

COUNCIL AGENDA

Council Meeting

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

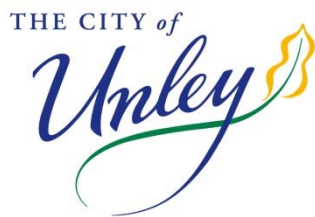
Monday

30 July 2018

7.00pm

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

Peter Tsokas
Chief Executive Officer



OUR VISION 2033

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

COUNCIL IS COMMITTED TO

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

ACKNOWLEDGEMENT

We would like to Acknowledge that the land 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.

WELCOME

ORDER OF BUSINESS

ITEM NO

PAGE NO

APOLOGIES

- Nil

LEAVE OF ABSENCE

- Nil

1236 CONFLICT OF INTEREST

Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda and, if so, a Conflict of Interest Disclosure Form is to be submitted for each Item

1237 MINUTES

Minutes of the Council meeting held on
23 July 2018

Minutes issued separately

1238 DEPUTATIONS

- Nil

1239 REPORTS OF COMMITTEES

- Strategic Property Committee 24 July 2018 5-12

REPORTS OF OFFICERS

1240 Local Area Traffic Management Study Zone 2 (Parkside) 13-58

1241 Local Government (Rate Oversight) Amendment Bill 2018 59-75

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

1242 • Councillor Salaman – Stay of Works on the Mitchell Street/Weller Street Intersection Bicycle Boulevard 76-80

1243 • Councillor Salaman – Local Government (Rate Oversight) Bill 2018 – Letter to the Minister 81-82

ITEM NO**PAGE NO****1244 MOTIONS WITHOUT NOTICE**

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

1245 QUESTIONS WITHOUT NOTICE

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

CONFIDENTIAL ITEMS

1246	Confidentiality Motion for Item 1247 – Quarterly Report – Centennial Park Cemetery Authority	83
1247	Quarterly Report – Centennial Park Cemetery Authority	84-89
1248	Confidentiality Motion to Remain in Confidence Item 1247 – Quarterly Report – Centennial Park Cemetery Authority	90
1249	Confidentiality Motion for Item 1250 – Confidential Strategic Property Committee Minutes	91
1250	Confidential Strategic Property Committee Minutes	92
1251	Confidentiality Motion for Item 1252 – CEO 2017/18 Performance	93
1252	CEO 2017/18 Performance – <i>provided under separate cover to the Elected Members</i>	
1253	Confidentiality Motion to Remain in Confidence Item 1252 – CEO 2017/18 Performance	94

NEXT MEETING

Monday 27 August 2018 – 7.00pm

REPORT OF COMMITTEE

TITLE: MINUTES OF STRATEGIC PROPERTY COMMITTEE
ITEM NUMBER: 1239
DATE OF MEETING: 30 JULY 2018
ATTACHMENTS: 1. MINUTES OF THE STRATEGIC PROPERTY COMMITTEE 24 JULY 2018

1. **EXECUTIVE SUMMARY**

The minutes and recommendations of the Strategic Property Committee meeting held on 24 July 2018 are presented for Council's consideration.

2. **RECOMMENDATION**

That:

1. The minutes of the Strategic Property Committee meeting held on 24 July 2018, be received and the following recommendations contained therein be adopted by Council.

a. Item 57 – CIVIC CENTRE REDEVELOPMENT

1. The report be received.
2. In lieu of the acquisition of property for civic purposes, the matter of redevelopment of the Civic Centre warrants consideration by Council to ensure the facility is appropriately developed for future operational and community needs, with a report to be prepared for Council investigating requirements and costs for:
 - Provision of a main entrance to the Civic Centre off of Oxford Terrace;
 - Addition of one floor over the existing Civic area;
 - Underground car parking within the civic precinct; and
 - Filling in the space between the Civic Centre and Library/Town Hall.
3. That any funding for investigation of redevelopment of the Civic Centre will need to be considered as part of a future budget review process.

b. Item 60 – CONFIDENTIALITY MOTION TO REMAIN IN CONFIDENCE ITEM 59 – PROPERTY ACQUISITION OPPORTUNITY

- 1.1 Pursuant to Section 91(7) of the Local Government Act 1999 the following elements of Item 59 – Property Acquisition Opportunity, considered at the Strategic Property Committee Meeting on 24 July 2018:

☒ Minutes

☒ Report

remain confidential until 27 March 2020, and not available for public inspection until the cessation of that period.

- 1.2 Pursuant to Section 91(9)(c) of the *Local Government Act 1999*, the power to revoke the order under Section 91(7) prior to any review or as a result of any review is delegated to the Chief Executive Officer.
-

STRATEGIC PROPERTY COMMITTEE

Minutes of Meeting

**Held Wednesday 24 July 2018 commencing at 6.00pm
First Floor meeting room
181 Unley Road Unley**

MEMBERS PRESENT:

Councillor Don Palmer – Presiding Member
Mayor Peter Hughes – ex Officio
Councillor Luke Smolucha
Councillor Anthony Lapidge
Councillor Rufus Salaman (6.06pm)
Councillor Michael Rabbitt

OFFICERS PRESENT:

Mr P Tsokas, Chief Executive Officer
Mr D Litchfield, Director of Strategic Projects
Ms E Morgan, Executive Assistant City Development
Ms T Norman, Executive Manager Office of the CEO

The meeting opened at 6.00pm.

ACKNOWLEDGMENT:

The Presiding Member welcomed Members to the meeting and opened the meeting with the Acknowledgement.

APOLOGIES:

Nil

OBSERVERS:

Councillor Mike Hudson

CONFIRMATION OF MINUTES

MOVED: Councillor Rabbitt

SECONDED: Councillor Lapidge

That the Minutes of the Strategic Property Committee meeting held on Wednesday, 10 April 2018 as printed and circulated be taken as read and signed as a correct record.

CARRIED UNANIMOUSLY

DEPUTATIONS

Nil

PRESENTATION

Nil

ITEM 56

CONFLICT OF INTEREST

Nil

ITEM 57

CIVIC COMPLEX REDEVELOPMENT

SUSPENSION OF MEETING PROCEDURES

The Presiding Member advised the Committee he thought the meeting would benefit from a short term suspension of meeting procedures, for up to 10 minutes to discuss the item. This was agreed with a two thirds majority. Meeting procedures were suspended at 6.02pm.

At 6.12pm the Presiding Member proposed a further suspension of meeting procedures for up to 10 minutes to allow continuation of the presentation. This was supported by two thirds majority and meeting procedures were suspended at 6.12pm.

At 6.23pm the Presiding Member proposed a further suspension of meeting procedures for up to 10 minutes to allow continuation of the presentation. This was supported by two thirds majority and meeting procedures were suspended at 6.23pm.

Formal meeting procedures resumed at 6.40pm.

MOVED: Councillor Smolucha
SECONDED: Councillor Lapidge

That:

1. The report be received.
2. In lieu of the acquisition of property for civic purposes, the matter of redevelopment of the Civic Centre warrants consideration by Council to ensure the facility is appropriately developed for future operational and community needs, with a report to be prepared for Council investigating requirements and costs for:
 - Provision of a main entrance to the Civic Centre off of Oxford Terrace;
 - Addition of one floor over the existing Civic area;
 - Underground car parking within the civic precinct; and
 - Filling in the space between the Civic Centre and Library/Town Hall.
3. That any funding for investigation of redevelopment of the Civic Centre will need to be considered as part of a future budget review process.

CARRIED UNANIMOUSLY

ITEM 58

CONFIDENTIALITY MOTION FOR ITEM 59 – PROPERTY ACQUISITION OPPORTUNITY

MOVED: Councillor Rabbitt

SECONDED: Councillor Lapidge

That:

1. Pursuant to Section 90(2) and (3)(b)(i) and (ii) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to information the disclosure of which:

- Could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and
- Would, on balance, be contrary to the public interest.

2. In weighing up the factors related to disclosure:

- disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations; and
- non-disclosure of this item at this time will enable Council to make an informed decision regarding a potential property acquisition without compromising Council's commercial position.

On that basis, the public's interest is best served by not disclosing Item 59 – Property Acquisition Opportunity and discussion at this point in time.

3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public be excluded, with the exception of staff of the City of Unley on duty in attendance.

CARRIED UNANIMOUSLY

The meeting moved into confidence at 6.45pm.

CONFIDENTIAL

ITEM 59 PROPERTY ACQUISITION OPPORTUNITY

Confidential – removed from the public minutes – page 5

ITEM 60
CONFIDENTIALITY MOTION TO REMAIN IN CONFIDENCE ITEM 59 –
PROPERTY ACQUISITION OPPORTUNITY

MOVED: Councillor Lapidge
SECONDED: Councillor Salaman

That:

- 1.1 Pursuant to Section 91(7) of the Local Government Act 1999 the following elements of Item 59 – Property Acquisition Opportunity, considered at the Strategic Property Committee Meeting on 24 July 2018:

- ☒ Minutes
- ☒ Report

remain confidential until 27 March 2020, and not available for public inspection until the cessation of that period.

- 1.2 Pursuant to Section 91(9)(c) of the *Local Government Act 1999*, the power to revoke the order under Section 91(7) prior to any review or as a result of any review is delegated to the Chief Executive Officer.

CARRIED UNANIMOUSLY

NEXT MEETING

To be advised

CLOSURE

The Presiding Member closed the meeting at 7.00pm.

.....
PRESIDING MEMBER
.....

DECISION REPORT

REPORT TITLE: LOCAL AREA TRAFFIC MANAGEMENT STUDY
ZONE 2 (PARKSIDE)

ITEM NUMBER: 1240

DATE OF MEETING: 30 JULY 2018

AUTHOR: SATYEN GANDHI

JOB TITLE: TRANSPORT AND TRAFFIC LEAD

1. **EXECUTIVE SUMMARY**

As a result of traffic studies and community consultation within the Parkside area, a Local Area Traffic Management (LATM) plan has been developed for Zone 2 (Parkside). Zone 2 is defined as the area encompassed within Greenhill Road, Glen Osmond Road, Fullarton Road, Wattle Street and Unley Road.

The LATM Plan Zone 2 (Parkside) is now presented for adoption, and implementation.

2. **RECOMMENDATION**

That:

1. The report be received.
 2. Council adopt the *Local Area Traffic Management Plan Zone 2 (Parkside)* as set out in Attachment 1 to this Report (Item 1240, Council Meeting 30/07/2018), and endorse the recommendation contained therewith.
 3. The Zone 2 (Parkside) Residents be advised of the outcomes of the Study, and the adoption and recommendations of the *Local Area Traffic Management Zone 2 (Parkside)*.
-

3. **RELEVANT CORE STRATEGIES/POLICIES**

3.1 Community Living

- Our City is connected and accessible.

4. **BACKGROUND**

A Local Area Traffic Management (LATM) study is a systematic 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 implemented by its officers.

The process engages with the community to identify local issues and determine 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 often the improvements are interdependent and most effective when applied together.

Council has been progressively completing a series of LATM studies across the City of Unley. The first LATM studies (Wayville; Goodwood; and Unley areas) were undertaken in the 2016/17 financial year, and the recommendations for each of these areas are currently being implemented. The prioritisation and associated funding is in alignment with Council's LATM program.

In its Annual Business Plan for 2017/18, Council endorsed the commissioning of the LATM for Zone 2 (Parkside), being the area encompassed within Greenhill Road, Glen Osmond Road, Fullarton Road, Wattle Street and Unley Road.

Rather than using external consultants for the LATM Zone 2 (Parkside), the study was completed by Council's Traffic team and was based largely upon existing data and knowledge of the area, whilst taking into consideration previous community feedback.

The study focused on three (3) themes:

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

The recommended works outlined in the *Local Area Traffic Management Zone 2 (Parkside) (Attachment 1)* address the key traffic-related issues in a systematic manner, whilst minimising impacts on the local residents.

Community feedback has been generally supportive of the recommended projects however, as is the case with any form of traffic or parking intervention, some residents and businesses may be adversely impacted. Having said this, the overall result should be a positive change to traffic, parking and road safety issues.

Following adoption of the LATM Plan, the residents and businesses within Zone 2 (Parkside) will be advised of the recommendations, intended works and schedule.

Implementation of the LATM Plan will be in line with the 2018/2019 budget.

5. DISCUSSION

5.1 Methodology

Traditionally, Council has engaged traffic consultants to undertake LATM studies. After discussion amongst the executive team, the LATM Zone 2 (Parkside) study was undertaken 'in-house'. This has provided an opportunity for greater staff involvement and ownership of the investigations and findings.

The approach taken in the Zone 2 (Parkside) study was to 'build on' the historical knowledge of the issues of the area and to identify potential solutions. In particular, the process involved analysis of traffic data, crash history, traffic pattern changes, and inclusion of community correspondence received from the local residents over the last five years. All of these factors guided the community engagement process and the development of actions and recommendations. A detailed report that contains the study approach, findings, community feedback and outcomes, is included within the LATM Plan Zone 2 (Parkside).

Attachment 1

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

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

The issues specific to these themes, with the associated potential solutions, was provided to residents and businesses of the local area as part of the community engagement material. This approach resulted in a more informed community engagement process, as described in the table at item 5.3. The feedback was then analysed, together with the technical findings and site observations, and guided the final set of recommendations.

5.2 Community Engagement

Following analysis of the existing data, Council undertook a comprehensive engagement program with the local community. Community engagement was conducted during September and October 2017 via an online survey, a mail-out enclosing the survey, and promotion through the local newspaper and Council's website.

A total of 4,850 circulars were mailed out, with 304 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.

5.3 Key Issues/Actions

In response to the three (3) key themes affecting the study area, the recommendations include:

Key theme	Project/Initiative	Description of issue/s	Action
Parking	Parking initiatives (recommendations 15, 24, 25 in LATM technical report)	<p>Difficulty experienced by residents and business staff accessing parking, particularly north of Young Street.</p> <p>Properties (both resident and commercial) in the area frequently provide inadequate off-street parking, which results in high demand for on-street parking.</p> <p>Generally, business staff park in time-limit zones and move their vehicles partway through the day, which is inconvenient and unproductive for local businesses.</p> <p>Residents as well as their visitors, then experience difficulty accessing parking within a reasonable distance of their property.</p>	<p>There is sufficient capacity in the area to meet the needs of both groups; however, business parking should be more evenly distributed throughout the area. A combination of measures would be conducive to this, enabling a small number of business staff to legally park in each street, reducing any significant impact on any one street, and thus supporting resident parking needs.</p> <p>In line with the draft On-street Parking Policy, business staff would be able to purchase daily or weekly parking permits, creating opportunities for effective enforced on-road parking sensors and by implementing a consistent parking time limit in the area.</p>
Parking and Walking and Cycling	Porter Street parking changes (recommendations 20 and 21 in LATM technical report)	<p>Potential conflict between motorists and cyclists on Porter Street, particularly during peak times (full length from Maud Street to Greenhill Road).</p> <p>Feedback from the community suggests that motorists turning on to Porter Street from side streets experience difficulty seeing approaching cyclists due to parked cars. Parked cars also reduce the available road width for motorists and cyclists travelling along the street.</p>	<p>Improving sight lines and reducing parking congestion would reduce potential for conflict between motorists and cyclists, which supports the street's designation as a bicycle route.</p> <p>This will be achieved by restricting parking adjacent each side street to a point 10-14m, which involves marking the existing 10m No Stopping distance plus any additional distance without a loss of a parking space.</p> <p>Congestion and space for motorists/cyclists along the street can be achieved by strategically located No Stopping areas during peak times to support the dominant cyclist flow (i.e. northbound in AM, southbound in PM). A loss of parking will be experienced which may generate some opposition from residents.</p>

Key theme	Project/Initiative	Description of issue/s	Action
Walking and Cycling	Rugby/Porter Bikeway (Recommendations 13, 20, 21, 22, 23 in LATM technical report)	The Rugby/Porter Bikeway is a regional cycling route where cyclists and motorists share the road. Measures have been identified to improve efficiency and safety of the route, which is a continuation of work undertaken over the past three years.	Partially funded through a partnership with DPTI, projects already endorsed include an enhanced crossing point where Rugby Street meets Wattle Street, as well as improvements at the Oxford Terrace/Rugby Street intersection. The LATM supports these projects and identifies additional improvements where the route continues through Haslop Reserve adjacent Unley Primary School. This will focus on reducing potential conflict between school children and cyclists.
Walking and Cycling	Pedestrian crossing improvements (recommendations 1, 3, 4, 7, 8, 30 in LATM technical report)	Pedestrians often have difficulty crossing major roads due to high traffic volumes and vehicles changing speeds, lanes, or turning, which can complicate the decision-making task.	Several new pedestrian refuges or crossing upgrades are recommended, including: <ul style="list-style-type: none"> • Pedestrian refuge on Duthy Street near Edmund Avenue/ Fairford Street. • Build-outs or refuge to reduce crossing distance at Marion Street, Frederick Street, Edmund Avenue adjacent Unley Road (including landscaping opportunity). • Pedestrian refuge or actuated crossing on Fullarton Road adjacent Howard Florey Reserve. • Lengthening of refuge on George Street to improve bicycle storage (forming part of Glen Osmond Creek Path). Pedestrian refuge at the Wattle Street/Windsor Street intersection to support popular walking route and aged demographic.
Traffic Management and Road Safety	Parkside Primary School - Fund My Neighbourhood (Recommendations 17, 18, 19 in LATM technical report)	Difficulty crossing Young Street adjacent Parkside Primary School and a high traffic volume for a local area with two schools.	Funding has been provided through DPTI's Fund My Neighbourhood program to make improvements around Parkside Primary School. This will include a pedestrian crossing facility on Young Street adjacent the school, a crossing on Robsart Street adjacent the school, and improvements at the Castle Street/ Robsart Street intersection. The LATM supports the measures to create a more pedestrian friendly and lower speed environment, which is safer and supportive of walking and cycling to/from school.

Key theme	Project/Initiative	Description of issue/s	Action
Traffic Management and Road Safety	Safety upgrades – School crossings (Recommendations 14, 27, 29 in LATM technical report)	<p>Safety concerns have been identified at several locations, including:</p> <ul style="list-style-type: none"> The school crossing on Wattle Street near Sunrise Christian School, where motorists do not adequately reduce speed during peak school pick-up and drop-off times. Oxford Terrace adjacent St Spyridon School. <p>Wattle Street/ Cambridge Terrace intersection where there have been seven crashes involving cyclists in 2012-16.</p>	<p>An upgrade from an emu crossing to a koala (flashing light) crossing will occur at the Sunrise Christian School crossing on Wattle Street. This upgrade will enhance the visibility of the crossing for motorists and reduce traffic speeds, in turn improving safety.</p> <p>A pedestrian crossing facility will be installed on Oxford Terrace between Unley Road and Rugby Street. Considering the small scale of the school and potential demand for a pedestrian crossing throughout the day, this may be in the form of a pedestrian refuge or other crossing type that is beneficial throughout the day.</p> <p>Funding has been received through the Commonwealth Black Spot Program to upgrade the Cambridge Terrace/Wattle Street roundabout from a tangential to radial roundabout design. This type of roundabout has been shown to reduce speeds to approximately 30km/h and improves visibility and safety of cyclists.</p>
Traffic Management and Road Safety	Driveway entry links (recommendation 26 in LATM technical report)	<p>Rat-running occurs in the area in the AM peak period. Predominantly this consists of motorists entering the residential street network to avoid the Fullarton Road/Glen Osmond Road intersection in order to eventually exit on to Greenhill Road. This results in:</p> <ul style="list-style-type: none"> high traffic volumes and moderate speeds on Kenilworth Road, increased activity around Parkside Primary School, high traffic volumes on Stamford Street. 	<p>Driveway entry links on Oxenbould/Stamford/Jaffrey Street at the intersections with Young Street. These will have the appearance of a heavily landscaped road closure (approx. 30m in length), but will have a single narrow two-way 'driveway' through the area to maintain resident access.</p> <p>This will make the rat-run less desirable as it would have the appearance of a road closure, as well as increase the trip time for a rat-running motorist. This will have a positive effect on key streets such as Kenilworth Road and Stamford Street, as well as the area in general.</p>

For detailed descriptions of all 30 recommendations, please refer to pages 18-30 of the *LATM Plan Zone 2 (Parkside)*.

Attachment 1

6. **ANALYSIS OF OPTIONS**

Option 1 –

That:

1. The report be received.
2. Council adopt the *Local Area Traffic Management Plan Zone 2 (Parkside)* as set out in Attachment 1 to this Report (Item 1240, Council Meeting 30/07/2018), and endorse the recommendation contained therewith.
3. The Zone 2 (Parkside) Residents be advised of the outcomes of the Study, and the adoption and recommendations of the *Local Area Traffic Management Zone 2 (Parkside)*.

This option will enable Council staff to commence implementation of the priority recommendations of the study in the current financial year.

The recommended option allows the issues within Zone 2 (Parkside) to be addressed in a systematic manner whilst minimising impacts on the local residents. As has previously been observed with any traffic/parking interventions, there will be some residents and businesses negatively impacted as a consequence of actions and interventions taken, but overall the result will be positive changes to traffic, parking and road safety issues.

Option 2 – Provide an alternative option

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

- There is a budget provision of \$215,000 in the current financial year for implementation of the priority recommendations within the LATM Plan Zone 2 (Parkside) to be completed.

8.2. Legislative/Risk Management

- The recommendations and actions are to be implemented in accordance with the relevant Australian Standards. There are no foreseeable legislative or risk issues associated with the recommended option.

8.3. Staffing/Work Plans

- The LATM Plan Zone 2 (Parkside) will be scheduled for implementation within the 2018/19 projects.

8.4. Environmental/Social/Economic

- The LATM Plan Zone 2 (Parkside) 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 community engagement program has been undertaken with the local residents, property owners and businesses in the area.
- The details of the community engagement process and feedback are provided in the discussion section of this report and summarised in Attachment 1.
- The recommendations reflect solutions to the concerns raised by the local community and identified through technical expertise.
- There are recommendations (e.g. children crossing near Parkside Primary School) within the report which will be designed following a further community engagement.

9. REPORT CONSULTATION

Nil

10. ATTACHMENTS

- Attachment 1 – draft *Local Area Management Plan Zone 2 (Parkside)*

11. REPORT AUTHORISERS

<u>Name</u>	<u>Title</u>
Peter Tsokas	CEO
John Devine	GM City Development

LOCAL AREA TRAFFIC MANAGEMENT PLAN - ZONE 2 - PARKSIDE



CONTENTS

1. INTRODUCTION	3
1.1 LATM Prioritisation Study	3
1.2 Strategic overview	4
1.3 Purpose of a LATM Study	4
2. METHODOLOGY	5
3. CONTEXT	6
4. TRAFFIC DATA	7
4.1 Warrants	7
4.2 Speed + Volume	9
4.3 Crash Data	11
4.4 Origin + Destination	12
4.5 Parking Data	13
5. COMMUNITY ENGAGEMENT	14
6. RECOMMENDATIONS	18
7. APPENDICES	30

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, Glen Osmond Road, Fullarton Road, Wattle Street and Unley Road.

The study has been undertaken by Council's Transport and Traffic team, and is based largely on existing data and knowledge of the area from previous feedback from the community, generally focussing on three themes:

- Parking
- Walking and Cycling
- Traffic Management and Safety

Following the analysis of data, Council undertook a comprehensive engagement program with the local community. It was evident during the community engagement process that local residents and businesses are generally supportive of solutions to the identified issues.

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 positive change to traffic, parking and road safety issues.

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', a LATM Prioritisation Study was undertaken, where the City of Unley was divided into 36 precincts that are bounded by natural traffic boundaries (e.g. tram/train lines, arterial/collector roads). These 36 precincts were combined into six LATM study areas, 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 2, which was considered the second highest priority of the six areas.

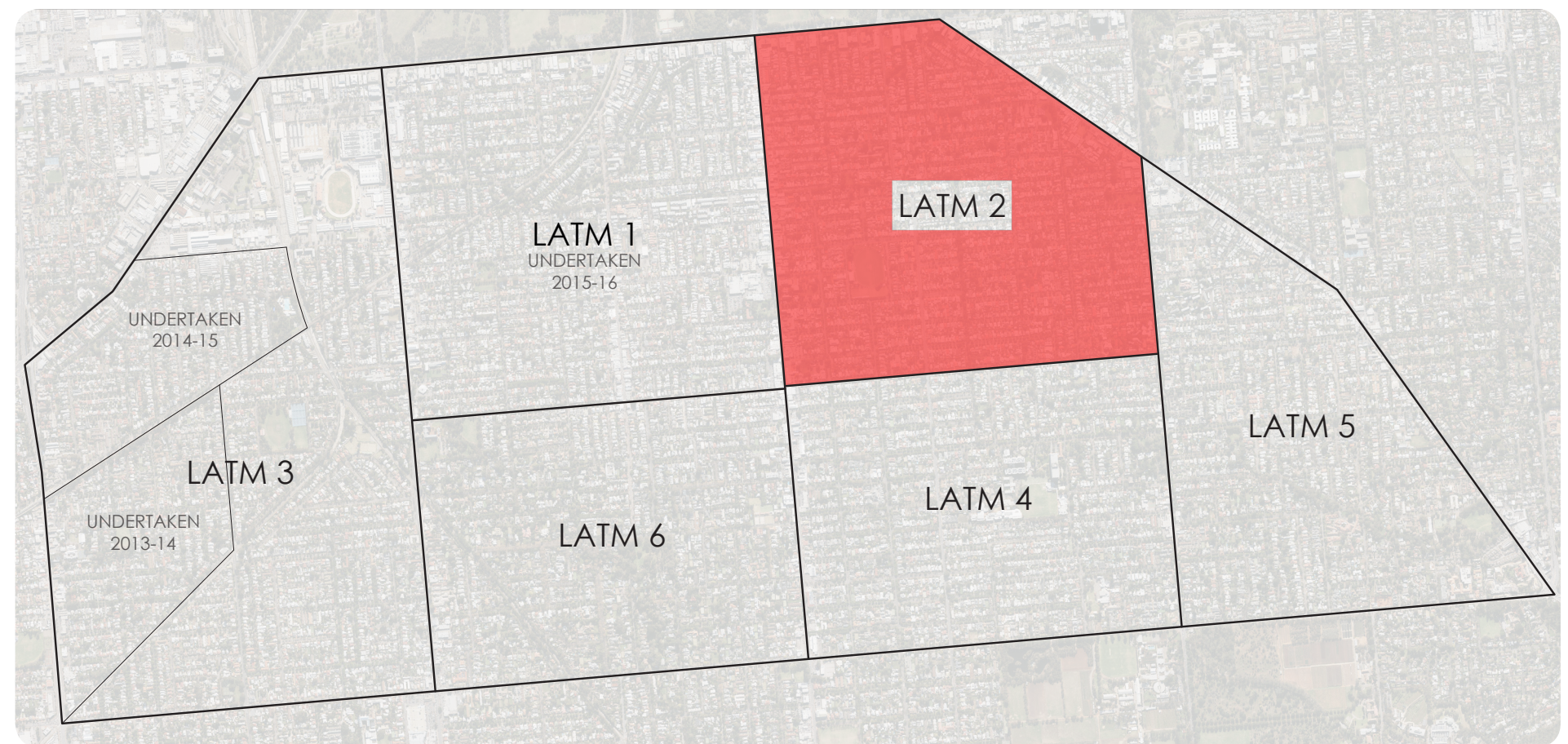


Figure 1.1 Local Area Traffic Management Study Areas, City of Unley

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 these strategies:

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 achieve acceptable levels of traffic volume and speed, and improve the general amenity of the area. This can create safer and more pleasant streets.

These objectives are primarily achieved through influencing driver behaviour, either through physical influence on 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, and also community perceptions regarding traffic issues.

Tools available include the use of physical devices, streetscaping treatments and other measures such as parking controls and regulatory signs.

The need for LATM arises from:

- An intent to reduce traffic-related problems,
- orderly traffic planning and management (i.e. to align with a desired road hierarchy),
- 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 pedestrian and bicycle plans and other policies/strategies.

Traffic problems include:

- 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.

Management involves:

- 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.

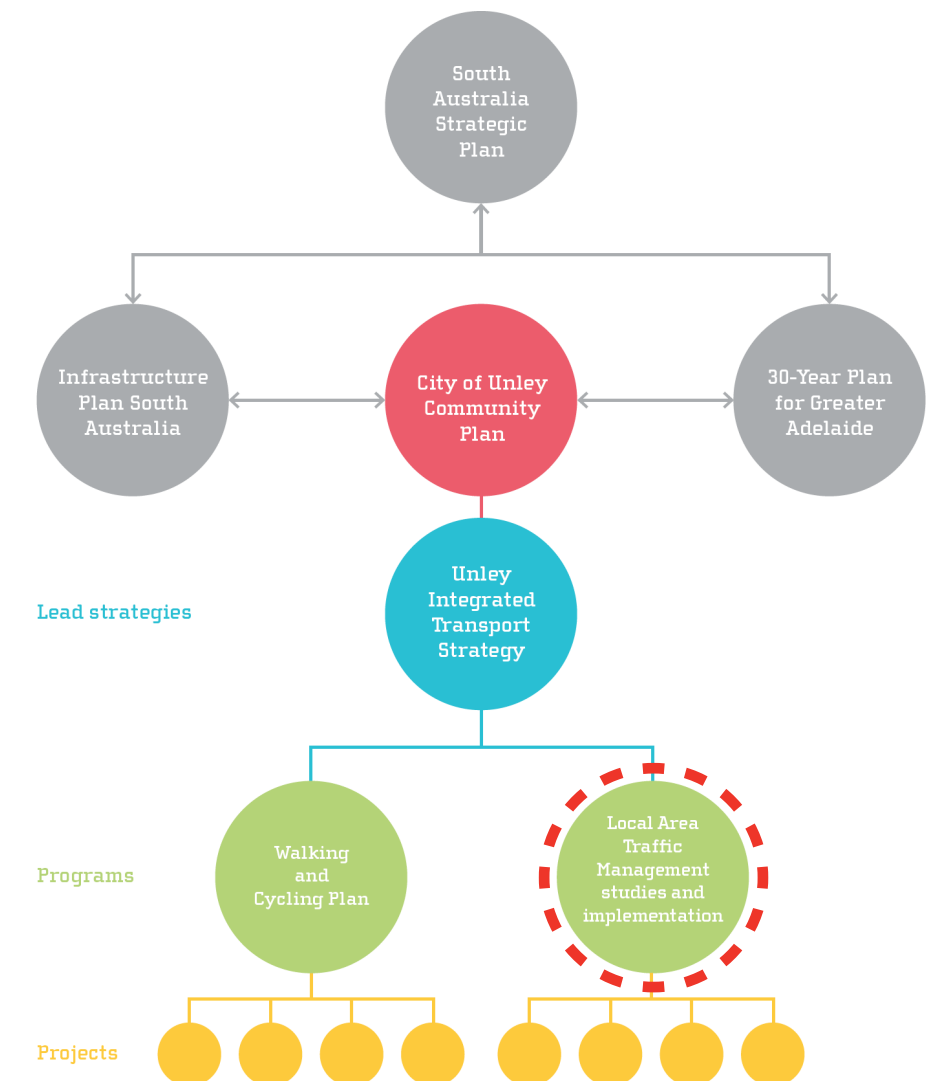


Figure 1.2 Strategic Planning Hierarchy

2. METHODOLOGY

Methodology

The LATM study process consisted of four stages:

Identify issues

Potential issues were identified through historical knowledge of the area and community perceptions, issues/projects highlighted in the Walking and Cycling Plan, and where aligned with State Government funding opportunities.

Engage community

The community were engaged on identified issues and general feedback was sought to understand any other key transport related priorities of residents and businesses in the area.

Determine desired outcomes

Community feedback and both existing and new traffic data was analysed in detail to determine desired outcomes for the area.

Recommend actions

Individual issues were investigated and 30 recommendations were developed and prioritised.

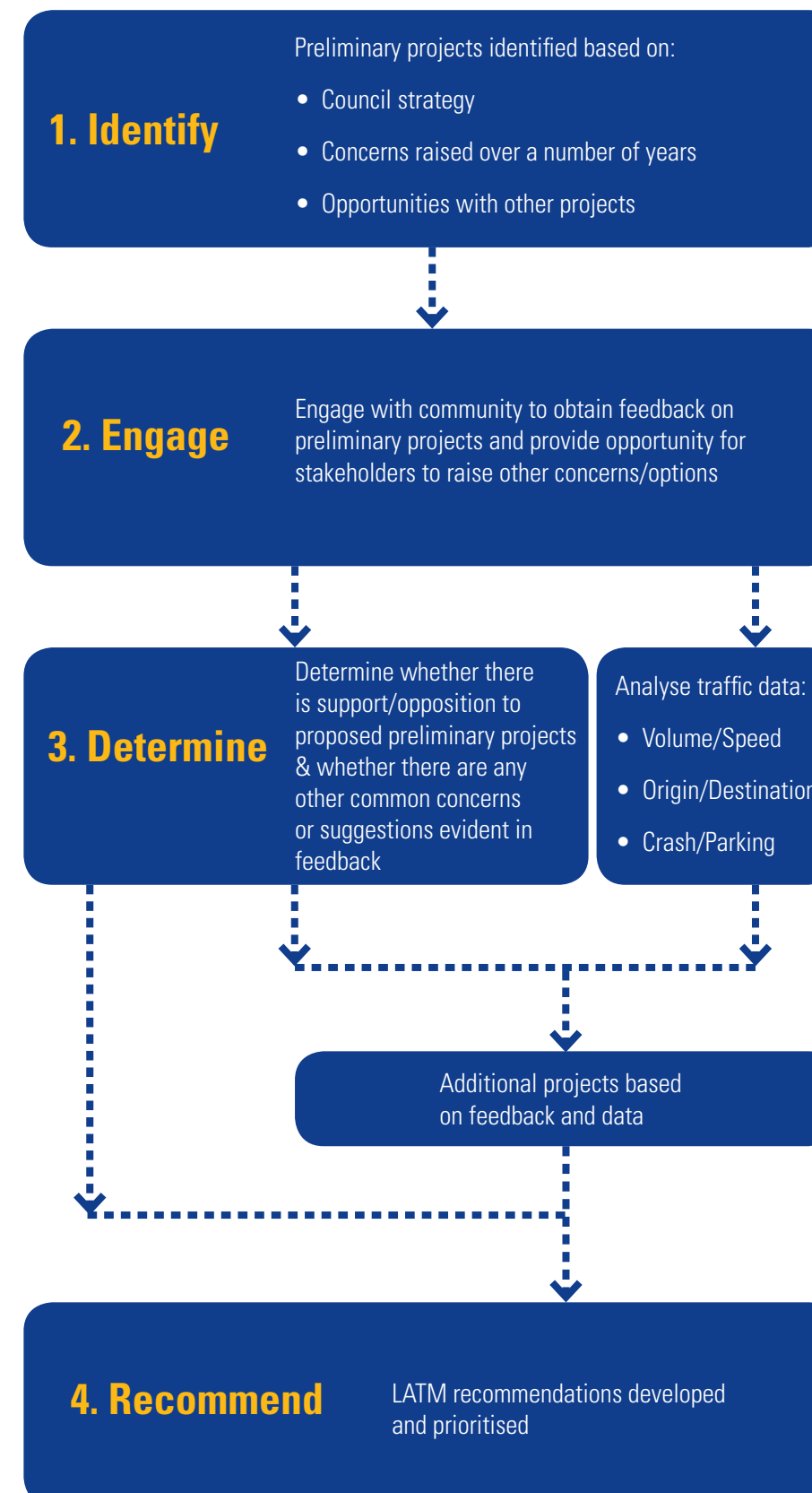


Figure 2.1 Methodology Flow Chart
Page 25 of Council Agenda 30 July 2018

3. CONTEXT

The LATM area is bounded Greenhill Road, Unley Road, Wattle Street, Fullarton Road, and Glen Osmond Road. The Adelaide CBD, located to the direct north of the LATM study area, results in significant north/south through traffic along the arterial roads of Unley Road, Fullarton Road, Glen Osmond Road, and the major collector road of Duthy/George Street to a lesser degree.

Congestion is experienced at major intersections, including Unley Road/Greenhill Road, Fullarton Road/Glen Osmond Road and Greenhill Road/Glen Osmond Road, as well as George Street/Greenhill Road to a lesser extent. This can lead to rat running behaviour through residential streets.

Office type land use along Greenhill Road results in legitimate through traffic to Greenhill Road as well as high demand for on-street parking. Five schools in the area add additional pressure to the traffic network, particularly during the 8-9.00am period which coincides with the peak traffic period where motorists travel to work. This suggests that there is legitimate traffic accessing the residential street network and any measures to discourage rat-running should take this into consideration.



Figure 3.1 Land Use Context

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 warrants or other objective measures of relative need, usually referring to traffic speeds, traffic volumes, or crash rates. 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 2 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. This may not be considered acceptable for residents, but may not be considered a problem objectively as that is 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
No agreed problem	Below majority tolerance levels and thus clearly achieves the planning standard although some negative community reports may occasionally occur	Unlikely to be required

Table 4.1 Problem categories

Applicable in residential streets only	Daily Traffic Volume	85th percentile speed	% of daily traffic in peak AM	% of daily traffic in peak PM	Casualty crashes in 5 year period	
Substantial problem (a deficiency)	> 3000	>= 50	> 20	> 20	3+	Further investigation required
Acknowledged technical problem	> 2000	48-49	17-20	17-20	3+	
Possible technical problem	> 1500	46-47	14-16	14-16	3+	
No agreed problem	< 1500	<= 45	< 13	< 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 981 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 he 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 41.9km/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. It is important to consider this when assessing individual streets/intersection treatments.

Average 85th percentile speed for the area is 41.9km/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 10% 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 would generally use the street in the AM peak hour (8-9am in most cases), and approximately 100 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 is generally based on residents' perceptions. Figure 4.1 indicates that in the PM peak period, most streets are within the 8-12% range. Percentages within the AM period extend across a wider range and are more variable. It shows that there are a number of streets with a high percentage of daily traffic in the AM, 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, whereas these do not coincide in the PM, so marginally higher percentages are expected in the AM in particular streets.

Average for the area is 13.7% and 11.5% 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 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. The majority of collisions are rear end crashes at signalised 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 cashes, treating safety hazards on DPTI roads is 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. In the traffic engineering industry, less weighting is placed on a PDO crash as funds are more effectively spent addressing locations where there has been a casualty. This is due to the higher financial costs to the community associated with treating injuries or due to fatalities.

Average Daily Traffic Volume



981 vehicles per day

85th Percentile Speed



Average Speed 41.9 KMH

% of Daily Traffic Volume



13.7% AM

11.5% PM

Traffic in AM and PM peak hours

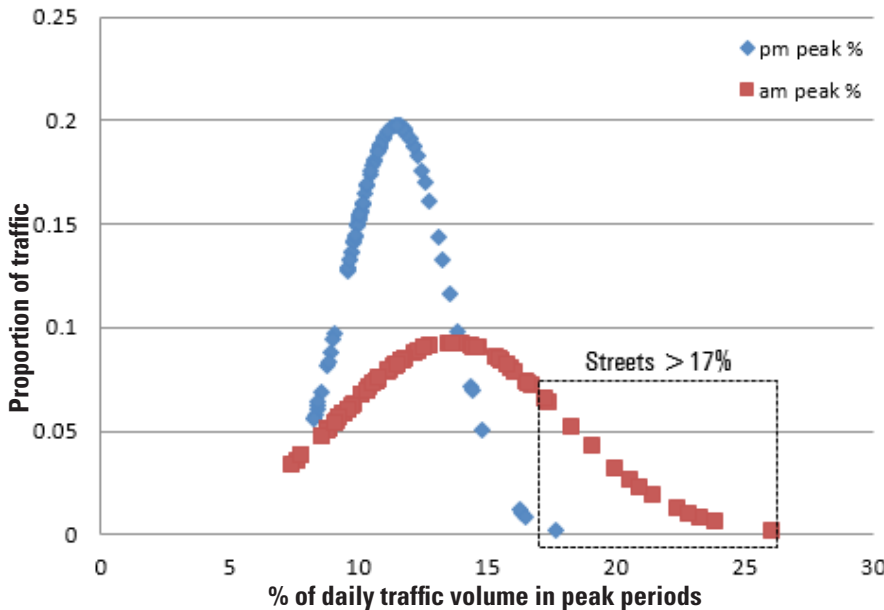


Figure 4.1 Peak period traffic volume graph
Page 28 of Council Agenda 30 July 2018

4.2 SPEED + VOLUME

Traffic speed and volume summary

The adjacent figure provides a summary of streets considered a possible or substantial problem based on traffic data. Refer to Appendix A for traffic volume, speed, and peak AM and PM data for individual streets.



Speed and Volume Insights

1. Porter Street

High AM volumes. This street acts as an exit out of the local area and for traffic intending to do a U-turn on Greenhill Road and travel East. Negative impact of this volume on the cycling route should be considered. Possible technical problem - further investigation required.

2. Stamford Street

Stamford Street experiences a very high AM peak volume, potentially due to rat runners. This is an acknowledged problem and further investigation is required.

3. Young Street

Young Street high AM peak volume due to school and potentially rat running.

4. Streets around Parkside Primary School

High AM peak volume due to school. Intervention to reduce this would be ineffective due to required access to the school. An improved school crossing and measures at intersections will limit negative impacts of this. Further investigation required.

5. Macklin Street

High AM peak volume due to school. Intervention to reduce negative impact on pedestrians and residents could be considered. Further investigations required.

6. Frederick Street

High daily volume and low-moderate peak volumes suggests this street is for local access throughout the day. Measures may not be effective in reducing volumes. Further investigation required.

7. Oxford Terrace

High daily volume. Land use and connection to Unley Road means that this volume is appropriate for the role of the street and it is not desirable to shift this traffic to other streets. Measures to address the negative impact of high volumes (whilst not aiming to reduce volumes) could be considered. Further investigation required.

8. Kenilworth Road

Relatively high daily volumes and high AM peak volumes. Speeds within acceptable parameters in most sections. Acknowledged problem. Further investigation required.



4.3 CRASH DATA

Crash Data 2012-2016

Crash data is used to determine whether there are particular deficiencies or hazards in the road network that could be addressed. 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 intersection. 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 one-off incidents unless there is three or more crashes at a location 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. Several locations where there have been multiple crashes are discussed in Appendix C.



4.4 ORIGIN + DESTINATION

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, which is undesirable as it unnecessarily congests the area and impacts resident amenity. Surveys were undertaken during the 8-9am period on Wednesday 22 November 2017 in the northern Parkside area and on Tuesday 28 November 2017 in the Unley area.

Note that vehicles dropping off children at nearby schools and then leaving the area are also included.

AREA 1

Regent Street

48 vehicles used Regent Street as part of a rat run to avoid the George Street/Greenhill Road intersection.

AREA 2

Stamford Street

Data suggests that approximately 100 vehicles from Glen Osmond Road and Kenilworth Road rat run through Area 2 and use Stamford Street to access Greenhill Road. This partially explains the approx. 300 vehicles using the street in the 8-9am period.

Young/Alfred/St Ann's Place

Data suggests that 7, 28 and 10 vehicles respectively turn from Glen Osmond Road and exit on to Greenhill Road from Stamford Street, avoiding the Glen Osmond Road/Greenhill Road intersection.

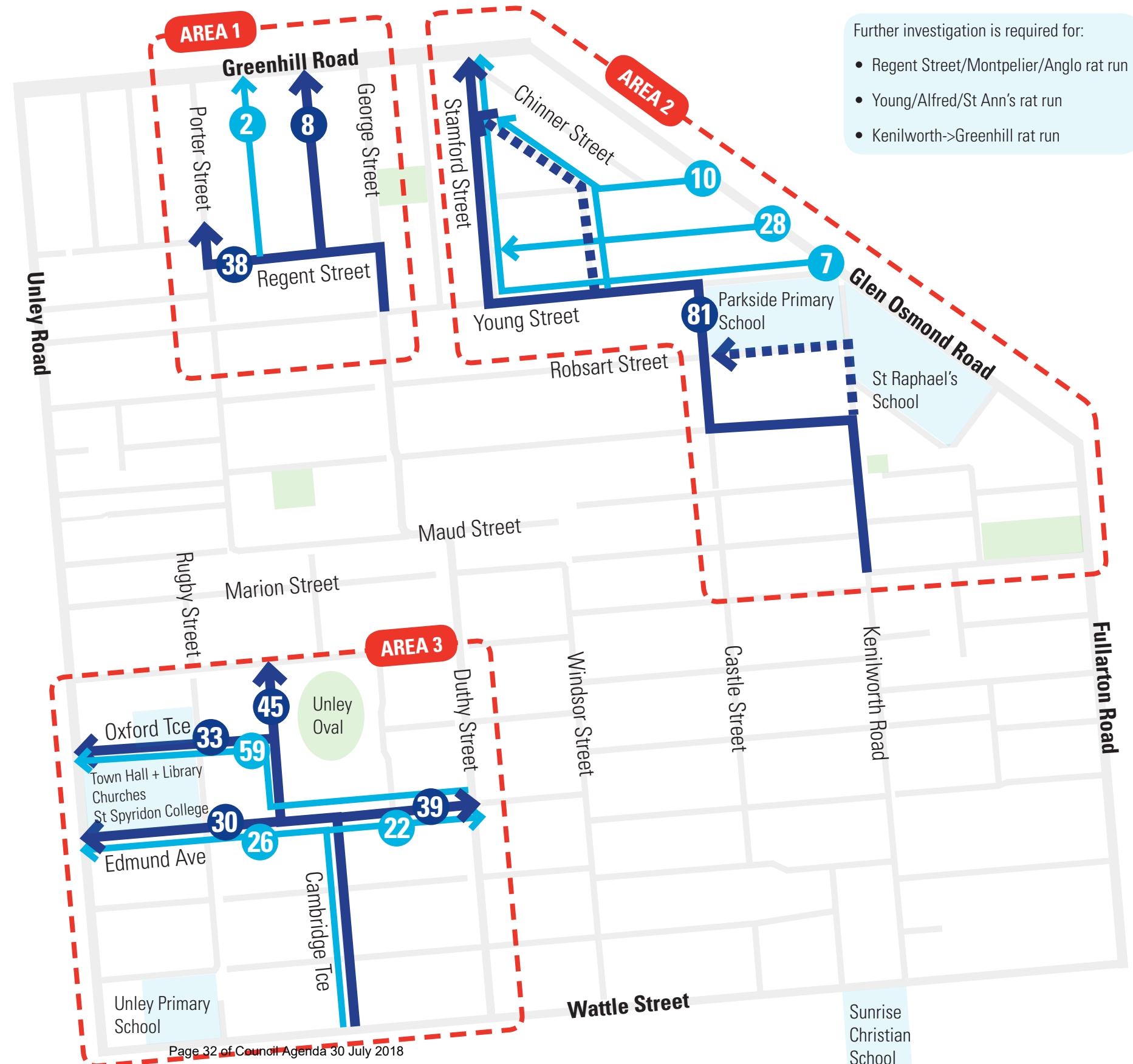
Kenilworth Road

81 vehicles were recorded on Kenilworth Road and exited at Stamford Street. A portion of this is likely to be school traffic.

AREA 3

Cambridge/Edmund/Oxford Terrace

Data does not conclusively suggest the area is used as part of a rat run. North-bound residents or staff of businesses in the area may access Cambridge Terrace from Wattle/Fisher Street, and then disperse through Area 3 at Edmund Avenue. The number of matched vehicles in these streets is not high relative to the daily traffic volumes, suggesting that this is not a major concern for residents.



4.5 PARKING DATA

Parking Data

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

Note that there are parking time limits in all streets north of Young Street, and, in general, most streets south of Young Street are unrestricted (i.e. no parking controls).



5. COMMUNITY ENGAGEMENT

Residents, businesses, and property owners were consulted in September/October 2017, with 4850 letters sent to stakeholders, in addition to online engagement. The approach involved highlighting potential projects and areas of concern we were already aware of. These potential projects were developed based on knowledge of the area and concerns raised by residents over a number of years. In addition to this, particular projects had already been identified in the Walking and Cycling Plan or to help achieve Council goals in the Community Plan 2033/Four Year Delivery Plan.

Community members were provided a plan showing potential projects for the area (Figure 5.2) and asked to provide feedback by completing a survey (Figure 5.1). They were also provided an opportunity to raise any additional projects/concerns they had.

FEEDBACK FORM

LOCAL AREA TRAFFIC MANAGEMENT STUDY

We are seeking your views and experiences as a **MOTORIST, CYCLIST OR PEDESTRIAN MOVING THROUGH AND LIVING IN THE LATM STUDY AREA**. Feedback will be received until **29 OCTOBER 2017** and will be considered by Council’s ‘City Development - Transport’ team & used to determine priority outcomes from the LATM.

PLEASE PROVIDE YOUR CONTACT DETAILS:

Name

Address

Email

Would you like to receive LATM updates via email?
Yes ☐ No ☐

Phone number

Return this form by **29 OCTOBER 2017** either by using the reply paid envelope provided or posting to:
Local Area Traffic Management Study
City of Unley, PO Box 1, Unley SA 5061

OR

Provide feedback online by visiting the Local Area Traffic Management study online community



1. DO YOU HAVE ANY COMMENTS ON THE POTENTIAL PROJECTS HIGHLIGHTED IN THE ATTACHMENT?

2. DO YOU HAVE ANY COMMENTS ABOUT WALKING/CYCLING/DRIVING/PARKING IN THE LATM STUDY AREA?

Potential Projects Identified
(subject to further investigation/prioritisation and funding)

PARKING
Investigation into 'Smart Parking' with the goal of providing for the parking needs of residents and businesses with an appropriate balance between the two.

WALKING & CYCLING
Consider access and safety improvements in the vicinity of schools:

- Parkside Primary School
- St Raphael's School
- Parkside
- Sunrise Christian School
- Unley Primary School

WALKING & CYCLING
Pedestrian safety issue identified. Investigation into measures to reduce crossing distance.

PARKING
Edmund Avenue and Frederick Street: Explore options to increase parking near Unley Road

WALKING & CYCLING
Improvements to Rugby-Porter bicycle route to enhance safety and efficiency by providing priority to cyclists. Improvements have occurred at locations in pink in the past year and those in orange are to occur in the next nine months subject to funding.

WALKING & CYCLING
Safety improvements at roundabout to slow vehicles and improve visibility of cyclists.

PARKING
Indented parking on Greenhill Road to provide an additional 19 spaces.

PARKING
High parking demand has been identified in this area. Options will be developed to ensure commuter parking only occurs in appropriate areas.

TRAFFIC
Robsart/Castle Street intersection: Investigate measures to reduce vehicle speeds and improve pedestrian facilities.

PARKING
Kenilworth Road (Glen Osmond to Robsart): Explore options to increase parking supply in the vicinity of school

TRAFFIC
Macklin Street: Parking and access needs will be considered when road reconstruction occurs in 2018.

WALKING & CYCLING
Fullarton Road: Develop options and liaise with State Government over provision of pedestrian crossing facility.

TRAFFIC
Campbell Road: Improvements to slow points to reduce vehicle speeds such as narrowing gap or adding road hump.

WALKING & CYCLING
Wayfinding and sharrows (bicycle direction signs and bicycle symbols on road) to establish a bicycle route along a series of low traffic roads.

WALKING & CYCLING
Consider upgrade of pedestrian crossing at Sunrise Christian School from Koala to Emu (flashing yellow lights).

WALKING & CYCLING
Consider pedestrian refuge at Windsor Street/Wattle Street

Figure 5.2 Community engagement potential projects map

Feedback on projects/issues highlighted:

A summary of the 303 consultation responses is provided in Appendix D. Table 5.1 provides a summary of the feedback from residents showing support or opposition for the potential projects identified. Respondents generally commented only on projects they felt strongly about. Some respondents commented that they supported all projects, which have not been included in any quantitative values below.

Note that a lack of feedback does not suggest a project should not proceed as not all projects are necessarily ones that address community issues and are road safety issues.

Project	Recommendation	Feedback	Comments	Supported/ Not supported/ Insufficient data
Parking Theme				
Edmund Avenue/ Frederick Street	Opportunities to increase parking near Unley Road	3 comments: 3 supporting, 0 opposing	Respondents mentioned that parking in the area can be difficult	Insufficient data
Smart parking	Solutions to achieve an appropriate balance between business and resident parking	8 comments: 3 asked what it is, 3 supported, 2 opposed	Several did not know what it is, and were referred to the Yoursay website for further information. Those opposing are concerned that it would impact residential streets	Insufficient data
Greenhill Road indented parking	Indented parallel parking between George Street and Stamford Street to increase parking supply	13 comments: 11 supporting, 2 opposing	Comments about potential for 'car dooring' and concern about loss of trees	Supported
Parking in Parkside north of Young Street	Investigate options to reduce commuter parking in Parkside north of Young Street	Most frequent comment in all feedback	Concern over commuter and business staff parking occurring in residential streets	Supported
Traffic Theme				
Robsart/Castle intersection	Intersection improvements to reduce potential for conflict between pedestrians/motorists	5 supporting	Comments were generally supporting improved pedestrian measures near Parkside Primary School, citing unsafe driver behaviour and rat running in the area	Supported
Macklin Street	Improvements to support parking and access needs	7 comments received supporting improvements	Comments consisted of parking/access/pedestrian conflict, as expected	Supported
Campbell Road	Improvements to existing one-way slow points such as adding a road hump or reducing the width of the slow point opening	42 comments received: 10 supporting, 28 opposing, 5 neutral	Generally those opposing were from surrounding streets who frequently use the street and do not want to be inconvenienced, or believe it operates satisfactorily. Residents of Olive Street are concerned it will push additional traffic to their street. Several residents of Campbell Road support changes and several do not (not all provided an address so cannot quantify).	Not supported

Table 5.1 Community feedback on projects identified

Project	Recommendation	Feedback	Comments	Supported/ Not supported/ Insufficient data
Walking and Cycling theme				
Frederick Street/ Unley Road	Pedestrian safety at Unley Road – Measures to reduce pedestrian crossing distance (i.e. refuge)	No comments		Insufficient data
Rugby/Porter bicycle route	Continuing program of treatments to improve cyclist safety and efficiency of route	13 comments: 10 supporting, 3 not supporting	Potential conflict between motorists and cyclists was consistently raised. Many consider rat running along Porter Street an issue which presents a safety concern for cyclists, particularly north of Townsend Street.	Supported
Wattle/Cambridge Terrace roundabout	Measures to reduce traffic speeds and improve visibility of cyclists	3 relevant comments received	Comments mentioned general unsafe traffic behaviour at this and other roundabouts	Insufficient data
Windsor/Wattle pedestrian refuge	Pedestrian refuge to support Glen Osmond Creeek trail	10 comments: 7 supporting, 3 opposing	Some believed it may not be necessary	Supported
Fullarton Road crossing facility	Pedestrian crossing facility adjacent Arkaba Shopping Centre	Approximately 30 comments supporting, 3 opposing	Strong support for this, however some concerns over potential conflict with those exiting Campbell Road or Arkaba Shopping Centre	Supported
Sunrise Christian School pedestrian crossing upgrade	Pedestrian crossing upgrade from emu to koala (flashing lights)	4 comments received: 3 supporting, 1 opposing		Insufficient data

Table 5.1 Community feedback on projects identified (continued)


- From the consultation period, the following other issues and locations were identified that warrant consideration:**
- Duthy Street pedestrian crossing improvements (Oxford Terrace to Fairford Street) – Difficulty crossing due to traffic volumes and speeds
 - Safety of parking on the eastern side of Unley Road north of Wattle Street – concerns over lack of road space in the eastern southbound lane on approach to this intersection
 - Conflicting stop control at the George Street/Maud Street intersection – a stop sign is present on George Street for vehicles turning right into Maud Street, and a stop sign is present for vehicles exiting Maud Street, causing confusion
 - Safety of parking on Porter Street adjacent intersections, impacting sight distance to vehicles and cyclists
 - Kenilworth Road traffic volumes and rat running concerns
 - George Street pedestrian refuge – lack of space for cyclists
 - Oxford Terrace pedestrian crossing difficulty in the vicinity of St Spyridon College and child care centres
 - Rugby/Porter Bikeway bicycle route link through Haslop Reserve – safety concerns over conflict between cyclists and school children, and at the Cremorne Street bend.

6. RECOMMENDATIONS

Project


1. Duthy Street pedestrian refuge
2. Angle parking adjacent oval
3. Pedestrian safety improvements
4. Pedestrian safety improvements
5. Angle parking
6. Angle parking adjacent oval
7. Fullarton Road pedestrian crossing facility
8. George Street/Glen Osmond Creek Path refuge widening
9. Greenhill Road indented parking
10. Delineate parking
11. Traffic calming measures
12. Maud Street/George Street stop control review
13. Traffic calming at Oxford/Rugby intersection
14. Pedestrian crossing facility
15. Implement a consistent parking time limit through area
16. Consolidate/reduce parking signs throughout area
17. School crossing on Young Street
18. School crossing on Robsart Street
19. Traffic calming at Robsart/Castle intersection
20. Restrict parking at intersections
21. Restrict parking during AM and PM peaks
22. Continue implementation of Rugby/Porter bicycle route
23. Improve cycling link through Haslop Reserve
24. Smart Parking - parking sensors
25. Smart Parking - pay for use parking solutions
26. Driveway entry links at three intersections
27. Upgrade of children's crossing
28. Traffic signals project justification/investigation
29. Upgrade of roundabout for cyclist safety
30. Pedestrian crossing facility
31. Kenilworth Road streetscape improvement



Street	Issues	Investigation	Recommendation	Cost	Priority
Duthy Street Major collector road	Difficulty experienced by pedestrians crossing Duthy Street between Oxford Terrace and Fairford Street. Raised during community engagement.	<p>Duthy Street has a traffic volume of 11-14000 vehicles per day. Crossing points are provided along this road at approximately 300m spacing, including pedestrian refuges, pedestrian actuated crossings, and the signalised intersections of Wattle Street and Fisher Street. However the distance between Wattle Street and the pedestrian refuge located near Frederick Street is approximately 600m. As there are several shops in the vicinity, and Edmund Avenue and Oxford Terrace provide a link to/from the centre of Unley, an additional pedestrian refuge would be of benefit. This was highlighted by residents during community engagement.</p> <p>A location between Edmund Avenue and Fairford Street would be appropriate and provide improved access to the shops on the eastern side. The exact location should be determined based on pedestrian counts, minimising the loss of on-street parking, and potentially allowing existing lighting to be utilised/upgraded to reduce overall costs. An example of a pedestrian refuge on Duthy Street is provided below, which would be similar to the facility provided through this recommendation.</p> 	Recommendation 1 Pedestrian refuge on Duthy Street at or between the intersections of Edmund Avenue/Duthy Street and Fairford Street/Duthy Street.	\$20,000	Low
Edmund Avenue Local access route to arterial network	High daily traffic volume (2,000-2,500vpd) High parking demand at western end.	<p>Traffic</p> <p>Edmund Avenue experiences high parking demand due to a range of local activities. Council recently installed 45° angle parking towards Unley Road which has successfully increased parking whilst putting downward pressure on vehicle speeds by narrowing the available road width. However this parking is frequently 80-100% occupied, and surrounding streets also experience high demand.</p> <p>Parking</p> <p>Further parking opportunities have been considered. Edmund Avenue is primarily residential in nature except for adjacent Unley Oval. It is not desirable to install angle parking outside residential properties as the number of driveways limits the potential benefit. There is an opportunity however to increase parking from 20 spaces to 35 spaces on the northern side of Edmund Avenue between Trimmer Terrace and Langham Terrace. This could be in the form of line marking only, or involve kerb extensions at Trimmer Terrace and Langham Terrace intersections. Kerb extensions would help reduce the road width, creating a lower speed environment, improve visibility at interections, as well as provide an additional landscaping opportunity.</p>	Recommendation 2 Edmund Avenue – change from parallel to angle parking adjacent Unley Oval.	\$5,000 line marking only \$30,000 line marking and kerb extensions	Medium
Frederick Street Local access route to arterial network	High daily traffic volume (1,700-2,700vpd)	<p>Traffic</p> <p>Similar to Edmund Avenue, Frederick Street accommodates a high daily traffic volume. Generally when the volume is >2,000 vehicles in a residential street it negatively affects the amenity for residents. Despite being a residential street, Frederick Street provides access between Unley Road and Duthy Street, and access to the Oxford Terrace traffic signals and community facilities. Therefore, the traffic volume is deemed acceptable. However, measures to create a lower speed environment would be beneficial.</p>	Recommendation 3 Stage 1 - Landscaped median refuge or kerb extensions at Unley Road/Frederick Street intersection.	\$25,000	Medium

Street	Issues	Investigation	Recommendation	Cost	Priority
Frederick Street	Pedestrian safety concerns at Unley Road intersection	Pedestrian safety at Unley Road Frederick Street is 13.1m wide, which results in a large crossing distance for pedestrians walking along Unley Road. Due to the road width and 60km/h speed on Unley Road, motorists often negotiate the intersection at a high speed and do not give way to pedestrians. This issue can be addressed by reducing the crossing distance through installation of kerb extensions or a median refuge, which would also provide a landscaping opportunity near Unley Road. These measures would likely mean that both a right turning and left turning vehicle exiting the street cannot be accommodated concurrently (which currently occurs). This may result in occasional minor delays for vehicles. If successful, a similar approach could be adopted on Edmund Avenue and Marion Street in the future.	Recommendation 4 Stage 2 - Landscaped median refuges or kerb extensions at Unley Road/ Marion Street and Unley Road/Edmund Avenue intersections.	\$50,000	Low
		Parking High parking demand in the area suggests that additional parking spaces would be of benefit. Although parking occupancy is high generally west of Trimmer Terrace only, any additional parking demand or parking time limits in these streets could result in further parking occurring east of Trimmer Terrace. Additional parking spaces would provide for this, as well as reduce the strain on surrounding streets during Sturt football matches, which are held at Unley Oval.	Recommendation 5 Implement angle parking on Frederick Street towards Unley Road	\$2,000 line marking only	Medium
		Parking Additional parking spaces could also be provided adjacent Unley Oval, with an increase in parking from 21 spaces between Trimmer Terrace and Langham Terrace, to 33 spaces. Although 85th percentile speeds are at or below 45km/h on Frederick Street, which is acceptable, long and wide roads can result in speeding. Angle parking on one side would reduce traffic speeds by narrowing the traffic lanes. This could be in the form of line marking only, or involve kerb extensions at Trimmer Terrace and Langham Terrace intersections. Kerb extensions would help reduce the road width, thus creating a lower speed environment, help maintain visibility at intersections by bringing vehicles at Trimmer Terrace and Langham Terrace further out into the road, as well as provide an additional landscaping opportunity.	Recommendation 6 Angle parking adjacent Unley Oval and kerb extensions at Trimmer Terrace and Langham Terrace to provide sufficient sight distance.	\$30,000 line marking and kerb extensions	Low
Fullarton Road pedestrian crossing Arterial Road	Improved crossing of Fullarton Road near Campbell Road	Safety concerns have been raised over a number of years by pedestrians having difficulty crossing Fullarton Road adjacent the Arkaba Shopping Centre. Although there is a crossing at the Fullarton Road/Glen Osmond Road intersection (200m north), a crossing facility would provide residents greater connectivity with the shopping centre. This was a potential project identified prior to community engagement and received strong support from the community (approximately 30 residents supporting).	Recommendation 7 Stage 1 Concept design work and crossing option assessment Seek DPTI approval for preferred option Stage 2 Installation of crossing facility, if approved/ supported by DPTI	\$12,000 \$40,000-\$120,000	High
		Fullarton Road is under the care and control of the Department of Planning, Transport and Infrastructure, and they would therefore have a key role in this project in terms of approval and determining the most appropriate solution. As the project is important to City of Unley residents and would be largely to improve connectivity for these residents (rather than meet DPTI goals), Council must take the lead with this project.			
		The type of facility may include a pedestrian refuge or pedestrian actuated crossing, depending on discussions between DPTI and Council and costs involved. The potential location is 30m north of Campbell Road which would be approximately centrally located between Campbell Road and the northern entry/exit to the Arkaba Shopping Centre car park. This should occur in two stages: Stage 1 (financial year 1) – investigate options in collaboration with DPTI, and produce concept designs and estimate costs Stage 2 (financial year 2) - install pedestrian crossing facility Staging this project over two financial years will allow an appropriate budget to be allocated once the exact type of facility has been determined in stage 1. In addition to this, it will ensure any delays due to the DPTI approval process will not delay installation.			

Street	Issues	Investigation	Recommendation	Cost	Priority
George Street Major collector road	Inadequate space for cyclists within refuge for Glen Osmond Creek Path on George Street.	<p>The Glen Osmond Creek Path is a shared use path and accommodates approximately 80 bicycles per day. The existing refuge at George Street has a storage area of 1.7m in width (1.7m measured perpendicular to road) and 1.2m in length, and is only appropriate for pedestrians and not cyclists. The minimum to accommodate cyclists is considered 2.0m in width, with 2.5m desirable, and ideally 3m in length.</p> <p>The adjacent traffic lane widths are currently 3.6m and therefore there is only marginal scope to increase the width of the refuge (3.5m is the general desirable lane width). Additional space could be provided by redesigning the refuge to provide additional length (for example, increasing from 1.2m to approximately 3m). Although this would still not accommodate cyclists if positioned perpendicular to the road, they could position themselves on an angle within the refuge.</p>	Recommendation 8 Investigate and implement options to improve bicycle storage in the George Street/Glen Osmond Creek Path pedestrian refuge.	\$10,000	Medium
	Raised through community engagement.				
Greenhill Road Arterial Road	High parking demand near businesses on Greenhill Road east of George Street	<p>Parking is in high demand in the vicinity of businesses on Greenhill Road. In addition to this residents experience high parking demand near their properties due to business staff, impacting their access to parking, particularly for those with little off-street parking which is common in the area. There is an opportunity to provide 19 additional parking spaces on Greenhill Road from George Street to Stamford Street. This was supported in the community engagement process (11 supporting).</p> <p>As Council owns the first 4.5m on the northern side of Greenhill Road, this would enable indented parallel parking to be installed on both sides of Greenhill Road. Although this is on Council land, it would be subject to consultation and approval from the Department of Planning, Transport and Infrastructure. Any design would ensure an appropriate footpath width is maintained, limit potential impact on the adjacent bicycle lane through 'car dooring' and avoid removal of established trees. This parking would provide an additional paid parking opportunity for Council.</p>	Recommendation 9 Indented parking on Greenhill Road (Stamford Street to George Street)	\$70,000	Medium
Macklin Street Local street, school access street	Parking impacting access to properties	<p>Parking and property access</p> <p>There is no footpath or traditional kerb and gutter, and therefore there are no driveway crossovers to delineate parking. As there are no footpaths providing additional manoeuvring space for a vehicle exiting a driveway, a vehicle parked adjacent a property access can significantly reduce manoeuvring space.</p> <p>Parking could be delineated with parking bays, or through no stopping yellow lines in the vicinity of driveways, to help ensure that property access is maintained. This may reduce the overall parking capacity, which is potentially insufficient. Therefore, consideration should be given to providing residents of Macklin Street eligibility for an exemption permit to park on Davey Street. This will reduce parking, and the potential for illegal parking, in Macklin Street.</p>	Recommendation 10 Delineate parking and no stopping areas on Macklin Street.	\$2,000	High
Macklin Street	Safety walking on the road Traffic associated with St Raphael's School Illegal entries from Davey Street	<p>Pedestrian safety/traffic</p> <p>The 85th percentile speed is 31km/h (prior to recent reconstruction, and has likely increased marginally due to the change from a paved surface to a bitumen surface). This speed is not high relative to other streets, but suggests that a portion of motorists travel at an inappropriate speed for an environment where pedestrians share the road. Low cost measures could be introduced to create a more pedestrian friendly environment by reducing speeds. This could include landscaped build-outs located centrally along the street. This would ensure motorists do not have a straight path along the street as well as positively reduce visibility from one end of the street to the other. Concerns have also been raised over illegal entries from Macklin Street, however this is due to non-compliance and physical measures to discourage this would be largely ineffectual.</p>	Recommendation 11 Install landscaped buildouts centrally along the street.	\$10,000	Medium

Street	Issues	Investigation	Recommendation	Cost	Priority
Maud Street/George Street intersection Local street/Major collector road intersection	Conflicting stop control for motorists exiting Maud Street, with motorists turning right from George Street to Maud Street	<p>Lack of clarity of the priority at the intersection of George Street/Maud Street (western intersection) was raised during consultation. Motorists approaching the intersection on Maud Street and southbound motorists turning right from George Street to Maud Street are both presented with a stop sign. Historical aerial images show the turn from George Street was previously uncontrolled, then changed to give way, and then to stop control (as shown below). The Australian Road Rules indicate that when a motorist is stopped at a stop sign, they must give way to all other motorists, unless an opposing motorist is also stopped at a stop sign and is turning right. However, as both motorists are potentially turning right this does not apply, and feedback suggests this results in confusion. It could also present a safety hazard for motorists at the intersections and for those travelling along George Street</p> <p>In order to address this, the stop control should be removed from the George Street turning lane. Other minor changes may be necessary to adequately slow vehicles turning from George Street into Maud Street.</p> 	Recommendation 12 Changes to stop control at George Street/Maud Street intersection.	\$1000	High
Oxford Terrace Local access route to arterial network	High daily traffic volume (2,295-3,370vpd) mixed with high pedestrian and cyclist activity	<p>Oxford Terrace accommodates a relatively high traffic volume due to demand throughout the day. The street is used to access various community facilities, St Spyridon School, two child care centres, by those en route to the Unley Shopping Centre and to use the Oxford Terrace/Unley Road traffic signals. As this is legitimate use of the street, measures should focus on limiting the negative impact of high traffic volumes and supporting these land uses, rather than discouraging use of the street.</p> <p>As part of the Rugby/Porter Bikeway bicycle boulevard implementation, kerb extensions and a contrasting pavement surface are to be installed at the Oxford Terrace/Rugby Street intersection. This will aim to reduce traffic speeds at the intersection by narrowing the east/west approaches (reduced road width), as well as improve sight distance and awareness of the intersection. These improvements have previously been endorsed by Council and investigation of Oxford Terrace and the area through the LATM study process supports these actions and their intent.</p>	Recommendation 13 Continue implementation of the Rugby/Porter Bikeway bicycle boulevard, including actions for the Rugby Street/Oxford Terrace intersection.	Funded to occur in 2018 through 2017/18 Council budget and potential DPTI grant.	Occurring in 2018
		<p>A pedestrian crossing facility mid-block between Unley Road and Rugby Street would support the function of the street, and particularly the school. The type of crossing facility would be subject to further investigation. This investigation would consider pedestrian crossing data (including the number of crossing movements and locations), and factors such as minimising loss of parking and potential conflict with street trees (pedestrian sight distance and tree root protection zones).</p>	Recommendation 14 Install pedestrian crossing facility between Unley Road and Rugby Street.	\$20,000-\$60,000 depending on preferred design.	Crossing facility – Low

Street	Issues	Investigation	Recommendation	Cost	Priority
Parking controls – Various residential streets	Parking concerns raised over a number of years and also highlighted in community feedback	Approximately 75 residents raised concerns over parking occupancy and demand in the streets bounded by Young Street, Glen Osmond Road, Greenhill Road, and George Street. Although these streets have parking controls, parking occupancy is still relatively high due to nearby businesses. Residents in this area have a greater need for on-street parking due to limited off-street parking compared with other parts of the City of Unley.	Recommendation 15 Subject to business parking permit eligibility in On-street Parking Policy implement a consistent parking time limit in the area,	\$10,000 Potentially funded through Parking Initiatives in Annual Business Plan 2018/19.	High
		There are a range of controls throughout the area, but are predominantly 2, 3, or 4 hour parking, 9am-5pm, Monday – Friday, or No Parking 8-10am to discourage commuter parking. These time limits effectively discourage commuter parking, whereby motorists park and walk or catch public transport into the Adelaide CBD. However, 4 hour parking zones and No Parking 8-10am zones can result in staff of nearby businesses legally obtaining on-street parking if they are willing to move their vehicles one time towards the middle of the day. This range of different time limits also means that each street is enforced individually, rather than taking an area wide approach.			
		A consistent parking time limit in this area of 2-3 hours, 9am-5pm, would eliminate non-resident all-day parking, as well as improve the ease of enforcement. However, this should be considered in context of the On-street Parking Policy as eliminating on-street parking by business staff without an alternative would not be supportive of business needs. Through the On-street Parking Policy, (community being consulted on draft in June/July 2018) businesses may be eligible to park in these streets with a permit. However parking in each street would be limited and spread throughout the area, which would help ensure access to parking for residents within a reasonable distance of residential properties.			
Parking sign consolidation Residential Streets	Parking sign ‘clutter’ negatively impacting street aesthetics	There is an opportunity to decrease the number of parking signs and posts in the area. This would improve the appearance of streets that currently have a high number of signs. A parking sign audit has been undertaken in the area. This audit details opportunities where the spacing between parking signs can be increased and where stobie poles can be utilised. Parking signs have, in the past, been generally placed at 40-50m intervals whereas the relevant Australian Standard indicates that spacing up to 75m is acceptable. Therefore any negative impact on parking compliance would be minimal. This will allow approximately 50 sign posts to be removed. This project is a secondary stage of a project undertaken in the 2017/18 financial year to create a parking sign layer in Council’s GIS system. The LATM does not seek specific funding for this project as it can occur as part of the Annual Business Plan 2018/19 project ‘Parking Initiatives’.	Recommendation 16 Remove excess parking signs.	\$10,000 Potentially funded through Parking Initiatives in Annual Business Plan 2018/19.	Low
Parkside Primary School	Slightly high speeds and AM volumes on Young Street	Streets around Parkside Primary School experience congestions during peak school times, which is the norm around schools. School related traffic cannot be discouraged from using these streets (other than by promoting walking and cycling) and measures should focus on reducing rat-running traffic in the area, as well as reducing any potential conflict between pedestrians and motor vehicles.	Recommendation 17 Improve pedestrian crossing opportunities on Young Street (subject to consultation). Recommendation 18 Koala crossing on Robsart Street. Recommendation 19 Improvements to the Robsart/Castle Street intersection.	\$150,000 (currently funded for 2018-19 through DPTI grant)	High
	High AM volumes – partly due to school and partly due to rat run to Greenhill Road	Council has received DPTI funding to improve crossing opportunities on Young Street and for pedestrian improvements in the direct vicinity of the school. The project considers traffic management adjacent to Parkside Primary School at a holistic level and will aim to improve the safety of pedestrian movements to and from the school, particularly at key crossing points e.g. Robsart Street near the school entrance, Young Street near school accesses and the intersection of Robsart/Castle Streets. This will include installation of a ‘flashing light’ Koala crossing on Robsart Street, a new crossing installed on Young Street (Emu or Koala – to be determined and subject to consultation), and improvements at the intersection of Robsart Street/Castle Street upgraded to create a lower speed environment. However, the initiatives will likely result in some loss of on-street parking particularly around the new crossing on Young Street. The local community relies on on-street parking as Parkside residential properties generally do not have ample off-street parking. This may generate significant opposition by local residents who are affected by the project.			
	General concerns over traffic and safety around Parkside Primary School	Other measures in the area to reduce rat running would also contribute to reduced traffic congestion and speeds in the area. A school crossing would help reduce traffic volumes and speeds on Young Street both during and outside of peak school times.			

Street	Issues	Investigation	Recommendation	Cost	Priority
Porter Street Local access to/ from surrounding arterial network Bicycle route	High AM volumes – partially due to George Street->Regent Street- >Porter Street rat run in AM.	<p>For Porter Street, potential LATM measures should focus on reducing the impact of high AM volumes. Although origin-destination data suggests that some motorists do take the route of George Street->Regent Street->Porter Street in the AM, and anecdotally Greenhill Road->Porter Street->Townsend Street in the PM, it is necessary to maintain access to the street for local residents. Therefore, measures should focus on reducing potential conflict between parked cars and motorists with cyclists.</p> <p>Recommended measures:</p> <ul style="list-style-type: none"> Restrict parking at intersections to reduce potential conflict between vehicles and improve sight distance to cyclists. Increase length of No Stopping Zones at intersections (from 10m to approx. 15), whilst limiting parking loss. 	Recommendation 20 Restrict parking at intersections	\$2,000	High
Porter Street	Rat run Greenhill Road->Porter Street- >Townsend Street in PM Concerns over sight distance at intersections to cyclists	<ul style="list-style-type: none"> Install No Parking in the AM on the western side and PM parking restrictions on the eastern side to provide additional space for cyclists during peak times. Replace No Parking 8-10am, which is present on the eastern side of Porter Street north of Townsend Street, with time limit parking (consistent with 'Parking controls – various residential streets' recommendation 15), to reduce overall parking in the street. 	Recommendation 21 Install AM and PM parking restrictions Implement parking time limit changes in line with Recommendation 15 'Parking controls – various streets'.	\$2,000	Medium
Robsart/ Castle Street intersection Local streets	Improve pedestrian safety and support increased walking to/ from school	Measures at this intersection, which is adjacent Parkside Primary School, were highlighted as a potential project during community engagement. Five residents supported the proposed changes during community engagement. Council has been provided funding to improve pedestrian crossing facilities around Parkside Primary School. This will include kerb extensions at the intersection of Robsart Street/Castle Street to improve crossing safety for children and parents. (See Parkside Primary School for additional project background information.)	See Recommendation 18 and 19 'Parkside Primary School' Kerb extensions at Robsart Street/Castle Street intersection.	Funded 2018- 19 through DPTI grant	2018-19 financial year due to DPTI funding
Rugby/Porter bikeway Local streets	Increase cyclist safety and the number of trips by bicycle	This project involves measures previously endorsed by Council to implement the Rugby/Porter Bikeway bicycle boulevard. Within the LATM study area, the project includes improving cyclist access through the road closure at the Wattle Street/Rugby Street intersection, as well as at the Rugby Street/Oxford Terrace intersection (see Oxford Terrace for details). Investigation of Rugby Street and the area through the LATM study process supports the actions and intent of these previously endorsed measures along the bicycle route. Additional measures along the route are also discussed under Rugby Street, below.	Recommendation 22 Continue implementation of previously endorsed Rugby/Porter Bikeway bicycle boulevard improvements.	Funded - currently funded to occur in 2018 through 2017/18 Council budget and potential DPTI grant.	Occurring in 2018

Street	Issues	Investigation	Recommendation	Cost	Priority
Rugby Street Local Street	Safety concerns over Rugby/Cremorne Street bend and conflict between cyclists and school children	<p>A section of the Rugby/Porter Bikeway continues through Haslop Reserve, located between Cremorne Street and Wattle Street. This Council-owned reserve is adjacent Unley Primary School, and is used as an extended play area for children of the school. A dedicated cyclist path (no pedestrians), fenced on either side, is provided through the reserve and is an important link for those using the Bikeway.</p> <p>Concerns have been raised over potential conflict between cyclists using the path and children crossing at the northern and southern ends. This is partially due to the school recently starting to utilise land east of the path, which increases the number of children crossing in the vicinity. In addition to this, there have been existing safety concerns identified by Council over the intersection of the path and the bend where Cremorne Street transitions into Rugby Street.</p> <p>In order to address this, options to reduce the potential for conflict with children, and potential for conflict with motorists at the bend, will be considered and implemented. This may involve formalising a crossing point to the south of the path and improving visibility to/from pedestrians and cyclists, as well as improving the intersection with the Cremorne Street bend to maximise sight lines and space for cyclists. Potential conflict between cyclists/pedestrians/motorists along Rugby Street between Haslop Reserve and Wattle Street will also be within scope of the project.</p>	Recommendation 23 Develop options and implement improvements to the Rugby Porter link through Haslop Reserve	\$60,000 (approx. as scope to be determined).	Medium
Smart Parking	Provide on-street parking for businesses in a controlled manner that limits impact on residents.	<p>Smart Parking involves the use of technology to manage parking in local streets. This was highlighted in community engagement as a potential project, and received mixed support (with most respondents unclear of what this would involve).</p> <p>Installation of on-road parking sensors in several streets north of Young Street. Montpelier Street, Anglo Avenue, Regent Street were initially identified however streets should be assessed on their ability to accommodate non-local parking whilst limiting impact on residents. Sensors will ensure ease of enforcement of the parking zones. Motorists will have access to an online payment system to purchase parking in a particular parking space. This will act as a trial of the technology and could potentially be extended to other areas of the City of Unley.</p>	Recommendation 24 Install parking sensors in several streets in Parkside to undertake a trial of paid parking	Sensors - \$20,000	High
Smart Parking	Potential income generation for Council.	<p>Development and implementation of an Unley phone application where staff of Unley businesses (predominantly those located on Greenhill Road) can purchase a one-day parking permit in a local street. This would be subject to consultation and endorsement of the On-street Parking Policy to enable business eligibility for parking permits. Strong controls will be in place to limit the impact on local residents, such as limiting the parking spaces available through the initiative to 10% of a particular street's parking supply. This project would not be Parkside specific and would be implemented City-wide as part of the City of Unley's Digital Strategy. This is important for the LATM, as parking was a major concern for many residents. A way to improve this is to amend parking controls and increase enforcement, however this would negatively impact businesses. Therefore, this project will manage the parking and allow Council to provide an intentional and controlled balance between the two user groups.</p> <p>This will also provide an additional source of income generation, which could potentially offset the costs of the project, but likely in future financial years.</p> <p>There may be an opportunity to partially fund this through the Parking Initiatives budget endorsed in the Annual Business Plan 2018/19.</p>	Recommendation 25 Implement a phone application permit system to manage business parking in local streets	Phone app - \$10,000	High

Street	Issues	Investigation	Recommendation	Cost	Priority
Stamford Street Local access to surrounding arterial network	High AM volumes (26% of daily traffic/approx. 290 vehicles in 8-9AM period)	<p>Traffic data indicated that 1,112 vehicles use Stamford Street per day, which suggests it experiences demand other than its residential land use, such as part of a local access route to the arterial network. Traffic data collected during 8-9am indicated that 290 vehicles (243 northbound) use the street during this period, which is 26% of daily traffic using the street. This is high (highest in LATM area), and much higher than other hours during the day (generally 50-60 per hour), suggesting it is used as part of a rat run.</p> <p>Origin-destination data supported this, showing 126 vehicles matched entering the local area and exiting the local area via Stamford Street. These routes include motorists entering the area via Wattle Street/Kenilworth Road, St Ann's Place/Glen Osmond Road, Alfred Street/Glen Osmond Road, and Young Street/Glen Osmond Road intersections, and exiting at Stamford Street/Greenhill Road.</p> <p>There are likely other routes that contribute to the 290 vehicles, and a portion of traffic is potentially related to school drop-off. Based on the traffic volume it is clear however, that the street experiences an inappropriate amount of traffic during the 8-9am period and potentially 7:30-9:30am. Although rat-running was not highlighted by residents of Stamford Street, it is a reflection of rat-running occurring throughout the area, and measures to address Stamford Street would reduce rat-running throughout the area.</p> <p>To reduce high AM traffic volumes on not only Stamford Street, but the area as a whole, traffic could be discouraged from entering the area (i.e. Kenilworth Road/Wattle Street/Fullarton Road entrances to the area), or from exiting the area (Stamford Street/Jaffrey Street intersections with Greenhill Road). Care must be taken to ensure that measures to reduce traffic on one street does not push a significant number of vehicles to other streets.</p>	Recommendation 26 Install driveway entries at the intersections of Young Street with Oxenbould Street/Stamford Street/Jaffrey Street.	\$150,000	High
		<p>Options – addressing traffic volumes</p> <p>There are several options available to address traffic volumes and rat-running in the area. There is often a trade-off between impacting resident and other legitimate access through the area, and discouraging rat-running. From most extreme to least extreme impact (positive and negative impact), the following options are available:</p> <ol style="list-style-type: none"> 1. Partial road closure on Young Street west of Castle Street, allowing eastbound traffic through the closure only. This would eliminate the use of Stamford Street as part of a rat run from the south and significantly reduce rat-running along Kenilworth Road and around Parkside Primary School. It would however significantly impact residents of Young Street. 2. Partial Road closures on Stamford Street and Jaffrey Street, 50m south of Greenhill Road, allowing southbound traffic through the closure only. This would reduce the use of Stamford Street, whilst limiting potential flow-on effects to Jaffrey Street. This would also reduce rat-running on Kenilworth Road and around Parkside Primary School, as well as limit a portion of traffic rat-running through Alfred Street and St Ann's Place from Glen Osmond Road. This would lead to an increase in traffic on Oxenbould Street and Chinner Avenue however, and limit resident access to Greenhill Road. 3. Driveway entry links at Young Street intersections with Oxenbould Street/Stamford Street/Jaffrey Street. This involves heavily landscaped 'driveway' entries from Young Street, which can accommodate one-vehicle at a time (see image below). This would discourage, but not eliminate rat-running, but would not limit resident access in the area. <p>Option 3 is recommended, as designed effectively it could reduce rat-running to a more acceptable level, whilst limiting negative impact on residents' access and connectivity through the area.</p>			

Street	Issues	Investigation	Recommendation	Cost	Priority
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<p>Sunrise Christian School</p> <p>Local crossing collector road (Wattle Street)</p>	<p>Safety of children’s crossing on Wattle Street</p>	<p>Sunrise Christian School is located on the southern side of Wattle Street between Duthy Street and Fullarton Road. Wattle Street functions as a collector route with 5-6000 vehicles per day. There is currently an ‘emu’ crossing for the school on Wattle Street. There are two types of children’s crossing used in South Australia. There is the ‘emu’ crossing type where trained child monitors stop traffic during peak times and a 25km/h school zone is in place to slow traffic when children are present (indicated by school zone signs). The second type is a ‘koala’ crossing with flashing yellow lights where traffic must slow to 25km/h when the lights are flashing.</p> <p>Feedback and observation suggests that traffic does not adequately slow when children are present as they do not expect a children’s crossing. A koala crossing is generally considered more effective, but has a higher cost when compared with an emu crossing. A koala crossing would increase compliance with the 25km/h speed limit and have a positive safety benefit for school children. As kerb extensions and kerb ramps are already in place, this project would primarily involve installation of the flashing signals.</p>	<p>Recommendation 27</p> <p>Upgrade of school crossing on Wattle Street to a Koala crossing.</p>	<p>\$20,000</p>	<p>Medium</p>
<p>Unley Road/ Young Street intersection</p> <p>Arterial road/ residential street intersection</p>	<p>Improved safety, particularly of right turn vehicle movements</p> <p>(12 right angle crashes, 24 crashes in total 2012-2016)</p>	<p>This intersection is used to access Unley Road from a number of streets both east and west of Unley Road. With four lanes of traffic, cyclists, turning movements and through movements from Young Street, this can result in delays and may lead to motorists misjudging gaps in traffic.</p> <p>Although measures to improve this would involve changes on a road under the care and control of DPTI (and generally out of scope of the LATM), improved safety and access would directly benefit the local community. This was also highlighted in LATM 1 as Unley Road is a border between the two LATM areas.</p> <p>Although this may lead to additional traffic on Young Street as residents, turning movements from Young Street, and particularly right turns, would be safer and easier if there were traffic signals at the intersection. Due to the high cost associated with this (approx. \$1,000,000), Council should establish a clear justification for the project and seek funding through DPTI or Commonwealth road safety funding programs.</p> <p>Establishing a clear justification would involve in depth analysis of crash data (including the reason for crashes and severity of injury), turning movement data, and cost estimation. This can then be put forward when funding opportunities are presented.</p>	<p>Recommendation 28</p> <p>Produce project justification report and commence discussions with DPTI.</p>	<p>\$5,000</p>	<p>High</p>

Street	Issues	Investigation	Recommendation	Cost	Priority
Wattle Street/ Cambridge Terrace roundabout Local crossing collector road (Wattle Street)/ Local access route to arterial road network (Cambridge Terrace)	Cyclist/motor vehicle crashes	<p>The intersection of Cambridge Terrace/Wattle Street has had three casualty crashes in the 2012-2016 period, all involving cyclists, as well as an additional four PDO crashes involving cyclists (2012-2015). This shows that there is a consistent history of crashes involving cyclists at this intersection.</p> <p>In all of the crashes, motorists were at fault by failing to give way to cyclists who were already negotiating the roundabout. Measures to improve this intersection would be focussed on reducing the speed of motorists and improving sight distance.</p> <p>The proposed treatment would be changing the intersection from a tangential design to a radial design (similar to Edmund Avenue and Rugby Street recent changes). Austroads research report titled Bicycle Safety at Roundabouts indicates that most roundabouts permit relatively high entry speeds, in excess of 30 km/h, whereas a radial-type alignment achieves approach and circulating speeds of less than 30 km/h. The report also cites research showing that this type of roundabout allows a cyclist to negotiate the roundabout in a more prominent position, which would improve sight distance between motorists and cyclists.</p> <p>The scope of work would include new kerb protuberances and splitter islands to change the approach angle and reduce the entry width to the roundabout. Openings in the kerb protuberances and splitter islands would be provided to allow for pedestrians.</p>	Recommendation 29 Change design from tangential to radial roundabout.	\$78,000 Funded through Black Spot Program	High
Windsor Street/ Wattle Street intersection Local crossing collector road (Wattle Street)/ Local street (Windsor Street)	Improved crossing of Wattle Street	<p>The Windsor Street trail is a popular walking route. Wattle Street carries approximately 800 vehicles per hour at peak times, suggesting a vehicle every 4.5 seconds - although this would likely consist of peaks and troughs even at peak times due to traffic signals at Duthy Street and Fullarton Road.</p> <p>Crossing of Wattle Street would be improved by installing a pedestrian refuge. Preliminary investigations suggest that as this is located at an intersection and it is necessary to provide two separate refuge areas east and west of the intersection to allow for vehicle manoeuvres in and out of Windsor Street. In addition to this, as it is necessary to provide for cyclists along Wattle Street, and due to the road width constraints, this would result in a loss of approximately four parking spaces. Any design should also try and accommodate north/south cyclists along Windsor Street in a separate refuge area.</p>	Recommendation 30 Installation of pedestrian refuge on Wattle Street.	\$30,000	Low
Kenilworth Road Local access route to/from arterial network	Streetscape Daily traffic volumes (2200-2500vpd) and in AM peak period (20-25% of daily volume in one hour)	Review opportunities to improve streetscaping along the length of the road particularly at intersections for traffic calming and greening for amenity.	Recommendation 31 Review opportunities to improve streetscape.	\$15,000	Medium

Street	Issues	Investigation	Recommendation	Cost	Priority
Campbell Road Local access route providing access from local streets to/from arterial network	Concerns raised over existing slow point for a number of years.	<p>There are existing one-way slow points on Campbell Road and feedback has been received suggesting they are ineffective at slowing traffic. Traffic data does not suggest there is a significant problem in Campbell Road, with an 85th percentile speed of 41-44km/h, which is not high, and a traffic volume of 1,749vpd which is consistent with the role of the street.</p> <p>As part of the community engagement process, a potential project was highlighted by Council, involving narrowing of the slow points and addition of a road hump within the slow points. Feedback received during community engagement indicated that some residents of Campbell Road and other streets strongly support changes, but the majority of residents of surrounding streets (and a portion of residents of Campbell Road) do not support changes (10 supporting, 28 opposing). Those opposing changes believe changes are not necessary, do not want to be inconvenienced, or do not want to live with the sound of road humps. Those supporting changes believe it will further slow speeds and reduce the potential for conflict when two motorists are approaching the devices.</p> <p>Based on the feedback received, there is not support for the proposed changes. In order to reduce traffic speeds, and potentially volumes, whilst taking into consideration comments of those opposing changes, the width (gap) of the slow points could be reduced but no road hump added. Currently the gap in the slow points is 2.9m, which aligns with AustRoads suggested width of 2.8-3.0m. However most passenger vehicles are 1.87m or less in width, which means motorists can easily negotiate the gap without any significant speed reduction. If the slow points were reduced from 2.9m in width to approximately 2.6m in width, this would further reduce speeds, but may result in some difficulty for large vehicles such as waste collection vehicles.</p> <p>However, considering that traffic data does not indicate a speeding problem, and there is not support for measures to reduce traffic speeds, no changes are recommended as part of the LATM.</p> 	No changes considered necessary.	N/A	N/A
Regent Street/ Montpelier/ Anglo Avenue Local street	Rat running behaviour during the AM peak period	Whilst origin-destination data suggests that some motorists do take the route of George Street->Regent Street->Porter Street in the AM to avoid delays at the George Street/Greenhill Road intersection. The number recorded was 38 vehicles, which in context of the overall traffic volumes on Regent Street and Porter Street is low. Consequently no changes are considered necessary to discourage this.	No changes considered necessary.	N/A	N/A
Cambridge Terrace Local access route providing access from local streets to/from arterial network	<p>High AM volume (380 vehicles 8-9am with 286 of these northbound)</p> <p>High daily volume (2,500vpd)</p>	<p>Residents of Unley and Malvern use Cambridge Terrace for intracity trips, as well as when en route to higher order roads. However, the high AM volume suggests the street is potentially used as part of a rat run and as an alternative to Duthy Street or Unley Road.</p> <p>Origin-destination data collected in 8-9am showed that approximately 160 vehicles matched on Cambridge Terrace at Wattle Street exit the area at Unley Road or Duthy Street, suggesting that the remaining 120-130 vehicles have a destination in the local area. A portion of these 160 vehicles are likely residents of surrounding streets attempting to avoid Unley Road due to potential delays, which is acceptable and aligned with the function of the road. During the remainder of the day these same residents would access Unley Road or Duthy Street directly from their street, rather than using Cambridge Terrace.</p> <p>These factors suggests that the street likely does not accommodate a high number of rat-runners, and those that do use the street in this manner do not significantly affect the daily or peak volumes. As the peak and daily volumes are aligned with the function of the street, no changes are considered necessary as part of the LATM.</p>	No changes considered necessary.	N/A	N/A

7. APPENDICES

A. TRAFFIC VOLUME

B. TRAFFIC VOLUME INSIGHTS

C. CRASH DATA INVESTIGATIONS

D. COMMUNITY FEEDBACK

A. TRAFFIC VOLUMES



B. TRAFFIC VOLUME INSIGHTS

PORTER STREET HIGH PEAK AM VOLUME. THIS STREET ACTS AS AN EXIT OUT OF THE LOCAL AREA AND FOR TRAFFIC INTENDING TO DO A U-TURN ON GREENHILL ROAD AND TRAVEL EAST. NEGATIVE IMPACT OF THIS VOLUME ON THE CYCLING ROUTE SHOULD BE CONSIDERED. POSSIBLE TECHNICAL PROBLEM - FURTHER INVESTIGATION REQUIRED.

ANGLO AVENUE HIGH PEAK AM VOLUME BUT LOW DAILY VOLUME. A LARGE BUSINESS CAR PARK IS LOCATED ON THE CORNER. NO AGREED PROBLEM.

STAMFORD STREET EXPERIENCES A VERY HIGH AM PEAK VOLUME, POTENTIALLY DUE TO RAT RUNNERS. THIS IS AN ACKNOWLEDGED PROBLEM AND FURTHER INVESTIGATION IS REQUIRED.

PARKSIDE PRIMARY HIGH AM PEAK VOLUME DUE TO SCHOOL. INTERVENTION TO REDUCE THIS WOULD BE INEFFECTIVE AS THESE MOTORISTS REQUIRE ACCESS TO THE SCHOOL. AN IMPROVED SCHOOL CROSSING AND MEASURES AT INTERSECTIONS WILL LIMIT NEGATIVE IMPACTS OF THIS. FURTHER INVESTIGATION REQUIRED.

MACKLIN STREET HIGH AM PEAK VOLUME DUE TO SCHOOL. INTERVENTION TO REDUCE NEGATIVE IMPACT ON PEDESTRIANS AND RESIDENTS COULD BE CONSIDERED. FURTHER INVESTIGATION REQUIRED.

HONE STREET HIGH AM PEAK VOLUME, HOWEVER THIS IS LIKELY CONTRIBUTED TO BY THE LARGE CAR PARK ON THE STREET. NO AGREED PROBLEM.

CAMPBELL ROAD DAILY VOLUME SLIGHTLY HIGH ON CAMPBELL ROAD HOWEVER AM AND PM VOLUMES SUGGEST THIS IS PREDOMINANTLY LOCAL TRAFFIC SPREAD THROUGHOUT THE DAY. NO AGREED PROBLEM.

KENILWORTH ROAD RELATIVELY HIGH DAILY VOLUMES AND HIGH AM PEAK VOLUMES. SPEEDS WITHIN ACCEPTABLE PARAMETERS IN MOST SECTIONS. ACKNOWLEDGED PROBLEM - FURTHER INVESTIGATION REQUIRED.

FREDERICK STREET HIGH DAILY VOLUME AND LOW-MODERATE PEAK VOLUMES SUGGESTS THIS STREET IS FOR LOCAL ACCESS THROUGHOUT THE DAY. MEASURES MAY NOT BE EFFECTIVE IN REDUCING VOLUMES. FURTHER INVESTIGATION REQUIRED.

OXFORD TERRACE HIGH DAILY VOLUME. LAND USE AND CONNECTION TO UNLEY ROAD MEANS THAT THIS VOLUME IS ACCEPTABLE AND IT IS NOT DESIRABLE TO SHIFT THIS TRAFFIC TO OTHER STREETS. MEASURES TO ADDRESS NEGATIVE IMPACT OF HIGH VOLUMES COULD BE CONSIDERED - FURTHER INVESTIGATION REQUIRED.

RUGBY STREET HIGH PM PEAK VOLUME DUE TO SCHOOL. NO AGREED PROBLEM

YOUNG STREET HIGH AM PEAK VOLUME DUE TO SCHOOL AND POTENTIALLY RAT RUNNING

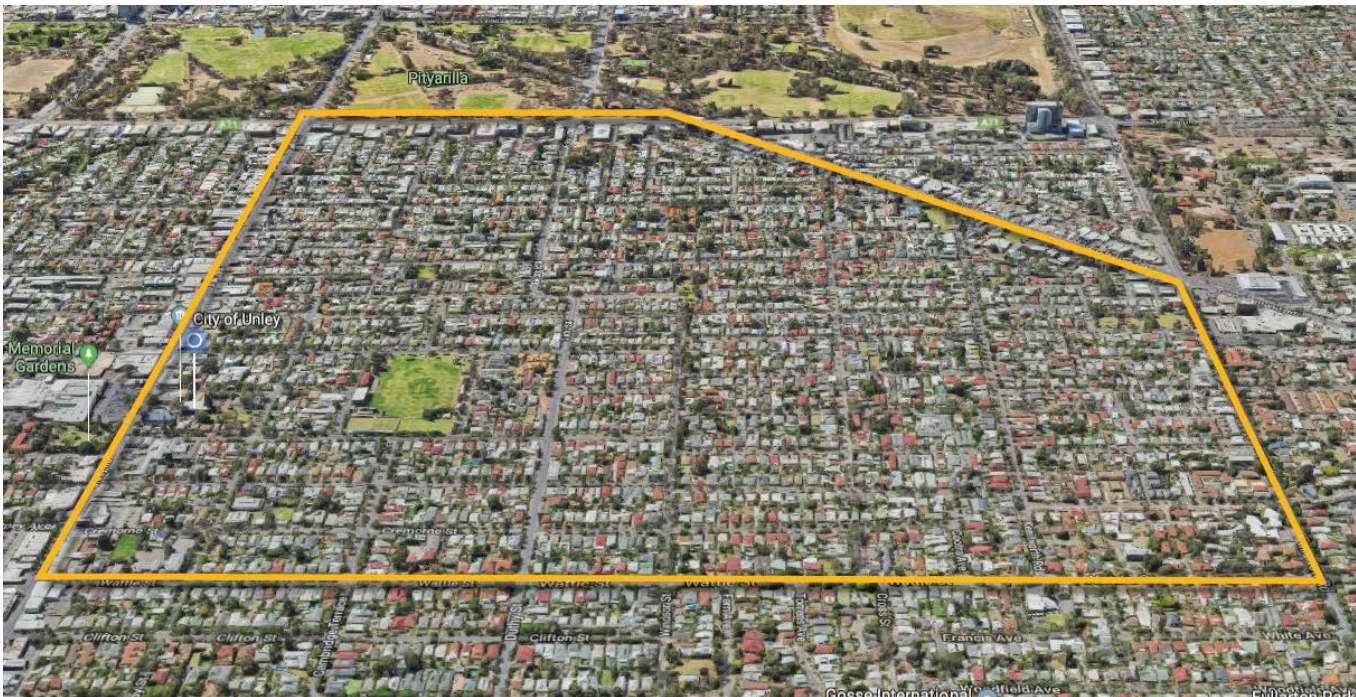
CAMBRIDGE TERRACE RELATIVELY HIGH DAILY VOLUMES, AM PEAK VOLUMES, AND SPEEDS. STREET OPERATES AS A LOCAL COLLECTOR AND USED TO ACCESS UNLEY ROAD VIA A RIGHT TURN FROM OXFORD TERRACE (59 VEHICLES IN 8-9AM). POSSIBLE TECHNICAL PROBLEM - FURTHER INVESTIGATION REQUIRED.

C. CRASH DATA INVESTIGATIONS

Location	Number of Crashes	Type of Crash	Comment
	Casualty/ Injury/ Fatality	Property Damage Only	
Wattle Street/ Cambridge Terrace intersection	3	6	<p>9 x right angle (generally a vehicle turning out of a street and not giving way, and being hit on the side by another vehicle)</p> <p>7 of these involved motorists failing to give way and colliding with cyclists. Council has submitted a Black Spot Program funding application to DPTI and will be advised in July 2018 whether this has been successful. If successful and supported by Council, this will help reduce further crashes. This potential project was included in the preliminary projects consultation with the community.</p>
Wattle Street/ Kenilworth Road intersection	2	2	<p>2 x right angle 2 x side swipe</p> <p>This is a fairly typical number of crashes for an intersection of a major collector road and a local street with approximately 2000vpd. However, as there is a school crossing directly west of this intersection and as two of these crashes involved cyclists, this was further investigated. Safe Intersection Sight Distance is achieved, which is the minimum sight distance where an approaching motorists can see a motorist failing to give way and stop in order to avoid a collision. This area must be free of fixed objects that limit visibility (ie does not include parked cars). The minimum value of this is only achieved due street trees. Activity within the pedestrian crossing may also reduce this further. If the crossing is upgraded this should be further considered.</p>
Duthy Street/ Edmund Avenue intersection	2	2	<p>1 x right angle 2 x side swipe 1 x rear end</p> <p>This is a fairly typical number of crashes for an intersection of a major collector road and local access street. Safe Intersection Sight Distance is provided at the intersection.</p>
Duthy Street/ Frederick Street intersection	1	2	<p>2 x right angle 1 x side swipe</p> <p>This is a typical number of crashes for an intersection of a major collector road and local access street. Safe Intersection Sight Distance is provided at the intersection.</p>
Young Street – Glen Osmond Road to Parkside	0	5	<p>4 x hit parked vehicle 1 x side swipe</p> <p>This section of Young Street is adjacent Parkside Primary School. These crashes likely were due to vehicles parked during school times pulling out without looking to see if other vehicles are approaching. This can potentially be improved by reducing vehicle speeds, which will occur through installation of a 'koala' school crossing on Young Street which is a recommended project.</p>
Unley Road/ Young Street intersection	9	15	<p>12 x right angle 12 x various</p> <p>This intersection is used to access Unley Road from a number of streets both east and west of Unley Road. With four lanes of traffic, cyclists, turning movements and through movements from Young Street, this can result in delays and may lead to motorists misjudging gaps in traffic. Although measures to improve this would involve changes on a road under the care and control of DPTI (and generally out of scope of the LATM), improved safety and access would directly benefit the local community. This was also highlighted in LATM 1 as Unley Road is a border between the two LATM areas. Although this may lead to additional traffic on Young Street, turning movements from Young Street, and particularly right turns, would be safer and easier if there were traffic signals at the intersection. Due to the high cost associated with this, Council should seek funding through DPTI or Commonwealth road safety funding programs.</p>

D. COMMUNITY FEEDBACK

LATM 2
Community Feedback Analysis



Parkside | Unley | Fullarton

Street Name	No. of responses	Key themes
Alfred Street	10	<ul style="list-style-type: none">• Parking – lack of accessible parking for residents, commuter parking is an issue, parking congestion due to business parking, reduce time limit to create turnover, regular enforcement needed.• Traffic volumes and rat-running is an issue• A suggestion to ban right turn from Chinner to Stamford
Anglo Avenue	8	<ul style="list-style-type: none">• ‘All planned projects look great’• Parking – review parking during business hours, additional parking along Greenhill Road is supported, hard to back out of driveway, Illegal parking, business employee parking is an issue, need to employ more inspectors for enforcement• Support pedestrian crossing along Fullarton Road• New developments at Greenhill/George intersection will cause issues and need to be considered
Arnold Street	3	<ul style="list-style-type: none">• Traffic from Campbell Road speeds down Arnold St• Cycling and walking are good• Hone Street safety issues with traffic congestion and access to/from GO RD• Traffic rat-run along Campbell Road• School drop off near Sunrise Christian PS is an issue to be considered
Audley Court	2	<ul style="list-style-type: none">• Do not support speed limit change• Rat run along Young, Leicester, Robsart
Birks Street	3	<ul style="list-style-type: none">• Campbell Road slow points need to be safety reviewed• Leicester/Kenilworth – sight lines issues• Rat-run through Birks Street• Crossing Fullarton Road is difficult• Support works to improve walking and cycling• Cyclists access Fuller and Hill
Blyth Street	5	<ul style="list-style-type: none">• Parking – narrower due to parked cars on both sides creates traffic chaos• All improvement for traffic management, cycling and walking are supported• Pedestrian crossing near Oxford needed• Sightlines obscured Glen Osmond Trail and George St• The street is very busy and access off of Fullarton Road need review• Local business parking is an issue
Campbell	5	<ul style="list-style-type: none">• Existing slow points – completely useless not slowing traffic, cars speed down, like to see improvements to slow point, support anything to stop street being used as cut through, the devices are only partially effective• Speeding and rat run issues along the street• Support pedestrian refuge along Fullarton Road• Difficulties associated with peak traffic and Arkaba access opposite the intersection

Cambridge	3	<ul style="list-style-type: none"> Increased traffic along the street Pedestrian Crossing along Fullarton Road is supported Consider removing speed humps in Wattle Street Aesthetic improvement near traffic devices/junctions Cyclists safety is important but also focus on motorists
Castle	9	<ul style="list-style-type: none"> Parking – congestion, high demand, school parking is an issue, business parking is an issue, Traffic on Campbell is well-regulated – no more nanny state! Support investigation on Robsart/Castle intersection issues Pedestrian crossing facility to cross Fullarton Road near Arkaba is essential Avoid driving Campbell Road as lack of driver courtesy A lot of traffic and rat-run along Castle St Increase parking spaces along Kenilworth near schools
Chinner	1	<ul style="list-style-type: none"> Parking is an issue – accessibility, review No Parking signs that apply between 9-5
Clyde	2	<ul style="list-style-type: none"> Crossing near Parkside Primary is needed (near Young St) More parking around Frederick/Edmund is needed Rat-run around Clyde St
Cootra	2	<ul style="list-style-type: none"> City of Unley has got too many restrictions along its street network More aesthetic improvement needed Support for Fullarton Road pedestrian crossing Footpath condition needs to be reviewed, more maintenance needed
Cremorne	?	<ul style="list-style-type: none"> Rat-run along Windsor Street Support projects suggested Traffic volumes during peak hours is an issue Pedestrian crossing along Fullarton Road is supported Make Cremorne Street a No Through Road Traffic congestion during school peak hours and at Unley road intersection Overhanging trees along footpath – regular tree maintenance needed
Culvert Street	1	<ul style="list-style-type: none"> Parking issues – commuter and city workers
Davey Street	3	<ul style="list-style-type: none"> Campbell Road leave it as it is Extra parking for businesses is a good idea Kenilworth Road needs resurfacing Regular breach of No Entry signs Drainage issues along Macklin Street No road humps
Dunks Street	3	<ul style="list-style-type: none"> Consider growing number of elderly people who needs better and wider footpaths Along main roads pedestrian crossing times need to be improved More pedestrian refuges needed Consider time limit parking for Young Street

		<ul style="list-style-type: none"> Some drivers don't obey 40km/hr
Duthy Street	2	<ul style="list-style-type: none"> Support projects – 'look good' Pedestrian crossing facility needed Duthy/Fairford Improve aesthetics, footpath needs regular maintenance Request for pedestrian crossing near bus stop 5 (between Oxford and Edmund)
Edmund Avenue	2	<ul style="list-style-type: none"> Crossing issues at Duthy/Edmund needs improvements
Ella Street	1	<ul style="list-style-type: none"> Difficulty in finding parking Support cycling and walking projects
Fairford Street	8	<ul style="list-style-type: none"> Support Campbell Road improvements Hone Street safety improvements needed Not sure if Windsor/Wattle ped. crossing is needed Rat-run is an issue along Porter Street Anything that can be done to improve walking and cycling is supported. Cycling should be encouraged There is no need for cycling improvements A pedestrian crossing near Duthy St shops is needed Visibility issues at Porter/Townsend Cars parking in No Stopping Zone
Foster Road	3	<ul style="list-style-type: none"> Rat-running on Kenilworth Road Fullarton Rd/GO Rd traffic signal needs green arrow for traffic from Fullarton to GO Support pedestrian crossing along Fullarton Road Resurface Kenilworth Road Reduce parking congestion
Frederick Street	6	<ul style="list-style-type: none"> Duthy Street traffic congestion issue during AM/PM peak Campbell road slow points are fine leave it unchanged George Street not safe, remove parking to create more space More bike ways Duthy/Oxford – review sight lines Marion lane is dangerous Trees/lifting pavers hazard on Frederick St.
Fullarton Road	4	<ul style="list-style-type: none"> Hone Street is busy Support Pedestrian Crossing along Fullarton Road Struggling to find car parking for business visitors/employees
Fuller Street	4	<ul style="list-style-type: none"> No more speed restrictions! Robsart/Castle – review visibility and sight lines Objection to Campbell Road slow point changes Support walking and cycling projects Increase parking accessibility in the area Promote walking and cycling No major changes are need in Parkside area
George Street	5	<ul style="list-style-type: none"> What has to be done – do it! Concerns with parking congestion due to new developments coming up along GH Rd/George intersection Parking permits are very important and needs to be maintained

		<ul style="list-style-type: none"> Provide a balance for all modes of transport along George Street Concern over insufficient space in pedestrian/cyclist refuge to accommodate a bicycle and multiple bicycles
Greenhill Road	4	<ul style="list-style-type: none"> Not supporting additional indented parking on GH Rd – it may add to congestion Parking restriction are not helpful for local businesses - more accessibility to parking is needed Oppose the recently changed Clearway times Parking should be more accessible
Hill Street	3	<ul style="list-style-type: none"> Campbell Road – leave it as it is! Walking improvement are needed on footpaths, particularly for elderly – wider footpath Fullarton Road pedestrian crossing idea is supported
Jaffrey Street	3	<ul style="list-style-type: none"> All suggested projects look effective, Jaffrey Street should be made a one way street Dangerous entry/exit at GH Rd intersection On-Street parking congestion, commuter parking is an issue. Non local traffic rat running through the street
Kenilworth Road	15	<ul style="list-style-type: none"> Parking issues – provide extra permit only zones! Parking during school peak time is an issue Kenilworth Rd is in bad condition, improvements are needed here not Campbell Road Kenilworth Road needs speed humps Footpath needs to be fixed Speeding cars particularly after 4.30pm So many children ride, walk to schools in the local area Kenilworth section near GO Road – drivers disobey No Entry requirements Rat running
Leicester Street	6	<ul style="list-style-type: none"> West side of young street at George St intersection improve cyclists' access Kenilworth Road needs resurfacing Need traffic light arrow to turn from Fullarton Road to GO Rd Glen Osmond Rd needs bike lanes Children crossing near Parkside Primary School is needed Parking congestion is an issue Limit parking on one side in busy streets Young/Robsart Sts intersection too many cars parked. Free up intersection for traffic flow Don't like Campbell Road change idea Robsart/Castle parking too close to intersection restrict parking Appropriate parking for local needs need to be created 'The potential projects look promising!'
Liston Street	1	<ul style="list-style-type: none"> Speeding traffic Rat-running issues Traffic calming needed for the link Regent/Porter/Clyde section
Macklin Street	4	<ul style="list-style-type: none"> Narrow street, reversing out of driveways difficult Macklin St speeding traffic Walking and Cycling access along the street poor

		<ul style="list-style-type: none"> Davey/Macklin is a blind corner should be fixed Ped. crossing at GO Rd needed traffic often run 'red lights'
Marion Street	6	<ul style="list-style-type: none"> Marion Lane speeding traffic, needs to be closed at one end. Duthy St Bus Stop 4 when buses stop all traffic is blocked May have to limit parking on Porter Street Do not open existing closed roads Speeding traffic needs policing 'Rugby/Porter St bike route is response to minority groups' Bike speed along culvert shared path is an issue
Maud Street	2	<ul style="list-style-type: none"> Maud/George intersection busy during peak hours, difficult to turn out of Maud St. Very happy with Porter St bikeway At GH Rd south side, bike lane very bumpy Centre Blister vehicles using to undertake u-turns unsafely Confusion over priority at Maud/George intersection due to two stop signs
Myra Street	3	<ul style="list-style-type: none"> Increase parking for longer term car park needs Consider older people from our community Agree with pedestrian crossing across Fullarton Rd Campbell Road leave it as it is! Or put plateaux Campbell Road is fine on most occasions Ped. Crossing near bus stop 6 Fullarton Rd is needed.
Olive Street	3	<ul style="list-style-type: none"> Speeding issue 'Leave it as is! You are wasting money' Traffic has 'doubled up' due to Campbell Road slow points
Oxenbould Street	4	<ul style="list-style-type: none"> Permit Only zones needed, parking accessibility issues Commuter and all day parking despite of controls Illegal parking over driveways Making some existing streets collector routes necessary to manage the traffic Develop more walking and cycling routes
Oxford Terrace	1	<ul style="list-style-type: none"> Great initiatives providing considerations for cyclists, pedestrians and street parking Just restrict through traffic to main roads will add to congestion
Paringa Street	1	<ul style="list-style-type: none"> Pedestrian crossing Fullarton Road is supported Indent bus stops along GO Rd 'Make this area beautiful place to live'
Pine Street	2	<ul style="list-style-type: none"> No projects in Pine Street? Parking and rat-running need to be addressed Parking congestion and commuter all day parking Introduce 4 hour parking limit
Porter Street	12	<ul style="list-style-type: none"> Improve sight lines at Porter/Townsend intersection Commuter parking and parking accessibility is a major issue Support project of indented parking along Greenhill Road Parking on both sides of street is an issue for traffic flow Entirely supportive of Rugby-Porter bikeway improvements

		<ul style="list-style-type: none"> Porter Street between Maud and Young streets too narrow for traffic to pass, stop parking on one side 'The projects are all worthy' Upgrade footpaths Townsend/Unley intersection improve and create more space/declutter Support smart parking Consider share cars, electrical vehicles charging points
Randolph Avenue	5	<ul style="list-style-type: none"> Speeding vehicles, difficult to see oncoming traffic when exiting driveways Review of Robsart and Castle intersection needed Rat running Sunrise School crossing upgrade good idea, Windsor/Wattle ped. crossing is supported Fullarton Road traffic is increasing, GO RD/GH RD intersection needs long term solutions Support Fullarton Road ped crossing
Regent Street	6	<ul style="list-style-type: none"> Increase local parking outside residential properties Parking concerns due to developments at George/GH Rd Rat running Commuter parking
Ridge Avenue	1	<ul style="list-style-type: none"> Need more parking like Katherine Street 'Obsession with cyclists reflects a sad need for political correctness'
Robsart Avenue	9	<ul style="list-style-type: none"> Create seating in shade along footpath 'Projects are excellent', but nothing to discourage traffic on Kenilworth Avoid humps Robsart/Castle suggestion for a mini roundabouts Support improvements to Robsart/Castle Improve bike lanes on George St Restrict parking to one side along Porter St Smart parking is a 'bad idea' Commuter parking
Scott Street	4	<ul style="list-style-type: none"> Fullarton Road pedestrian crossing idea is dangerous Better parking is needed Anything to continue to promote walking, cycling would be fabulous Rat running along Scott St
St Anne's Place	1	<ul style="list-style-type: none"> Young Street too narrow for parking on both sides Traffic lights at Young/GO Rd too slow to change
Stamford Street	2	<ul style="list-style-type: none"> 'Appreciate and welcome improvements to cycling safety in Unley area' Parking availability has been reduced, impossible to find parking outside my house Commuter parking
St. Helen's Street	1	<ul style="list-style-type: none"> Fullarton Road ped. crossing is supported
Townsend Street	2	<ul style="list-style-type: none"> Parking on both sides of street is problem for traffic flow Intersection of Townsend and Porter create more space, too

		<ul style="list-style-type: none"> narrow Unley/Townsend improvement needed - reduce parking at intersection Illegal parking makes it worse
Trimmer Terrace	1	<ul style="list-style-type: none"> Speeding issue Frederick/Trimmer Commuter parking issues
Unley Road	4	<ul style="list-style-type: none"> Support initiatives for parking, focus on business parking availability 'It's good to see prioritisation for the Porter/Rugby cycling over cross streets' Find Unley Road 'cluttered and hard to access'
Wallis Street	2	<ul style="list-style-type: none"> Drop off points near school need to be increased Speeding along Cambridge Don't want priority bike lanes Ped. Refuge at Wattle/Windsor is supported.
Wattle Street	9	<ul style="list-style-type: none"> Green arrow from Fullarton to GO Rd is needed at the signals Oppose upgrading children crossing outside Sunrise School Council should consider how it would get more cyclists off of George St Agree with Windsor/Wattle ped. refuge Upgrade of Sunrise School will enable safer movement for children No humps on Campbell Road Support all of the projects
Wilkinson Road	6	<ul style="list-style-type: none"> Consider 'keep clear' at Fullarton Road difficult to get in/out Campbell Road Kenilworth/Wilkinson review intersection for visibility Campbell Road is a major access for local residents from the area Dedicated 'green arrow' from Fullarton to GO Rd As a cyclist, happy with accessibility Rat-running Support ped. refuge Wattle/Windsor Ban parking on eastern side of Castle St between Young and Robsart to reduce traffic congestion
Windsor Street	1	<ul style="list-style-type: none"> Ped. refuge at Windsor/Wattle is supported
Young Street	5	<ul style="list-style-type: none"> Suggest installation of many bike rack near bus stops Currently too much focus on traffic/car project Parking along Unley Road need to be banned Increase Clearway times on south side of GH Rd 'I love the attention that Council taking to improve cyclists/pedestrian routes' Rat running between GO Rd and Stamford St Disappointed with no traffic calming suggested on Young Street
Comments from members of	6	<ul style="list-style-type: none"> Traffic in Campbell Road is already slowed no need to add Limit commuter parking Unley Road needs resealing 'Awful for Cycling'

**public
outside study
area**

- Walking along shared use paths are lovely, However, cyclists do not ring bell
- More parking is helpful
- Support Fullarton Rd ped crossing
- Arnold St commuter parking
- Campbell Rd/Fullarton Rd access issue
- Busy intersection Campbell/Fullarton
- Parking congestion around Montpelier

DECISION REPORT

REPORT TITLE: LOCAL GOVERNMENT (RATE OVERSIGHT)
AMENDMENT BILL 2018

ITEM NUMBER: 1241

DATE OF MEETING: 30 JULY 2018

AUTHOR: TAMI NORMAN

JOB TITLE: EXECUTIVE MANAGER OFFICE OF THE CEO

1. EXECUTIVE SUMMARY

The *Local Government (Rate Oversight) Amendment Bill 2018* (the Bill) was considered at a Local Government Association (LGA) Special General Meeting on Friday 13 July. At that meeting a resolution was unanimously carried, which requests that all Councils review the Bill and advise the LGA by Friday 3 August 2018 of the Council's endorsed position in relation to the Bill.

The LGA Special General Meeting was preceded by a series of presentations on Rate Capping that provided information from a range of perspectives, including the Minister for Local Government, the Essential Services Commission of SA, the proposed regulatory body for administration of any rate capping scheme, and experiences with rate capping schemes from both New South Wales and Victoria.

This report provides an overview of the Bill and highlights a range of issues for the consideration of Council, to enable Council to determine the endorsed position it wishes to put forward to the LGA.

2. RECOMMENDATION

That:

1. The Local Government Association be advised that the City of Unley ***[supports/opposes – to be determined by Council]*** the *Local Government (Rate Oversight) Amendment Bill 2018*; and
 2. The priority issues, amendments and concessions that the City of Unley would seek the Local Government Association to use best endeavours to address in discussions with political parties about the *Local Government (Rate Oversight) Amendment Bill 2018* include the following:
 - *to be determined by Council*
-

3. RELEVANT CORE STRATEGIES/POLICIES

Civic Leadership – Council will listen to the community and make transparent decisions for the long term benefit of the City:

- We have strong leadership and governance;
- Council provides best value services to the community;
- Our business systems are effective and transparent.

4. DISCUSSION

4.1 *Background*

The State Government introduced the *Local Government (Rates Oversight) Amendment Bill 2018* (the Bill) in the House of Assembly on 20 June 2018 following a Liberal Party election commitment to introduce rate capping legislation in the Parliament within their first 100 days of government. Rate capping is promoted by the government as a measure to ease cost of living pressures on households and businesses.

The Bill establishes a framework for a rate cap policy that gives the Essential Services Commission of South Australia (ESCOSA) responsibility for setting an annual rate cap, assessing applications from councils for variations to the rate cap, and monitoring and reporting on council compliance with the rate cap.

4.2 *Summary of the Local Government (Rates Oversight) Amendment Bill 2018*

The rate capping system outlined in the State Government's proposed legislation comprises the key elements summarised below:

- ESCOSA will be responsible for making rate cap determinations, assessing applications from councils for variations to the rate cap, and reporting on the outcomes of the system.
- ESCOSA will determine the basis of the rate cap; for example, whether it will relate to a price or particular index (CPI, LGPI etc) and whether the cap will include any efficiency or productivity component. The details of how the rate cap will be determined will be subject to ESCOSA guidelines that are yet to be developed.
- A cap may be determined for councils generally, a class of councils or individual councils. There is no definition provided of a 'class' of councils.
- The cap will be applied to a 'base standard rate', which is a nominal rate that is arrived at by dividing the total annualised general rate revenue for a council area, by the number of rateable properties in that area at the end of a base year (30 June).

- A council may apply to ESCOSA for a variation from the rate cap for a maximum period of up to five years. In applying for a variation, councils will need to provide the reasons for the variation application, evidence of community consultation, and an assessment of the likely impact on ratepayers.
- Councils will be expected to make efficiencies across their operations before applying for a rate cap variation, and will need to demonstrate they have considered funding priorities and alternative sources of revenue and the willingness and capacity of their ratepayers to pay higher rates.
- Consistency with long-term financial plans and infrastructure and management plans will be a critical component of an application for a variation.
- ESCOSA may charge councils a fee to recover the costs of assessing a variation application and applications will need to be lodged by 31 March.
- Further details of the variation process will be provided through ESCOSA guidelines that are yet to be developed.
- Separate rates and service rates and charges are excluded from the rate cap calculation, but a council must inform ESCOSA if they propose to introduce a separate rate or service rate or charge, as this will be taken into consideration when they set the primary rate cap for that council.
- ESCOSA must monitor and review councils' compliance with the system and prepare reports on the effects of rate capping on councils and any trends that may arise as a result of the rate capping scheme.
- The Minister may take action in relation to a council under section 273 of the *Local Government Act 1999* on the basis of a report by ESCOSA. Currently this provision includes the Independent Commission Against Corruption (ICAC), the Auditor-General and/or the Ombudsman.
- A review of the legislation will be required before 31 December 2023 (five years from the proposed commencement).

A copy of the Bill and accompanying explanatory paper, along with the LGA's analysis of the Bill and the broad issues that have been identified on behalf of the sector, is available at www.lga.sa.gov.au/RateCapping.

This policy should not be confused with a cap a council might itself apply to amounts payable by an individual rate payer in any year under section 153(3) of the *Local Government Act 1999*. Approximately fifty per cent of councils within South Australia restrict increases on individual properties to no more than a nominated percentage every year. However, these council decisions do not constrain total rate revenue generated.

Many of the details of the rate cap model are not defined or included in the Bill and are yet to be established by ESCOSA. For example, there is currently no detail provided on the final methodology/formula to be used in determining how a price index will be determined, and whether the cap will include any efficiency or productivity component. Further, full details of the variation process, including potential application fees to councils, and the community consultation guidelines have yet to be determined by ESCOSA.

ESCOSA has indicated that an Issues Paper will be released in August 2018 on these additional details. However, the Bill is expected to be debated in Parliament's Legislative Council in early September 2018, creating a time pressure for consultation on this additional detail before the Parliament makes a decision on the Bill.

4.3 Rate Capping Research

Rate capping was first proposed by the Liberal Party prior to the 2014 State Election. On the basis of evidence that rate capping results in negative impacts on communities, and the absence of any evidence that it results in more efficient councils, the LGA and the majority of South Australian councils have consistently voted to oppose the introduction of rate capping in South Australia.

The LGA has undertaken a range of advocacy, policy and reform activities to highlight the risks of rate capping while developing alternative local government reforms that will deliver benefits and value for communities. A summary of the research the LGA has undertaken on council rate capping policies and their impacts in other jurisdictions was presented in the report to the LGA Special General Meeting held on 13 July 2018, which is available at www.lga.sa.gov.au/page.aspx?u=6918.

As reported by Professor Roberta Ryan from the University of Technology Sydney at the LGA Special General Meeting, there is little Australian empirical evidence available to back up the claims about the purported advantages of rate capping. The research that is available provides evidence that rate capping is associated with:

1. Higher levels of debt;
2. Lower level of infrastructure maintenance; and
3. Lower levels of inter-jurisdictional revenue effort equity (creating inequity in individual council's ability to raise revenue).

The research does not provide any evidence of higher levels of efficiency being associated with rate capping.

Videos of the presentations on the New South Wales and Victorian experiences of rate capping and expert academic analysis at the LGA Special General Meeting can be found as follows:

- Cr Linda Scott, President of Local Government NSW - <https://youtu.be/C--71a2Sfcw>
- Mayor David Clark, Deputy President of MAV - <https://youtu.be/snbNHXhISMI>
- Professor Roberta Ryan - <https://youtu.be/2klwuUdCg80>

4.4 Process to resolve a sector position

At the LGA Special General Meeting, members voted that South Australian councils should review the *Local Government (Rate Oversight) Amendment Bill 2018* and advise the LGA by Friday 3 August 2018 of the council's endorsed position based on the following options:

- a) Council supports the *Local Government (Rate Oversight) Amendment Bill 2018*; or
- b) Council opposes the *Local Government (Rate Oversight) Amendment Bill 2018*; or

Following the receipt of responses from councils by 3 August, a special meeting of the LGA Board will be called to consider the endorsed positions of member councils. As rate capping would impact on councils differently depending on size, services, budget and rate base; the LGA Board will consider the endorsed positions of member councils on the basis of both a 'one vote, one value' counting method and a weighted voting method (using the same weighting system applied at LGA General Meetings).

The Board will also use the following criteria to inform and resolve a position:

- A merits-based assessment of the proposed legislation;
- The best interests of the communities of South Australia and their confidence in the local government sector;
- Current LGA policy positions and whether there is a mandate from members for an amended policy to be adopted;
- Potential impacts on the long-term financial sustainability of the local government sector, and how any negative impacts could be mitigated;
- Potential amendments and concessions that are in the best interest of councils and the community they serve;
- Positions of political parties in the Legislative Council and the impact this would have on the outcomes that can feasibly be achieved through the parliamentary process; and
- The number of responses received and the number of councils that did not participate in the voting process.

4.5 Previous Council Decisions

In March 2017, Council resolved the following position in relation to rate capping generally:

ITEM 805

PROMOTING GREATER AWARENESS OF COUNCIL SERVICES

That:

1. *The report be received.*
2. *Council notes the unanimous decision from South Australian councils at the 2016 LGA Ordinary General Meeting to reject rate capping.*
3. *Council continues to oppose rate capping in any form.*

4. *Council agrees to support and participate in the LGA's public awareness campaign, including placing material in quarterly rates notices.*
5. *Council notes the LGA will continue to work with all Members of Parliament and political parties to ensure rate capping is not imposed on South Australian communities.*

Part 3 of the above resolution expresses an opposition to rate capping in any form. Any decision from Council in relation to support or opposition of the Bill will need to bear this previous resolution in mind. A decision to oppose the Bill is consistent with the above resolution. A decision to support the Bill would be inconsistent with the previous decision of Council and could only be proposed if the previous decision was rescinded or varied, via a Motion on Notice.

4.6 Parliamentary Process

The *Local Government (Rate Oversight) Amendment Bill 2018* has been introduced in the House of Assembly by the Minister for Transport, Infrastructure and Local Government, the Hon Stephan Knoll MP.

The Government holds the majority in the House of Assembly (lower house), so it is likely the Bill will progress through the House of Assembly to the Legislative Council (upper house) despite independent MPs in the lower house – Frances Bedford MP, Geoff Brock MP and Troy Bell MP (and potentially SA Labor) – all publicly stating they will vote against the legislation. The Bill was passed in the House of Assembly, following debate on Tuesday 24 July, and will now proceed to the Legislative Council.

The Bill must pass in both Houses of Parliament to become law and the Government does not hold a majority in the Legislative Council.

If the Labor Party (ALP) honours its pre-election commitment to oppose rate capping, the government must secure support from three out of five crossbench members in order for the Bill to pass. The crossbench currently comprises two members from SA-BEST, two members from the Greens, and one member from Advance SA.

The ALP is considering the detail of the Bill and is yet to confirm a position. However, the Shadow Minister for Local Government, Hon Tony Piccolo MP told the LGA's Special General Meeting that he has a number of concerns about rate capping and is reluctant to recommend it to the Shadow Cabinet. SA-BEST and Greens are both on record post-election opposing rate capping based on the detrimental impacts it has had interstate and its lack of policy merit. Therefore, the possibility of successfully opposing rate capping in the upper house remains available if this is ultimately the decision of councils.

The Government has indicated that the Bill will be scheduled for debate in the Legislative Council in the first or second sitting week of Parliament, following the winter recess.

4.7 Possible amendments and concessions to the Local Government (Rates Oversight) Amendment Bill 2018

Despite any position that Council or the LGA resolves to take on the proposed legislation, ultimately the Parliament will make the decision about whether the legislation is passed, and in what form.

As discussions and negotiations with the government, opposition and other parties may be required, The LGA has also asked councils to clearly specify the priority amendments and concessions they would ask the LGA to use best endeavours to achieve in any negotiations with political parties about the legislation.

Based on the information presented to the LGA Special General Meeting, the Greens and the ALP do not seem inclined to accept amendments. SA-BEST – while stating their opposition to the Bill – has suggested the government's proposed productivity commission could examine the Bill as part of its remit. This would potentially mean that only the government would sponsor and support amendments.

The LGA prepared an outline of matters that could warrant amendment in the legislation. The LGA also identified a number of matters that could be identified as areas of concession the State Government should consider if the Bill is passed to ensure that costs imposed on Councils are managed appropriately in any rate capping environment. This information is included as Attachment 1 to this report.

Attachment 1

Council has been asked to nominate priorities for the LGA to pursue in its best endeavours with the political parties. The following matters were highlighted by Elected Members during a workshop on the Bill with a request that they be drawn to the attention of Council:

Amendments

- Theme 1: ESCOSA's role

- 1.3 Should the regulator be given powers to cap state government taxes, levies, fees and charges to create consistency with any scheme applied to local government?*

It was considered appropriate that similar oversight be applied to state government taxes, levies, fees and charges as that which is being proposed by the Bill. ESCOSA is an independent statutory authority and would be well placed to provide such oversight.

- Theme 2: Rate cap methodology (formula)

- 2.7 Should the legislation include a provision to ensure that the financial impact of state government cost shifting is not included in the calculation of the base standard rate? For example, if the cost to a council is \$1 million per year to provide the 75% mandatory rebate to community housing providers, this amount should be deducted from the calculation of the base standard rate.*

The impact of cost shifting has presented significant challenges for Councils to manage from a financial perspective. Mandatory rate rebates is one example of matters that should be addressed in the determination of the primary rate cap to ensure that Councils are not disadvantaged by the legislative obligations to provide rebates or the impost of other costs by the state government.

- **Theme 3: Rate cap variation – applications and assessments**

3.3 *Should the legislation include a deadline by which the regulator must determine and advise councils on the outcome of their variation applications?*

All timeframes currently specified within the Bill needs to be reconsidered to ensure they fit within the budget/annual planning obligations for Councils set out in the *Local Government Act 1999*. The review of timeframes should also include the proposed 31 December date for determination of a primary rate cap and the 31 March date proposed for submission of any variation application. The requirement for the regulator to provide advice on the outcome of a variation application by a specified deadline should be incorporated within the Bill.

Concessions

- **Cost Shifting**

1.1 *Community Housing Rebates*

Current legislative obligations impose a mandatory 75% rebated on council rates to community housing properties. The current impact to City of Unley of Community Housing Rebates is approximately \$40,000, however, if SA Housing were to transfer all 481 properties to community housing associations this would increase by approximately \$330,000. If the state government intends to cap rates that can be generated by Councils, it needs to address the shifting of costs for community housing that currently occurs through policy decisions.

1.2 *Solid Waste Levy*

The Solid Waste Levy is a significant cost impost for the Local Government sector, which has steadily increased year on year since 2001. The funds collected through the Levy are meant to be spent on waste programs to improve recycling and help the environment, however, only a small proportion of money raised is being invested back into the sector. There is currently around \$118 million that has been collected via the Solid Waste Levy sitting in the Green Industry Fund.

- **Funding, Roles and Responsibilities**

2.1 *State Government Grants*

2.2 *Review of services provided on behalf of the state government*

Council's primary source of income generation is rates. Each year, Council's determine the level at which rates must be set in order to deliver services to the community in line with their strategic plan.

In many cases, services delivered have been handed over to councils by the state government, without direct compensation for the cost of service delivery. In other cases, Councils deliver discretionary services and programs on behalf of the state government. If the Bill is passed, and Councils are required to operate in a revenue constrained environment, the state government must review the level of funding provided to the sector and the service expectations for functions councils deliver on its behalf.

A further oversight role ESCOSA could play is to review services assigned to Councils by the state government to determine whether it is appropriate, in terms of whether it fits within the role of the sector, the capacity of the sector to take on any new service/function and the capability of the sector to effectively deliver the service/function. A recent example of cost shifting is the administration of the *Local Nuisance and Litter Control Act 2016*. The work now undertaken by Councils under this Act was previously largely undertaken by the Environment Protection Authority, and no additional funding was provided to the Local Government sector when responsibilities were transferred.

2.4 Review of statutory fees and charges

Councils provide services to the community that are subject to fees set by statute. In many cases the cost of delivering these services far exceeds the fee councils are permitted to charge. LGA data analysis shows that councils are subsidising the costs of providing these services by up to 70-80%. In a revenue constrained environment, it is imperative that statutory fees and charges are reviewed and set at a true cost recovery level, with ongoing reviews to reflect increasing costs over time.

It may be appropriate for ESCOSA to play a role in the review of statutory fees and charges, to ensure that the services are cost neutral.

Changes to Planning and Development legislation also now means that Councils will miss opportunities for fee collection on larger development planning applications that are submitted directly to the State Commission Assessment Panel.

- Local Government Reform

1.1 Mandatory Rebates and Exemptions

The *Local Government Act 1999* provides for a range of mandatory rebates to properties used for health, community, religious and education purposes. There is also a range of rating exemptions that apply to state government owned land. Despite these rebates/exemptions, Councils must still deliver services/infrastructure to the properties and the wider community is essentially subsidising the costs associated with this.

4.8 Impacts of Rate Capping

The LGA's research confirms that there is overwhelming evidence that shows rate capping is not an effective public policy. The New South Wales and Victorian experience show that rate capping:

- undermines local democracy, centralises decision making about council rate revenue and shifts accountability from community representatives to an unelected bureaucracy;
- limits councils' ability to provide local services – putting discretionary services at risk;
- leads to higher user pays fees, charges and fines;
- creates asset renewal and infrastructure backlogs; and
- does not make councils more efficient or financially sustainable – in fact council debt increases as councils struggle to meet community expectations.

The lack of detail in the *Local Government (Rate Oversight) Amendment Bill 2018* means that it is challenging to forecast and model the specific impacts on council services and the long-term financial sustainability of the local government sector and the City of Unley.

LGA modelling that assumes a rate cap aligned with LGPI the previous year, shows the potential loss of rates revenue across the local government sector would have been:

- \$65.2 million and 2014-15;
- \$42.7 million in 2015-16; and
- \$15.8 million in 2016-17

Specific modelling of potential impacts of the application of a rate cap to revenue generation for the City of Unley has not been undertaken at this point in time, as there are too many unknown variables which would affect the ability to accurately interpret or analyse any calculations and/or assumptions.

5. ANALYSIS OF OPTIONS

Option 1 – the following resolution wording is provided based on the information set out within this report. It is for Council to determine the issues it wishes to raise with the LGA in its response to the LGA's request for feedback on the *Local Government (Rate Oversight) Amendment Bill 2018*.

1. The Local Government Association be advised that the City of Unley [supports/opposes – to be decided by Council] the *Local Government (Rate Oversight) Amendment Bill 2018*.
2. The priority issues, amendments and concessions that the City of Unley would seek the Local Government Association to use best endeavours to address in discussion with political parties about the *Local Government (Rate Oversight) Amendment Bill 2018* include the following:

- ESCOSA to be assigned an oversight role in relation to state government taxes, levies, fees and charges;
- The financial impact of state government cost shifting to be excluded from the calculation of a base standard rate within the rate capping scheme;
- Timeframes specified within the legislation for determination of the primary rate cap, submission of variation applications and for advice from ESCOSA regarding the outcome of any variation application to be reviewed;
- Cost shifting from state government to be addressed, in particular in relation to issues such as Community Housing Rebates and Solid Waste Levy;
- Funding, Roles and Responsibilities to be addressed, in particular:
 - the low level of state government funding received by South Australian Councils;
 - review of services provided by Local Government on behalf of the state government; and
 - review of statutory fees and charges.

Option 2

Council may wish to include other matters to bring to the attention of the Local Government Association or may wish to remove items from the suggestion resolution wording above.

6. RECOMMENDED OPTION

Council to determine.

7. ATTACHMENTS

- Attachment 1 – LGA Table 1: Potential Amendments to the Rate Oversight Bill and LGA Table 2: Possible Concessions – issues the State Government needs to address should the Rate Oversight Bill be passed.

8. REPORT AUTHORISERS

<u>Name</u>	<u>Title</u>
Peter Tsokas	Chief Executive Officer

Table 1: Potential Amendments to the Rate Oversight Bill

Attachment 1

Note: The analysis of the LGA is that only the government may be willing to sponsor and support amendments, and amendments would still need the support of the ALP or the majority of the cross bench in the Legislative Council.

Issue		Council priority
Theme 1: ESCOSA's role		
1.1	Should ESCOSA's proposed regulatory role be replaced with another independent body to administer the system? Should this be the Local Government Grants Commission?	
1.2	If ESCOSA retains a regulatory role, should there be a local government nominee or appointee on the Commission to bring local government skills and knowledge?	
1.3	Should the regulator be given powers to cap state government taxes, levies, fees and charges to create consistency with any scheme applied to local government?	
1.4	Should the regulator be required to consult with local government and other interested stakeholders prior to the development and adoption of guidelines and regulations that support the Rate Oversight Bill?	
Theme 2: Rate cap methodology (formula)		
2.1	Should the legislation provide an obligation for the regulator to consult with councils, the LGA and other interested stakeholders each year on the factors that should be taken into account when setting the cap?	
2.2	Should the methodology for the rate cap be a more simple mechanism to give revenue certainty to councils and account for development growth during the period? Would a LGPI/WPI + growth be suitable?	
2.3	Should the definition of "Annualised revenue recoverable from general rates" exclude discretionary & mandatory rebates, objections, write offs / bad debts, interest & fines, and other recovered costs? Does the legislation need to be clearer about what is included/excluded?	
2.4	Should all powers for Ministerial direction be removed from the legislation to ensure independence and avoid politicisation of the rate capping scheme?	
2.5	Should the regulator be restricted from determining an efficiency dividend as part of setting the annual cap?	
2.6	Should the regulator be required to determine the primary rate cap on or before 31 December in all circumstances? Or should the legislation retain the flexibility for the regulator to extend this timeframe?	

2.7	Should the legislation include a provision to ensure that the financial impact of state government cost shifting is not included in the calculation of the base standard rate? For example, if the cost to a council is \$1 million per year to provide the 75% mandatory rebate to community housing providers, this amount should be deducted from the calculation of the base standard rate.	
Theme 3: Rate cap variation – applications and assessments		
3.1	Should the reference to councils paying a fee for a variation application be removed from the legislation?	
3.2	Should the impacts of emergency and disaster response and recovery be included in the legislation as a factor in making cap determinations?	
3.3	Should the legislation include a deadline by which the regulator must determine and advise councils on the outcome of their variation applications?	
3.4	Should the legislation provide an administrative appeal process for councils that have a variation application rejected by the regulator?	
Theme 4: Property valuations and objections		
4.1	Should the legislation include a provision to ensure that a Rate Oversight system factors in annual losses through objections and falling property valuations?	
Theme 5: Monitoring compliance		
5.1	Should provisions for financially penalising councils that inadvertently breach the cap be removed given there are already broad powers available in the Act for investigation and review of council decision making?	
5.2	Should the legislation require consultation with local government before determining the administrative requirements at Section 187K to ensure there is agreement about how the performance/impacts of the rate capping scheme will be measured, how the data will be collected and analysed?	
Theme 6: Review of the Rate Oversight legislation		
6.1	Should the legislation include a provision that requires the legislation to be publically reviewed every two years, with input from councils and the LGA?	

Table 2: Possible Concessions – issues the State Government needs to address should the Rate Oversight Bill be passed

	Issue	\$ (impact/ funds sought)	Comment	Council priority
1. Cost Shifting				
1.1	Community Housing Rebates	Impact on councils is \$10.7 million per year for 12,000 properties	<p>The previous State Government commenced the transfer of management of SA Housing Trust (SAHT) properties to Community Housing Providers (CHPs). However, under the Local Government Act 1999 councils must provide a mandatory 75% rate rebate on council rates to community housing properties.</p> <p>Local government in South Australia supports the provision of affordable and sustainable public housing. However, as this is a State Government responsibility the LGA continues to oppose costs for community housing being shifted to councils through State Government policy decisions.</p>	
1.2	Solid Waste Levy	Impact on councils is \$34 million dollars in 2018/19	<p>Councils provide waste depot services in their local communities. Through their contracts with waste collection agencies, councils and their rate-payers pay the State Government's Solid Waste Levy.</p> <p>There is currently around \$118 million that has been collected via the Solid Waste Levy sitting in the Green Industry Fund.</p> <p>The funds collected through the Levy are meant to be spent on waste programs to improve recycling and help the environment. However, only a small proportion of money raised is being invested back into the sector.</p> <p>Since 2001, the State Government's waste levy has increased by nearly 1450%.</p>	
1.3	Rubble Royalties	Impact on councils is approx. \$1 million per year.	As part of the 2014-15 budget, the previous State Government introduced a requirement for regional councils to pay royalties (currently 52c per tonne) to them on rubble raised from borrow pits they own and manage for the purpose of road construction.	

	Issue	\$ (impact/ funds sought)	Comment	Council priority
1.4	NRM Levy	Impact on councils is approx. \$690,000	<p>Councils are currently required by the State Parliament to collect the NRM Levy on behalf of the State Government. The levy appears as a separate line on council rates notice, and many people mistake this for council revenue.</p> <p>In 2016/17, the State Government collected over \$44 million for NRM levy through council rates. This was a 25 percent increase on the previous year.</p> <p>There are hidden administrative costs to councils in collecting the levy on behalf of the state, particularly in relation to non-payment and rebates. There is over \$690,000 in unpaid NRM levies across the local government sector in South Australia.</p>	
2. Funding, Roles and Responsibilities				
2.1	State Government grants	\$ TBD	<p>South Australian councils historically receive the lowest per-capita share of state government funding in the country.</p> <p>State Government grants/funding to local government should be no less than the average in other states. Priority areas for increased long-term state funding to councils may include:</p> <ul style="list-style-type: none"> • Stormwater infrastructure • Coastal management • Community infrastructure • Libraries • Roads • Community services <p>To reduce council costs to meet any rate cap, the State Government should fulfil their resource and funding obligations that have been handed over to councils.</p>	

	Issue	\$ (impact/ funds sought)	Comment	Council priority
2.2	Review of services provided on behalf of the state government	\$ TBD	There are a number of discretionary services and programs that local government provides on behalf of the State Government under individual or sector-wide agreements. For example, services such as immunisations, food safety inspections and maintenance of state-owned jetties. A review of these agreements and the functions being undertaken by councils on behalf of the State Government may be required in a revenue constrained environment.	
2.3	Development contributions	\$TBD	Councils In South Australia, particularly those experiencing high levels of growth, are making significant upfront investments in infrastructure and facilities that support new developments. Councils in New South Wales and Victoria have the benefit of a legislated development contributions system to support this investment; and for some councils this is a significant source of additional revenue, which reduces pressure on council rates. The introduction of rate capping in South Australia will require consideration of an appropriate development contributions system to ensure growth areas in South Australia are not disadvantaged.	
2.4	Review of statutory fees and charges	\$ TBD	Councils provide services to the community that are subject to a fee set by statute. Examples include planning and building assessments under the Development Act (PDI Act) and food inspections under the Food Act. The cost of the delivering these services far exceeds the fee councils are permitted to charge. LGA data analysis shows that the councils are subsidising the costs of providing these services by up to 70-80%. A commitment is required to review all relevant statutory fees and charges and implement a cross-government policy to reset these fees at a cost recovery level.	
2.5	Litter and Nuisance	\$TBD	Councils have faced significant cost increases in recent years to manage and administer new responsibilities and obligations related to litter and nuisance control. These costs are not recovered or offset by additional revenue and must be subsidised by general rates. To reduce council costs to meet any rate cap, the State Government should take back the responsibilities that have been handed over to councils.	

	Issue	\$ (impact/ funds sought)	Comment	Council priority
3. Local Government Reform				
3.1	Benchmarking and data sharing	\$3 million in 2018/19, and \$1 million a year for the following 3 years	<p>Establishment of a sophisticated database of performance measures administered by the LGA to support council planning and community consultation to enable local government to continually improve.</p> <p>While there is a considerable amount of information already available to communities about what their council is doing; this information is often spread across multiple documents and platforms, can be difficult to find, and is not easy to compare with other councils.</p> <p>The LGA is working towards developing a more sophisticated performance measurement and reporting framework as a consistent way to promote transparency and accountability.</p>	
3.2	Mandatory Rebates and Exemptions	Impact on councils (rebates only): Metro council average = approx. \$970,000 annually Regional council average= approx. \$122,000 annually	<p>Councils are required by the Local Government Act to provide a range of mandatory rate rebates to properties used for health, community, religious and education purposes. These mandatory rebates should be reviewed in the context of rate capping to ensure that the wider community is not unfairly subsidising the costs of services delivered to other properties.</p> <p>The rating exemptions that apply to state government owned land should also be reviewed in the context of rate capping to reduce fiscal illusion.</p>	
3.3	Local Government elections	\$TBD	Support participation in local democracy and decision making by investing in the development and implementation of a cost effective and reliable electronic voting system for local government elections to, in time, replace the current postal ballot voting system. Legislative change would be required to implement this reform.	

MOTION OF WHICH NOTICE HAS BEEN GIVEN

TITLE:	MOTION ON NOTICE – STAY OF WORKS ON THE MITCHELL STREET/WELLER STREET INTERSECTION AND WELLER STREET BICYCLE BOULEVARD
ITEM NUMBER:	1242
DATE OF MEETING:	30 JULY 2018
ATTACHMENTS:	1 DIAGRAM: WELLER STREET RESPONSE MAP

Councillor Salaman has given notice of intention to move the following motion at the Council meeting to be held on 30 July 2018:

MOTION

That:

1. No work be undertaken on the Mitchell Street/Weller Street Intersection and Weller Street Bicycle Boulevard, until approved by Council.
 2. A report be provided to Council at the earliest opportunity, for an assessment of the Mitchell Street/Weller Street Intersection Bicycle Boulevard concept, with reference to:
 - a. the consultation and its results;
 - b. the submissions received from local residents;
 - c. the submissions received from residents outside the area;
 - d. the May 2018 InfraPlan Consultation Summary Report; and
 - e. the likely impact of proposed changes on the adjoining street network.
-

Background

Improvements to Weller Street were identified in both the Local Area Traffic Management (LATM) study for the areas of Goodwood/Unley/Wayville conducted in 2016 as well as the *City of Unley Walking and Cycling Plan 2016-2021*.

The LATM identified that Weller Street was used as part of a 'rat-run', with motorists using the street as an alternative to King William Road. Traffic speeds were also highlighted by residents as a major concern. The Walking and Cycling Plan, which establishes a network of bicycle routes throughout the City of Unley, identified Wood/Weller Street as part of a popular bicycle route, but noted that with its current traffic conditions it was potentially unsuitable for mixed traffic (bicycles and motor-vehicles sharing the road). The Plan also highlighted safety concerns for cyclists at the Mitchell Street/Weller Street intersection.

The Weller Street Concept Design was an initiative from the Walking and Cycling Plan, forming part of the strategic Wood/Weller Streets Bike Route.

The concept design proposed installation of traffic slowing devices with separated bicycle access, and improved crossing points at the busy Mitchell Street intersection. The treatments also proposed a number of side-street kerb extensions with increased landscape areas. These kerb extensions were proposed to assist in slowing turning vehicles and improve pedestrian crossing access and safety.

The Weller Street consultation opened on 27 March 2018 and closed on 20 April 2018. The Council issued a total of 199 letters to owners and occupiers of Weller Street, including owners and occupiers located 50m into side streets of Hinton Street, Weller Lane, and Przibilla Lane.

The distribution area for the letter drop was selected with appropriate consideration of the following:

1. Engagement with all residents who would likely be directly affected by the proposal, including Weller Street, and the adjacent side street thresholds; and
2. The lack of engagement with the broader street length, due to the technical assessment that there will be very little impact upon this area.

In addition, the consultation material and questionnaire was accessible to all through the YourSay website: <https://yoursay.unley.sa.gov.au/weller-street-bicycle-boulevard-and-traffic-calming>.

Council received 98 responses to the consultation: 62 from the Weller Street area, and 36 from the wider community. The results were as follows:

	Responses from residents of the local Weller Street area	Responses from outside the local Weller Street area	Total Responses from the community
Total circulars delivered	240		
Total responses received	62 (25% return rate)	36	98
Number of respondents supporting the overall treatment	30	33	63
Number of respondents opposing the overall treatment	28	3	31
Did not indicate a clear preference	4	-	4

Due to the relatively even results from the consultation, there is no clear mandate to proceed with implementation of the Mitchell Street/Weller Street Intersection Bicycle Boulevard. Therefore it is requested that a report reviewing the relevant materials be provided to Council for assessment and that a Council decision be made in relation to what work, if any, should be undertaken.

Officers Comments

Strategic Vision

Weller Street bike boulevard project has been approved by Council as part of its Annual Business Plan. This is in alignment with Council's Walking and Cycling Plan (WCP) and strategic goals of Community Plan 2033 (Living theme).

The Wood/Weller Streets bike route is a key recommendation of the Walking and Cycling Plan. It is intended to encourage greater north / south cyclist movement through the City of Unley by providing a safe and efficient alternative to busy main roads without bike lanes, such as King William Road and Goodwood Road.

Concept

The proposed works along Weller Street seek to improve cycling and road safety by installing treatments similar to Wood Street, which is already completed. The Wood Street works have been successful in reducing both traffic volumes (reduction of average 23%) and speeds (to 37.6km/hr from 45.7 km/hr). Therefore, the proposed works are considered appropriate solution on technical basis.

Elected Members would recall the Council undertook a LATM study for Goodwood, Wayville, and Unley areas in 2016. As part of the study, the Administration proposed mid-block road closures along Weller Street to reduce the high volumes of through traffic to create better cycling conditions similar to Rugby Street route (Weller Street has daily volume of average 2607 vehicles compared to Rugby Street average of 1124 vehicle per day). However, following a petition in opposition of the proposal from the local residents, the Council abandoned the original concept (Council meeting September 2016).

The Wood / Weller corridor remained an important strategic bike route, and alternate design solutions were necessary to improve its safety and appeal.

Community Engagement

The Walking & Cycling Plan (WCP) was developed as a result of extensive consultation, over a number of stages, with local residents from the whole City, Unley's Bicycle User Group, relevant State Government Departments, and elected members. The final stage of consultation, before adopting the WCP, included feedback from the community on proposed improvements. The improvements included a bicycle boulevard along Wood/Weller Streets, which was broadly supported by the community, and endorsed by Council.

As a result of the above consultation on the broader WCP, it was decided to only directly engage with residents who would be impacted by the proposed works. Consequently, consultation letters were sent to owners and occupiers of Weller Street, including owners and occupiers located 50m into adjacent side streets.

The Consultation approach used for Weller Street was the same as that used for Wood Street works.

From a technical perspective, the potential impacts on residents of side streets are considered to be minor and were therefore not directly contacted along the broader street length. Other residents could comment on line if they chose to, and some took this opportunity.

In addition, the consultation material and questionnaire has been accessible to all through the Your Say Unley website (<https://yoursay.unley.sa.gov.au/weller-street-bicycle-boulevard-and-traffic-calming>).

All responses from the community

- Total response received – 98
- Number of respondents supporting the overall treatment – 63
- Number of respondents opposing the overall treatment – 31
- Did not indicate a clear preference – 4

Responses from residents of the local area (Weller Street)

- Total circulars delivered – 240
- Total responses received – 62 (25% return rate)
- Number of respondents supporting the overall treatment – 30
- Number of respondents opposing the overall treatment – 28
- Did not indicate a clear preference – 4

If Council expects improvements in line with the WCP to be constructed this financial year, and the Motion is endorsed, Council will need to advise administration on how they should proceed following the review, given the commencement of Caretaker Period in mid-September. This will need to be included as part of the Resolution.

RESPONDENTS IN THE WELLER STREET CONSULTATION CATCHMENT WHO
SUPPORT OR **DO NOT SUPPORT** THE BICYCLE BOULEVARD CONCEPT.



MOTION OF WHICH NOTICE HAS BEEN GIVEN

TITLE:	MOTION ON NOTICE – LOCAL GOVERNMENT (RATE OVERSIGHT) BILL 2018 – LETTER TO THE MINISTER
ITEM NUMBER:	1243
DATE OF MEETING:	30 JULY 2018
ATTACHMENTS:	NIL

Councillor Salaman has given notice of intention to move the following motion at the Council meeting to be held on 30 July 2018:

MOTION

That:

1. A letter be sent to the Minister for Transport, Infrastructure and Local Government, the Hon Stephan Knoll MP, advising that the City of Unley opposes the *Local Government (Rate Oversight) Bill 2018* and drawing the following matters to the attention of the Minister:
 - The City of Unley currently undertakes rigorous and transparent annual planning and budgeting processes, focussed on providing relevant and quality services to the community.
 - In undertaking planning and budgeting processes the City of Unley is very mindful of the impact of rising costs to the Community, and as a matter of course, focuses on minimising rate increases whilst balancing service delivery, maintenance of existing infrastructure and provision of new facilities/services in response to the changing needs of the community. In effect, Council imposes its own cap and it should be noted that over the last three years the rate in the dollar at the City of Unley has declined in real terms.
 - The community's perception of the costs imposed by Council are negatively impacted as a consequence of Council being obligated to collect funds, for example, the Natural Resources Management levy, on behalf of the state government. Irrespective of the introduction of a rate capping regime, it is important that the roles/functions of state and local government are clearly differentiated, and the state government should remove the responsibility for collection of funds such as the NRM levy from Councils.
-

Background

Council is currently considering the possible implications of the introduction of the *Local Government (Rate Oversight) Amendment Bill 2018* that seeks to impose a rate capping regime on the Local Government Sector.

Whilst Council has previously resolved to oppose rate capping in any form, many members are of the view that at the City of Unley we have acted to apply a self-imposed rate cap within our Long Term Financial Planning and Budgeting approach.

The City of Unley is very cognisant of the cost of living for our community. Our focus is on providing sustainable, efficient and effective service delivery to the community and ensuring they have access to the infrastructure and resources they need. That mind-set guides our decision-making and ensures that we are not arbitrarily, or unnecessarily, increasing rates for our community.

The imposition of a rate capping regime assumes that Councils are not capable of making informed or balanced decisions about revenue raising or investment in the community. It suggests that elected officials are not capable of appropriately balancing a range of competing demands and effectively responding to the ever-changing needs of our community. Whilst it is important to respond to the LGA call for a position from all Councils to inform their ongoing discussions regarding the proposed rate oversight Bill, it is also appropriate for the City of Unley to communicate directly with the Minister for Transport, Infrastructure and Local Government to:

- Convey our opposition to rate capping,
- Document our current, prudent financial management approach, and
- highlight the ways in which actions of the state government impact the service delivery capacity and community perceptions of councils.

This motion proposes that a letter be sent to the Minister outlining relevant issues of concern from the City of Unley.

Officers Comments

The motion summarises the current practice of Council in relation to rate setting and highlights other matters to be drawn to the attention of the Minister. The motion does not conflict with the previous resolution of Council to oppose rate capping in any form, but seeks to highlight to the Minister that the City of Unley actively seeks to minimise rate increases for the community, whilst balancing service delivery in line with the strategic plan.

DECISION REPORT

REPORT TITLE: CONFIDENTIALITY MOTION FOR ITEM 1247 –
QUARTERLY REPORT – CENTENNIAL PARK
CEMETERY AUTHORITY

ITEM NUMBER: 1246

DATE OF MEETING: 30 JULY 2018

AUTHOR: LARA JONES

JOB TITLE: EXECUTIVE ASSISTANT OFFICE OF THE CEO

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on that grounds set out below.

1. **RECOMMENDATION**

That:

1. Pursuant to Section 90(2) and (3)(a) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to information the disclosure of which:
 - would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead) would, on balance, be contrary to the public interest.
 - could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
2. In weighing up the factors related to disclosure:
 - disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations; and
 - non-disclosure of this item at this time will protect information the disclosure of which would, on balance, be contrary to the public interest.

On that basis, the public's interest is best served by not disclosing Item 1247 – Quarterly Report – Centennial Park Cemetery Authority and discussion at this point in time.

3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public be excluded, with the exception of staff of the City of Unley on duty in attendance.
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ITEM 1247

Confidential – removed from the public agenda – pages 84-89

DECISION REPORT

REPORT TITLE: CONFIDENTIALITY MOTION TO REMAIN IN
CONFIDENCE ITEM 1247 – QUARTERLY REPORT –
CENTENNIAL PARK CEMETERY AUTHORITY

ITEM NUMBER: 1248

DATE OF MEETING: 30 JULY 2018

AUTHOR: LARA JONES

JOB TITLE: EXECUTIVE ASSISTANT OFFICE OF THE CEO

1. **RECOMMENDATION**

That:

1. Pursuant to Section 91(7) of the *Local Government Act 1999*:

- 1.1 The following elements of Item 1247 – Quarterly Report – Centennial Park Cemetery Authority, considered at the Council Meeting on 30 July 2018:

☒ Report

☒ Attachment

remain confidential for a period of 24 months, and not available for public inspection until the cessation of that period.

2. Pursuant to Section 91(9)(c) of the *Local Government Act 1999*, the power to revoke the order under Section 91(7) prior to any review or as a result of any review is delegated to the Chief Executive Officer.
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DECISION REPORT

REPORT TITLE: CONFIDENTIALITY MOTION FOR ITEM 1250 –
CONFIDENTIAL STRATEGIC PROPERTY
COMMITTEE MINUTES

ITEM NUMBER: 1249

DATE OF MEETING: 30 JULY 2018

AUTHOR: EMMA MORGAN

JOB TITLE: EXECUTIVE ASSISTANT TO GENERAL MANAGER
CITY DEVELOPMENT

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on that grounds set out below.

1. **RECOMMENDATION**

That:

1. Pursuant to Section 90(2) and (3)(b)(i) and (ii) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to information the disclosure of which:
 - Could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and
 - Would, on balance, be contrary to the public interest.
 2. In weighing up the factors related to disclosure:
 - disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations; and
 - non-disclosure of this item at this time will enable Council to consider the confidential minutes of the Strategic Property Committee without compromising Council's commercial position.

On that basis, the public's interest is best served by not disclosing Item 1250 – Confidential Strategic Property Committee minutes and discussion at this point in time.
 3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public be excluded, with the exception of staff of the City of Unley on duty in attendance.
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ITEM 1250

Confidential – removed from the public agenda – page 92

DECISION REPORT

REPORT TITLE: CONFIDENTIALITY MOTION FOR ITEM 1252 – CEO 2017/18 PERFORMANCE
ITEM NUMBER: 1251
DATE OF MEETING: 30 JULY 2018
AUTHOR: TAMI NORMAN
JOB TITLE: EXECUTIVE MANAGER OFFICE OF THE CEO

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on that grounds set out below.

1. **RECOMMENDATION**

That:

1. Pursuant to Section 90(2) and (3)(a) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to information the disclosure of which:
 - Would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead)
2. In weighing up the factors related to disclosure:
 - disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations; and
 - non-disclosure of this item at this time will enable Council to make an informed decision regarding CEO remuneration and performance assessment without unreasonably disclosing information relating to the personal affairs of the CEO.

On that basis, the public's interest is best served by not disclosing Item 1252 – CEO 2017/18 Performance and discussion at this point in time.

3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public be excluded, with the exception of Ms T Norman, Executive Manager Office of the CEO, and Ms L Jones, Executive Assistant Office of the CEO.
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DECISION REPORT

REPORT TITLE: CONFIDENTIALITY MOTION TO REMAIN IN
CONFIDENCE ITEM 1252 – CEO 2017/18
PERFORMANCE

ITEM NUMBER: 1253

DATE OF MEETING: 30 JULY 2018

AUTHOR: TAMI NORMAN

JOB TITLE: EXECUTIVE MANAGER OFFICE OF THE CEO

1. RECOMMENDATION

That:

- 1.1 Pursuant to Section 91(7) of the *Local Government Act 1999* the following elements of Item 1252 – CEO 2017/18 Performance, considered at the Council Meeting on 30 July 2018:

- ☒ Report
- ☒ Attachment

remain confidential for the duration of the employment of the CEO, and not available for public inspection until the cessation of that period.

1. Pursuant to Section 91(9)(c) of the *Local Government Act 1999*, the power to revoke the order under Section 91(7) prior to any review or as a result of any review is delegated to the Chief Executive Officer.
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