORTH                                     |
| <b>JOB TITLE:</b>       | MANAGER DEVELOPMENT & REGULATORY                    |
| <b>ATTACHMENTS:</b>     | 1. COUNCIL ASSESSMENT PANEL - ANNUAL REPORT 2018-19 |

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### 1. **EXECUTIVE SUMMARY**

The purpose of this report is to provide Council with a copy of the Council Assessment Panel (CAP) Annual Report which was endorsed by CAP at the 17 September CAP meeting.

The CAP Terms of Reference require that a report be presented to Council each year in respect of a range of matters relevant to the activities of the CAP. The attached report addresses this obligation.

Of note during the reporting period was the recruitment process for CAP members. The report also indicates an increase in the number of applications submitted during the reporting period, when compared to the previous two years along with an increase in the number of appeals lodged. Attendance by CAP members at meetings is high, which is positive, and provides a consistent environment for the consideration of matters.

As part of the recruitment process for CAP members Council appointed Deputy Members, who are able to attend a meeting when a Member is unable to. This has proved a useful strategy, with Deputy Members attending three meetings in the February-July 2019 period.

### 2. **RECOMMENDATION**

That:

1. The report be received.
- 

### 3. **RELEVANT CORE STRATEGIES/POLICIES**

4. Civic Leadership

4.1 We have strong leadership and governance.

#### **4. BACKGROUND**

The Terms of Reference for the CAP require that it reports annually to Council in respect of the following matters:

1. the use of the provisions of Regulation 13(2) of the PDI Regulations;
2. Disclosure by CAP Members of interests pursuant to clause 7 of the Minister's Code of Conduct issued under Schedule 3 of the PDI Act;
3. Resignation of a CAP Member;
4. The incidence of items deferred by the CAP;
5. the adjournment of consideration of development applications;
6. Any matter that would improve the effectiveness of, or expedite the decisions of the CAP; and
7. Any other matters upon which the CAP is required to report to the Council or thinks fit to report.

This attached report has been prepared and is submitted in accordance with these requirements.

#### **5. DISCUSSION**

During the 2018/19 financial year, Council was required to undertake a recruitment process to appoint a new CAP with the term commencing on 1 March 2019 and expiring on 28 February 2021.

The members of the new CAP (appointed 1 March to 28 February 2021) were:

- Shanti Ditter (Presiding Member)
- Roger Freeman (Independent Member)
- Brenton Burman (Independent Member)
- Alexander Wilkinson (Independent Member)
- Cr Jennifer Boisvert (Elected Member)
- Cr Emma Wright (Deputy Elected Member)
- Rufus Salaman (Deputy Independent Member)

The following observations are made from the data contained within the CAP Annual Report:

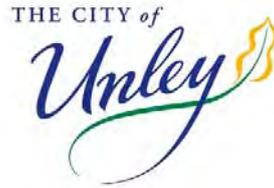
- Overall 108 applications were considered by the Panel for the financial year compared to 81 the previous year. Of the 108 applications, 79 decisions by the CAP (73%) concurred with officer's recommendations.
- This compares to the previous year where there were 81 applications and 66 decision by the CAP (81%) concurred with officer's recommendations.

- The number of applications (108) represented a significant spike from the previous two years (81 and 80 respectively) which has resulted in the need to hold three special CAP meeting during December and February to process a range of contentious applications.
- Meeting attendances averaged 4.7 throughout 2018/19 and this is considered a high attendance.
- Table 2 demonstrates there has been a significant spike in appeals with 13 appeals in the past financial year compared to 5 the previous year. As is evident in Table 2, historically appeal numbers have fluctuated from year to year dependent on the complexity of the development applications received, nature of any planning policy changes and the decision-making approach taken by CAP.
- Of the thirteen appeals, one was upheld, two were withdrawn, four were a compromise and six are ongoing.

The appointment of Deputy Independent/Elected Members with the new CAP has proved useful with Deputy Members attending three meetings between February and July 2019.

## 6. **REPORT AUTHORISERS**

| <b>Name</b>    | <b>Title</b>                         |
|----------------|--------------------------------------|
| Megan Berghuis | General Manager, City Services       |
| Tami Norman    | Executive Manager, Office of the CEO |



## **COUNCIL ASSESSMENT PANEL ANNUAL REPORT 2018/2019**

### **BACKGROUND**

The functions of the Council Assessment Panel (CAP) are:

1. To act as a delegate of the Council in accordance with the requirements of the PDI Act, the Development Act and any relevant instrument of delegation;
2. To provide advice and reports to the Council as it thinks fit on trends, issues and other matters relating to planning or development that have become apparent or arisen through its assessment of applications under the Development Act; and
3. To perform other functions (other than functions involving the formulation of policy) assigned to the CAP by the PDI Act or the Planning, Development and Infrastructure (General) Regulations 2017 ("the PDI Regulations") from time to time.

### **TERMS OF REFERENCE**

The Terms of Reference for the CAP require that it reports annually to Council in respect of the following matters:

1. the use of the provisions of Regulation 13(2) of the PDI Regulations;
2. Disclosure by CAP Members of interests pursuant to clause 7 of the Minister's Code of Conduct issued under Schedule 3 of the PDI Act;
3. Resignation of a CAP Member;
4. The incidence of items deferred by the CAP;
5. The adjournment of consideration of development applications;
6. Any matter that would improve the effectiveness of, or expedite the decisions of the CAP; and
7. Any other matters upon which the CAP is required to report to the Council or thinks fit to report.

This report is submitted in accordance with these requirements.

## **DISCUSSION**

### ***Membership***

During the 2018/19 financial year, Council was required to undertake a recruitment process to appoint a new CAP with the term commencing on 1 March 2019 and expiring on 28 February 2021.

During the year the appointed members of the CAP (1 July to 28 February 2018) were:

- Brenton Burman (Presiding Member)
- Roger Freeman (Independent Member)
- Ann Nelson (Independent Member)
- Nicole Dent (Independent Member)
- Cr Rufus Salaman (Elected Member)

On 29 January 2019 Council appointed the new CAP. The members of the new CAP (appointed 1 March to 28 February 2021) were:

- Shanti Ditter (Presiding Member)
- Roger Freeman (Independent Member)
- Brenton Burman (Independent Member)
- Alexander Wilkinson (Independent Member)
- Cr Jennifer Boisvert (Elected Member)
- Cr Emma Wright (Deputy Elected Member)

Council undertook a separate recruitment process for a new Deputy Independent Member. On 29 April 2019 Council appointed Cr Rufus Salaman (Deputy Independent Member) from 1 May to 28 February 2021.

As part of the recruitment process Council considered the requirement that all independent members of a CAP will, in future need to be accredited professionals.

A draft Accredited Professional Scheme has been prepared by the State Government and is expected to be implemented by July 2019. Council has considered the draft Scheme and considers that all persons appointed will satisfy the requirements of the Scheme.

**The following information is provided in response to Items 1 to 7 from the DAP Terms of Reference:**

***Items 1 to 7*** - A summary of matters 1 to 7 is provided in *Table 1*.

### ***Appeals***

*Table 2* provides a summary of appeals for the previous financial year. *Figure 1* provides a historical comparison of appeals data. The number of appeals lodged was thirteen in 2018/2019 compared with five in 2017/2018. Of the thirteen appeals, one was upheld, two were withdrawn, four were a compromise and six are ongoing.

***Applications and meetings data***

Table 3 provides a summary of the number of applications considered by the CAP, concurrence with officers' recommendations, meeting attendance, site meetings and special meetings.

Overall 108 applications were considered by the Panel for the financial year compared to 81 the previous year. Of the 108 applications, 79 decisions by the CAP (73%) concurred with officers recommendations.

The number of applications (108) represented a significant spike from the previous two years (81 and 80 respectively), which has resulted in the need to hold three special CAP meeting during December and February to process a range of contentious applications.

Meeting attendances averaged 4.7 throughout the year and is considered a high attendance.

The following matter was reported to Council by CAP at the Special CAP meeting on 5 February:

*Ann Nelson requested Council Traffic Management Department investigate the possibility of a loading zone and/or timed parking limitations along Duthy Street and the surrounding streets.*

**Table 1: Matters to be reported to Council – 2018/19**

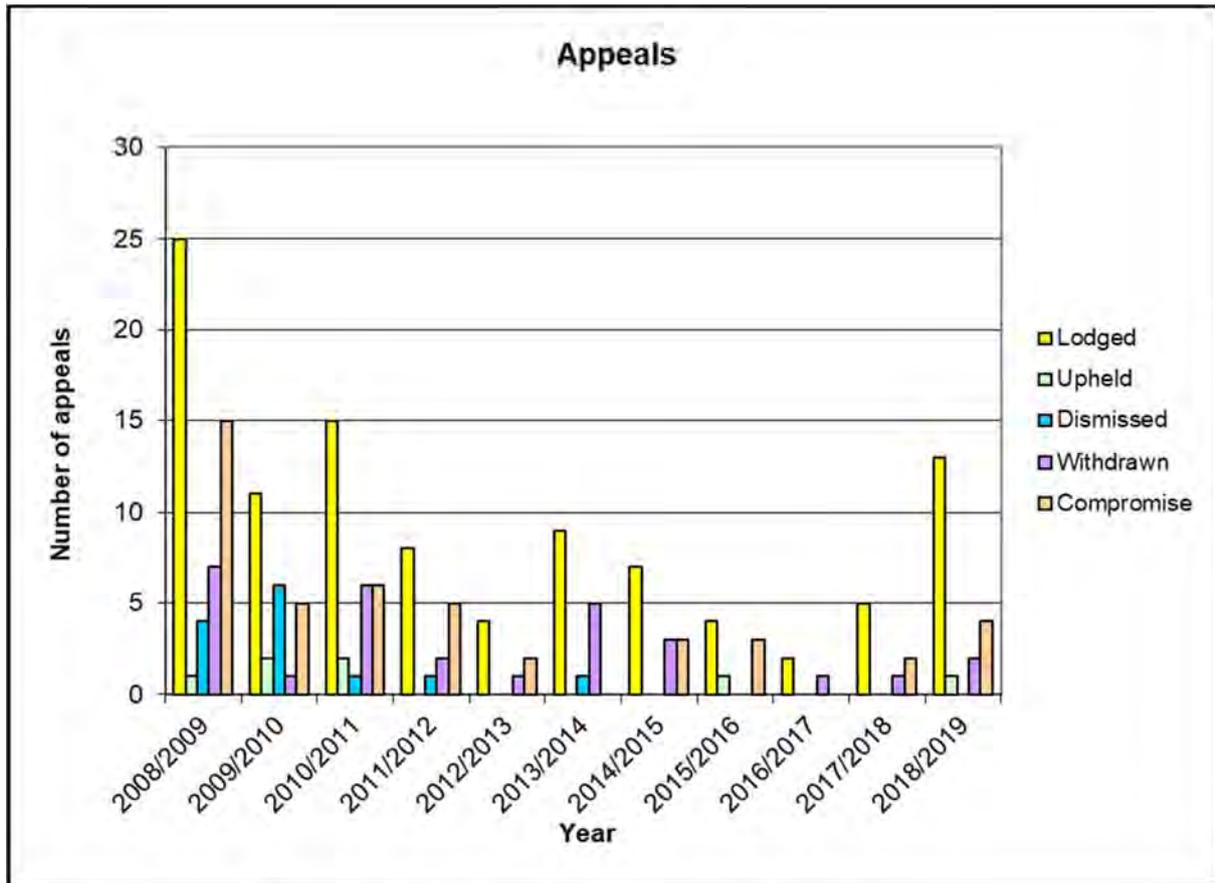
| 2018-2019           | Use of the provisions of Regulation 13(2) of the PDI Regulations (public access to meetings) | Disclosure by Panel Members of interests pursuant to clause 7 of the Minister's Code of Conduct (Conflict of Interest) | Resignation of a Panel Member | Incidence of items deferred by the CAP | Adjournment of consideration of development applications | Any matter which would improve the effectiveness of the Panel or for which CAP is required to report to the Council or thinks fit to report |
|---------------------|--|--|-------------------------------|--|--|---|
| July                | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| August              | 0  | 0  | 0                             | 1                                      | 0  | 0   |
| September           | 0  | 0  | 0                             | 3                                      | 0  | 0   |
| October             | 1  | 0  | 0                             | 0                                      | 0  | 0   |
| November            | 1  | 0  | 0                             | 0                                      | 0  | 0   |
| December            | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| Special December    | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| January             | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| Special 5 February  | 0  | 0  | 0                             | 0                                      | 1  | 1   |
| February            | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| Special 26 February | 1  | 0  | 0                             | 0                                      | 1  | 0   |
| March               | 2  | 3  | 0                             | 2                                      | 0  | 0   |
| April               | 1  | 1  | 0                             | 1                                      | 0  | 0   |
| May                 | 2  | 1  | 0                             | 1                                      | 0  | 0   |
| Special May         | 0  | 0  | 0                             | 0                                      | 0  | 0   |
| June                | 1  | 0  | 0                             | 0                                      | 0  | 0   |
| <b>TOTAL</b>        | <b>9</b>   | <b>5</b>   | <b>0</b>                      | <b>8</b>                               | <b>2</b>   | <b>1</b>  |

**Table 2: Summary of Appeals 2018/19**

| APPEALS   |        |        |           |           |            |         |       |
|-----------|--------|--------|-----------|-----------|------------|---------|-------|
| YEAR      | LODGED | Upheld | Dismissed | Withdrawn | Compromise | Ongoing | Total |
| 2018/2019 | 13     | 1      | 0         | 2         | 4          | 6       | 13    |

(\* Please note that the number of finalised appeals include appeals lodged in previous periods)

**Figure 1: Historical comparison of Appeals data**



**Table 3: Applications and Meeting Data**

| Year        | Month               | No. of Applications | No. where CAP concurred with Officer's Recommendation | Meeting Attendance (no. of CAP members) | Site Meetings | Special Meetings |
|-------------|---------------------|---------------------|---|---|---------------|------------------|
| <b>2018</b> | July                | 4                   | 3   | 4                                       | 0             | 0                |
|             | August              | 13                  | 10  | 5                                       | 1             | 0                |
|             | September           | 13                  | 7   | 5                                       | 0             | 0                |
|             | October             | 10                  | 8   | 5                                       | 0             | 0                |
|             | November            | 8                   | 7   | 3                                       | 0             | 0                |
|             | December            | 6                   | 5   | 5                                       | 0             | 0                |
|             | Special December    | 2                   | 2   | 5                                       | 0             | 1                |
| <b>2019</b> | January             | 9                   | 7   | 5                                       | 0             | 0                |
|             | Special 5 February  | 1                   | 1   | 5                                       | 0             | 1                |
|             | February            | 4                   | 4   | 4                                       | 0             | 0                |
|             | Special 26 February | 3                   | 2   | 5                                       | 0             | 1                |
|             | March               | 12                  | 8   | 5                                       | 0             | 0                |
|             | April               | 10                  | 7   | 5                                       | 0             | 0                |
|             | May                 | 11                  | 7   | 5                                       | 0             | 0                |
|             | June                | 2                   | 1   | 5                                       | 0             | 0                |
|             | <b>Total</b>        | <b>108</b>          | <b>79</b>   | <b>71</b>                               | <b>1</b>      | <b>3</b>         |
|             | <b>Average</b>      | <b>7.2</b>          | <b>73%</b>  | <b>4.7</b>                              |               |                  |

## DECISION REPORT

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | REVIEW OF POLICIES   |
| <b>ITEM NUMBER:</b>     | 4.13   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>AUTHOR:</b>          | DALLIS VON WALD  |
| <b>JOB TITLE:</b>       | PRINCIPAL GOVERNANCE OFFICER   |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. COU0016- TREASURY MANAGEMENT POLICY (VERSION 6)</li><li>2. COU0018- MEMORIALS POLICY (VERSION 3)</li><li>3. COU0008- ON-STREET PARKING POLICY (VERSION 7)</li><li>4. COU0024- GRAFFITI REMOVAL POLICY (VERSION 3)</li><li>5. COU0012- NAMING OF ROADS &amp; COUNCIL ASSETS POLICY (VERSION 4)</li></ol> |

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### 1. **EXECUTIVE SUMMARY**

Under the *Local Government Act 1999*, Council is required to review all Statutory and Council policies within 12 months of an election. The policies attached to this report have been recently reviewed and are proposed for endorsement by Council.

In evaluating the Policies, Council should consider whether the Policies are appropriate to endorse as presented; whether revisions are required to the Policy; or whether the Policy is no longer required and therefore should be revoked.

### 2. **RECOMMENDATION**

That:

1. The report be received.
  2. The following policies (set out as Attachments 1 to 5 to Item <00> Council Meeting 23 September 2019) be adopted:
    - 2.1 Treasury Management Policy (Version 6);
    - 2.2 Memorials Policy (Version 3);
    - 2.3 On-Street Parking Policy (Version 7);
    - 2.4 Graffiti Removal Policy (Version 3); and
    - 2.5 Naming of Roads & Council Assets Policy (Version 4).
-

### **3. RELEVANT CORE STRATEGIES/POLICIES**

#### 4. Civic Leadership

4.1 We have strong leadership and governance.

### **4. BACKGROUND**

Under the *Local Government Act 1999*, Council is required to review all Statutory and Council Policies within 12 months of an election.

Statutory Policies are those that are required under legislation.

Council Policies are policies or procedures that set the strategic tone of Council on matters that significantly impact on the community in some way. These policies must be adopted in the first instance, or endorsed following review, by Council.

The requirement for a Council policy will be triggered when an officer, Elected Member(s) or stakeholder has identified:

- (a) a need for a Program Policy (e.g. Community Grants Program); or
- (b) a need to specify how Council will respond in specific situations.

Council Policies relate to a specific program, initiative or issue, and may affect a range of functions within Council's service delivery.

The following policies have been reviewed and are being proposed for Council endorsement:

- Treasury Management Policy (Version 6);
- Memorials Policy (Version 3);
- On-Street Parking Policy (Version 7);
- Graffiti Removal Policy (Version 3); and
- Naming of Roads & Council Assets Policy (Version 4).

Policies included with this report have been circulated to Elected Members for comment, prior to presentation to Council.

### **5. DISCUSSION**

#### **COUNCIL POLICIES**

##### **5.1 Treasury Management**

The Treasury Management Policy underpins Council's decision making regarding the financing of its operations as documented in its Long Term Financial Plan, and Annual Business Plan and Budget together with associated projected and actual cash flow receipts and expenditure.

Only minor changes relating to position names have been made to this policy, and it has been updated to reflect the current template.

*Attachment 1*

## **5.2 Memorials Policy**

The Memorials Policy provides guidance for the community for the approval, placement, maintenance, and removal of memorials. Council aims to be consistent in its approval and management of memorials.

The following changes have been made to the Policy:

- The addition of a principle relating to events or activities of significance to the community.
- The addition of descriptions to types of memorials and tree memorials.
- The strengthening of wording regarding spreading of ashes to reflect advice given over last couple of years to applicants.
- The addition of a reference to *State Records Act 1997*.
- Updating into the current format, changes to position titles, and minor text formatting edits.

*Attachment 2*

## **5.3 On-Street Parking Policy**

The On-Street Parking Policy sets out the implementation and enforcement of Council's obligations to manage on-street parking provisions, and the need to provide adequate on-street parking commensurate with the local environment, legislation, and the often diverse needs of residents, visitors and businesses. It further provides guidance on non-residential parking in residential streets.

There have been no changes between this version of the Policy and the last, beyond general editing, and being updated to reflect the current format and position titles.

*Attachment 3*

## **5.4 Graffiti Removal Policy**

The Graffiti Removal Policy seeks to implement measures to minimise the incidence of graffiti on both public and private property, remove graffiti; provide legitimate avenues of expression; and be proactive in the prevention of graffiti.

There have been no changes between this version of the Policy and the last, beyond general editing, and being updated to reflect the current format and position titles.

*Attachment 4*

## **5.5 Naming of Road & Council Assets**

Council has the power under section 219 of the *Local Government Act 1999* to assign a name to, or change the name of:

- a public road;
- a private road; and
- a public place.

The Naming of Road & Council Assets Policy provides a framework for selecting names for roads, laneways, walkways, Council owned or managed facilities such as buildings, parks, reserves, and other physical structures throughout the City of Unley.

The only change to this policy, beyond general editing and the update to reflect the current format and position titles, relates to the inclusion of the following clause:

### **6.5 Road Name Signage**

6.5.1 *Council will ensure road naming signage is erected in accordance with the relevant Australian Standard (AS 1742.5 – 1997).*

6.5.2 *Street name signs shall be of such size and shape and constructed of such materials as required by appropriate Acts, Regulations and Standards.*

6.5.3 *A road name sign may also include a guide to the street numbers that are located within a street or any portion of a street.*

*NOTE: Signage for State road names is the responsibility of DPTI.*

*Attachment 5*

## **6. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. The following policies (set out as Attachments 1 to 5 to Item <00> Council Meeting 23 September 2019) be adopted:
  - 2.1 Treasury Management Policy (Version 6);
  - 2.2 Memorials Policy (Version 3);
  - 2.3 On-Street Parking Policy (Version 7);
  - 2.4 Graffiti Removal Policy (Version 3); and
  - 2.5 Naming of Roads & Council Assets Policy (Version 4).

This option will finalise the above policies for implementation. Statutory and Council Policies are published to the City of Unley website once finalised.

Option 2 –

1. The report be received.
2. Subject to the amendments set out below, the policies (included as Attachments 1 to 5 to Item <00>, Council Meeting 23 September 2019) be adopted:
  - 2.1 X (version X);  
*[insert amendments required or delete if not required]*

Council may wish to request amendments to the Policies. If this is the case, the amendments should be articulated as part of the resolution.

Alternatively, Council may wish to have further work undertaken on policies prior to endorsement. If that is the case, these policies should be listed as a Part 3 to the resolution, in the following manner:

3. The following policies (set out as Attachment X, etc to Item <00>, Council Meeting Council Meeting 23 September 2019) be further amended and returned to Council for endorsement:
  - 3.1 [insert policy name]
  - 3.2 [etc]

Finally, Council may wish to revoke any of the Council policies proposed for endorsement. In making a decision to revoke a Council Policy, Council should consider any impact on current services/processes. Should Council wish to revoke any of the policies included in this report, these should be listed as a separate part to the resolution in the following manner:

4. The following policies (set out as Attachment X etc to Item <00>, Council Meeting 23 September 2019) be revoked:
  - 4.1 [insert policy name]
  - 4.2 [etc]

**7. RECOMMENDED OPTION**

Option 1 is the recommended option.

**8. POLICY IMPLICATIONS**

**8.1 Legislative/Risk Management**

- Council is required to review and endorse all Statutory and Council Policies within 12 months of an election, ending November 2019.

**9. REPORT CONSULTATION**

The policy review has been conducted by officers within the relevant Council business unit and the Executive Management Team has subsequently reviewed the policies prior to inclusion in the Council Agenda.

In addition, the revised policies were forwarded by email for review by the Elected Members, prior inclusion in this report for Council. Where appropriate, feedback provided has been incorporated within the policies.

**10. REPORT AUTHORISERS**

| <b>Name</b> | <b>Title</b>                         |
|-------------|--------------------------------------|
| Tami Norman | Executive Manager, Office of the CEO |



## COU0016: TREASURY MANAGEMENT POLICY

|  |   |
|--|---|
| <b>Policy Type:</b>                    | Council Policy  |
| <b>Responsible Department:</b>         | Finance & Procurement   |
| <b>Responsible Officer:</b>            | Chief Financial Officer   |
| <b>Related Policies and Procedures</b> | <ul style="list-style-type: none"> <li>• Procurement Policy</li> <li>• Delegations Framework</li> </ul> |
| <b>Community Plan Link</b>             | <i>Civic Leadership</i><br>4.1 We have strong leadership and governance.                                |
| <b>Date Adopted</b>                    | 15 December 2008: C386/08   |
| <b>Last review date</b>                | 26 August 2019: C<00>/19  |
| <b>Next review date</b>                | August 2022   |
| <b>Reference/Version Number</b>        | COU0016: Version 6  |
| <b>ECM Doc set I.D.</b>                | 1674821   |

### 1. PREAMBLE

- 1.1. The Treasury Management Policy underpins Council's decision making regarding the financing of its operations as documented in its Long Term Financial Plan and Annual Business Plan and Budget, together with associated projected and actual cash flow receipts and expenditure.

### 2. SCOPE

- 2.1. This policy applies to the Treasury decisions of the City of Unley and those parties that are making such decisions.
- 2.2. The scope within which the treasury functions will operate will ensure that:
- Funds are available as required to support strategic objectives and approved expenditure;
  - Interest rate and other risks e.g. liquidity and investment credit risks are acknowledged and responsibly managed;
  - The net interest costs associated with borrowing and investing are reasonably minimised on average over the longer term;
  - Medium to longer term objectives of the Long Term Financial Plan are not compromised;
  - Where possible, the structure of the borrowing is appropriate for the nature of the assets being funded; and

- Council's funding activities are in accordance with its legislative and common law responsibilities.

### 3. POLICY PURPOSE/OBJECTIVES

- 3.1. The objective of this policy is to enable Council to manage its treasury functions: borrowings, investments, and associated cash flow management; **holistically** in a manner that ensures financial sustainability and supports strategic management plans.
- 3.2. This means Council will:
- Maintain a target range for its Net Financial Liabilities ratio;
  - Generally only borrow funds to support cash flow;
  - Only retain or quarantine money for a particular future purpose when required by legislation or part of an agreement;
  - Apply, where cost effective, any funds that are not immediately required to meet approved expenditure, to reduce the level of borrowings or to defer and/or reduce the level of new borrowings that would otherwise be required;
  - Not borrow for funding annual operational expenditure.
- 3.3. With reference to Borrowings, subject to meeting Net Financial Liabilities Ratio targets:
- Council aims to borrow 'long for long' and 'short for short', i.e. where possible, the structure of the borrowing is appropriate for the nature of the assets being funded. However, any borrowing arrangement still needs to meet the overall treasury objective of minimising the costs of borrowings in the medium term by also considering future capital receipts and outlays.
  - it is appropriate to borrow for financing of strategic land purchases and to fund capital upgrading/new assets particularly if used for revenue generating purposes.
  - Significant spikes in asset renewal expenditure can be considered for borrowing.

### 4. DEFINITIONS

- 4.1. **the Act** means the *Local Government Act 1999*
- 4.2. **Annual Business Plan** is the plan and budget for each financial year that outlines annual and long-term objectives, annual activities, and performance measures, in accordance with section 123 of the Act.
- 4.3. **Financial Sustainability** is where Council has sufficient funds to meet all resource and financial obligations, and the long-term financial performance and position is sustainable where planned long term service and infrastructure levels and standards are met without unplanned increases in rates or disruptive cuts to services.
- 4.4. **Local Government Financing Authority (LGFA)** is the Government guaranteed statutory authority established to develop and implement borrowing and investment programs for the benefit of Councils and prescribed local government bodies within the State.
- 4.5. **Long Term Financial Plan** provides financial projections for the Council's planned activities over a 10 year timeframe, as required by s122 of the Act,
- 4.6. **Net Financial Liabilities (NFL)** equals total liabilities less financial assets, where financial assets for this purpose include cash, investments, receivables and

prepayments, but exclude equity held in a Council subsidiary, inventories and assets held for sale. The Net Financial Liabilities Ratio is calculated by expressing net financial liabilities at the end of the year as a percentage of total operating revenue for the year.

- 4.7. **Surplus Funds** are funds over and above a level which is required to meet Council's immediate working capital requirements.
- 4.8. **Treasury Management** refers to those activities which are related to the funding of Council operations. This includes funds management, cash flow budgeting, investment of surplus funds and borrowings.

## 5. ROLES AND RESPONSIBILITIES

- 5.1. This policy will be administered on behalf of Council by the Chief Financial Officer.
- 5.2. Decision making in relation to application of this Policy will be in accordance with Clause 7: Policy Delegations.

## 6. POLICY STATEMENT

### 6.1. TREASURY MANAGEMENT STRATEGY

- 6.1.1. Council's operating and capital expenditure decisions are made on the basis of:
  - identified community need and benefit relative to other expenditure options;
  - cost effectiveness of the proposed means of service delivery; and
  - affordability of proposals having regard to Council's long-term financial sustainability (including consideration of the cost of capital and the impact of the proposal on Council's Net Financial liabilities ratio).

### 6.2. INTER-GENERATIONAL EQUITY FUNDING

- 6.2.1. Council shall strive to achieve equity between generations of ratepayers (inter-generational equity) whereby the mechanisms to fund specific capital expenditure and operations take into account the ratepayers who benefit from the expenditure and therefore on a user pay basis, who should pay for the costs associated with such expenditure.

### 6.3. LONG-TERM SUSTAINABILITY OF COUNCIL

- 6.3.1. The level of borrowings shall be within the adopted Net Financial liabilities ratio to ensure the long-term sustainability of Council.

### 6.4. BORROWING

- 6.4.1. All borrowings will be considered in the context of Council's strategic priorities and borrowing levels in line with Council's Long Term Financial Plan and adopted targets.

#### 6.4.2. Short Term Cash Flow Management

- 6.4.2.1. Short term cash advance may be used to sustain the cash flows of Council having regard to anticipated receipts and expenditures and the annual cash flow budget. For this purpose Council may operate an overdraft on its bank account and/ or a cash advance facility from a financial institution.

#### 6.4.3. Interest Rate Risk Exposures

- 6.4.3.1. For Council to minimise net interest costs on average over the longer term, and at the same time, manage interest rate movement risks within acceptable limits, both fixed and variable interest rate borrowings should be considered.
- 6.4.3.2. Management shall not speculate on interest rate movements.

#### 6.4.4. Fixed and Variable Interest Borrowings

- 6.4.4.1. In order to ensure that there is an appropriate mix of interest rate exposure, as old borrowings mature, and new borrowings are raised, Council will endeavour to restructure its portfolio of borrowings in order to progressively achieve and strive to maintain a mixture of fixed and variable interest rate borrowings.
- 6.4.4.2. In order to spread its exposure to interest rate movements, Council will aim to have a variety of maturity dates on its fixed interest rate borrowings over the available maturity spectrum.
- 6.4.4.3. Fixed and variable borrowing activities will comply with Council's Procurement Policy

#### 6.4.5. Risk Minimisation

- 6.4.5.1. To reduce the level of risk:
- Council approval is required for all new loans.
  - Loans are to be provided by institutions with long term credit ratings of "AA-" or better.
  - All new loans are to be tendered to at least two lending institutions

#### 6.4.6. Borrowing Redemption

- 6.4.6.1. When surplus funds exist, the decision to repay borrowings shall be made based on the facts available at the time giving due regard to minimising the overall cost to Council.

### 6.5. INVESTMENTS

- 6.5.1. Council funds that are not immediately required for operations and that cannot be applied to either reduce existing borrowings or avoid the arising of new borrowings, will be invested. The balance of funds held in any operating bank account that does not provide investment returns at least consistent with 'at call' market rates, shall be kept at a level that is no greater than is required to meet immediate working capital requirements.
- 6.5.2. All investments will be considered in the context of Council's strategic priorities to ensure Council maximises the return on surplus funds.
- 6.5.3. To manage the level of risk Council will limit its investments to secure organisations. In addition, Council is prohibited from directly acquiring shares in a company. Therefore, without Council approval, investments are limited to:
- Deposits with the Local Government Finance Authority;
  - Bank interest bearing deposits
  - Bank accepted/ endorsed bank bills
  - Bank negotiable Certificate Deposits, and

- State / Commonwealth Government Bonds.

6.5.4. This policy does not insist that the highest interest rate should be accepted, but that the investment which delivers the best value to Council should be selected.

## 6.6. HEDGING & OTHER FINANCIAL ARRANGEMENTS

6.6.1. Council may consider the use of hedging and other financial arrangements but **only** as a mechanism to **reduce interest rate risk exposure** and not for speculative trading.

## 6.7. REPORTING

6.7.1. At least once a year, Council via the Audit Committee, shall receive a specific report regarding treasury management performance relative to this policy document.

6.7.2. This report shall highlight:

- For each Council borrowing and investment- the quantum of funds, its interest rate and maturity date, and changes in the quantum since the previous report
- The portion of fixed interest rate and variable interest rate borrowings at the end date of the reporting period, and
- Full details and explanation of any instances of deviation from this policy during the year.

## 7. POLICY DELEGATIONS

7.1. Section 44(3)(c) of the Act provides that a council must approve all loans and clearly states that the power to borrow money cannot be delegated from the Council itself.

7.2. In terms of Investments, there is no restriction upon the delegation of the powers at Section 139 or the duty at Section 140 of the Act.

7.3. Investment/Loan Transactions within new facilities, which must be within the debt levels approved by Council, have been delegated to the following:

- CEO;
- All General Managers;
- Chief Financial Officer;
- or a combination of two of the following
- Chief Financial Officer;
- Team Leader Financial Accounting; and
- Financial Accountant.

7.4. Investment/Loan Transactions within existing approved facilities are delegated to:

- CEO
- All General Managers
- Chief Financial Officer
- Team Leader Financial Accounting
- Financial Accountant

## 8. LEGISLATION

### 8.1. *Local Government Act 1999*

8.1.1. Chapter 8 Sections 122 and 123, provides that a council should have strategic plans and an annual budget.

#### 8.1.2. **Borrowings**

8.1.2.1. Chapter 9 Sections 133 and 134 provides that a council can

- Obtain funds from a range of sources, including taxation and borrowing appropriate to the Council carrying out its functions;
- Borrow funds and enter into arrangements to protect against;
- adverse interest rate movements on borrowings; and
- Invest Council funds.

8.1.2.2. Section 44(3)(c) of the Act provides that a council must approve all loans and clearly states that the power to borrow money cannot be delegated from the Council itself.

#### 8.1.3. **Investments**

8.1.3.1. Chapter 9 Sections 139 and 140 provides that a council:

- Empowers councils to invest money;
- Council must exercise care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons;
- Avoid investments that are speculative or hazardous in nature; and
- A council must review the performance of its investments at least annually.

8.1.3.2. Section 44 enables a council to delegate this function.

8.1.3.3. Section 47 prohibits a council from directly acquiring shares in a company.

#### 8.1.4. ***Local Government (Financial Management) Regulations 2011***

8.1.4.1. Regulation 5 requires the preparation of a Budgeted Statement of Cash Flows covering Council's Long Term Financial Plans and Budgets as part of the Council's annual budget papers.

#### 8.1.5. ***LGA Financial Sustainability Information Papers***

8.1.5.1. Information Paper 9 Financial Indicators - Revised May 2015

8.1.5.2. Information Paper 10 Debt - Revised February 2015

8.1.5.3. Information Paper 15 Treasury Management - Revised February 2015.

## 9. AVAILABILITY OF POLICY

9.1. The Policy is available for public inspection during normal office hours at:

The Civic Centre,  
181 Unley Road, Unley SA 5061.

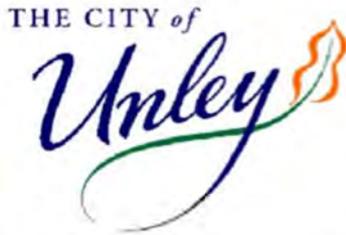
A copy may be purchased for a fee as determined annually by Council.

It is also available for viewing, download and printing free of charge from the Council's website [www.unley.sa.gov.au](http://www.unley.sa.gov.au).

## 10. DOCUMENT HISTORY

| Date              | Ref/Version No. | Comment |
|-------------------|-----------------|---------|
| 15 December 2008  | C386/08: V1     |         |
| 26 July 2010      | C701/10: V2     |         |
| 23 May 2011       | C133/11: V3     |         |
| 28 May 2012       | C420/12: V4     |         |
| 26 September 2016 | C600/16: V5     |         |
| 26 August 2019    | C<00>/19: V6    |         |





## COU0018: MEMORIALS POLICY

|  |   |
|--|---|
| <b>Policy Type:</b>                    | Council   |
| <b>Responsible Department:</b>         | City Development  |
| <b>Responsible Officer:</b>            | Manager City Design   |
| <b>Related Policies and Procedures</b> | <ul style="list-style-type: none"> <li>• Naming of Roads and Council Assets Policy</li> <li>• Public Arts Policy</li> </ul> |
| <b>Community Plan Link</b>             | <i>Community Living</i><br>1.4 Our Community is proud to be part of our City.   |
| <b>Date Adopted</b>                    | 26 September 2016: C606/16  |
| <b>Last review date</b>                | 23 September 2019: C<00>/19   |
| <b>Next review date</b>                | September 2022  |
| <b>Reference/Version Number</b>        | COU0018: Version 3  |
| <b>ECM Doc set I.D.</b>                | 2773022   |

### 1. PREAMBLE

- 1.1 Council recognises the need for commemoration of an historical event or person of significance who has lived in or contributed to the local community.
- 1.2 Council also recognises that an event may result in a spontaneous community reaction, which may be one of grief or of celebration and that any associated temporary memorials should be managed appropriately.
- 1.3 This policy applies to temporary roadside memorials and permanent formal memorials on Council property or community land or other land under Council's care, control and management.
- 1.4 Council has a responsibility to maintain a safe and amenable streetscape.
- 1.5 Council has the power under legislation and by-laws to regulate the access to and use of local government land, certain public places and roads or road related areas.

### 2. SCOPE

- 2.1 To be considered for approval, a memorial or monument should commemorate:
  - an individual who has made a significant contribution to the cultural, political, sporting or social life of the local community; or
  - an incorporated body or group which has made a significant contribution to the cultural, political, sporting, or social life of the local community; or
  - a place or site of an historical event of local, state, or national significance; or

- a resident of or regular visitor to, the City who had an affinity with a particular location such as a park; or
- an event or activity of significance to the community.

### 3. POLICY PURPOSE

- 3.1 The Policy provides guidance for the community for the approval, placement, maintenance, and removal of memorials.
- 3.2 Council aims to be consistent in its approval and management of memorials.
- 3.3 Council aims to be empathetic to the diverse cultural responses to an event whilst considering the needs of the general community, the impact on adjacent properties and their occupants and any risks to safety at the location of a temporary memorial.
- 3.4 Council has the right to refuse an application to erect a memorial or monument on Council property, local government land, or a road or road related area.
- 3.5 Council has the right to remove any object or structure which creates a risk to the public.
- 3.6 Council has authority under the Local Government Act 1999 to remove objects from a road or public place.
- 3.7 A permanent memorial or monument on Council property, community land, or a road becomes the property of Council, and will be under the care, control and management of Council.
- 3.8 Council offers no guarantee that a memorial or monument will be preserved or remain at a site indefinitely.
- 3.9 All memorials existing within the City prior to adoption of this policy will be subject to the provisions of this policy.
- 3.10 Any proposed memorial should not commemorate a person, event or place that is already memorialised within the City.

### 4. DEFINITIONS

- 4.1 **Applicant** means the person, group or organisation making the application to Council to install a Memorial.
- 4.2 **Community land** is local government land classified as community land under Chapter 11 of the Local Government Act 1999.
- 4.3 **Council** means the Corporation of the City of Unley.
- 4.4 **DPTI** is Department of Planning, Transport and Infrastructure.
- 4.5 **Local government land** means land owned by Council or under Council's care, control and management.
- 4.6 **Memorial** means serving to preserve the memory of a deceased person(s) or event.
- 4.7 **Monument** means a structure or edifice of stone or other durable material that commemorates an event, action, or person.
- 4.8 **Plaque** means a flat tablet of metal or other durable material which includes text and/or images that commemorate a person, group, association, event or occasion. Such plaque is to be affixed to a building, object, or pavement.

4.9 **Road** means a public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes:

- (a) a bridge, viaduct or subway, or
- (b) an alley, laneway or walkway.

4.10 **Road related area** is any of the following as defined by Section 5(1) of the Road Traffic Act 1961:

- (a) an area that divides a road,
- (b) a footpath or nature strip adjacent to a road,
- (c) an area that is not a road and that is open to the public and designated for use by cyclists or animals, or
- (d) any public place that is not a road and on which a vehicle may be driven, whether or not it is lawful to drive a vehicle there.

4.11 **SAPOL** is the South Australian Police.

## 5. ROLES AND RESPONSIBILITIES

5.1 This policy will be administered on behalf of Council by the Chief Financial Officer and:

- Manager City Design
- Manager Strategic Assets
- General Manager City Development

5.2 Decision making in relation to application of this Policy will be in accordance with Clause 7: Policy Delegations.

## 6. POLICY STATEMENT

### Permanent Memorials and Monuments

#### 6.1 *Type of Memorial*

6.1.1 Council may allow the placement of memorials and monuments including plinths, pillars, arches, cenotaphs, flagpoles, urns, avenues of honour or other memorial structures on community land or other land under Council's care, control and management.

6.1.2 Council may allow the placement of memorial plaques on furniture on community land or other land under Council's care, control and management. Only one (1) plaque will be permitted per bench or similar, unless the request for an additional plaque is made by the original commissioning family or organisation.

6.1.3 If appropriate to the location, a plaque may also be placed adjacent to a tree on community land or a road verge under Council's "Adopt a tree" program, street tree strategy and other relevant greening strategies and associated programs.

6.1.4 Furniture plaques are to be the standard size and design in use by Council at the time of application.

- 6.1.5 Park furniture is to be selected from the range of styles in use by Council at the time of the application.
- 6.1.6 Any proposal outside of the above will be considered by Council on a case by case basis.
- 6.1.7 After installation, the addition or temporary placement of any other memorabilia, photographs, or religious symbols or artefacts is prohibited at the site, except for during the six (6) weeks following the anniversary of the event being commemorated. At the end of that period, if not already removed by the family or responsible organisation, the objects will be removed by Council staff.

## 6.2 **Application and Approval**

- 6.2.1 Council approval must be sought and obtained before erection of a permanent memorial or monument on Council property or community land.
- 6.2.2 The application should be in writing and addressed to the Chief Executive Officer and include:
  - details of the proposal; and
  - information about the person, organisation, event or historic site, and the relationship or relevance to the Council area.
- 6.2.3 The proposed memorial should;
  - be in keeping with any current or proposed Community Land Management Plan;
  - not adversely impact on the site or users of that site; and
  - be sympathetic to the aesthetic and/or cultural integrity and functionality of the site.
- 6.2.4 Council Administration will;
  - assess the application and may issue approval for memorial plaques; and
  - liaise with the Applicant(s) to select an appropriate plaque and wording.
- 6.2.5 Council Administration will manage the design, manufacture, installation and maintenance of a memorial plaque.
- 6.2.6 Depending on the nature of the request, other applications may be referred to Council for decision.
- 6.2.7 Any proposed structure must meet relevant Australian Standards for construction and Council's associated policies.
- 6.2.8 Any proposed structure must not present a risk to the safety of persons using the facility or site.

## 6.3 **Costs and Maintenance**

- 6.3.1 The cost of memorials, park furniture, trees, any plaque attached, and installation will be borne by the Applicant.
- 6.3.2 Council will maintain memorial furniture or other plaques as part of its routine asset management plan. However, replacement of a plaque which has been damaged or lost as a result of theft or vandalism is at the Applicant's cost.

- 6.3.3 Other memorials or monuments will be at cost to the Applicant, or at a fee as set by Council, or as negotiated with Council according to the nature of the request.

**6.4 Decommissioning**

- 6.4.1 For purposes of this policy, the estimated lifespan of a memorial plaque on park furniture is estimated to be fifteen (15) years.
- 6.4.2 Other permanent memorials or monuments such as a fountain or ornamental feature may have a longer lifespan depending upon construction materials, and location.
- 6.4.3 At the end of that period, the condition of the plaque and structure to which it is affixed will be assessed. If beyond repair, then Council will endeavour to contact the Applicant. The options are to renew the plaque or return the original (i.e. the damaged item) to the Applicant. If the condition of the plaque is suitable for reuse, then the Applicant may wish to purchase a new bench or keep the plaque. Unclaimed plaques will be held by Council for three (3) years from the time of decommissioning and then destroyed.
- 6.4.4 Where maintenance or redesign of the site necessitates the removal or relocation of a memorial or monument, Council will endeavour to contact the Applicant.
- 6.4.5 Where the memorial or monument has deteriorated beyond repair, Council reserves the right to remove the object. Prior to removal, Council will make a reasonable attempt to contact the Applicant to discuss options.
- 6.4.6 Requests by the public to take possession of decommissioned items (such as benches) will be assessed on a case by case basis.

**6.5 Memorial or Commemorative Trees & Plantings**

- 6.5.1 An application for a memorial or commemorative tree may be considered and assessed on the following criteria:
- does the request comply with the existing master plan or planting design for the park or streetscape?
  - the number of existing trees, plaques, and memorials in the vicinity.
- 6.5.2 If approved, Council will source the tree or plantings to ensure a suitable nursery standard.
- 6.5.3 A plaque, complying with Council's standard size and design, may be installed at the base of the tree or in the pavement adjacent to the tree. The fixing of any object to a tree is not permitted.
- 6.5.4 The memorial tree or planting will be included in Council's parks and tree maintenance program.
- 6.5.5 Council cannot guarantee the good health or longevity of a tree or planting or that it will be replaced at the end of its lifespan or after damage by a weather event or vandalism.
- 6.5.6 In the event of a memorial tree being replaced, Council will endeavour to contact the Applicant or related community group to inform them of the change. Where the species or provenance is of importance to the memorial nature, Council will endeavour to maintain the integrity of the original memorial intent.

## 6.6 *Register of Memorials*

6.6.1 Council will maintain a Register of permanent memorial plaques and monuments. The Register will include the following information:

- name of Applicant;
- Applicant's postal address;
- Applicant's street address;
- telephone number and/or email address;
- name of person, organisation, or event to be memorialised;
- relationship to person, organisation, or event to be memorialised;
- type of memorial;
- site of memorial;
- designer, artist or architect; and
- manufacturer.

6.6.2 It is the Applicant's responsibility to ensure relevant contact details are kept up to date.

## 6.7 *Temporary Memorials*

6.7.1 Council recognises that members of the community may wish to mark the location of an incident with the placement of a temporary memorial or roadside vigil or to celebrate a significant community or cultural event.

6.7.2 Given the spontaneous nature of this type of memorial, Council permission is not required before placement of objects. However, a family or group representative should notify Council as soon as possible of the installation of the temporary memorial and provide their name and contact details. This will enable Council to liaise with the family or group representative.

6.7.3 An Applicant wishing to install a temporary memorial or hold a vigil or celebration on local government land, a road, or road related area, must acknowledge that the memorial or vigil or celebration:

- is temporary in nature;
- may only remain on the site for a period of six (6) weeks from the date of the event and anniversary of the event unless alternative arrangements are made with Council;
- must be maintained by that individual or group;
- be considerate and respectful of the impact on adjacent property owners and occupants;
- the individual or group must remove the items at the end of the six (6) week period, or a period negotiated with Council; and
- will remain at Council's discretion or as otherwise directed by SAPOL or DPTI.

6.7.4 The temporary memorial **must not**:

- present a risk to the public;
- be hazardous or impede users of a footpath or road;

- be attached to, damage or mark Council infrastructure or trees;
- distract drivers in any way;
- restrict access for utility and emergency services;
- alter or prevent maintenance of the road or road related area, or Council property or infrastructure;
- include flashing lights; and
- include music.

6.7.5 Council will remove a roadside memorial where it does not comply with the above criteria and no further placement of memorial items will be allowed at that location.

6.7.6 If the owner of the items can be identified, Council will attempt to contact the owner and return those items.

#### 6.8 **Spreading of Ashes**

6.8.1 In accordance with *By-Law 3, Local Government Land*, Council will consider requests to scatter ashes of deceased persons or animals on local government land on a case by case basis. Where approval is granted, the ashes are to be distributed at a time and in a manner which does not create a nuisance or disruption to other users or the operation and functional use of the site.

6.8.2 Ashes are not permitted to be scattered on the centre square, goal square or cricket pitch of an oval.

6.8.3 No plaque or other memorial object is permitted at the site where the ashes have been scattered unless approved by Council.

6.8.4 The burial or interment of human remains is prohibited except in a cemetery as defined by the *Burial and Cremation Act 2013*.

#### 6.9 **Peter Motley Oval (Unley Oval) Fence Pickets**

6.9.1 Council has approved a permanent fence being erected around the playing field of Peter Motley Oval.

6.9.2 Fence pickets can be purchased as a memorial, with each picket individually numbered and personalised with the nominated name and/or family name.

6.9.3 Memorial fence pickets are administered by the Sturt Football Club.

### 7 **POLICY DELEGATIONS**

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

7.2 The Chief Executive Officer or their delegate is delegated to approve:

- the installation of any memorial plaque and wording on same; and
- the scattering of ashes on local government land.

## 8 LEGISLATION

- *Local Government Act 1999*
- *Council By-laws: No. 2 – Roads, No. 3 – Local government land*
- *Road Traffic Act 1961*
- *Burial and Cremation Act 2013*
- *State Records Act 1997*
- *“Adopt a Tree” Program*

## 9 AVAILABILITY OF POLICY

9.1 The Policy is available for public inspection during normal office hours at:

The 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](http://www.unley.sa.gov.au).

## 10 DOCUMENT HISTORY

| Date              | Ref/Version No. | Comment |
|-------------------|-----------------|---------|
| 26 September 2016 | C606/16: V1     |         |
| 04 October 2016   | SC008/16: V2    |         |
| 23 September 2019 | C<00>/19: V3    |         |
|                   |                 |         |
|                   |                 |         |



## COU0008: ON-STREET PARKING POLICY

|  |   |
|--|---|
| <b>Policy Type:</b>                    | Council Policy  |
| <b>Responsible Department:</b>         | City Development  |
| <b>Responsible Officer:</b>            | Manager City Design   |
| <b>Related Policies and Procedures</b> | <ul style="list-style-type: none"> <li>• COU Joint Venture On-Street Parking</li> <li>• COU Car Parking Contribution Fund</li> <li>• On-Street Parking procedure</li> </ul>   |
| <b>Community Plan Link</b>             | <p><i>Community Living:</i><br/>1.5 – Our City is connected and accessible.</p> <p><i>Economic Prosperity:</i><br/>3.1 – Unley is recognised as an easy place to do business.<br/>3.2 – Thriving main streets and other business activities operate across our City.</p> <p><i>Civic Leadership:</i><br/>4.2 – Council provides best value services to the community.</p> |
| <b>Date Adopted</b>                    | C1264, 27 August 2018   |
| <b>Last review date</b>                | 23 September 2019: C<00>/19   |
| <b>Next review date</b>                | September 2022  |
| <b>Reference/Version Number</b>        | COU0008: Version 7  |
| <b>ECM Doc set I.D.</b>                | <a href="#">2090490</a>   |

### 1. PREAMBLE

- 1.1. Council recognises the need to provide adequate on-street parking commensurate with the local environment, legislation and the often diverse needs of residents, visitors and businesses. Council also recognises that some residential streets are subject to demand from non-residential parking.

### 2. SCOPE

- 2.1. This policy sets out the implementation and enforcement of Council's obligations to manage on-street parking provisions. The policy will be enforced consistently and fairly across the City of Unley (the City) to achieve an equitable use of available on-street parking.

### 3. POLICY PURPOSE/OBJECTIVES

3.1. The key objectives of this Policy are to:

- Provide parking management that is consistent with objectives of the Unley Integrated Transport Strategy (UITS), which aims to achieve the following parking outcomes:
  - *parking options are optimised and the mix of residential and business parking needs are met;*
  - *commuter parking only occurs in appropriate areas; and*
  - *parking systems are simple and user friendly.*
- Provide clear instruction regarding the provision of a fair and equitable process in assessing and meeting the needs of all on-street parking related stakeholders within the City.
- Optimise the use of available on-street parking in a manner that best meets all needs and complements the function of available off-street parking provisions.
- Encourage long term resident parking off the street where possible.
- Describe the process of determining the eligibility for the receiving of Residential Parking Permits.
- Strategically provide access to some on-street parking for local businesses.
- Restrict commuter and all-day parking to selected appropriate areas only with an aim to minimise impact on our residents and businesses.
- Ensure appropriate pay for use parking management.

3.2. The key principles of the Policy are:

- On-street parking will be available in a safe, convenient and appropriate manner that supports the primary activities in the street resulting from land uses (both current and potential) for each area within the City.
- On-street parking will be controlled through the implementation of time limit or resident only permit parking controls, for which a warrant must be established.
- Provide on-street parking in a manner that will not be allocated through the means of exclusive use of a single space or spaces by any one (1) individual or group.
- Permits will not be issued to residents of community or strata titled dwellings or other multi dwelling buildings if granted development approval on or after 1 November 2013.
- Recognising the role of on-street parking in supporting local businesses particularly those with limited on-site parking.
- Pay for use parking may be implemented in appropriate areas of the City.

### 4. DEFINITIONS

- 4.1. **Area** means the area of the municipality of the City of Unley.
- 4.2. **Council** means the Corporation of the City of Unley.
- 4.3. **Dwelling** shall have the same meaning as in the Development Control Regulations.
- 4.4. **Motor vehicle** means a motor vehicle built to be propelled by a motor that forms part of the motor vehicle as in the Road Traffic Act 1961.
- 4.5. **Parking Permits** mean an exemption 'label/sticker/disc' issued to the eligible applicant which provides for parking outside of parking zone restrictions.

- 4.6. **Permits issued in excess of entitlements** means permits issued by Council in excess of the entitlements for a dwelling as shown in **Table 1**. These permits will only be issued if an assessment by Council deems there is available on-street parking capacity to absorb additional parking.
- 4.7. **Resident Parking Only Permit** means a permit exempting an occupier of a residential property from compliance with parking restrictions in the street or road specified in the permit.
- 4.8. **Resident Parking Only Permit Zone** means a parking space(s) indicated by signs that parking is only permitted for vehicles displaying a Resident Parking Only Permit.
- 4.9. **Warrant** shall mean an intervention level to introduce, change, or amend the parking controls and is determined based on parking survey results and off-street parking provision in a local street.

## 5. ROLES AND RESPONSIBILITIES

- 5.1. This Policy will be administered on behalf of Council by the:
  - Transport & Traffic Lead

## 6. POLICY STATEMENT

### *Residential Parking*

#### 6.1. **The Establishment of Parking Controls**

##### 6.1.1. Time Limit Parking Controls

Time limit parking controls may be introduced by Council on a section of street to facilitate improved parking access where the street has a evident parking availability issue. Consideration will include availability of both on and off-street parking and the views of local residents/stakeholders.

##### 6.1.2. Resident Parking Only Permit Zones

A Resident Parking Only Permit Zone is very exclusive and significantly limits parking access by all non-resident road users. The installation of Resident Parking Only Permit Zones will only be considered in extenuating circumstances and at the absolute discretion of the Council. Such zones may be for defined times only (e.g. 9am-5pm or after 5pm), or be in force at all times.

A Resident Parking Only Permit Zone may be considered upon request from a resident, if there is a proven imbalance between the on-street parking supply and demand in the street in which the resident lives at a time, or during a particular period. This may include streets where there are high numbers of residences without off-street parking.

#### 6.2. **Types of Residential Parking Permits**

- 6.2.1. Permits may be provided to residents of the City in order to exempt them from on-street parking controls that apply directly adjacent to their property.
- 6.2.2. These permits shall only apply within the parking zones defined by the Council and in the manner specified by the Council.

6.2.3. Only transferable permits can be used on different vehicles. Other permits are vehicle specific.

6.2.4. There are two types of Residential Parking Permits available to residents:

i. Resident Parking Only Permits

A Resident Parking Only Permit is a permit issued to a resident which allows the vehicle specified on the permit to park in the Resident Only Permit Zone; or overstay the time limit zones in the street that the permit applies.

ii. Time Limit Parking Exemption Permits

A Time Limit Parking Exemption is a permit issued to a resident which allows the vehicle specified on the permit to overstay time limits in time restricted parking areas indicated by parking control signs.

Time Limit Parking Exemption permits can only be used in time limit zones in a street indicated on the permit. They are not permitted to be used in Resident Parking Only Permit Zones.

6.3. Temporary Parking Permits

6.3.1. A Temporary Parking Permit may be issued to an applicant that temporarily (or for a period of time determined appropriate by Council) exempts the holder of the permit from the time limit / residential parking controls in a street for which the permit is issued. The permits will be issued at the sole discretion of Council. These permits are generally issued to tradespeople who have a business reason/activity in the local street.

6.3.2. Application forms for Parking Permits are available on the City of Unley website.

*Note: The holder of a permit is not guaranteed a parking space in the street for which the permit is issued.*

6.4. Parking Permits Eligibility and Restrictions

6.4.1. Aligned with policy objectives, permits may be issued to eligible residents based on off-street parking availability and number of registered vehicles at the property.

6.4.2. Parking permits will be issued in a manner that encourages use of private parking and creates sufficient parking turnover and access to on-street parking to support the local activities of the street/area.

6.4.3. Subject to meeting the eligibility criteria, a maximum number of permits will generally be issued as shown in Table 1.

**Table 1 – Eligibility for residents in streets with Resident Parking Only Permit Zone and time limit parking zones**

| Number of off-street car parks on the property | Number of vehicles registered at this property | Maximum number of and type of Permits |
|--|--|---------------------------------------|
| 0  | 0  | 1 transferable                        |
| 0  | 1  | 1 fixed and 1 transferable            |
| 0  | 2+   | 2 fixed and 1 transferable            |
| 1  | 0  | 1 transferable                        |
| 1  | 1  | 1 transferable                        |
| 1  | 2  | 1 fixed and 1 transferable            |
| 1  | 3+   | 2 fixed and 1 transferable            |
| 2  | 0  | 0                                     |
| 2  | 1  | 0                                     |
| 2  | 2  | 1 transferable                        |
| 2  | 3+   | 1 fixed and 1 transferable            |
| 3+   | 0  | 0                                     |
| 3+   | 1  | 0                                     |
| 3+   | 2  | 0                                     |
| 3+   | 3+   | 1 transferable                        |

Residents requiring permits in excess of the entitlement outlined in **Table 1** may apply for permits issued in excess of entitlements.

#### 6.5. **Revocation of Permit/s**

- 6.5.1. Council may, by notice in writing, revoke any residential parking permit/s where:
- The holder of a permit ceases to reside in the dwelling in respect of which the permit was issued, or
  - In the opinion of Council, it is no longer appropriate that the resident/ residents of particular street/streets are issued with permits.

**6.6. Duration of Permits**

- 6.6.1. Permits may be issued at any point in time within an annual period and will apply to the end of the biennial period for which they are issued. All permits expire on 31 December of the biennial period with fees adjusted on a pro-rata basis at time of issue.
- 6.6.2. The onus is on permit holders to seek permit renewals (and remove and replace with the new one). Reminder notices will be sent to the permit holders within 60 days of the expiry date.

**6.7. Fees**

- 6.7.1. A biennial fee for each residential permit issued shall apply, as determined by Council and detailed in the Fees and Charges Schedule.
- 6.7.2. Permits issued in excess of entitlements will incur a fee, as determined by Council and detailed in the Fees and Charges Schedule. Current fees payable are shown on the City of Unley [website](#).

***Business Parking***

**6.8. Business Parking on Council Roads**

- 6.8.1. It is acknowledged that local businesses need some access to on-street parking in order to facilitate their daily activities. Council will endeavour to provide local businesses with on-street parking access where possible.
- 6.8.2. As a general rule, eligible local businesses will not be able to access more than 10% of on-street parking in any street/s. There will be no exclusive parking zones created for businesses. The access to on-street parking would be provided with use of permit system for time limit parking zones only.
- 6.8.3. Fees for business parking permits will be as determined by Council and detailed in the Fees and Charges Schedule.

**Pay for Use Parking**

**6.9. Pay for Use Parking Zones**

- 6.9.1. Given the proximity of the City to the Adelaide CBD, high parking demand is experienced for all-day/commuter parking, particularly around the key transport nodes. Pay for use parking assists in managing this aspect of on-street parking while generating revenue for the City to be used for other worthwhile community initiatives. Pay for use parking zones will generally only be created in specific locations, where impact on residential parking needs is minimal (e.g. near the tram stops where parking is already highly utilised by commuters).
- 6.9.2. Fees for on-street pay for use parking will be as determined by Council and detailed in the Fees and Charges Schedule.

## 7. POLICY DELEGATIONS

- General Manager City Development
- Manager City Design
- Transport & Traffic Lead
- Team Leader Regulatory Services

## 8. LEGISLATION

8.1. The following legislation is relevant to this Policy:

- *Road Traffic Act 1961*
- *Expiation of Offences Act 1996*
- *Local Government Act 1999*
- *Australian Road Rules 1999*

8.2. This Policy applies to Council by "Notice to Council" by the Minister for Transport through:

- *Australian Road Rules: s185 'Stopping in a permit zone',*
- *Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014: s14 'Permits for permit zones' for parking in permit zones,*
- *Road Traffic Act 1961: s174C – 'Council may grant exemptions from certain provisions' for providing exemptions in parking time limit zones and paid parking areas,*
- *Road Traffic (Miscellaneous) Regulations 2014: s63 - Prescribed provisions (sections 174A, 174B, 174C and 174D of Act).*

## 9. AVAILABILITY OF POLICY

9.1. The Policy is available for public inspection during normal office hours at:

The 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](http://www.unley.sa.gov.au).

## 10. DOCUMENT HISTORY

| Date:             | Ref/Version No | Comment:  |
|-------------------|----------------|---|
|                   |                | Previous numbers 4.4.01 and COU64                       |
| 26 August 2010    | C717/10: V1    |   |
| 25 June 2012      | C443/12: V2    |   |
| 29 January 2013   | C656/13: V3    |   |
| 26 August 2013    | C875/13: V4    |   |
| 26 May 2014       | C1144/14: V5   | Was policy number COU51.- Parking – Residential Policy. |
| 27 August 2018    | C1264/18: V6   |   |
| 23 September 2019 | C<00>/19: V7   |   |





## COU0024: GRAFFITI REMOVAL POLICY

|  |  |
|--|--|
| <b>Policy Type:</b>                    | Council/Administrative/HR Policy   |
| <b>Responsible Department:</b>         | City Development   |
| <b>Responsible Officer:</b>            | Manager Operational Services   |
| <b>Related Policies and Procedures</b> | N/A  |
| <b>Community Plan Link</b>             | <i>Civic Leadership:</i><br>4.2 Council provides best value services to the community. |
| <b>Date Adopted</b>                    | 25 October 2010: C758/10   |
| <b>Last review date</b>                | 23 September 2019: C<00>/19  |
| <b>Next review date</b>                | September 2022   |
| <b>Reference/Version Number</b>        | COU0024: Version 3   |
| <b>ECM Doc set I.D.</b>                | 2741364  |

### 1. PREAMBLE

- 1.1. Council seeks to minimise incidents of Graffiti on both public and private property by prompt removal, to enhance the City of Unley's environment by controlling and minimising the impact of graffiti, whilst providing legitimate avenues for the expression and dissemination of community information and art.

### 2. SCOPE

- 2.1. The Policy applies to Graffiti management on public and private property in the City of Unley.

### 3. POLICY OBJECTIVES

- 3.1. Council's objective is to remove graffiti as promptly as practicable where Council has control over affected property, and to seek and encourage removal of graffiti where other agencies are responsible for the damaged property (refer to section 5.7).
- 3.2. Council seeks to:
- minimise the incidence of graffiti on both public and private property;
  - promptly remove graffiti;
  - provide legitimate avenues of expression; and
  - be proactive in the prevention of graffiti.

#### 4. DEFINITIONS

- 4.1. the **Act** is the *Graffiti Control Act 2001*.
- 4.2. **Council** means the Corporation of the City of Unley.
- 4.3. **Graffiti** is the illegal application of writing or drawings to property without the owners' permission. Graffiti is the unwanted marking and adornment of the physical environment. It is considered to be visual pollution of the environment and an affront to property owners, whether public or private.
- 4.4. **Tag** is an individual mark in the form of a signature or identification logo defined as graffiti.
- 4.5. **DPTI** means the Department of Planning, Transport and Infrastructure
- 4.6. **SAPN** is SA Power Networks

#### 5. ROLES AND RESPONSIBILITIES

- 5.1. This policy will be administered on behalf of Council by the:
  - General Manager City Services
  - Manager Development & Regulatory Services
  - Team Leader Regulatory Services
- 5.2. Appropriate authorities will be assigned to Council Officers in accordance with Section 12(4) of the Act.

#### 6. POLICY STATEMENT

- 6.1 It is also Council's intent to discourage graffiti through physical design or social responses, whenever opportunities arise to do so.
- 6.2 Appropriately designed and legally placed murals are accepted as a positive form of art or decoration and as a deterrent to graffiti.
- 6.3 Council will not remove graffiti from building construction sites, demolition sites, enclosed/secure premises, vacant land or abandoned buildings due to actual risks associated with Workplace Health and Safety.
- 6.4 Council will consider design and planning aspects that may deter graffiti whenever opportunities arise through deliberations of development in the City or its own property maintenance, e.g. screen planting on prominent locations, installation of night lighting and security lighting.
- 6.5 The following measures are designed to keep the built environment in the City clear of graffiti as much as practicable, and to work in partnership with other agencies and individuals in combating the problem.
  - 6.5.1 Council will take up the power to remove or obliterate graffiti in accordance with Section 12(1) of Part 4 of the Act:

*Council may enter private property and take any action necessary to remove or obliterate graffiti on the property that is visible from a public place if –*

    - (a) *a notice under this section was served on the owner or occupier of the property at least ten (10) days prior to the action being taken; and*

(b) *the owner or occupier on whom the notice was served has not objected, in accordance with the notice, to the action being taken.*

- 6.5.2 Graffiti deemed to be offensive (reflecting racial, political or sexist images or language) will be removed from Council-owned assets within one (1) working day and non-offensive graffiti within ten (10) business days of notification when feasible.
- 6.5.3 For frequently targeted properties a 'standing' authorisation to remove graffiti deemed to be offensive (reflecting racial, political or sexist images or language) may be sought under Section 12(2) of the Act from property owners/occupiers/agents so that the Act requirements are streamlined.
- 6.5.4 Where it is deemed safe and appropriate, Council will remove graffiti from property, including that owned by DPTI, SAPN and other utilities, which directly abuts Council owned assets.
- 6.5.5 For property or structures other than that owned by Council, if the location of the graffiti is assessed as presenting a Work Health and Safety hazard, then its removal from the structure or building will be the responsibility of the owner. The following are examples of unsafe areas:
- SAPN assets such as light poles, electric boxes, transformers, cable cylinders and associated infrastructure.
  - DPTI assets such as traffic signals, traffic signs, signal boxes.
  - Other assets such as tram over pass, railway tracks, fences, train platforms.
  - Graffiti removal surrounding creek beds or associated infrastructure will be undertaken when and where it is deemed safe and appropriate.
- 6.5.6 Staff will maintain liaison with schools, councils, police and other relevant agencies in order to keep abreast of current 'tag registers', approaches to offenders and any other aspects of the issue which may inform Council's practices, or to which Council can contribute.

## 7. POLICY DELEGATIONS

7.1. Delegation under this Policy is made to the following officers:

- Manager Operational Services
- Manager Strategic Assets
- Manager Development and Regulatory Services

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

## 8. LEGISLATION

- *Local Government Act 1999*
- *Graffiti Control Act 2001*

## 9. AVAILABILITY OF POLICY

9.1 The Policy is available for public inspection during normal office hours at:  
The 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 Council's website [www.unley.sa.gov.au](http://www.unley.sa.gov.au).

#### 10. DOCUMENT HISTORY

| Date              | Ref/Version No. | Comment |
|-------------------|-----------------|---------|
| 25 October 2010   | C758/10: V1     |         |
| 25 July 2016      | C526/16: V2     |         |
| 23 September 2019 | C<00>/19: V3    |         |



## S0012: NAMING OF ROADS & COUNCIL ASSETS POLICY

|  |   |
|--|---|
| <b>Policy Type:</b>                    | Administrative  |
| <b>Responsible Department:</b>         | City Development  |
| <b>Responsible Officer:</b>            | Manager Strategic Assets  |
| <b>Related Policies and Procedures</b> | <ul style="list-style-type: none"> <li>• Memorials Policy</li> <li>• Community Engagement &amp; Public Consultation Policy</li> </ul> |
| <b>Community Plan Link</b>             | <i>Community Living:</i><br>1.4 Our Community is proud to be part of our City   |
| <b>Date Adopted</b>                    | 25 October 2010, C758/10  |
| <b>Last review date</b>                | 23 September 2019 C<00>/19  |
| <b>Next review date</b>                | September 2019  |
| <b>Reference/Version Number</b>        | S0012: Version 4  |
| <b>ECM Doc set I.D.</b>                | 1327569   |

### 1. PREAMBLE

- 1.1. A Council has the power under section 219 of the *Local Government Act 1999* (the Act) to assign a name to, or change the name of:
  - a public road;
  - a private road; and
  - a public place.
- 1.2. Council must assign a name to a public road created by land division.
- 1.3. All roads that can be used as part of an address for an address site will be assigned a name.
- 1.4. Council also may assign a name to Council assets, including infrastructure or facilities.
- 1.5. A Council resolution is required to assign or change the name of a public or private road, public place, or Council assets.

### 2. SCOPE

- 2.1. This Policy covers all Council assets that require an assigned name or change of name under section 219 of the Act.

### 3. POLICY PURPOSE/OBJECTIVES

- 3.1. The objective of this policy is to provide a framework for selecting names for roads, laneways, walkways, Council owned or managed facilities such as buildings, parks, reserves, and other physical structures throughout the City.

#### 4. DEFINITIONS

- 4.1. For the purposes of this policy, the definitions used for highway, private road, public road, road, and public place, local government land, park, reserve, and relative will be those in section 4 of the *Local Government Act 1999*.
- 4.2. **Council** means the Corporation of the City of Unley.
- 4.3. **Asset** includes infrastructure, parks, playgrounds, reserves, sports fields, and Council owned or managed land and buildings.
- 4.4. **DPTI** is the Department of Planning, Transport and Infrastructure

#### 5. ROLES AND RESPONSIBILITIES

- 5.1. This policy will be administered on behalf of Council by the Chief Financial Officer and:
  - Manager Strategic Assets
  - Executive Manager Office of the CEO
  - General Manager City Development

#### 6. POLICY STATEMENT

##### Initiating the Process for Assigning or Changing a Name

- 6.1. A naming process may be initiated if:
  - a request is received by Council from an affected land owner or their agent, or a community group, or the family of an individual;
  - Council resolves that a name be assigned or a change be investigated;
  - Council staff determine it is in the public interest to investigate a change of name;
  - Council opens or forms a road; or
  - Council receives an application for a land division.

##### Names of Roads & Council assets

- 6.2. In the naming and renaming of public roads, public places or Council assets, the following policy will be observed.
- 6.3. **Uniqueness**
  - 6.3.1. A road will have only one (1) name.
  - 6.3.2. A road name will be unique within an official suburb. Duplicate road names within a suburb/locality will be resolved in order to avoid confusion (e.g. emergency services response).
  - 6.3.3. Roads that are maintained by DPTI will be named by DPTI. Council will consult with DPTI in relation to naming these roads.
  - 6.3.4. Duplicate names and similar sounding names (e.g. Paice, Payce or Pace Road) within a suburb or locality will be avoided where possible.
  - 6.3.5. If possible, duplication of names in proximity to adjacent suburb or locality will also be avoided. However, roads crossing Council boundaries should have a single and unique name.

6.3.6. Wherever practicable, road names will be continuous from the logical start of the road to the logical end of the road, irrespective of Council boundaries, landforms and intersecting roads.

#### 6.4. **Name Sources**

6.4.1. Sources of names for roads, public places, or assets may include:

- Aboriginal names taken from the local Aboriginal language;
- early explorers, pioneers, and settlers;
- eminent persons, such as an individual who was or is a member of the Unley community and who has made a significant contribution to the cultural and/or political life of the community;
- local history;
- thematic names such as flora, fauna, ships.
- commemorative names.

#### 6.5. **Propriety**

6.5.1. Names of living persons and commercial entities will generally be avoided.

6.5.2. Council will not assign the name of a serving Elected Member of Council, or its Administration, or serving State or Federal politicians, to a public road, public place, or Council asset.

6.5.3. Names which are characterised as follows will not be used;

- offensive or likely to give offence; or
- incongruous - out of place.

#### 6.6. **Ease of Use**

6.6.1. Names will be reasonably easy to read, spell and pronounce in order to assist residents, ratepayers, service providers, emergency services and the travelling public.

6.6.2. Unduly long names and names composed of two or more words should be avoided:

- a given name will only be included with a family name where it is essential to identify an individual or where it is necessary to avoid ambiguity. The use of given names will generally be avoided;
- whilst street and cul-de-sac names should have only one word, it is recognised that some roads require a two-word name because of their geographic relationship (e.g. Proof Range Road); and
- roads with double destination names will be avoided (e.g. Goodwood Pasadena Road).

#### 6.7. **Spelling**

6.7.1. Where it is intended that a road have the same name as a place or feature with an approved geographical name, particular care will be taken to ensure that the correct spelling of the official place name is adopted as shown in the State Gazetteer.

6.7.2. Where the spelling of names has been changed by long-established local usage, unless there is a particular request by the local community to retain the original name, the spelling that is sanctioned by general usage will be adopted.

6.7.3. Generally, road or place names proposed or approved will not contain abbreviations. For example, the "Creek" in "Wallaby Creek Road" must not be abbreviated. There are, however, two exceptions; "St" will always be used in place of "Saint" and it is acceptable to use "Mt" for "Mount".

6.8. **Form**

6.8.1. The form of names will avoid the use of the possessive "s" unless the euphony becomes harsh. (For example; use "Smith Road" rather than "Smith's Road". However, use "Devil's Elbow" rather than "Devil Elbow".)

6.8.2. The use of hyphens will be avoided. However, hyphens may be used when naming a road, public place, or Council asset after a person with a hyphenated name.

6.8.3. Acronyms will generally be avoided as their use tends to be transient and commercial in nature.

6.9. **Type of Road or Public Place**

6.9.1. Road names will include an appropriate road type suffix conforming with the following guidelines:

- The suffix chosen will be compatible with the class and type of road. Assistance to both the motorists and pedestrians is a major consideration in choosing the suffix.
- When a suffix with a geometric or geographic connotation is chosen it will generally reflect the form of the road, for example:
  - Crescent; a crescent or half-moon, rejoining the road from which it starts.
  - For a cul-de-sac use Place, Close, Court or a suffix of similar connotation.
  - The use of a compass point prefix/suffix or an additional suffix such as "north" or "extension" will be avoided.
- Highway (HWY) will be specifically reserved for roads associated with the state arterial road network. Its use will be restricted to roads of strategic importance constructed to a high standard, and under the care and control of DPTI.
- Place names will be appropriate to the type of asset (e.g. park, playground, sports field).

6.10. **Naming of Private Roads**

6.10.1. Private land owners are not obliged to seek Council approval for naming their roads. However, there is a public interest in encouraging private land owners and developers to select suitable names, preferably in accordance with this policy, and to obtain Council endorsement for the name.

6.10.2. Where Council proposes to assign a name to a private road it will consult with the owner of the land over the proposed name and the signage requirements for the road.

6.11. **Consultation**

6.11.1. A naming proposal which is made by a nominee, relatives, or a community group, must be accompanied by relevant documentation and background research which demonstrates the merit of the proposal.

6.11.2. Consultation shall occur in the first instance with the nominee or relatives to ascertain their support for use of the name. The naming process will not be pursued if the nominee or relatives disapprove.

- 6.11.3. If the nominee is deceased then relatives will be contacted asking if they approve of the request. If the relatives do not give approval, the naming process will not be pursued.
- 6.11.4. Where the proposed name is of Kaurna origin, the relevant cultural group (eg for Kaurna languages) will be consulted.
- 6.11.5. Consultation with the wider community may be undertaken if Council proposes to change the name of a road or public place. The process will be guided by Council's Community Engagement and Public Consultation Policy and any other legislative requirements.
- 6.11.6. The purpose of the consultation is to seek stakeholder feedback on the naming request. Council will not be bound by the feedback.

**6.12. Consultation with adjoining Councils**

- 6.12.1. If a Council decides to change the name of a public road that runs into the area of an adjoining Council, the Council will give the adjoining Council at least two months' notice of the proposed change and consider any representations made by the adjoining Council in response to the notice. [See section 219(2) of the Act.].

**6.13. Public Notice of Name Assignment or Change**

- 6.13.1. Council will give public notice of the assigning or changing of the name of a public or private road or public place. This will be by publication in the Government Gazette and by notice in a newspaper circulating generally throughout the State, as required under section 219(4) of the Act. Public notice will include the date that the new name takes effect (see below) and notice will also be published on Council's website [www.unley.sa.gov.au](http://www.unley.sa.gov.au)
- 6.13.2. The date of effect of the new or changed name will be determined at the time of making the decision to assign the name so as to allow sufficient time for all stakeholders to make arrangements to ensure a smooth transition.
- 6.13.3. Council's Register of Roads and Register of Community Land will be updated as soon as practicably possible.

**6.14. Road Name Signage**

- 6.14.1. Council will ensure road naming signage is erected in accordance with the relevant Australian Standard (AS 1742.5 – 1997).
- 6.14.2. Street name signs shall be of such size and shape and constructed of such materials as required by appropriate Acts, Regulations and Standards.
- 6.14.3. A road name sign may also include a guide to the street numbers that are located within a street or any portion of a street.

**NOTE:** Signage for State road names is the responsibility of DPTI.

**6.15. Costs**

- 6.15.1. Generally, Council will meet the costs associated with the naming of a road or facility.

**6.16. Names of Suburbs or Electorates**

- 6.16.1. Naming of suburbs is governed by the *Geographical Names Act 1991* and administered by the Surveyor-General.

6.16.2. The Electoral Commission is responsible for naming electoral districts.

## 7. POLICY DELEGATIONS

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

## 8. LEGISLATION

- *Local Government Act 1999*; mandatory policy under Section 219.
- *Geographical Names Act 1991*.
- *Development Act 1993*.
- *Roads (Opening and Closing) Act 1991*.

## 9. AVAILABILITY OF POLICY

9.1. The Policy is available for public inspection during normal office hours at:

The 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 Council's website [www.unley.sa.gov.au](http://www.unley.sa.gov.au).

## 10. DOCUMENT HISTORY

| Date              | Ref/Version No. | Comment                                 |
|-------------------|-----------------|---|
| 25 October 2010   | C758/10: V1     |   |
| 25 January 2016   | C365/16: V2     | Policy number COU111 deleted.           |
| 26 Sept 2016      | C606/16: V3     | Amended on adoption of Memorials Policy |
| 23 September 2019 | C<00>/19: V4    |   |

## COUNCIL ACTION REPORT

**REPORT TITLE:** COUNCIL ACTION RECORDS  
**ITEM NUMBER:** 4.14  
**DATE OF MEETING:** 23 SEPTEMBER 2019  
**AUTHOR:** LARA JONES  
**JOB TITLE:** EXECUTIVE ASSISTANT, OFFICE OF THE  
CEO  
**ATTACHMENTS:** 1. COUNCIL ACTION REPORT

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### 1. **EXECUTIVE SUMMARY**

To provide an update to Members on information and actions arising from resolutions of Council.

### 2. **RECOMMENDATION**

That:

1. The report be noted.
-



| COUNCIL ACTION REPORTS - ACTIONS TO SEPTEMBER 2019 |        |  |                     |  |                                 |  |
|--|--------|--|---------------------|--|---------------------------------|--|
| Meeting Date                                       | Item # | Subject and Council Resolution   | Responsible Exec.   | Status/Progress  | Expected Completion Date        |  |
| 27/11/17   | 1021   | <p><b>Priority Projects at Goodwood Oval and Millswood Sporting Complex</b></p> <p>1. The State Government offer of a grant of up to \$2.5m towards the construction of a new facility for the Goodwood Football and Cricket Clubs on Goodwood Oval be accepted, supported by financial contributions from the sporting clubs/SANFL of up to \$150,000 and a Council contribution of \$950,000 with the Chief Executive Officer authorised to enter into the necessary funding agreement with the State Government and any other agreement with funding contributors in order to deliver the project.</p> <p>2. The two-storey option proposed as the preferred option for the new facility on Goodwood Oval be endorsed, subject to discussions with the Office of Recreation and Sport and the sporting clubs, not proposing any major variations to the options.</p> <p>3. Community engagement on the proposed new facility on Goodwood Oval occur from January to March 2018, and a report be brought back to Council upon the completion of the engagement process.</p> <p>4. \$40,000 be allocated towards the sports lighting upgrade at the Millswood Tennis Complex, and discussions continue with external funding partners to achieve this project. Subject to confirmation of a funding contribution from Tennis SA:</p> <p>a. a development application for the project is to be submitted by the Administration; and</p> <p>b. at the appropriate time in 2018, a grant funding application is to be submitted to the Office for Recreation &amp; Sport for additional funds to enable delivery of this project.</p> <p>5. \$260,000 be allocated towards the development of a new club building and surrounds at the Millswood Croquet Club and discussions continue with possible external funding partners before a commitment to proceed with this project is made.</p> | GM City Development | <p><b>Goodwood Oval</b><br/>Refer to Item 1136.</p> <p><b>Tennis SA Lighting</b><br/>- As part of the 2019/20 Annual Business Plan community consultation process, Council was requested by Tennis SA to increase its Capital Renewal Program by \$100K to contribute to an upgrade of courts and lighting. Council was also advised that Tennis SA has applied for a grant to the Office for Recreation, Sport and Racing for the upgrade and will contribute \$55K towards the project.<br/>- In response to the request made by Tennis SA, the Administration recommended to Council not to increase the 2019/20 Budget and to seek clarity on scope of works and cost. Council adopted its Annual Business Plan at its June meeting and, whilst it has not allocated funding as requested by Tennis SA, if it receives the grant Council will consider allocating funding as part of a budget review.</p> <p><b>Croquet Club Building</b><br/>- Work will be undertaken to progress this project once the Goodwood Oval grandstand project has commenced construction.<br/>- The Liberal Party pre-election promise of committing funding of \$250k to the redevelopment of the facility has now been confirmed. The Administration has met with representatives of the Club at which the general process and timing was discussed. A letter will be provided to Council by the Club to confirm these discussions.<br/>- The Administration will submit a proposal as part of the 2020/21 budget process for Council to consider the allocation of \$260k towards the project.</p> | <p>Ongoing</p> <p>Completed</p> |  |
| 26/03/18   | 1117   | <p><b>POCKET PARKS</b></p> <p>1. The report be received.</p> <p>2. Designs be prepared for up to two pocket parks in 2018/19 from the options contained within Attachment 1 "Potential Pocket Park Locations", (Item 1117/18, Council, 26/03/2018).</p>  | GM City Development | <p>Council has allocated \$70k in its 2019/20 Budget to deliver one (1) pocket park. The Administration has undertaken community consultation regarding the possibility of transforming five (5) existing road closures along Duthy Street into pocket parks with the intent to progress one (1) of these locations to delivery.</p> <p>An Elected Members briefing was held on 5 August 2019 which outlined the process to date, feedback received during the community consultation process and the proposed way forward. A report will be presented to Council for its consideration in September 2019.</p> <p>An Elected Members briefing was held on 5 August 2019 which introduced the approach to Pocket Parks, ahead of a report to be prepared for Council consideration in September 2019 to summarise the engagement, shortlisting and co-design process, and to seek direction to proceed with the preferred concept design to construction.</p>   | Completed                       |  |

| COUNCIL ACTION REPORTS - ACTIONS TO SEPTEMBER 2019 |        |   |                     |  |                          |
|--|--------|---|---------------------|--|--------------------------|
| Meeting Date                                       | Item # | Subject and Council Resolution  | Responsible Exec.   | Status/Progress  | Expected Completion Date |
| 23/04/18   | 1136   | <p><b>GOODWOOD OVAL GRANDSTAND REDEVELOPMENT – RESULTS OF COMMUNITY CONSULTATION</b></p> <p>1. The report be received and the results of the community engagement be noted.</p> <p>2. Council endorse the concept designs for the new two-storey grandstand facility at Goodwood Oval, incorporating the recommended amendments to be included as part of detailed design development and proceed to detail design development and tender.</p> <p>The recommended amendments, in response to community and stakeholder feedback include:</p> <p>1. External Appearance and Streetscape Interface:</p> <p>a. Material and colour selection of the building, in particular the Curzon Avenue frontage will be selected appropriate to the local neighbourhood character.</p> <p>b. Detail design will include the development of landscape plans that address the streetscape interface and the external spaces associated with the new Grandstand Facility.</p> <p>c. Where practical, all existing trees will be retained in the detail design.</p> <p>2. Footprint of the Grandstand:</p> <p>a. The final footprint of the grandstand structure is to remain, where practical, within the footprint of the existing building.</p> <p>3. Leasing and License arrangements of the Facility.</p> <p>a. Council staff to develop new agreements with both clubs, to meet the requirements of the new facility, as well as to explore</p> <p>4. Provision of external storage:</p> <p>a. The proposed storage facility on Fairfax Avenue not proceed.</p> <p>b. The detail design process further engage with the Goodwood Saints Football Club and the Goodwood Cricket Club to identify their storage needs, with a view to providing the required storage capacity within the Grandstand and/or adjacent ancillary buildings (including potential extension of an ancillary building).</p> <p>5. Provision of public toilets:</p> <p>a. Public toilet provisions are to remain incorporated in the footprint of the ground floor of the new facility, with way finding signage incorporated across the park to direct public to the new facilities.</p> <p>3. Residents be notified of Council’s decision by letter, to the same catchment area as that of the community consultation, and a notice be placed at the existing grandstand as well as Council’s web site.</p> <p>4. Following the completion of detailed design development and in the event of no major variation to the project scope or total cost, the project proceed to tender for construction.</p> | GM City Development | <p>Council Assessment Panel (CAP) approved the initial development at its meeting held on 26 February 2019. A third party appeal was lodged through the ERD Court.</p> <p>A first ERD Court conference was held on 13 May 2019 and a second on 25 June 2019. A revised design was developed which did not compromise the intent of the project or the grant funding received from the Office for Recreation, Sport and Racing (ORSR).</p> <p>Consensus was reached between the parties and documentation was finalised. CAP considered the matter at its meeting held on 20 August 2019 and approved the revised development. The ERD Court held a hearing on 28 August 2019 and issued the Consent Order for the revised development.</p> <p>ORSR have extended expenditure of the grant funding to the end of December 2019 to enable Council to enter into a contract for construction. Detailed design will be completed in September 2019. Tender for construction will be in October 2019.</p> <p>Following the conclusion of the ERD Court process detailed design will be completed in September 2019. The project will then proceed to tender for construction in October 2019.</p> <p>The Administration has applied for an additional grant in the amount of \$923,305 from ORSR.</p> | Completed                |
| 28/05/18   | 1174   | <p><b>INCREASED USE OF SPORT AND RECREATION FACILITIES</b></p> <p>1. The report and attachments be received.</p> <p>2. A master plan for Ridge Park be developed in 2018/19 to establish a long-term vision for the park, considering:</p> <p>a. Football and cricket to suit female and junior participation, integrated into the existing amenity of the park.</p> <p>b. Informal recreation opportunities, trees and vegetation, biodiversity and the management of Glen Osmond Creek.</p> <p>c. Further consultation with selected City of Unley clubs as potential users of future upgraded facilities, including Goodwood Saints Football Club, Goodwood Cricket Club and Glen Osmond scouts, as well as consideration of the Open Space Survey findings.</p> <p>3. Continue to work with City of Unley based clubs, particularly those based at Goodwood Oval, to facilitate the increased use of Orphanage Park in order to reduce the overuse of Goodwood Oval and do not undertake any improvements to sports infrastructure at Orphanage Park until designs for Brownhill Keswick Creek in this park are finalised.</p> <p>4. Review lease and licence documents to investigate opportunities to increase facility use after club hours.</p> <p>5. Develop individual four year management plans for each surveyed park to integrate the findings of the Open Space Survey with asset renewal and maintenance programs. These plans will identify possible actions for consideration as part of the 2019/20 budget process.</p> <p>6. Repeat the Open Space Survey in four years to enable an evaluation of Council’s initiatives.</p>   | GM City Development | <p><b>Item 2</b> – Council has not allocated funding in its 2019/20 Budget for the development of a Ridge Park master plan. This project will be considered as part of the 2020/21 budget process.</p> <p><b>Item 3</b> - The Administration continues to liaise with local sporting clubs regarding the availability of sports facilities to suit their needs across the City, including Goodwood Oval and Orphanage Park.</p> <p><b>Item 4</b> – The outcomes of the 2018 Club Survey will be considered in the review of existing lease and licences as they come up for renewal to increase use of local facilities where appropriate. The planned review of the Community Land Management Plans in 2019/20 will also consider increased facility use where possible.</p> <p><b>Item 5</b> – The Administration will develop management plans for local parks across the City in conjunction with annual asset renewal and maintenance programs. Council’s Asset Management Plans to be adopted by Council by November 2020 will also provide strategic direction for future management of open spaces throughout the City.</p> <p><b>Item 6</b> – The Open Space Survey will be repeated in 2022.</p>   | Completed                |

Document Set ID 3075117

| COUNCIL ACTION REPORTS - ACTIONS TO SEPTEMBER 2019 |        |  |                     |   |                          |
|--|--------|--|---------------------|---|--------------------------|
| Meeting Date                                       | Item # | Subject and Council Resolution   | Responsible Exec.   | Status/Progress   | Expected Completion Date |
| 23/07/18   | 1224   | <p><b>MOTION ON NOTICE: GREER STREET, HYDE PARK / UNLEY PARK</b></p> <p>1. Staff prepares a report outlining possible options and associated costs to facilitate pedestrian and vehicle access and provide safety improvements for residents and visitors to Greer Street, Hyde Park/Unley Park.</p>   | GM City Development | <p>There have been numerous reviews undertaken by the Administration regarding options to address the various issues raised regarding Greer Street.</p> <p>In response to the original petition, Greer Street was included in the initial Living Streets Pilot Program. However, it was not selected as a preferred street for further design development as Greer Street did not meet the evaluation criteria compared to other streets. In particular, it did not provide greater strategic value and would likely require a cost to address the local issues higher than the allocated budget could accommodate. From the 12 submissions received, the majority of feedback requested better parking solutions, better access to their driveways and improved traffic flow. In addition, there were requests to improve the footpath and tree removals to help with footpath movements and undergrounding electrical lines or new street lighting for poorly lit areas.</p> <p>In addition to the Living Streets consultation process, senior Council staff also met with concerned residents to discuss the following appropriate actions:</p> <p><b>Removal of Street Trees</b> - Residents will prepare a petition to Council to formally request the removal of the existing street trees.</p> <p><b>Street Lighting</b> - The Administration will undertake a lighting assessment in Greer Street now that the LED lighting upgrade works have been completed.</p> <p><b>On-Street Parking</b> - The Administration is currently reviewing on-street parking at a particular location of key concern to a resident to determine support for removal of one on-street parking space to provide better access to the resident's property.</p> <p>A report will be presented to Council for its consideration in October 2019 outlining the reviews which have been undertaken, the results of consultation undertaken to date and the above mentioned matters which have been more recently discussed with residents of Greer Street.</p> | October 2019             |
| 10/09/18   | 1292   | <p><b>MOTION ON NOTICE – CHANGE TO COUNCIL RESOLUTION 1195/18: MILLSWOOD AREA – ON-STREET PARKING REVIEW</b></p> <p>That Council Resolution 1195 of the Council meeting of 25 June 2018 be <b>varied as follows (bold text to be inserted, strikethrough text to be deleted)</b>:</p> <ol style="list-style-type: none"> <li>The report be received.</li> <li>The implementation of Parking Controls (Stage 1) in Millswood and adjacent areas, as shown in Attachment 1 to this report (Item 1195/18, Council Meeting, 25/06/2018), <b>and modified to include the area bounded by Allenby Avenue, Meredyth Avenue and Graham Avenue, be endorsed.</b></li> <li>At the conclusion of six months following the implementation of Stage 1 Parking Controls in Millswood and adjacent areas, a review of parking practices in the area be undertaken to inform a decision regarding the need for implementation of further parking controls, that is, Stage 2.</li> <li>The community originally consulted in relation to the implementation of Parking Controls in Millswood and adjacent areas be notified of the Council decision.</li> <li>That residents in Meredyth Avenue and Graham Avenue be advised of the introduction of parking controls prior to implementation.</li> <li><b>Further correspondence be provided to residents in Meredyth Avenue and Graham Avenue, to advise of Councils decision to not introduce parking controls in those streets as part of the Millswood Stage 1 implementation.</b></li> </ol> | GM City Development | <p>Residents were informed of Council's decision and the parking controls were installed.</p> <p>The Administration has collated and analysed the parking occupancy data for Stage 1 and Stage 2.</p> <p>No further changes are required and the Administration has sent a letter to residents to inform them as such.</p>  | Completed                |

| COUNCIL ACTION REPORTS - ACTIONS TO SEPTEMBER 2019 |        |   |   |   |                            |
|--|--------|---|---|---|----------------------------|
| Meeting Date                                       | Item # | Subject and Council Resolution  | Responsible Exec.                                     | Status/Progress   | Expected Completion Date   |
| 25/02/19   | 1399   | <p><b>UNLEY OVAL REDEVELOPMENT STAGE 2: LIFECHANGER LETTER OF INTENT</b></p> <p>2. The Chief Executive Officer be endorsed to exchange a Letter of Intent with the LifeChanger Foundation, who are seeking to explore establishing their South Australian operations in the Unley Oval Complex, which commits to working collaboratively to seek alternative funding sources to undertake the Stage 2 redevelopment of Unley Oval.</p> <p>3. Work commence on the development of detailed designs for Stage 2 of the Unley Oval redevelopment, to support discussions with possible sources of external funding for the project.</p> <p>4. A review of the Community Land Management Plan (including community consultation) commence for Unley Oval.</p>                           | Executive Manager<br>OCEO<br>&<br>GM City Development | <p><b>Item 2</b> – Completed.</p> <p><b>Item 3</b> – Bell Architects have been engaged to develop a concept design scope of works to support discussions with possible sources of external funding for the project. A report will be presented to Council in October 2019.</p> <p><b>Item 4</b> – A review of the Community Land Management Plan for Unley Oval will be undertaken as part of a City wide review of the Community Land Management Plans in 2019/20.</p> | Completed<br><br>June 2020 |
| 25/03/19   | 1419   | <p><b>PETITION RE TRAFFIC MANAGEMENT ON QUEEN STREET, UNLEY</b></p> <p>The principal petitioner be advised that Council will undertake an investigation for the residents' request of potential parking management and traffic changes (one way streets) at Queen and Oak Streets.</p>  | GM City Development                                   | The Administration has undertaken an investigation into the concerns raised by the petitioners. Consultation has been undertaken with residents of Queen Street and Oak Avenue. A report will be presented to Council for its consideration in September 2019.  | Completed                  |
| 27/05/19   | 2.1    | <p><b>IMPROVED LIGHTING AT UNLEY OVAL</b></p> <p>2. The principal petitioner be notified that a report will be prepared for consideration by Council identifying additional lighting times at Unley Oval during winter months that may be suitable to the community, and all costs associated with an increased lighting proposal.</p>  | GM City Development                                   | The Administration has undertaken an investigation into the petitioners' request. A report will be presented to Council for its consideration in September 2019.  | Completed                  |
| 22/07/19   | 2.1    | <p><b>STREET TREE PRUNING, REMOVAL AND REPLACEMENT ON FOUNDRY STREET, GOODWOOD</b></p> <p>2. The principal petitioner be notified of Council's intention to investigate, from a strategic assets perspective, to gauge opportunity to align possible vegetation enhancements with civil infrastructure requirements, and prioritise these needs against others within the City, with findings to be reported back to Council.</p>   | GM City Development                                   | A report from a strategic assets perspective will be presented to Council for consideration in October 2019.  | October 2019               |
| 22/07/19   | 4.1    | <p><b>PARKING SIGNS ON TORRENS AVENUE, FULLARTON</b></p> <p>2. Subject to no objections being raised in response to the consultation process currently being undertaken by the Administration, the 2P parking controls located in Torrens Avenue, Fullarton (between house numbers 16 and 17 and the Fisher Street intersection), be removed.</p> <p>3. Following the conclusion of the public consultation process, and subject to no objections being raised, the Principal Petitioner be formally advised that the 2P parking controls located in Torrens Avenue, Fullarton (between house numbers 16 and 17 and the Fisher Street intersection) will be removed.</p>  | GM City Development                                   | The Administration has undertaken consultation with residents of Torrens Street regarding the petitioners' request. An objection has been received as part of the consultation process. A report will be presented to Council for its consideration in September 2019.  | Completed                  |
| 22/07/19   | 4.5    | <p><b>5-YEAR CULTURAL PLAN</b></p> <p>2. A 5-Year Cultural Plan be developed for Council's consideration and endorsement.</p>   | GM City Services                                      | A draft plan for endorsement is proposed to be presented to Council in February 2020.   | February 2020              |
| 22/07/19   | 4.7    | <p><b>APPLICATION TO BECOME A TREE CITY OF THE WORLD</b></p> <p>2. An application be submitted for City of Unley to join the Tree Cities of the World, a new international network dedicated to sharing and adopting the most successful approaches to managing urban trees and forests.</p>  | GM City Development                                   | The Administration will submit an application by no later than the end of September 2019.   | September 2019             |
| 26/08/19   | 4.1    | <p><b>LIVING STREETS</b></p> <p>2. The 'Living Streets' Concept Designs for:<br/>- Maud Street, Unley;<br/>- Norman Terrace, Forestville; and<br/>- Richards Terrace, Goodwood;<br/>be endorsed.</p> <p>3. The Norman Terrace 'Living Street' Concept Design be endorsed for progression to detailed design and construction, funded by an existing allocation in the 2019/20 budget.</p> <p>4. The Administration notify property owners and residents of Maud Street, Unley, Norman Terrace, Forestville; and Richards Terrace, Goodwood of the Council's decision to progress with the Norman Terrace 'Living Street' project and advise that the unsuccessful streetscape designs may be eligible for future funding consideration by Council as part of the budget process</p> | GM City Development                                   | The Administration has notified property owners and residents of Maud Street, Norman Terrace and Richards Terrace of Council's decision to progress Norman Terrace as its 'Living Street' project and have advised that the unsuccessful streetscape designs may be eligible for future funding consideration by Council as part of the budget process.   | Completed                  |

| COUNCIL ACTION REPORTS - ACTIONS TO SEPTEMBER 2019 |        |  |                           |  |                          |
|--|--------|--|---------------------------|--|--------------------------|
| Meeting Date                                       | Item # | Subject and Council Resolution   | Responsible Exec.         | Status/Progress  | Expected Completion Date |
| 26/08/19   | 4.2    | <p><b>OXI DAY GREEK MEMORIAL IN THE SOLDIERS MEMORIAL GARDENS PROPOSAL</b></p> <p>2. Subject to consultation with the Unley Returned Services League, and all costs associated with construction of the memorial being borne by Saint Spyridon Greek Orthodox Church, the installation of a permanent memorial to commemorate Oxi Day within the Soldiers Memorial Garden be approved.</p> <p>3. Further consultation be undertaken with City Design and Parks staff, Unley RSL and the Executive of Saint Spyridon Greek Orthodox Church to finalise the memorial location and wording.</p> <p>4. Council's contribution to the installation of an Oxi Day memorial within the Soldiers Memorial Gardens be limited to in-kind assistance with installation and associated plantings/ground works.</p>  | GM City Development       | <p>The RSL has provided its support for installation of the memorial. The Church has been informed of Council's decision.</p> <p>The Administration will provide 'letters of support' to the State and Federal Member of Parliament informing them of Council's decision to assist the Church with its seeking of funding.</p> | Completed                |
| 26/08/19   | 5.1.1  | <p><b>NOTICE OF MOTION FROM COUNCILLOR D. PALMER RE STATE GOVERNMENT NORTH-SOUTH CORRIDOR</b></p> <p>1. The City of Unley indicate its support for the State Government's North-South Corridor project, including the tunnel design option recently announced, via a letter from the Mayor to the Minister for Transport, Planning and Infrastructure, Hon. Stephan Knoll MP and the Chief Executive Officer of the Department for Planning, Transport and Infrastructure, Mr Tony Braxton-Smith, and express a desire to liaise with the Government in its proposal to:</p> <p>1.1 Provide the best possible design option; and</p> <p>1.2 Consult with residents and business owners on, and adjacent to South Road, in order to minimise disruption during the construction phase of the project.</p> <p>2. A briefing be requested from the Department for Planning, Transport and Infrastructure, to provide information on the section of the north-south corridor within the City of Unley, including proposals for the redevelopment of Emmerson Crossing.</p> | Executive Manager<br>OCEO | Briefing date to be advised  |                          |
| 26/08/19   | 5.1.2  | <p><b>NOTICE OF MOTION FROM COUNCILLOR D. PALMER RE CONDITION OF PAGE PARK</b></p> <p>1. A report be prepared for the November 2019 Council meeting regarding the condition of the turf at Page Park, including:</p> <ul style="list-style-type: none"> <li>- An assessment of causes of disintegration; and</li> <li>- Possible solutions to rectifying disintegration.</li> </ul>  | GM City Development       | The Administration will undertake an assessment of the turf condition at Page Park and a report will be presented to Council for its consideration in November 2019.   | November 2019            |

## DECISION REPORT

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | HIGHGATE PARK (FORMERLY THE JULIA FARR CENTRE) SITE USE |
| <b>ITEM NUMBER:</b>     | 4.15  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019                                       |
| <b>AUTHOR:</b>          | PETER TSOKAS  |
| <b>JOB TITLE:</b>       | CHIEF EXECUTIVE OFFICER                                 |
| <b>ATTACHMENTS:</b>     | 1. HIGHGATE PARK - SUBJECT SITE                         |

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### 1. **EXECUTIVE SUMMARY**

The Minister for Human Services (Michelle Lensink MLC) recently announced that the Highgate Park facility (formerly known as the Julia Farr Centre) will close at some stage in the future. The site is owned by “The Home for Incurables Trust” and the Minister for Human Services is the sole trustee. Any decision about the future use of the site will need to meet the Trust’s objectives to benefit people with a disability.

Given the location and size of the site, it is a strategic location in the City of Unley that warrants some investigation as to possible future uses before any final decision is made by the State Government. This report suggests that there is merit in Council pursuing the development of a Master Plan for Highgate Park in collaboration with the State Planning Commission, Concordia College, and Living Choice. Ideally, a range of uses would be identified that would benefit the community as well as the College and Living Choice. This would then inform the State Government in its plan for future use of the site.

### 2. **RECOMMENDATION**

That:

1. The report be received.
  2. Council write to the Minister for Human Services requesting that a decision on the Highgate Park site be deferred until a Master Plan is developed that identifies potential uses for the site that meets the objectives of the Home for Incurables Trust, recognises the needs of key stakeholders and benefits the community.
  3. Council engage with the State Planning Commission, Concordia College and Living Choice to undertake a master planning exercise for the Highgate Park site, with costs to be shared by participants.
-

### **3. RELEVANT CORE STRATEGIES/POLICIES**

#### 1. Community Living

1.3 Our City meets the needs of all generations.

### **4. BACKGROUND**

The Minister for Human Services (Michelle Lensink MLC) recently announced that the Highgate Park facility (formerly known as the Julia Farr Centre) will close at some stage in the future. Of the 11 remaining residents, 5 residents are being supported to move into alternative accommodation in the coming months. This is in line with the aim to move Highgate Park residents into community accommodation rather than remain in institutionalised care.

The site in question is located at 103 Fisher Street Fullarton and is approximately 28,700m<sup>2</sup> in area. It comprises a two-storey building on the Highgate Street corner used as student accommodation, a 12 storey building (largely vacant) on south eastern portion, some other smaller buildings to western side and a central car park/open space area. To the south of the site, lies Concordia College and to the west, the Living Choice facility. Attachment 1 indicates the site and its surroundings.

*Attachment 1*

### **5. DISCUSSION**

Minister Lensink has stated that once all current Highgate Park residents have been relocated, a decision will be made on the future of the site. It should be noted that the site is owned by "The Home for Incurables Trust" and the Minister for Human Services is the sole trustee. Any decision about the site will need to meet the Trust's objectives to benefit people with a disability.

An initial discussion has been held with a representative of the Department of Human Services, and they have indicated that they are in the process of contacting key stakeholders to advise them of the situation. It is likely that a decision on the site will be made this financial year and could result in the State Government selling the site, either as a whole, or in several packages.

Given the location and size of the site, it is a strategic location in the City of Unley that warrants some investigation as to possible future uses before any final decision is made by the State Government.

The Council has recently completed a masterplan exercise to explore the possible uses of a site in Arthur Street Unley. This exercise was undertaken (and funded) in partnership with the State Planning Commission and the owners of the site and took approximately three (3) months to complete.

The outcome of the exercise is that the owners, Council, and State Government have information as to what is possible on the Arthur Street site prior to any potential planning policy changes.

There is merit in undertaking a similar exercise for the Highgate Park site in collaboration with the State Planning Commission, Concordia College, and Living Choice. Ideally, a range of uses would be identified that would benefit the community as well as the College and Living Choice. This would then inform the State Government in its plan future use of the site.

Discussions have been held with Concordia College and contact has also been made with a representative from Living Choice. Both parties are keen to participate in such an exercise. Furthermore, a preliminary conversation with a representative from the State Planning Commission indicates that they are supportive of developing a master plan for the site.

## **6. ANALYSIS OF OPTIONS**

### Option 1 –

1. The report be received.
2. Council write to the Minister for Human Services requesting that a decision on the Highgate Park site be deferred until a Master Plan is developed that identifies potential uses for the site that meets the objectives of the Home for Incurables Trust, recognises the needs of key stakeholders and benefits the community.
3. Council engage with the State Planning Commission, Concordia College and Living Choice to undertake a master planning exercise for the Highgate Park site, with costs to be shared by participants.

This option would allow for a master plan to be developed for the Highgate Park site which would provide guidance as to the potential uses of the site that could meet the needs of key stakeholders and benefit the community.

### Option 2 –

1. The report be noted.

Under this option, no work would be undertaken to develop a master plan and the opportunity to have an input into future State Government planning for the use of the Highgate Park site would be lost.

## **7. RECOMMENDED OPTION**

Option 1 is the recommended option.

## 8. **POLICY IMPLICATIONS**

### 8.1 **Financial/Budget**

- There will be some financial cost if Council decide to proceed with developing a master plan for the site. If a similar model is used as per the Arthur Street project, this is likely to be in the order of \$7k-\$10k which is considered to be reasonable. Any funding implications will be considered as part of the budget review process.

### 8.2 **Legislative/Risk Management**

- Nil

### 8.3 **Staffing/Work Plans**

- The development of a master plan will be undertaken by consultants but be project managed by council staff. Some redistribution of work may therefore be necessary in the short term.

### 8.4 **Environmental/Social/Economic**

- The redevelopment of the Highgate Park site will have an economic benefit to the city. The development of a master plan would identify what needs exist in the city that may be addressed in any future development, noting that any future use must be consistent with the Trust's objectives to benefit people with a disability.

### 8.5 **Stakeholder Engagement**

- Discussions with representatives from the State Planning Commission, Concordia College and Living Choice have been held and they are all supportive of developing a master plan.

## 9. **REPORT CONSULTATION**

- Nil

## 10. **REPORT AUTHORISERS**

| <b>Name</b>  | <b>Title</b>                         |
|--------------|--------------------------------------|
| Peter Tsokas | Chief Executive Officer              |
| Tami Norman  | Executive Manager, Office of the CEO |





Map Title:

Administration Offices  
General and Business  
Open Hours 8.30am to 5pm  
Car park off Oxford Tce

181 Unley Rd, Unley, 5061.  
Phone : 8372 5111 Fax: 8271 4886  
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Cadastral Data Supplied by DEWNR

City of Unley  
ABN: 63 714 797 082



Printed: 18/09/2019  
Print By: David Brown  
Map Scale: 1:2000 @ A3  
Printed from TechnologyOne IntraMaps



## **MOTION OF WHICH NOTICE HAS BEEN GIVEN**

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | NOTICE OF MOTION FROM COUNCILLOR<br>JENNIE BOISVERT RE DOG OFF LEASH<br>TIMES AT PAGE PARK DURING WINTER |
| <b>ITEM NUMBER:</b>     | 5.1.1  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>ATTACHMENTS:</b>     | NIL  |

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Councillor Jennie Boisvert has given notice of intention to move the following motion at the Council meeting to be held on 23 September 2019.

### **MOTION**

That:

1. That Community consultation be undertaken to ascertain support for a trial of a 4pm start to the dogs off leash time at Page Park in the winter months of June, July and August in 2020.
- 

### **Background**

In most parks where dogs are allowed off leash at certain times the time starts at 5pm. In the winter months the light is fading by this time leaving little time for dogs to be exercised. In the winter there is little apparent use of the park at this time.

Recently a petition was collected and presented to Council. While it was in the wrong format and was not included in the Agenda, the sentiment was very clear about the hours of use. When consultation was undertaken before the October 2016 meeting there was overwhelming support for this change in Page Park.

Council is in the process of developing a template by which to assess our parks and their best use as part of the Community Land Management Plan. It is hoped that this trial will be able to provide valuable input into this document.

### **Officers Comment**

The previous Council last considered this matter in October 2016, and following community consultation, Council decided not to proceed with any change or extension of times for dogs to be off-leash in prescribed parks.

A submission was received in July 2019 regarding extending the dog off-leash time in Page Park, however the submission did not meet the requirements of a petition and it was subsequently not included in the Council Agenda. The petitioner was notified, however no further petition has been received since this time.

We are currently reviewing our Community Land Management Plan (CLMP) which includes parks and reserves. This will include broader consultation with the community on the use of all our community spaces within the City of Unley, including appropriate use of spaces for dogs. Additionally, our Animal Management Plan is due to be reviewed and updated in 2020/21 and this will be informed by the findings of the CLMP and possibly include further consultation in respect to dog on/off leash times in local parks throughout the City of Unley.

Given the work that is currently being undertaken and the recency of previous consultation on this issue, It is recommended that formal community consultation be undertaken as part of the review of the CLMP's and the development of the new Animal Management Plan as above.

## QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | QUESTION ON NOTICE FROM COUNCILLOR<br>JENNIE BOISVERT RE: DIFFERENCE IN<br>ACTUAL COSTS OF USE OF GLYPHOSATE<br>COMPARED WITH OTHER METHODS |
| <b>ITEM NUMBER:</b>     | 5.3.1   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>ATTACHMENTS:</b>     | NIL   |

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The following Question on Notice has been received from Councillor Jennie Boisvert and the answer is provided:

### **QUESTIONS**

Further to the report included in the June 2019 Council meeting agenda "Item 4.1 – Management of Weeds on Council Property" I would like to ask the following:

1. What is the difference in the actual annual costs of the use of glyphosate and the alternative weed control methods outlined in item 4.1 – Management of Weeds on Council Property (Council Meeting, 24/06/2019)?

### **ANSWERS**

#### **Background**

In the report titled "Management of Weeds on Council Property" considered by Council at its meeting held on 24 June 2019, a number of methods were outlined as alternatives to the use of Glyphosate, for the management of weeds within the City.

It is difficult to provide an 'actual' annual cost for each of the alternative methods as there are a number of unknowns. However, Administration has considered the matter and provides a summary of the estimated costs for each of the alternative methods on an annual basis.

As stated in the report considered by Council in June 2019, Glyphosate is the herbicide which is currently used as part of Council's integrated weed management approach and is primarily used to control weeds on pavements, paths and within shrub beds.

The estimated average annual cost to apply Glyphosate, as part of Council's integrated weed management approach and depending on seasonal conditions, is approximately \$190,000.

## **Estimated annual cost of alternative methods to the use of Glyphosate**

### Herbicide Control

This method would require the replacement of the use of Glyphosate with a range of alternative products such as a selective pre-emergent herbicide or similar broad-spectrum herbicide.

It is expected that this method would increase the overall volume of chemicals required to be used. The estimated average annual cost, depending on seasonal conditions, would be approximately \$210,000.

### Steam Treatment

This method uses 'saturated steam' to undertake weed control.

A number of councils are currently trialling the use of this method but in selected areas only as it is far too expensive to apply broadly across an entire council area. The trials are being undertaken in areas such as playgrounds and near schools and aged care facilities.

The Administration recently met with a contractor currently undertaking the trials for these councils. The contractor is also undertaking a study for a council which compares the results and costs between steam treatment and other treatments including Glyphosate. The study is expected to be finalised in the coming months and discussions have been held with the contractor regarding undertaking a briefing with Elected Members to outline the results of this study once completed. At that point in time, the issue of cost differences would be better realised and understood.

Notwithstanding that, based on the initial discussions the Administration have had with the contractor, it is understood that this method requires, on average, four (4) treatments per site to be able to obtain the required result. In this respect, the estimated average annual cost, depending on the site and other unknowns which are yet to be determined through the study, would be approximately \$760,000 per annum.

### Increase Hand Weeding

Naturally, this method is labour intensive with obvious significant increases in costs. In this respect, to cease the use of Glyphosate and replace with an increase in hand pulling of weeds, depending on seasonal conditions, the average costs would be approximately \$1.7m per annum.

## QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | QUESTION ON NOTICE FROM COUNCILLOR<br>JENNIE BOISVERT RE: BROWN HILL<br>KESWICK CREEK |
| <b>ITEM NUMBER:</b>     | 5.3.2   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>ATTACHMENTS:</b>     | NIL   |

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The following Questions on Notice have been received from Councillor Jennie Boisvert and the answers are provided:

### **QUESTIONS**

Following from my questions on the June Council Agenda in relation to Brown Hill Keswick Creek, I would like to ask the following questions:

1. What is the number of residential and commercial properties in Unley that are presently at risk by flooding from a 1:100 ARI rain event in the Brown Hill Creek catchment?
2. Can an estimate of how many people would be affected by such an event be provided?
3. What is the number of private properties that all, or a portion of, will have to be acquired to fully implement the proposed Brown Hill Creek channel widening and associated works?
4. How much is currently budgeted for:
  - 4.1 property acquisitions?
  - 4.2 legal fees?
  - 4.3 and contingency amounts in case of legal challenges by owners?

### **ANSWERS**

1. **What is the number of residential and commercial properties in Unley that are presently at risk by flooding from a 1:100 ARI rain event in the Brown Hill Creek catchment?**

A property database identifies a total of 2,089 properties at risk from a 1 in 100 year flood event.

Of the 2,089 affected properties (as determined in 2003), 854 are situated within the City of Unley Local Government Area and the vast majority of affected properties are residential in nature. Unfortunately, a breakdown of the number of affected properties by type within the City of Unley is not available.

2. **Can an estimate of how many people would be affected by such an event be provided?**

Although this information is not available as part of the project or within the Stormwater Management Plan, the 2016 Census revealed that within the City of Unley Local Government Area there is an average of 2.4 people per household. If this is applied to the estimated number of affected properties (854), 2,050 people would be affected within the City of Unley. This is of course an estimate only.

3. **What is the number of private properties that all, or a portion of, will have to be acquired to fully implement the proposed Brown Hill Creek channel widening and associated works?**

The number of private properties to be impacted has not yet been fully defined and will be largely dependant upon detailed engineering works and further design works. Approximately 60-70 properties located within the Cities of Mitcham and Unley are expected to be affected.

4. **How much is currently budgeted for:**

**4.1 property acquisitions?**

**4.2 legal fees?**

**4.3 and contingency amounts in case of legal challenges by owners?**

An amount in the order of \$8.5-\$9M has been budgeted for property acquisitions across the whole of the project with this amount including associated easement registration/ transfer costs, fees and a contingency. A contingency of 10-25% has been applied across the whole of the project given the early design stage and significant risk factors associated with unknown variables. Land acquisition estimates expressly excluded allowance for potential litigation.

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## **QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN**

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | QUESTION ON NOTICE FROM COUNCILLOR JENNIE BOISVERT RE: APPROVAL OF DEMOLITION OF DWELLINGS AND REMOVAL OF SIGNIFICANT TREES BY THE COUNCIL ASSESSMENT PANEL OR UNDER STAFF DELEGATION |
| <b>ITEM NUMBER:</b>     | 5.3.3   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>ATTACHMENTS:</b>     | NIL   |

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The following Questions on Notice have been received from Councillor Jennie Boisvert.

### **QUESTIONS**

Over the last five years:

1. What is the number of contributory dwellings in the Historic Conservation Zone that have been approved for demolition by:
  - (a) the Council Assessment Panel; and
  - (b) under staff delegation?
2. What is the number of character dwellings within the Streetscape (Built Form) Zone that have been approved for demolition by:
  - (a) the Council Assessment Panel; and
  - (b) under staff delegation?
3. What is the number of significant trees that have been approved for removal by:
  - (a) the Council Assessment Panel; and
  - (b) under staff delegation?

### **ANSWERS**

1. **What is the number of contributory dwellings in the Historic Conservation Zone that have been approved for demolition by:**
  - (a) the Council Assessment Panel; and**
  - (b) under staff delegation?**

In the last five years:

- (a) Three contributory dwellings in the Historic Conservation Zone have been approved for demolition by the Council Assessment Panel.
- (b) Four contributory dwellings in the Historic Conservation Zone have been approved for demolition under staff delegation.

2. **What is the number of character dwellings within the Streetscape (Built Form) Zone that have been approved for demolition by:**

- (a) the Council Assessment Panel; and**
- (b) under staff delegation?**

In the last five years:

- (a) 32 dwellings in the Streetscape Zone have been approved for demolition by the Council Assessment Panel.
- (b) 55 dwellings in the Streetscape Zone have been approved for demolition under staff delegation.

**Note:** Council does not keep records whether the dwellings demolished within the Streetscape Zone were character dwellings

3. **What is the number of significant trees that have been approved for removal by:**

- (a) the Council Assessment Panel; and**
- (b) under staff delegation?**

In the last five years:

- (a) 13 significant trees have been approved for removal by the Council Assessment Panel.
  - (b) 56 significant trees have been approved for removal under staff delegation.
-

## MAYOR'S REPORT

**REPORT TITLE:** MAYOR'S REPORT FOR MONTH OF SEPTEMBER

**ITEM NUMBER:** 6.1.1

**DATE OF MEETING:** 23 SEPTEMBER 2019

**ATTACHMENTS:** NIL

### 1. RECOMMENDATION

That:

1. The report be received.

### Functions attended (up to the time of writing this report)

| Legend for attendance type at Function/Event:       |  |
|---|--|
| Attendee – only, no duties                          | Guest – specifically invited as an event guest |
| Interview – on-air radio guest                      | Host – hosted a meeting as Mayor               |
| Mayor – attended as the Mayor of City of Unley      | Presenter – involved in presenting awards      |
| Representative – attended as Council representative | Speaker – attended and gave a speech as Mayor  |

| Date        | Some Functions/Event Description                          | Type     |
|-------------|---|----------|
| 22-August   | 39 <sup>th</sup> Annual Prayer Breakfast                  | Mayor    |
| 24-August   | Sturt v Glenelg SANFL Game                                | Attendee |
| 29-August   | Business Incubator Resarch Meeting                        | Host     |
| 30-August   | Adelaide Obstetrics & Fertility Opening Event             | Speaker  |
| 31-August   | Sturt v Norwood SANFL Game                                | Attendee |
| 31-August   | 2019 Royal Adelaide Show President's Dinner               | Guest    |
| 2-September | Adelaide Show Citizenship Ceremony                        | Mayor    |
| 3-September | St Spyridon Meeting with His Eminence Archbishop Makarios | Attendee |
| 3-September | Welcome Dinner for His Eminence, Archbishop Makarios      | Guest    |
| 5-September | Adelaide Show Citizenship Ceremony                        | Mayor    |
| 5-September | State Planning Commission Briefing                        | Attendee |
| 6-September | ERA Mayors Breakfast, Luigi's Deli                        | Mayor    |
| 6-September | Adelaide Show Citizenship Ceremony                        | Mayor    |

| <b>Date</b>  | <b>Some Functions/Event Description</b>                                     | <b>Type</b> |
|--------------|---|-------------|
| 6-September  | Royal Show Luncheon   | Guest       |
| 7-September  | UBUG Community Ride   | Attendee    |
| 7-September  | Sturt Bowling Club Open Day   | Speaker     |
| 7-September  | Royal Adelaide Show Presentation of City of Unley<br>"Junior Axeman" Trophy | Presenter   |
| 10-September | Eden Hills Primary School Group Presentation                                | Speaker     |
| 11-September | ERA Mayors & CEOs Group Meeting   | Mayor       |
| 12-September | King William Road Trader Meeting  | Mayor       |
| 13-September | Meeting with Minister Pisoni  | Mayor       |
| 13-September | Concordia In Concert  | Guest       |
| 15-September | Black Forest Primary School, Centenary Gala Day                             | Speaker     |
| <b>Date</b>  | <b>Radio Interviews</b>   |             |
| 19-August    | ABC Breakfast Radio – re. Le Cornu Sign                                     | Interview   |
| 19-August    | ABC Morning Radio – re. Street Memorials/Shrines                            | Interview   |
| 26-August    | ABC Drive Show Radio – re. Parking  | Interview   |
| 9-September  | ABC Morning Radio – re. Wayville Showgrounds                                | Interview   |

## DEPUTY MAYOR'S REPORT

**REPORT TITLE:** DEPUTY MAYOR'S REPORT FOR MONTH OF SEPTEMBER  
**ITEM NUMBER:** 6.2.1  
**DATE OF MEETING:** 23 SEPTEMBER 2019  
**ATTACHMENTS:** NIL

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### 1. RECOMMENDATION

That:

1. The report be received.
- 

### Functions attended (up to the time of writing this report)

| Date                    | Function/Event Description  |
|-------------------------|---|
| 21 <sup>st</sup> August | Attended 'Unley Women of Influence: Past and Present' as part of the 125 <sup>th</sup> Anniversary of Women's Suffrage.   |
| 24 <sup>th</sup> August | Picked up Tom Gleghorn, renowned Australian painter and volunteer judge in Council's SALA Active Ageing Award, and took him to an exhibition at a Toorak Gardens Studio where, together with Matthew Ives, we further assessed another finalist's entry for Council's Prize 'in situ'.  |
| 27 <sup>th</sup> August | Hosted 3 separate classes of students from Eden Hills Primary School in Council's Chamber. They are studying Civics, Citizenship and about the various levels of Government.  |
| 28 <sup>th</sup> August | Attended the Unley Road Traders Winter Networking Event. The guest speaker, Jenny Williams, spoke on 'Champion Thinking in Business'. It was considered one of the best address that many had heard at URT. Cr Dewing also in attendance. We also met significant new Unley Rd Traders. |
| 30 <sup>th</sup> August | Attended the Royal Adelaide Show Art Opening and presented Council's Prize for 'Studies of Urban Life' to Alan Ramachandran.  |
| 31 <sup>st</sup> August | Attended 'Finnisage', SALA's final event and Awards Night. I announced local artist Maggie Cecchin as this year's winner of Council's Active Ageing Award for an Artist aged 60 or over.  |
| 3 <sup>rd</sup> Sept.   | Presided over a Citizenship Ceremony at the Royal Show. There were 70 new citizens from throughout the metropolitan area.   |
| 4 <sup>th</sup> Sept.   | Presided over a Citizenship Ceremony at the Royal Show with 73 new citizens again from the metropolitan area.   |
| 6 <sup>th</sup> Sept.   | Attended the Royal Show Official Luncheon as a guest of the Society.  |
| 13 <sup>th</sup> Sept.  | Went on the Bus Trip – 'Beyond the Kerb, Waste and Recycling Tour', together with 8 other Elected Members.  |

## REPORTS OF MEMBERS

|                         |  |
|-------------------------|--|
| <b>REPORT TITLE:</b>    | REPORTS OF MEMBERS   |
| <b>ITEM NUMBER:</b>     | 6.3.1  |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019  |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. COUNCILLOR E. WRIGHT</li><li>2. COUNCILLOR D. PALMER</li><li>3. COUNCILLOR M. BRONIECKI</li><li>4. COUNCILLOR M. RABBITT</li><li>5. COUNCILLOR J. RUSSO</li></ol> |

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Council to note attached reports from Members:

1. Councillor E. Wright
  2. Councillor D. Palmer
  3. Councillor M. Broniecki
  4. Councillor M. Rabbitt
  5. Councillor J. Russo
-

**REPORTS OF MEMBERS****REPORT TITLE:** REPORT FROM COUNCILLOR E. WRIGHT**Functions attended May – September 2019**

| <b>2. Date</b> | <b>3. Function/Event Description</b>                       |
|----------------|--|
| 4. 03/05/2019  | 5. Goodwood Community Centre Disco event                   |
| 6. 04/05/2019  | 7. Goodwood Ward Meet Your Councillors event               |
| 8. 05/05/2019  | 9. Goodwood Greek festival                                 |
| 10. 06/05/2019 | 11. Resident meeting with Mayor and CEO                    |
| 12. 06/05/2019 | 13. Briefing – Everard Park                                |
| 14. 07/05/2019 | 15. CEO Performance Committee meeting                      |
| 16. 08/05/2019 | 17. Press Club Lunch event                                 |
| 18. 09/05/2019 | 19. CAP workshop   |
| 20. 19/05/2019 | 21. Goodwood Community Centre Car Boot Sale event          |
| 22. 21/05/2019 | 23. CAP  |
| 24. 23/05/2019 | 25. Capri Volunteer event                                  |
| 26. 27/05/2019 | 27. Council meeting  |
| 28. 28/05/2019 | 29. Annual Budget Review at Goodwood Library               |
| 30. 03/06/2019 | 31. Mayor meeting  |
| 32. 03/06/2019 | 33. Workshop, budget                                       |
| 34. 04/06/2019 | 35. CEO Performance Committee meeting                      |
| 36. 05/06/2019 | 37. CoU bus tour   |
| 38. 06/06/2019 | 39. CAP workshop   |
| 40. 11/06/2019 | 41. City Strategy and Development Policy Committee meeting |
| 42. 17/06/2019 | 43. Briefing   |
| 44. 18/06/2019 | 45. CAP Panel meeting                                      |
| 46. 20/06/2019 | 47. Re-boot event at Unley Town Hall                       |
| 48. 22/06/2019 | 49. Goodwood Primary School Quiz fundraiser event          |
| 50. 24/06/2019 | 51. Council meeting  |
| 52. 02/07/2019 | 53. CEO Performance Committee meeting                      |
| 54. 04/07/2019 | 55. Meeting with Richard Altman                            |
| 56. 22/07/2019 | 57. Council meeting  |
| 58. 29/07/2019 | 59. Briefing   |
| 60. 30/07/2019 | 61. CEO Performance Committee meeting                      |

|     |            |     |  |
|-----|------------|-----|--|
| 62. | 30/07/2019 | 63. | Clarence Park Community Centre LATM resident drop in |
| 64. | 01/08/2019 | 65. | King William Road with Mayor Hewitson & Cr. Sheehan  |
| 66. | 01/08/2019 | 67. | Annual staff event CoU                               |
| 68. | 02/08/2019 | 69. | SALA exhibition at Living Choice Fullarton           |
| 70. | 02/08/2019 | 71. | Hughes gallery, SALA exhibition opening              |
| 72. | 05/08/2019 | 73. | Briefing Tour Down Under                             |
| 74. | 08/08/2019 | 75. | CEO meeting  |
| 76. | 12/08/2019 | 77. | Briefing   |
| 78. | 21/08/2019 | 79. | 125 year anniversary suffrage event                  |
| 80. | 26/08/2019 | 81. | Council meeting                                      |
| 82. | 28/08/2019 | 83. | Unley Gourmet Gala working group meeting             |
| 84. | 30/08/2019 | 85. | Opening of Adelaide Obstetrics & Fertility           |
| 86. | 02/09/2019 | 87. | Mayor meeting  |
| 88. | 02/09/2019 | 89. | Briefing, traffic                                    |
| 90. | 06/09/2019 | 91. | Royal Show Governor's lunch                          |
| 92. | 09/09/2019 | 93. | Briefing, 5 year cultural plan                       |
| 94. | 13/09/2019 | 95. | KESAB tour   |

## REPORTS OF MEMBERS

**REPORT TITLE:** REPORT FROM COUNCILLOR PALMER

**Functions attended** (from 20 August up to the time of writing this report)

| <b>Date</b>  | <b>Function/Event Description</b>  |
|--------------|--|
| 21 August    | Local Government Reform Session at LGA House   |
| 22 August    | SA Prayer Breakfast  |
|              | Clarence Park Ward Briefing  |
| 24 August    | Goodwood Saints v PAC Old Collegians Patron Saints Day                                   |
| 25 August    | Goodwood Road SALA Party   |
| 26 August    | Sesquicentenary Working Group  |
|              | Council Meeting  |
| 27 August    | Met with management of Goodwood Saints Tennis Club re use of Page Park                   |
| 28 August    | Clarence Park Community Centre Board of Management Meeting                               |
| 2 September  | EM Briefing  |
| 3 September  | Productivity Commission's Inquiry into Local Government consultation session at LG House |
| 5 September  | State Planning Commission EM briefing  |
| 9 September  | EM Briefing  |
| 13 September | KESAB Tour   |

In addition, I had many meetings with rate payers with various concerns and met with some elected members, one on one.



**REPORTS OF MEMBERS**

**REPORT TITLE:** REPORT FROM COUNCILLOR MONICA BRONIECKI

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**Functions attended** (up to the time of writing this report)

| <b>Date</b> | <b>Function/Event Description</b>  |
|-------------|--|
| 20/08/2019  | Unley Bicycle User Group committee meeting                                     |
| 30/08/2019  | Unley Park Baptist Church meeting re enovation and community consultation      |
| 2/09/2019   | Elected Member briefing  |
| 3/09/2019   | FOCUS meeting re climate change  |
| 4/09/2019   | Elected Member Briefing  |
| 7/09/2019   | Unley Bicycle User Group bike ride to Ridge Park led by Mayor Michael Hewitson |
| 9/09/2019   | Elected Member Briefing  |
| 10/09/2019  | Friends of the Unley Museum meeting  |
| 13/09/2019  | KESAB Bus Tour   |



**REPORTS OF MEMBERS****REPORT TITLE:** REPORT FROM COUNCILLOR M RABBITT**Functions attended – 27 August to 16 September**

| <b>Date</b> | <b>Function/Event Description</b>   |
|-------------|---|
| 27 Aug      | Meeting with Cr Broniecki on King William Road re progress of works and to discuss Ward issues  |
| 29 Aug      | Centennial Park Board Meeting   |
| 30 Aug      | Meeting with Pastor Jason Hoet, Cr Broniecki and Admin staff re use of church facilities  |
| 30 Aug      | Quarterly meeting with Mayor Hewitson and Cr Broniecki  |
| 1 Sep       | Farmers' Market at Orphanage Park - well attended & good social interaction between residents. Local residents attended who do not usually go to the market at Wayville   |
| 2 Sep       | Viewed installation of Echo Artwork and checked on progress of Mini Ninja Playground  |
| 3 Sep       | FOCUS Meeting – Impact of Climate Change on cities such as Unley  |
| 4 Sep       | Quarterly Ward Briefing with Cr Broniecki and Admin staff   |
| 8 Sep       | Farmers' Market at Orphanage Park – well attended again, prior to rain  |
| 12 Sep      | State Planning Commission Briefing covering <ul style="list-style-type: none"> <li>- Renewable Energy Policies</li> <li>- People &amp; Neighbourhoods</li> <li>- Residential Infill</li> <li>- Water Sensitive Urban Design</li> <li>- Retail Aspects</li> <li>- Industrial Land Supply</li> <li>- Draft Planning &amp; Design Code Consultation Programme with Councils</li> </ul> |
| 13 Sep      | 'Beyond the Kerb' – tour of waste management/recycling facilities with other Elected Members – most worthwhile for Members and residents  |
| 16 Sep      | Meeting with Mayor, CEO, Cr Broniecki & Jennifer Bonham re Walking & Cycling Plan   |



**REPORTS OF MEMBERS**

**REPORT TITLE:** REPORT FROM COUNCILLOR RUSSO

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**Functions attended** (up to the time of writing this report)

| <b>Date</b>  | <b>Function/Event Description</b>   |
|--------------|---|
| 20 Aug 2019  | Meeting with author Denise George (125 <sup>th</sup> Anniversary Library Event) |
| 21 Aug 2019  | Attended 125 <sup>th</sup> Anniversary of Women’s Suffrage Panel Event          |
| 21 Aug 2019  | Meeting with Management re Cremorne Plaza                                       |
| 26 Aug 2019  | Elected Member Council Meeting  |
| 27 Aug 2019  | Meeting with KWR Upgrade with Management and Traders                            |
| 29 Aug 2019  | Centennial Park Board of Management Meeting                                     |
| 30 Aug 2019  | Attended Opening of Adelaide Obstetrics & Fertility Clinic                      |
| 2 Sept 2019  | Elected Member Briefing – LATM plan and Long Term Debtors                       |
| 6 Sept 2019  | Attended 2019 Royal Adelaide Show Official Luncheon                             |
| 9 Sept 2019  | Elected Member Briefing – 5 Year Culture Plan                                   |
| 10 Sept 2019 | Meeting with KWR Upgrade with Management and Traders                            |
| 12 Sept 2019 | Unley Ward Briefing with Management and Cr Sue Dewing                           |

## CORRESPONDENCE

|                         |   |
|-------------------------|---|
| <b>REPORT TITLE:</b>    | CORRESPONDENCE  |
| <b>ITEM NUMBER:</b>     | 6.4   |
| <b>DATE OF MEETING:</b> | 23 SEPTEMBER 2019   |
| <b>ATTACHMENTS:</b>     | <ol style="list-style-type: none"><li>1. DEVELOPMENT AND ENVIRONMENTAL CONCERNS</li><li>2. RESPONSE - DEVELOPMENT AND ENVIRONMENTAL CONCERNS</li><li>3. SA LOCAL GOVERNMENT GRANTS COMMISSION'S ROADS TO RECOVERY PROGRAM FOR 2019-2020</li><li>4. SA LOCAL GOVERNMENT GRANTS COMMISSION'S COMMONWEALTH FINANCIAL ASSISTANCE GRANTS FOR 2019-2020 AND SUPPLEMENTARY LOCAL ROAD FUNDING FOR 2019-2020 AND 2020-2021</li><li>5. RESPONSE - ROADS TO RECOVERY PROGRAM</li><li>6. RESPONSE - FINANCIAL ASSISTANCE GRANTS AND SUPPLEMENTARY LOCAL ROAD FUNDING</li><li>7. SMALL BUSINESS FRIENDLY COUNCIL INITIATIVE</li></ol> |

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The correspondence from:

- Willow Sellar – re. Development and Environmental Concerns
- Mayor Hewitson – re. Development and Environmental Concerns
- Minister Stephan Knoll – re. SA Local Government Grants Commission's Roads to Recovery Program for 2019-2020
- Minister Stephan Knoll – re. SA Local Government Grants Commission's Commonwealth Financial Assistance Grants for 2019-2020 and Supplementary Local Road Funding for 2019-2020 and 2020-2021
- Mayor Hewitson – re. response to Minister Knoll for Roads to Recovery Program
- Mayor Hewitson – re. response to Minister Knoll for Financial Assistance Grants and Supplementary Local Road Funding
- John Chapman, Small Business Commissioner – re. Small Business Friendly Council Initiative

be noted.

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(5)

# Dear Unley Council

CITY OF UNLEY  
 26 AUG 2019  
 REF:

I am writing this letter to you to tell you something, my brother, sister and I are finding more and more areas are getting built-up with more and more houses/buildings I want this to stop we are wrecking the environment, making animals become extinct.

A few Million trees  
 12 Mag Sunday  
 2019



Let my voice be heard

Believe in Freedom!

Let me tell you a story, when I was younger my brother and I went to glenside to play now glenside has changed most of it has been built on.

Right now they are building houses and more houses and these are less natural places to play.

make woods and forests and Jungles appear



## Make nature come back.

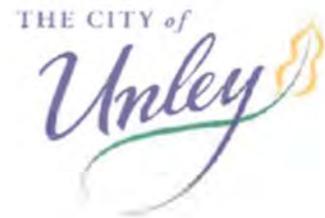
## Let us have FREEDOM!

Willow Sellar  
 5 Tennant St Fullarton

Unky Council

JK

MAYOR'S OFFICE



30 August 2019

Willow Sellar  
5 Tennant St  
Fullarton SA 5063

Dear Willow

I was delighted to receive your well-written and colourful letter with your comments about how parks and nature areas are becoming more built-up and developed.

We are trying to increase the tree canopy cover in the City of Unley so it doesn't get destroyed by building developments but, I sincerely agree with you that we still need to try and provide more green space in Unley.

Council is currently running the following two Pilot Programs:

**Living Streets** - a new approach to bring back our local streets by creating more innovative open recreational space in non-traditional places and encouraging spaces for people to play and exercise into their daily routines. Concept designs have been endorsed for Maud Street, Unley; Norman Terrace, Forestville and Richards Terrace, Goodwood. More information can be found at <https://yoursay.unley.sa.gov.au/living-streets>

**Pocket Parks** – working with residents and businesses to create safer, greener pocket parks to define a safe, connected and pleasant street network that can enhance accessibility and lifestyle within the City of Unley. Community feedback is currently being sought for local support to transform existing road closures into pocket parks at five locations along Duthy Street. Following feedback from consultation, Council will then work with interested residents to develop design solutions for implementation of a pocket park. More information can be found at <https://www.unley.sa.gov.au/unley-news/june-2019/pocket-parks-pilot-program>

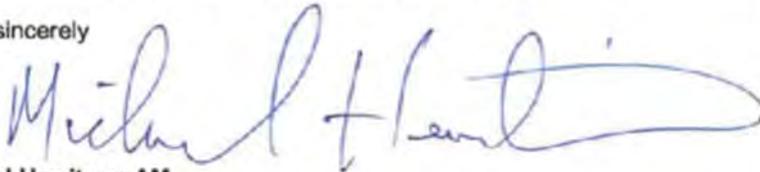
We hope to see the first examples of new green spaces being constructed in 2019/20.

Please check with your mum and dad if they would give their permission for your letter to be included as a Correspondence Item at the next Council Meeting on Monday 23 September. Also, please check with them if they are happy to provide an email address, so that I can send to you all copies of two of my newsletters, which have articles about planting more trees in the City of Unley.

If they are happy to do so, please contact my Executive Assistant, Pat Kriel on 8372 5437 or [pkriel@unley.sa.gov.au](mailto:pkriel@unley.sa.gov.au)

In the meantime, I will pass on your suggestions and ideas to the Ward Councillors for Fullarton and to the staff to consider in their future planning and design.

Yours sincerely



**Michael Hewitson AM**  
Mayor

CITY of VILLAGES

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19MLG0231

COPY



Government of South Australia

The Hon Stephan Knoll MP  
Member for Schubert

Mayor Michael Hewitson  
The Corporation of the City of Unley  
PO Box 1  
UNLEY SA 5061

Dear Mayor Hewitson

I am pleased to advise that the South Australian Local Government Grants Commission's (the Commission's) recommendations for the distribution of the special projects component of the Roads to Recovery Program to Councils for 2019-2020 have recently been approved by the Hon Mark Coullton MP, Federal Minister for Regional Services, Decentralisation and Local Government on 12 August 2019.

The recommendations were made to the Commission on the advice of the Local Government Transport Advisory Panel.

Unlike the Financial Assistance Grants, these grants are tied. They are made available under the *National Land Transport Act 2014* (the Act) and the terms and conditions that apply to other monies provided directly to you under the Act also apply to these grants.

The allocation to your Council for the 2019-2020 year is \$2,500,000 for work on the following project;

- King William Road, Unley

The grants are tied for the specific project mentioned above. The Federal Government's intention is for the funding to be available as soon as required. Funding will be provided following successful completion of the works program in accordance with the Act. Monies will be deposited into your account with the Local Government Finance Authority.

The Federal Government has requested that the Commission process all reports on behalf of Councils. The Commission has agreed to be responsible for this task in order to ensure that there are no delays in providing funding to Councils.

Minister for Transport, Infrastructure and Local Government  
Minister for Planning  
Powers &amp;amp;amp;amp; Adelaide SA 5000 | Tel: 8420 8420 | Fax: 8420 8420 | Email: minister@mg.gov.au



In order to comply with the Act, the grant is conditional on the Council providing the Commission with quarterly reports and an annual report in a format that is consistent with those provided to the Federal Government for other monies received directly by Councils under the Roads to Recovery Program and providing evidence of having met the signage requirements, as set out in the funding conditions.

Quarterly and annual reports can be sent to:

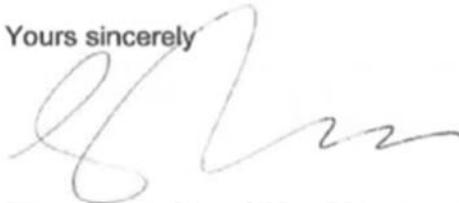
Mr Peter Ilee  
Executive Officer  
Local Government Grants Commission  
GPO Box 2329  
ADELAIDE SA 5001

or by email to:

[grants.commission@sa.gov.au](mailto:grants.commission@sa.gov.au)

It would be appreciated if you could forward a copy of this letter to the relevant Council officers. Should you have any queries, please contact Mr Ilee on telephone 7109 7148 or via email at [grants.commission@sa.gov.au](mailto:grants.commission@sa.gov.au)

Yours sincerely



**HON STEPHAN KNOLL MP**  
**MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**  
**MINISTER FOR PLANNING**

2018 12019

Cc Mr Peter Tsokas, Chief Executive Officer

19MLG0231



Government of South Australia

The Hon Stephen Kuehl MP  
Member for Schliebiel

Mayor Michael Hewitson  
The Corporation of the City of Unley  
PO Box 1  
UNLEY SA 5061

Dear Mayor *Michael* Hewitson

I am pleased to advise that the South Australian Local Government Grants Commission's (the Commission's) recommendations for the distribution of the Commonwealth Financial Assistance Grants for 2019-2020 and Supplementary Local Road Funding for 2019-2020 and 2020-2021 to Councils were approved by the Hon Mark Coulton MP, Federal Minister for Regional Services, Decentralisation and Local Government on 12 August 2019.

Financial Assistance Grants across Australia will provide an estimated \$2.54 billion for 2019-2020, an increase of 4.05 percent over 2018-2019. For South Australia, the total allocation is \$164.5 million, an increase of 3.1 percent.

South Australia's allocation includes General Purpose Grants of \$121,611,213, an increase of 2.81 percent from 2018-2019 and Identified Local Road Grants of \$42,847,209, an increase of 4.05 percent from 2018-2019. The identified Local Road component includes formulae based funding of \$36,420,209 and \$6,427,000 for the Special Local Roads Program.

Minister Coulton has also advised that there was an overpayment of \$774,327 in the 2018-2019 grants. This amount will be deducted from the cash grants received by councils during 2019-2020 in proportion to your approved 2018-2019 distributions.

As has been the case in recent years, approximately half of the 2019-2020 Financial Assistance Grants were brought forward and paid in June 2019. South Australia received a total of \$82.65 million, which included \$61.11 million in General Purpose Grants and \$21.54 million in Identified Local Road Grants.

Unley Council has received a total of \$639,307, comprising \$406,518 in General Purpose Grants and \$232,789 in Identified Local Road funding.

Minister for Transport, Infrastructure and Local Government  
Minister for Planning



The brought forward payment was distributed on the basis of the approved recommendations for 2018-2019 to give councils immediate access to funds to commence new projects and to benefit from the interest on additional cash in the bank.

It is also pleasing that the Federal Government renewed the Agreement to provide the Supplementary Local Road funding for 2019-2020 and 2020-2021. Funding of \$40 million for the two years was paid as a Brought Forward Payment in June 2019. Formulae funding of 85 percent or \$34 million was distributed directly to councils on the basis of the approved Identified Local Road Grants for 2018-2019 and the remaining 15 percent or \$6 million will be distributed in 2019-2020 and 2020-2021 as part of the Special Local Roads Program.

Unley Council has received a total of \$375,580 in Supplementary Local Road Funding for 2019-2020 and 2020-2021.

In summary, the total allocation to the Unley Council for the 2019-2020 financial year consists of:

**Estimated Financial Assistance Grants for 2019-2020**

|   |                     |
|---|---------------------|
| General Purpose Grant (GPG)   | \$ 822,436          |
| Roads (Formulae Funding - ILRG)   | \$ 400,873          |
| Roads (Special Local Roads Program - ILRG)                              | \$                  |
| *   |                     |
| <b>Total Estimated Grant for 2019-2020</b>                              | <b>\$ 1,223,309</b> |
| Less Adjustment for 2018-2019 overpayment (GPG)                         | \$ -3,037           |
| Less Adjustment for 2018-2019 overpayment (ILRG)                        | \$ -3,614           |
| Less Brought Forward Payment Paid in June 2019 (GPG)                    | \$ 406,518          |
| Less Brought Forward Payment Paid in June 2019 (ILRG)                   | \$ 232,789          |
| <b>Remaining 2019-2020 Cash Payable</b> (rounded to the nearest dollar) | <b>\$ 577,351</b>   |

|   |            |
|---|------------|
| <b>2019-20 &amp; 2020-21 Supplementary Local Road Funding (Paid in June 2019)</b> |            |
| Supplementary Local Road Funding (Formulae Funding)                               | \$ 375,580 |

|   |                   |
|---|-------------------|
| <b>2019-20 Supplementary Local Road Funding (Paid in August 2019)</b> |                   |
| Supplementary Local Road Funding (Special Local Roads)                | \$                |
| **  |                   |
| <b>Total Supplementary Local Road Funding</b>                         | <b>\$ 375,580</b> |

\* Monies provided under the Special Local Roads Program (Financial Assistance Grants) have been allocated for work on the following project: .

\*\* Monies provided under the Special Local Roads Program (Supplementary Local Road Funding) for 2019-2020 was allocated in August 2019, for work on the following project:

The General Purpose Grants and the Identified Local Road Grants are determined using different assessment methods.

To calculate the general purpose grants, both the capacity of councils to raise revenue and their expenditure needs relative to the average or standard council are assessed. Greater funding is directed to councils with less capacity to raise revenue from rates (i.e., those councils with lower than average property values) or where services cost more to provide for reasons outside the council's control (i.e., those councils with higher than average expenditure needs).

The identified local road grants are distributed based on the basis of road length and population, and in rural councils, the area of the council.

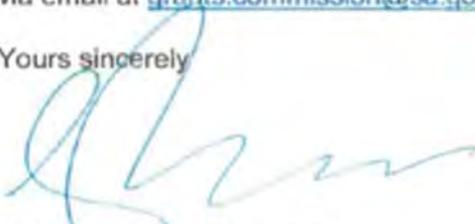
The Commission, consisting of Chair Bruce Green and Commissioner Dave Burgess, has not made any changes to the distribution methodology for 2019-2020.

The Financial Assistance Grants are untied and the remaining funding for 2019-2020 will be paid in four quarterly instalments, with the first instalment paid in August 2019. Further instalments will be paid in November 2019 and February and May 2020.

It would be appreciated if you could forward this information to the relevant Council officers.

Should you have any queries regarding your Council's grant, please contact Mr Peter Ilee, the Commission's Executive Officer, on telephone 7109 7148 or via email at [grants.commission@sa.gov.au](mailto:grants.commission@sa.gov.au)

Yours sincerely



**HON STEPHAN KNOLL MP**  
**MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**  
**MINISTER FOR PLANNING**

30/8 /2019

Cc Mr Peter Tsokas, Chief Executive Officer



MAYOR'S OFFICE



10 September 2019

Hon Stephan Knoll MP  
Minister for Planning  
GPO Box 1533  
ADELAIDE SA 5083

Dear Minister Knoll

Thank you for your letter dated 30 August 2019 regarding the approval of the recommendations for the distribution of the special projects component of the Roads to Recovery Program to Councils for 2019-2020.

We had been financially fully extended to undertake our King William Road redevelopment. We have paid half the replacement of SA mains ... updated services and are building a paved road to last, borrowing the money to do so.

The allocation to the City of Unley of \$2,500,000 for work on the King William Road redevelopment project is a great relief.

Thank you

**Michael Hewitson AM**  
Mayor

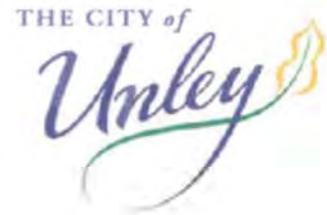
CITY of VILLAGES

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Website [www.unley.sa.gov.au](http://www.unley.sa.gov.au)



MAYOR'S OFFICE



10 September 2019

Hon Stephan Knoll MP  
Minister for Planning  
GPO Box 1533  
ADELAIDE SA 5083

Dear Minister ~~Knoll~~ *Stephan*

Thank you for your letter dated 30 August 2019 regarding the approval of the recommendations for the distribution of the Commonwealth Financial Assistance Grants for 2019-2020 and the Supplementary Local Road Funding for 2019-2020 and 2020-2021 to Councils.

The allocations to the City of Unley comprising \$406,518 in General Purpose Grants and \$232,789 in Identified Local Road funding is greatly appreciated.

Yours sincerely

**Michael Hewitson AM**  
Mayor

CITY of VILLAGES

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Website [www.unley.sa.gov.au](http://www.unley.sa.gov.au)



SBC201905638



**Small Business  
Commissioner**  
SOUTH AUSTRALIA

Mr Peter Tsokas  
Chief Executive Officer  
City of Unley  
PO Box 1  
UNLEY SA 5061

T 08 8303 2026  
Toll Free 1800 072 722  
F 08 8303 0943  
E [sasbc@sa.gov.au](mailto:sasbc@sa.gov.au)  
GPO Box 1264,  
Adelaide SA 5001  
ABN 34 643 517 562  
[www.sasbc.sa.gov.au](http://www.sasbc.sa.gov.au)

Dear Mr Tsokas

A handwritten signature in black ink, appearing to be "Peter".

**Small Business Friendly Council Initiative**

Thank you for providing the City of Unley's progress report for the period from 1 December 2018 to 31 May 2019.

I am delighted to hear about the broad range of initiatives and activities that the City of Unley has undertaken during this reporting period to assist in making the local community more small business friendly.

Of particular note is the way in which the City of Unley has managed the upgrade to King William Road during this reporting period. It is encouraging to see the level of engagement which council has undertaken with traders affected by the upgrade, as well as continued engagement with my office.

I take this opportunity to thank the City of Unley for its commitment to the SBFC Initiative, and I look forward to working with you over the next twelve months to support your small business community.

Yours sincerely

A handwritten signature in black ink, appearing to be "John Chapman".

John Chapman  
Small Business Commissioner

Handwritten initials in black ink, possibly "JC".  
September 2019

INFORM | MEDiate | ADVOCATE

