

Council Meeting Agenda & Reports

1 February 2021

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters

28 January 2021

To all Members of the Council

NOTICE OF MEETING

I wish to advise that pursuant to Sections 83 and 87 of the *Local Government Act 1999*, the next Ordinary Meeting of the Norwood Payneham & St Peters Council, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Monday 1 February 2021, commencing at 7.00pm.

Please advise Tina Zullo on 8366 4545 or email tzullo@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone
CHIEF EXECUTIVE OFFICER

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City of
**Norwood
Payneham
& St Peters**

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VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Council Members

Staff

APOLOGIES

ABSENT

1. **KAURNA ACKNOWLEDGEMENT**
2. **OPENING PRAYER**
3. **CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 18 JANUARY 2021**
4. **MAYOR'S COMMUNICATION**
5. **DELEGATES COMMUNICATION**
6. **QUESTIONS WITHOUT NOTICE**
7. **QUESTIONS WITH NOTICE**
Nil
8. **DEPUTATIONS**

8.1 DEPUTATION – PROPOSED CYCLIST REFUGE AT NELSON STREET AND HENRY STREET, STEPNEY

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA59632
ATTACHMENTS: Nil

SPEAKER/S

Mr Brenton Whittenbury

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Brenton Whittenbury has written to the Council requesting that he be permitted to address the Council in relation to the proposed cyclist refuge on the corner of Nelson Street and Henry Street, Stepney.

In accordance with the Local Government (Procedures at Meetings) Regulations 2013, Mr Brenton Whittenbury has been given approval to address the Council.

9. PETITIONS
Nil

10. WRITTEN NOTICES OF MOTION

10.1 CAT MANAGEMENT IN SOUTH AUSTRALIA – SUBMITTED BY CR FAY PATTERSON

NOTICE OF MOTION: Cat Management in South Australia
SUBMITTED BY: Cr Fay Patterson
FILE REFERENCE: qA1039 qA2136
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Cr Fay Patterson.

NOTICE OF MOTION

That the Council writes to The Honourable David Speirs, Minister for Environment and Water, requesting that the State Government together with the Dog & Cat Management Board undertake a review of cat management laws with a view to introducing uniform cat management regulations, including provisions for the containment of cats, in metropolitan Adelaide and/or State-wide.

REASONS IN SUPPORT OF MOTION

Responsible cat management is of concern to our residents for reasons of cat care, nuisance issues and/or the impact on wildlife. While councils throughout the State encourage cat owners to microchip and neuter their pets, this does not address all cat issues and a number of councils are looking at options for more active management within their areas. This includes Mt Barker Council introducing a curfew on cats in 2020.

According to a Media Statement issued by the RSPCA in response to the City of Marion's attempts to introduce a By-law for the management of cats within their area, "...a *state-wide approach to cat management is the only way to turnaround the current, unsustainable situation of cat overpopulation and other issues with stray cats in South Australia, and keeping cats confined to their owner's property is so much safer not only for wildlife, but for cats. It also prevents them from getting hit by cars, injured in fights, lost, or even hurt or stolen by someone else.*

"Going forward, we strongly believe that fully effective cat management in South Australia will only be possible when a state-wide approach is adopted, instead of the current piecemeal approach by individual councils.

"Cats do not understand council borders, and we currently have about one third of councils with cat by-laws that are completely different.

"It is no surprise that they are proving to be totally ineffective in addressing the issue of cat management across our state."¹

According to the RSPCA, there are over 400,000 owned cats in South Australia and potentially in excess of 170,000 unowned cats. While our Council does not receive significant numbers of complaints regarding cats on an annual basis, it is likely that complaints are not being registered due to Council's lack of management powers, and the issues outlined by RSPCA South Australia CEO Paul Edwards above are relevant to cat management in our Council area.

As stated by the RSPCA, the only effective way for South Australian Councils to manage cats within their respective areas is for the State Government to introduce legislation that provides a uniform approach across council boundaries. Whether this should be State wide or whether different practices are warranted in metropolitan Adelaide should be part of the State Government and Dog & Cat Management Board's consideration.

¹ Media Statement 2 July 2020, *Rejection of council's proposed cat by-law reinforces urgent need for state-wide action*, www.rspcasa.org.au

STAFF COMMENT
PREPARED BY GENERAL MANAGER, GOVERNANCE & COMMUNITY AFFAIRS

A letter can be forwarded to the Minister as set out in the Motion.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 THE CITY OF NORWOOD PAYNEHAM & ST PETERS CITY WIDE CYCLING PLAN 2013 ACTION PLAN UPDATE 2021-2026

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA60848
ATTACHMENTS: A – C

PURPOSE OF REPORT

This report informs the Council of the progress to date in implementing the *City of Norwood Payneham & St Peters City Wide Cycling Plan 2013* (the Plan) and includes recommendations for an updated 'City Wide Cycling Action Plan' for the period 2021-2026.

BACKGROUND

The *City of Norwood Payneham & St Peters City Wide Cycling Plan 2013* (the Plan), identifies a connected network of cycling streets and an action plan for implementation.

The key objectives of the Plan are to:

- improve cyclist safety;
- increase the range of people who cycle in the area, e.g., the elderly and the young;
- increase local cycling trips (to schools, shops, etc);
- improve permeability and connectivity within the local area and with the adjoining municipalities and the Adelaide CBD;
- facilitate healthy communities through increased physical activity;
- improve the liveability of neighbourhoods and increase social connections;
- provide real transport alternatives to the personal car that are socially equitable,
- provide solutions for environmental sustainability;
- increase supporting infrastructure, such as bicycle parking;
- reduce traffic congestion;
- address cyclist black spots;
- encourage lasting travel mode shift through travel behaviour change initiatives; and
- provide information and support to communities to raise the profile of cycling as an alternative transport mode.

The Plan included a list of priority actions that included the implementation of cyclist infrastructure, end-of-trip facilities and behaviour change initiatives and the Plan recommended that these be reviewed and updated every five (5) years.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives contained in the Council's Strategic Plan, *CityPlan 2030*, are set out below:

Outcome 1: Social Equity

"A connected, accessible and pedestrian-friendly community"

Objective 2. *A people-friendly, integrated, sustainable and active transport and pedestrian network.*

Strategy: *Promote the use of alternative transport to motor vehicles.*

Strategy: *Provide improved and safer movement for cyclists, pedestrians and people using motorised personal vehicles.*

Objective 4. *A strong, healthy and resilient community.*

Strategy: *Encourage increased physical activity and healthier lifestyles.*

Outcome 4: Environmental Sustainability

“A leader in environmental sustainability”

Objective 1. *Sustainable and efficient management of water, waste, energy and other resources.*

Strategy: *Promote sustainable and active modes of transport.*

FINANCIAL AND BUDGET IMPLICATIONS

If the recommended City Wide Cycle Plan Action Plan is endorsed by the Council, funding of the actions will need to be considered annually as part of the Council’s budget setting process.

EXTERNAL ECONOMIC IMPLICATIONS

Implementing a safe and enjoyable cycling network can assist to enhance accessibility and broaden the scope and long-term viability of the local business sector.

SOCIAL ISSUES

The implementation of a safe and enjoyable cycling network fosters a healthier, more active and connected community.

CULTURAL ISSUES

The implementation of a safe and enjoyable cycling network sends a clear signal to our community that the Council understands and supports the multiple benefits that cycling provides to the cultural fabric of the City.

ENVIRONMENTAL ISSUES

Transport plays a vital role in our society with the private motor vehicle currently dominating the residential streetscape and how people choose to move. Cycling is an environmentally sustainable alternative form of transport that does not produce harmful particulate or greenhouse gas pollution, or congestion and offers a viable alternative to car use for many short or commuter journeys.

RESOURCE ISSUES

The update to the Action Plan has been undertaken by Council staff. The infrastructure recommendations set out in the Action Plan will require the input from Consultants in respect to design and documentation. The recommendations of relating travel behaviour change and the ongoing liaising / lobbying with the Department for Infrastructure and Transport (DIT) will be undertaken by Council staff.

RISK MANAGEMENT

If the Action Plan is not updated periodically, there is a risk that the *City Wide Cycling Plan* will not be fully implemented. This in turn, may result in gaps in the Council’s cycling route network and leave safety issues for cyclists unresolved. These risks have been managed through the duration of the project by working with the Norwood Bicycle User Group; and DIT staff to identify priority actions for the short to medium term and through the preparation of a revised Action Plan.

CONSULTATION

- **Elected Members**
Cr Sims, Cr Moorhouse and Cr Patterson are members of the Norwood Bicycle User Group (BUG) and have been involved in discussions regarding this matter.
- **Community**
The Norwood Bicycle User Group (BUG).

- **Staff**
General Manager, Urban Planning & Environment
Manager, Urban Planning & Sustainability
Project Manager, City Assets
Project Manager, Urban Design and Special Projects
Sustainability Officer
Coordinator Youth Programs
- **Other Agencies**
Department for Infrastructure & Transport
City of Burnside
City of Adelaide
Town of Walkerville
Campbelltown City Council

DISCUSSION

A significant outcome of the 2013 Action Plan was the formation of the Norwood Bicycle User Group (BUG). The Norwood BUG communicate with the wider cycling community via a Facebook Page and hold meetings when required. The aim of the BUG is to engage with the Council and identify barriers to cycling and opportunities to assist Council staff to identify and prioritise works and to promote a positive cycling culture. The BUG were consulted as part of this action plan update and have provided valuable input.

The update of the Action Plan was undertaken by Council staff and the following tasks were undertaken:

- Identification of the items from the Action Plan that have been implemented;
- Identification of the priority actions that have not been implemented, and investigate why they have not been implemented;
- Identification of actions that are not required due to changes in legislation or design guidance. This includes:
 - change to legislation in 2017 that allows Bicycle riders of all ages are permitted to ride on the footpath unless a 'no bicycles' sign is present; and
 - the introduction of Sharrow pavement marking, to replace Advisory bike logos.
- reviewing the DIT crash data for a 5-year history of collisions involving cyclists to identify unsafe locations;
- reviewing traffic data to identify where cycling routes coincide with high traffic speed and/or volumes;
- cycle the network to understand the existing cycling conditions;
- liaising with the Norwood BUG to understand the gaps in the network, and their priority actions;
- liaising with DIT to inform them of the arterial road crossings and routes that require upgrade or new infrastructure; and
- liaising with DIT to identify their planned works and ensure that cycling infrastructure is incorporated into those works where they coincide with the local cycling network.

The tasks listed above were cross-referenced and analysed to identify the priority actions for the next five (5) years (i.e. to 2021-2026).

The 2013 Action Plan for infrastructure works has been condensed and modified to include a column that identifies whether the action has been completed, is in progress, or has not been completed. This table is contained in **Attachment A**.

Completed Actions

The Council has completed a number of cycling infrastructure projects including:

- The Norwood-Magill Bikeway (Beulah Road), including traffic calming, landscaping, wayfinding signage and upgrading of roundabouts;
- Ninth Avenue streetscape and traffic calming;
- River Torrens Shared path upgrades, Felixstow and various locations;
- Sharrow pavement marking along cycling routes and refreshing of existing compliant linemarking to align with the city wide cycling network; and
- installation of a Bicycle repair station at Battams Road and Ninth Avenue junction.

In consultation with Council staff, DIT have also completed numerous cycling infrastructure projects that were identified in the Plan, including:

- Bicycle lane upgrade of Rundle Street including raised intersection at Rundle Street and The Parade West;
- cyclist facilities to enable safer road crossings:
 - Beulah Road and Portrush Road;
 - Beulah Road and Fullarton Road;
 - Hackney Road, opposite Bertram Street;
 - The Parade and Edward Street;
 - Angas Street and Dequetteville Terrace;
 - The Parade and Sydenham Road;
 - Hackney Road and Cambridge Street;
 - The Parade West and Fullarton Road cycle lane upgrade; and
- extension of Clearway times on arterial roads which extends operating times of part-time bicycle lanes.

Actions Partially Completed

There are a number of cycling projects that the Council has not yet completed but are in progress. These are discussed below.

Safe Road Crossings

- Langman Grove and Wicks Avenue, Felixstow. A cyclist refuge and wombat crossing has been designed and is planned for construction in 2021;
- Nelson Street and Henry Street, Stepney. A cyclist refuge has been designed and its implementation is currently under review;
- Winchester Street, St Peters. The roundabouts along this street were identified in the Action Plan to be upgraded to improve cyclist safety. This work is being integrated into the asset renewal program planned for design in 2021-2022;
- Beulah Road and Osmond Terrace, Norwood. The final stage of the Beulah Road cycle route is the cyclist crossing through the median at Osmond Terrace. This has been designed and is planned for construction in 2021;
- Magill Road, near Avonmore Avenue. A pedestrian actuated crossing (PAC) is required at this location to enable cyclists and pedestrians to cross Magill Road safely. A north-south cycle route crosses Magill Road at this location and liaison with the City of Burnside has confirmed its support for the PAC. Discussions have been undertaken with DIT who are not prepared to fund the crossing but will consider the installation if the City of Norwood Payneham & St Peters and the City of Burnside pay the associated costs. The concept design for the crossing has been undertaken by the Council;
- Cyclist Blackspots. The intersections of William Street with Elizabeth Street and George Street have been identified as cyclist blackspots. An application for Blackspot funding to upgrade these roundabouts has been submitted to DIT.

St Morris Bikeway

The St Morris Bikeway is a key east-west cycling route between Glynburn Road and Magill Road and traverses through residential streets in Stepney, Maylands, Trinity Gardens and St Morris.

The streets in this route coincide with the Trinity Valley Stormwater Drain Project which is currently undergoing concept design. Therefore, the upgrade to the cycling facilities along this route has been incorporated into this project and relevant Council staff are working together to integrate the stormwater drainage and cycle route design.

Marden – St Peters Bikeway

A shared path was constructed through the Marden Education Centre to connect Church Street to O.G. Road.

River Torrens Linear Park

Council staff (City Assets) are currently undertaking design works along the River Torrens. These works are being integrated with cycling upgrades which include:

- New shared path through Twelftree Reserve, Hackney; and
- Path and bridge upgrade and new stairs with cyclist wheeling ramp, near Twelftree Reserve. The shared path terminates at this location due to steep banks and Adelaide Caravan Park ownership. Cyclists must either enter climb the stairs or backtrack along the path to continue along Richmond Street (with high traffic volume); or cross the bridge into Walkerville which provides an off-road connection to the Adelaide CBD. This upgrade will improve safety and provide better transport choices.

End of Trip and Mid-Trip Facilities

- Approximately 35 bicycle parking rails have been installed throughout the city in various locations. Additional rails are required at key locations to support and encourage bicycle use; and
- A bicycle repair station has been purchased for for the Norwood-Magill Bikeway but has not yet been installed.

Travel Behaviour Change, Cycling Promotion and Education

The Council has undertaken numerous initiatives to promote cycling and encourage more people to cycle, including:

- The E-bikes shared bicycle scheme;
- Promote Ride to School and Way2Go programs to Schools;
- Promotion of cycling and cycling infrastructure at Tour Down Under events;
- In conjunction with the City of Adelaide, developed the 'wheelie good guide', which promotes safe cycling routes and local destinations;
- Pop up Wheel Park at Fogolar Furlan during School holidays;
- Promotion of National Ride to Work Day;
- Provision of electric bikes for Council staff use;
- Wayfinding signage along Norwood-Magill Bikeway.
 - *Share with Care* pavement decals along Linear Park;
 - multiple bicycle maintenance courses; and
 - cycling safety courses.

Cyclist Data Collection

Traffic data provides critical information for designing the road network and historically has only included speed and volume of motor vehicles. It is now recognised globally that more data on cycling is needed to provide an evidence-base for developing cycling networks. This includes collecting cyclist volumes, and evaluating the effectiveness of infrastructure. As of 2020, all traffic data collected by the Council includes the counting of cyclists. This will enable the Council to understand where people are cycling and therefore where cyclist infrastructure is needed. In addition, volunteers collect cycling data on Super-Tuesday and provide the information to the Council. Super Tuesday is Australia's biggest annual commuter bike count which records cyclist volumes, gender, and movement flow of people on bikes between 7:00am and 9:00am on the first Tuesday in March. In 2020, thirteen (13) locations were counted.

In addition to the metropolitan wide Super Tuesday counts, Council staff have also undertaken its own annual counts of pedestrians and cyclists along Beulah Road, Norwood to support the business case for the implementation of the Norwood Magill Bikeway.

Identified Priority Actions for 2021-2026

The Draft updated Action Plan for infrastructure focuses on the following principles:

- completing routes that are only partially implemented;
- addressing critical gaps in the cycling network;
- prioritising cycling streets that can be integrated into works undertaken by City Assets program;
- addressing locations that have a combination of high traffic volumes and high cyclist volumes; and
- safe road crossings at hazardous locations;

The key recommended priority actions are discussed below. The updated table is contained in **Attachment B** and illustrated in **Attachment C**.

Low-Traffic Cycling Route to Connect Beulah Road to the CBD

The eastern end of the Norwood-Magill Bikeway (Beulah Road) connects to the cyclist crossing facility at Fullarton Road which takes citybound cyclists to Rundle Street. Rundle Street is a busy road and bus route, with a 60km/h speed limit, maintained and operated by DIT. Rundle Street is intimidating for many cyclists as they are positioned between parked cars (with potential for doors opening onto cyclist) and high volume/speed moving traffic. Given that the Norwood-Magill Bikeway is designed for cyclists of all-ages, it is critical that an additional low-traffic cycle route that connects Beulah Road to the City is provided.

Discussions have been held with DIT and the City of Adelaide to identify an alternative route. There are limited options and it was agreed that Little Grenfell Street and Capper Street constitute the most appropriate route and this is supported by the Norwood BUG. The following infrastructure would be required to complete this route:

- median island refuge in Fullarton Road, to connect to Little Grenfell Street (by DIT);
- a safe crossing facility at The Parade West, a Wombat Crossing is anticipated to be appropriate at this locations;
- a safe crossing facility at Dequetteville Terrace (by DIT). The City of Adelaide has designated this crossing to be a Pedestrian Actuated Crossing (signals), and DIT have agreed to this proposal; and
- sharrow pavement marking and wayfinding signage along the route.

Complete Cycling Route from Ninth Avenue to Hackney Road

Ninth Avenue is well-utilised by cyclists exiting the River Torrens Shared path at Battams Road to avoid the meandering river section. The connection from Ninth Avenue to Hackney Road (via Eighth Avenue and Richmond Street) was identified as a high priority in the Action Plan but has not been implemented. Richmond Street carries high traffic volumes and is narrow and therefore the provision of a cyclist facility will require a complex design solution but is considered critical given the absence of alternative options. The junction of Eighth Avenue and St Peters Street is planned for a significant upgrade in 2021-2022 (as part of the St Peters Street Upgrade Project), which will include cycling facilities and traffic calming at this key junction of two cycling routes.

The St Morris Bikeway

The St Morris Bikeway is a key east-west cycling route recognised on a state strategic bicycle route by the *'Metropolitan Local Government Group Cycling Strategy, 2015'*, and extends beyond NPSP, through the City of Campbelltown and to the Adelaide Hills. It traverses through residential streets in Stepney, Maylands, Trinity Gardens and St Morris and provides a low-traffic, alternative route to cycling on Payneham Road or Magill Road. It provides local community access to the Trinity Gardens Primary School, St Peters Library and Linde Reserve and connects further afield to other cycling routes that link to the River Torrens shared path and the Norwood-Magill Bikeway.

The streets of this route coincide with the Trinity Valley Drain Project (City Assets) which is currently undergoing concept design. Therefore, the upgrade to the cycling facilities along this route has been incorporated into this project and relevant Council staff are working together to integrate the drainage and cycle route design.

North-South Bikeway – Felixstow to Beulah Road

This cycling route provides an important north-south route from the River Torrens Linear Park, connecting to the Norwood – Magill Bikeway and beyond to the City of Burnside and the suburbs of Kensington and Marryatville. The route connects to the proposed St Morris Bikeway (described above) and also extends further south to Kensington and Marryatville via the City of Burnside cycling network. It comprises Laver Terrace, Lewis Road, Barnes Road, Gage Street, Aberdare Avenue, Avonmore Avenue. 150 cyclists a day were counted on Gage Street which indicates that this is a popular route. It is identified with pavement marking (sharrows), but given the high cyclist volumes, a more comprehensive assessment should be undertaken that identifies possible safety and access improvements.

William Street

William Street is a popular cycling route that offers a low-traffic alternative to The Parade, on the south side of The Parade. The roundabouts at George Street and Edward Street have been identified as cyclist blackspots and an application for Blackspot funding to upgrade these roundabouts has been submitted to DIT. In addition, the cycle path in the median island at Osmond Terrace is narrow and in poor condition and requires an upgrade.

Marden – St Peters Bikeway

A shared path was constructed through the Marden Education Centre to connect Church Street to O.G. Road. The remaining route requires completion with pavement marking and wayfinding signage.

Pembroke Street and Eton Lane

This cycling route is currently used by cyclists but is not identified on the ground. It provides a direct low-traffic connection between Linear Park shared path and the traffic signals at North Terrace.

St Peters Street

St Peters Street is identified as a future bicycle boulevard and is undergoing a significant upgrade in 2021/22 that will include footpath widening, traffic calming, landscaping, improved roundabout design and cycling facilities. It will result in a high quality and enjoyable cycling route linking the pedestrian crossing at Payneham Road to the River Torrens Linear Park.

Wayfinding Signage

Prepare a citywide cyclist wayfinding sign strategy and plan a roll-out of signs to complete the network by 2026.

Pavement Decals

Evaluate the effectiveness and longevity of the Share with Care pavement decals along Linear Park and extend the installation if deemed appropriate.

Bicycle Rails

Undertake an audit of existing bicycle rail locations and identify locations where additional rails are required. Install approximately fifteen (15) rails each year.

Continue Working with DIT

Council staff and DIT staff have a good working relationship and it is critical that the Council continue to lobby DIT for safety improvements to the cycling network. The key locations for DIT upgrades include the following and the long list of locations is provided in the updated Action Plan table contained in **Attachment B**:

- Magill Road, near Avonmore Avenue, Trinity Gardens - Pedestrian/cyclist actuated crossing (PAC);
- Glynburn Road near Seventh Avenue, St Morris - Safe cyclist crossing;
- The Parade and Edward Street, Norwood - Safe cyclist crossing;
- Dequetteville Terrace and Capper Street - Pedestrian Actuated Crossing (PAC);
- Fullarton Road, Norwood to connect Beulah Road to Little Grenfell Street - Safe cyclist crossing;
- Stephen Terrace, near Ninth Avenue, St Peters - Cyclist refuge;
- Fullarton Road (west side), Norwood - footpath connection from Bailol Street, St Peters to Rundle Street, Kent Town;
- The Parade, just west of Portrush Road – install green bike lanes
- Stephen Terrace - Upgrade to cycle lane; and
- Linear Park shared path - Access improvements from the street network.

In addition, Council staff are working with DIT as part of the investigation into implementing 40km/h area speed limits.

Collect Cyclist Data

Continue to collect cyclist data at every opportunity and support volunteers who participate in Super-Tuesday.

Support the Norwood BUG

Continue to engage proactively with the Norwood BUG to identify hotspots, barriers and opportunities and to help promote a positive cycling culture.

Promote National and State Cycling Promotion Initiatives

- Promote Ride to Work and Ride to School Day (and others as identified). Use a variety of media, including printed posters and on-line resources;
- Continue to work with Schools to educate and encourage cycling to School programs;
- Leverage off of other programs and initiatives when possible, e.g. the Tour Down Under, etc.

Promote the Cycling Network

- Prepare printed maps of the cycling network for distribution at the Council offices and other community facilities throughout the city; and
- Update the Council website and social media pages regularly with cycling news;
- Prepare media releases to inform the community when a cycle route is completed.

OPTIONS

The Council has three (3) options available in respect to this project. The Council could resolve to either:

- Option 1** Endorse the recommended City Wide Cycling Action Plan 2021-2026 (as contained in **Attachment B**), or
- Option 2** Modify the recommended City Wide Cycling Action Plan 2021-2026 (as contained in **Attachment B**), or
- Option 3** Resolve not to proceed with the recommended City Wide Cycling Action Plan 2021-2026 (as contained in **Attachment B**).

CONCLUSION

The recommended *2021-2026 City Wide Cycling Action Plan* includes the implementation of infrastructure on Council-owned roads and DIT-owned roads, as well as educational and promotional activities that aim to encourage more people to ride their bike more often.

Implementation of the recommended action plan will require financial commitment by the Council to resource and fund the works required as well ongoing lobbying of the State Government. However, as the recommended actions have yet to be investigated, the costs associated with implementation are unknown at this stage. As such, funding for each of the proposed actions will need to be considered on an annual basis by the Council. If the action plan is endorsed and implemented by 2026, a significant portion of the proposed City wide cycling network will be completed.

COMMENTS

Nil.

RECOMMENDATION

That the *2021-2026 City Wide Cycling Action Plan* (as contained in Attachment B), be endorsed.

Attachments – Item 11.1

Attachment A

The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013 Action Plan Update 2021 to 2026

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

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City of
Norwood
Payneham
& St Peters



The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013

Action plan 2013

CYCLE ROUTES AND LINKS	RECOMMENDATIONS	PRIORITY	STATUS 2021
Norwood – Kent Town Route			
Beulah Road Portrush Road to Fullarton Road	<ul style="list-style-type: none"> Upgrade roundabouts Develop Bicycle Boulevard Install wayfinding signs 	High	Completed
Beulah Road/Osmond Terrace	<ul style="list-style-type: none"> Upgrade path across median island 	High	Planned for construction 2021-22
Beulah Road / Fullarton Road/Rundle Street	<ul style="list-style-type: none"> Safe crossing facility – support proposal by DIT 	High	Completed
Beulah Road / Portrush Road	<ul style="list-style-type: none"> Safe Crossing facility – lobby DIT 	High	Completed
Rundle Street, Kent Town	<ul style="list-style-type: none"> Cycling improvements 	High	Completed
Marden-St Peters Route			
Church Street, Beasley Street, Fifth Avenue, Lambert Road, Third Avenue, Stephen Terrace, Second Avenue	<ul style="list-style-type: none"> Install shared path from Church St to O.G. Road Install line marking and wayfinding signage 	Medium	Shared path completed Pavement marking and wayfinding signage not completed. Roll over to 2021-2026 Action Plan.
Third Ave/ Winchester St intersection	<ul style="list-style-type: none"> Review design of roundabout to improve safety for cyclists 	Medium	Design review planned for 2021-22 by City Assets
Third Avenue, Winchester Street to Stephen Terrace	<ul style="list-style-type: none"> Pave footpath full width to increase width on south side 	Medium	Design review planned for 2021-22 by City Assets
Hackney Link			
Richmond Street/Hackney Road	<ul style="list-style-type: none"> Install crossing of Hackney Road - DIT 	High	Completed
Richmond Street and Eighth Avenue	<ul style="list-style-type: none"> Install bicycle route – design TBC 	High	Not completed - Roll over to 2021-2026 Action Plan.
The Parade Link			
The Parade (just west of Portrush Road)	<ul style="list-style-type: none"> Install bike lanes / green line marking (Liaise with DIT) 	High	Not completed. Roll over to 2021-2026 Action Plan.
Norwood Link			
Osmond Terrace, Beulah Road to Kensington Road	<ul style="list-style-type: none"> Upgrade Bicycle Lanes / green bicycle lanes at side streets 	Medium	Completed. Lanes upgraded but green lanes not deemed necessary



The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013

Action plan 2013

Kent Town Link			
ROAD CROSSINGS	RECOMMENDATIONS	PRIORITY	STATUS 2021
The Parade West, Fullarton Road to Rundle Street	Install chevron separated bicycle lanes	Low	Partially completed (lane improvements by DPTI. Roll over to 2021-2026 Action Plan.
The Parade West/Rundle Street junction	Lobby for safety upgrade	High	Completed
The Parade West / Fullarton Road	Liaise with DIT to upgrade bike lanes	High	Currently being installed by DIT
ROAD CROSSINGS	RECOMMENDATIONS	PRIORITY	STATUS 2021
The Parade /Edward Street	Improve road crossing	High	Completed
William Street/Osmond Terrace Crossing	Upgrade bicycle path across median island	High	Not completed. Roll over to 2021-2026 Action Plan.
William Street / Portrush Road crossing	Install shared path logos on footpaths	High	Legislation changed and cyclists are permitted to ride on footpaths
Angas Street/Dequetteville Terrace	Road crossing	Medium	Completed
The Parade/ Sydenham Road	Improve road crossing	High	Completed
Little Grenfell St / Capper Street / The Parade West	Safe road crossing	Medium	Not completed. Roll over to 2021-2026 Action Plan
Capper Street / Dequetteville Terrace	Upgrade crossing (DIT)	High	Not completed. Roll over to 2021-2026 Action Plan
Langman Grove/Wicks Avenue	Safe road crossing	High	Construction planned for 2021
Edward Street, near Magill Road	Install additional "Pedestrian signals on side road" sign	High	Completed
Jones Avenue/Portrush Road/ Clifton Street	Safe road crossing of Portrush Road (DIT)	Medium	Design in progress as part of Trinity Valley Drainage project
Magill Road / Avonmore Road	New Pedestrian Actuated Crossing	Medium	Concept design completed, Funding required. Roll over to 2021-2026 Action Plan
Hackney Road/Cambridge Street	Hackney Road crossing facility		Completed
George Street/ Kensington Road	Cyclist refuge in median	Medium	Not completed. Roll over to 2021-2026 Action Plan
Glynburn Road / Davis Street	Cyclist refuge in median	Low	Not completed. Roll over to 2021-2026 Action Plan



The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013

Action plan 2013

LINEAR PARK SHARED PATH	RECOMMENDATIONS	PRIORITY	STATUS 2021
River Torrens Linear Park	<ul style="list-style-type: none"> Upgrade paths, signs and linemarking Improve links to on-road cycling network 	High High	In progress, ongoing work with City Assets and DIT. Roll over to 2021-2026 Action Plan.
CITYWIDE ACTIONS	RECOMMENDATIONS	PRIORITY	STATUS 2021
Bicycle Parking	<ul style="list-style-type: none"> Install 25 parking rails per year Install bicycle parking at the Webbe Street car park 		<ul style="list-style-type: none"> Ongoing Roll over to 2021-2026 Plan
Roundabouts, city-wide <i>Upgrade</i>	<ul style="list-style-type: none"> Review all existing roundabouts with view to improving design for cyclists, and aim to retro-fit as radial instead of tangential. This should be undertaken in a staged approach with priorities being along designated cycling routes (refer Action Plan) and crash clusters. If improvements cannot be made, install speed reduction measures on roundabout approach 	High (long-term procedure to complete)	In progress as part of Roundabout Review Program - Roll over to 2021-2026 Plan
Part-time bicycle lanes	<ul style="list-style-type: none"> Enforce operating hours of part-time bicycle lanes on a regular basis 	High	Ongoing -Roll over to 2021-2026
Super Tuesday Counts	<ul style="list-style-type: none"> Enrol volunteers to collect Cyclist counts at key locations 	Yearly	Ongoing -Roll over to 2021-2026
Super Sunday counts	<ul style="list-style-type: none"> Enrol volunteers to collect Cyclist counts at key locations Work with Bicycle Network Victoria, or others to facilitate counts 	November each year	Ongoing -Roll over to 2021-2026
Development Plan	<ul style="list-style-type: none"> Review Development Plan to include provisions for cyclist access and bicycle parking at new developments (specifically retail/commercial) 	High	Completed



The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013

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CYCLE LANES – DIT ROADS	RECOMMENDATIONS	PRIORITY	STATUS 2021
Fullarton Road	<ul style="list-style-type: none"> Support DPTI proposal to install median island and cyclist refuges 	High	Completed
The Parade <i>Various</i>	<ul style="list-style-type: none"> Assess The Parade in terms of reducing traffic speed, reallocating road space, installing continuous bicycle lanes and improving crossings at Edward Street and Sydenham Road Install Bicycle Car Parking Lanes 	High	In progress – The Parade Master Plan Roll over to 2021-2026
Part-time bicycle lanes City-wide	<ul style="list-style-type: none"> Review part-time bicycle lanes with view to extend 	High	Completed
Payneham Road	<ul style="list-style-type: none"> Liaise with DPTI to install green bicycle lanes at junctions 	High	Roll over to 2021-2026 Action Plan
Dequetteville Terrace	<ul style="list-style-type: none"> Bicycle lanes from Wakefield Road to Rundle Street 	High	Roll over to 2021-2026 Action Plan
Portrush Road	<ul style="list-style-type: none"> Bicycle lanes from Magill Road to Greenhill Road 	High	Roll over to 2021-2026 Action Plan
Magill Road	<ul style="list-style-type: none"> Extend bicycle lanes to intersections at: Fullarton Rd and Glynburn Road and Green bicycle lanes at Sydenham Road 	High	Partially completed Roll over to 2021-2026 Action Plan
Rundle Street, Kent Town	<ul style="list-style-type: none"> Cycling improvements 	High	Completed
Payneham Road / Glynburn Road / Lower North East Road	<ul style="list-style-type: none"> Cycling improvements 	Low	Roll over to 2021-2026 Action Plan
Payneham Road / Portrush Road / Lower Portrush Road	<ul style="list-style-type: none"> Cyclist refuge and head-start storage boxes/lanterns improve lane layout 	Low	Roll over to 2021-2026 Action Plan
Magill Road/Payneham Road/North Terrace	<ul style="list-style-type: none"> Cyclist refuge and head-start storage boxes/lanterns improve lane layout for cyclists 	Medium	Roll over to 2021-2026 Action Plan
O.G. Rd / Payneham Road	<ul style="list-style-type: none"> Cyclist refuge and head-start storage boxes/lanterns improve lane layout for cyclists 		In progress by DIT



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PROMOTION AND EDUCATION	PRIORITY	STATUS 2021
Establish a Community Advisory Group	High	Completed – Norwood BUG
Promote/be involved with specific events, including cycling conferences, National Ride to Work/School days	High	Ongoing - Roll over to 2021-2026 Action Plan
Develop cycling brand for Norwood Payneham & St Peters – Plan to Cycle	High	Ongoing - Roll over to 2021-2026 Action Plan
Establish engagement methodology with community groups to source ride leaders	High	Completed – Norwood BUG
Develop the Council’s Ride Leaders Training Module	High	n/a
Develop marketing strategy to promote Council’s Rides Programme to the community	Medium	Not completed – Roll over to 2021-2026 Action Plan
Develop BikeSTART online resource		Not completed – Roll over to 2021-2026 Action Plan
Investigate and develop Car Free Event Days		Investigated – remove from Action Plan
Bicycle Hire Scheme – develop and evaluate		Completed
Promote Ride to School Programs and Way2Go program		Completed and ongoing –Roll over to 2021-2026 Action Plan

Attachment B

The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013 Action Plan Update 2021 to 2026

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Title	Recommendation	Priority (over 5 years)
Completion of existing Cycling Routes	Norwood – Magill Bikeway <ul style="list-style-type: none"> ▪ Complete cyclist crossing of Osmond Terrace Median (design complete) 	High
	Connect Beulah Road to the CBD: low-traffic route alternative to Rundle Street <ul style="list-style-type: none"> ▪ Sharrow pavement marking along Little Grenfell Street and Capper Street ▪ Wombat Crossing at The Parade West and Little Grenfell Street ▪ Safe Crossing Fullarton Road (work with DIT) ▪ PAC at Dequetteville Terrace (work with DIT) ▪ Wayfinding signage 	High
	Complete Ninth Avenue Bikeway: Stephen Terrace to Hackney Road <ul style="list-style-type: none"> ▪ Sharrow pavement marking along Ninth Avenue and Eighth Avenue (west of Stephen Terrace) ▪ Bicycle facility along Richmond Street – type to be confirmed given high traffic volumes and narrow roadway ▪ Work with St Peters Street upgrade project to integrate the junction of Eighth Avenue ▪ Wayfinding signage 	High
	William Street Bikeway <ul style="list-style-type: none"> ▪ Upgrade median island crossing at Osmond Terrace ▪ Modify roundabouts at George Street and Edward Street (Blackspots). Seek Blackspot funding from DIT ▪ Wayfinding signage 	Medium
	Marden – St Peters Bikeway <ul style="list-style-type: none"> ▪ Sharrow pavement marking along Church Street, Beasley Street, Fifth Avenue, Lambert Road, Third Avenue, Second Avenue to Bailol Street ▪ Review traffic data to identify any locations for safety improvements ▪ Wayfinding signage 	Low

Title	Recommendation	Priority (over 5 years)
	<p>The Parade West</p> <ul style="list-style-type: none"> ▪ Investigate if chevron separated bicycle lanes fit within road width and install if possible to provide some separation between vehicles and cyclists 	Medium
New Cycling Routes	<p>St Morris Bikeway</p> <ul style="list-style-type: none"> ▪ Council staff to work together (City Assets and Traffic) to integrate Trinity Valley Stormwater Drainage Project with St Morris Bikeway ▪ Review traffic data to identify if any traffic calming required for cyclist safety ▪ Safe crossing at Glynburn Road (work with DIT) ▪ Wayfinding signage 	High (work with Trinity Valley Drainage Project timeline)
	<p>St Peters Street</p> <ul style="list-style-type: none"> ▪ Design and construction planned for 2021/22 ▪ Work with design team to ensure best practice cycling facilities are integrated ▪ Wayfinding signage 	High
	<p>North –South Bikeway: Felixstow to Beulah Road</p> <ul style="list-style-type: none"> ▪ Review traffic volumes and speeds to identify locations that require safety improvements ▪ Implement safety improvements where required ▪ Wayfinding signage 	Medium
	<p>Pembroke Street and Eton Lane</p> <ul style="list-style-type: none"> ▪ Sharrow pavement marking ▪ Wayfinding signage 	Medium

Title	Recommendation	Priority (over 5 years)
Linear Park Shared Path	<p>Access improvements from the street network Work with DIT and City Assets</p> <ul style="list-style-type: none"> ▪ Shared path through Twelftree Reserve to connect Eton Lane, Hackney, cyclist wheeling ramp on new stairs from Twelftree Reserve to shared path, upgrade path from stairs to bridge ▪ Harrow Road – upgrade path to Linear Park ▪ Eighth Avenue and Goss Court – upgrade path connection ▪ Dunston Playground – access improvements ▪ Holton Court – new access path ▪ Oaklands Road – upgrade path to access OBahn bus stop ▪ Tenth Avenue to Bide Street – upgrade path ▪ Lower Portrush Road and O.G Road – directional signage ▪ Langman Grove and Briar Road – new path access 	High and ongoing
The Parade	<p>The Parade Masterplan</p> <ul style="list-style-type: none"> ▪ Monitor implementation of The Parade Master plan to ensure safe cycling facilities are integrated ▪ Implement speed limit reduction as set out in the Plan – with DIT 	Throughout detail design process
Safety Improvements	<p>Roundabout upgrades</p> <ul style="list-style-type: none"> ▪ Review design of roundabouts citywide ▪ Upgrade roundabouts to improve cyclist safety in accordance with current design guidelines 	Ongoing as part of Roundabout Renewal program (City Assets)
	<p>Enforcement</p> <ul style="list-style-type: none"> ▪ Ensure parking inspectors enforce part-time bike lanes 	Ongoing

Title	Recommendation	Priority (over 5 years)
End of Trip and Mid-trip Facilities	Bicycle Rails <ul style="list-style-type: none"> ▪ Undertake audit of existing rail locations ▪ Identify locations where additional rails are required ▪ Install approximately 15 rails each year ▪ Install undercover, secure parking in Webbe Street car park 	Ongoing
	Bicycle Repair Station <ul style="list-style-type: none"> ▪ Install bicycle repair station at Osmond Terrace and Beulah Road median (purchased in 2020) 	High
Signage	Wayfinding Signage <ul style="list-style-type: none"> ▪ Prepare a citywide cyclist wayfinding strategy ▪ Install signs as routes are completed 	High
	Pavement decals <ul style="list-style-type: none"> ▪ Evaluate effectiveness and longevity of <i>Share With Care</i> decals on Linear Park ▪ Install additional decals if deemed successful ▪ Develop additional messages as required 	Ongoing
Work with DIT	Arterial road safety upgrades <ul style="list-style-type: none"> ▪ Magill Road, near Avonmore Avenue, Trinity Gardens - PAC ▪ Glynburn Road near Seventh Avenue, St Morris - Safe cyclist crossing ▪ Glynburn Road, near Davis Street – cyclist refuge; ▪ Kensington Road, near George Street – cyclist refuge ▪ The Parade and Edward Street, Norwood - Safe cyclist crossing ▪ Dequetteville Terrace and Capper Street - PAC ▪ Fullarton Road and Grenfell Street, Norwood - Safe cyclist crossing ▪ Stephen Terrace, near Ninth Avenue, St Peters - Cyclist refuge ▪ Fullarton Road (west side), Norwood - footpath connection from Bailol Street, St Peters to Rundle Street, Kent Town 	Ongoing & need to work to DIT timeline

Title	Recommendation	Priority (over 5 years)
	<ul style="list-style-type: none"> ▪ Stephen Terrace - upgrade to cycle lane ▪ Payneham Road – green lanes at junctions ▪ Dequetteville Terrace, Wakefield St to Rundle St – cycle lanes ▪ Portrush Road, Magill Road to Greenhill Road – cycle lanes ▪ Magill Road, extend bike lanes to Fullarton Road ▪ Magill Road and Sydenham Terrace – Green lanes ▪ Payneham Road, Glynburn Road and Lower North East Road – safety improvements ▪ Payneham Road, Portrush Road and Lower Portrush Road cyclist refuge, head start storage boxes, bicycle lanterns, improve lane layout ▪ Magill Road, Payneham Road and North Terrace – cyclist refuge, head start storage boxes, bicycle lanterns, improve lane layout 	
Cycling database	<p data-bbox="696 703 1021 727">Create a cycling database</p> <ul style="list-style-type: none"> ▪ Collect cyclist data as part of all traffic data collection ▪ Collect data before and after significant infrastructure to evaluate success ▪ Support volunteers for Super-Tuesday commuter and Super-Sunday recreational data collection 	Ongoing
Norwood BUG	<p data-bbox="696 951 1144 975">Engage with the cycling community</p> <ul style="list-style-type: none"> ▪ Engage proactively with the BUG to understand cycling issues (barriers, opportunities and constraints) ▪ Encourage more citizens to engage with website promotion of BUG 	Ongoing
Promotion, Education and Travel Behaviour Change	<p data-bbox="696 1137 1357 1161">Promote State and National programs and initiatives</p> <ul style="list-style-type: none"> ▪ Promote NPSP cycling brand, ‘Plan to Cycle’ ▪ Promote Ride to Work and Ride to School Day (and other events as identified). Use a variety of media, including printed posters and on-line resources ▪ Continue to work with Schools to educate and encourage cycling to School programs ▪ Leverage off of other programs and initiatives when possible, e.g. the Tour Down Under ▪ Investigate a Community Rides programme 	Ongoing



Title	Recommendation	Priority (over 5 years)
	<p>Promote the Cycling Network</p> <ul style="list-style-type: none">▪ Prepare printed maps of the cycling network for distribution at the Council offices and other community facilities throughout the city; and▪ Update the Council website and social media pages regularly with cycling news;▪ Prepare media releases to inform the community when a cycle route is completed	Ongoing

Attachment C

The City of Norwood Payneham & St Peters City Wide Cycling Plan 2013 Action Plan Update 2021 to 2026

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City of
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LEGEND

-  BIKE NETWORK : 2021-2026 ACTION PLAN PROJECTS
-  BIKE NETWORK: Existing and ongoing integrated with road re-seal and reconstruction projects
-  DIT ROADS , ongoing liaison
-  EXISTING TRAFFIC SIGNALS
-  EXISTING PEDESTRIAN SIGNALS (note: pedestrian refuges not shown)

11.2 PROPOSED CYCLIST REFUGE AT NELSON STREET AND HENRY STREET, STEPNEY

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA59632
ATTACHMENTS: A – E

PURPOSE OF REPORT

The purpose of this report is to advise the Council of the progress of investigations into the proposed installation of a cyclist refuge at the intersection of Nelson Street and Henry Street, Stepney (hereafter described as the cyclist refuge), that has been identified as a priority action from the Council's Citywide Cycling Plan.

This report includes:

- the design of the cyclist refuge and resulting changes to traffic movements;
- description of the consultation process and responses that have been received;
- investigations undertaken to evaluate concerns which have been raised by respondents; and
- staff recommendations.

BACKGROUND

The *City of Norwood Payneham & St Peters City Wide Cycling Plan 2013* (the Plan), identifies a connected network of cycling streets and an action plan for implementation. A key objective of the Plan is to increase overall cycling rates by making cycling more enjoyable. The Plan emphasised the importance of providing safe crossing points at intersections where a local road intersects with an arterial road. These locations represent the greatest safety risk to cyclists and a significant barrier to the uptake of cycling as a sustainable form of transport.

The road crossing of Nelson Street at Henry Street has been identified as a location where a safe crossing facility is required. Henry Street forms part of a key east-west cycling route between Glynburn Road and Magill Road and traverses through residential streets in Stepney, Maylands, Trinity Gardens and St Morris. It provides a low-traffic, alternative route to cycling on Payneham Road or Magill Road and the Stepney section of the route provides local community access to the St Peters Library, Linde Reserve, Eastern Health Centre and Child Care Centres.

It is also worth noting that the *'Metropolitan Local Government Group Cycling Strategy, 2015'*, also recognises this route as a strategic cycling route and named it the *St Morris Bikeway*. The route extends beyond this City, through the Campbelltown City Council and to the Adelaide Hills. In addition, it provides north-south connections to the Norwood-Magill Bikeway (Beulah Road) and the River Torrens Linear Park.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives contained in the Council's Strategic Plan, *CityPlan 2030*, are set out below:

Outcome 1: Social Equity

"A connected, accessible and pedestrian-friendly community"

Objective 2. A people-friendly, integrated, sustainable and active transport and pedestrian network.

Strategy: Promote the use of alternative transport to motor vehicles.

Strategy: Provide improved and safer movement for cyclists, pedestrians and people using motorised personal vehicles.

Objective 4. A strong, healthy and resilient community.

Strategy: Encourage increased physical activity and healthier lifestyles.

Outcome 4: Environmental Sustainability

“A leader in environmental sustainability”

*Objective 1. Sustainable and efficient management of water, waste, energy and other resources.
Strategy: Promote sustainable and active modes of transport.*

FINANCIAL AND BUDGET IMPLICATIONS

The Council allocated a lump sum of \$25,000 in the 2019-20 Budget to undertake the design for two priority cyclist crossing upgrades, located at:

- Langman Grove and Wicks Avenue; and
- Nelson Street and Henry Street (subject of this report).

The design of the cyclist crossing at Langman Grove and Wicks Avenue was integrated into the Langman Grove Road Reconstruction Project and therefore, this component of the budget was not required.

The cost to prepare the concept design of the cyclist refuge for the Nelson Street and Henry Street crossing was \$2,640. If the implementation of the cyclist refuge is endorsed by the Council, the detailed design process will include engineering survey, lighting design, road safety audit and documentation to DIT standards. This is anticipated to cost in the order of \$15,000 and so there are sufficient funds remaining in the current budget to complete the detail design.

The Department for Infrastructure and Transport (DIT) staff have informed that the cyclist refuge is eligible for allocation of funding from the State Bike Fund. If the implementation for the refuge is endorsed by the Council, State funding for 100% of the construction costs will be sought. Applications for the State Bike Fund open in April 2021, for construction in the 2021-22 financial year.

If the application for State Bike Funding is successful, there would be no additional funding required from the Council. If the funding application is not successful, the estimated cost for construction would be between \$20,000 and \$30,000 depending on whether DIT would allow construction to occur during the day or would allow night time works only.

EXTERNAL ECONOMIC IMPLICATIONS

Creating safer cycling routes can assist to enhance accessibility and broaden the scope and long-term viability of the local business sector.

SOCIAL ISSUES

The implementation of safer and convenient cyclist infrastructure and end-of-trip facilities contributes to fostering a healthier, more active and connected community.

CULTURAL ISSUES

The implementation of a safe cycling network of streets sends a clear signal to our community that the Council understands and supports the multiple benefits that cycling provides to the cultural fabric of the City.

ENVIRONMENTAL ISSUES

Transport plays a vital role in our society with the private motor vehicle currently dominating the residential streetscape and how people choose to move. Cycling is an environmentally sustainable alternative form of transport that does not produce harmful particulate or greenhouse gas pollution, or congestion and offers a viable alternative to car use for many short or commuter journeys.

RESOURCE ISSUES

The concept design and consultation phase of the project has been undertaken by Council staff. The detailed design and traffic impact assessment has been undertaken by BE Engineering. Management of the detailed design and construction of the cyclist refuge will be undertaken by Council staff.

RISK MANAGEMENT

Potential risks have been managed through the duration of this Project by:

- seeking expert traffic consultant advice regarding traffic impacts arising from the implementation of the cyclist refuge; and
- working closely with DIT staff.

If the implementation of the cyclist refuge is endorsed by the Council, the detailed design will be to DIT Standards and DIT will require approval.

CONSULTATION

- **Elected Members**
Cr Sims, Cr Moorhouse and Cr Patterson are members of the Norwood Bicycle User Group (BUG) and have been involved in discussions regarding this matter.
- **Community**
 - Community and stakeholder consultation was undertaken in September 2020, in the form of a letterbox drop to 324 residents, home owners and businesses. The area for the letterbox drop was bound by Magill Road, Payneham Road, Frederick Street and Olive Road, Stepney.
 - The Norwood Bicycle User Group (BUG).
- **Staff**
General Manager, Urban Planning & Environment
Project Manager, City Assets
- **Other Agencies**
Department for Infrastructure & Transport

DISCUSSION

The Council is committed to implementing a Citywide cycling network as demonstrated by the recent significant investment to the *Norwood-Magill Bikeway* (Beulah Road). In addition, cycling routes are integrated into road reconstruction works when applicable and bicycle logos have been installed on most routes.

The proposed cyclist refuge at the intersection of Nelson Street and Henry Street is a key safety element of the cycling network and in particular the *St Morris Bikeway*. Other streets that form the *St Morris Bikeway* fall within the Trinity Valley Stormwater Drainage Project that is currently in the design phase. Therefore, Council staff are working together to ensure that safe cycling streets are being integrated into the Trinity Valley Stormwater Drainage Project. As such, this upgrade will increase safety and awareness of the entire *St Morris Bikeway* route within the City of Norwood Payneham & St Peters bounds and will likely lead to an increase the number of cyclists using it. This in turn, is likely to increase the need for a safe crossing facility at the intersection of Nelson Street and Henry Street.

Consultation

Nelson Street is under the care and control of the Department for Infrastructure and Transport (DIT) and their approval for the cyclist refuge is therefore required. A meeting was held with DIT staff to discuss the concept design. DIT staff identified that the cycling route aligns with the *Metropolitan Local Government Group Cycling Strategy* and the installation of the cyclist refuge was strongly supported.

Community and stakeholder consultation was undertaken in September 2020, in the form of a letterbox drop to 324 residents, home owners and businesses. The area for the letterbox drop was bound by Magill Road, Payneham Road, Frederick Street and Olive Road, Stepney. The letter included the background to the project, an illustration of the design and details of the proposed traffic restrictions and impacts. The recipients were invited to indicate whether they supported, did not support or were undecided about the cyclist refuge and space was provided for comments. The consultation letter and survey is contained in **Attachment A**.

129 submissions were received which represented a 40% response rate. Of these submissions:

- 51 supported the cyclist refuge (40%).
 - respondents had a clear understanding of the need for improved and safer crossing for cyclists;
- 67 did not support the cyclist refuge (52%)
 - respondents raised concerns with the potential for increased traffic volumes in the local road network east of Nelson Street.
- 11 were undecided (8%).
 - most respondents understood the need for a safer crossing but were equally concerned at the potential impact to the local road network.

A copy of each submission, is contained in **Attachment B**.

The key concerns that were raised by these respondents are discussed in detail below.

Streets in Stepney will be impacted by more traffic

Respondents are concerned that the traffic will divert into other streets (Laura Street, Flora Street, Ann Street and Alfred Street) as motorists change their exit point from Henry Street to Alfred Street. The concern was that this traffic would increase travel time, reduce the safety and amenity for the residents of these streets and make it difficult to reverse out of driveways. It was noted that the impacts are exacerbated because the streets are already very narrow and on-street parking allows for one-travel at a time.

Staff response: The traffic counts (7:00am to 7:00pm) indicate that less than 20 vehicles per hour are likely to be displaced to alternative routes and this traffic is assumed to be local traffic from within the area. Laura Street, Flora Street, Ann Street and Alfred Street all carry less traffic than Henry Street and have the capacity for the anticipated minor traffic diversions. In addition, the traffic movement bans may deter some non-local traffic from rat-running through Maylands and Stepney which would result in an overall reduction of traffic volumes.

All vehicle movements out of Henry Street are required

Respondents are concerned that:

- there was a lack of exit points from the Stepney and Maylands area and reducing all exits to Alfred Street would result in intolerable restrictions; and
- Henry Street west is a commercial area and requires unrestricted access for heavy vehicles.

Staff response: The Henry Street exit will remain open for left turning traffic. Traffic data showed that this is by far the predominant movement comprising of approximately 80% of all movements. The low through and right volumes indicate that this manoeuvre is already unfavourable, likely due to the delays waiting for sufficient gaps in the Nelson Street traffic.

Travel time will increase

A number of respondents are concerned that the reduction in turning movements and increased traffic congestion would inconvenience their motor vehicle trips and increase their travel time.

Staff response: The traffic data identified that the through and right turn movements (that would be banned) are low volume. This indicates that these movements (requiring the crossing of two lanes of traffic in Nelson Street) are already unfavourable. This is likely due to the delays waiting for sufficient gaps in the Nelson Street traffic. Motorists who do perform that manoeuvre would see a marginal increase in travel time. The shortest diversion would be to turn left onto Nelson Street and perform a U-turn in front of either Union Street or Alfred Street.

U-turns in Nelson Street are hazardous

A number of respondents are concerned that additional u-turns on Nelson Street (opposite Alfred Street and Union Street) would reduce safety and/or increase congestion at these locations. It was noted by the respondents that the u-turn manoeuvre is already hazardous and additional queuing will increase the risk of rear-end collisions and also block sight distance to vehicles wanting to turn right into Ann Street

Staff response: The peak hour traffic counts from February 2020 indicates that if two-thirds of the displaced vehicles performed U-turns instead of diverting to other streets, there would be:

- 11 vehicles from Henry Street east turning left onto Nelson Street and perform a U-turn opposite Union Street; and
- 14 vehicles from Henry Street west turning left into Nelson Street and perform a U-turn opposite Alfred Street.
- U-turns are permitted at both Union Street and Alfred Street and these are both T-junctions. The cyclist refuge will ban higher-risk U-turns from being undertaken at 4-way intersection of Henry Street.
- Staff at the Department for Transport and Infrastructure have reviewed the design drawings and traffic impacts and did not raise concern regarding the additional U-turns.

A cyclist refuge is not required

A number of respondents noted that the cyclist refuge was not required because:

- cyclists do not use Henry Street;
- Henry Street is too busy and narrow for cyclists;
- cyclists should ride on along Magill Road, Payneham Road and Beulah Road instead; and/or
- cyclists can already cross at the break in the median island approximately 50 metres to the south of Henry Street.

Staff response: The 12-hour traffic counts confirmed that cyclists do ride along Henry Street (96 cyclists recorded), and the 51 respondents who supported the implementation of the cyclist refuge commented that they ride along Henry Street and would welcome the road crossing safety improvement. It is also noted that the St Morris Bikeway is not completed and so bike riders are not aware that the route exists. When the bikeway is completed, wayfinding signage and safer streets will likely attract more cyclists.

The existing break in the median requires that cyclists ride 100 metres out of their way safely cross Nelson Street. To create a high quality cycling route that encourages more people to ride, it is important to locate safe road crossings along the route (not offset) where possible. Facilities that add unnecessary distance to a route are often unused and do not represent a safe, connected cycling network.

Businesses will be affected

Several respondents are concerned that the traffic restrictions would adversely affect businesses in the area, deter prospective tenants from renting properties and impede access to the child care centres on Henry Street west.

Staff response: The additional traffic restrictions do not *prevent* access to any businesses but simply change some travel patterns. It is considered highly unlikely that the traffic restrictions would impede any business activity.

The Otto's development will exacerbate traffic issues further

Two (2) respondents are concerned that the traffic impacts will be exacerbated with more traffic from the future Otto's development.

Staff response: The proposed re-zoning of the Otto's Timberyard land adjacent Magill Road is yet to be approved by the Minister for Planning and there are currently no land use proposals under assessment for the Otto's site. As such, the traffic impacts from a future 'unknown' Otto's development is not considered to be a relevant consideration to the proposed cyclist refuge.

A meeting was held with the NPSP Bicycle User Group (BUG) and the Manager, Traffic & Integrated Transport to discuss the consultation feedback. The BUG discussed the traffic impact concerns of the respondents and whether there was an alternative route and/or crossing location. It was unanimously agreed that due to the street layout, a safe crossing point at Nelson Street and Henry Street was the only viable solution for a continuous, safe cycling route.

Traffic Data

During the design process, it was identified that some movements out of Henry Street would need to be banned for the cyclist refuge to fit within the road layout. Traffic data was carefully analysed so that the movements with the least traffic were banned and the highest traffic movements were maintained.

General traffic volume and speed data for the area was undertaken in 2017, and additional turning counts at the intersection on Henry Street and Nelson Street were undertaken on February 12, 2020. This data in detail is provided in **Attachment C**.

The turning counts provided information of each traffic movement and therefore the percentage of traffic likely to be impacted by the installation of the cyclist refuge. The movement percentages and whether that movement is maintained or banned is listed in Table 1 below.

TABLE 1: PERCENTAGE OF TRAFFIC IMPACTED

Henry Street (west)	Henry Street (east)
85% turn left out of Henry Street: maintained	78% turn left out of Henry Street: maintained
6% straight to Henry Street east: banned	6% straight to Henry Street west: banned
9% turn right into Nelson Street: banned	16% turn right into Nelson Street: banned

The 2017 traffic data for each street within close vicinity of the cyclist refuge is shown in Table 2 below.

East of Nelson Street, Henry Street carries the highest traffic volumes at 1,685 vehicles per day, followed by Alfred Street with 1,350 vehicles per day. Laura Street, Ann Street and Flora Street all carry less than 1,000 vehicles per day. These volumes are typical, given that the Avenues shopping centre is within this precinct.

West of Nelson Street, Henry Street carries in the order of 1,900 vehicles per day. This higher traffic volume is evenly split in each direction and is a result of the commercial activity.

TABLE 2: TRAFFIC DATA 2017

Street (east of Nelson Street)	Section	Traffic volume (vehicles per day)	Traffic speed (85 th percentile)
Henry Street	Nelson Street to Ann Street	1,685 (directions evenly split)	28.6 km/h
Alfred Street	Nelson Street to Ann Street	1350 (516 eastbound & 833 westbound)	36.9 km/h
Laura Street	Ann Street to Morcomb Street	731 (233 eastbound, 498 westbound)	38.4km/h
Ann Street	Henry Street to Lindas Lane	773 (directions evenly split)	43.8 km/h
Ann Street	Olive Road to Flora Street	801 (directions evenly split)	40.2 km/h
Flora Street	Ann Street to Battams Street	379 (213 eastbound & 166 westbound)	37.6 km/h
Street (west of Nelson Street)	Section	Traffic volume (vehicles per day)	Traffic speed (85 th percentile)
Henry Street	Stepney Street to Nelson Street	1,908 vehicles per day (directions evenly split)	45.2km/h

On the day of the turning count survey:

- seventeen (17) vehicles were counted turning right out or driving across Nelson Street from Henry Street (east) during the highest peak hour (AM peak), and
- Twenty-two (22) vehicles were counted turning right out or driving across Nelson Street from Henry Street (west) during the highest peak hour (PM peak).

If the cyclist refuge is installed, traffic that currently turns right out of Henry Street or crosses over Nelson Street would be required to change their traffic patterns.

The traffic would likely be split as follows:

- vehicles may divert to adjacent streets to line up with a median break in Nelson Street. E.g. westbound vehicles to Alfred Street and westbound vehicles to Union Street; or
- vehicles may turn left at Henry Street and perform a u-turn at the nearest opportunity; either Alfred Street or Union Street, or
- non-local traffic may continue along the arterial roads instead of rat-running through the local street network.

This change in traffic patterns is considered to be within the capacity of the existing street layout. Of particular note is that the traffic restrictions may discourage some of the rat-running of non-local traffic through Maylands and Stepney.

Traffic Impact Assessment

Given that the majority of respondents who do not support the proposal have concerns about the impact of traffic in the adjacent streets, Council staff engaged traffic consultants (BE Engineering Solutions) to provide a Traffic Impact Assessment Report. This report is summarised below and the full report is contained in **Attachment D**.

- the through and right turn movements are low volume and the banning of these represents a minor traffic impact;
- the traffic counts (7am to 7pm) indicate that less than 20 vehicles per hour are likely to be displaced to alternative routes and this traffic is assumed to be local traffic from within the area;
- the ban on right turn movements at the intersection will likely deter any non-local through traffic. This traffic is likely to remain on the collector and arterial road network and result in a reduction of traffic volumes on Henry Street;
- it is anticipated that U-turn movements at Alfred Street (north of Nelson Street) and at Union Street (south of Nelson Street) may increase for motorists who want to access Henry Street;
- site observations confirmed that U-turns are currently conducted at Henry Street, Alfred Street and Union Street; and
- the cyclist refuge will improve road safety by removing the high risk of conducting a U-turn at the Henry Street 4-way intersection (noting that Union Street and Alfred Street are T-junctions not 4-way intersections).

The BE Engineering Solutions report has concluded that the implementation of the cyclist refuge will improve road safety with negligible traffic impacts to the local road network and will affirm the Council's commitment to the local and broader community to provide improved infrastructure that supports an increase in cycling throughout the City of Norwood Payneham & St Peters.

OPTIONS

The Council has two (2) options available in respect to this project. The Council could resolve to either:

- Option 1** Endorse the implementation of the cyclist refuge at the intersection of Nelson Street and Henry Street (as contained in **Attachment E**), or
- Option 2** Resolve not to proceed with the implementation of the cyclist refuge at the intersection of Nelson Street and Henry Street (as contained in **Attachment E**).

CONCLUSION

The engagement phase of the project identified that a majority of respondents who do not support the implementation of the cyclist refuge, mostly due to their concerns about the impact on traffic. Independent traffic consultants have analysed the traffic impacts and concluded that the implementation of the cyclist refuge would improve road safety with negligible traffic impacts to the local road network and affirm the Council's commitment to the local and broader community to provide improved infrastructure that supports an increase in cycling throughout the City of Norwood Payneham & St Peters.

The installation of the refuge is also supported by DIT.

On balance, having regard to the outcomes of the consultation and traffic data analysis, it is recommended that the Council proceed to implement the cyclist refuge at the intersection of Nelson Street and Henry Street.

COMMENTS

Henry Street, Stepney forms part of the *St Morris Bikeway* which although not complete, is recognised as a metropolitan strategic cycling route. Nelson Street has been identified as a barrier for cyclists travelling east-west on Henry Street and the installation of a cyclist refuge would provide a protected space for cyclists to wait in the central median whilst crossing the road, improve connectivity, encourage more people to cycle and provide a safer road environment for cyclists.

Implementation of the *Citywide Cycling Plan* demonstrates the Council's strong support to State and Federal Government initiatives and targets that aim to reduce car dependence and increase the number of people cycling as a sustainable transport mode. To achieve the strategic outcome, infrastructure improvements supported by community engagement and education are required on arterial and local road networks and the Council is well positioned to deliver the Plan with grant funding by all tiers of Government.

As the Council continues to work through delivering the Cycling Plan, it will be deal with and manage the car versus bicycle dichotomy. Cyclists represent a minority of road users but are the most vulnerable of road users. Providing safe road crossings is critical to achieve all of the key aims of the Plan and committing to the encouragement of sustainable transport modes.

The introduction of new infrastructure often results in the need for a trade-off of some kind. In the case of this cyclist refuge, it is the introduction of some traffic restrictions and a change in traffic patterns. The Council must weigh up the benefits and dis-benefits as discussed in this report.

RECOMMENDATION

1. That the cyclist refuge at the intersection of Nelson Street and Henry Street be installed as contained in Attachment E.
2. The Council notes that an application will be made to the State Bike Fund for funding to cover 100% of the construction costs of the cyclist refuge at the intersection of Nelson Street and Henry Street.
3. That the Chief Executive Officer be authorised to make any minor amendments to the detailed design as necessary to finalise the documentation in a form suitable for construction.
4. The Council notes that should the State Bike Fund agree to fund 100% of the construction costs of the cyclist refuge at the intersection of Nelson Street and Henry Street, this project will proceed to tender and construction in the 2020-21 year.
5. That if funding is not received from the State Bike Fund, the Council notes that a Budget submission will be prepared for its consideration, as part of the Draft 2021-2022 Budget.

Attachments – Item 11.2

Attachment A

Proposed Cyclist Refuge at Nelson Street and Henry Street, Stepney

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

Telephone 8366 4555

Facsimile 8332 6338

Email townhall@npsp.sa.gov.au

Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

2 September 2020

- Important Information for Resident/ Business Owner -

Dear Resident/ Business Owner

PROPOSED CYCLIST REFUGE – NELSON STREET & HENRY STREET INTERSECTION

The Council is seeking your views on a proposed cyclist refuge at the intersection of Nelson Street and Henry Street, Stepney.

The Council recognises the important role of cycling in the overall transport mix and is working towards completing a fully-connected and enjoyable city-wide cycling network. Cycling over short distances is:

- often faster than driving a car (particularly when you consider 'door to door' time);
- a great way to exercise;
- helps ease traffic congestion (less cars on the road);
- frees up parking spaces; and
- emits zero pollution.

However, to enable more people to cycle more often, there needs to be cycling routes on quiet streets and safer crossings of busy roads.

Henry Street has been identified as an important east-west cycling route, providing an alternative to Payneham Road or Magill Road, but the crossing of five lanes of traffic in Nelson Street forms a significant barrier. In order to address this problem, the Council is proposing to install a cyclist refuge in the centre of Nelson Street so that people on bikes can cross the road in two stages.

The proposed design would improve safety for both motorists and cyclists.

The installation of the cyclist refuge would result in the following changes to traffic movements:

- Removing right-turns out of Henry Street onto Nelson Street (both sides), and
- Removing the ability to cross all lanes in Nelson Street (from Henry Street west to Henry Street east and vice-versa).

Motorists who would normally make the above movements, would instead need to turn left into Nelson Street and then perform a 'U' turn at either Union Street or Ann Street.

All other traffic movements would remain unchanged, which are:

- All left-turns into Henry Street (east and west);
- All left-turns out of Henry Street (east and west);
- Right-turn from Nelson Street into Henry Street east; and
- Right-turn from Nelson Street into Henry Street west.

175 The Parade
Norwood SA 5067

PO Box 204
Kent Town SA 5071

Telephone
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Website
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A concept design of the proposed cyclist refuge is illustrated below.



The Council is seeking your comments on the proposed cyclist refuge and invites you to complete a survey, which is available as follows:

- **Online** – visit www.npsp.sa.gov.au/pcrs and complete the survey; or
- **Request a hard copy** – contact Council staff on telephone number 8366 4562 to request a hard copy survey and it will be posted to you with a return addressed envelope.

All survey responses must be received by the Council by **5pm on Friday, 25 September 2020**.

All feedback received by the Council will be carefully considered in developing and determining the final design of the cyclist refuge. If you have any questions or wish to discuss this proposal in more detail, please feel free to contact me on 8366 4542.

Yours sincerely

Gayle Buckby
MANAGER – TRAFFIC & INTEGRATED TRANSPORT



2 September 2020

[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]

Dear Sir/Madam

PROPOSED CYCLIST REFUGE – NELSON STREET & HENRY STREET INTERSECTION

The Council is seeking your views on a proposed cyclist refuge at the intersection of Nelson Street and Henry Street, Stepney.

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- often faster than driving a car (particularly when you consider 'door to door' time);
- a great way to exercise;
- helps ease traffic congestion (less cars on the road);
- frees up parking spaces; and
- emits zero pollution.

However, to enable more people to cycle more often, there needs to be cycling routes on quiet streets and safer crossings of busy roads.

Henry Street has been identified as an important east-west cycling route, providing an alternative to Payneham Road or Magill Road, but the crossing of five lanes of traffic in Nelson Street forms a significant barrier. In order to address this problem, the Council is proposing to install a cyclist refuge in the centre of Nelson Street so that people on bikes can cross the road in two stages.

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- Right-turn from Nelson Street into Henry Street east; and
- Right-turn from Nelson Street into Henry Street west.

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All feedback received by the Council will be carefully considered in developing and determining the final design of the cyclist refuge. If you have any questions or wish to discuss this proposal in more detail, please feel free to contact me on 8366 4542.

Yours sincerely

Gayle Buckby
MANAGER – TRAFFIC & INTEGRATED TRANSPORT

Attachment B

Proposed Cyclist Refuge at Nelson Street and Henry Street, Stepney

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

Telephone 8366 4555

Facsimile 8332 6338

Email townhall@npsp.sa.gov.au

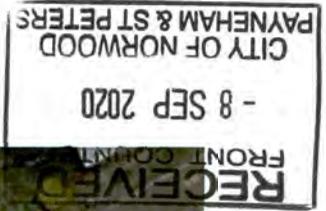
Website www.npsp.sa.gov.au



City of
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& St Peters

Feedback for Gayle
2.

B1



A concept design of the proposed cyclist refuge is illustrated below.



The Council is seeking your comments on the proposed cyclist refuge and invites you to complete a survey, which is available as follows:

- **Online** – visit www.npsp.sa.gov.au/pcrs and complete the survey; or
- **Request a hard copy** – contact Council staff on telephone number 8366 4562 to request a hard copy survey and it will be posted to you with a return addressed envelope.

All survey responses must be received by the Council by **5pm on Friday, 25 September 2020**.

All feedback received by the Council will be carefully considered in developing and determining the final design of the cyclist refuge. If you have any questions or wish to discuss this proposal in more detail, please feel free to contact me on 8366 4542.

Yours sincerely

Gayle Buckby
MANAGER – TRAFFIC & INTEGRATED TRANSPORT

Glenda M. me



traffic from Henry St
40km not respected.
Not enough signage of 40
or not visible!
40 on road in same
paint as bikeway signs
★ Roundabout proposed
for Henry/Ann Sts.?

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 7:02 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Renate Nisi
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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- Environmental Sustainability



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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 6 September 2020 11:02 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Stephanie Quarisa
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 7:17 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	ian david salveson
Residential/ business address	████████████████████ ██████
Business owner	No
Resident Support	No
Comments	I often use the right hand turn from henry onto nelson street and this change will have impact on my lifestyle.

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 5:36 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Brenton and Amanda Whittenbury
Residential/business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments

If the cyclist refuge removes right turns from Henry St., or indeed going straight across Nelson St. along the length of Henry St. then we cannot support it. Stopping cars from turning right or going straight on will just force those motorists wanting to do do those manouvres onto Laura St. From there they can nip down Alfred St and either go right onto Nelson St. or left then right down Henry St. Both options much quicker than Council's proposed U-Turn option. Laura St. is narrow, but carries over 700 vehicles/day, 500 in a westerly direction, mostly between 8-9am doing a "rat run" to avoid the Portrush Road/Magill Rd intersection. Henry St carries over 1,600 cars /day, so even if only 30% of them turned right onto Nelson St, we could see an extra 500 cars/day down Laura St. Unacceptable in anyone's language.

When you are looking to make changes you not only need to look at the way they will solve your problem, but what flow on effects they will have to other areas. This change comes at a very high price, particularly to the residents of Laura St. As

residents of 34 years we cannot support it unless the cyclist refuge can be engineered in such a way that full access and egress are maintained at the intersection of Henry St. and Nelson St.

We urge councillors to avoid the temptation of taking the path of the vocal minority and take the concerns of ordinary residents seriously.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 6 September 2020 6:48 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Mark Wright
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments As a cyclist riding to and from Adelaide each day and a resident that often turns right from Henry Street in a motor vehicle to travel north on Nelson street or cross straight over Nelson Street from Henry Street, I don't support the refuge. Having to do a left turn from Henry Street and then do a u turn on Nelson Street to travel north creates a crash risk and a traffic hazard whilst propped trying to find a gap in north bound traffic to execute the u turn. As a cyclist I used to use Beulah Road before the speed humps were put in and both that Road and Rundle Road are both in atrocious condition for cyclists. Henry Street from Nelson Street to Frederick Street is also in poor condition for cyclists.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 5:22 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Daniel Mackintosh
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 5:22 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Gracie Dametto
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 6 September 2020 10:47 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Susan Jones
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 6:27 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Lucie Haskett
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	Nelson street already too narrow to introduce additional cycling traffic load. Wrong street.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 6:26 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Matthew Haskett
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 7:00 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ernie Clark (Super Clark Pty Ltd)
Residential/ business address	[REDACTED]
Business owner	Yes
Resident Support	No
Comments	The refuge will make it safer for cyclists to cross Nelson St. The roads in Stepney are quite narrow so reducing traffic flow for the sake of the safety of the cyclists is a good idea.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 11:27 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Pauline McEntee
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	Sounds sensible

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 6 September 2020 10:37 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Coby Mellor
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	<p>Exiting Maylands at peak times is very difficult - negotiating a right turn to head west into or across the city at peak times (and Saturdays) can take a long time, particularly with no traffic signals at Frederick St, and a lot of residents from further north in the suburb using Frederick St to exit the suburb. I have found that turning right out of Henry St onto Nelson St flows better than negotiating Magill Rd or trying to enter Payneham Rd from either Ann St or Loch St.</p> <p>There is also a refuge island already in place on Nelson St very close to the Henry St intersection - about 20 metres to the south. Could this not simply be widened or slightly re-designed to accommodate cyclists?</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 7:23 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Jonathan Draysey
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	Yes
Comments	More is needed to be done to ensure the safety of cyclists. Cycle refuges may help encourage behavioural change in motor vehicle operators. I support all positive cycling initiatives.

Best Wishes
 City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 10:39 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Phil Hazell
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	I ride a bicycle through that intersection every day of the week and support the proposed refuge but question the design detail based on the figure contained in the hard copy that was posted to my home. It looks like the cars turning from Nelson Street into Henry Street will have to traverse from the turning lane in Nelson Street on a dangerous angle to get to the left hand side of the road in Henry Street. This doesn't look safe for cars or cyclists. Ideally, from a cyclists point of view, it would be better not to allow right hand car turns from Nelson Street into Henry Street (like occurs at other cyclist refuges in other parts of the council area e.g. on Fullarton Rd). However, this would inconvenience many motorists, particularly those dropping and picking up children from the childcare centres in Henry Street. So, just look at the detailed design issues very carefully.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 6:20 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Julie McIntosh
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments Turning right onto Nelson Street from Henry Street East is a route that I use all the time in my car. There are cyclist lanes on both Magill Road and Payneham Road. Henry Street is too narrow to allow multiple cyclists and cars to co exist alongside the parked cars that are also on the same section of road. Having to turn left and then do a u-turn will impact on motorists living in this area for the sake of a few cyclists.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 8:32 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Yvette Braithwaite-Bragg
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	Yes
Comments	

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 7:49 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Dorothy Shorne
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	I appreciate the need to cycling safety, but am also aware that it is increasingly difficult for motorists to exit the Stepney/Evandale/Maylands area. Henry St is an important exit route, and also give access to the Child Care Centres on Henry St West.

Best Wishes
 City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 7:39 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Cameron Meredith
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Please keep improving pedestrian and cyclists safety in our council area. Thanks.

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 8:14 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Dinah Bond
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	<p>I ride through this intersection on the way to and from work every day. I don't have much problem at the intersection because I consider myself a confident rider, but I have noticed others not being sure where to wait to turn right. Removing the ability for cars to turn right into Nelson street will no doubt have the effect of increasing the right hand turns and left hand turns from Alfred street into Nelson street. Reducing the volume of traffic in Henry street on the south east side where there is parking for cars in front of the single fronted homes would be a good thing as it is extremely narrow.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 3:39 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Robert Daniel Kortschak
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 9:09 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	K & P VELENTZAS NOMINEES PTY LTD GEORGE VELENTZAS
Residential/ business address	[REDACTED]
Business owner	Yes
Resident Support	No
Comments	STOPPING TRAFFIC FLOW EAST WEST ON HENRY STREET CROSSING NELSON STREET WILL NEGATIVELY AFFECT MY BUSINESS. CAN I SEE THE TRAFFIC ENGINEERS REPORT THAT SHOWS BIKES TRAVEL THIS DIRECTION MORE THAN CARS? STUPID IDEA!!

Best Wishes
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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 9:13 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Politimi Velentzas
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	I cross Nelson Street traveling east west on Henry Street multiple times a day with my car. I can see this negatively affecting business in the area.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 6:11 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ian Holland
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	<p>Removing the ability to turn right from Henry Street East will have the effect of pushing vehicle traffic from Henry Street East, right into Ann Street and then left into Alfred Street. The Ann St/Henry Street intersection is relatively tight and forcing increased vehicle turning traffic through it is likely to result in delays and accidents. Cyclists travelling west along Henry Street could currently turn right into Ann Street, left into Alfred and left again onto Nelson to then turn right back onto Henry. If they are not currently doing this then perhaps crossing Nelson Street is not a significant issue.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 9:59 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Darine Michael
Residential/ business address	████████████████████
Business owner	No
Resident	No
Support	Yes
Comments	Brilliant idea that does not interfere with traffic flow as there are already slip lanes on Nelson street. The more cycling the less traffic. Fits with community lifestyle of Stepney Maylands

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 7:26 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Gillian Margaret Miller
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	will be safer for all

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 7:25 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	mark craven miller
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	I use a bike and this intersection - it will be great thanks

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 1:21 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Chris Oreo
Residential/ business address	██████████
Business owner	Yes
Resident	Yes
Support	Yes
Comments	I think its great to encourage more people to enjoy safe riding and protecting bike riders from traffic.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 6:46 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Nick Faulkner
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	I ride along there quite a lot and would love a refuge in this spot. I think it would be safer for all users of that intersection.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 6 September 2020 1:34 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	mjl
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No

Comments I dont think your proposed idea is any safer than what exists at the moment. Henry street is very quiet for traffic on the weekend. Maybe the cyclists should choose the weekend to ride on Henry street, because weekdays are very busy.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 8:54 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	James Cobbledick
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 8:54 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Sarah Crawley
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	It will create inconvenience for me, but also I don't think the Eastern Side of Henry street is hard enough to manoeuvre around parked cars and with on coming cars on that corner let alone more cyclists, I think it will make it dangerous

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 12:20 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Rick Harley
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes

Comments

I very much support the proposal as I have in younger days been a cyclist myself. I expect you will get negative feedback concerning the elimination of the RH turn from Henry Street (west) into Nelson Street . I live in the Distillery Works apartments which are just west of the intersection of Henry and Nelson Streets and often have a need to travel from Henry Street then south along Nelson. It is rare that a RH turn can simply be made and I invariably turn left and do a U turn at Ann Street -- which is exactly what you propose .To do so is a much more efficient manouvre than suffering a long wait at the Henry / Nelson intersection . I note that there are RH signs painted in the slip lane at both the Ann and Union Street junctions with Nelson Street. I think there is a perception in the community that it may be unlawful to do a U turn when only a RH arrow is shown on the carriageway .I therefore suggest that consideration be given to either
 *substituting the RH arrow with a U turn symbol , or
 *adding a U turn symbol to the existing RH arrow.
 I hope the initiative gets up. It is

a good idea.
Cheers

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 3:23 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Peter Allen Bray
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No

Comments

When a similar initiative near the Hackney Hotel and bridge prevented right turns onto the main road out of the St Peter's precinct, my regular rout to St Peter's Cathedral through North Adelaide was displaced forcing me to travel through North Trc or make a difficult and hazardous U-Turn to get to church. A ten to fifteen minute journey then took over thirty stressful minutes, ultimately discouraging my continued attendance. Your proposal would inhibit one of the only convenient traffic routes out of the Maylands precinct onto the very busy major roads North or North East to benefit a very small cadre of bike riders and inconvenience drivers trying to get out of a suburban triangle surrounded by very busy roads. I have no problem with a medium strip refuge alongside the intersection but do if you inhibit right turns into Nelson Street where traffic waves at busy times currently allow a reasonable opportunity to join the peak hour traffic.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 2:57 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Paul McClure
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	No
Comments	This is a direct line from my home to my business and would cause me to travel via Magill Road which would be an inconvenience. I haven't seen many cyclists held up at this point although I travel this route many times a day. My business is at [REDACTED] Stepney.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 16 September 2020 4:15 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Darran Magill
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 17 September 2020 2:34 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Angela Philbey
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments a cyclist refuge would cause to many problems to traffic and the idea of turning left and then doing a U turn is not practical and would cause even more traffic problems, how many cyclists actually use that route? Not many from what I've seen and Henry St has too many parked cars so it wouldn't be safe to encourage cyclists

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 1:04 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ray Matcham
Residential/ business address	██████████
Business owner	No
Resident	No
Support	Yes
Comments	I commend Council for upgrading safe cycling facilities. Need to ensure that there is sufficient provision for multiple motorists to make U turns on Nelson St at peak times to avoid motorist anti cyclist backlash.

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 11 September 2020 9:18 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Patricia Lawrence
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	The refuge would cause an increase in traffic through Laura Street, which is already busy A U turn at Union Street would cause congestion on Nelson Street. Please explain how traffic turning left into Nelson Street could then do a U turn at Ann Street

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City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 4:58 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Phil Baranski
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	Create a no parking zone on both sides of Henry Street (between Ann St & Nelson St) to reduce traffic congestion.

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 City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 2:02 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ian McMullan
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	As a Laura Street resident I can see that the introduction of this proposal would result in a significant increase in the number of vehicles (who currently want to either turn right at Nelson Street or go straight ahead across Nelson into Henry Street) using Laura Street to achieve this. Laura Street already has a significant number of vehicles "cutting through" it daily, especially trades vehicles. I wouldn't want vehicle numbers to increase as I believe that the street is not suitable for this, the street is narrow, windy, congested at peak times, and always has a significant number of vehicles parked in it.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 11 September 2020 9:58 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Paul Edwards
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	No
Comments	By forcing motorist to do a u-turn at union st you are going to create congestion at the intersection.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 1:03 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Malcolm Dixon (Landlord)
Residential/ business address	██████████
Business owner	Yes
Resident	No
Support	Yes
Comments	As a bicycle safety advocate I must agree with the proposal. I do have a misgiving that as Stepney is a correctly zoned a commercial area, restricted vehicle turns will cause problems particularly turning right from Henry St west to Nelson St south. Could the safety zone be moved slightly to accomodate this?

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 2:43 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Wendy Fry
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	No
Support	Undecided
Comments	<p>Since moving our business to Henry Street in 2011 I have been amazed that the speed of drivers in this cramped street has not been studied. For a narrow street, the volume of traffic both cars and heavy vehicles of many types, the speed of motorcycles and cars is astounding and often a major traffic jam. I personally wouldn't ride a bike in this street as it is often dangerous. I don't object to the refuge, I just don't think this street is all that safe for bikes.</p>

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 12:48 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Naomi Jellicoe
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Anything that assists cyclists is a win in my book!

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City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 9:48 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Alan King
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments Henry Street is already used as a cut through from Portrush road to by pass lights at Magill Road, the proposal will reinforce this cut through because all traffic out of Henry Street will turn left to the city , no right hand turn so no delay or hold up. Any traffic coming down Henry Street will need to turn right into Anne Street which is already congested with parked cars close to the stop sign intersection. The 40 KPM limit in my opinion has done little to restrict traffic volumes through Henry Street particularly morning and late afternoon flows. What is the number of cyclists using Henry Street, are these people in transit through our suburb or are they residents?
 Happy to discuss further
 [REDACTED]
 Alan King

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 6:01 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Alannah Pilcher
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	I cycle into the city for work and would welcome a cyclist refuge to assist crossing Nelson street safely in peak times.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 24 September 2020 2:45 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Andrew Bunney
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	Undecided
Comments	<p>While I support cycling improvements, this proposal seems likely to direct more motor vehicles onto Olive Rd, already a busy rat-run. I do cycle through this intersection frequently, but turning right from Nelson St into Henry St West. Henry St West has at least 2 childcare centres and is dangerous for everyone. Olive St is currently a popular cycling route, but this proposal will make it less safe. I would support measures that cut down car traffic on Henry St West. This proposal will not achieve that.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 7 October 2020 10:00 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Andrew van den Berg
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 7:58 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Andrew Webber
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	No
Comments	I use Henry St access to get via car from my house to my place of business in Stepney and return everyday. This refuge will significantly inconvenience the crossing of Nelson St and increase my travel time. Additionally, I don't see many bikes using this access currently so I do not understand why it is even being considered.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 18 September 2020 11:38 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Anna Primer
Residential/ business address	[REDACTED]
Business owner	No
Resident	No
Support	No

Comments

- If tenant vehicles are forced to use Payneham rd more due to increased volume of bike traffic on Henry St, it will cause worse congestion and potential increased risk for accidents.
- It may also deter future prospective tenants wanting to rent the properties if they are hindered by bike traffic or traffic restrictions on Henry St or entering or exiting Henry St.
- Taking the above into account he wants to know what your recommendation would be in terms of supporting or not supporting the proposal and if that then extends to engaging his solicitor to provide a response to council.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 8:51 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Antonietta Disciscio
Residential/ business address	████████████████████
Business owner	Yes
Resident	Yes
Support	Undecided
Comments	The cyclist can get around , they ride where ever they want its funny they dont have many rules to go buy anyway what you do to the roads,,,, you should look to spend the money where its needed like the footpaths in St'Peters Stephen Tce , they are dangers , as an resident in st peters lived there 35 years never have i seen fixed my footpath just patches , i cant walk properly with out dripping have seen little girl fell on her face its very frustrating,angry because we live in a beautiful suburb,

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 23 September 2020 8:48 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ben Halloran
Residential/ business address	██████████ ██████
Business owner	No
Resident	Yes
Support	Yes
Comments	I think this a great idea. My partner and I both cycle often and believe a cyclist refuge would make things safer

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 13 September 2020 12:48 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ben Thoman
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 20 September 2020 10:20 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Beth Patterson
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	<p>I'm a commuter cyclist. I totally support more designated cycle lanes. I feel far safer as a cyclist and as a driver seeing separated cycle lanes also keeps me even more aware of cyclists. It's a win win.</p> <p>I also believe it will stop people using Henry street as a cut through to bypass Magill and Payneham, I hear people speeding so frequently down the street.</p>

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 16 September 2020 12:04 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Brendan Grigg
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	This is a good idea although it will push more right-turning traffic into other roads. Also, what is planned for cyclists once they cross Nelson St? Is there any thought of extending a bike lane down further to the city?

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 3:58 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Brenton Charles Grimes
Residential/ business address	██████████
Business owner	Yes
Resident	Yes
Support	No

Comments Ann street is known to be frequently used as a cut through to avoid lights at the corner of Magill, Road, Nelson Street and Osmond Terrace (including many cars obviously ignoring the 40km/h speed limit) already.
 Separately and in addition to the above, this change will force any cars driving along Ann St, between Payneham and Magill roads to head further South along Ann street towards Magill Road, with Ann St being an already narrow street with hidden driveways, creating further dangers to residents.
 As residents who frequently see near misses, we know the Magill Rd entrance to Ann street is already dangerous, particularly for traffic having come up Magill Rd heading East to turn left into Ann street as Parking , the narrowness of Ann Street and the angle of the corner already restricts this corners ability to safely handle existing traffic already. More traffic here will simply cause a lot more congestion in Ann street, particularly the Southern end, and increase risk to both vehicles and the many Shoppers that already use the area.

Best Regards Brenton Grimes

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 17 September 2020 9:36 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	celina gaweda
Residential/ business address	██████████ ██████
Business owner	No
Resident	Yes
Support	No
Comments	

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City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 12:13 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	christopher charles
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	nelson st is dangerous for cyclists . any amelioration of safety standards is welcomed. there should be more cyclist refuges on the street and consideration of lowering the speed to 50kph.

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 8:38 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Darren Plett
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	We need to support cyclists and encourage cycling. This seems like a good plan.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 5:25 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	David Fewtrell
Residential/ business address	██████████ ██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 12 September 2020 5:51 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Denise Maddigan
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	Yes

Comments

I wholly support the provision of safe cycling corridors and refuges. The removal of the right turns from Nelson and Henry Streets seems like a good idea to improve safety. However,

could there be a different safer solution for cyclists e.g cyclists directed to use Morcomb/Dover Street into Lindas Lane with a safe zone on the island at the end of the lane, on Nelson Street? The cyclists' route could then include Union, Stepney and Henry Streets. This solution could also mean that cyclists and vehicles are not 'mixing' when crossing Nelson Street. There may also be a way of discouraging car travel along Lindas Lane (while considering resident access on the lane). it seems that the safe zone for cyclists is only necessary at peak times.

I think the 'U' turn concept could cause a problem, not for cyclists but for vehicles. The 'U' turn lanes on Nelson Street should be long enough to allow the adjacent road lanes to flow rather than holding up cars trying to proceed along Nelson Street. The southbound 'U' turn lane could be south of the cyclists' refuge opposite Lindas

Lane, but before the right turn lane into Magill Road.

Further planning:
 consider surveying how many cars cut through Maylands/Stepney from Portrush Road during peak a.m. which puts more pressure on Henry Street, and liaise with TransportSA about putting traffic lights on the intersection of Frederick or Augusta Street (both wider streets than Henry Street) with Magill Road, linking it with a pedestrian crossing (moving the existing crossing further east). A similar problem has been solved by the use of traffic lights on Fullarton Road between Greenhill Road and Glen Osmond Road for exit of cars from Mulberry Road in the newly-developed Glenside area. Henry and Alfred Streets and the narrow Lindas Lane are the only way out of Maylands, Stepney and Evandale for cars heading south or into Magill Road as turning right onto Magill Road in a.m. peak is almost impossible (tricky at any time).

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 18 September 2020 9:17 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Drug & Alcohol Services SA
Residential/ business address	[REDACTED]
Business owner	No
Resident	No
Support	Undecided
Comments	No comment

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 9:48 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Esther Quick
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes

Comments this proposal sounds like a good idea as long as you can still turn right onto Henry St to access the 2 child care centres on Henry st which it looks like you can do.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 23 September 2020 10:49 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	evan williams
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	I cycle and I cross Nelson St while cycling and I think it's a ridiculous proposal. Please supply the number of cyclists using Henry St Nelson St crossing, as a cyclist and resident of Henry St I would suggest the numbers are not that high.

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 4:02 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	freda propsting
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Excellent idea. Motorists unable to cross directly over Nelson Street will no doubt run through other streets to get to Nelson and do a right hand turn into Henry /Street (west) - this is the only downside to the proposed refuge.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 12 September 2020 2:01 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Georgia Brodribb
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	Cyclists can cross at the existing pedestrian crossing within metres of the proposal or at the Avenues shopping centre, this allows a break in crossing and is adequate for pedestrians so is adequate for cyclists. I use the child xare on henry street and during peak hour you wpuld not be able to go up the road and do a u-turn in the next side road due to amount of traffic. As a cyclist myself, i actually dont see that many cyclists on henry street, either east or west.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 11:46 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist
 Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Glenys Raveane
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	<p>Following discussion with Gayle, my comments here are brief. (1) in principle, I support efforts that facilitate infrastructure developments that encourage/enable safer cycling/walking. (2) in Council correspondence, the reference to a U turn at "Ann St" is incorrect - it should be "Alfred St". (3) Both Henry and Alfred St carry considerable traffic to and from Nelson St. Both streets have all day parking - Henry only on the southern side, Alfred on both northern and southern sides. As motorists travelling west along Henry St become familiar with not being able to turn right from Henry St into Nelson, traffic may instead divert down Alfred St, creating heavier traffic flow. The T-junction at Alfred & Ann St can be tricky to negotiate, particularly at peak times and more so if cars are parked on both sides of the road. If the latter becomes a problem, consideration may need to be given to the removal of the car parking spots on the southern side of Alfred St. (I would prefer that parking spaces not be removed and only make this suggestion in view of potentially increased safety as a result. I</p>

recognise this could also have the opposite effect).

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 21 September 2020 9:52 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Graeme Smith
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	No
Support	No
Comments	Henry St is zoned as a commercial area of Stepney, and as such requires unrestricted access for heavy vehicles to enter and exit it. Encouraging more bikes down this street is not safe for them or the truck drivers. Of particular concern to me is that we have 40ft containers delivered regularly on very long articulated trucks. They already have trouble entering and exiting Henry Street from any access point except Nelson Street, and restricting this point further will make their job more difficult.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 22 September 2020 11:15 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Henri Gizowski
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	The bike refuge would cause a great inconvenience to motorists.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 23 September 2020 11:00 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ingrid Mentzel
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	I do not understand the 'U turn at Ann Street.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 15 September 2020 7:28 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Jack Reynolds
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 7:29 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	James Day
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	<p>Removing the ability to cross Nelson St on Henry St in a car and suggesting motorists perform U-turns seems to be a very unsafe suggestion, let alone the congestion this would cause during peak times. Crossing Nelson St on Henry St allows for a good flow of traffic. Besides the issue with U-turns, the removal of right hand turns would also mean that motorists would be forced to use smaller side streets as one of the main issues for motorists is the difficulty of entering Payneham and Magill Rds during busy periods, as they have to cross up to four lanes of traffic when doing so.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 24 September 2020 10:32 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Janice Merritt
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	<p>Has there been a survey done on how many cyclists actually use this route? As a resident in the area my observation is not very many. There is already a refuge a few meters on the Magill Road side of Nelson Street that cyclists could use if required. There are two Child minding Centres in Henry St between Nelson and Stepney St that are used extensively by parents who need safe access from Nelson Street. .Having to do a proposed U turn at some point in Nelson St at a busy time of the day is potentially quite dangerous and confusing.. Please don't turn a simple straight forward intersection into a complicated dangerous one.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 10:38 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Joanne Hurt
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	No
Support	Yes
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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& St Peters



Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 15 September 2020 12:06 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	John Mason
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	Too little bicycle use vs cars at that intersection and there is enough "refuge" for cyclists already in the centre of that road. Too much money being spent on a very vocal minority overall eg. Beulah Road.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Saturday, 5 September 2020 4:04 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	John Roddick
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	While I support this, it would be better if it was part of a larger plan. For example, westbound traffic is more likely to detour via Alfred Street and turn right there rather than u-turn at Union St. (a lot of us do that now anyway). It would be good if there could be staging for cars there so that cars do not have to wait until both lanes are clear but are able to merge with the traffic on Nelson St.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 1:38 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	John-Paul James
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 18 September 2020 8:54 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Julianne Butler
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Undecided
Comments	Concerned about increased traffic flow, that may divert from Henry St to Laura St. Can the proposal be trialed before permanent changes are made?

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 3:56 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Karen Bray
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	I do support any efforts to increase cycling. However, the proposed alternative - U-turn at parallel streets - will potentially cause traffic havocs at peak times. A lot of businesses are located North. Unfortunately public transport going North is inconvenient and cycling unsafe. How is the proposed cycling route integrated with city wide 'cycling initiatives'? Are other councils supporting these attempts? Are council efforts integrated?

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 3:49 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Karen Bray
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Undecided
Comments	I am certainly in favour of supporting cycling. However, I do depend on my car if distances are too long or not perceived as cycling-safe, in particular going North. A lot of businesses are located North and unfortunately only reachable by use of car. Therefore blocking off the right turn from Henry into Nelson Street and suggesting a U-turn

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 1:38 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Katherine Marks
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	No

Comments Stopping through traffic from Henry Street from turning right East or West will jam up the already narrow side streets of Stepney Street and Ann Street as drivers will need to find an exit route. Permanently changing this for a few cyclists during peak hour will cause chaos.

An idea would be to put an island refuge in the right hand turn lanes near the medium strips giving cyclists priority over the vehicle turning. A stop here when cyclist crossing sign would be new but could work in many different scenarios. In the UK they use box junctions, it's something we need to seriously consider for traffic flow in Australia.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 13 September 2020 11:04 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Kirsty Wigg
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	I use that spot to cross as a cyclist and this plan looks fantastic!

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 22 September 2020 11:13 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Luisa Saccone
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	The bike refuge would cause a great inconvenience to motorists.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 18 September 2020 3:04 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Lynne Jolley
Residential/ business address	██████████
Business owner	No
Resident	No
Support	Undecided
Comments	I don't use the area as I only have an investment property in Loch street and although I can see that residents of Henry Street may have concerns in principle I would support the proposal.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 9:40 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Margaret Rex
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	No
Comments	We would find it disruptive as we use this access to go to Norwood Parade

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 28 September 2020 10:07 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Marianne Caslake and David Pedler
Residential/ business address	██████████
Business owner	Yes
Resident	Yes
Support	Yes

Comments Dear Council,
 As both residents and business owners, we have noticed a much increased traffic flow along Henry street from Nelson St, heading west towards the Maid and Magpie hotel and vice versa. Since the reversal of stop signs on Henry street and Stepney st, traffic speed has increased as cars are not slowed down and hindered by the stop signs on that corner. This section has now become a cut through to Payneham road for those avoiding the lights at the intersection of Payneham and Nelson st.
 As well as trying to create a safe route for cyclists, there are 2 ChildCare centres on this section of road! This section of the road is much narrower than further west, and there are many cars at peak hours dropping off children. This is also very dangerous for cyclists and I have witnessed some near misses along this strip. Mostly in this area, people are patient and wait their turn when there is a bank up of cars, but there have been road rage incidents and very often, speeding cars.
 The eastern section of Henry street has speed humps, which

according to residents has slowed and reduced the traffic. The addition of "cyclist friendly" speed humps in the western section of Henry street as well, could calm and reduce the traffic without hindering cyclists. I hope this survey info is not too late!
Best Regards,
Meg Caslake
David Pedler

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 11:38 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Matt Makinson
Residential/ business address	██████████
Business owner	Yes
Resident	No
Support	No

Comments
 The street you have suggested, Henry St, is not bike friendly. It has speed humps and parked cars at the city end which being a narrow street are dangerous for bikes as oncoming traffic frequently ignores cyclists and comes far too close. As a cyclist I and others avoid it in favour of the main roads.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 12:00 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Matt Sherwell
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes
Comments	I cross Nelson Street via Henry Street daily on my way to work in the city. This is the most dangerous crossing for this trip. Enabling cyclists to cross halfway with some level of protection will greatly reduce this risk.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 21 September 2020 9:02 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Matthew Glynn
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Undecided
Comments	<p>The cyclist refuge is to be applauded as not only will it provide a safe crossing for cyclists it will prevent Clifton and Henry Streets being used by through traffic at peak hour. Cars heading toward the city south on Portrush Rd turn into Clifton Street and via Frederick Street and Henry Street save themselves several lights along Magill or Payneham Roads by emerging at the corner of Henry and Magill Road. Similarly, if the intersection of Alfred and Nelson is not further controlled these short cutting motorists will be congesting the new refuge turning right into Henry after a dog leg through Ann, Alfred and Nelson. Something already happening in conjunction with Laura Street.</p> <p>It will not however reduce the danger imposed by the Park and Riders who use the penalty free parking all day and catch the bus or walk to work in the Stepney industrial area. This congestion is a hazard to cyclists too.</p> <p>The disadvantage of the proposed cyclist refuge is it will prevent one of the few methods of heading north out of the west side of the Nelson, Payneham,</p>

Portrush Magill roads block.
Ann Street onto Payneham
Road is not a good option as
the congestion does not allow a
turn onto Payneham road with
enough time to merge for a right
turn to Nelson. A left turn only
option will also create more
congestion at the Nelson Street
and Magill Road lights.

If the refuge could be rethought
to take into account all the
knock on effects and allow turns
north onto Nelson Street I will
be all for it.

Best Wishes

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 13 September 2020 7:22 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Mathew
Residential/ business address	Head
Business owner	No
Resident	Yes
Support	Yes
Comments	I support the proposal but I am concerned about the resulting impact on surrounding streets, particularly Alfred Street as this will become a preferred route for cars wanting to turn right onto Nelson St. Traffic at the Alfred St/Ann St intersection is already an issue due to commuters using Alfred St and Flora/Laura Sts as an alternative to the main Payneham Rd/Nelson St intersection. At peak times, I foresee cars building up on Alfred St wanting to turn both directions into Nelson St as they wait for those wanting to turn right. This will result in increased pollution and disruption for residents on Alfred and Ann Sts as well as increased risk of accidents. I am also concerned that cars will find other routes onto Nelson St including use of Lindas Lane which is already used by commuters travelling westbound causing risks to pedestrians.

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 2:22 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Megan Birchmore
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Yes I think this is a good idea. May be useful to consider how pedestrians can also safely use the refuge

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by **5.00pm, Friday, 25 September 2020**

Name: Michael REINHART

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

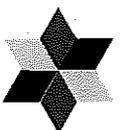
Comment: Yes. I walk & ride through this
intersection, particularly at peak traffic
times & extremely difficult to cross at
this intersection - High volume of traffic
coming from Henry St re child care centre
collections.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 4 September 2020 12:49 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Michael wilson
Residential/ business address	██████████
Business owner	Yes
Resident	Yes
Support	No
Comments	<p>This is a waste of money there are not that many cyclists and the proposal you put through the idea looks like a car accident a major one waiting to happen , council has already shown its incompetence here with design , especially at the end of my st evandale rd allowing bus stop in the way of clear view blocking a major rd so only option is for people to nose their car into a cycle way and potentially get the front of ones car ripped off to be able to see around the bus stop on the corner of paynham rd and evandale rd . I have complained about your placement of a bus shelter that if moved back just one metre would give cars a safe view , no one took any notice of my email as i doubt very much council cares about their mistakes and fixing them</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 9 September 2020 7:08 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Neil Duggan
Residential/ business address	████████████████████ ██████
Business owner	No
Resident	Yes
Support	No
Comments	<p>1) Already a pedestrian refuge crossing about 15-20m away on Nelson St that could be shared</p> <p>2) As a cyclist, agree with and support initiatives to encourage more cycling but this is not the biggest issue with cycling on Henry St. Cars using Ann St and Stepney St (parallel to Nelson St) and failing to stop/give way to cyclists and other vehicles in Henry St is a far bigger concern. I would need to take evasive action versus cars not stopping at Ann St/Henry St at least once per month - start by stopping vehicles leaving Avenues Shopping Centre and using Ann St as a short-cut to Magill Rd</p> <p>3) As drawn, I can see an increased risk of collision with cars turning off Nelson St into Henry St - the turning angles are all wrong and cars will cut the "T"</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 24 September 2020 2:24 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Neil Lillecrapp
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	Yes

Comments In principle I support the installation of the cyclist refuge. My reservations are concern about the traffic that travels along Ann Street. I hope that the proposal does not increase the traffic along Ann Street or Lindas Lane.

Best Wishes
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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 8 September 2020 2:32 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Nevac Land Craven Group
Residential/ business address	██████████
Business owner	Yes
Resident	Yes
Support	Yes
Comments	Infrastructure such as the proposed cyclist refuge means all road users can feel safe while they go about their business or pleasure activities. Thanks Council.

Best Wishes
 City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Sunday, 20 September 2020 9:02 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Orr Shallev
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Support of cycling infrastructure is encouraged. Further strengthening using green paint areas on the RHS of the Henry street turning lanes would provide cyclists a position to do the straight movement from safely. Consideration should be given to the additional traffic on Alfred St which would result, this does not seem major and in keeping with current observed movements. Strong support from me.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 24 September 2020 1:37 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Patrea Channon
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Undecided
Comments	<p>I support initiatives to make cycling safer and agree the Nelson/ Henry St intersection is busy for both cars and cyclists. I am concerned that Henry St, East and West is very narrow and Henry St West, where I live, is very busy with car traffic as there are two child care centres, two large apartment blocks and many commercial premises creating traffic in the street so am not sure that it should be an important cycling route.</p> <p>Suggesting that motorists carry out U turns on Nelson St could be risky as that is also a busy street, especially in peak hours. I have no concerns about not being able to turn right into Nelson St as this at times is already difficult and often causes traffic jams in Henry St, especially at peak times. However if the plan to have cycle refuges goes ahead I am not completely opposed to it.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 22 September 2020 9:45 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Peter Grasso
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	No
Support	No

Comments
 To dangerous and confusing. Who comes up with these ideas on a heavy main road is irresponsible and the vehicle road uses should all ways come first as trucks and cars are heavier and larger than cyclist and would cause serious vehicles accident or death on this road. I believe this ridiculous idea will clog up tragic flow. This is my opinion.

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Tuesday, 15 September 2020 9:52 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	RUTH BRAZAUSKAS
Residential/ business address	██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	This is an excellent proposal and is supported by all residents at ██████████ ██████████

Best Wishes
 City of Norwood Payneham & St Peters

Community Well-being is...
 Social Equity
 Economic Prosperity
 Cultural Vitality
 Environmental Sustainability



City of
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 & St Peters



Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 8:56 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Sally Elizabeth Day
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	We often turn right into Nelson street from Henry street. It is our only direct route using smaller streets out of our block of residential properties. We avoid turning right into Magill Road at all costs.

Best Wishes
 City of Norwood Payneham & St Peters

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 & St Peters



Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 14 September 2020 5:40 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Steven Oppes
Residential/ business address	[REDACTED]
Business owner	Yes
Resident	No
Support	No
Comments	

Best Wishes

City of Norwood Payneham & St Peters

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- Economic Prosperity
- Cultural Vitality
- Environmental Sustainability



City of
 Norwood
 Payneham
 & St Peters



Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Friday, 11 September 2020 10:06 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Stuart Henshall
Residential/ business address	██████████ ██████████
Business owner	No
Resident	Yes
Support	Yes
Comments	Much needed for safety!

Best Wishes

City of Norwood Payneham & St Peters

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 Environmental Sustainability



City of
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 Payneham
 & St Peters



Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 16 September 2020 8:14 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Terry John Evans
Residential/ business address	████████████████████
Business owner	No
Resident	Yes
Support	No
Comments	this prevents a right turn onto Nelson Street which would be a major inconvenience to residents in Stepney, Maylands, etc

Best Wishes

City of Norwood Payneham & St Peters

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City of
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 & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 3:09 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	ian stevens
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No
Comments	<p>my earlier submission mistook Alfred St and thought it ws Ann St. Unfortunately the U turn in Ann St would never, or only very rearely be done, as most motorists would do their U turns at Alfred St & Nelson St, if turning left to go North in Nelson, or at Union St & Neslon St if motorists turn left to travel South in Nelson St so save a few minutes. There are already problems with U turns at these points which will only get worse with U turns being done from both directions if this goes ahead. Have no idea how you can prevent these U turns unles you put cameras at both points. Sorry about confusion in first submission.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 2:57 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist
 Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	ian stevens
Residential/ business address	████████████████████ ██████
Business owner	No
Resident	Yes
Support	No
Comments	<p>There are already many near accidents where drivers travelling north on Nelson St do U turns where Union St meets Nelson St. Also motorists already do U turns when travelling south on Nelson St at Ann St & this also causes problems. In both cases the cars doing the U turn are nearly rear ended and more importantly prevent SAFE right hand turns into Ann St as they block a clear view of oncoming vehicles, especially if it is a SUV doing the U turn. This plan will result in more accidents , near misses & probably casualties.</p>

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Thursday, 10 September 2020 12:53 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Ryan Ardill Air Conditioning Pty Ltd
Residential/business address	[REDACTED]
Business owner	Yes
Resident	No
Support	No
Comments	We believe it will cause more traffic congestion

Best Wishes

City of Norwood Payneham & St Peters

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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Wednesday, 23 September 2020 4:20 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Hamish Gillis
Residential/ business address	[REDACTED]
Business owner	No
Resident	Yes
Support	No

Comments

I live in the "42 Nelson Street" building, located at 54 Henry Street. That building contains 27 two-storey residential units of between 2 and 3 bedrooms, and a number of businesses which use (to my approximate count) an additional 40 car parks underground at the building. The neighbouring "Distillery Works" complex has approximately 30 residential units. Across from 54 Henry Street is a childcare centre, and a few doors down on Henry Street is another childcare centre. There are numerous other businesses and houses on Henry Street.

Your letter dated 2 September 2020 states that "... to enable more people to cycle more often, there needs to be cycling routes on quiet streets". This is not Henry Street. In the mornings and afternoons/evenings, Henry Street is already extremely busy with people leaving for and returning from work, and parents dropping and picking up their children from the childcare centres. Henry Street is very narrow, and cars are constantly parked up and down the street at all hours of the day. When driving down the street, very often I will need to stop behind parked cars to let oncoming cars

drive past, and drive on the wrong side of the road to get around parked cars. A number of the businesses in the area would appear to take deliveries by truck or heavy vehicles which use Henry Street. It will only cause more mayhem to introduce cyclists to this chaos by making Henry Street "an important east-west cycling route".

The intersection of Henry Street (western side of Nelson) and Nelson Street is the only point the residents and businesses on the Western side of Nelson Street can use to turn right onto Nelson Street. Given the number of cars that use this intersection, based on the high density of people living and working on Henry Street, and dropping off children to childcare on Henry Street, it will cause considerable inconvenience to a huge number of people if there is no turn right access onto Nelson Street. It is not a solution simply to suggest that, for the convenience of some cyclists, the high volume of people that use this turn right access can just turn left down Nelson Street and perform a U-turn.

In any case, I have lived at 54 Henry Street for nearly 3 years and, notwithstanding that the council has painted pictures of bicycles on the bitumen up and down Henry Street, I have scarcely ever seen cyclists using Henry Street, far less any cyclist wishing to cross from the Eastern side of Henry Street to the Western side. This is understandable in circumstances where the Eastern side of Henry Street has speed humps, and both sides are narrow with cars parked on the sides of the street at all hours of the day. In such circumstances, why would the council seek to cause considerable inconvenience to the ratepayers who live and work in this area by effectively putting a roadblock at the end of their street?

If any particular cyclist did wish to cross from the Eastern side of Henry Street to the Western

side, and has concerns about that, then why could they not simply come out from Alfred Street onto Nelson Street and then use the designated right hand turn lane to turn onto Henry Street? That way the cyclist would still only need to cross two lanes of traffic at a time, which is all that would be achieved by the installation of the "cyclist refuge". Would that not solve the issue entirely, and without inconveniencing every single ratepaying resident and business owner who lives in the area and drives a car?

Cyclists also have the option of heading down Nelson Street (which already has a bike lane!) onto Osmond Terrace and then simply turning right onto Beulah Road in Norwood which is very wide, rather than seeking to use Henry Street which is narrow and already heavily overcrowded. Obviously, this option avoids travel down Payneham Road and Magill Road which is one of the purposes set out in your letter. Whilst the "cyclist refuge" would appear to provide no practical benefit to cyclists (as there is a number of convenient alternative routes which already address the reasons given in your letter for the proposed installation), the "cyclist refuge" would cause considerable inconvenience to a considerable number of ratepayers. In all these circumstances, the Council should not proceed to install the proposed "cyclist refuge".

Best Wishes

City of Norwood Payneham & St Peters

Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 14 September 2020 8:16 AM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	William GLAROS
Residential/ business address	██████████
Business owner	No
Resident	No
Support	Yes
Comments	Good idea for safety and encouraging good behaviours. Do it.

Best Wishes

City of Norwood Payneham & St Peters

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 Social Equity
 Economic Prosperity
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Kate Talbot

From: City of Norwood Payneham & St Peters <website@vps.npsp.sa.gov.au>
Sent: Monday, 7 September 2020 7:31 PM
To: Townhall
Subject: City of Norwood Payneham & St Peters - Form submission: Proposed Cyclist Refuge Survey

A user has submitted the following on the form: *Proposed Cyclist Refuge Survey*.

Field Name	Field Value
Full name	Sophie Young
Residential/business address	[REDACTED]
Business owner	Yes
Resident	Yes
Support	No
Comments	Many of us use Henry Street to cross Nelson St to access the two childcare centres not being able to go straight across would be a huge inconvenience to many of our daily commutes. I take that route daily and virtually never cyclists on Nelson Street or Henry Street.

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Kate Talbot

From: Gayle Buckby
Sent: Wednesday, 25 November 2020 1:57 PM
To: Kate Talbot
Subject: FW: Henry Street remodelling

Hi Kate – this is late, but can you please add it to the file...thanks

Kind regards,

Gayle Buckby
MANAGER, TRAFFIC & INTEGRATED TRANSPORT

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 8366 4542
Facsimile 8332 6338
Email gbuckby@npsp.sa.gov.au
Website www.npsp.sa.gov.au

From: Scott Dearman
Sent: Wednesday, 25 November 2020 1:55 PM
To: Gayle Buckby
Subject: FW: Henry Street remodelling

Hi Gayle,

I think this might be for you. I'll let Caroline know I've forwarded it on as she has requested once you confirm I've sent it to the right place.

Regards,

Scott

From: Caroline Esterman [REDACTED]
Sent: Wednesday, 25 November 2020 1:22 PM
To: Scott Dearman <SDearman@npsp.sa.gov.au>
Subject: Re: Henry Street remodelling

Hi Scott

I know the Council called for comments about turning Henry Street into a bicycle friendly thoroughfare with a bicycle island in the middle of Nelson Street at the end of Henry. Unfortunately I can't find it to comment.

Forgive me therefore for sending you my comments direct.

First of all, the section of Henry St between Stepney and Nelson is narrow and the footpaths particularly narrow. I often have to walk on the road due to vegetation and bins being left out. There is a car park opposite the entrance to no 44 Nelson St too that blocks the traffic turning into the street already.

Secondly, the Street has two blocks of apartments and two kindergardens on this short narrow block creating congestion.

Thirdly, cars from people accessing Sports Med parking and short cutting to Payneham Road, are using this end of Henry Street adding to the congestion.

The businesses of no 42 and 44 Nelson Street are also using access from Henry Street.

Considering all the above, I am not sure that making a bicycle island in Nelson Street opposite this end of Henry Street will not result in more congestion on this street. This could well be a dangerous situation for children being dropped off, particularly at the St Peter's Child Care Centre. (They have little or no off street parking, in fact most of their staff are using the Lynde Reserve carpark on Stepney Street all day.)

Although I agree with making roads bicycle friendly, I am not sure it is appropriate or, in fact, safe on this section of Henry Street and could in fact be made the current situation could be made worse by adding a bicycle island at the end.

Please let me know if you pass this on to someone else at the Council.

Many thanks

Sincerely
Caroline Esterman



Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: PAM DILORENZO

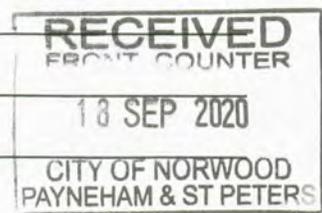
Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: relatively small
any change that makes
life easier for cyclists
WITHOUT
making it harder for
WALKERS of all ages and
abilities, should be
considered by this council

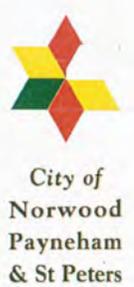


Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

I hope all comments and submissions will be transparently accessible on line?

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
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Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Tia Walker

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

ABSOLUTELY NOT!!

Do you support the installation of a cyclist refuge in Nelson Street? Yes Undecided

Comment: I have a property that faces on to Laura St.
and my garage opens onto Henry St. I am already
impacted **DOUBLY** as the "rat run" traffic that travels
down both. I have great difficulty ~~ex~~ exiting + entering my
garage as it is. If I do get a break in motor vehicles
coming along Henry + Morcombe (coming off Dover) I then
invariably have to wait for cyclists and by that time
more vehicles have come. This will only encourage more
cyclists but will NOT stop motor vehicles who are
avoiding Payneham + Magill traffic. Further with no right
turn at Henry more traffic will be forced onto Laura +
the already over used "dog leg" at Laura, Ann +
ALFRED STREETS.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

P.T.O.

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

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Website www.npsp.sa.gov.au



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& St Peters

which is an accident waiting to happen now!
 A couple of years ago I attempted to have a
 safety island for pedestrians ^{installed} at the Albert
 street intersection for the elderly residents
 of the Trust village on corner of Laura & Ann Str
 and this was dismissed out of hand. Now
 we are expected to accommodate cyclists
 that do not pay rates in the NPSP area -
 DO NOT pay registration or petrol taxes
 NOR are they required to have at least
 3RD PARTY PROPERTY insurance - I have had to
 pay repairs for my vehicle where a cyclist
 ran up the back of me while I was legally
 stopped at a red light.

Further, due to the no right turn on Nelson
 more traffic will also be forced on to Ann
 St (which is already heavily impacted by both
 "rat run" traffic and allowing parking on both
 sides) that intends to exit on to Payenham
 and cross two lanes to get to turn right
 on Stevens Tee.

Who on earth dreamed up this plan?
 Obviously not a resident of the area.
 and the problems will grow exponentially
 with the proposed development of the
 Otto's site.

Please give long term residents a break!!

Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by **5.00pm, Friday, 25 September 2020**

Name: Richard Thwaites (T.D. Nominee, P/L)

Address:

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: I am concerned that the
'rat run' commuters will use Laura Street
to get to Frederick Street when
exiting Nelson Street, turning right
into ALFRED STREET
I understand there will be no
right turn into Henry Street from
Nelson Street. There fore ALFRED St.
will be used to turn right

R. Thwaites

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: EF Donaghy

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: NO. It will be disastrous
for residents of Laura, Flora and
Alfred Streets.

Please find another way to
improve bike riders.

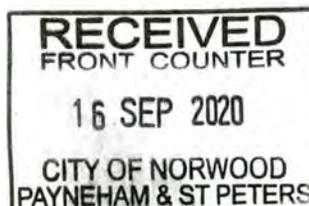
It is vital that Henry St access
remains open for Nelson Street.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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City of
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& St Peters

Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: HELEN M. DUNHAM

Address: [REDACTED]

Are you a Business owner? Yes No

Are you a resident? Yes No

Do you support the installation of a cyclist refuge in Nelson Street? Yes No Undecided

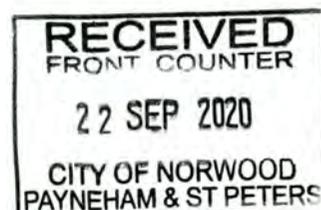
Comment: ① NPSA COUNCIL HAS RECENTLY UPGRADED
BEULAH ROAD AS A DEDICATED ROAD FOR CYCLISTS
② AS I HAVE LIVED IN THIS ADDRESS FOR OVER 30 YRS
I DO NOT BELIEVE THE INCREASE IN CYCLING TRAFFIC HAS
INCREASED TO SUCH AN EXTENT TO WARRANT THIS CHANGE
③ TRYING TO GET FROM HENRY STREET, ACROSS TWO
LANES OF TRAFFIC (TO TURN AT UNION ST) AT PEAK
HOURS WILL BE DIFFICULT AND BLOCK TOP TRAFFIC LANE.
④ WITH PROPOSED REZONING OF OTTO'S TIMBER PROPERTY,
TRAFFIC WILL INCREASE IN PAW Y WELLS STREETS TO
HEALEY STREET, CAUSING EVEN MORE CONGESTION.
I DO NOT SUPPORT THIS SUGGESTION.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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PROPOSED CYCLIST REFUGE SURVEY
INTERSECTION OF NELSON STREET & HENRY STREET, STEPNEY

COMMENTS:

1 The communication from Council dated 2nd September 2020 is deficient in a number of matters: -

- it does not refer to Council's traffic study of the Stepney/Maylands area.
- It does not provide details of the hourly volume of cyclists using the Henry Street/Nelson Street intersection.
- It does not provide statistics of bicycle/car or car/car accidents at the Henry Street/Nelson Street intersection.

The communication only contains 'warm & fuzzy' statements that are of dubious merit and do not assist in the proper evaluation of the proposal.

2 Having lived in Stepney for 53 years, I would point out that both Henry Street and Alfred Street are the main western outlets for both Stepney and Maylands residents. The action proposed by Council will place intolerable restrictions and increase hazards in the movement of vehicles from the area. Both Magill Road and Payneham Road (and for that matter Portrush Road) are heavily trafficked main roads. For vehicles exiting from Stepney and Maylands via Henry Street and Alfred Street it provides a relatively safe access via Nelson Street to either Magill Road and Payneham Road.

3 Alfred Street is frequently congested in both the am and pm peak traffic flows. The street is short in length and small in width. Traffic often banks up in this street during those times. Council's proposal to restrict traffic flow in Henry Street will create further problems at the junction of Alfred Street and Ann Street. It is pointed out that there are no yellow rumble bars in either Ann Street or Alfred Street to control traffic movement. Furthermore, the cutting of corners at this junction is frequent.

4 The idea that a manoeuvre can be safely effected by turning left from Henry Street into Nelson Street and then executing a 'U' turn at the junction of Nelson Street/ Union Street is ridiculous and laughable. It will increase congestion, delay and be hazardous to all road users, motorists and cyclists alike. It is pointed out that Ann Street is not conducive to 'U' turns because of parking and its narrow pavement width.

5 Council has no doubt expended significant funds on the Stepney/Maylands Traffic Study. There has been no reduction in traffic flow nor has congestion decreased in Ann Street between Olive Road and Henry Street arising from the Study. Although I acknowledge that Council has installed a pedestrian crossing at the Ann Street entrance to the Avenues Shopping Centre that has been of benefit. The general 40km/h speed limit for the Stepney/Maylands area is honoured more in the breach than in practice, in my opinion.

6 The proposal should be rejected in the light of the abovementioned details.

*AKA P...
22 Sep 2020*



Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: M H THOMPSON

Address: [REDACTED]

Are you a Business owner? Yes No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes No Undecided

Comment: _____

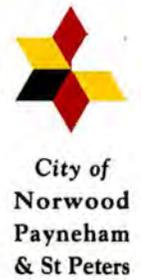
SEE ATTACHED TYPESCRIPT COMMENT

AKR

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Bob + Meredith Slape

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

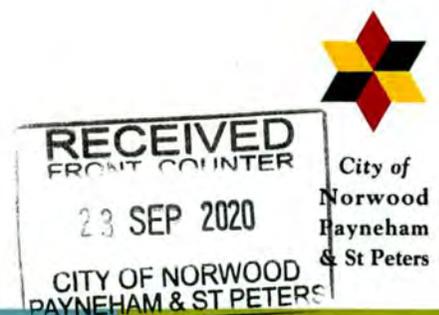
Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: We feel that it will create a traffic hazard on Nelson Street due to the volume of cars.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Anna Maria Lucchesi

Address: [Redacted]

Are you a Business owner? Yes / No No - [Redacted]

Are you a resident? Yes Yes No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: I do not support the cyclist
refuge on Nelson Street. It will result
in more congestion on other side streets,
and on Nelson Street with ^{more} people
having to do U-turns. Leave it as it is.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by **5.00pm, Friday, 25 September 2020**

Name: CAROLYN NORTH

Address: [REDACTED]

Are you a Business owner? Yes No

Are you a resident? Yes No

Do you support the installation of a cyclist refuge in Nelson Street? Yes No Undecided

Comment: I recognize the need for safer
conditions for cyclists in today's
society but not to the detriment of
existing car conditions.

I believe that the proposed
traffic design will create dangerous
new traffic intersections at the
corners of Lavera, Drew and
Adfred Streets. The increased
traffic on Lavera Street will
create increased danger to residents
accessing their cars as most cars are parked
there outside properties
PRO.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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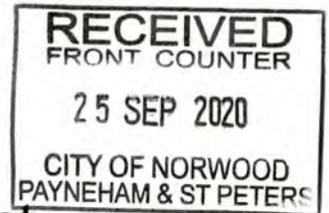
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The aerial photo copy of the proposed plan does not show the corner of Rama and Sun and does not represent the danger that will ensue by increased traffic which will have to turn at a very short distance again into Alfred Street which will cause a dangerous intersection.

I trust that the Traffic and Integrated Transport Team will further consider the impact that the proposed design will have on the existing traffic flow and the increased traffic danger for Sun and Alfred street corners.



Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street,
Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Cheryl Nolan

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: Henry St is an extremely difficult street to navigate as it is. There are 2 keridys and a block of apartments on the corner (where I live) and it is difficult to enter our car park safely as it is.

This seems an ill conceived plan with no thought for residents and businesses.

Traffic in Henry St is usually down to one lane. Cyclists in the mix will add to the danger.

There are numerous accidents as people already

Thank you for taking the time to complete this survey

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use Ann St to do U turns and this will increase

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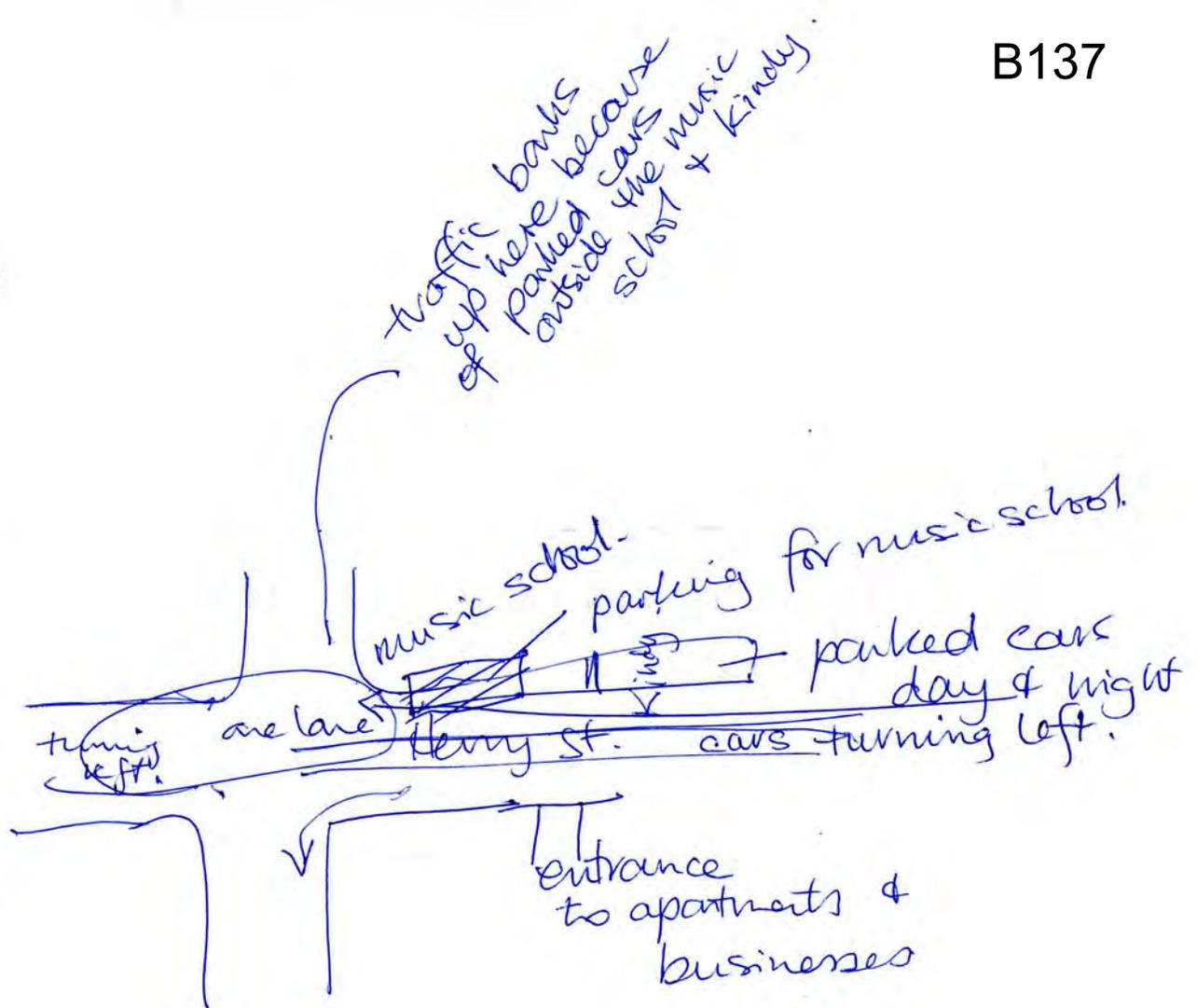
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PTD

My balcony overlooks "crash corner" so I know



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when people can't go straight across Nelson St to go to Anne St. — their first available turning point after turning left on to Nelson St — will be the entrance to Coles — — — — another disaster in the making.

What a mess!

* Cyclists expect people to keep 1.5 metres — quite impossible in Henry St.

Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Enrico Lucchesi

Address: [REDACTED]

Are you a Business owner? Yes / No Business Address [REDACTED]

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: No! I do not support the cyclist refuge on Nelson St. This will create more vehicles going through other streets to avoid the no right turn at the intersection, & forcing people to do a UTurn at Union St? that's going to cause more congestion. There are always trucks & other commercial vehicles going up & down Union St all the time. I'm a cyclist as well & I travel from Payneham to work at Stepney & I've had no issues going thru that intersection, the traffic isn't that bad. I don't understand giving cyclists total Priority on our roads over everyone else, they have responsibilities also. As a cyclist you have to be aware of your surroundings. It's all about EDUCATION!!! The onus should not always be on the driver
 Thank you for taking the time to complete this survey of Vehicles.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Fern D Showell

Address: [REDACTED]

Are you a Business owner? Yes No

Are you a resident? Yes No

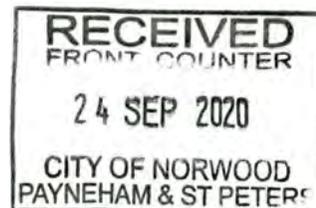
Do you support the installation of a cyclist refuge in Nelson Street? Yes No Undecided

Comment: The intersection of Henry + Nelson Sts is already congested. Henry St is very narrow + one way so motorists have to give way to oncoming cars. As a resident I see about one cyclist per month using Henry St from Nelson St. From my home I need to turn right to the shops. I strongly recommend you reconsider this installation and do NOT go ahead with it. We need to be able to turn right from Henry to Nelson St. I am a ratepayer + an upgrade of our footpath is needed.
Thank you for taking the time to complete this survey

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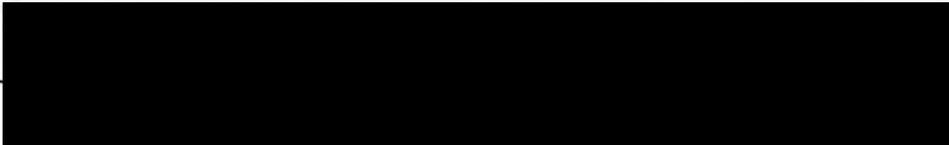
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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Jennifer Cooke

Address: 

Are you a Business owner? Yes/No

Are you a resident? Yes/No

Do you support the installation of a cyclist refuge in Nelson Street? Yes/No/Undecided

Comment: I can not support U turns at Union or Ann Street.
How does a U turn on Ann Street get the motorist
onto Nelson Street?

Both these streets are narrow and have a lot of cars
parked here because there is no off street parking
available. Please don't make things worse.

Don't create a long journey to the Avenues Shops or
to Payneham Road.

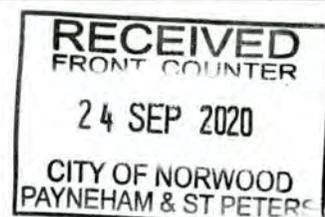
There is already a pedestrian refuge on Nelson Street
near the Housing Trust units. Cyclists can use that.

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street, Stepney

Please complete and return this survey by **5.00pm, Friday, 25 September 2020**

Name: Kirsten Lippett

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

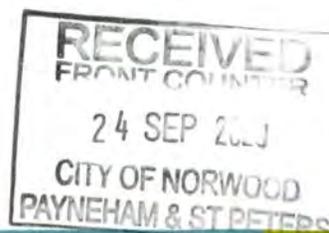
Comment: I definitely do not support the installation of a cyclist refuge in Nelson Street.

- There will be more traffic coming onto Ann Street off Alfred Street and Ann Street is busy enough now without this happening. Plus there are a lot of cars parked on Ann Street between Henry Street to Payneham Road which makes the street very narrow now. Also cars fly down Ann Street >40kms/hr even with that sign up now.
 - It will be a big inconvenience you cannot turn right off Henry Street (west side) and cannot turn right off Henry Street (east side). This will bring more traffic & congestion to Alfred Street which is busy enough now and backflows into Ann Street during peak times.
 - There is already a bike lane on Beaulah Road, we don't need another one at Henry Street and all those resources involved to build it.
- Thank you for taking the time to complete this survey**

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street,
Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: Margaret HAYTHORPE

Address: [REDACTED]

Are you a Business owner? Yes / No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes / No / Undecided

Comment: Laura St is congested enough as it is. Many homes do not have driveway access and as traffic passes parked cars traffic from the opposite direction has to wait for a break in the traffic. Access by vehicles to Stephen Terrace will be a nightmare if extra traffic is directed down either Henry or Laura St. The same will occur for traffic coming from Stephen Terrace. Either way Laura St residents will be severely disadvantaged. I do not ~~support~~ support the proposed changes.
Thank you for taking the time to complete this survey
M Haythorpe

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Proposed Cyclist Refuge Survey

Intersection of Nelson Street & Henry Street,
Stepney

Please complete and return this survey by 5.00pm, Friday, 25 September 2020

Name: PATRICIA MAY

Address: _____

Are you a Business owner? Yes/No No

Are you a resident? Yes / No

Do you support the installation of a cyclist refuge in Nelson Street? Yes/No/Undecided No

Comment: I fully support improved cycling infrastructure and safety, however, I believe the proposed plan is not the way as it will, I consider:

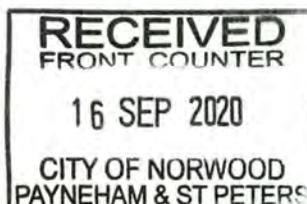
increase traffic from Henry to Laura & Alfred Streets. Henry has 1600 approx a day cars. Alfred Laura has approx 400 per day. Many houses do not have the capacity for off street parking in Laura St. Don't there a way for a safety island in Stephen Tce without the disadvantages of current residents in Stepney

Thank you for taking the time to complete this survey

All comments and submissions received as part of this consultation will be reviewed, collated and summarised for consideration by the Council prior to the final design.

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Kate Talbot
EXECUTIVE ASSISTANT URBAN PLANNING & ENVIRONMENT
City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Hi Kate, I have received the survey form re the proposed Cyclist Refuge at the Henry/Nelson Sts crossing, but feel its format will be inadequate to accommodate the full extent of my views and concerns on this matter.

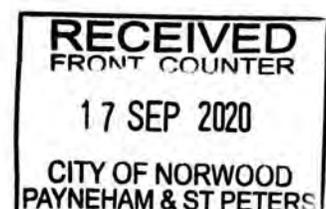
In summary I fully support the purpose of increasing bike riding and increasing the safety of bicyclists. The proposal would fulfill this but I believe it would unnecessarily reduce present vehicle access to the adjacent areas and may do so even more seriously depending on other decisions that may be made relating to traffic movements in this area.

I am a resident of Ann St. Access to my garage is via the unnamed night-cart lane running from the Otto car park into Lindas Lane between Ann St and Wells St. I understand that Ann St may be made a one-way street. A right turn from Ann St into Magill Rd towards the City is almost impossible at rush hour and difficult at other times. Turning left from Lindas Lane onto Nelson St is my alternative for getting to the City, but if I wish to go north along Nelson St I have to either 1) go left and do a U turn opposite Stepney Autos, or 2) go to the N end of Ann St and do a left turn into Payneham Rd, cross to the inside lane in the short distance before the PaynehamSt/Nelson St lights and then turn right at the lights, or 3) turn West from Ann St into Henry St and then wait at Henry St to be able to do a right turn at the Henry St/Nelson St cross road. This last is not too difficult at most times. If however Ann St was made one way N to S or the bicycle refuge was constructed at the crossing, the last 2 options would be negated. On the other hand, if Ann St was made one-way from S to N, a lot more traffic would be wishing to access Nelson St from Henry St.

Under any of the above options/possibilities a bicycle refuge on Nelson St would make access from Ann St and/or the local neighbourhood onto or across Nelson much more difficult.

The Ann St/Nelson St cross road is about half way between the lights on Nelson St at Magill and Payneham Roads. At present not a lot of vehicle traffic make use of this crossing. However, in view of future uncertainties it would seem far more preferable to increase safety and future convenience for both bicycle and vehicle traffic if lights were erected at the Henry St/Nelson St crossing.

Richard Clark
[REDACTED]
Sept 13th 2020
[REDACTED]



Attachment C

Proposed Cyclist Refuge at Nelson Street and Henry Street, Stepney

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175 The Parade, Norwood SA 5067

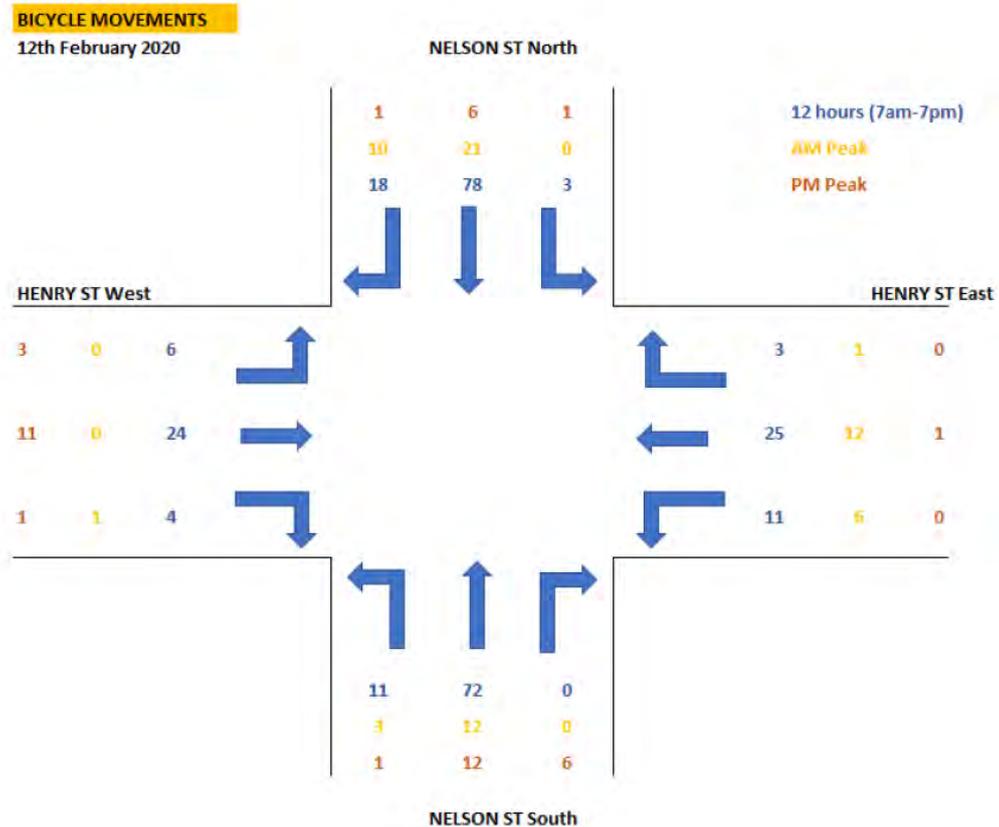
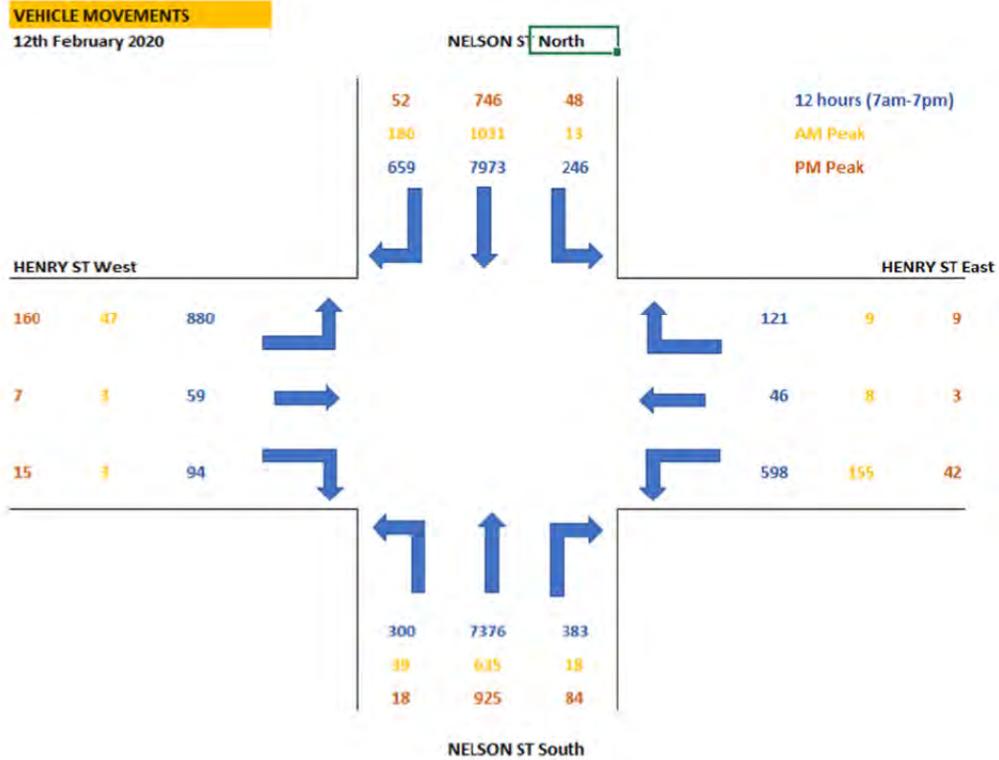
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TRAFFIC DATA

Vehicle and Cyclist Turning Counts
 7am to 7pm
 12 February 2020.



Attachment D

Proposed Cyclist Refuge at Nelson Street and Henry Street, Stepney

City of Norwood Payneham & St Peters
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City of
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& St Peters

Nelson Street, Stepney

INTERSECTION WITH HENRY STREET

Proposed Cyclist Central Median Refuge



Traffic Impact Assessment Report

*We are committed to working
with our clients in achieving
Towards ZERO Together in
South Australia*

January 2021

Prepared for:
City of Norwood Payneham & St Peters

Prepared by:
BE Engineering Solutions Pty Ltd

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	PA	-	-	04/01/2021
B	Client comments incorporated – document issued to client	PA		PA	15/01/2021

We acknowledge and pay our respects to the traditional custodians whose ancestral lands we gather on in Australia.

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1 INTRODUCTION

BE Engineering Solutions has been engaged by City of Norwood Payneham & St Peters to prepare a concept design and traffic impact assessment for a proposed cyclist refuge at the intersection of Nelson Street and Henry Street, Stepney.

This report provides details of the background for the proposed cyclist refuge, the proposal to implement the treatment and the anticipated traffic impacts to the surrounding local road network.

1.1 Site Location

The Nelson Street / Henry Street intersection is located approximately 4.5km north east of Adelaide CBD and is easily accessible by all transport modes. The subject site is shown in Figure 1 below.

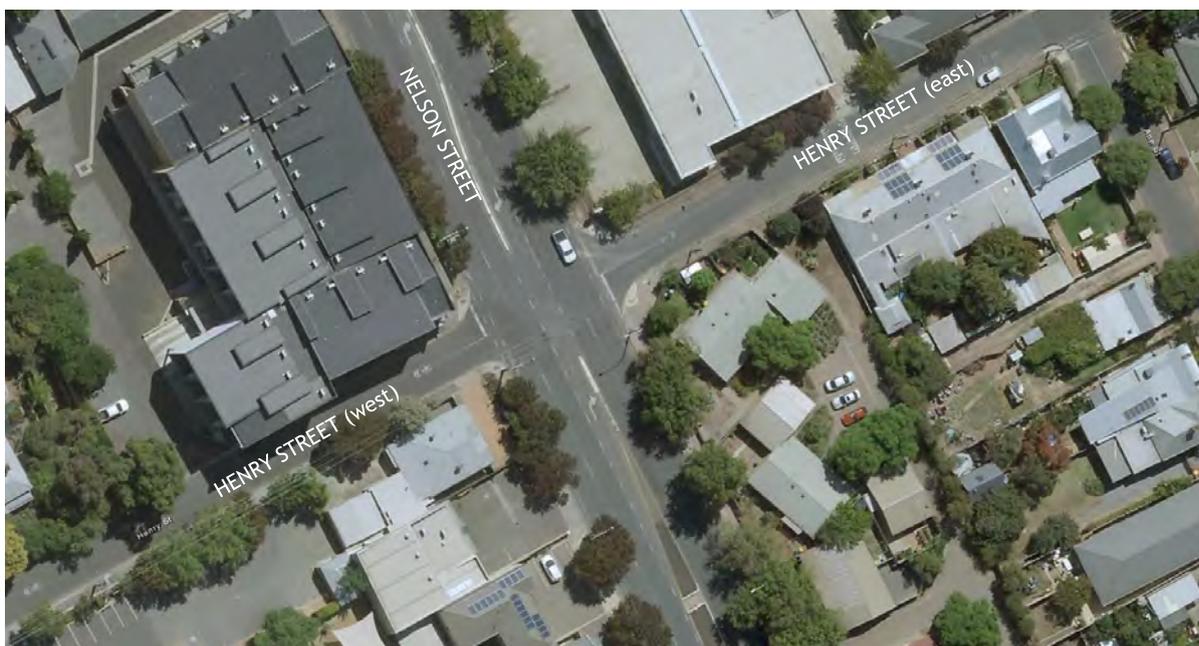


Figure 1 Site Location

2 BACKGROUND

City of City of Norwood, Payneham & St Peters (NP&SP) City-Wide Cycling Plan 2013 (the Plan), provides a strategic framework to encourage cycling activities across the Council area. The Plan also identifies a wide range of infrastructure improvements and travel behaviour change initiatives.

A key objective of the Plan is to increase overall cycling rates within the Council boundary, leading to health, environmental, economic and social benefits for the residents and visitors of Norwood, Payneham & St Peters. The Plan aims to develop liveable neighbourhoods with a connected network of cycling streets; and develop a culture of cycling that will foster long-term behavioural change. The Plan also aligns with the 1999 Regional Area Bike Plan and State Government BikeDirect Metropolitan Cycling Network.

The Plan was endorsed by Council as evidence of its commitment to deliver on the recommendations detailed in the Plan. Since 2013, Council has progressed delivery of the Plan by committing funds in its annual budgets and this is evidenced by completing the highly successful upgrade of Beulah Road to create the Beulah Road Bike Boulevard.

Implementation of the Plan demonstrates Council's strong support to State and Federal Government initiatives and targets that aim to reduce car dependence and increase the number of people cycling as the preferred transport mode. To achieve the strategic outcome, infrastructure improvements supported by community engagement and education are required on arterial and local road networks and, Council is well positioned to deliver the Plan with grant funding by all tiers of Government.

The subject site for this report is the intersection of Nelson Street and Henry Street, Stepney, which is a well utilised east-west bikeway route for cyclists of all ages. The Plan identified that Henry Street should be developed as a Bike Boulevard and to achieve this, the intersection with Nelson Street requires installation of safer crossing facility for cyclists.

The Plan further emphasizes the importance of providing safe crossing points at intersections where a local road intersects with an arterial road. Refer to Figure 2. Future City-Wide Cycling Network map.

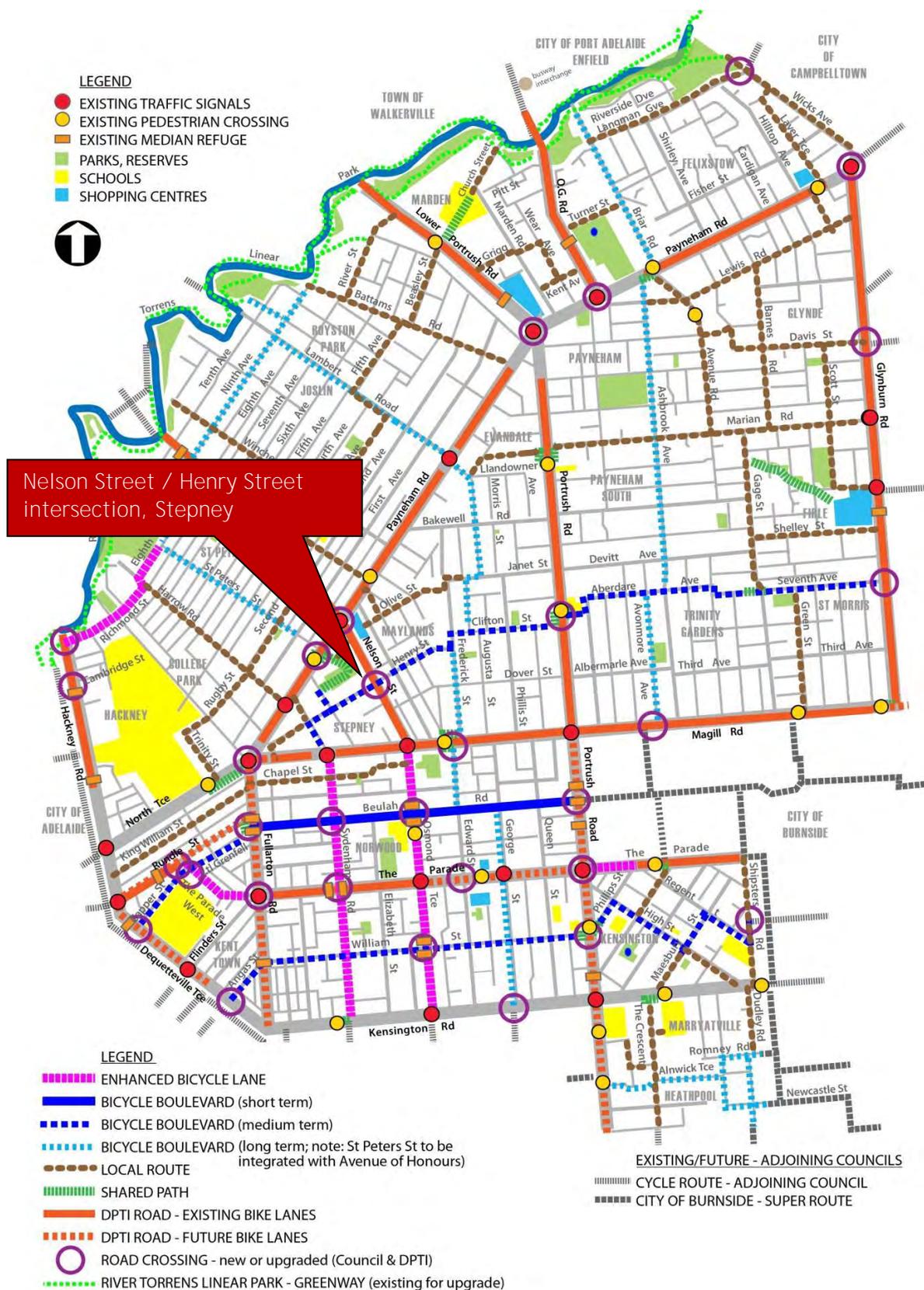


Figure 2 Future City-Wide Cycling Network

Extract from City of Norwood Payneham & St Peters City-Wide Cycling Plan

3 ROAD CHARACTERISTICS

3.1 Nelson Street

- Under the care, control and management of Department for Infrastructure and Transport (DIT)
- Traverses north-south between the intersections of Payneham Road and Magill Road
- Intersects with Henry Street at approximately 350.0m (mid-block)
- Four traffic lanes, two lanes in each direction with right turn lanes and median treatments i.e. pedestrian refuges to enable safer crossing
- Approximately 19.5m wide (kerb to kerb)
- Approximately 715.0m in length
- 1.2m wide bicycle lanes along both sides of the roadway, operating Mon-Fri 7am-7pm
- 60km/h speed limit
- 2016 traffic volumes recorded 20,000 annual average daily traffic (AADT), 2% commercial vehicles (CV)
- Bike lane in both directions, operating 7am – 7pm Mon – Fri (on-street parking permitted at other times)
- Nearest median refuge crossing is located 50.0m south of the intersection with Henry Street
- Public transport bus service is available via Payneham Road (Route 174) and Portrush Road (Route H33).

3.2 Henry Street

- Under the care, control and management of City of Norwood, Payneham & St Peters
- Traverses east-west between Frederick Street to the east and Magill Road to the west
- Varying local road width between 4.8m – 7.5m
- Two traffic lanes, on-street parking, portions of parking controls
- Shared Lane Markings (Sharrows) implemented along Henry Street
- Within a 40km/h local area speed limit zone
- 2017 traffic volumes recorded 1,900 vehicles per day (vpd) west of Nelson Street and 1,700 vehicles per day (vpd) east of Nelson Street
- Policy Area east of Nelson Street is Residential and carries 2.5% commercial vehicle (CV) traffic
- Policy Area west of Nelson Street is Light Industrial and carries 5.3% commercial vehicle (CV) traffic
- Watts profile road humps installed at regular intervals between Nelson Street and Frederick Street i.e. east of Nelson Street
- Classified as secondary road cycling route (Location SA)

4 CRASH HISTORY

- The Government of South Australia Location SA Map Viewer data set reports five crashes at the intersection for the five year period 2015-2019.
- All crashes were right angle
- One crash involved a cyclist
- All resulted in property damage only (PDO) i.e. generally a vehicle, motorcycle or bicycle, not necessarily damage to a property building.

5 CITY-WIDE CYCLING PLAN

In 2013, Council developed the City-Wide Cycling Plan (the Plan) and the central aim of the Plan is to increase overall cycling rates within the Council boundary, leading to health, environmental, economic and social benefits for the residents of Norwood, Payneham & St Peters. The Plan aims to develop liveable neighbourhoods with a connected network of cycling streets; and develop a culture of cycling that will foster long-term behavioural change. The Plan builds and improves on the existing cycling network identified in the 1999 Regional Area Bike Plan and the State Government's Bikedirect metropolitan cycling network. The Plan is shown in Figure 3. Key objectives of the Plan include:

- Improve cyclist safety
- Increase local cycling trips (to shops, schools, etc)
- Improve permeability and connectivity within the local area, and with the adjoining municipalities and the Adelaide CBD
- Facilitate healthy communities through increased physical activity
- Provide solutions for environmental sustainability
- Increase supporting infrastructure, such as bicycle parking
- Encourage lasting travel mode shift through travel behaviour change initiatives.

As Council continues to work through delivering the Plan that will achieve all of the key aims, it is proposed to improve cyclist safety and improve connectivity at the intersection of Nelson Street and Henry Street with the installation of a cyclist median refuge. Nelson Street has been identified as a barrier for cyclists travelling east-west on Henry Street and installing a cyclist median refuge will remove the barrier, provide a protected space for cyclists to wait in the central median whilst crossing, improve connectivity, encourage more people to cycle and provide a safer road environment for cyclists.

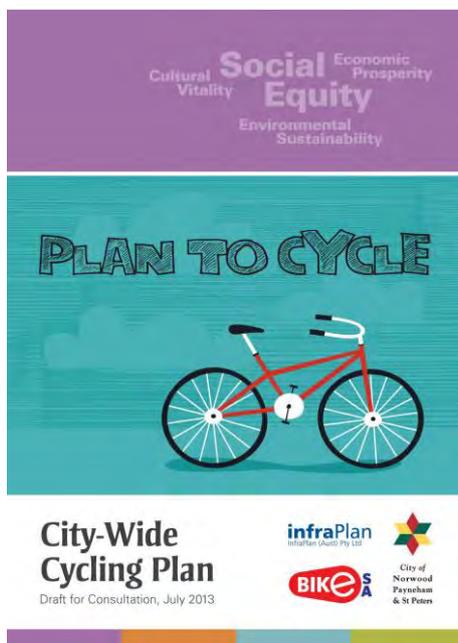


Figure 3 City-Wide Cycling Plan

6 PROPOSED CYCLIST CENTRAL MEDIAN REFUGE

Henry Street forms part of an east-west cycling route, between Magill Road and Glynburn Road, and provides a direct alternative to cycling on Payneham Road or Magill Road, which both carry very high traffic volumes. The route links to north-south cycling routes and provides local community access to facilities and services including Council library, Reserve, health centre and child care centres.

Henry Street also forms part of the State Government's Bikedirect metropolitan cycling network and, cyclists traversing Henry Street are experiencing significant difficulty in trying to cross five traffic lanes (4 through lanes and 1 turn lane) at the intersection with Nelson Street.

The nearest median refuge is located 50.0 metres south of Henry Street and crossing at the median refuge results in a 100.0 metre detour for cyclists seeking to continue their journey along Henry Street. The existing location of the median refuge does not support the principle of providing a direct route, which encourages more people to cycle.

Figure 4. is an example of a cyclist central median refuge initially installed at the intersection of Beulah Road and Portrush Road, which has since been upgraded with the installation of traffic signals.



Figure 4 Example of Cyclist Central Median Refuge Island

7 DESIGN INVESTIGATION

Information provided by the Council included vehicle turn path simulation for a 12.5m vehicle at the intersection and identified there is insufficient road space to retain all vehicle turning movements and accommodate a cyclist refuge on Nelson Street.

As the Plan's key aim is to improve cyclist safety throughout the City, installing a cyclist refuge on Nelson Street at the intersection with Henry Street will require banning right turn movements from Henry Street (east and west) into Nelson Street.

Further investigation has been conducted and turning counts for vehicles and cyclists at the intersection was undertaken on 12 February 2020. The turning count results are shown in Figures 5 and 6 below. The site observations confirmed that most vehicles on Henry Street turn left at Nelson Street and the breakdown is as follows.

Henry Street (west)	Henry Street (east)
85% turn left	78% turn left
6% through	6% through
9% turn right	16% turn right

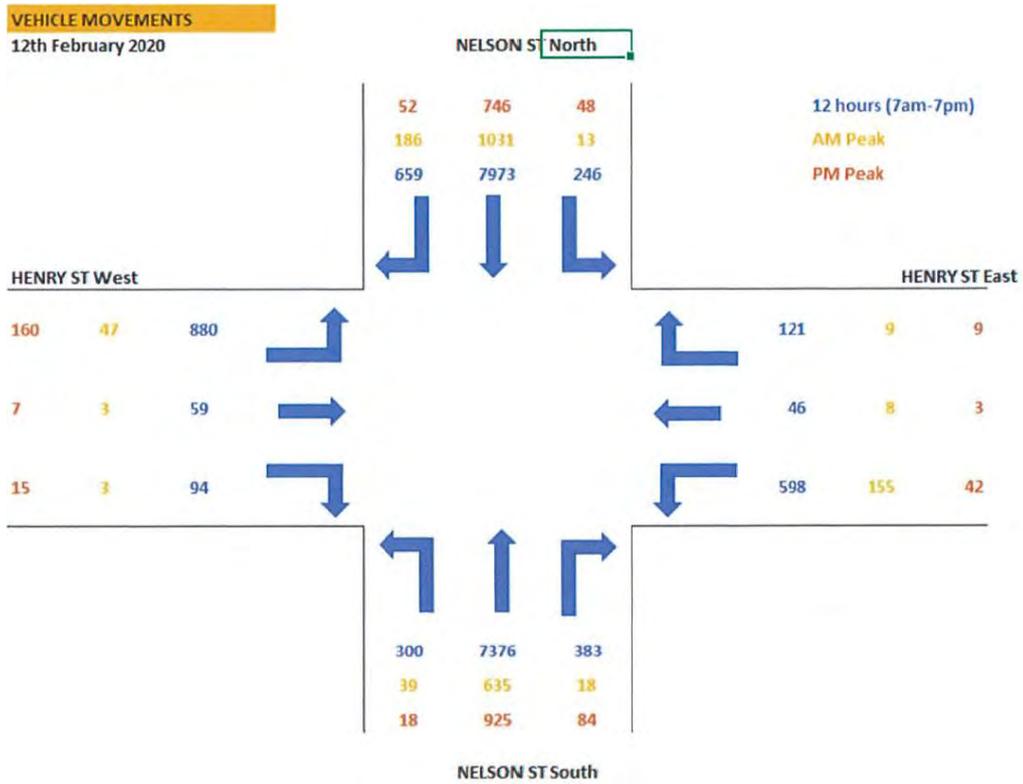


Figure 5 Vehicle Turning Movement Counts

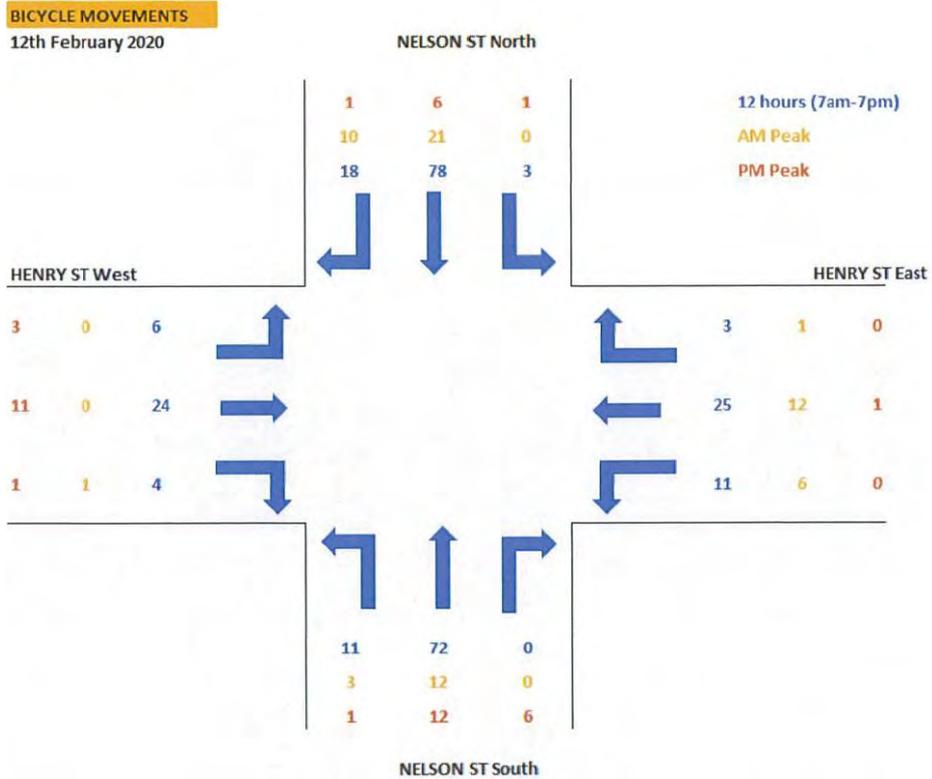


Figure 6 Cyclist Turning Movement Counts

To minimise impact to left turn traffic movements out of Henry Street and retain existing traffic movements on Nelson Street, a concept design with the provision of a cyclist refuge was developed, which indicates that, to achieve installation of a safe and effective central median cyclist refuge island, it will be necessary to ban east-west through movements on Henry Street and right turn movements from Henry Street onto Nelson Street. This outcome is identical to the initial installation of a cyclist refuge at the intersection of Beulah Road and Portrush Road.

A summary of changes to traffic conditions is as follows.

- Right turn ban from Henry Street (east and west) onto Nelson Street
- No through movement between Henry Street east and west across Nelson Street
- Retain right turn into Henry Street east and west from Nelson Street
- Retain left turn out at Henry Street east and west.

The proposed cyclist refuge aligns with the key aims of the Plan to improve cyclist safety by installing appropriate cyclist crossing infrastructure. The concept sketch was prepared and provided by the Council in Figure 7.



Figure 7 Concept Sketch

Subsequently, a detailed concept design has been developed as Attachment 1 to the report.

8.1 Henry Street (west)

- The local road network is not conducive to encourage east-west movements other than local traffic to the residential areas
- Road widths on the local road network within proximity of the intersection are narrow (6.0m - 7.0m) and parking on both sides of a road encourage a low-speed environment, which generally deters through traffic
- The right turn ban onto Nelson Street will reduce traffic volumes, particularly between Nelson Street and Stepney Street. Through traffic is likely to remain along north-south roads to arterial roads and minimal increase in traffic volumes is expected at Union Street
- Eliminate the incidence of right-angle crashes and conflict at the intersection.

8.2 Henry Street (east)

- This section of Henry Street has Watts profile road humps at regular intervals which reduce speed and deter non-local traffic. This treatment is also evident on Laura Street, parallel to Henry Street to the north. Traffic that is turning right or continuing through at Nelson Street is likely to be mainly local to the area. These drivers will find the safest alternative available to the north
- The most direct route for northbound traffic is to divert to Ann Street and Alfred Street. Recorded traffic volumes indicate that this increase will be low (10 vph) throughout the day. Traffic volumes on Alfred Street suggest that this street is currently accessed by local traffic to access Nelson Street
- The adjoining local road network to Henry Street (east) has low recorded traffic volumes and below typical local residential street capacity
- Ann Street to the north is not conducive to through traffic, due to on-street parking on both sides of the road and resulting narrower road environment, which is likely representative of the low traffic volume along this street and the concentration around The Avenues Shopping Centre
- The commercial trade premises on the northeast corner has entry only from Henry Street at the rear and as a result movement will not be impacted by the proposal
- Eliminate the incidence of right-angle crashes and conflict at the intersection.

9 COMMUNITY AND STAKEHOLDER CONSULTATION

In 2020, Council undertook community and stakeholder consultation and sought feedback and comments to the installation of the proposed cyclist refuge. A total of 324 letters were distributed via 'Have Your Say' engagement process and 129 submissions were received, a 40% response rate. The consultation results were as follows.

- 67 did not support the proposal (52%)
 - Respondents raised concerns with the potential for increased traffic volumes in the local road network.
- 51 supported the proposal (40%)
 - Respondents had a clear understanding of the need for improved and safer crossing for cyclists.
- 11 were undecided (8%)
 - Respondents understood the need for safer crossing but were equally concerned at the potential impact to the local road network.

As Nelson Street is under the care, control and management of the Department for Infrastructure and Transport, the stakeholder engagement process also included a meeting with the Department, as approval to implement the cyclist refuge treatment will be required from the Department.

Based on the State Government's objective to increase the number of people cycling, Council's commitment to improve infrastructure for cyclists as detailed in the endorsed City-Wide Cycling Plan and presentation of all data and concept sketch. The Department identified that the cycling route directly aligns with the Metropolitan Local Government Group Cycling Strategy and provided support for the installation of the refuge.

10 CONCLUSION

The intersection of Nelson Street and Henry Street, Stepney is a well utilised east-west bikeway route for cyclists of all ages. The Council is considering the development of Henry Street Bike Boulevard and to achieve this, the intersection with Nelson Street requires installation of a safer crossing for cyclists.

BE Engineering Solutions has been engaged by City of Norwood Payneham & St Peters to prepare a concept design and traffic impact assessment for the proposed cyclist refuge at the intersection of Nelson Street and Henry Street, Stepney.

This report provides details of the background for the proposed cyclist refuge, the proposal to implement the treatment and the anticipated traffic impacts to the surrounding local road network.

Implementation of the cyclist refuge will improve road safety with negligible traffic impacts to the local road network and will affirm Council's commitment to the local and broader community to provide improved infrastructure that supports an increase in cycling throughout the City of Norwood, Payneham & St Peters.

11 Attachment 1 Detailed Concept Design



Attachment E

Proposed Cyclist Refuge at Nelson Street and Henry Street, Stepney

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

Telephone 8366 4555

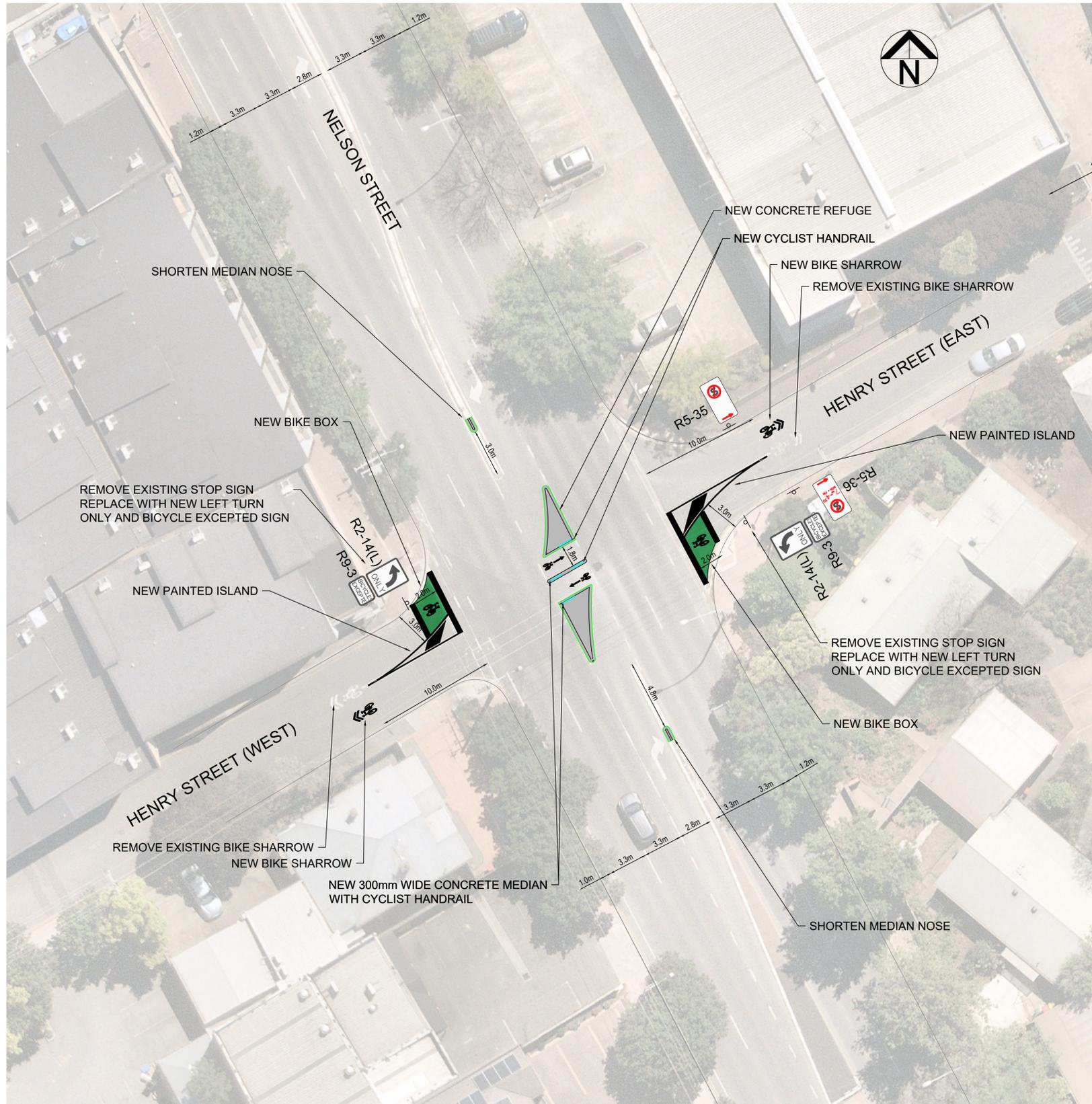
Facsimile 8332 6338

Email townhall@npsp.sa.gov.au

Website www.npsp.sa.gov.au



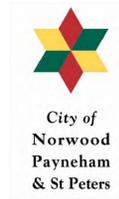
City of
Norwood
Payneham
& St Peters



NOTES:
 1. CONCEPT BASED ON AERIAL PHOTOGRAPHY
 ALL DIMENSIONS ARE APPROXIMATE ONLY
 2. INDICATIVE CONCEPT BASED ON COMMENTS
 PROVIDED BY DIT.

CONCEPT ONLY

No.	AMENDMENT DESCRIPTION	BY	DATE



PROJECT No.:	PROJ097	SHEET:	1 OF 1
DATE:	JANUARY 2021	REVISION:	A
DRAWN BY:	TT VW	DESIGNED BY:	TT
APPROVED BY:	SC	DRAWING NO.:	-
SCALES:	SCALE 1: 200		

**NELSON STREET
 INTERSECTION OF HENRY STREET
 STEPNEY
 PROPOSED CYCLIST REFUGE**

11.3 PAYNEHAM OVAL PRECINCT CAR PARKING CONSULTATION

REPORT AUTHOR: Project Officer – Assets
GENERAL MANAGER: General Manager, Urban Services
CONTACT NUMBER: 8366 4586
FILE REFERENCE: qA1641
ATTACHMENTS: A - F

PURPOSE OF REPORT

The purpose of this report is to advise the Council of the outcome of the community consultation which has been undertaken regarding the Payneham Oval Precinct Car Parking and to present the final recommendation to the Council for its endorsement.

BACKGROUND

On-street car parking on both sides of John Street, Payneham, currently prevents efficient two-way traffic flow, in particular during days when events are being held at Payneham Oval (i.e. match day sporting events).

As part of the investigation process, an holistic approach was adopted and the scope was expanded to encompass all of the streets surrounding the Payneham Oval (i.e. not just John Street).

To obtain a better understanding of the existing footpath and traffic lane configuration, an assessment of both John Street and Rosella Street has been undertaken. The assessment identified that when vehicles are parked on both sides of John Street and Rosella Street, the streets are reduced to a width which is not compliant for two-way traffic flow, predominantly evident when events are held on Payneham Oval. Driveways, however, do provide opportunities for motorists to temporarily pull over and allow the motorist travelling from the opposite direction to pass.

As Elected Members may recall, the following concepts to mitigate the traffic flow and on-street car parking issues on both Rosella Street and John Street were investigated:

- Concept 1 – Replicating Rosella Street Footpath Car Parking on John Street;
- Concept 2 – Restricting Parking to One Side of the Street;
- Concept 3 – Implementation of One-way Traffic; and
- Concept 4 – Street Widening.

Concept 1 resulted in non-compliant car parking, Concept 2 resulted in a significant reduction of on-street car park spaces, Concept 3 resulted in a significant change in traffic conditions and Concept 4 resulted in significant impacts on existing infrastructure, including but not limited to, the removal of approximately 26 trees, eight (8) Stobie poles and the relocation of the oval boundary fencing. As a result, Concepts 1 to 4 were not considered further.

Taking into account all of the relevant factors, including but not limited to cost, adherence to current standards and road rules, maintaining assets, as well as providing a safe environment for pedestrians, motorists and adjoining residents, Concept 5 (Passing Bays Concept), which involved the following works, was investigated:

- slightly widening both Rosella Street and John Street by moving the kerbing approximately 500mm on the Payneham Oval side; and
- implementing additional yellow painted road markings in specified sections of both Rosella Street and John Street to restrict on-street car parking.

The Passing Bays Concept results in a slightly wider travel lane and lengthier passing bays and allows motorists to pull over to allow other vehicles to pass. Traffic flow is therefore improved and significant infrastructure, such as street trees, Stobie poles and fencing, would not be impacted upon.

Illustrations of the existing configuration of John Street and Rosella Street and the concept design drawings of Concepts 1 to 5 are contained in **Attachment A**.

At its meeting held on 6 October 2020, the Council considered a report on options to mitigate the traffic flow issues on John Street and Rosella Street adjacent to Payneham Oval and resolved the following:

1. *That Option B (Passing Bays Concept), be endorsed for the purposes of undertaking consultation.*
2. *The Council notes that consultation on Option B will now be undertaken for 21 working days in accordance with the Council's Community Consultation Policy following which a report will be prepared for the Council's consideration on the outcomes of the consultation.*

In accordance with the Council's resolution, a letter outlining the issue and the options which have been investigated, particularly the endorsed Passing Bays Concept, was mailed to the residents and property owners of John Street and Rosella Street adjacent to Payneham Oval as part of the community consultation process. A copy of the letter, which includes the concept design drawings of the Passing Bays Concept, is contained in **Attachment B** and the outcome is outlined in the Discussion section of this report.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives contained in the Council's Strategic Plan, *CityPlan 2030*, are set out below:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community

Objective 2. *A people-friendly, integrated, sustainable and active transport and pedestrian network.*

Strategy: *Provide safe and accessible movement for people of all abilities.*

Objective 4. *A strong, healthy, resilient and inclusive community.*

Strategy: *Encourage physical activity and support mental health to achieve healthier lifestyles and well-being.*

FINANCIAL AND BUDGET IMPLICATIONS

As part of the 2019-2020 Budget, the Council allocated \$20,000 for the design of the conversion of the footpath on the northern side of John Street to roll-over kerb, providing a wider travel lane and allowing footpath car parking, hence replicating the existing configuration of Rosella Street.

As part of the 2020-2021 Budget, the Council allocated \$250,000 for the preparation of the design documentation and construction of the project.

To date, \$8,530 has been spent on development of the concepts. The various investigations which have been undertaken relate to traffic flow, car parking and civil infrastructure. Following the preparation of the final design, an estimate of the cost to complete the Project will be obtained.

EXTERNAL ECONOMIC IMPLICATIONS

Nil.

SOCIAL ISSUES

The implementation of safer and convenient road infrastructure contributes to fostering a healthier, more active and connected community.

CULTURAL ISSUES

Nil.

ENVIRONMENTAL ISSUES

Nil.

RESOURCE ISSUES

The delivery of the Project will be managed by Council staff.

RISK MANAGEMENT

A risk assessment for the existing configuration, the Street Widening Concept and the Passing Bays Concept for John Street and Rosella Street has been undertaken. Concepts 1, 2 and 3 were not assessed as they were deemed not viable. It should be noted that the risk assessment was based on event-day conditions, namely cars parked on both sides of the street and notable two-way traffic flow and foot traffic present.

Three (3) risk categories were assessed as listed below:

- Pedestrian Injury – due to non-compliant footpaths and potential speeding by motorists
- Motorist Injury – due to non-compliant roads and potential speeding by motorists
- Reputational Risk – due to loss of significant loss of Council infrastructure (namely street trees and Oval trees) and significant construction costs

A summary of the risk assessments are contained in Table 1 below.

TABLE 1 – SUMMARY OF THE RISK ASSESSMENTS

		Pedestrian Injury	Motorist Injury	Reputational Risk
John Street	Existing configuration	Low 24	Medium 19	Low 23
	Street Widening Concept	Low 21	Low 21	Extreme 4
	Passing Bay Concept	Low 24	Low 21	Low 23
Rosella Street	Existing configuration	High 9	Medium 19	Low 21
	Street Widening Concept	Low 21	Low 21	Extreme 4
	Passing Bay Concept	Low 21	Low 21	Low 23

The risk rating table and template that was used in to undertake the risk assessment is contained in **Attachment C**.

As shown in Table 1, it has been deemed that the existing configuration of Rosella Street is a high risk for pedestrians, particularly due to the non-compliant footpath car parking.

The result of the risk assessment of the Street Widening Concept substantiates the decision to not consider the concept further. While the risk to pedestrians and motorists are reduced in comparison to the existing configurations, the reputational risk associated with this concept was deemed “Extreme” due to the significant implementation costs and effect on infrastructure.

The Passing Bays Concept was deemed low risk for both streets with respect to all risk categories.

COVID-19 IMPLICATIONS

Nil.

CONSULTATION

• Elected Members

An Elected Member Information Session was held on 10 August 2020, at which the project background and the concepts to mitigate the existing issues were presented.

Options to mitigate the traffic flow issues were presented to the Council at its meeting held on 6 October 2020. At that meeting, the Council endorsed Concept 5 (Passing Bays Concept) for the purposes of undertaking community consultation for a period of twenty-one (21) working days.

- **Community**

Consultation was undertaken with the community from 9 November 2020 to 11 December 2020. As part of the consultation process, a letter was mailed to the residents / property owners of John Street and Rosella Street adjacent to Payneham Oval. A template of the letter, which includes the concept design drawings of the Passing Bays Concept, is contained in **Attachment B**. A map illustrating the properties which were notified is contained in **Attachment D**.

- **Staff**

Chief Executive Officer
General Manager, Urban Services
Acting Manager, City Assets
Manager, Traffic & Integrated Transport
Team Leader, Customer & Regulatory Services
Project Manager, Assets
Project Manager, Urban Design & Special Projects

- **Other Agencies**

Nil.

DISCUSSION

To commence the consultation process, a letter was mailed to 117 residents and owners of properties where the dwelling and / or driveway fronts onto John Street and Rosella Street adjacent to Payneham Oval.

The letter sought for response from residents / property owners in respect to whether they supported the implementation of the Passing Bays Concept by responding with a 'Yes' or 'No' and advised that if the Council does not receive a submission from the resident / property owner prior to the end of the consultation period, they are considered to have no objections to the proposal and are therefore in favour of the Passing Bays Concept. The community consultation process was undertaken from 9 November to 11 December 2020.

In response, a total of sixteen (16) submissions were received. A summary of all of the submissions and a response from Council staff to each of the submissions is contained in **Attachment E**. A copy of the original submissions which have been received are contained in **Attachment F**.

Out of the sixteen (16) submissions, ten (10) are in favour of the implementation of the Passing Bays Concept while six (6) are not in favour. Taking into consideration that no response from the resident / property owner supports the Passing Bays Concept, of the 117 letters issued, a total of 111 residents / property owners are in favour of the Passing Bays Concept.

The reasons for opposing the Passing Bay Options are varied, including a preference for on-street car parking to be allowed only on the Payneham Oval side of the road and preference for on-street car parking to be allowed only on the side of the road opposite Payneham Oval, with both suggestions deemed unsuitable due to the significant number of on-street car parking spaces which would be removed.

A number of concerns relate to certain on-street car parking spaces causing sight line issues and hence some submissions requested these to be removed. Upon further review by the Manager, Traffic & Integrated Transport, these on-street car park spaces have been deemed to be compliant with the relevant standards and guidelines, hence not altering the overall concept design.

Where appropriate, any comments which were received and not related to the scope of this Project, such as concerns with John Street being a thoroughfare between Portrush Road and Glynburn Road, have been passed onto relevant Council staff for review and have not been taken into account as part of this Project.

Given the nature of the submissions which have been received, no amendments have been made to the concept design of the proposed Passing Bays Concept as the concerns are satisfactorily addressed through implementation of this concept.

OPTIONS

The options available to Council are listed below:

- A. Retain the current configuration of the streets surrounding the Payneham Oval, including Rosella Street and John Street.
- B. Endorse Concept 5, the Passing Bays Concept.
- C. Endorse Concept 5, the Passing Bays Concept, in conjunction with the additional car parking opportunities on Arthur Street and within the surrounds of Payneham Oval.

Given the outcomes of the consultation, it is recommended that Option B, Passing Bays Concept, be endorsed as the preferred option to enable the detailed design to be finalised and construction to be progressed. It is seen as a suitable compromise solution which is cost-effective, causes minimal impact on existing infrastructure, improves traffic flow and is deemed low risk with regards to pedestrian injury, motorist injury and reputational risk.

CONCLUSION

The Passing Bays Concept provides a low-risk and cost-effective solution to the existing on-street car parking and traffic flow issues and is supported by the adjoining residents / property owners. As such, it is recommended that the Passing Bays Concept be endorsed as the preferred design approach to enable detailed design to be finalised and construction be delivered for the Payneham Oval Car Parking project.

COMMENTS

Nil.

RECOMMENDATION

1. That Option B, Passing Bays Concept, as per the concept design drawings contained in **Attachment B**, be endorsed.
2. The Council notes that the Project will now proceed to the detailed design stage with construction to commence in the 2020-2021 financial year.

Attachments – Item 11.3

Attachment A

Payneham Oval Precinct Car Parking Consultation

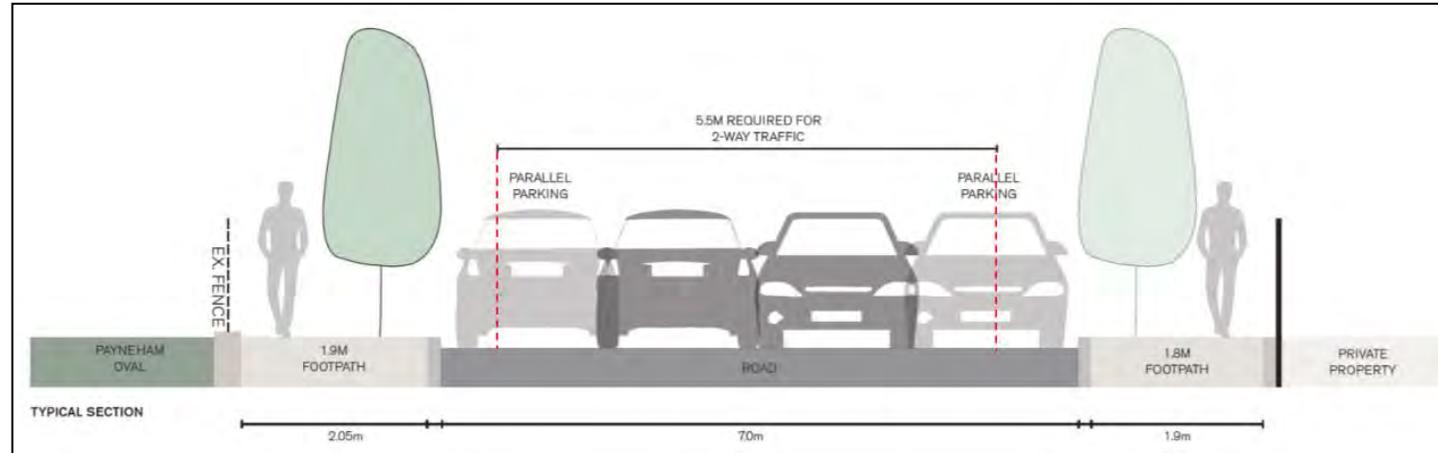
City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

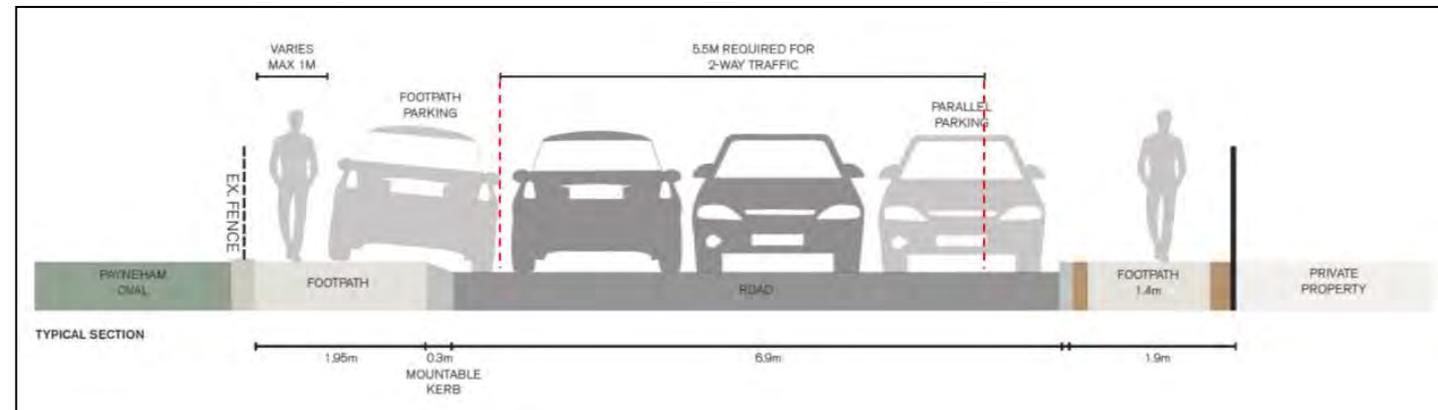


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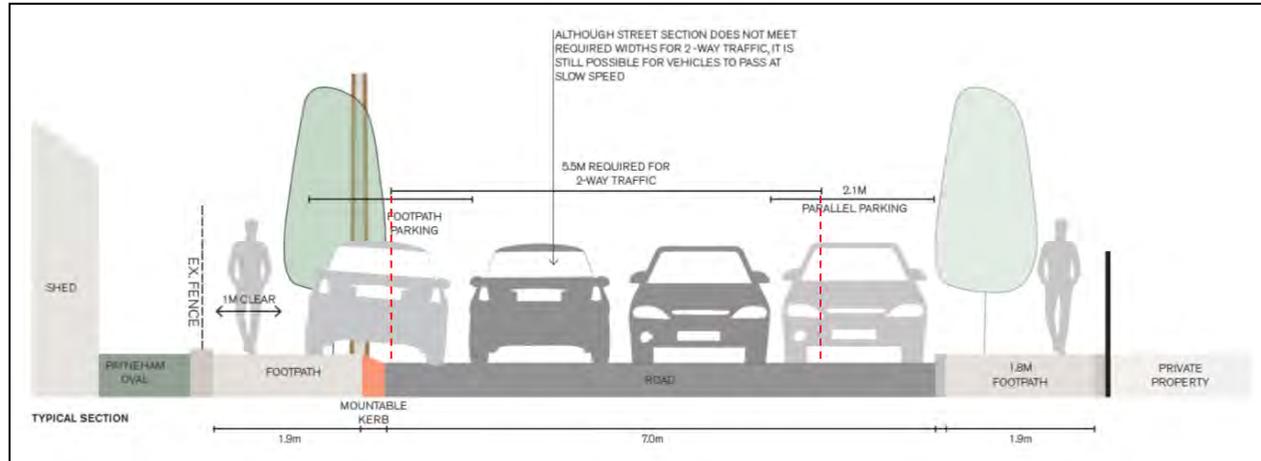
Existing configuration of John Street



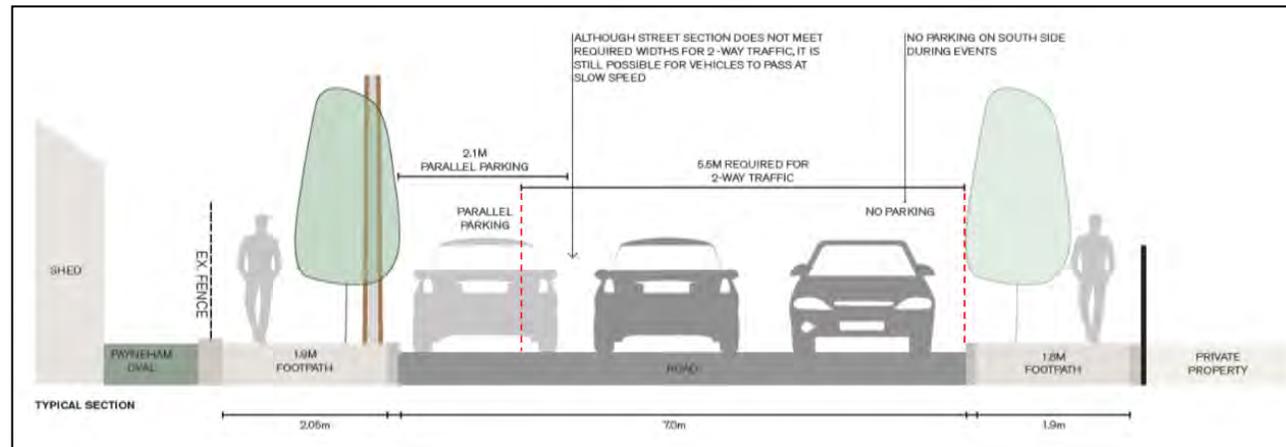
Existing configuration of Rosella Street



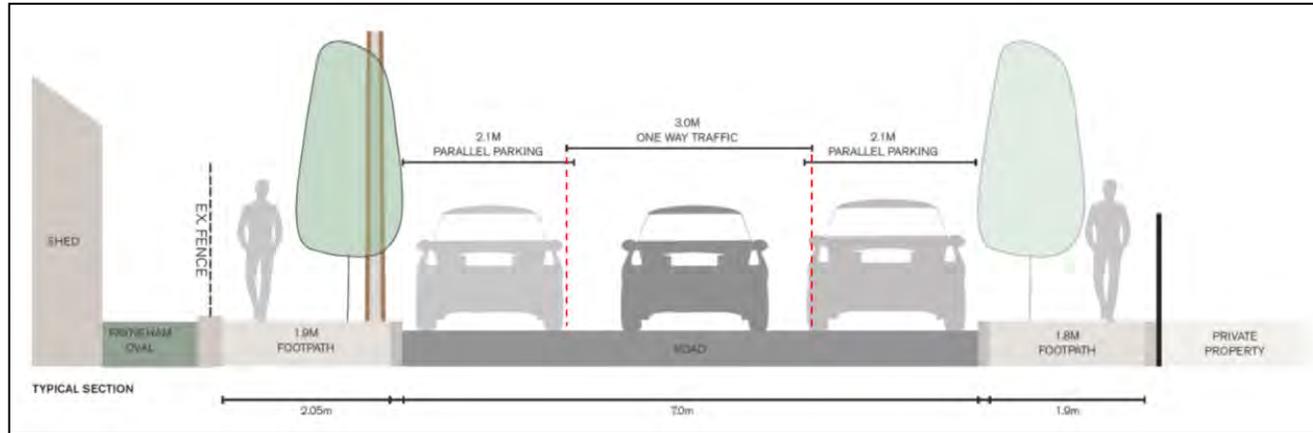
Concept 1 on John Street



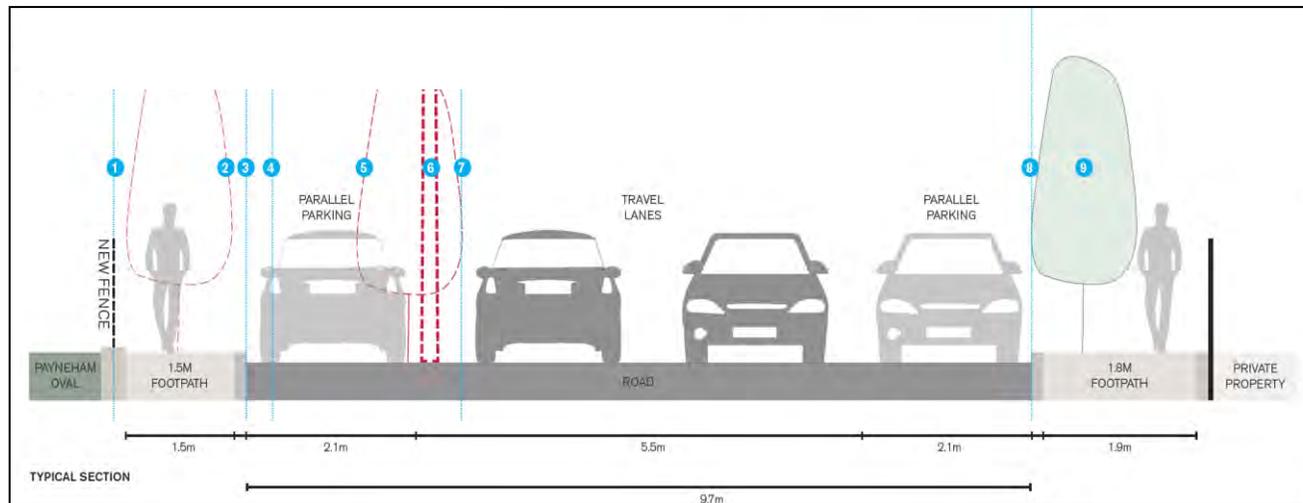
Concept 2 on John Street



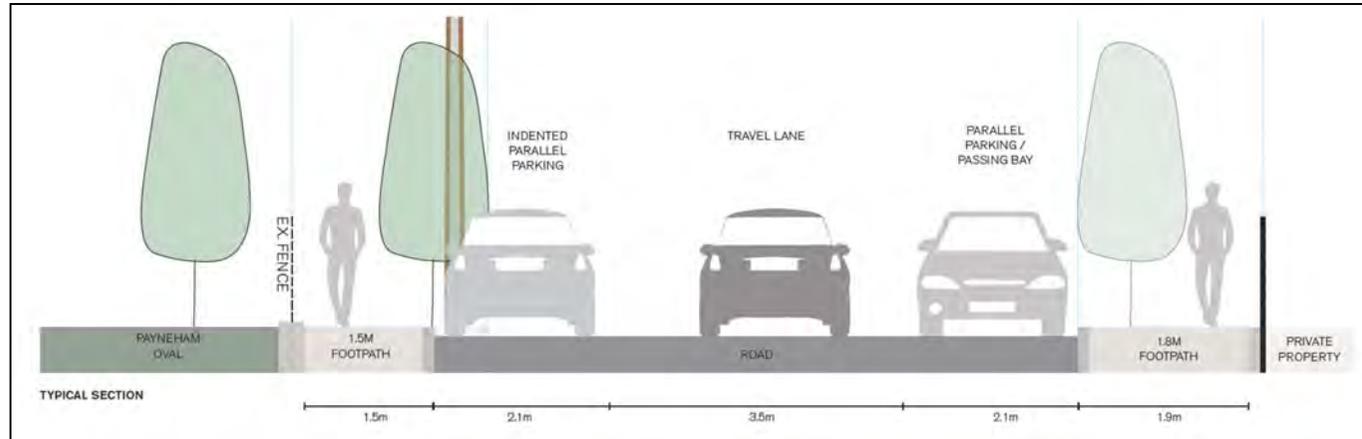
Concept 3 on John Street



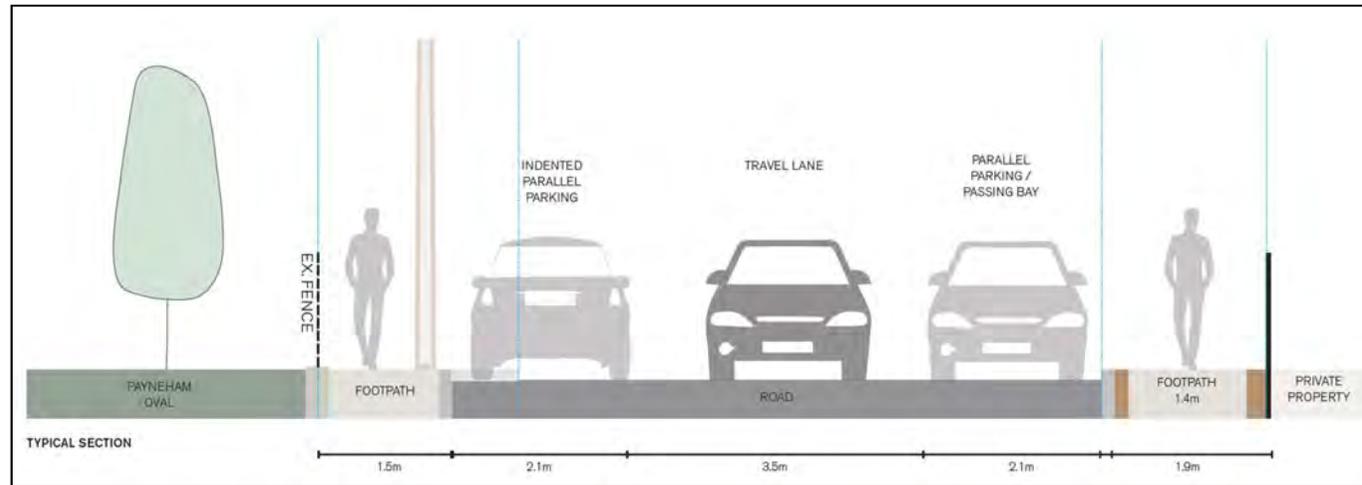
Concept 4 on John Street



Concept 5 on John Street



Concept 5 on Rosella Street



Attachment B

Payneham Oval Precinct Car Parking Consultation

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

File Number: qA1641

9 November 2020

[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]

Dear [Insert Name]

To assist in improving traffic congestion and pedestrian safety, the Council is considering making changes to on-street car parking in John Street and Rosella Street, Payneham. The Council appreciates that changes to on-street car parking can have a significant impact on the residents / property owners in a street. As such, prior to making any changes, the Council is seeking feedback from adjacent residents / property owners.

What is changing and why?

When there is an increased demand for on-street parking as a result of events being held at the Payneham Oval, both John Street and Rosella Street often have vehicles parked on both sides of the Road.

Due to the narrow width of both streets, when vehicles are parked directly opposite each other, it can restrict the travel lane width to a single travel lane. This can result in a potential hazard for motorists driving through the street.

As a result, the Council considered the following concepts to mitigate the traffic flow and on-street car parking issues on both Rosella Street and John Street.

- Concept 1 – Replicating Rosella Street Footpath Car Parking on John Street
- Concept 2 – Restricting Parking to One Side of the Street
- Concept 3 – Implementation of One-way Traffic
- Concept 4 – Street Widening

Concept 1 resulted in non-compliant car parking, concept 2 resulted in a significant reduction of on-street car park spaces, concept 3 resulted in a significant change in traffic conditions and concept 4 resulted in significant impacts on existing infrastructure including but not limited to the removal of approximately 26 trees, eight (8) Stobie poles and the relocation of the oval boundary fencing. As a result, concepts 1 to 4 were not considered further.

Taking into account all relevant factors, including but not limited to cost, adherence to current standards and road rules, maintaining assets as well as providing a safe environment for both pedestrian and motorists, the Council considered Concept 5, the "Passing Bays" concept, which involves the following works:

- Slightly widening both Rosella Street and John Street by moving the kerbing approximately 0.5 metres on the Payneham Oval side of the Street.
- Implementing additional yellow painted road markings in specified sections of both Rosella Street and John Street to restrict areas of parking.

The "Passing Bays" concept would result in a slightly wider travel lane and lengthier passing bays where motorists can pull over to allow other vehicles to pass. Traffic flow is therefore improved and significant infrastructure, such as street trees, Stobie poles and fencing, would not be impacted.

On assessment of the concepts listed above, the Council considered that the "Passing Bays" concept to be the most suitable and seek feedback from the impacted residents / property owners.

Please find enclosed plans which show all the proposed changes to on-street car parking on Rosella Street and John Street. For further information, please refer to the October 2020 Council report which can be found on the Council website. Alternatively, please contact Customer Service for a copy of the report.

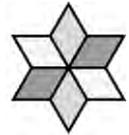
For your feedback to be taken into consideration, please complete the enclosed feedback form and return it to the Council by **5.00pm Friday, 11 December 2020**.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Yours sincerely



Josef Casilla
PROJECT OFFICER – ASSETS



Feedback Form

Proposal to alter on-street car parking in John Street and Rosella Street, Payneham

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone: **Mobile:**

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

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Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

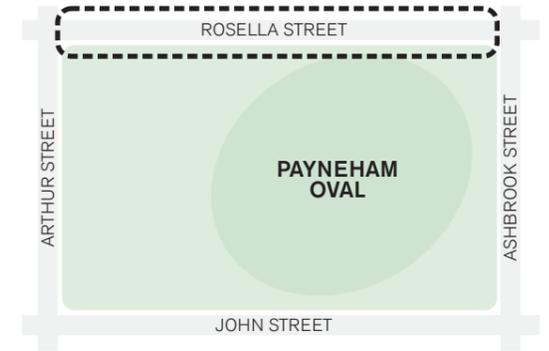
Please complete and return this form using one of the following methods:

Email: townhall@npsp.sa.gov.au

In Person: Norwood Town Hall, 175 The Parade, NORWOOD SA 5067

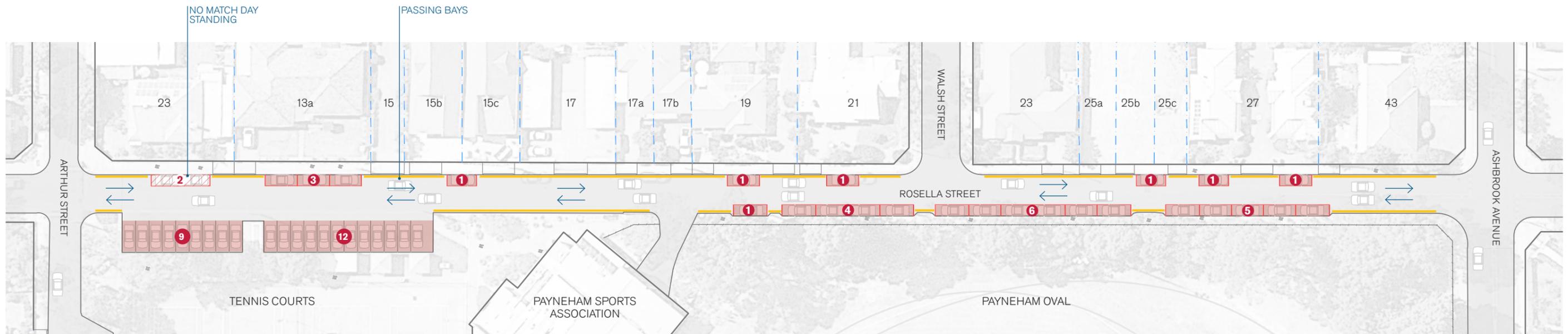
Post: PO Box 204, KENT TOWN SA 5071

Forms must be returned by 5.00pm Friday 11 December 2020.



Rosella Street

'Passing Bays' Concept - Proposed Car Parking Configuration

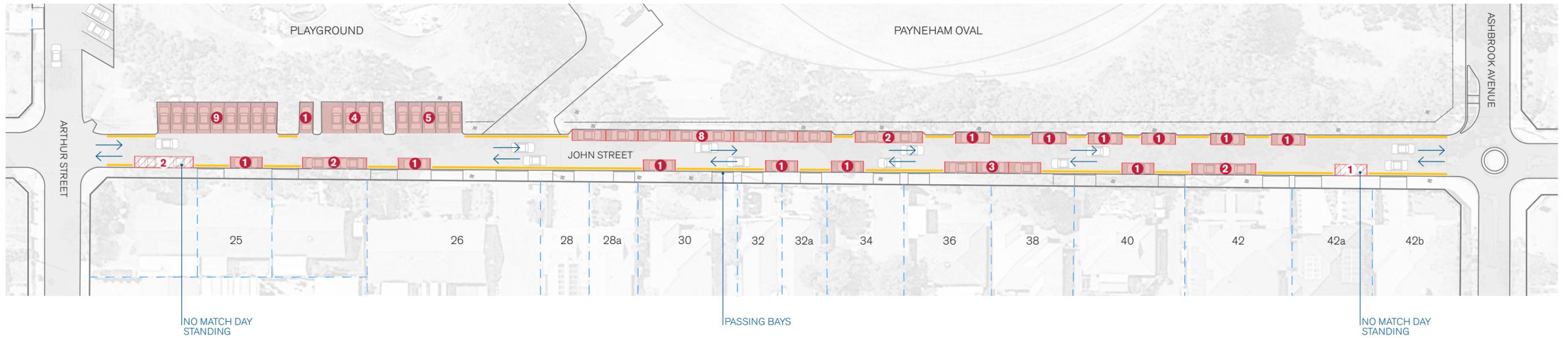
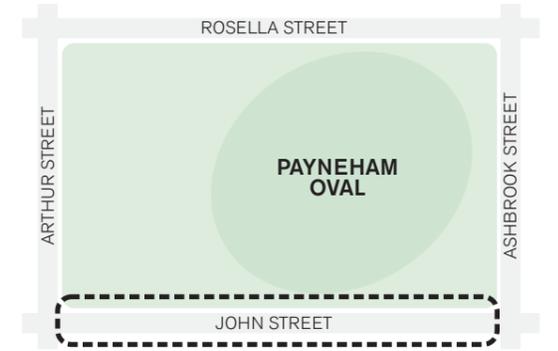


- 1 Quantity of car parking spaces following adoption of 'Passing Bays' concept
- 1 Quantity of proposed 'No Match Day Standing'



John Street

'Passing Bays' Concept - Proposed Car Parking Configuration



- 1 Quantity of car parking spaces following adoption of 'Passing Bays' concept
- 1 Quantity of proposed 'No Match Day Standing'



Attachment C

Payneham Oval Precinct Car Parking Consultation

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

Telephone 8366 4555
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City of
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& St Peters**



	IMPACT				
LIKELIHOOD	Catastrophic	Critical	Major	Moderate	Minor
Almost Certain	Extreme 1	Extreme 4	High 8	High 10	Substantial 15
Likely	Extreme 2	Extreme 5	High 9	Substantial 14	Medium 20
Possible	Extreme 3	High 7	Substantial 13	Medium 19	Low 23
Unlikely	High 6	Substantial 12	Medium 17	Low 21	Low 24
Very Unlikely	Substantial 11	Medium 16	Medium 18	Low 22	Low 25

LIKELIHOOD RATING

LIKELIHOOD	PROBABILITY OF OCCURENCE	DESCRIPTION
Almost Certain	< 1 in 10	This risk is expected to occur during this task / activity / project as there is a history of regular occurrence.
Likely	1 in 10 - 100	There is a strong possibility the event will occur as there is a history of frequent occurrence during similar Council tasks / activities / projects.
Possible	1 in 100 - 1000	The risk might occur at some time as there is a history of casual occurrence during similar Council tasks / activities / projects
Unlikely	1 in 1000 - 10000	Hasn't happened yet, but there's a slight possibility it may occur at some time during the task / activity / project
Very Unlikely	> 1 in 10000	Highly unlikely, but it may occur in exceptional circumstances. It is conceivable, but probably never will occur.

CONSEQUENCE RATING

CONSEQUENCE	ORGANISATIONAL / HUMAN FACTORS	SERVICE INTERRUPTION	LEGAL/REGULATORY	ECONOMIC /FINANCIAL	REPUTATION/SOCIAL ENVIRONMENTAL
Insignificant	Unexpected/unplanned loss of a staff member Minor injury or ailment requiring onsite first aid (First Aid Injury - No loss of time)	Minor interruption to service provision capability <4 hours	Legal, regulatory or internal policy failure with minimal consequence on operations or licencing	<5% of budget	Minor Short-term environment, conservation, reputation or community issue
Minor	Unexpected/unplanned loss of a key staff member Injury or ailments requiring Follow-up medical assistance (i.e. attend medical appointment(s) - Medical Treatment Injury)	Limited disruption to service provision capability requiring altered operational arrangements for a short period (between 4 – 8 hours)	Minor Legal, regulatory or internal policy failure. Findings or penalty	5%-14% of budget	Environment, conservation, reputation or community incident requiring City intervention
Moderate	Unexpected/unplanned loss of several key staff from a single area Minor Personal injury resulting in loss of shift / requiring immediate medical review (i.e. Ambulance called or taken to see GP)	Significant impairment of service provision (up to 24 hours)	Major Legal, regulatory or internal policy failure	15%-24% of budget	Medium-term issue with major environment, conservation, reputation or community impact
Major	Unexpected/unplanned loss of a significant number of staff Serious personal injuries requiring immediate medical aid / hospitalisation. Long term rehabilitation required.	Significant impairment of service provision (between 1 and 2 days)	Significant Legal exposure or regulatory or internal policy failure	25%-35% of budget	Long-term issue with major environment, conservation, reputation or community impact
Catastrophic	Unexpected loss of a number of key senior management Death or critical Injury, Multiple personal injuries	Total loss of service provision capability for extended period (greater than 2 days)	Significant Legal exposure or major regulatory or internal policy failure	>35% of budget	Major environment, conservation, reputation or community impact. long term rehabilitation required

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



Attachment D

Payneham Oval Precinct Car Parking Consultation

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175 The Parade, Norwood SA 5067

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City of
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& St Peters**



Extent of community consultation

D



Attachment E

Payneham Oval Precinct Car Parking Consultation

City of Norwood Payneham & St Peters
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City of
**Norwood
Payneham
& St Peters**

**Payneham Oval Precinct Car Parking
Community Consultation Feedback and Council Comment**

Ref Number	Address	For / Against	Summary of Comments	Staff Comments / Response	Action
1	John Street, Payneham	Against	<p>Parking bays would not be the best solution as it may lead to hesitation and confusion and perhaps even ignoring the bays for their intended use.</p> <p>Prefer to have a yellow line on the Payneham Oval side of the street to encourage people to look for alternative car park spaces.</p>	<p>The Parking Bays Concept has been reviewed and confirmed by the Manager, Traffic & Integrated Transport, as a suitable solution to the traffic flow issues experienced on John Street and Rosella Street.</p> <p>As per the report presented to the Council at its meeting held on 6 October 2020, restricting on-street car parking to one side of the street is not deemed as a suitable solution due to the significant reduction in on-street car parking. Removal of all the on-street car park spaces on the northern side of John Street adjacent to Payneham Oval results in a loss of approximately 25 on-street car park spaces (out of a total of 61 on-street car park spaces on John Street).</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
2	Dalmeny Drive, Mt Barker	For	<p>Tenants of 17 Rosella Street have off-street carparking so are not greatly affected.</p> <p>Proposal seems fair and will assist with bin collections.</p>	<p>Noted.</p> <p>Noted.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
3	John Street, Payneham	For	No additional comments provided.		No change to the concept design.
4	John Street, Payneham	For	<p>Prefer no parking outside of 34 John Street to help with sight distances. Units at 34 John Street have more than enough visitor parks.</p> <p>Do not understand why there is yellow linemarking on the Payneham Oval side from opposite 36 John Street to opposite 42 John Street as they seem too short to be passing bays.</p>	<p>The driveway at 34 John Street is wide (approximately 5m wide) and is located next to the driveway at 36 John Street. This provides sufficient sight distance to vehicles approaching from the east. A parked vehicle in front of 34 John Street may reduce sight distance to vehicles approaching from the west – if this was the case, motorists exiting from the driveway could head in the west direction and not need to cross the path of an oncoming vehicle. In addition, the internal driveway layout of the unit complex at 34 John Street is designed so that motorists can exit onto John Street in a forward direction. This provides better sight distance than if reversing out, therefore this property has a significant advantage over other properties in the street. The removal of the car park is not required.</p> <p>On the Oval side opposite 36 John Street to opposite 42 John Street, there are street trees and Stobie poles located on the footpath. The intent is to retain these assets at their current location and hence the kerb line at these sections is also retained. The yellow linemarking is to prevent cars parking at the locations at which the kerb line is retained.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
5	Rosella Street, Payneham	For	Carpark entrance into 17 Rosella Street is sometimes blocked on sporting days.	Noted.	Comments received and assessed. No change to the concept design.
6	John Street, Payneham	Against	Strongly in favour of parking only on the Payneham Oval side of John Street to improve ingress and egress to private properties.	As per the report presented to the Council at its meeting held on 6 October 2020, restricting on-street car parking to one side of the street is not deemed as a suitable solution due to the significant reduction in on-street car parking. Removal of all the on-street car park spaces on the southern side of John Street results in a loss of approximately 17 on-street car park spaces (out of a total of 61 on-street car park spaces on John Street).	Comments received and assessed. No change to the concept design.

Ref Number	Address	For / Against	Summary of Comments	Staff Comments / Response	Action
7	John Street, Payneham	For	<p>Happy to see any improvement regarding parking on John Street.</p> <p>However it will not affect the traffic flow on John Street which is most significant during morning and afternoon peak times. Most traffic use John Street as a shortcut between Portrush Road and Glynburn Road.</p> <p>Recommend to install speed humps on John Street between Arthur Street and Ashbrook Avenue.</p> <p>Recommend appropriate fencing for Payneham Oval playground on John Street side to minimise risk to children using the playground.</p> <p>To help fix traffic flow issue, recommend to allow parking on the Payneham Oval side only during events, similar to what currently exists on Rosella Street.</p> <p>Recess footpath on northern side of John Street to allow vehicle parking at all times along the stretch.</p>	<p>Noted.</p> <p>The comments regarding John Street being used as a shortcut between Portrush Road and Glynburn Road, the proposal of implementing speed humps and the proposal to install additional fencing to the Payneham Oval playground are noted, however, these issues are not within the scope of this project. These comments have been passed onto relevant Council staff for review.</p> <p>As per the report presented to the Council at its meeting held on 6 October 2020, restricting on-street car parking to one side of the street is not deemed as a suitable solution due to the significant reduction in on-street car parking. Removal of all the on-street car park spaces on the southern side of John Street results in a loss of approximately 17 on-street car park spaces (out of a total of 61 on-street car park spaces on John Street).</p> <p>The on-street car park spaces are configured on the northern side accordingly on the concept design to allow the retention of the street trees and Stobie poles at their current location. If the entire stretch of the northern side of John Street was partially indented, street trees would be required to be removed and Stobie poles would be required to be relocated.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
8	John Street, Payneham	For	<p>Often see vehicles exiting Payneham Oval on John Street experience near misses as vehicles coming from the east are hidden by parked vehicles, the pepper tree, fence and shed. Recommend to reduce the spaces from 8 to 7 by deleting the space closest to the oval driveway.</p> <p>Recommend to install speed humps to calm traffic as John Street is a rat-run.</p>	<p>Cars are currently permitted to park at this location. However, given that the proposed parking bays will be partially indented, there will be improved sight distance as a result. Removal of this space is not recommended.</p> <p>The comments regarding the "rat-running" and the proposal of implementing speed humps are noted, however, these issues are not within the scope of this project. These comments have been passed onto relevant Council staff for review.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
9	John Street, Payneham	For	<p>Payneham Oval users use off-street carparking of John Street units. Request to review parking enforcement for violations with regards to oval users parking in unit complexes.</p>	<p>The parking within the unit complexes at 34 John Street, Payneham is on private property. The Council is unable to enforce any parking restrictions on private property unless there is an agreement in place with the property owner(s) and the property complies with the requirements of the Private Parking Areas Act 1986. The Council does not currently have any agreement in place with the owner(s) of 34 John Street and is unlikely to do so in the future as it would not be commercially viable. To help address issues associated with unauthorised parking on the property, the property owner(s) may wish to consider installing advisory signage to discourage motorists from parking on their property.</p>	<p>Comments received and assessed. No change to the concept design.</p>
10	Rosella Street, Payneham	For	<p>Recommend to remove the parking space in front of 19 Rosella Street and 21 Rosella Street to improve sight distance and assist the "loading zone" near the northern entry of Payneham Oval.</p>	<p>It is recognised that the 2 bays opposite each other (one of which is in front of 19 Rosella Street) will reduce free-flow traffic but there are passing bays either side that is considered to maintain satisfactory traffic flow while maximising car parking. Removal of this space is not recommended.</p> <p>The distance from Walsh Street to the car park in front of 21 Rosella Street meets the Australian Standards / Road Rules and is considered to provide sufficient sight distance.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
11	John Street, Payneham	Against	<p>Prefer no parking on one side of John Street on the Payneham Oval side.</p> <p>John Street has become a thoroughfare from Portrush Road to Glynburn Road.</p>	<p>As per the report presented to the Council at its meeting held on 6 October 2020, restricting on-street car parking to one side of the street is not deemed as a suitable solution due to the significant reduction in on-street car parking. Removal of all the on-street car park spaces on the northern side of John Street adjacent to Payneham Oval results in a loss of approximately 25 on-street car park spaces (out of a total of 61 on-street car park spaces on John Street).</p> <p>The comment regarding John Street being used as a thoroughfare is noted, however, this issue is not within the scope of this project. The comment has been passed onto relevant Council staff for review.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>

Ref Number	Address	For / Against	Summary of Comments	Staff Comments / Response	Action
12	John Street, Payneham	Against	<p>Prefer no parking on one side of John Street on the Payneham Oval side.</p> <p>John Street has become a thoroughfare from Portrush Road to Glynburn Road.</p>	<p>As per the report presented to the Council at its meeting held on 6 October 2020, restricting on-street car parking to one side of the street is not deemed as a suitable solution due to the significant reduction in on-street car parking. Removal of all the on-street car park spaces on the northern side of John Street adjacent to Payneham Oval results in a loss of approximately 25 on-street car park spaces (out of a total of 61 on-street car park spaces on John Street).</p> <p>The comment regarding John Street being used as a thoroughfare is noted, however, this issue is not within the scope of this project. This comment has been passed onto relevant Council staff for review.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
13	Rosella Street, Payneham	Against	<p>Yellow lines have been painted on the roadway however cars are stopping to drop off and pick up people – sometimes waiting there several minutes whilst picking up, and can mainly occur across driveways.</p> <p>People still parking where the yellow lines are.</p> <p>In favour of passing bays concept but should only apply during football season and match days, residents should be able to park in the street on non match days. Request to have permit parking between 17A and 17B Rosella outside of football match days.</p> <p>Plan needs to be in place so traffic controls are monitored by parking inspectors.</p> <p>Will there be signage and where will they be located.</p>	<p>The continuous yellow edge lines have been installed across resident's driveways in the area to help highlight to motorists not to park or stop in a manner that restricts or blocks access to a driveway. The Council's Compliance Officers will enforce this restriction should they find vehicles parked in an illegal manner.</p> <p>Should motorists be identified as parking illegally on continuous yellow edge lines the Council's Compliance Officers will enforce the restrictions. Should the new restriction be installed the Compliance Officers will have an increased presence in the area to help ensure that motorists are complying with the Australian Road Rules.</p> <p>The Council considers on-street parking to be a public amenity and should be available for all road users. As such the Council no longer installs residents-only parking as it provides exclusive use of a public space to an individual or an individual group of residents.</p> <p>Should motorists be identified as parking illegally on continuous yellow edge lines the Council's Compliance Officers will enforce the restrictions. Should the new restriction be installed the Compliance Officers will have an increased presence in the area to help ensure that motorists are complying with the Australian Road Rules. The Compliance Officers are currently rostered on to work Monday to Saturday and if there is a match being played on the oval then this would be included in their routine patrols. Should a resident need to contact the Council after hours we have an after-hours service that operates at all times and is available by calling 8366 4555.</p> <p>Signage will be further investigated during the detailed design stage as per the relevant Standards and guidelines.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Signage to be finalised during detailed design. No change to concept design.</p>
14	John Street, Payneham	Against	<p>The Passing Bays concept will not ease congestion. If a car pulls over in a parking bay, the car behind it may think that the car is parking and will overtake and continue along which would cause traffic chaos.</p> <p>Spectators park anywhere even on yellow lines. Problem only happens during football season so recommend put up temporary signs at the beginning of the football season and removed at the end of the football season.</p> <p>John Street is a thoroughway for cars travelling on Marian Road to get to Portrush Road during football season, especially during back-to-back games.</p>	<p>The Parking Bays Concept has been reviewed and confirmed by the Manager, Traffic & Integrated Transport, as a suitable solution to the traffic flow issues experienced on John Street and Rosella Street.</p> <p>Should motorists be identified as parking illegally on continuous yellow edge lines the Council's Compliance Officers will enforce the restrictions. Should the new restriction be installed the Compliance Officers will have an increased presence in the area to help ensure that motorists are complying with the Australian Road Rules.</p> <p>The comment regarding John Street being used as a thoroughway is noted, however, this issue is not within the scope of this project. The comment has been passed onto relevant Council staff for review.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>

Ref Number	Address	For / Against	Summary of Comments	Staff Comments / Response	Action
15	John Street, Payneham	For	<p>Recommend to formalise the on-street carparking on Ashbrook Avenue.</p> <p>Increased speeding traffic, dangerous driving and using Ashbrook Avenue and John Street as shortcuts over the last five years.</p> <p>Near misses at the Ashbrook Avenue / John Street roundabout with vehicles cutting the corner when turning or driving straight over it.</p> <p>There are plenty of bike users around the oval which is a risk, and maybe Ashbrook Avenue should not be a bike way.</p> <p>At the playground there is no fencing on John Street to mark a demarcation to show children the end of the playing area.</p>	<p>Parking bays are installed in busy streets where there is a daily, high-demand for high-turnover parking most of the time, or to formalise an area where parking locations are not clear. Individual bays are not required on Ashbrook Avenue.</p> <p>The comments regarding Ashbrook Avenue and John Street being used as shortcuts, the roundabout at the intersection of John Street and Ashbrook Avenue, the bike boulevards and the fencing of the Payneham Oval playground are noted, however, these issues are not within the scope of this project. These comments have been passed onto relevant Council staff for review.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p>
16	Rosella Street, Payneham	For	<p>There is quite a bit of congestion around the Payneham Oval gate on Rosella Street.</p> <p>This congestion can be reduced by "Kiss & Drop" spaces near the gate, an additional northern gate between Walsh Street and Ashbrook Avenue, and the area just inside the northern gate should be for deliveries only as up to 5 vehicles at a time clog this area, spilling into the street.</p> <p>Difficult to get out of driveway of 19 Rosella Street due to sight line issues and the gap to reverse into is too tight.</p> <p>Recommend to have yellow linemarking towards the southern end of Walsh Street as people park right up to the corner.</p>	<p>The intent of this concept is to reduce the congestion on both streets, including the area adjacent to the Rosella Street entrance of Payneham Oval.</p> <p>The carpark at the oval can be utilised as a 'kiss and drop area'. Whilst the suggestion has been noted at this stage there are no immediate plans to install such zones as motorists having nowhere to drop players off has not been raised as a concern with the Council.</p> <p>The comment regarding an additional gate on Rosella Street is noted, however, this issue is not within the scope of this project. This comment has been passed onto relevant Council staff for review.</p> <p>The driveway at 19 Rosella Street is wide (approximately 5.5m wide) and is located next to the driveway at 21 Rosella Street. This provides a wide area for manoeuvring which, in addition to the internal driveway layout that allows for forward-exiting, is considered sufficient without the need to remove car parks.</p> <p>The yellow line marking could be extended into Walsh Street for a distance of 10m on both sides as part of this upgrade.</p>	<p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Comments received and assessed. No change to the concept design.</p> <p>Linemarking on Walsh Street to be extended as required during detailed design. No change to concept design.</p>

Attachment F

Payneham Oval Precinct Car Parking Consultation

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

[REDACTED]

From: [REDACTED]
Sent: Saturday, 14 November 2020 11:24 AM
To: [REDACTED]
Subject: 'Passing Bays on John Street, Payneham'

Good morning

re the proposal to alter on-street car parking in John Street and Rosella Street, Payneham:

We live on John St, directly opposite the Payneham Oval; the parking situation during sports matches has been a problem for quite a while - although I am happy to see the facilities so well used.

Our opinion is that the parking bays would not be the best solution, leading to hesitation and confusion - and perhaps even ignoring of the bays for their intended use. We feel that a yellow line on the Oval side of the street would better improve the flow of traffic...encourage people to look for alternate parks or, better still, alternate ways of attending sports matches...encourage residents who - despite having garages/carport/driveways - choose to park on the road.

Regards

[REDACTED]



City of
Norwood
Payneham
& St Peters

Feedback Form

Proposal to alter on-street car parking in John Street and Rosella Street, Payneham

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

Tenants of 17 Rosella St., Payneham have off-street parking so aren't greatly affected by increased parking needs for the sporting events held opposite. The car parking spots proposed by the "Passing Bays" concept are used now; particularly next to the oval. When I visit the unit that's where I park. The proposal seems fair and will also assist during 'bin' collections on Thursdays; especially outside No.17.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

Please complete and return this form using one of the following methods:

Email: townhall@npsp.sa.gov.au

In Person: Norwood Town Hall, 175 The Parade, NORWOOD SA 5067

Post: PO Box 204, KENT TOWN SA 5071

Forms must be returned by 5.00pm Friday 11 December 2020.



Feedback Form**Proposal to alter on-street car parking in John Street and Rosella Street, Payneham**175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

City of
Norwood
Payneham
& St Peters**YOUR DETAILS**

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

 YES NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

The park on the southern side outside 34 John street would be preferred as a yellow line. With large 4WDs it can be quite difficult & dangerous to pull out of our drive way. Units at 34 have more than enough visitor parks, especially in day when sport is running. It would make for easier passing & safety.

Please see map markings.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

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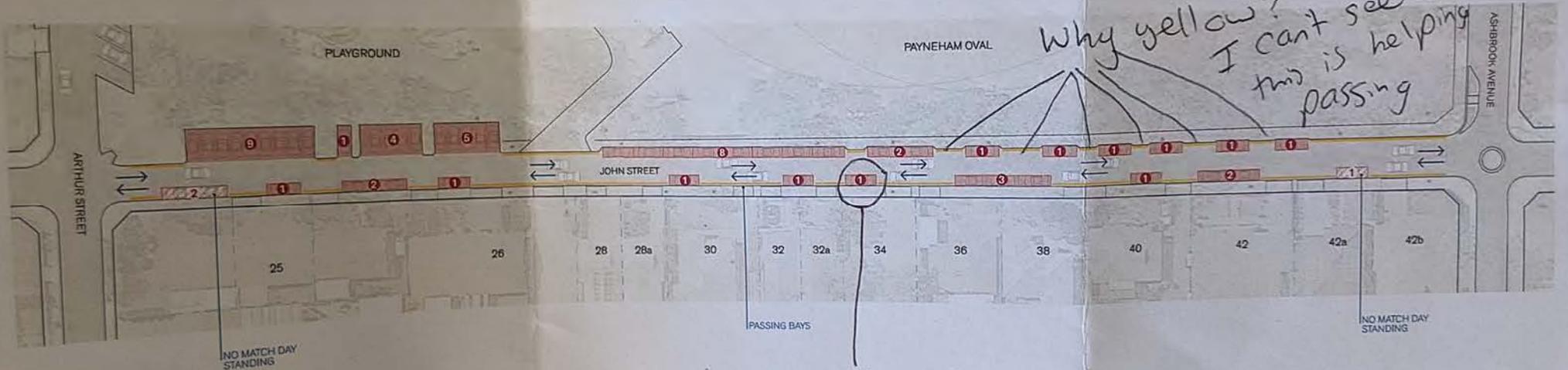
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John Street

'Passing Bays' Concept - Proposed Car Parking Configuration



-  Quantity of car parking spaces following adoption of 'Passing Bays' concept
-  Quantity of proposed 'No Match Day Standing'



RECEIVED

23 NOV 2020

CITY OF NORWOOD
PAYNEHAM & ST PETERS

F6



City of
Norwood
Payneham
& St Peters

Feedback Form

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Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
ABN 11 390 194 824

YOUR DETAILS

Name: [Redacted]
Address: [Redacted]
Phone: [Redacted]
Email: [Redacted]

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

The passing bays should stop parking outside our unit complex. On sporting days the carpark entrance at number 17 can be blocked by vehicles not considering our access.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

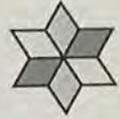
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ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

I am strongly against any form of "Passing Bays" concepts.

I am strongly in favour of parking only on the oval side of John Street. Residents' ingress and egress to their properties should take precedence over visitors to the oval. We are the ones who pay the rates!

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

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City of
 Norwood
 Payneham
 & St Peters

Feedback Form

Proposal to alter on-street car parking in John Street and Rosella Street, Payneham

YOUR DETAILS

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

HAPPY TO SEE ANY IMPROVEMENTS RE PARKING IN JOHN STREET. HOWEVER THE PROPOSED SOLUTION DOES NOT AFFECT THE TRAFFIC FLOW WHICH IS MOST SIGNIFICANT DURING MORNING & AFTERNOON PEAK TIMES WHERE MOST TRAFFIC USE JOHN STREET AS A SHORTCUT BETWEEN BATHURST RD + CLYMBURN RD & STREETS IN BETWEEN.

THE OPTION THAT I WOULD RECOMMEND TO COUNCIL IS PARKING ONLY ON ONE SIDE OF JOHN ST (OVAL SIDE) DURING EVENTS) - SIMILAR TO WHAT CURRENTLY EXISTS IN ROSELLA ST. PLUS SPEED HUMPS IN JOHN ST - BETWEEN ARTHUR ST &

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

ASHBROOK AVE. PLEASE SEE FURTHER DETAILS IN ATTACHED MAP.
 Thank you for your comments

Please complete and return this form using one of the following methods:

Email: townhall@npsp.sa.gov.au

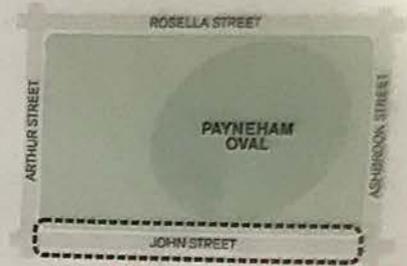
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John Street

'Passing Bays' Concept - Proposed Car Parking Configuration

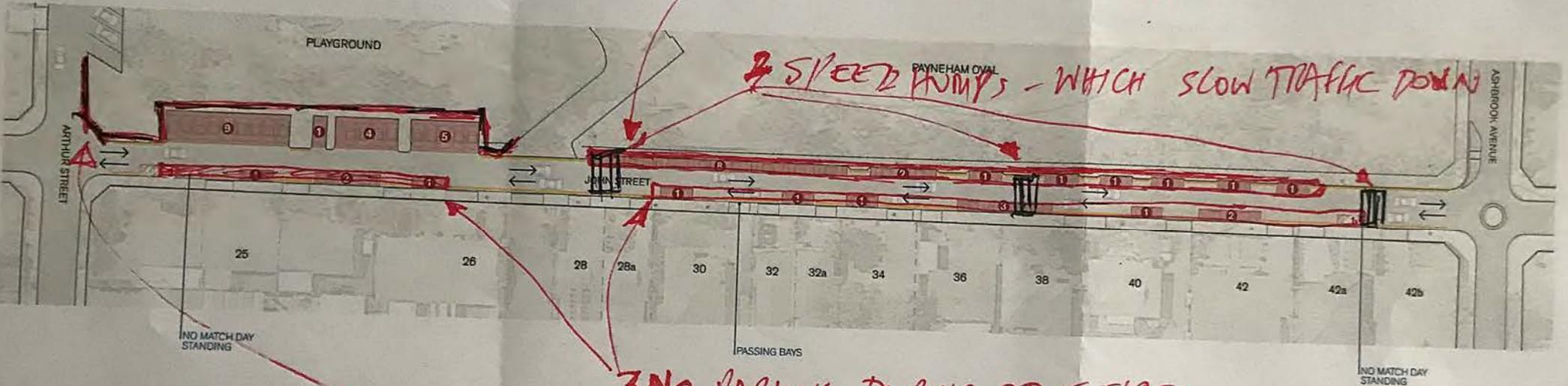


1. RECESS FOOTPATH TO ALLOW VEHICLE PARKING @ ALL TIMES ALONG THE ENTIRE STRETCH.

2. SPEED BUMPS - WHICH SLOW TRAFFIC DOWN

3. NO PARKING DURING STATED EVENTS.

4. APPROPRIATE FENCING WHICH MINIMISES THE RISKS TO CHILDREN USING THE PLAYGROUND.



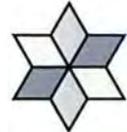
NO MATCH DAY STANDING

PASSING BAYS

NO MATCH DAY STANDING

- 1 Quantity of car parking spaces following adoption of 'Passing Bays' concept
- 1 Quantity of proposed 'No Match Day Standing'





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ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

- Ref John St concept.*
- 1) I live directly across the road. I often see vehicles exiting the oval experience near misses because vehicles coming from the east are hidden by parked vehicles, the pepper tree, fence & shed. I propose reducing the spaces from 8 to 7. Delete the space closest to the oval driveway*
 - 2) John St is a rat-run. Speed bumps to calm traffic would forestall the inevitable ~~loss~~ tragedy sometime in the future.*

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

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Norwood
Payneham
& St Peters

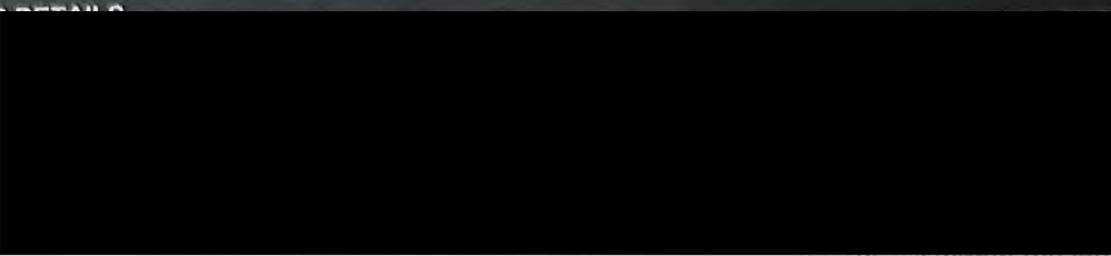
YOUR DETAILS

Name

Address

Phone

Email:



Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

Due to the large amount of units on John Street there is carparking for residents however during Game Day often this is used by oval users.

If we could please review parking enforcement for violations this would be ideal as less street parking more will park in our complex despite the signs

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

Please complete and return this form using one of the following methods:

Email: townhall@npsp.sa.gov.au

In Person: Norwood Town Hall, 175 The Parade, NORWOOD SA 5067

Post: PO Box 204, KENT TOWN SA 5071

Forms must be returned by 5.00pm Friday 11 December 2020.

[REDACTED]

From: [REDACTED]
Sent: Saturday, 5 December 2020 8:34 PM
To: [REDACTED]
Subject: Feedback for Proposal to alter on-street car parking in John St and Rosella St, Payneham

Hi,

I'm writing this email regarding the letter I received from the City of Norwood Payneham & St Peters about the proposal to alter on-street car parking in John Street and Rosella St, Payneham. Because I don't have a scanner at home so I will try to write the contents via email.

[REDACTED]

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter? Yes

Comments:

Although I agree with the proposal in the letter in general, I do have a different thought about the parking slots in front of 19 & 21 Rosella St, Payneham SA 5070 described in the letter. As shown in the attached map, there is one parking space each located in front of 19 & 21 Rosella St, which I think should be removed. The reasons are:

1. The slot in front of 21 Rosella St is close to the corner of Walsh St and Rosella St, if the car parked in the described location, it will be a potential risk for the traffic as it might block the vision of the driver trying to turning right from Walsh St to Rosella St as well as turning left from Rosella St to Walsh St.
2. Those slots are close to the north entry of Payneham Oval. From what I've seen during the time I live here, this area is usually used as a loading zone by people that stop by and drop passengers or unload stuff. I understand that prob will be not recommended in the future but it will still be a potential risk if people keep doing that while two cars are parking in those two slots.

Therefore, I think those slots should be removed from the proposal just to avoid potential risks that might cause some problem in the future.

Cheers,
[REDACTED]



Feedback Form

Proposal to alter on-street car parking in John Street and Rosella Street, Payneham

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

NO PARKING ON ONE SIDE OF
JOHN ST ON OVAL SIDE.

YOU TRY LIVING IN JOHN ST
WHEN FOOTBALL SEASON IS ON.

JOHN ST HAS BELOWE A THOROUGHFARE
FOR TRAFFIC FROM PORTRUSH RD
TO GLYBURN RD

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

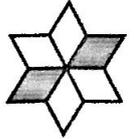
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City of
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Payneham
& St Peters

Feedback Form

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Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Name: [REDACTED]
 Address: [REDACTED]
 Phone: [REDACTED]
 Email: [REDACTED]

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

NO PARKING ON ONE SIDE OF JOHN ST ON OVAL SIDE.

YOU TRY LIVING IN JOHN ST WHEN FOOTBALL SEASON IS ON.

JOHN ST HAS BELOWE A THOROUGHFARE FOR TRAFFIC FROM PORTRUSH RD TO GLYBURN RD

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

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City of Norwood Payneham & St Peters

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Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone:

Mobile:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

see letter attached

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

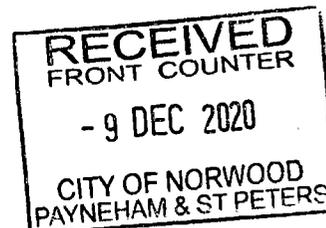
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Post: PO Box 204, KENT TOWN SA 5071

Forms must be returned by 5.00pm Friday 11 December 2020.



[REDACTED]

From: [REDACTED]
Sent: Tuesday, 8 December 2020 8:42 PM
To: [REDACTED]
Subject: Proposal to Alter On Street Car Parking - John and Rosella St Payneham

Hi,

Thank you for looking at the car parking situation at Payneham Oval and providing your proposal. Prior to us providing feedback we would like to share the issues and concerns from our point of view. Over the past 7 years we have witnessed and observed the following;

1. Regular patrons / members of the Payneham Norwood Union Football Club tend to park on the road rather than the parking bays on the ground.
2. Parking and traffic congestion is an issue when football games are played (especially large events)
3. Yellow lines have been painted on the roadway however we have observed cars stopping to drop off and pick up people – sometimes waiting there several minutes whilst picking up. This can mainly occur across our driveway
4. People still parking where the yellow lines are – same side as where the service area is on Rosella Street
5. On football match days and training days the driveway access to Payneham Oval on Rosella St is continually congested resulting in;
 - a. Delivery trucks stopping in the street to unload goods.
 - b. People moving their cars in and out when cars are parked behind each other therefore resulting in people moving their cars in and out of the driveway which also adds to the congestion in the street.
 - c. This area is also used as a walkway for the public entering the ground and could possibly be a safety issue
6. The same issues do not occur during cricket season (there are no where near the same number of spectators)

We are in favour of the passing bay concept outlined in the proposal however they should only apply during football season and match days. Residents should be able to park in the street on non match days. I regularly park my car on the street between 17A and 17B Rosella St. Is it possible to have the space between 17A and 17B as a dedicated space for residents only e.g. permit parking only/ However residents would not be able to utilise this space during football match days.

The only concern we have with passing bay concept is that football patrons / members and residents would not observe the rules and continue to park their cars in the designated no parking areas. Is there a plan in place to monitor the situation. In the past we were continually told that parking inspectors do not work on the weekends by the receptionist at Norwood Payneham St Peters Council. Our next door neighbour was given an after hours number to call for parking inspector however no one answered that number.

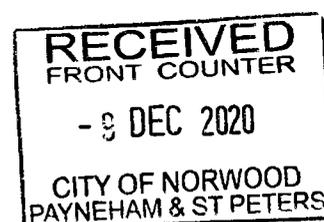
Furthermore will there be signage in the street and if yes where will they be located?

Thank you again for considering the above issues and providing a well thought out proposal however we would like to see the above issues resolved as well.

If you have any further questions please do not hesitate to contact us as we would be happy to discuss further.

Kind regards,

[REDACTED]





City of
Norwood
Payneham
& St Peters

Feedback Form

Proposal to alter on-street car parking in John Street and Rosella Street, Payneham

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Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824

YOUR DETAILS

Name:

Address:

Phone:

Email:

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

I feel that your suggestion will not ease congestion in my street.

John St is a thoroughway for cars travelling on Marian rd to get to Portrush rd, but this is not an issue, until football season starts.

Congestion occurs when there is back to back games being played and cars are coming & going. I have seen spectators parked both on the street & oval grounds anywhere they can even on yellow lines. → P.T.O.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

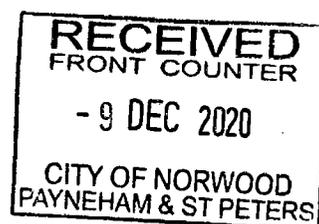
Thank you for your comments

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In Person: Norwood Town Hall, 175 The Parade, NORWOOD SA 5067

Post: PO Box 204, KENT TOWN SA 5071



Forms must be returned by 5.00pm Friday 11 December 2020.

During the year the only problem with congestion falls on football season.

My suggestion would be to put temporary signs up at the beginning of football season & removed at the end of the season.

In regards to the passing bay. If a car stops in the parking bay to allow the oncoming cars where do the cars at the back of him go. They might assume that he has parked and continue along causing more traffic chaos.

I have lived here for over 50 yrs & have noticed as the football games have increased so have traffic congestion in my street.

[REDACTED]
[REDACTED]

Firstly we would like to express our appreciation for your hard work and interest in our safety.

We have looked at the proposals and feel Concept 5 is well thought out. We are the residents of 42b John Street, the corner house and we do enjoy living here, by the trees and the beautiful oval. In the past five years we have noticed an increase in speeding traffic and dangerous driving by some using Ashbrook and John street as a short cut. We have had some very frightening near misses with cars cutting the corner travelling south along Ashbrook turning right, which is west into John street.. The neighbors say the same happens on the opposite corner when cars turn right to travel east. The cutting of the corner to miss the round about has become a daily event. And other cars charging straight over the round about at full speed.

The noise created by empty trucks and trailers crashing over the round about has a impact on our sleep.

Just a note, since building we have had a number car parking spaces near our home reduced by road upgrades .

Parking in John Street was a safer alternative for us over Ashbrook Avenue but with concept 5 we will lose the parking space opposite and reduce by one outside 42a.

We do, though have the Eastern side of the oval on Ashbrook, which has safe for parking. I would like to see this section along the oval made into proper parking bays to increase safety.

A couple of matters that I would like to mention

Many locals ride bicycles in the streets around the oval, I cant express how dangerous this area is to ride in, I was stunned when Ashbrook was made a bike way.

Many pedestrians cross the intersection day and night walking.

The very old and very young travel regularly to oval to use the facilities.

There are a lot of young children attending sport year round, many park in John Street, and in the winter many cross the road after dark in the early evening.

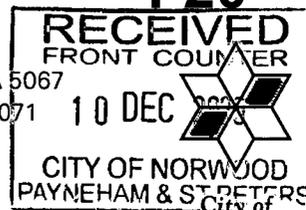
At the playground there is no fencing on John Street to make a demarcation to show children end of playing area.

A number of children have wondered out onto John Street in oncoming cars as there parents remove things from their cars.

Once again thanks for the opportunity to comment and we leave this matter in your capable hands .

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Feedback Form

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Website www.npsp.sa.gov.au

ABN 11 390 194 824

Norwood
Payneham
& St Peters

YOUR DETAILS

Name: [REDACTED]
 Address: [REDACTED]
 Phone: [REDACTED]
 Email: [REDACTED]

Are you in favour of the implementation of the "Passing Bays" concept outlined within the letter?

YES *in part.*

NO

COMMENTS (please feel free to attach additional comments to this form if there is insufficient room)

The congestion, around the gate to the oval, has become ridiculous. There seem to be games, 4/00, practice seven days per week. There need to be more places assigned for 'kiss & drop' of players. It would also help if there were another gate between Walsh St & Ashbrook Ave. I try to get out of my driveway, in busy times, is a nightmare, as visibility is poor and the gap for me to reverse into is far too tight. I'm prepared to discuss my concerns onsite.

Please note that if you do not respond, it will be considered that you have no objections to the proposal.

Thank you for your comments

Please complete and return this form using one of the following methods:

Email: townhall@npsp.sa.gov.au

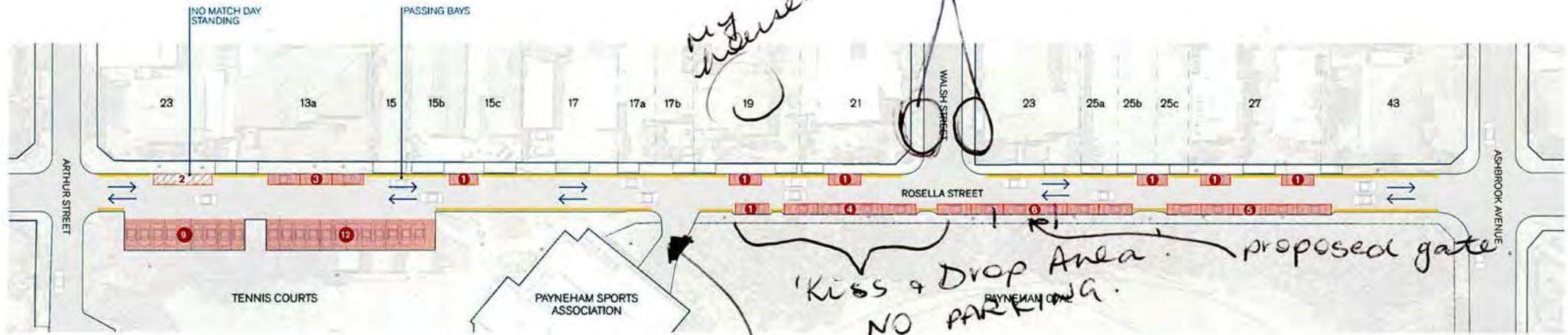
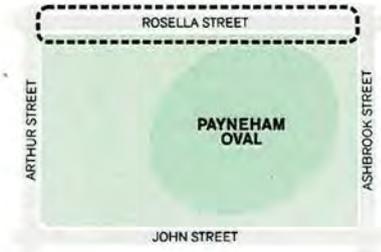
In Person: Norwood Town Hall, 175 The Parade, NORWOOD SA 5067

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Forms must be returned by 5.00pm Friday 11 December 2020.

Rosella Street

'Passing Bays' Concept - Proposed Car Parking Configuration



Yellow lines are park needed as people park right up to the corners.

my house.

'Kiss + Drop Area' NO PARKING. proposed gate.

This area should be for deliveries only, as up to 5 vehicles at a time clog this area, spilling onto the street.

- 1 Quantity of car parking spaces following adoption of 'Passing Bays' concept
- 1 Quantity of proposed 'No Match Day Standing'



Section 2 – Corporate & Finance

Reports

11.4 MONTHLY FINANCIAL REPORT – DECEMBER 2020

REPORT AUTHOR: Financial Services Manager
GENERAL MANAGER: General Manager, Corporate Services
CONTACT NUMBER: 8366 4585
FILE REFERENCE: qA64633/A110359
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide the Council with information regarding its financial performance for the period ended December 2020.

BACKGROUND

Section 59 of the *Local Government Act 1999* (the Act), requires the Council to keep its resource allocation, expenditure and activities and the efficiency and effectiveness of its service delivery, under review. To assist the Council in complying with these legislative requirements and the principles of good corporate financial governance, the Council is provided with monthly financial reports detailing its financial performance compared to its Budget.

RELEVANT STRATEGIC DIRECTIONS AND POLICIES

Nil

FINANCIAL AND BUDGET IMPLICATIONS

Financial sustainability is as an ongoing high priority for the Council. Given the COVID-19 pandemic, the Council adopted a Budget which included measures to minimise the impact on ratepayers and support local business. As a result, the Council adopted a Budget which forecasts an Operating Deficit of \$798,455 for the 2020-2021 Financial Year. The First Budget update increased the Operating Deficit by \$225,755 to \$1,024,210 for the 2020-2021 Financial Year.

For the period ended December 2020, the Council's Operating Surplus is \$683,000 against a budgeted Operating Deficit of \$511,000, resulting in a favourable variance of \$1,194,000.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

As Elected Members are aware, the development of the 2020-2021 Budget, was undertaken during an unprecedented time where the on-going health, social and economic impacts of the COVID-19 Pandemic were relatively unknown and the future impacts of the physical distancing measures introduced to address the health impacts remained uncertain and were changing rapidly.

For the period ended December 2020, the Council has spent \$162,000 on its response to the COVID-19 pandemic. This covers additional cleaning services across all Council facilities and purchases of materials to ensure that appropriate physical distance and other protection measures are in place to assure both staff and customers of Council Service.

Staff are continuing to monitor the financial impacts of the COVID-19 pandemic, and will incorporate any proposed budget adjustments in the Mid-Year Budget Review.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Responsible Officers and General Managers.
- **Other Agencies**
Not Applicable.

DISCUSSION

For the period ended December 2020, the Council's Operating Surplus is \$683,000 against a budgeted Operating Deficit of \$473,000, resulting in a favourable variance of \$1,194,000.

Other income is \$129,000 favourable compared to the Budget. This variance has primarily been driven by the Council receiving a credit from the temporary staffing agency from which contractors are sourced for backfilling requirements at the Depot. The credit has arisen due to the agency being eligible for the Federal Government's Job Keeper assistance program and the agency offering to pass on credit to the Council for equivalent value of the Job Keeper component that was received for staff that have been engaged at the Depot. For the period ended December 2020 this has equated to \$95,500.

User Charges are \$310,000 favourable compared to the Budget. This is the result of allowances in the budget that were made for the COVID-19 Pandemic which accounted for the Swimming Centres (\$193,600) and the Norwood Concert Hall (\$50,000) being unable to be operational until 2021. Due to the relaxation of restrictions occurring earlier than anticipated, these facilities were re-established and opened earlier than anticipated which has also resulted in the additional income being offset by an increase in running costs.

In addition, as Elected Members may recall, both the State and Federal Governments extended support packages to the Child Care sector, which was unknown at the time of drafting the adopted budget. This additional support combined with the maintenance of a strong level of enrolments. This has resulted in a favourable variance of \$39,000.

Employee Expenses are \$257,000 favourable to budget with the primary drivers being:

- Depot staff vacancies are being filled on a temporary basis with the use of contractors to maintain staffing levels to ensure that services delivery are not reduced during the recruitment of permanent staff. The arrangements with the contractor employment agency are such that absences, (ie medical and personnel days), are not charged to the Council. This engagement arrangement has subsequently resulted in fewer worked hours compared to the in the Adopted Budget expectation. The reduced paid hours accounts for a favourable variance of \$86,000;

- There are some vacancies which are unfilled over the reporting period which were not being covered though the use of temporary staffing arrangements which has resulted in an \$96,000 favourable variance; and
- During the COVID-19 pandemic staff in roles which were directly impacted by the State and Federal Government imposed restrictions were redeployed into vacancies where the organisation would have had to otherwise engage contractors. This has resulted in a saving of \$10,000.

Finance costs are favourable to the Adopted Budget by \$89,000. The Budget made allowance for short term borrowings in the first half of the year, however, with careful cash flow management and stronger collection of quarterly rate payments then anticipated these borrowings were not drawdown.

Legal expenses are unfavourable to the budget by \$87,000. The primary driver behind the increased cost is related to advices with respect to the George Street Scramble Crossing including the judicial review. This matter will be reviewed as part of the Mid-Year Budget Review and a budget adjustment proposed.

The Monthly Financial report is contained in **Attachment A**.

OPTIONS

Nil

CONCLUSION

Nil

COMMENTS

Nil

RECOMMENDATION

That the December 2020 Monthly Financial Report be received and noted.

Attachments – Item 11.4

Attachment A

Monthly Financial Report December 2020

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

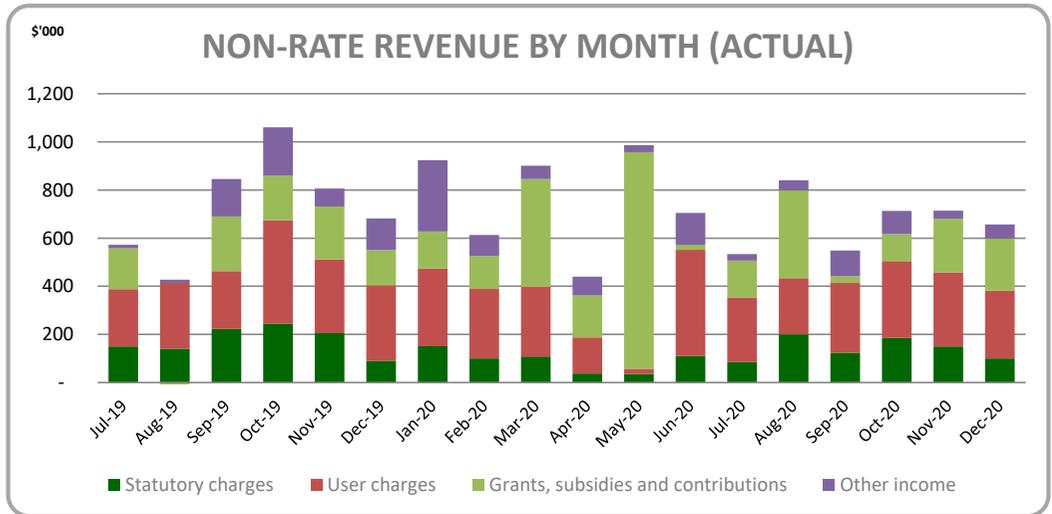
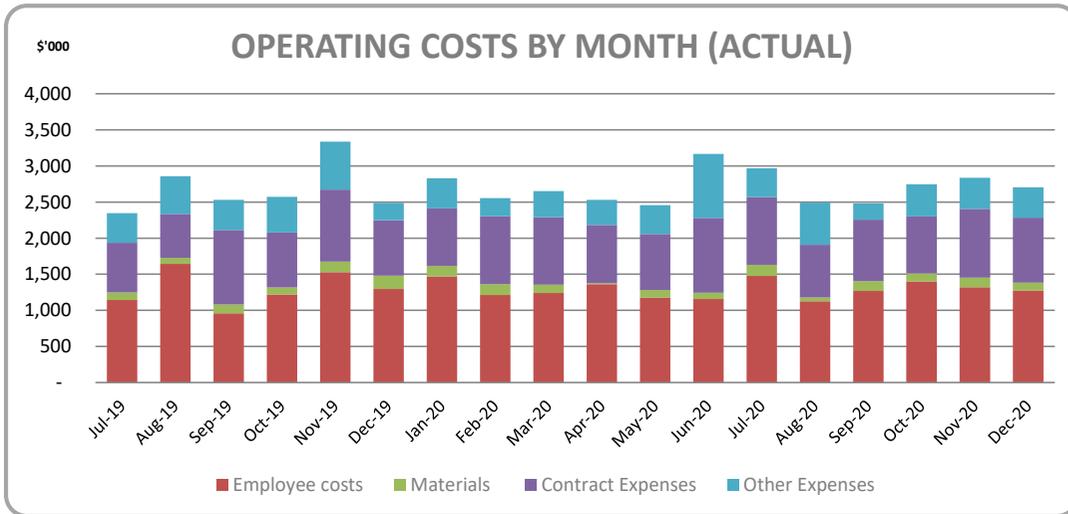


City of
**Norwood
Payneham
& St Peters**

CITY OF NORWOOD PAYNEHAM & ST PETERS

Financial Performance for the period ended 31 December 2020					
LYTD Actual		YTD Actual	YTD Adopted Budget	Var	Var %
\$'000		\$'000	\$'000	\$'000	
	Revenue				
18,143	Rates Revenue	18,132	18,139	(8)	(0%)
1,054	Statutory Charges	844	791	53	7%
1,842	User Charges	1,701	1,391	310	22%
923	Grants, Subsidies and Contributions	1,096	1,078	17	2%
51	Investment Income	12	32	(20)	(63%)
308	Other	355	226	129	57%
191	Reimbursements	105	52	53	104%
22,514	Total Revenue	22,245	21,709	535	2%
	Expenses				
7,790	Employee Expenses	7,870	8,127	257	3%
4,751	Contracted Services	4,990	5,097	107	2%
273	Energy	268	307	39	13%
353	Insurance	368	356	(13)	(4%)
107	Legal expense	177	90	(87)	(96%)
242	Materials	162	225	63	28%
415	Parts, Accessories and Consumables	398	461	62	14%
201	Water	71	138	67	49%
2,231	Sundry	2,079	2,153	74	3%
4,750	Depreciation, Amortisation and Impairment	4,867	4,867	-	-
280	Finance Costs	311	400	89	22%
21,393	Total Expenses	21,562	22,220	659	3%
1,121	Operating Surplus/(Deficit)	683	(511)	1,194	(234%)

Summary of Net Cost of Divisions for the period				
Division	YTD Actual	YTD Budget	Var	Var %
	\$'000	\$'000	\$'000	
Chief Executive Office	(1,850)	(2,132)	282	13%
Corporate Services	(7,718)	(7,611)	(107)	-1%
Governance and Community Affairs	(672)	(1,049)	377	36%
Urban Planning and Environment	(1,093)	(1,127)	33	3%
Urban Services	(6,115)	(6,732)	617	9%
Operating Surplus/(Deficit) (before Rate Revenue)	(17,449)	(18,650)	1,202	6%
Rate Revenue	18,132	18,139	(8)	0%
Operating Surplus/(Deficit)	683	(511)	1,194	(234%)



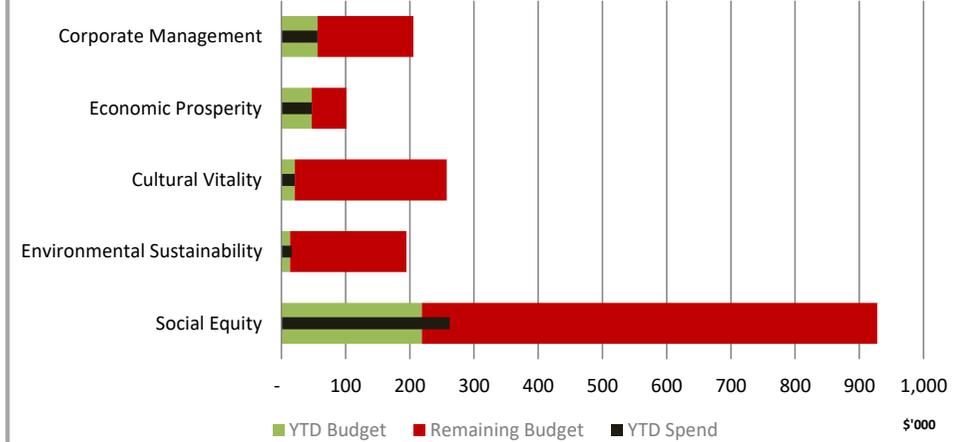
CITY OF NORWOOD PAYNEHAM & ST PETERS

Project Summary for period ended 31 December 2020

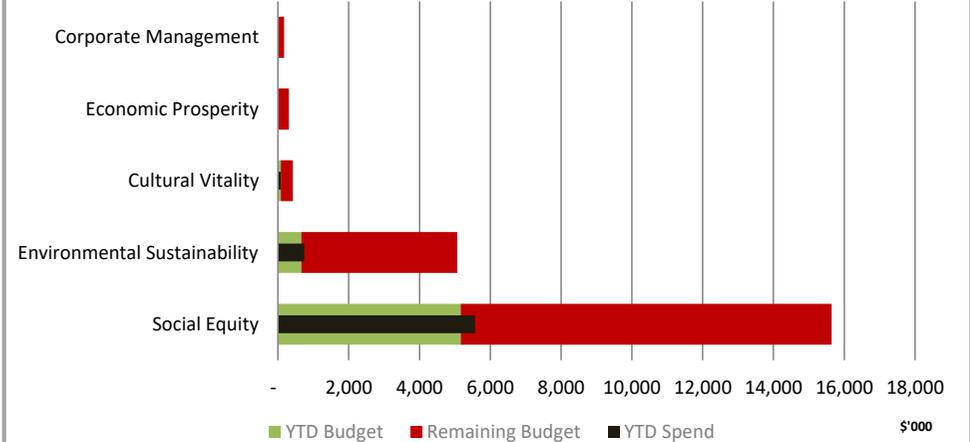
	YTD Actual	YTD Budget	Remaining Annual Budget
	\$'000	\$'000	\$'000
Operating Projects			
Income			
Social Equity	161	161	362
Environmental Sustainability	-	-	0
Cultural Vitality	-	0	0
Economic Prosperity	-	-	0
Corporate Management	-	-	0
Total Income	161	161	363
Expenses			
Social Equity	262	219	709
Environmental Sustainability	16	13	181
Cultural Vitality	21	21	236
Economic Prosperity	47	47	54
Corporate Management	56	56	149
Total Expenses	403	357	1,330
Net Cost of Operating Projects	(242)	(196)	(968)
Capital Projects			
Income			
Social Equity	230	8	1,407
Environmental Sustainability	150	150	770
Cultural Vitality	-	-	0
Economic Prosperity	-	-	0
Corporate Management	-	-	0
Total Income	380	158	2,178
Expenses			
Social Equity	5,567	5,163	10,477
Environmental Sustainability	744	657	4,407
Cultural Vitality	87	87	335
Economic Prosperity	5	5	305
Corporate Management	20	20	152
Total Expenses	6,423	5,932	15,676
Net Cost of Capital Projects	(6,043)	(5,774)	(13,499)

Key areas to highlight:

SERVICE INITIATIVES (inc. Carry Forwards)



NEW ASSETS & RENEWALS (inc. Carry Forwards)

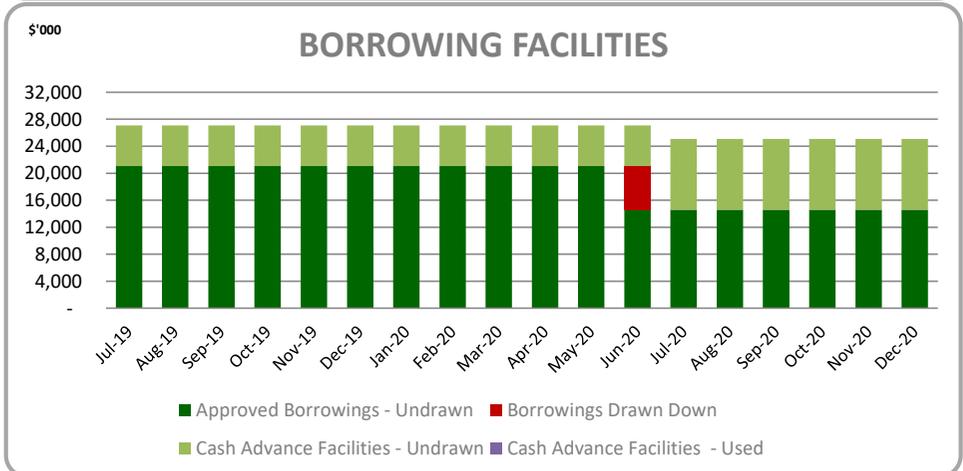
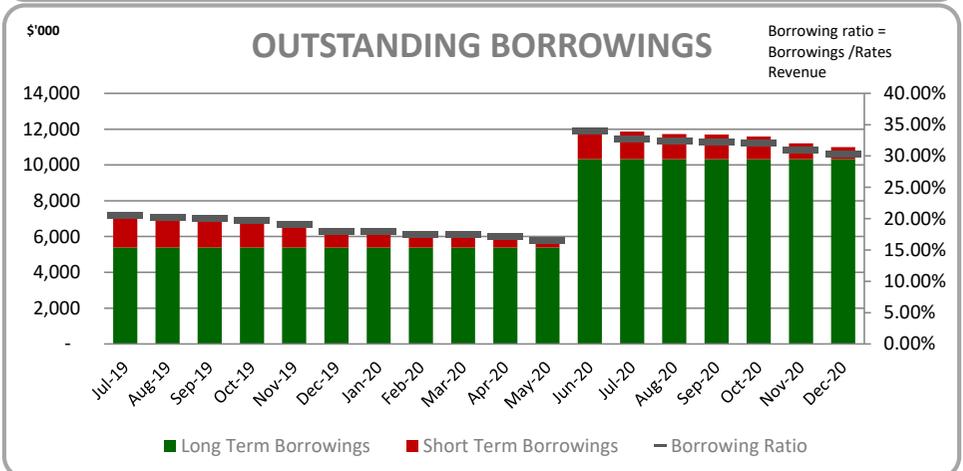
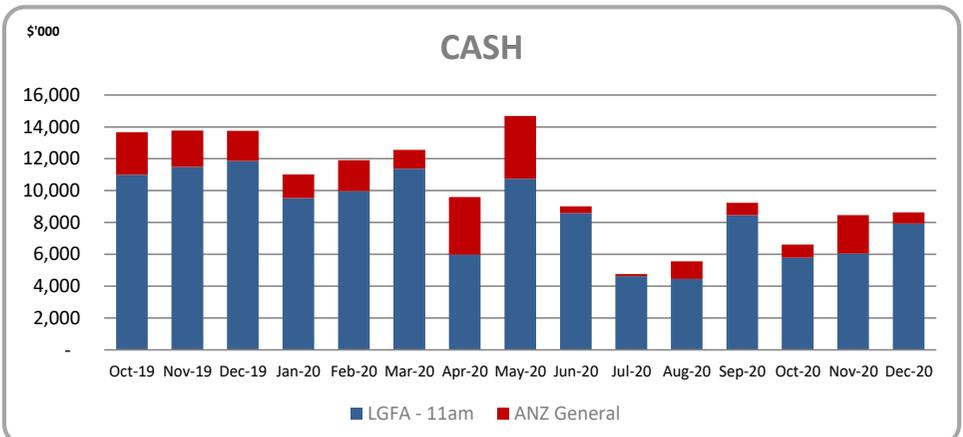


CITY OF NORWOOD PAYNEHAM & ST PETERS

Statement of Financial position as at 31 December 2020

	Nov-20	Oct-20	Movement	June 2020
	Actual	Actual		
	\$'000	\$'000	\$'000	\$'000
ASSETS				
Current Assets				
Bank and Cash	8,494	8,312	182	9,021
Accounts receivables	18,383	21,377	(2,994)	3,502
Less : Provision for Bad Debts	(272)	(272)	-	(272)
Total Current Assets	26,604	29,416	(2,812)	12,250
Non-current Assets				
Financial Assets	45	45	-	45
Investments in Joint Ventures	2,931	2,931	-	2,890
Infrastructure, Property, Plant and Equipment	491,169	490,163	1,006	487,808
Total Non-current Assets	494,144	493,138	1,006	490,743
Total Assets	520,749	522,554	(1,805)	502,994
LIABILITIES				
Current Liabilities				
Trade and Other Payables	19,646	22,157	(2,511)	4,361
Borrowings	(885)	(676)	(209)	(24)
Provisions	1,965	1,889	76	1,713
Total Current Liabilities	20,725	26,726	(2,644)	6,050
Non-current Liabilities				
Borrowings	11,888	11,888	(0)	11,888
Provisions	2,581	2,581	(0)	2,581
Investments in Joint Ventures	1,308	1,308	(0)	1,348
Total Non-current Liabilities	15,776	15,777	(1)	15,817
Total Liabilities	36,502	42,503	(2,645)	21,867
NET ASSETS	484,247	480,051	839	481,127
EQUITY				
Accumulated Surplus	58,190	59,710	(1,520)	57,507
Asset Revaluation Reserves	423,620	423,620	-	423,620
TOTAL EQUITY	481,810	483,329	(1,520)	481,127

Key areas to highlight YTD :



Section 3 – Governance & General Reports

11.5 GREATER ADELAIDE REGION ORGANISATION OF COUNCILS (GAROC) ANNUAL BUSINESS PLAN 2021-2022

REPORT AUTHOR: General Manager Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA59226
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to advise the Council of the invitation from the Local Government Association of South Australia Greater Adelaide Region Organisation of Council (GAROC) for the Council to provide comments and input into the preparation of the GAROC's 2021-2022 Annual Business Plan.

BACKGROUND

The Greater Adelaide Region Organisation of Councils (GAROC) Committee was formally established through the new LGA Constitution in October 2018. The Terms of Reference for the GAROC stipulates that the role of GAROC is to *provide advocacy, policy initiation and review, leadership, engagement and capacity building for the benefit of metropolitan South Australian councils and their communities.*

In addition and in accordance with the GAROC Terms of Reference, the GAROC has prepared a Strategic Plan for the 2019-2023 period and an Annual Business Plan for 2020-2021. The four (4) year Strategic Plan identifies the key objectives that GAROC are seeking to progress on behalf of Member councils, while the Annual Business Plan identifies the key actions that the GAROC will be seeking to progress on an annual basis.

A copy of the Annual Business Plan 2020-2021 is contained within **Attachment A**.

The GAROC is now in the process of preparing a new Annual Business Plan for the 2021-2022 period and has invited Councils to provide input into the process.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
General Manager, Urban Planning & Environment
Manager, Urban Planning & Sustainability
Manager, Economic Development & Strategic Projects
Sustainability Officer
- **Other Agencies**
Not Applicable.

DISCUSSION

As set out in the GAROC Strategic Plan 2019-2023, “the GAROC Committee supports the LGA to ‘advocate, assist and advance’ the interests of Local Government by:

1. supporting the activities of the LGA at a regional level;
2. promoting communication between Members and the LGA;
3. advocating in respect of matters which affect the GAROC Regional Group;
4. encouraging engagement of Members within the GAROC Regional Group with GAROC and the
5. LGASA; and
6. participating in policy development and implementation.

In addition to the above, the GAROC has developed the following guiding principles that it intends to operate under:

1. Be community centered and put people first in decision making;
2. Prioritise and address issues that are common across the metropolitan region;
3. Carefully consider items of business from any Member of the metropolitan area or items raised independently by GAROC Members, for consideration by the LGA Board of Directors or at a General Meeting;
4. Collaborate closely with the LGA and SAROC on issues that matter to metropolitan councils; and
5. Be nimble, agile and responsive to the needs of metropolitan councils.

GAROC has identified the following four (4) key themes to guide the work of GAROC over the next four (4) years:

1. Economic Development
2. Design, Planning and Placemaking
3. Environmental Reform
4. Reform and Innovation

To assist the GAROC with the preparation of its Annual Business Plan for the 2021-2022 period, GAROC has asked Councils to respond to a series of questions which relate to the first three (3) themes as set out above.

1. Economic Development

Metropolitan Adelaide is a key driver of South Australia's economy. GAROC recognises the important role of councils to enable, facilitate and enhance local economic opportunities.

What are the ways in which GAROC can support metropolitan councils to play their important role in stimulating the economic growth in post COVID-19 recovery?

2. Design, Planning and Placemaking

GAROC recognises the importance of good decision making that enhances the built environment and supports well-considered planning processes that achieve quality design outcomes and the preservation of tree canopy, character and local heritage.

How can metropolitan councils come together through GAROC to maintain our positive influence planning reforms?

3. Environmental Reform

GAROC acknowledges local government's role in protecting and enhancing the environment and recognises that climate change poses a serious risk to local communities and ecosystems.

How can GAROC support climate change mitigation and adaptation efforts within metropolitan councils?

In addition, GAROC have asked the following question:

Are there any other key issues, under these themes or our fourth Strategic Theme of Reform and Innovation that you would like GAROC to focus on in the coming year?

To assist the Council, a draft response has been prepared for the Council's consideration and is contained within **Attachment B**.

OPTIONS

The Council can choose to provide comments to the GAROC regarding the GAROC Annual Business Plan for the 2021-2022 period or decline the opportunity.

It is recommended that the Council does provide its comments to GAROC to ensure the Council's views are considered as part of the development of the GAROC's Annual Business Plan.

CONCLUSION

The Greater Adelaide Region Organisation of Councils (GAROC) has been established under the LGA's Constitution to review and develop policy positions for Local Government and provide strategic advice to the LGA Board. It is therefore important that any Annual Business Plan developed by the GAROC align with its Terms of Reference to ensure compliance with the LGA's Constitution.

COMMENTS

GAROC will also be hosting a series of workshops with Elected Members and Chief Executive Officers in February 2021, however, at the time of writing this report, the details of these workshops have not yet been finalised.

RECOMMENDATION

That the *GAROC Annual Business Plan 2021-2022 Submission*, as contained within Attachment B to this report, be forwarded to the Greater Adelaide Region Organisation of Councils in response to the request for input from councils regarding the preparation of its Annual Business Plan 2021-2022.

Attachments – Item 11.5

Attachment A

Greater Adelaide Region Organisation of Councils (GAROC) Annual Business Plan 2021-2022

City of Norwood Payneham & St Peters
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City of
**Norwood
Payneham
& St Peters**

GAROC Annual Business Plan 2020-21



Introduction

The Greater Adelaide Region Organisation of Councils (GAROC) is a committee established by the Local Government Association of South Australia (LGA). It is responsible to the LGA Board of Directors for the discharge of its functions.

One of the functions of GAROC is to develop a four-year Strategic Plan in consultation with metropolitan councils. GAROC's Strategic Plan for the period 2019-2023 should be read in-conjunction with this Annual Business Plan. This revised Strategic Plan 2019-23 identifies four strategic themes and objectives. These are:

Theme 1: Economic Development

GAROC recognises that local government's significant investment in infrastructure and services is a driver of the local economy. A strong state economy is underpinned by a financially sustainable local government sector that promotes its area and provides an attractive climate and locations for the development of business, commerce, industry and tourism.

GAROC recognises the important role of councils to enable, facilitate and enhance local economic opportunities. With the right policy settings and partnerships, councils can help to create the best conditions for local businesses to grow and thrive.

Objective: Enable advocacy and partnership opportunities that recognise the specific needs and opportunities in metropolitan Adelaide and assist councils to contribute to creating conditions for productivity that supports sustainable job growth and pathways to employment.

Objective: Support member councils to play their important role in stimulating the economic and social recovery of their communities in post COVID-19 recovery.

Theme 2: Design, Planning and Placemaking

GAROC recognises the importance of good decision making that enhances the built environment and supports well-considered planning processes that achieve quality design outcomes and the preservation of character and local heritage.

Objective: Advocate to the State Government and Parliament to ensure that South Australia's planning system reflects leading practice, facilitates better design outcomes and supports local decision making.

Objective: Provide assistance and resources to metropolitan councils that support their important role as local place makers and custodians of public spaces.

Theme 3: Environmental Reform

GAROC acknowledges local government's role in protecting and enhancing the environment and recognises that climate change poses a serious risk to local communities and ecosystems. GAROC also recognises the important role councils play in providing high quality, innovative and sustainable waste management services that meet the needs of the community

Objective: Support LGA advocacy to State and Federal Government and assists member councils to ensure that all levels of government undertake mitigation and adaptation actions that reduce climate risks and build community resilience.

Objective: Support councils to improve waste and recycling practices and deliver viable and innovative waste services that meet the needs of the community and grow the Circular Economy and advocate for State and Federal Government legislation, policies, funding and programs that will enable and support these outcomes.

Theme 4: Reform and Innovation

GAROC recognises the opportunity to work with metropolitan councils to lead reform and innovations that enhance decision making, build community trust and drive downward pressure on council rates.

Objective: Assist councils to enhance local government through innovations in benchmarking, systems thinking, data management and engagement processes.

Reporting and Approval Process

This Annual Business Plan links the key activities that the GAROC will undertake on an annual basis to support the implementation of the Strategic Plan.

The GAROC Annual Business Plan will be supported by a budget to cover anticipated expenses of the proposed activities to be undertaken during the financial year.

The GAROC Annual Business Plan and budget is required to be presented to the LGA Board of Directors for approval by June each year.

On a quarterly basis, GAROC will assess its performance against the Strategic Plan and Annual Business Plan and provide a report to the LGA Board of Directors and member councils.

Other Plans

The GAROC recognises the work of other organisations and their plans which support the business of the GAROC, these other plans include:

1. The LGA Strategic Plan and Annual Business Plan
2. The LGA Advocacy Plan
3. LGA Work Plans
4. The LGA Research and Development Fund Annual Business Plan

GAROC Annual Business Plan 2020-21

Theme 1: Economic Development

Objective: Enable advocacy and partnership opportunities that recognise the specific needs and opportunities in metropolitan Adelaide and assist councils to contribute to creating conditions for productivity that supports sustainable job growth and pathways to employment.

Objective: Support member councils to play their important role in stimulating the economic and social recovery of their communities in post COVID-19 recovery.

Actions	Milestone	Proposed Outcomes	Budget / Resources	Link to GAROC role
<p>Supporting economic development – advocacy</p> <p>Economic stimulus and local recovery</p> <p>Support LGA advocacy to Federal and State governments for funding, initiatives and legislation that assists councils to support businesses and communities to respond and recover from the COVID-19 pandemic.</p> <p>Reducing red tape</p> <p>Advocate for the reinstatement of the State/Local Government Red Tape Taskforce and seek opportunities for all levels of government to work proactively to simplify decision-making, planning and administration policies and practices.</p>	June 2021	<p>GAROC will listen to and represent the interests of metropolitan councils, and advocate for funding, policy and legislation that supports economic and social recovery from the COVID-19 pandemic.</p> <p>Key opportunities for future advocacy will arise from the COVID-19 pandemic. GAROC will seek opportunities to consult with member councils to inform and support written submissions to influence the response from State and Federal government.</p> <p>Reinstatement of the State/Local Government Red Tape Taskforce would ensure government continues to support local business as they recover from the impact of COVID-19, including strengthening member council commitments to the Small Business Friendly Council initiative.</p>	<p>LGA Secretariat</p> <p>\$50,000 budget allocation in 2020-21 to support actions in the Economic Development theme - for research and workshops identified in the actions.</p>	<p>Policy initiation and review</p> <p>Leadership</p> <p>Regional advocacy</p>

<p>Supporting economic development – assistance</p> <p><i>Collaboration and Leadership</i></p> <p>Host a series of workshops to inform local government’s role in economic and community recovery from COVID-19.</p> <p><i>Strategy and purpose</i></p> <p>Commissioning an assessment to develop an understanding of State and federal government policies and initiatives that support local government’s economic development role and a framework for the economic development strategies within metropolitan councils.</p>	<p>June 2021</p>	<p>Efforts to support economic recovery from the impacts of COVID-19 provides an opportunity for GAROC to bring metropolitan councils together to encourage a culture of collaboration and further participate in existing networks to build and maintain effective relationships with key stakeholders.</p> <p>GAROC will bring together Economic and Community Development practitioners within councils to drive a cohesive approach, cross-collaboration, innovation and build the evidence base for meaningful partnerships with local businesses, not-for-profit groups and other stakeholders to identify practical actions and activities that stimulate economic and community development in their areas.</p> <p>Metropolitan councils come together to collaborate and build partnerships with each other and with other agencies, authorities and organisations that have a complementary role in economic and community development.</p> <p>Metropolitan councils are assisted to adopt a customer service approach to support economic development to make it easier to do business in South Australia.</p> <p>Metropolitan councils are aware of and are supported to align their key objectives and priorities to leverage funding support from Federal and State government policies and initiatives.</p>	<p>As above.</p>	<p>Regional advocacy</p> <p>Leadership</p> <p>Policy initiation and review</p> <p>Leadership</p> <p>Regional advocacy</p>
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Theme 2: Design, Planning and Placemaking

Objective: Advocate to the State Government and Parliament to ensure that South Australia's planning system reflects leading practice, facilitates better design outcomes and supports local decision making.

Objective: Provide assistance and resources to metropolitan councils that support their important role as local place makers and custodians of public spaces.

Action	Milestone	Proposed outcomes	Budget	Link to GAROC role
<p>Heritage</p> <p>Engage with metropolitan councils further understand and represent their interests on local heritage issues.</p> <p>Infill</p> <p>Undertake a review of the Planning and Design Code with respect to the impacts of infill development in consultation with councils.</p>	June 2021	<p>Listen and represent the interest of metropolitan councils and advocate for planning reform that supports quality design outcomes that complement and preserve the special qualities of local communities.</p> <p>There is an opportunity for GAROC member councils to support strong advocacy on the Planning and Design Code. It is important for the local government sector to assist in ensuring that the planning system underpins the ability of councils to deliver sustainable developments and public spaces.</p>	<p>LGA Secretariat</p> <p>\$40,000 budget allocation in 2020-21 for optional research and workshop activities as required, as identified by GAROC.</p>	<p>Regional advocacy</p> <p>Leadership</p>

Theme 3: Environmental Reform				
<i>Objective: Support LGA advocacy to State and Federal Government and assists member councils to ensure that all levels of government undertake mitigation and adaptation actions that reduce climate risks and build community resilience.</i>				
<i>Objective: Support councils to improve waste and recycling practices and deliver viable and innovative waste services that meet the needs of the community and grow the Circular Economy and advocate for State and Federal Government legislation, policies, funding and programs that will enable and support these outcomes.</i>				
Action	Milestone	Proposed outcomes	Budget	Link to GAROC role
<p>Climate Change – coordination</p> <p>Support LGA advocacy to the State Government for</p> <ul style="list-style-type: none"> the State - Local Government Climate Change Partnership Proposal; and renewal of the Regional Climate Partnerships – Sector Agreements <p>by working with member councils and the Regional Climate Partnerships coordinators to clearly identify and communicate their success in delivering practical, proactive, and positive climate action.</p>	June 2021	<p>Build State Government awareness and appreciation for the practical outcomes of the Regional Climate Partnerships and activities being undertaken by member councils.</p> <p>Commence a <i>State - Local Government Climate Change Partnership Proposal</i> with the State Government to jointly progress actions that harness economic opportunity, reduce greenhouse gas emissions, and build resilience to climate risk.</p> <p>Renewed commitment and co-investment from the State Government in the eleven Regional Climate Partnerships (Resilient South, AdaptWest, Resilient East and Adapting Northern Adelaide are the Partnerships within Greater Adelaide).</p> <p>Realise the potential for greater collaboration and alignment between State and local government on climate change.</p> <p>Support capacity building in councils including climate risk in asset management, identifying sector-wide needs and</p>	LGA Secretariat \$10,000 budget allocation in 2020-21 for workshop activities and promotional materials as identified.	Regional advocacy

		improve understanding of state and federal government priorities and funding programs.		
<p>Coastal Management</p> <p>Financial contribution to the activities and resourcing of the SA Coastal Council Alliance.</p>	January 2021	Ensure the financial sustainability of SA Coastal Council Alliance, that the momentum generated through the early start-up phase of the Alliance is not lost, and that issues facing coastal councils continue to be strongly advocated and workable solutions implemented.	\$20,000	Regional advocacy
<p>Food Waste</p> <p>Provide in-principal support to a proposal to partner with a supermarket chain to support community uptake of food waste recycling.</p>	June 2021	<p>Leverage opportunity from the Food Waste Recycling Proposal.</p> <p>by providing waste recycling initiatives and education campaigns, partnering with councils and Green Industries SA (GISA) to provide kitchen caddies free through supermarkets.</p>	\$50,000	Leadership

Theme 4: Reform and Innovation

Objective: Assist councils to enhance local government through innovations in benchmarking, systems thinking, data management and engagement processes.

Action	Milestone	Proposed outcomes	Budget	Link to GAROC role
<p>Benchmarking, expenditure framework, service reviews and data</p> <p>Support LGA activities in sector-wide performance measurement and enhance integrated long-term asset and financial management.</p>	June 2021	Metropolitan councils' issues sufficiently considered in local government reform and innovations.	<p>Nil required from 2020-21</p> <p>(\$70,000 allocated in 2019-20)</p>	<p>Engagement and capacity building</p> <p>Leadership</p> <p>Policy initiation and review</p>
<p>Integrated service, asset management and financial planning</p> <p>Support the LGA's Local Government Asset Management Integration Program</p>	June 2021	Maturity of metropolitan asset management plans assessed and increased understanding of integrated asset management to deliver better services and community outcomes.	<p>Nil required from 2020-21</p> <p>(\$30,000 allocated in 2019-20)</p>	<p>Leadership</p> <p>Policy initiation and review</p>
<p>Establishing GAROC regions</p> <p>Support councils in the transition to GAROC regions</p>	June 2021	<p>New GAROC regions will come into effect in October 2021.</p> <p>After that time, subject to other priorities, GAROC may seek to bring interested councils together for a further workshop to discuss a consistent approach to the transition to a regionalised GAROC structure.</p>	No significant allocation required.	<p>Engagement and capacity building</p>

Attachment B

Greater Adelaide Region Organisation of Councils (GAROC) Annual Business Plan 2021-2022

City of Norwood Payneham & St Peters
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City of
**Norwood
Payneham
& St Peters**



City of
Norwood
Payneham
& St Peters

GAROC ANNUAL BUSINESS PLAN 2021-2022

Submission

Economic Development

Metropolitan Adelaide is a key driver of South Australia's economy. GAROC recognises the important role of councils to enable, facilitate and enhance local economic opportunities.

What are the ways in which GAROC can support metropolitan councils to play their important role in stimulating the economic growth in post COVID-19 recovery?

One of the greatest demands for our businesses within the City of Norwood Payneham & St Peters, is for the provision of a business support service and advisory service to help business owners and operators obtain the professional advice and support that they need to continue running their business.

Whilst many business owners are very good at delivering their product, many business owners don't know what they don't know. The ability to be able to offer this advisory service to businesses and help them navigate the challenges, could be the difference between survival and failure. Some of the key areas or advice include accounting, legal, planning and human resources. The Council's *Economic Development Strategy* has recognised the need for this support service and has included an action for the Council to explore opportunities to establish a Business Advisory Service.

GAROC could support and advocate for:

- opportunities for the provision of shared advice services through the metropolitan region;
- funding opportunities for Councils to support and promote their local business communities post COVID-19.

Design, Planning and Placemaking

GAROC recognises the importance of good decision making that enhances the built environment and supports well-considered planning processes that achieve quality design outcomes and the preservation of tree canopy, character and local heritage.

How can metropolitan councils come together through GAROC to maintain our positive influence planning reforms?

Are there any other key issues?

The Council has always been supportive of progressive planning reforms that aim to strike a sensible balance between creating and facilitating denser, vibrant and economically sustainable precincts and urban corridors within the inner metropolitan area, whilst protecting the historic character and ambience of long established residential areas and mixed use precincts.

Since 2013, the Council has facilitated an increase in dwelling densities and population and employment growth in Kent Town and on The Parade, between Osmond Terrace and Portrush Road.

In 2015, the Council created further opportunities for medium density residential developments, including affordable housing in Hackney, Firle, Marden, Joslin and along the Payneham Road Corridor, through the implementation of the Residential Development (Zones and Policy Areas) DPA.

The Council is also well aware that the creation of denser, vibrant and economically sustainable precincts and urban corridors, which is a key aim of *The 30 Year Plan for Greater Adelaide*, can only truly be achieved if the 'uplift' in residential densities, population and employment on private properties, is complemented by improvements to public realm infrastructure that enhance the appearance, liveability and function of the respective precincts and corridors. At the same time, the Council's capacity to fund improvements to major public realm infrastructure in defined growth precincts, is difficult to achieve as the Council must ensure that it allocates expenditure equitably across a broad range of programs and services.

In this context, the Council supports the Local Government Association of South Australia's (LGA) call for a review of the *Planning and Development Fund* to be undertaken to investigate a financial model that is more equitable and appropriate for councils experiencing high volumes of infill development, including multi-storey development.

The LGA has previously raised Local Government's concern with the *Planning, Development and Infrastructure (General) (Planning and Development Fund) Variation Regulations 2020*, which has enabled the State Government to use the *Planning and Development Fund* to fund the implementation of the State's new planning system, when the purpose of the fund is to support the purchase, planning and enhancement of public spaces throughout South Australia.

It is concerning to note from reports prepared by the Auditor-General that of the \$43.6m cost of implementing planning reforms, approximately \$23m has been taken from the *Planning and Development Fund* for this purpose over the past three years and increased to \$25.5M in 2020-2021.

The Council requests that GAROC advocate for a review of the *Planning and Development Fund* to achieve the following outcomes:

- a) in conjunction with Local Government, the State Government undertake a review of the *Planning and Development Fund* to investigate a financial model that is more equitable and appropriate for councils that are experiencing higher volumes of infill development, including multi storey development.
- b) *Sections 194 and 195 of the Planning, Development and Infrastructure Act 2016*, be amended to clearly limit the purpose of the Planning and Development Fund to support the purchase, planning and enhancement of public spaces throughout South Australia.

Environmental Reform

GAROC acknowledges local government's role in protecting and enhancing the environment and recognises that climate change poses a serious risk to local communities and ecosystems.

How can GAROC support climate change mitigation and adaptation efforts within metropolitan councils?

Mitigation

South Australia leads the nation in renewables through wind, solar and geothermal energy. Therefore, within Local Government, renewable electricity sources should be the standard default source for our energy contracts. At present, renewable energy is an additional cost to a current electricity contract or must be arranged by individual Councils through a Power Purchase Agreement (which can be at premium and locks Councils in for 7-10 years). GAROC can leverage support for the procurement of renewable electricity for local government at the same or lower price than fossil fuel electricity.

After energy, transport is the next biggest contributor to emissions in South Australia, however, there is slow transition to alternate fuel vehicles despite this technology becoming more efficient and with reducing up-front costs.

The State Government has recently released incentives for state wide public charging stations and committed to transitioning its own fleet to fully electric vehicles (where fit for purpose). To support a reduction in Local Government emissions, a Standard Business Case and Transition Plan could be prepared by the LGA for Local Government fleet vehicles (passenger and heavy vehicle). Co-ordinated investigations and standardised documentation prepared by the LGA could support decision making by metropolitan Council fleet managers in transitioning Council vehicle fleets to fully electric vehicles.

A number of metropolitan councils have set targets to reach zero emissions carbon. Councils will be required to purchase offsets in order to achieve that target. Currently offsets can be purchased overseas and across Australia, with limited availability of offsets in South Australia. GAROC could support the establishment of local South Australian offset projects, allowing metropolitan councils to spend funds locally on mitigating their unavoidable emissions. This could also supporting regional Councils with revegetating land, erosion control and creating critical habitat for threatened wildlife.

The *Single-use and Other Plastic Products (Waste Avoidance) Bill 2020*, Phase 1 will come into effect on 1 March 2021 with Phase 2 to follow at a later date. This Bill is a good start to reducing waste to landfill however, GAROC could provide further support in advocating for additional single use plastics items to be added to the Bill further reducing waste to landfill.

Adaptation

GAROC could support:

- better tree protection on private and public land, including through a review of Significant Tree legislation, monitoring of Planning Reform outcomes and input and advocacy for Public Realm Design Standards (as part of implementation of PDI Act);
- the investigation of incentives for property owners to maintain / increase the number of large canopy and mature trees on private land;
- research and innovation for Councils to develop and showcase green infrastructure and climate resilient assets and facilities. Examples include standardising the use of recycling materials in roads and roll out of light coloured roads to reduce the urban heat effect in road networks; and
- Climate Risk Assessments for local government / joint procurement for individual council assessments.

Waste

Significant funds are paid by metropolitan Councils each year in to the Solid Waste Levy (SWL), which could be more directly re-invested back into Councils to support new initiatives for waste reduction and recycling. GAROC could support this through advocacy and representation to ensure that local government maximises its funding from the SWL for community waste reduction initiatives.

Are there any other key issues?

No.

Are there any other key issues, under these themes or our fourth Strategic Theme of Reform and Innovation that you would like GAROC to focus on in the coming year?

No.

11.6 LOCAL GOVERNMENT ASSOCIATION (LGA) 2021 ORDINARY GENERAL MEETING – ITEMS OF BUSINESS

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA2219
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of the report is to advise the Council of the Local Government Association of South Australia's (LGA) 2021 Ordinary General Meeting and the invitation from the LGA to submit *Items of Business* for consideration at the Ordinary General Meeting.

BACKGROUND

The Local Government Association (LGA) 2021 Ordinary General Meeting, will be held on Friday, 30 April 2021, at the Adelaide Entertainment Centre.

The purpose of the OGM is to consider items of strategic importance to Local Government and the LGA, as recommended by the Board of Directors, the South Australian Region Organisation of Councils (SAROC) or the Greater Adelaide Region of Councils (GAROC).

Items of Business must be submitted to either the LGA Board of Directors, or in the case of this Council, GAROC, for consideration prior to being referred to the OGM (or AGM), for consideration. It is however at the discretion of the Council to determine if the Notice of Motion is to be submitted to either the Board of Directors or GAROC.

The role of the Board of Directors is to oversee the corporate governance of the LGA and provide strategic direction and leadership.

The role of GAROC is regional advocacy, policy initiation and review, leadership, engagement and capacity building in the region(s).

Whilst not strictly specified, the logical approach is to refer the *Item of Business* to the relevant body in accordance with its role.

Pursuant to the LGA Constitution, Councils are invited to submit Items of Business for consideration at the Ordinary General Meeting. Items of Business must be received by the by Friday 25 February 2021, if they are to be considered at the 2021 Ordinary General Meeting.

RELEVANT POLICIES & STRATEGIC DIRECTIONS

Not Applicable.

DISCUSSION

A requirement of the LGA in respect to Items of Business, is that Items of Business submitted by Councils, should highlight a relevant reference to the LGA Strategic Plan.

A copy of the LGA 2016-2020 Strategic Plan is contained within **Attachment A**.

A memorandum, dated 26 November 2020, was forwarded to Elected Members, inviting Members wishing to submit an Item of Business for consideration at the LGA Ordinary General Meeting, to contact the Council's General Manager, Governance & Community Affairs, prior to this Council meeting, for advice and assistance in the formulation of an appropriate Notice of Motion.

At the time of writing this report, the General Manager, Governance & Community Affairs has not been contacted by any Elected Member wishing to submit An Item of Business.

RECOMMENDATION

That the report be received and noted.

Attachments – Item 11.6

Attachment A

Local Government Association (LGA) 2021 Ordinary General Meeting Items of Business

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City of
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Payneham
& St Peters**



Local Government Association
of South Australia

2016-2020 Strategic Plan

The voice of local government.

www.lga.sa.gov.au

Introduction to the LGA of SA

The LGA is a membership organisation established to provide a single voice for all Councils and to serve them. First established in 1875 as the first such body in Australia the LGA took its current form in 1968.

The association seeks to engage Councils to identify best practice, to develop policy positions and to design services and training. It advocates on behalf of the sector to other spheres of governments based on the views of Councils on funding, legislation and joint initiatives.

The LGA provides a range of guidance materials for Councils including templates, guides and standard operating procedures – approaches which are cheaper to develop once than 68 times.

It is also responsible for managing several significant schemes and commercial services including the LGA Workers Compensation Scheme, LGA Mutual Liability Scheme and LGA Asset Mutual Scheme.

It has a small secretariat based in Local Government House, Adelaide.

The LGA is federated with interstate bodies in the Australian Local Government Association (ALGA) which represents Local Government's national interests.

More information about the LGA is available in Annual Reports and other documents which can be found at: www.lga.sa.gov.au/corpdocs

Message from the President

Strategic plans are the well established way in which organisations order and structure lists of objectives and actions.

That made it a logical starting point for the LGA Board which has sought a refocusing of the Association.

The review process has included seeking input from Council representatives including CEOs, from LGA staff and from Board Members.

This clear, plain english document represents the product of this review.

The plan will guide development of annual business plans and will be the subject of regular review. I commend it to anyone seeking to understand directions for the Association.



Mayor Dave Burgess LGA President

The LGA's **Vision** and **Mission**

Vision: Presented and endorsed by the LGA Board.

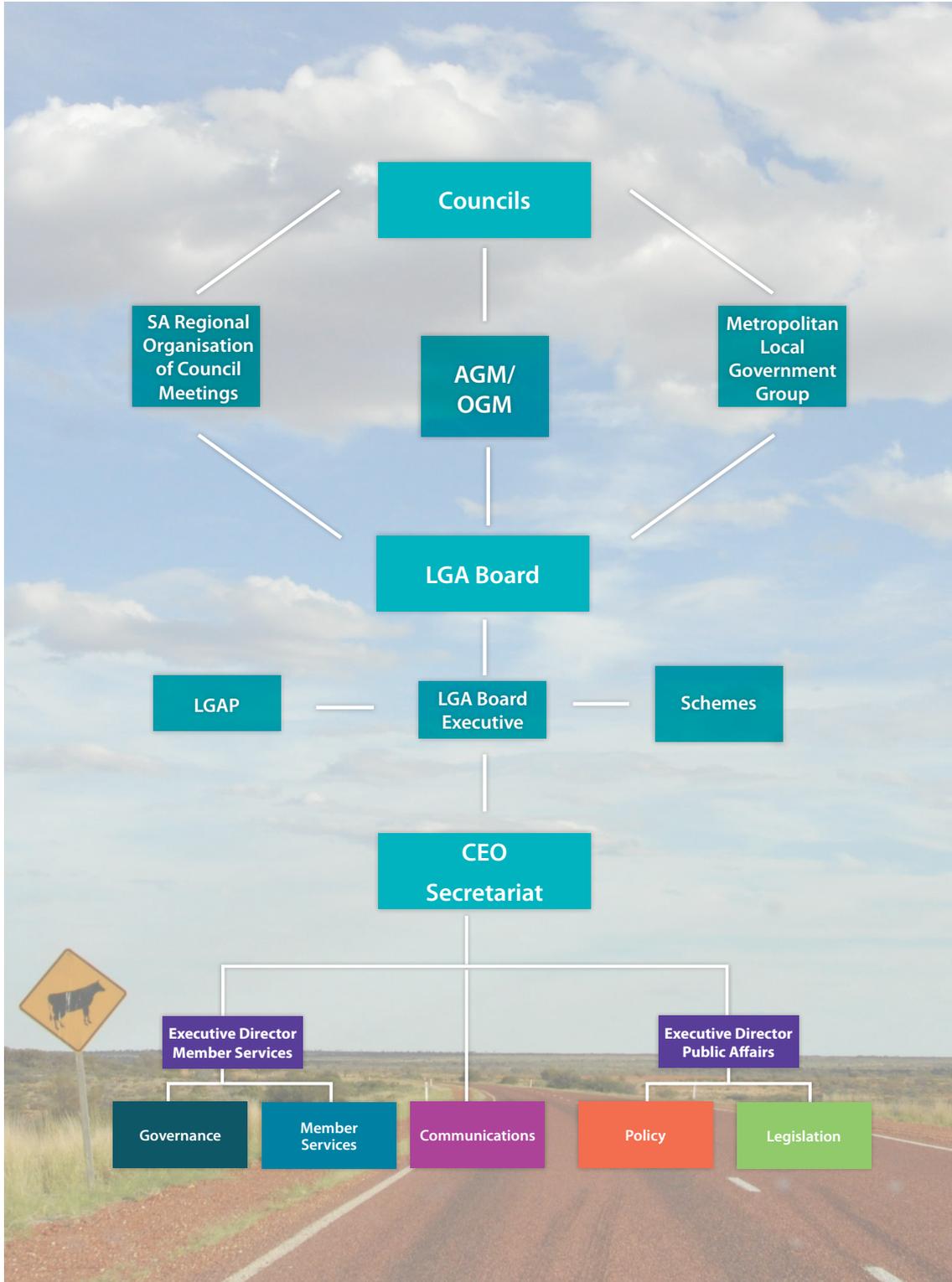
For **every** South Australian
to have the **best** local
government **experience**

Mission:

To provide **leadership,**
support,
representation
and **advocacy**
on behalf of
South Australian Councils,
for the **benefit** of the
community.

LGA Governing Bodies & Functional Areas

as at 1 February 2016



LGA Values and Behaviours



LGA Key Initiatives

Key Initiative: 1

Leadership and advocacy

Achieving greater influence for local government in matters affecting councils and communities.

Strategies:

- A** Listen to, and represent members. 
- B** Contribute to state-wide and local policy. 
- C** Lead reform. 
- D** Increase the profile of local government. 
- E** Build and maintain effective partnerships and stakeholder relations. 

Key Initiative: 2

Capacity building and sustainability

Working with member councils to build capacity and increase sustainability. An integrated and coordinated local government.

Strategies:

- A** Support local government through training and resources. 
- B** Lead, initiate and promote working together. 
- C** Equip councils for the future. 
- D** Help councils build communities. 
- E** Assist local government drive economic development. 

Key Initiative: 3

Best practice & continuous improvement

Facilitating continuous improvement in councils and the LGA.

Strategies:

- A** Lead by example. 
- B** Benchmark, innovate and research. 
- C** Improve LGA governance and operations with a focus on people, finances and our members. 
- D** Develop, review and improve LGA commercial enterprises. 

LGA Members

Adelaide City Council
 Adelaide Hills Council
 Alexandrina Council
 Anangu Pitjantjatjara Yankunytjatjara
 The Barossa Council
 District Council of Barunga West
 Berri Barmera Council
 City of Burnside
 Campbelltown City Council
 District Council of Ceduna
 City of Charles Sturt
 Clare & Gilbert Valleys Council
 District Council of Cleve
 District Council of Coober Pedy
 Coorong District Council
 District Council of the Copper Coast
 District Council of Elliston
 The Flinders Ranges Council
 District Council of Franklin Harbour
 Town of Gawler
 Regional Council of Goyder
 District Council of Grant
 City of Holdfast Bay
 Kangaroo Island Council
 District Council of Karoonda East Murray
 District Council of Kimba
 Kingston District Council
 Light Regional Council
 The District Council of Lower Eyre Peninsula
 District Council of Loxton Waikerie
 District Council of Mallala
 City of Marion
 Mid Murray Council
 City of Mitcham
 Mount Barker District Council
 City of Mount Gambier
 District Council of Mount Remarkable
 The Rural City of Murray Bridge
 Naracoorte Lucindale Council
 Northern Areas Council
 City of Norwood Payneham & St Peters
 City of Onkaparinga
 District Council of Orroroo Carrieton
 The District Council of Peterborough
 City of Playford
 City of Port Adelaide Enfield
 Port Augusta City Council
 City of Port Lincoln
 Port Pirie Regional Council
 City of Prospect
 Renmark Paringa Council
 District Council of Robe
 Municipal Council of Roxby Downs
 City of Salisbury
 Southern Mallee District Council
 District Council of Streaky Bay
 Tatiara District Council
 City of Tea Tree Gully
 District Council of Tumby Bay
 The City of Unley
 City of Victor Harbor
 Wakefield Regional Council
 The Corporation of the Town of Walkerville
 Wattle Range Council
 City of West Torrens
 The City of Whyalla
 Wudinna District Council
 District Council of Yankalilla
 Yorke Peninsula Council



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11.7 PROPOSED CONVERSION OF PRIVATE LANEWAY TO PUBLIC ROAD – SALISBURY LANE, ROYSTON PARK AND ROSEMONT LANE, NORWOOD

REPORT AUTHOR: Manager, Governance, Legal & Property
GENERAL MANAGER: General Manager, Governance & Community Affairs
CONTACT NUMBER: 8366 4507
FILE REFERENCE: qA2011 qA2010
ATTACHMENTS: A - E

PURPOSE OF REPORT

The purpose of this report is to present to the Council for its consideration a proposal to convert the Private Laneways known as Rosemont Lane, Norwood and Salisbury Lane, Royston Park to Public Road pursuant to Section 210 of the *Local Government Act 1999* and the Council's *Private Laneways Policy & Procedure*.

BACKGROUND

The Council's *Private Laneways Policy & Procedure* (the Policy) provides that the Council will select up to two (2) Private Laneways for conversion to Public Road each year. The Public Road conversion process is required to be conducted in accordance with Section 210 of the *Local Government Act 1999* (the Act) and the requirements of the Council's Policy.

A copy of the Policy is contained within **Attachment A**.

Since the adoption of the Policy, the following Private Laneways have been selected for conversion to Public Road:

- 2018-2019 – Post Office Lane, Norwood and Tolmer Place, Norwood; and
- 2019-2020 – Charlotte Lane, Norwood and Nelson Lane, Stepney.

Whilst Post Office Lane and Charlotte Lane have been successfully converted to Public Road, Tolmer Place and Nelson Lane failed to obtain the required level of agreement from adjoining property owners in accordance with the Council's Policy.

For the 2020-2021 financial year, Salisbury Lane, Royston Park and Rosemont Lane, Norwood have been identified as two (2) Private Laneways that are suitable for conversion to Public Road. Both Laneways are predominantly unsealed with poor surface condition and have a history of experiencing flooding issues which impact upon adjoining property owners.

Initial investigations have been undertaken by Council staff to determine the scope and cost of drainage infrastructure works required to resolve the flooding and stormwater issues in connection with the upgrade of either Laneway to Public Road, prior to commencing the research and consultation process for conversion to Public Road under the Act. In addition, initial discussions have been held with the adjoining property owners of Salisbury Lane due to the presence of Rights of Way and private ownership of sections of the Laneway.

The results of these early investigations and discussions are now presented to the Council for its consideration and determination as to whether one or both Laneways are suitable for conversion to Public Road in 2020-2021 under the Council's Policy.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Outcome 1: Social Equity

Objectives

2. A people-friendly, integrated, sustainable and active transport and pedestrian network.

2.2 Provide safe and accessible movement for people of all abilities.

3. An engaged and participating community.

3.3 Provide opportunities for community input in decision-making and program development.

FINANCIAL AND BUDGET IMPLICATIONS

The costs of converting a Private Laneway to Public Road are divided into, firstly, the legal and advertising costs required in the first financial year to acquire ownership of the Laneway under Section 210 of the Act, and secondly, the design and construction costs required in the second financial year to upgrade the Laneway to Public Road standard.

In the case of both Salisbury Lane and Rosemont Lane, additional costs will be incurred in order to install stormwater drainage infrastructure in both Laneways to resolve the existing flooding and stormwater issues. In addition, further legal and associated costs (including surveying fees and Lands Titles Office lodgement fees) will be incurred where easements through adjoining properties are required.

With respect to Salisbury Lane, due to the fact that four (4) adjoining property owners each own a section of the Laneway (see below for further information), additional legal and associated costs will be incurred in negotiating and preparing the required documentation for a boundary realignment and vesting of the land in the Council as Public Road (including surveying fees and Lands Titles Office lodgement fees).

A high-level estimate of the costs involved in the proposed conversion of Salisbury Lane and Rosemont Lane is set out in Table 1 below based upon the preferred stormwater drainage solution for each Laneway as set out in the Discussion section of this report. With respect to Rosemont Lane, the options for pavement treatment as part of the civil works required to upgrade the laneway are still being assessed. These estimates are subject to change and do not include the costs of negotiation or any compensation that may be agreed with adjoining property owners in respect to easements or boundary realignments.

TABLE 1: ESTIMATED COSTS OF CONVERSION TO PUBLIC ROAD

Estimated Costs		Salisbury Lane, Royston Park	Rosemont Lane, Norwood
Stage 1: Legal and advertising (2020-2021)	Standard costs	\$6,850	\$6,850
	Easement costs	\$4,000	N/A
	Boundary realignment & land vesting costs	\$7,500	N/A
Stage 2: Design & construction (2021-2022)	Design	\$20,000	\$20,000
	Civil works	\$337,500	\$18,000- \$155,000
	Drainage	\$90,000	\$15,000
TOTAL		\$465,850	\$59,850-\$196,850

*Note: all figures in this table are GST exclusive.

By way of comparison, the total cost of converting Post Office Lane, Norwood to Public Road was \$110,362 (GST exclusive) and the total cost of converting Charlotte Lane, Norwood to Public Road, which is still being completed, is estimated at \$300,696 (GST exclusive).

The Council ordinarily budgets for the conversion of two (2) Private Laneways in each financial year, at a total cost of approximately \$300,000-\$400,000.

In accordance with the Council's Policy, the standard legal, advertising and administrative costs of converting a Private Laneway to Public Road are recovered from the adjoining property owners of the Laneway if the conversion to Public Road proceeds – with the costs to be shared equally between them and recovered by way of a Separate Rate declared over the relevant properties.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

The Council's *Private Laneways Policy & Procedure* provides a framework for the Council to progressively assume ownership of and responsibility for Private Laneways throughout the City which have often deteriorated over time. Although the Council has no legal obligation to maintain these Laneways or convert them to Public Road, it is recognised that in many cases, the Council is the only authority which has the capacity to provide a solution for adjacent residents and businesses where there is no known owner of the Laneway.

Although the upgrade of a Private Laneway to Public Road benefits the community at large by improving the public road network, the Council's Policy requires that the legal and administrative costs of conversion are met by the adjoining owners of the Laneway, as they will most directly benefit from the upgrade. In accordance with the Council's Policy, the Council has determined to cover the costs of the capital upgrade works to bring the Laneway up to Public Road standard.

In some cases, despite the potential benefits of upgrading a Private Laneway to Public Road, the adjacent owners may determine that it is preferable for the Laneway to remain in private ownership. This may be for reasons of amenity, ease of current use and parking, and existing maintenance arrangements between adjacent owners.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The Private Laneways conversion process is managed in-house by Council Staff with assistance from external lawyers and consultants as required.

RISK MANAGEMENT

By converting a Private Laneway to Public Road under the legislative process set out in Section 210 of the Act, the Council assumes responsibility for the ongoing maintenance and upkeep of the Laneway, rather than responsibility and liability for the condition of the Laneway remaining an unknown factor due to the Laneway having no identifiable owner or a mix of ownership arrangements.

COVID-19 IMPLICATIONS

There are no direct implications from the COVID-19 pandemic or associated State Government restrictions on the proposed conversion of Salisbury Lane and Rosemont Lane to Public Road under the Council's Policy. In the event that the Council determines to proceed with the conversion of one or both of the Laneways and seeks to pass the legal and advertising costs of conversion on to the adjoining property owners as a Separate Rate in accordance with the Council's Policy, any financial hardship that may impact upon the ability of property owners to pay the Separate Rate will be considered by the Council on a case-by-case basis.

CONSULTATION

- **Elected Members**

Not Applicable.

- **Community**

An initial public meeting was held in February 2020 with the adjoining owners of Salisbury Lane to discuss the Council's proposal to convert Salisbury Lane to Public Road.

If the Council determines to proceed with the Public Road conversion process for Salisbury Lane or Rosemont Lane, further consultation will be conducted as required by Section 210 of the Act and the Council's Policy, including correspondence to all adjoining property owners and public notices.

- **Staff**

General Manager, Governance & Community Affairs
General Manager, Urban Services
General Manager, Urban Planning & Environment
Acting Manager, City Assets
Project Manager, Assets
Project Officer, Assets

- **Other Agencies**

Not Applicable.

DISCUSSION

Salisbury Lane

Background

Salisbury Lane was previously brought to the attention of Council staff as a result of reports from adjoining property owners of flooding at the south-western end of the Laneway and complaints regarding its degraded surface condition. The Laneway itself is of considerable length at 138 metres and has 38 adjoining rateable properties (comprising 25 Certificates of Titles), both residential and commercial.

Five (5) of the residential properties adjoining the Laneway, have primary vehicle access from First Avenue, but also have rear pedestrian access or access to additional sheds and garages from Salisbury Lane. The nine (9) units at 155 First Avenue at the end of the Laneway rely upon the Laneway for sole vehicle access from the Public Road network, as do another two (2) adjoining residential properties. All of the commercial properties on Payneham Road have vehicle access from both Payneham Road and rear access to additional car parking from Salisbury Lane.

The Laneway therefore has considerable usage by residents, businesses and customers, however, it is not relied upon as the sole vehicle access point from the Public Road network for the majority of adjoining properties.

A map showing the location of Salisbury Lane and the adjoining properties is contained within **Attachment B**.

The map identifies the property address for each Certificate of Title – in some cases, each Title is comprised of several rateable properties (e.g. separate business tenancies located within the one building).

As can be seen from the photos contained within **Attachment C**, the Laneway is predominantly unsealed and contains numerous potholes and corrugations caused by surface stormwater run-off. There is no existing stormwater drainage infrastructure except for a grated inlet pit located at the south-western end of the Laneway and a grated inlet pit located at the rear of the Units at 155 First Avenue. Both pits have limited capacity and connect to existing Council stormwater drainage infrastructure via a privately-owned pipe through the property located at 291 Payneham Road. A number of the adjoining properties discharge stormwater directly into the Laneway. During high rainfall events, the stormwater naturally drains towards the south-western end of the Laneway and flooding often occurs, including in the adjoining car parking area of the Units located at 155 First Avenue.

The north-eastern end of the Laneway, directly behind the Minicozzi Shopping Centre at 305-309 Payneham Road, was previously sealed and spoon drains were installed on either side of this section of the Laneway in around 2011 by the owner of the Shopping Centre to create easier access to the rear car parking area for tenants and customers.

Ownership and Rights of Way

In early 2020, Council staff commenced investigations into the ownership and status of Salisbury Lane. As shown on the map contained within **Attachment B**, the majority of the Laneway is privately owned by adjoining property owners. Namely, sections of the Laneway are included within the private Certificate of Title of four (4) properties – 165 First Avenue, 161 First Avenue, 301 Payneham Road and 155 First Avenue. These portions of land are subject to Rights of Way to enable other property owners to travel over the Laneway to access their properties.

In addition, two (2) sections of the Laneway are held in historical Certificates of Title by deceased estates. The Council also owns a portion of the Laneway directly adjoining Salisbury Avenue as a public thoroughfare.

These mixed ownership arrangements can make ongoing responsibility for maintenance and upkeep of the Laneway difficult to manage. Each individual property owner who owns a section of the Laneway, is responsible for maintaining their section to ensure it remains accessible and traversable by other persons who have the benefit of a Right of Way over it. However, there is no clear responsibility for maintenance of the two portions of the Laneway that remain under the ownership of a deceased estate, as is the case with the majority of Private Laneways in the City. This leads to different standards of maintenance along the Laneway and difficulties if agreement cannot be reached where upgrades are required to the whole length of the Laneway.

This has caused the deterioration of the Laneway's condition over time and explains why a comprehensive stormwater drainage solution has never been installed (particularly when the effects of flooding are predominantly experienced at the south-western end of the Laneway, with the properties closer to Salisbury Avenue being less affected).

Consultation with Adjoining Owners

Due to the ownership arrangements of Salisbury Lane, the agreement of the adjoining property owners who own sections of the Laneway would be required to any proposed conversion to Public Road, in addition to the required agreement from two-thirds (2/3^{rds}) of the adjoining owners under the Council's Policy. This is because a boundary realignment would be required and a transfer and vesting of those sections of privately owned land in the Council as Public Road. As owners of this land, it is at their discretion as to whether they agree to any boundary realignment and vesting of land in the Council. However, without the agreement of these four (4) property owners, the whole length of Salisbury Lane could not be converted to Public Road and the process would be frustrated.

By contrast, for the two (2) small sections of the Laneway that remain owned by a deceased estate, the normal process under Section 210 of the Act can be followed, including public notification to determine if any beneficiaries or descendants of the estate come forward. If not, the Council can proceed to take ownership of those sections of land under the Act, provided the required agreement is obtained from 2/3^{rds} of the adjoining owners in accordance with the Council's Policy.

On this basis, and to gain an early indication of the attitude of adjoining owners, Council staff wrote to all of the adjoining property owners of Salisbury Lane in February 2020, to advise of the Council's proposal to convert Salisbury Lane to Public Road in order to resolve the surface condition and flooding issues. The letter explained the process required under Section 210 of the Act and the Council's Policy (including the requirement for 2/3^{rds} of the adjoining owners to agree to the proposed conversion), and the requirement for those owners who own sections of the Laneway to also agree to a boundary realignment and transfer of land to the Council.

The letter invited all adjoining owners to attend a meeting to discuss the proposal. A meeting was held on 24 February 2020 at the St Peters Banquet Hall and property owners from 10 adjoining properties (including a representative of the 9 units at 155 First Avenue) attended. At the meeting, the issues related to flooding and the condition of the Laneway were discussed, including who is responsible for managing stormwater runoff at present and how the Council was proposing to address this. A query was also raised as to whether compensation would be provided to the adjoining owners who would be required to transfer a portion of their land to the Council as part of the Public Road conversion. These issues are discussed in further detail below.

In principle support was provided by eight (8) of the property owners to the proposed Public Road conversion of Salisbury Lane at the conclusion of the meeting. However, some owners (including those with ownership of a section of the Laneway) did not agree to the proposed conversion and boundary realignment, preferring that the land remains in private ownership on the basis that it adds value to their property and that flooding issues were not experienced in their section of the Laneway.

Council staff provided a written response to property owners in April 2020, to follow-up on the issues raised at the meeting and to advise of the Council's next steps. This confirmed that the Council had obtained preliminary engineering advice which indicated that it may be possible to connect new stormwater drainage infrastructure into existing underground drainage infrastructure near the western end of the Laneway, but that the Council would undertake further investigations into the feasibility of various drainage solutions for the Laneway to manage the flooding issues before proceeding further.

In respect to the question of compensation, Council staff confirmed that compensation would not be provided to adjoining property owners that agreed to transfer the required land to the Council on the basis that the Council would be meeting all costs associated with the capital works required to bring the Laneway up to Public Road standard, together with the ongoing future costs associated with maintenance of the Laneway.

A query was also raised following the meeting as to whether converting the Laneway to Public Road would enable further development of the commercial properties fronting Payneham Road. Advice obtained from the Council's Urban Planning Department confirmed that the conversion of the Laneway itself would not facilitate opportunities for multi-storey mixed use development on the Payneham Road-fronting properties. Rather, those opportunities would be facilitated by the planning policy changes being pursued by the State Government through the State Government's *Planning and Design Code*.

However, if those development opportunities were taken up, then the conversion of Salisbury Lane to Public Road would, over time, likely result in more intense flows of traffic along the Laneway. This is because any such developments would likely seek to take advantage of Public Road rear access via Salisbury Lane and may seek to split access and egress movements between Payneham Road and the Laneway, or seek to use the Laneway for all access and egress to their development site.

There was an indication from some of the adjoining property owners that these factors may lead them to not be supportive of the proposed conversion of Salisbury Lane to Public Road.

Stormwater Drainage Investigations

Tonkin was engaged by the Council in July 2020, to undertake an options assessment for drainage works within Salisbury Lane. Three (3) alternative options were assessed and high-level construction cost estimates were provided.

The options identified were designed to meet the 100 year ARI (1-in-100 year flood) drainage standard. Tonkin noted that this standard is not currently achievable in this location (even if one of the drainage solutions in the options set out below is adopted), due to capacity of the Council's downstream system in Payneham Road. However, the Council intends to undertake works to upgrade this downstream system as part of the Council's *Long-Term Drainage Program* for the period 2020 to 2030.

- **Drainage option 1**

Under Option 1, runoff from Salisbury Lane would be directed to the existing Council drain within the property located at 291 Payneham Road. The graded inlet pit at the end of the Laneway would be upgraded to a double side entry pit or several grated inlet pits to increase capacity and the existing Council drain would also be upgraded. An easement would need to be negotiated with the property owner of 291 Payneham Road to formalise the new drainage infrastructure.

The proposed drainage works under Option 1 are relatively minor, with an estimated cost of around **\$90,000** (GST exclusive).

- **Drainage option 2**

Under Option 2, stormwater flows from Salisbury Lane would be redirected through a new drain to be constructed in the central common property of the units at 155 First Avenue, with the drain to continue along First Avenue and connect into the Council's existing stormwater drainage network at the western end of First Avenue. Due to the length of the proposed new stormwater pipe and the surrounding terrain, parts of the new stormwater pipe would need to be constructed at a significant depth. This would require significant excavation works on the common property. An easement would also need to be negotiated with the property owners at 155 First Avenue to formalise the new drainage infrastructure.

The proposed drainage works under Option 2 are more substantial, with an estimated cost of around **\$260,000** (GST exclusive).

- **Drainage option 3**

Under Option 3, stormwater runoff arriving at the western end of Salisbury Lane would be pumped back up the Laneway to the Salisbury Avenue water table. From there, runoff would follow the existing flow path towards First Avenue, before being captured by the existing inlet at the western end of First Avenue. The length of this flow path is significant, at 340 metres. A pump station and sump with increased storage volume, together with a new rising main along the length of the Laneway, would need to be installed.

The proposed drainage works under Option 3 are substantial with an estimated up-front cost of **\$260,000** (GST exclusive) together with the ongoing operating and maintenance costs for the pump.

As per Tonkin's recommendation, Option 1 is the preferred drainage outcome as it makes use of existing Council infrastructure and is more cost effective, whilst still delivering a comparable drainage solution to the other options.

Construction

In addition to the proposed stormwater drainage works, significant civil works would also be required to upgrade Salisbury Lane to Public Road standard, at an estimated cost of \$337,500. Such works would include re-laying of asphalt and sub-base, line-marking, construction of a spoon drain and signage. Due to the degraded condition of Salisbury Lane, the cost of constructing the sub-base underneath the pavement is significant.

If Option 1 for the drainage works is adopted, this would result in a total estimated construction cost of **\$427,500** (GST exclusive) for the upgrade of Salisbury Lane.

Rosemont Lane

Background

Rosemont Lane was also brought to the attention of Council staff by adjoining property owners as a result of flooding that occurs at the western end of the Laneway. This Laneway services a smaller number of properties but is still of considerable length at 140 metres. It has a total of 21 adjoining rateable properties (noting that two (2) of these properties are strata titled and each contain a large number of units with vehicle access from William Street – on this basis, only the common property of the Strata Corporation has been included as an adjoining property). The Laneway provides primary vehicular access for 10 residential properties on Rosemont Street and rear access for one of the residential properties on Elizabeth Street.

A map showing the location of Rosemont Lane and the adjoining properties is contained within **Attachment D**.

As can be seen from the photographs contained within **Attachment E**, the Laneway is unsealed (although in relatively good condition) and contains no existing drainage infrastructure. All of the garages at the rear of the properties on Rosemont Street discharge stormwater into the Laneway. In high rainfall events, flooding often occurs at the western end of the Laneway (behind the properties at 5B and 7 Rosemont Street) as the land naturally falls towards the west and there is no outlet for stormwater. There are six (6) large Red Gum trees on the northern boundary of the laneway, located within private property.

Ownership

The entirety of Rosemont Lane is privately owned, with the majority of the Laneway owned by an unknown or deceased owner (to be confirmed once the required legal research and public notices have been undertaken). There is a small portion of land at the western end of the laneway, directly behind 5B and 7 Rosemont Street, which is contained in a separate Certificate of Title (CT 5209 / 850). This is marked on the map contained within **Attachment D**.

This parcel of land appears to be owned by a company based in Adelaide and is subject to a Right of Way to enable access by adjoining owners. It is unclear how this ownership arrangement came about, given this is a small landlocked parcel of land at the end of the Laneway with no connection to the ownership of the adjoining allotments. It may be that this parcel is simply the remainder of a larger parcel of land left behind after subdivision of the land in this location many years ago, as is likely the case with the rest of the Laneway.

In any event, efforts will need to be made to locate the current property owner to negotiate a transfer of this small parcel of land to the Council to facilitate the conversion of the entire stretch of the Laneway to Public Road. This will also be important to enable the recommended drainage works to be undertaken on the Laneway, as detailed further below.

With respect to the remainder of the Laneway, the normal process under Section 210 of the *Local Government Act 1999* and the Council's Policy to convert the Private Laneway to Public Road can be undertaken. This would also require agreement from two-thirds (2/3^{rds}) of the adjoining property owners to the proposed conversion of the Laneway to Public Road.

Stormwater Drainage Investigations

Tonkin was engaged by the Council in February 2020 to undertake an options assessment for drainage works within Rosemont Lane. Three (3) alternative options were initially identified.

- **Drainage option 1**

Under Option 1, new stormwater drainage infrastructure would be constructed within Rosemont Lane with the system discharging through a new underground pipe along the northern boundary of the property at Unit 2, 112 Sydenham Road, down the driveway and out to Sydenham Road. As there is no existing infrastructure in this section of Sydenham Road to tap into, the drain would need to extend north along Sydenham Road to connect into the Council's existing infrastructure in William Street (approximately 170 metres).

This option provides the most direct drainage solution to get stormwater out of the Laneway, however, there is very limited space around the house at 112 Sydenham Road which would make construction difficult. An easement would also need to be negotiated with the property owner for the new drainage infrastructure.

The estimated cost of this option is **\$234,500** (GST exclusive).

- **Drainage option 2**

Under Option 2, new stormwater drainage infrastructure would be constructed within Rosemont Lane and a new underground pipe would run north through the common property of 58 William Street, likely on the eastern side of the units, to connect into the Council's existing side entry pits in William Street. Although this option requires a much longer easement through the adjoining property, it enables the new infrastructure to directly connect into the Council's existing drainage infrastructure in William Street.

The estimated cost of this option is **\$178,600** (GST exclusive).

- **Drainage option 3**

Under Option 3, new stormwater drainage infrastructure would be constructed within Rosemont Lane to pump water back along the Laneway to Rosemont Street and then down to Sydenham Road. From there, as with Option 1, the drain would need to extend north along Sydenham Road to connect into the Council's existing infrastructure in William Street. This is the longest route identified, although it avoids interfering with private property.

The estimated cost of this option is **\$260,000** (GST exclusive) together with the ongoing operating and maintenance costs of the pump.

In response to the significant costs associated with new stormwater drainage infrastructure options for Rosemont Lane, the Council engaged Dryside Engineering in November 2020, to undertake an assessment of alternative options for stormwater management in the Laneway. Alternatives to 'hard' drainage solutions were explored on the basis of the Laneway's low-use residential character and to take into account protection of the mature Red Gum trees located on the northern boundary of the Laneway.

Following completion of their investigations, Dryside Engineering recommended the construction of an infiltration basin at the western end of the Laneway, behind the property at 5B Rosemont Street. A spoon drain, drainage pits and underground drainage trench would be constructed along the length of the Laneway to collect water from down pipes from adjoining properties and surface runoff, which would then drain towards the basin at the end of the Laneway. From there, the water would be stored underground in the basin and would slowly infiltrate into the surrounding earth. The basin itself would be approximately 12.5 square metres in surface area and around 1 metre deep, and would be lined with a geotextile to enable infiltration and backfilled with crushed rock. The property at 5B Rosemont Street, behind which the infiltration basin would be located, does not have rear property access from the Laneway.

The estimated cost of this stormwater drainage solution is **\$15,000** (GST exclusive).

The benefits of this drainage approach are its low capital cost, simple construction and the fact that it avoids the need to negotiate easements or interfere with private property. However, the capacity of such a system is limited, in that it can only deal with storm events up to 20% AEP (equivalent to a 1-in-5 year storm event) and short period storm events above that level. Where significant storm events occur above that level, some flooding of the Laneway would occur. Nevertheless, this still presents an improvement on the current situation for the Laneway and would reduce the frequency and magnitude of flooding.

It should be noted that the infiltration basin drainage solution relies upon acquisition of the separate parcel of land at the western end of the Laneway. If this is not possible, one of the earlier drainage options identified by Tonkin would need to be considered.

Construction

In connection with the proposed infiltration basin, Dryside Engineering considered several different pavement types for the Laneway, including traditional crushed rock / gravel, permeable interlocking pavers, asphalt and retaining the existing gravel pavement. Permeable interlocking pavers or retaining the existing gravel pavement were identified as preferred options on the basis that they allow water infiltration to assist with stormwater management and do not seal off oxygen from the roots of the mature Red Gum trees located on the boundary of the Laneway. An additional consideration in selecting a pavement option for the Laneway is the risk of excavation within the structural root zone and tree protection zone of these trees. **As such, further exploratory work will be undertaken to identify the location of the tree roots in order to determine the best surface treatment for the Laneway.**

The cost estimates for each of the pavement types, together with the required civil works to upgrade the Laneway to Public Road standard (including the re-laying of asphalt and sub-base where required, line-marking and signage), is set out below:

- Crushed rock / gravel - \$85,000
- Permeable pavers - \$155,000
- Asphalt - \$125,000
- Grading of existing gravel pavement - \$18,000

As such, if the infiltration basin option is adopted and dependent upon the pavement treatment selected, the total construction costs to upgrade Rosemont Lane could range from **\$33,000** (GST exclusive) to **\$170,000** (GST exclusive).

OPTIONS

The Council's *Private Laneways Policy & Procedure* provides that the Council will select up to two (2) Private Laneways for conversion to Public Road each year. This is not a legislative requirement and it is at the Council's discretion whether it determines to convert a Laneway to Public Road under Section 210 of the Act.

The Council's Policy provides flexibility for the Council where the estimated costs of converting a Laneway to Public Road are significant, such that the Council may determine to convert only one Laneway to Public Road in a given financial year. Where the costs are significant, the Council should weigh up the benefit to be obtained by the adjoining residents and businesses if the Laneway is converted to Public Road against the expenditure required – noting that there are a significant number of Laneways throughout the City that would benefit from an upgrade to Public Road that may achieve a more appropriate balance between these factors.

In addition, as experienced in the two (2) preceding years, there is always a chance that one or both Laneways selected will not proceed to Stage 2 of the conversion process if the required level of agreement from the adjoining property owners cannot be obtained. This is particularly a risk where privately owned land and Rights of Way comprise part of the land that the Council requires for conversion to Public Road. This is another factor to be taken into consideration when selecting a Laneway for conversion to Public Road.

Option 1

Given the estimated cost of converting Salisbury Lane, Royston Park to Public Road is significant and exceeds the cost of converting two (2) Private Laneways to Public Road (at \$465,850 GST exclusive), the Council could determine to only proceed with the proposed conversion of Salisbury Lane in 2020-2021.

The conversion process for Rosemont Lane, Norwood and another Private Laneway could then be commenced in the following financial year.

It is noted, however, that the successful conversion of Salisbury Lane to Public Road is reliant upon reaching agreement with each of the four (4) adjoining property owners who each own sections of the Laneway. Their agreement to a boundary realignment and vesting of the relevant section of their land in the Council is required, in addition to obtaining the two-thirds (2/3rds) agreement from all adjoining owners to the proposed conversion of the remainder of the Laneway to Public Road. If one of the owners does not agree to the proposed boundary realignment and vesting, the conversion of the Laneway will not be able to proceed. There has been some indication in the Council's interactions with the adjoining property owners to-date that this agreement in respect to the privately-owned land may not be obtained.

If this occurs, there is a risk that no Private Laneway will be converted to Public Road in the 2020-2021 financial year.

Option 2

Alternatively, due to the significant estimated costs of converting Salisbury Lane to Public Road, the extensive drainage works required and the potential difficulties in obtaining the required level of agreement from adjoining owners, the Council could determine not to proceed with Salisbury Lane and instead proceed only with the proposed conversion of Rosemont Lane, Norwood in this financial year. If the required two-thirds (2/3^{rds}) agreement is obtained from the adjoining owners of Rosemont Lane, the design and construction of the Laneway could proceed in 2021-2022.

This would result in the Council's expenditure coming in under-budget, as Rosemont Lane falls within the normal range of estimated costs for conversion of a single Private Laneway to Public Road (at \$59,850-\$196,850 GST exclusive, depending upon the civil works required). As such, Council staff could select a second straightforward Private Laneway from the priority list for conversion to Public Road in the 2020-2021 financial year.

With respect to Salisbury Lane, the Council could determine to move this Laneway to the bottom of the Council's priority list for Public Road conversion due to the difficulties outlined above. The Council could revisit the upgrade of the drainage infrastructure in Salisbury Lane and the surrounding streets in the future as part of the investigations into the upgrade of the Council's infrastructure in Payneham Road and surrounds under the Long-Term Drainage Program for the period 2020 to 2030.

Option 3

Alternatively, the Council could determine to proceed with the proposed conversion of Rosemont Lane, Norwood in 2020-2021 and, in the interests of finalising the matter for the adjoining property owners of Salisbury Lane, the Council could commence negotiations with the four (4) adjoining property owners of Salisbury Lane, Royston Park with respect to the proposed boundary realignment and vesting of land in the Council as Public Road. There is available budget in the 2020-2021 financial year for the legal costs associated with this.

If agreement can be obtained from these property owners, and if the two-thirds (2/3^{rds}) agreement with respect to the conversion of the remainder of the Laneway is also obtained, design and construction for the upgrade of Salisbury Lane could be progressed in the 2022-2023 financial year (noting that the design and construction of Rosemont Lane would occur in 2021-2022). Due to the costs associated with the drainage works required for Salisbury Lane, only Salisbury Lane would be constructed in that financial year.

If negotiations with the four (4) adjoining property owners of Salisbury Lane are successful, a report would be presented to the Council in relation to preparation of a Plan of Division and Contracts of Sale with each of the owners to effect the boundary realignment and transfer of land. If agreement cannot be reached with the adjoining owners, the Public Road conversion process for the Laneway could be formally ended.

Whilst Option 2 would be suitable in light of the costs and difficulties associated with the proposed conversion of Salisbury Lane to Public Road, in the interests of responding to the concerns of the adjoining property owners of Salisbury Lane and bringing this matter to a final resolution, Option 3 is recommended.

CONCLUSION

The Council's *Private Laneways Policy & Procedure* provides that the Council will select up to two (2) Private Laneways for conversion to Public Road each year pursuant to Section 210 of the *Local Government Act 1999* and in accordance with the Council's *Private Laneways Policy & Procedure*. Salisbury Lane, Royston Park and Rosemont Lane, Norwood have been identified as Laneways that are suitable for conversion to Public Road. Both Laneways are predominantly unsealed, with poor surface condition and have a history of experiencing flooding issues which impact upon adjoining property owners. Initial investigations have indicated that the upgrade of both Laneways to Public Road, and particularly Salisbury Lane, could attract significant costs due to the extensive drainage works required and the complexities regarding private ownership of sections of Salisbury Lane. As such, the Council should determine whether to proceed with the proposed conversion of one or both Laneways in the 2020-2021 financial year.

COMMENTS

Nil.

RECOMMENDATION

1. That the proposed conversion of the Private Laneway known as 'Rosemont Lane', Norwood to Public Road proceed pursuant to Section 210 of the *Local Government Act 1999* and in accordance with the Council's *Private Laneways Policy & Procedure* in the 2020-2021 financial year, with design and construction to occur in 2021-2022.
2. That the Chief Executive Officer be authorised to negotiate a transfer of the parcel of land comprised in Certificate of Title Volume 5209 Folio 850 and located at the end of Rosemont Lane, Norwood to the Council and a vesting of this land in the Council as Public Road, in connection with the proposed conversion of Rosemont Lane to Public Road.
3. That the Chief Executive Officer be authorised to enter into negotiations with the property owners of 165 First Avenue, 161 First Avenue, 301 Payneham Road and 155 First Avenue, Royston Park with respect to a proposed boundary realignment and vesting of the land comprised within the Private Laneway known as 'Salisbury Lane', Royston Park in the Council as Public Road, and that the Chief Executive Officer be authorised to prepare the required legal and conveyancing documentation to effect the boundary realignment and vesting of land for approval by the Council, in connection with the proposed conversion of Salisbury Lane to Public Road under the Council's *Private Laneways Policy & Procedure*.

Attachments – Item 11.7

Attachment A

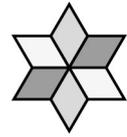
Proposed Conversion of Private Laneway to Public Road Salisbury Lane, Royston Park and Rosemont Lane, Norwood

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters



NAME OF POLICY: Private Laneways Policy and Procedure

POLICY MANUAL: Governance

BACKGROUND

Within the City of Norwood Payneham & St Peters ('the City'), there are a number of Private Laneways which provide pedestrian and vehicular access to residential properties and businesses, and access routes to adjoining roads and destinations.

The majority of these Private Laneways have no known owner, or remain in the ownership of an individual who is now deceased. This often results from historical land divisions and subsequent reconfiguration of allotments that result in "forgotten" parcels of land. Over time, the only part of the original title that remains is the Private Laneway. This land often remains in the name of the original owner, with the heirs or successors in title not coming forward to take possession of the land. Today, the land comprising Private Laneways in the City often have no assessment number and therefore, are not subject to Council rates, and they may not have a current Certificate of Title.

Some of these Private Laneways have deteriorated over time and require maintenance, and in some cases, upgrading, to ensure that they remain accessible. As the Laneways are privately-owned, the Council has no obligation to repair or upgrade them.

Nevertheless, the Council receives a substantial number of enquiries from residents who utilise these Private Laneways regarding their ownership and requesting maintenance and upkeep to be undertaken.

This Policy provides a framework for the Council to progressively assume ownership of and responsibility for Private Laneways within the City through their conversion to Public Road.

This Policy does not apply to Rights of Way, except in circumstances where a Right of Way adjoins a Private Laneway, in which case a boundary realignment and acquisition of the Right of Way may be proposed in connection with the proposed conversion of the Private Laneway to Public Road.

DISCUSSION

The Council recognises the difficulties that face residents and businesses that rely upon Private Laneways for access to their properties, and acknowledges that the Council is often the only authority which has the capacity to provide a solution.

As such, the Council has determined to progressively assume responsibility for selected Private Laneways within the City through implementing the statutory process set out in Section 210 of the *Local Government Act 1999* (the Act), to convert the Private Laneway to a Public Road, whereby its ownership vests in the Council.

KEY PRINCIPLES

This Policy is based on the following key principles:

- The Council will seek to provide a safe environment and trafficable surface for residents to access their properties.

- A well-connected and accessible Private Laneways network serves a functional purpose, contributes to local amenity and is of benefit to the whole community.
- The Council is committed to establishing transparency and accountability in its processes and procedures, to facilitate equitable consideration and outcomes for resident enquiries.

DEFINITIONS

Act - the *Local Government Act 1999* (SA).

Adjoining Allotment - a rateable property directly adjoining a Private Laneway.

Adjoining Owner - the owner of an Adjoining Allotment.

Public Road - Roads which are owned or vested in the name of the Council (and otherwise in accordance with the definition set out in the Act), and the Council is responsible for the care, control, management and upkeep of the Road.

Private Laneway - a Road which is privately owned (ie not owned by the Council), with the private owner of the Road being responsible for its upkeep.

Road - a public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes a bridge, viaduct or subway, or an alley, laneway or walkway.

Rights of Way - are easements which function as a Road – ie they provide one party with the legal right to pass over a specific route on property owned by another party.

POLICY

The Council may, where the Council considers it necessary or appropriate to do so, assume ownership of a Private Laneway.

This will be undertaken in accordance with the process set out in Section 210 of the Act to convert the Private Laneway to a Public Road, and in accordance with the requirements set out in this Policy and Procedure.

The conversion of a Private Laneway to a Public Road by the Council is subject to the following conditions:

- the Council must be unable to identify and find the owner of the Private Laneway (including the heirs or successors of such an owner) after making reasonable enquiries (as the Council considers appropriate);
- the Council will seek to obtain written agreement from a minimum of two thirds (2/3^{rds}) of the Adjoining Owners to the Council's proposal to declare the Private Laneway a Public Road*;
- the costs to convert the Private Laneway to a Public Road (including, but not limited to legal, advertising, and administration costs) will be met in entirety by all Adjoining Owners, and the costs will be shared equally between them or otherwise as agreed to by the Council;
- the Council will declare a Separate Rate over the relevant part of the Council area amounting to a rates liability against each Adjoining Allotment (which may be payable by instalments, and otherwise on the terms and conditions set by the Council), in order to recover the costs of converting the Private Laneway to a Public Road;
- upon the Private Laneway becoming a Public Road, the Council will be responsible for all costs associated with undertaking the required capital upgrade works to the Private Laneway in order to bring it up to Public Road standard (subject to the Council approving this funding in its annual Budget consideration and adoption process).

- At the discretion of the Council, capital upgrade works will not be undertaken by the Council in respect of a Private Laneway until:
 - all of the necessary legislative requirements and administrative arrangements are finalised to ensure that the Private Laneway has been declared as a Public Road and its ownership has been transferred to the Council; and
 - the Separate Rate has been declared over the Adjoining Allotments.
- Upon completion of the capital upgrade works, the Private Laneway (which is now a Public Road) will be incorporated into the Council's Whole-of-Life Model and will be maintained in accordance with the Model.
- The Council will assign a name to the newly created Public Road in accordance with the Council's *Naming of Roads and Public Places Policy*.

It is the Council's objective to select up to two (2) Private Laneways for conversion to Public Road each year, and subsequently, to include the upgrade of up to two (2) Private Laneways within the Council's Annual Capital Works Program in the following financial year.

The selection of a Private Laneway for conversion to Public Road will be undertaken in accordance with the Council's Private Laneways Procedure.

***Note:** *Section 210 of the Act does not prescribe a minimum level of agreement with respect to the proposed conversion of a Private Laneway to Public Road. Pursuant to the Act, and having followed the required process set out in Section 210 of the Act, the Council can determine to convert a Private Laneway to Public Road at its discretion, without any written agreement from Adjoining Owners, or with a level of agreement that is less than the 2/3rds threshold stated in this Policy.*

PRIVATE LANEWAYS PROCEDURE

The Council's Private Laneways Register contains a list of all Private Laneways identified in the City.

A Private Laneways Priority List has also been developed which ranks all Laneways on the Register in order of priority for conversion to Public Road under this Policy. The Priority List is based upon:

- firstly, a condition assessment of all Laneways (with those Laneways in poor condition having greater priority);
- secondly, a compliance assessment in relation to traffic management, stormwater and planning requirements; and
- thirdly, consideration of the selection criteria set out below.

Despite the creation of the Priority List, a Private Laneway may be considered for conversion to Public Road in a given year at the Council's discretion, taking into consideration the selection criteria below.

Selection Criteria

In selecting a Private Laneway for conversion to a Public Road, any one or more of the following criteria may be taken into consideration:

- **Public infrastructure** – the extent to which public infrastructure (owned by the Council or other public authorities) is already installed in / over / under the Private Laneway. For instance, drainage, kerbing, footpaths, street lighting, water / sewer / electricity services.
- **Condition** – the condition of the Private Laneway and any public infrastructure present (including, for example, the condition of the surface / kerbing / footpath, drainage capacity, lighting, vegetation growth, rubbish etc).
- **Usage** – the extent of use by adjacent residential and/or commercial properties, including where the Private Laneway provides sole or primary vehicle access to the property from the Public Road network, the extent of use by other road users or pedestrians, and the type of use (including, eg vehicular, pedestrian, service vehicle access, parking).
- **Size and locality** – the total length/width/area of the Laneway, the number of Adjacent Allotments, the extent to which the Private Laneway is connected to the Public Road network, and the characteristics of the location of the Private Laneway (for example, particular environmental factors).
- **Ownership and tenure** – whether the Private Laneway is held in private ownership by a single person / entity or multiple persons / entities, including if portions of the Laneway are held in separate private or public ownership (for instance, portions of the Laneway may comprise part of the title for Adjacent Allotments, or may comprise part of the common property of a strata or community corporation), or if portions of the Laneway are subject to other property rights (including, eg, easements, rights of way, land management agreements).
- **Public vs private demand** – the extent to which the Private Laneway is reasonably required for public access, balanced with the interest of adjacent property owners in retaining private access. This may include present or anticipated demand for access (including as a result of future anticipated development), as well as (without limitation) amenity, safety, environmental, heritage and cultural considerations.
- **Strategic purpose** – the extent to which the Private Laneway has a future strategic purpose for the Council, or presents an opportunity to be activated for public use (including, for example, to provide access to an adjacent Council-owned reserve or facility, or to improve pedestrian connectivity throughout the City).
- **Planning considerations** – any relevant planning or development considerations as identified by the Council;

- **Cost** – the anticipated operating and capital costs (both initial and ongoing) for the Council regarding maintenance and upgrade works, if the Private Laneway was converted to a Public Road and maintained at Public Road standard.
- **Risk to Public Safety** – any risk (whether actual or anticipated) to public safety presented by the condition or usage (or otherwise) of the Private Laneway (including, for example, use by persons engaged in anti-social behaviour, fire risk from vegetation growth, flooding risk etc).
- **Encroachment / Obstruction** – the presence of any encroachment or obstruction over the Private Laneway which prevents access by adjacent landowners or the general public and/or decreases amenity (including, for example, fencing, gates, equipment, vehicles, rubbish and other unauthorised dumping etc).
- **Maintenance requests** – the frequency and / or number of requests received by the Council with respect to access/maintenance/upgrade, etc of the Private Laneway.

The Council's Urban Planning & Environment Department will be consulted prior to selecting a Private Laneway for conversion to Public Road.

Process

It is anticipated that the Public Road conversion process ('Stage 1') will be undertaken over a period of approximately one (1) year in relation to the two (2) Private Laneways selected for conversion to Public Road that year.

The design and construction of the newly created Public Road ('Stage 2') will be undertaken in the following financial year.

Step	Action	Responsibility	Timeframe (approximate)
STAGE 1 – PUBLIC ROAD CONVERSION (Year One)			
1	Undertake research to determine: <ul style="list-style-type: none"> • the current status and ownership of the Private Laneway; and • any person(s) with a registered legal interest over the Private Laneway. 	Council's Lawyers Lands Titles Office of SA	Six (6) months <i>July - December</i>
2a	Write to Adjoining Owners and (where relevant) registered interest-holders of the Private Laneway to give notice of the Council's proposed Public Road declaration. <i>(Note – written agreement is required from at least 75% of Adjoining Owners for the Public Road conversion to proceed under the Council's Private Laneways Policy)</i>	Governance & Community Affairs Department	Allow three (3) months for responses <i>February-April</i>
2b	Publication of the Council's proposed Public Road declaration: <ul style="list-style-type: none"> • in the SA Government Gazette; • on the Council's website; and in a local newspaper.	G&CA Department	Simultaneously with Step 2a
3	Prepare funding submission for next financial year's Budget in relation to:	Urban Services Department G&A Department	<i>February-March</i>

Step	Action	Responsibility	Timeframe (approximate)
	<ul style="list-style-type: none"> • Stage 2 – Design and Construction for current two (2) Private Laneways; and • Stage 1 – Public Road Conversion – for next two (2) Private Laneways. 		
4	<p>Council meeting to consider the proposed Public Road conversion, and any submissions received from registered interest-holders:</p> <ul style="list-style-type: none"> • if 2/3^{rds} of Adjoining Owners agree to the Public Road conversion, the Public Road conversion process can proceed and the Council can declare the Private Laneway as a Public Road; <p><i>(Note – a Council resolution is required to declare the Private Laneway as a Public Road pursuant to Section 208 of the Act, and a name must be assigned to the new Public Road)</i></p> <ul style="list-style-type: none"> • if 2/3^{rds} agreement is not reached, the Public Road conversion process cannot proceed, in accordance with the Council's Private Laneways Policy. 	G&CA Department	June-July
5	<ul style="list-style-type: none"> • Publication of the Council's resolution in the SA Government Gazette. <p><i>(Note – the resolution declaring the Private Laneway to be a Public Road will not take effect until publication in the Gazette pursuant to Section 208(5) of the Act)</i></p> <ul style="list-style-type: none"> • Give notice of the Council's Public Road declaration to the Registrar-General. Registrar-General to issue new Certificates of Title for the Public Roads to the Council. • Advise Urban Services to include the Public Road in the Council's Public Road and Asset Registers. 	G&CA Department	The next available Gazette date June-July
6	Write to Adjoining Owners of the Private Laneway advising whether 2/3 ^{rds} agreement to Public Road conversion was obtained and whether the Public Road Conversion process will proceed.	G&CA Department	June-July

Step	Action	Responsibility	Timeframe (approximate)
STAGE 2 – DESIGN & CONSTRUCTION (Year Two)			
1	Annual Budget consideration and adoption by the Council. <i>(Note – if funding is successfully allocated, the capital upgrade works will be included in the Council's Capital Works Annual Program for this financial year)</i>	Council	July
2	Prepare preliminary design for capital upgrade works to Public Road.	Urban Services Department	July-September
3	If Public Road Conversion is proceeding, prepare a report to the Council regarding the proposed declaration of a Separate Rate under Section 154 of the Act over the Adjoining Allotments of the Public Road to recover the costs of Conversion.	G&CA Department Corporate Services Department	August-September
4	Undertake community consultation (including publication of required notices and holding of public meeting), as required by Section 151(5)(e) of the Act regarding the proposed declaration of a Separate Rate.	G&CA Department	Three (3) weeks August-September
5	Prepare a report to the Council regarding community consultation for the proposed Separate Rate. Council to resolve to declare the Separate Rate as part of the next financial year's Budget process (or resolve not to proceed with the proposed declaration).	G&CA Department Corporate Services Department	September-October
6	Review and finalise design for capital upgrade works to Public Road.	Urban Services Department	October-November
7	Procurement of contractor to undertake capital upgrade works to Public Road.	Urban Services Department	December-January
8	Undertake the capital works to upgrade the new Public Road to Public Road standard.	Urban Services Department	February-June
9	Upon completion of the capital works, incorporate the Public Road into the Council's Asset Management database.	Urban Services Department	July
10	Declaration of Separate Rate over Adjoining Allotments of the Public Road as part of the Annual Budget process.	Corporate Services Department	July

REVIEW PROCESS

This Policy and Procedure will be reviewed every three (3) years.

INFORMATION

The contact officer for further information at the City of Norwood Payneham & St Peters is Council's Manager, Governance, Legal & Property, telephone 8366 4507.

ADOPTION OF THE POLICY

This Policy was adopted by the Council on 6 June 2016.

This Policy and Procedure was reviewed and adopted by the Council on 4 March 2019.

This Policy and Procedure was reviewed and adopted by the Council on 7 September 2020.

TO BE REVIEWED

2023

Attachment B

Proposed Conversion of Private Laneway to Public Road Salisbury Lane, Royston Park and Rosemont Lane, Norwood

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

Telephone 8366 4555
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Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

SALISBURY LANE, ROYSTON PARK



 Privately owned land & Rights of Way

 Historical parcel of land

 Council-owned land

Attachment C

Proposed Conversion of Private Laneway to Public Road Salisbury Lane, Royston Park and Rosemont Lane, Norwood

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

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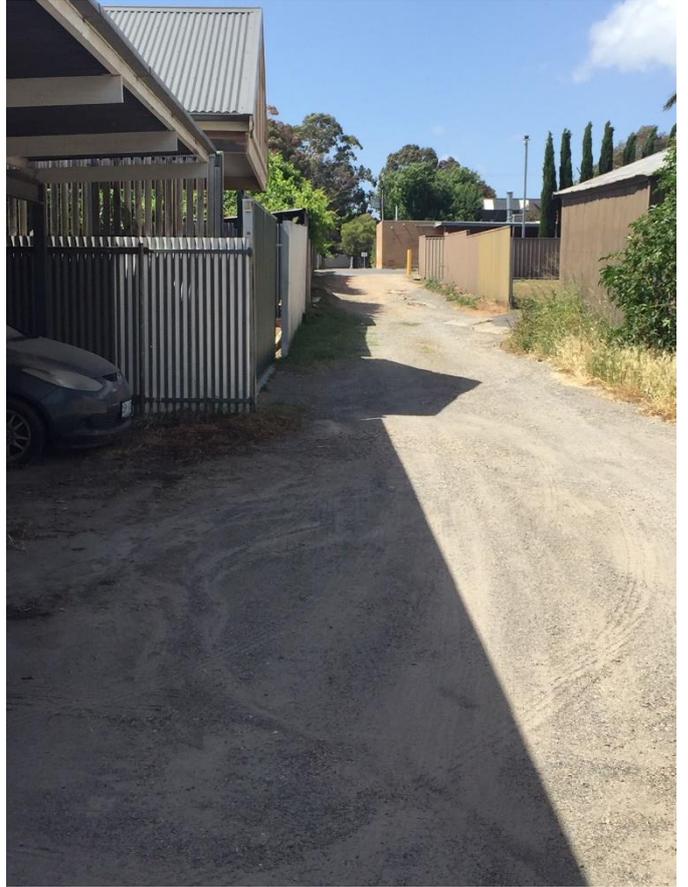


City of
Norwood
Payneham
& St Peters

SALISBURY LANE, ROYSTON PARK



SALISBURY LANE, ROYSTON PARK



Attachment D

Proposed Conversion of Private Laneway to Public Road Salisbury Lane, Royston Park and Rosemont Lane, Norwood

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City of
**Norwood
Payneham
& St Peters**

ROSEMONT LANE, NORWOOD



Privately owned land



Historical parcel of land

Attachment E

Proposed Conversion of Private Laneway to Public Road Salisbury Lane, Royston Park and Rosemont Lane, Norwood

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City of
**Norwood
Payneham
& St Peters**

ROSEMONT LANE, NORWOOD



ROSEMONT LANE, NORWOOD



11.8 VARIATION TO A LAND MANAGEMENT AGREEMENT – WILLOW BEND ESTATE

REPORT AUTHOR: Senior Urban Planner
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4537
FILE REFERENCE: DA: 155/1/2021
ATTACHMENTS: A – B

PURPOSE OF REPORT

The purpose of this report is to advise the Council of a request that has been received seeking approval to grant a Waiver to Section 2.1.1.1 of the Land Management Agreement (LMA) for the Willow Bend Estate, to allow the removal of a regulated Manna Gum tree (*Eucalyptus viminalis*) at 27 Broad Street, Marden.

BACKGROUND

During the assessment of the Development Application for the Willow Bend Estate (the former SA Water Depot Site) in 1999, the Council requested that an LMA be entered into between the Council and the Developer, to ensure that a range of urban design and amenity issues, including landscaping and the retention of mature trees, which were not regulated by legislation at that time, could be dealt with effectively because of the contribution that the trees made to the character and amenity of the area.

Forty (40) mature trees were sought to be retained as part of the Tree Retention Plan for the Willow Bend Estate Land Division.

A total of fourteen (14) allotments within the Estate have trees located on them, which are protected through the LMA. Other trees protected by the LMA are located within the road verge and publicly accessible reserve areas within the Estate.

Section 2 of the LMA requires property owner's within the Estate to ensure that the trees identified on the Tree Retention Plan are:-

- 2.1.1.1. *Retained and not cleared;*
- 2.1.1.2. *Maintained and cared for in a manner which will best ensure the Tree's ongoing good health and vitality; and*
- 2.1.2. *The owner will ensure that the Tree Management Plan is adhered to.*

A copy of the LMA, including the Tree Retention Map is contained in **Attachment A**. For brevity, only a modified version of the LMA appendices and the Design Guidelines, which includes references to trees and landscaping, has been included in the attachment. A plan highlighting the location of the trees is contained in **Attachment A7**.

On 5 January 2021, the Council received a Development Application (Development Application Number 155/1/2021) from the owners of 27 Willow Bend, seeking Development Approval to remove the Regulated Manna Gum tree, which is identified on the Tree Retention Plan. A copy of the Development Application from the owners of 27 Willow Bend is contained in **Attachment B**.

Section 4.4 of the LMA provides that the Council may waive compliance by a property owner with the whole or any part of the obligations set out in the LMA, provided that no such waiver will be effective unless it is approved in writing by the Council.

In the event that the Development Application to remove the Regulated Tree is approved, the owners of 27 Willow Bend, Marden, are seeking approval to waive Section 2.1.1.1 of the LMA, in accordance with Section 4.4 of the LMA, to allow the removal of the tree, which is included in Tree Retention Plan for the Willow Bend Estate.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030, Shaping our Future* are set out below:

Outcome 4: Environmental Sustainability

"A leader in environmental sustainability."

- Objective 1. Sustainable and efficient management of water, energy and other resources.
- Objective 3. Sustainable and attractive streetscapes and open spaces.
- Objective 4. Thriving and healthy habitats for native flora and fauna.

It is clear from the content of the LMA that the protection of trees located within the former SA Water Depot Site, was an important consideration in the assessment of the Willow Bend Estate development. The Estate is characterised by large mature, mainly native trees which are located on private property as well as within the public realm areas within the Estate. The retention and maintenance of these natural assets is considered to be consistent with *CityPlan 2030* Objectives 3 and 4 of Outcome 4, Environmental Sustainability.

FINANCIAL AND BUDGET IMPLICATIONS

Nil

EXTERNAL ECONOMIC IMPLICATIONS

Nil

SOCIAL ISSUES

The removal of the subject tree may have an impact on the character and amenity of the local area. Some residents within the locality, particularly those within the Willow Bend Estate, can reasonably expect the area to retain its well tree-lined character, due to the tree retention provisions under the LMA. That expectation must, however, be balanced against the need to maintain an appropriate level of protection for dwellings and an acceptable level of safety for occupiers of dwellings in the Estate, where large mature trees are located within close proximity to dwellings.

CULTURAL ISSUES

Nil

ENVIRONMENTAL ISSUES

Willow Bend Estate is a residential area within Marden, which has a large number of mature trees, a number of which are considered to be regulated, as defined in the *Development Act 1993*. The trees are considered to make a significant contribution to the residential amenity of the local area.

Manna Gums (*Eucalyptus viminalis*), whilst being native trees, are widespread across south-eastern Australia from parts of southern South Australia through Victoria, Tasmania and eastern New South Wales. Like most large well-established trees, Manna Gums can be considered an important habitat feature and food source for native fauna.

RESOURCE ISSUES

Nil

CONSULTATION

- **Elected Members**
Not Applicable
- **Community**
Not Applicable

- **Staff**
General Manager, Urban Planning & Environment
Manager, Development Assessment
Senior Urban Planner
- **Other Agencies**
Nil

DISCUSSION

The tree is located within the front yard area of 27 Willow Bend, Marden. The tree has a circumference in the order of 2.5 metres and is therefore identified as a Regulated Tree, as defined in the *Development Act 1993*. The tree is considered to make a relatively significant aesthetic contribution to the character and amenity of the local area, given its prominent location and size, and given that it is highly visible from the public realm including Willow Bend and the adjacent public reserve.

From a planning assessment perspective and specifically, the Council's Development Plan, City Wide Principle of Development Control 410 states:

"A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:

- (a) the tree is diseased and its life expectancy is short;*
- (b) the tree represents a material risk to public or private safety;*
- (c) the tree is causing damage to a building;*
- (d) development that is reasonable and expected would not otherwise be possible;*
- (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree."*

As part of the recently lodged Development Application, the owners of 27 Willow Bend have set out their reason why they would like to remove the tree, namely that the tree's roots are causing damage to the dwelling's sewer pipes located on the property.

Principle 410 is intended as a guide to assist in determining when damage to a building, which is caused by a tree, is considered to outweigh the benefits of retaining the tree.

Applying part (c) of Principle 410, the sewer pipes could be reasonably considered and argued to be a part of the building (ie. the detached dwelling) on the land. In terms of determining whether the tree warrants removal when assessed against this criteria, a range of combined factors including the contribution of the tree to the character and amenity of the local area, the damage sustained to the sewer pipes and the feasibility of reasonable remedial measures need to be considered contextually in terms of the merits of the Application as a whole. In particular, the question of whether the merits of the Manna Gum's retention is considered to outweigh the merits of the tree's removal need to be considered, given the damage that has been sustained to the sewer pipes at 27 Willow Bend. At the time of writing this report, the Applicant had not submitted any supporting information to verify the extent of damage to the sewer pipes. As such, the Development Application is yet to be determined.

Nevertheless, it is considered prudent to ascertain the Council's position with respect to the requested waiver of Section 2.1.1.1 of the LMA, as expeditiously as possible as this will inform the assessment of the Development Application for the removal of the regulated tree.

OPTIONS

The Council can resolve to authorise the Chief Executive Officer to execute on behalf of the Council, a waiver to Section 2.1.1.1, pursuant to Section 4.4 of the LMA, so that in the event that Development Application Number 155/1/2021 is granted Development Approval, the LMA can be subsequently waived, allowing the tree can be removed.

Alternatively, if the Council is not supportive of the removal of the tree, it could determine not to waive Section 2.1.1.1 of the LMA, nor authorise the Chief Executive Officer the ability to do the same.

It is recommended that the Council authorises the Chief Executive Officer, the ability to execute a waiver to the LMA, for the reasons set out in this report.

CONCLUSION

The Council's Planning staff will undertake a planning assessment of Development Application Number 155/1/2021 in order to determine the merits (or otherwise) for the removal of the Regulated Tree. If it is determined that the Development Application is sufficiently in accordance with the Development Plan and approval is given, there will be a separate need for a waiver to be issued to Section 2.1.1.1 of the LMA.

Conversely, if it is determined that the tree's removal is not warranted and the Development Application is refused, then a waiver to the LMA is not required.

In this context, it is recommended that the Council authorises the Chief Executive Officer to execute on behalf of the Council, a waiver to Section 2.1.1.1 of the LMA, for the removal of the regulated Manna Gum tree at 27 Willow Bend, Marden.

COMMENTS

Nil

RECOMMENDATION

That in respect to the Manna Gum located at 27 Willow Bend, Marden, as depicted on the plan contained in Attachment A7 of this report, the Council hereby authorises the Chief Executive Officer to execute on behalf of the Council, a waiver to Section 2.1.1.1, pursuant to Section 4.4 of the LMA Land Management Agreement between McLaren Vale Properties Pty Ltd and the City of Norwood Payneham & St Peters.

Attachments – Item 11.8

Attachment A

Variation to a Land Management Agreement Willow Bend Estate

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Attachment A

LAND MANAGEMENT AGREEMENT

BETWEEN:

McLAREN VALE PROPERTIES PTY LTD
(the "Owner")

AND:

CITY OF NORWOOD, PAYNEHAM & ST PETERS
(the "Council")

Richard Phillips
Solicitor and Barrister

Ground Floor
Roper Street Chambers
21 Roper Street
Adelaide, SA 5000
Email: richardp@senet.com.au
Telephone: (08) 8232 0855 ✦ Facsimile: (08) 8232 3003

COMMISSIONER OF STATE TAXATION

THIS DEED IS MADE THE 3rd DAY OF March

S.A. STAMP DUTY PAID \$10.00
2001
RECEIVED DAILY SERVICE
ORIGINAL WITH 5 COPIES
07/05/001 08:34:04 00616934.1

BETWEEN: **McLAREN VALE PROPERTIES PTY LTD ACN 008 091 656** of 503 Lower North East Road, Campbelltown SA 5074 (hereinafter with their successors and assigns collectively called the "Owner") of the one part

AND: **CITY OF NORWOOD, PAYNEHAM & ST PETERS** of 175 The Parade, Norwood SA 5067 (hereinafter with its successors and assigns called the "Council") of the other part

WHEREAS:-

- A. The Owner is the registered proprietor of an estate in fee simple in the whole of the land described as:
 - a) Allotment 151 in Deposited Plan 53101 in the area named Marden, Hundred of Adelaide being the whole of the Land comprised in Certificate of Title Register Book Volume 5717 Folio 210; and
 - b) Allotment 152 in Deposited Plan 53101 in the area named Marden, Hundred of Adelaide being the whole of the Land comprised in Certificate of Title Register Book Volume 5717 Folio 211.
- B. Lots 151 and 152 are hereinafter collectively called the "Land" for the purposes of this Deed and the proposed development.
- C. By a Development Application numbered 155/0054/99 (hereinafter called the "Development Application") the Owner applied to the Council for approval to undertake a land division to create fifty one (51) allotments on the Land (the "proposed development"). A copy of the Plan of Division is attached in the First Schedule.
- D. There are a number of existing mature trees on the Land (which has an overall area of approximately 3.12 hectares) and both the Owner and the Council want to protect those trees from being cut down or removed.
- E. The Owner and the Council have agreed that a Land Management Agreement:
 - a) which requires existing and future owners of the Land to maintain and care for the trees, (including trees on those allotments which will become Council reserves following approval of the proposed development), is the most effective protection for the Trees; and
 - b) which includes obligations relating to noise protection and building design guidelines will assist in the creation and maintenance of a good quality property development for the public benefit.
- F. Pursuant to the provisions of section 57(2) of the Development Act, 1993 (hereinafter called the "Act") the Owner has agreed with the Council to enter into this Deed relating to the development, future management, preservation and conservation of the Land subject to the terms and conditions that follows.

NOW THIS DEED WITNESSES as follows:

1. Interpretation

- 1.1 The parties acknowledge that the matters set out in clauses A to F inclusive are true and accurate and agree that they will form part of the terms of this Deed.
- 1.2 In the interpretation of this Deed unless the context will otherwise require to admit:
- 1.2.1 words and phrases used in this Deed which are defined in the Act, will unless otherwise defined by the provisions of this Deed, have the meanings ascribed to the by the Act;
- 1.2.2 references to a statute or subordinate legislation or to the Development Plan made pursuant to the Act, will include all statutes, subordinate legislation and Development plans amending, consolidating or replacing the statute or subordinate legislation or Development Plan referred to;
- 1.2.3 the term "clear" in relation to Trees, means cutting down, killing or destruction, removal, burning or poisoning, severing of branches, limbs, stems, roots or trunks (other than when required for the purposes of safety or for the health of the relevant tree) or other substantial damage to the Tree and the term "cleared" has a corresponding meaning;
- 1.2.4 the term the "Owner", where the Owner is a company includes its successors, assigns and transferees and where the Owner is a person; includes his or her heirs, executors, administrators and transferees and where the owner consists of more than one person or company the term includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs executors, administrators and transferees of the companies or persons being registered as the proprietor of an estate in fee simple in the Land subject however to such encumbrances, liens and interests as are registered and notified by memoranda endorsed on the Title thereof;
- 1.2.5 the term "person" will include a corporate body;
- 1.2.6 the term the "Land" will include any part or part of the Land;
- 1.2.7 the term "Plan of Division" means the Plan of Division attached in the First Schedule;
- 1.2.8 the term "Tree" or "Trees" means or refers to the trees (or any of them) specified in the Tree Retention Plan;
- 1.2.9 the term "Tree Retention Plan" means the Tree Retention Plan attached in the Second Schedule;

- 1.2.10 the term "Tree Management Plan" means the Tree Management Plan attached in the Third Schedule;
- 1.2.11 the term "Urban Design Guidelines" means the Urban Design Guidelines attached in the Fourth Schedule;
- 1.2.12 the term "Building Envelope Plan" means the Building Envelope Plan that is an appendice to the Fourth Schedule;
- 1.2.13 the term "Car Parking Plan" means the Car Parking Plan that is an appendice to the Fourth Schedule;
- 1.2.14 references to Schedules mean Schedules to this Deed;
- 1.2.15 words importing the singular number or plural number will be deemed to include the plural number and the singular number respectively;
- 1.2.16 words importing any gender will include all genders; and
- 1.2.17 any clause, headings or marginal notes are for reference purposes only and will not be resorted to in the interpretation of this Deed.

- 1.3 If any provision of this Deed is found by a Court of competent jurisdiction to be invalid or unenforceable in law then in such case the parties hereby request and direct such Court to sever such provision from this Deed.
- 1.4 The law governing the interpretation and implementation of the provisions of this Deed will be the law of South Australia.
- 1.5 The parties expressly declare and agree that where an inconsistency exists between the provisions of this Deed and the provisions of the Development Plan, the provisions of this Deed prevail.

2. The Owner's Obligations

2.1 Trees

- 2.1.1 The Owner will ensure that the Trees identified on the Tree Retention Plan are:-
 - 2.1.1.1 retained and not cleared;
 - 2.1.1.2 maintained and cared for in a manner which will best ensure the Trees' ongoing good health and vitality
- 2.1.2 The Owner will ensure that the Tree Management Plan is adhered to.

2.2 Noise Protection

The Owner will ensure that Allotments 8 to 30 inclusive as depicted in the Plan of Division will be given noise protection by the erection and maintenance of a suitably designed masonry wall or fence at least 2 metres

high along the rear boundary (facing Lower Portrush Road) to the reasonable satisfaction of the Council, and in respect of Allotments 16 and 17 as depicted in the Plan of Division, also along the first 10 metres of the side boundary abutting the reserve.

2.3 Two Storey Buildings

2.3.1 The Owner will ensure that any two storey building erected on Allotments 8 to 30 inclusive as depicted in the Plan of Division, will be built with specifications aimed at reducing noise inside the building, particularly in the design and construction of walls and windows and the provision of insulation.

2.3.2 The Owner will before any such two storey building is occupied, obtain a certificate from a suitably qualified acoustic engineer to the effect that the building complies with the following published standard:

“AS2107 – Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors”

2.4 Building and Design Guidelines

The Owner will in the design, erection and maintenance of any building or other improvement on any allotment or other portion of the Land, observe and comply with:

2.4.1 the Urban Design Guidelines;

2.4.2 the Building Envelope Plan; and

2.4.3 the Car Parking Plan.

3. Operation of this Deed

The parties expressly declare and agree that the provisions of this Deed will not be binding or impose any obligation upon them unless and until the following events have occurred:-

3.1 the Registrar-General has deposited the Plan of Division in the Land Titles Registration Office pursuant to the provisions of the Real Property Act, 1886.

4. Miscellaneous Provisions

4.1 The Council and any employee or agent of the Council may at any reasonable time enter the Land for the purposes of exercising any powers of the Council under this Deed pursuant to law.

4.2 If the Owner is in breach of any provision of this Deed, the Council may, by notice in writing served on the Owner, specify the nature of the breach and require the Owner to remedy the breach within such time as may be

nominated by the Council in the notice (being not less than twenty-eight (28) days from the date of the service of this notice) and if the Owner fails to so remedy the breach, the Council or its servants or agents may carry out the requirements of the notice and in doing so may enter and perform any necessary works upon the Land and recover any costs thereby incurred from the Owner.

- 4.3 This Deed may not be varied except by a Supplementary Deed signed by the Council and the Owner
- 4.4 The Council may waive compliance by the Owner with the whole or any part of the obligations on the part of the Owner herein contained provided that no such waiver will be effective unless expressed in writing and signed by the Council.
- 4.5 This Deed contains the whole agreement between the parties in respect of the matters referred to herein.
- 4.6 Notice for the purpose of this Deed will be deemed to be served on the Council if it is in writing and signed for or on behalf of the Owner and either delivered by hand or sent by post to the Council to the last known address of the Council. Such notice will be deemed to have been given at the time of such delivery or upon the date five (5) days after such posting.
- 4.7 Notice for the purposes of this Deed will be deemed to be served on the Owner if it is in writing and signed or on behalf of the Council and either delivered by hand or sent by post to the Owner to the last known address of the Owner. Such notice will be deemed to have been given at the time of such delivery or upon the date of five (5) days after such posting.
- 4.8 The Council may delegate any of its powers under this Deed to any person.
- 4.9 The requirements of this Deed are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land.
- 4.10 Each party will bear its own costs of and incidental to this Deed but the Owner will pay all stamp duty and registration fees applicable to it.
- 4.11 Each party will do and execute all such acts documents and things as will be necessary to ensure that this Deed is noted against the relevant

instrument of title and a memorial thereof entered on the Certificate of Title for the Land pursuant to the provisions of Section 57(5) of the Act.

IN WITNESS WHEREOF the parties have executed this Deed.

THE COMMON SEAL of
McLAREN VALE PROPERTIES PTY LTD
was hereunto affixed in accordance with its
Articles of Association and in the presence
of:



[Handwritten signature]

Director

[Handwritten signature]
Director/Secretary

THE COMMON SEAL OF CITY OF
NORWOOD, PAYNEHAM & ST PETERS
was hereunto affixed in the presence of:



[Handwritten signature]
Mayor

[Handwritten signature]
Chief Executive Officer

ST. GEORGE BANK LTD
A.C.N. 055 513 070 By its Attorney
ROBERT ALAN SPURTON
who certifies that he is the
Divisional Lending Manager
of the said bank and that he has no notice of any
revocation of the said Power of Attorney.

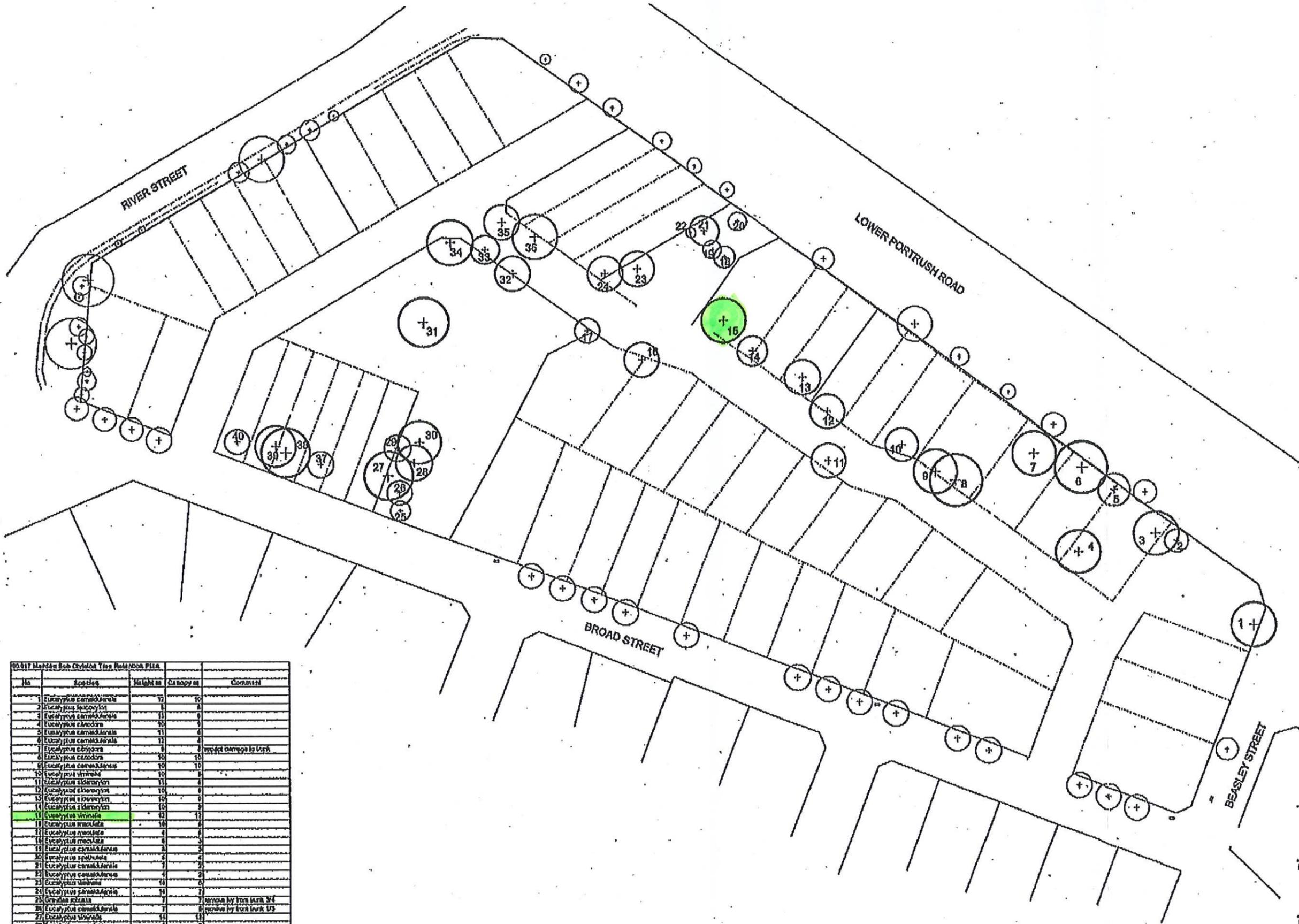
[Handwritten signature] date
Power of Attorney No. 8459031

[Handwritten signature]
Signature of Witness

[Handwritten signature]
Full Name of Witness

145 The Parade Norwood 5067
Address

(08) 8364 4413
Telephone No.



No	Species	Height m	Canopy m	Comments
1	Eucalyptus camaldulensis	17	10	
2	Eucalyptus lauroxylon	8	8	
3	Eucalyptus camaldulensis	11	8	
4	Eucalyptus cladocora	10	8	
5	Eucalyptus camaldulensis	11	8	
6	Eucalyptus camaldulensis	11	8	
7	Eucalyptus cladocora	8	8	impact damage to curb
8	Eucalyptus cladocora	10	10	
9	Eucalyptus camaldulensis	10	10	
10	Eucalyptus viminalis	10	8	
11	Eucalyptus cladocora	11	8	
12	Eucalyptus cladocora	10	8	
13	Eucalyptus cladocora	10	8	
14	Eucalyptus cladocora	10	8	
15	Eucalyptus viminalis	11	11	
16	Eucalyptus viminalis	10	10	
17	Eucalyptus viminalis	10	10	
18	Eucalyptus viminalis	10	10	
19	Eucalyptus viminalis	10	10	
20	Eucalyptus viminalis	10	10	
21	Eucalyptus viminalis	10	10	
22	Eucalyptus viminalis	10	10	
23	Eucalyptus viminalis	10	10	
24	Eucalyptus viminalis	10	10	
25	Eucalyptus viminalis	10	10	
26	Eucalyptus viminalis	10	10	
27	Eucalyptus viminalis	10	10	
28	Eucalyptus viminalis	10	10	
29	Eucalyptus viminalis	10	10	
30	Eucalyptus viminalis	10	10	
31	Eucalyptus viminalis	10	10	
32	Eucalyptus viminalis	10	10	
33	Eucalyptus viminalis	10	10	
34	Eucalyptus viminalis	10	10	
35	Eucalyptus viminalis	10	10	
36	Eucalyptus viminalis	10	10	
37	Eucalyptus viminalis	10	10	
38	Eucalyptus viminalis	10	10	
39	Eucalyptus viminalis	10	10	
40	Eucalyptus viminalis	10	10	

Reference, Species and Tree Data: 'Designing with Trees' by James Hayer + Associates, 2004



James Hayer + Associates
Landscape Architecture
Urban Design

PROJECT
Land SA: Sub-Division
MARDEN

DATE/TITLE
TREE RETENTION PLAN

DATE 27.07.00
SCALE 1:500
DRAWN BY JH
CHECKED BY JH
PROJECT NO. 00.017/03

Attachment B

Variation to a Land Management Agreement Willow Bend Estate

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Development Application Form

SCANNED

- 5 JAN 2021

175 The Parade, Norwood SA 5067
 PO BOX 204, Kent Town SA 5071
 Telephone 8366 4555
 Facsimile 8332 6338
 Email townhall@npsp.sa.gov.au
 Website www.npsp.sa.gov.au
 ABN 11 390 194 824



City of
 Norwood
 Paynham
 & St Peters

Doc. No. A 1088 L0
 GDS 3-71-4 DA &

What are you applying for: Development Plan Consent <input type="checkbox"/> Building Rules Consent <input type="checkbox"/> Will the Building Rules be Privately Certified YES/NO Full Development Approval <input type="checkbox"/> Essential Safety Provisions (No Lodgement Fee) <input checked="" type="checkbox"/> Certificate of Occupancy (No Lodgement Fee) <input type="checkbox"/>		Development Application No: 155/ <u>1</u> /20 <u>2021</u> Please note: an asterisk * denotes mandatory field.
*Applicant's Name: <u>PETER CALLAGHER</u>		
*Postal Address: <u>27 WILLOW BEND MARDEN 5070</u>		
*Owners Name: <u>PETER CALLAGHER</u>		
Postal Address:		
Builder's Name:		Licence No:
Postal address:		
Private Certifier's Name:		Licence No:
Postal address:		
Contact person for further information (include postal address if different to applicant)		
*Name: <u>73 ABOVE</u>		Fax:
*Address:		
*Phone: <u>0414 37772</u> (W)		(Mobile)
*Email: <u>gags007@internode.on.net</u>		
*What is the land currently used for: (ie shop, office, vacant land, residential)		
*Please describe the nature of the proposed development: (i.e. alterations and additions to dwelling, garage, change of use to offices, etc. tree damaging activity / removal) <u>REMOVAL OF LARGE GUM TREE</u>		
*Location of the proposed development:		
Street No: <u>27</u>	Street Name: <u>WILLOW BEND</u>	Suburb: <u>MARDEN</u>
Lot No: <u>17</u>	Deposited Plan/File Plan/Strata Plan No:	
Section No. (full/part):	Hundred:	Volume: Folio:
* Do any easements, rights of way, encumbrances, etc. affect the land? Yes/No If yes, what is the nature of the restriction (i.e. SA Water easement)		
Building rules classification sought:		Present classification:
If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees. Male: Female:		
If Class 9a classification is sought, state the number of persons for whom accommodation will be provided:		
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:		
*Development cost (inclusive GST, not including fit-out costs): \$		
I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008. Council may refer third parties to your consultants and/or professional advisers to seek their consent to the copying (reproduction) of the consultant's / professional adviser's material/works that form part of the application.		
*Signature: <u>Peter Callagher</u>		Dated: <u>4 / 1 / 2021</u>
*Name: <u>PETER S. CALLAGHER</u>		

RECEIVED
 FRONT COUNTER
 05 JAN 2021
 CITY OF NORWOOD
 PAYNEHAM & ST PETERS

Development Forms | Regulated Tree Removal

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824



City of
Norwood
Payneham
& St Peters

(Page 1 of 3)

(This form must be accompanied by a completed Development Application form)

Property No. 27 Lot No. 17 Street WILLOW BEND
Suburb MARDEN

Tree 1
Tree Species (if known): GUM.

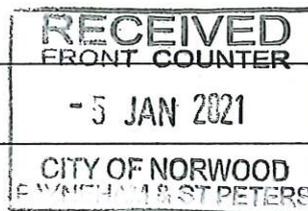
Trunk Circumference (measured 1 metre above ground): 2.5 METRS.

Reason for removal (please be as specific as possible): TREE ROOTS CRUSHING SEWER PIPES & ROOTS HAVE ENTERED PIPES

Tree 2
Tree Species (if known):

Trunk Circumference (measured 1 metre above ground):

Reason for removal (please be as specific as possible):



Tree 3
Tree Species (if known):

Trunk Circumference (measured 1 metre above ground):

Reason for removal (please be as specific as possible):

Development Forms | Regulated Tree Removal

(Page 2 of 3)

(This form must be accompanied by a completed Development Application form)

Replacement Trees

Pursuant to Section 42(4) of the *Development Act 1993*, if the Council grants approval for the removal of a Regulated Tree or Significant Tree, the Council is required to impose a condition requiring you to plant and maintain two (2) trees to replace every Regulated Tree and three (3) trees to replace every Significant Tree. Replacement trees cannot be planted within 10 metres of an existing dwelling or an existing in-ground swimming pool.

If there is no suitable location for you to plant replacement trees in accordance with the above criteria, or if you do not wish to plant replacement trees for whatever reason, the Council may allow you to pay money into its Urban Trees Fund at the rate of \$94.00* for each replacement tree that is not planted. Money paid into the Urban Trees Fund is used by the Council to either:

- (a) maintain or plant trees which are or will (when fully grown) constitute significant trees; or
- (b) to purchase land in order to maintain or plant trees which are or will (when fully grown) constitute significant trees.

Please indicate your preference:

Plant Replacement Trees

OR

Pay into Urban Trees Fund

2 trees for each Regulated Tree removal

\$192* for each Regulated Tree removal

3 trees for each Significant Tree removal

\$288* for each Significant Tree removal

If the Council grants consent to your Application to remove your tree(s), a condition will generally be imposed on your consent, in accordance with the preference stated above. Please note however, that in some instances, such as where the replacement of trees is important to the character and amenity of an area, the Council may not allow payment into the Urban Trees Fund in lieu of planting replacement trees.

If you have elected to plant replacement trees, the condition will contain details on tree species which may not be planted, the minimum height of the tree species you select at maturity and your obligations with respect to the on-going maintenance of the trees.

If you have elected to make a payment into the Urban Trees Fund, the condition will provide information on how and when the payment is to be made

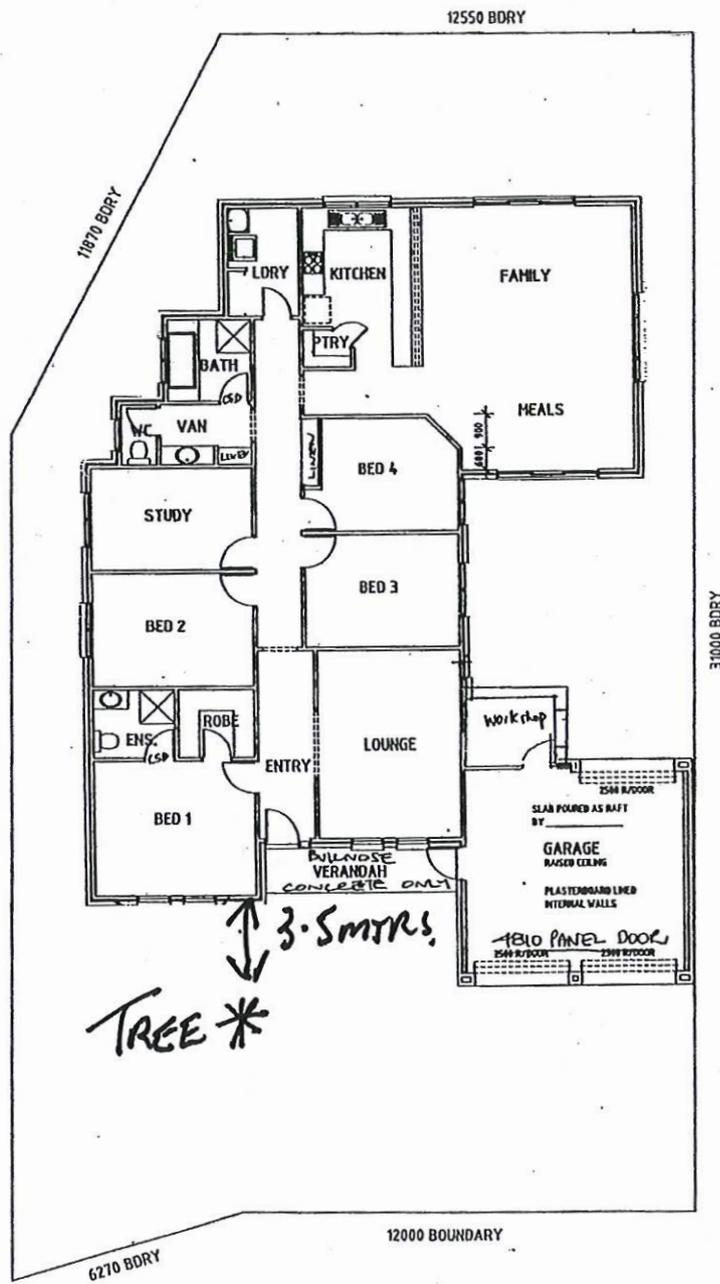
* a 66.6% discount applies to an owner and occupier of the land where the relevant tree is situated and who is the holder of a current 'full Commonwealth pension' Pensioner Concession Card issued by the Commonwealth Government.

1cm = 2m

P & A GALLAGHER

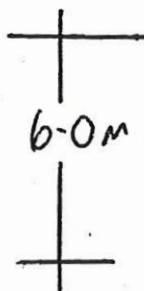
LOT 17 WILLOW BEND

MARDEN



Asph/Concrete

PA



○ SITE PLAN
SCALE 1:100

WILLOW BEND

FAIRMONT HOMES PTY. LTD. ACN 007 724 094 21 - 24 NORTH TERRACE ADELAIDE 5000 PHONE 8112 3112		PROPOSED DWELLING FOR AT LOT NO.	
AREAS SQM	---	DRAWN BY	FCSITE00601
MAIN BUILDING	---	DATE	---
VERANDAH & PORCH	---	CHECKED	---
GARAGES & CARPORT	---	DATE	---
TOTAL	---	COUNCIL	---
		COPYRIGHT © 2001	XXX XXX

Development Forms | Regulated Tree Removal

Page 3 of 3)

(This form must be accompanied by a completed Development Application form)

Site Plan

In the box below, please draw a Site Plan that shows the following information:

- The location of existing buildings on the site;
- The location of the tree(s) which you are proposing to remove, including the distance from existing buildings on the site; and
- The location of the replacement trees which you are proposing to plant (where relevant), including the distance from existing buildings on the site.

Street

* PLEASE NOTE: for irregular-shaped allotments a separate site plan must be attached

Signature of Applicant

Date

16. 1. 2021

11.9 YOUTHFM

REPORT AUTHOR: Manager, Community Care Services
GENERAL MANAGER: General Manager, Governance & Community Affairs
CONTACT NUMBER: 8366 4600
FILE REFERENCE: qA2069
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to present information for the Council's consideration regarding the Council's *YouthFM* Program.

BACKGROUND

YouthFM is a Youth Radio program which was developed by the City of Norwood Payneham & St Peters in 2005. Since that time, *YouthFM* has operated as a collaborative project between the Council, Three D Radio and the following Eastern Region Councils:

- City of Burnside;
- Campbelltown City Council;
- City of Prospect; and
- Town of Walkerville.

The opportunity to participate in *YouthFM* is provided to young people aged 15 to 25 years of age who live, study or work in the abovementioned local government areas. The program offers a combination of formal training sessions and hands on experience, through the production of a live to air weekly radio show. The weekly radio show is broadcast under Three D Radio's license on 93.7 at their studios every Thursday afternoon.

Since the commencement of the program the Local Government Partners, (the Partners) as set out above, have contributed funds annually for the operation of the program.

Since 2017, there has been a gradual withdrawal of contributions by the Partners. In 2017, the Campbelltown City Council and the Town of Walkerville withdrew their annual funding of the Program. In April 2020, the City of Prospect advised that whilst they would like to continue to support the Program, they intended to cease their annual contribution to the Program. In addition the City of Prospect has requested an arrangement whereby payment is a pre-determined fee based upon a participant fee structure.

In March 2020, *YouthFM* was suspended as a result of the COVID-19 pandemic. In April 2020, the City of Burnside advised that they too would be withdrawing their funding as they were intending to use the funds for other youth development activities. The withdrawal of this funding has significant implications for the ongoing viability of *YouthFM*. A review of *YouthFM* has therefore been undertaken and alternative options for the delivery of the program have been considered. The various options regarding *YouthFM* are set out within this report for the Council's consideration.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *City Plan 2030* are:

Outcome 1 Social Equity

Objective 4 A strong and resilient communities

Strategy – An Engaged Community

As a youth development program, *YouthFM* provides an opportunity for youth engagement and participation through the delivery of a radio broadcast show. The radio broadcast show engages and encourages young citizens to participate in the community in the following ways:

- providing local young people with a voice;
- providing young people with training and development opportunities in radio production and communication;
- providing a weekly forum for the promotion of youth participation opportunities;
- showcasing the talents of local young people;
- providing airtime to young musicians; and
- promoting Council initiatives relevant to young people.

FINANCIAL AND BUDGET IMPLICATIONS

The YouthFM Local Government partners have contributed funding and “in kind” support to the Program on an annual basis. In kind support has been provided by all *YouthFM* partners and has included the use of facilities (free of charge) for training and assistance from Council staff to assist with marketing of the program and recruitment of participants. Three D Radio provides the training facilities and broadcasting studio for the program.

The combined funding pays for staff wages (i.e. YouthFM Technician), equipment and \$6,000 per year to Three D to broadcast YouthFM under its radio license.

A comparison of the funding provided by each Council to the Program is provided in Table 1 below.

TABLE 1: COMPARISON OF FUNDING FROM YOUTHF M LOCAL GOVERNMENT PARTNERS FOR THE PERIODS 1 JULY 2017 - 30 JUNE 2018, 1 JULY 2018 - 30 JUNE 2019 AND 1 JULY 2019 - 30 JUNE 2020

Council	2017-2018	2018-2019	2019-2020
City of Norwood Payneham & St Peters	\$4,900	\$9,800	\$9,800
City of Burnside	\$4,900	\$4,900	\$4,900
Campbelltown City Council	\$4,900	\$0.00	\$0.00
Town Of Walkerville	\$2,450	\$0.00	\$0.00
City of Prospect	\$2,450	\$2,500	\$2,500
Total Contributions	\$19,600	\$17,200	\$17,200

As mentioned above in addition to the Campbelltown City Council and Town of Walkerville the Cities of Burnside and Prospect have also confirmed that they do not wish to fund *YouthFM* on an annual basis.

The current model of *YouthFM* will cost between \$17,000 to \$18,000 to implement. As outlined in Table.1, based on what the Council contributes (i.e. \$9,800), with the withdrawal of the Local Government Partners this will leave a shortfall of \$8,200 in funds to run the program.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

YouthFM engages young people through providing skill development opportunities and a medium for young citizens to communicate their views.

The program attracts young citizens whose key interest is to pursue a career in media. In some cases the program has inspired some young people to pursue media studies. *YouthFM* provides skill development opportunities for young people particularly in the area of communication, public speaking, team work, program planning and research. Comments which have been provided by previous *YouthFM* participants indicate that the benefits experienced from the program include an overall improvement in self-confidence and acquisition of new skills.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The *YouthFM* program is currently managed by the Manager, Community Service and co-ordinated by the Co-ordinator, Youth Programs.

RISK MANAGEMENT

The program engages young people (ie participants aged 15-17 years of age) who under the South Australian *Children and Young People (Safety) Act (2017)* are considered “vulnerable to abuse”. In line with the Council’s Safe Environment Policy this risk is mitigated through ensuring that participants are protected and supported through the provision of skilled staff that are of good character and have a current National Criminal History clearance.

As part of the induction process and training all participants are provided with the relevant Work Health and Safety information.

CONSULTATION

- **Elected Members**
Not Applicable
- **Community**
Not Applicable
- **Staff**
Not Applicable
- **Other Agencies**
Three D Radio
City of Prospect - Youth Development Officer
City of Burnside - Community Development Officer
City of Unley - Manager, Community Services
City of Tea Tree Gully - Youth Development Officer

DISCUSSION

YouthFM Program

As stated above *YouthFM*, was a collaborative project between the Cities of Norwood Payneham & St Peters, Burnside, Prospect, Campbelltown and the Town of Walkerville and Three D Radio.

To be eligible to participate in the Program, participants must be aged between 15 to 25 years of age and either live, study or work in the Cities of Norwood Payneham & St Peters, Burnside, Campbelltown, Prospect and the Town of Walkerville.

The *YouthFM* program consists of both formal and practical training for participants. A three (3) day induction program is conducted with participants covering the relevant policies, technical and legal aspects of producing a radio show. Participants are supported by a YouthFM Technician and learn how to prepare and broadcast a live to air radio show. Participants are required to commit to the Program for twelve (12) months.

The Program has the capacity to cater for twenty five (25) participants at any one time. There are two (2) intakes of participants per year. Table 2 below provides a summary of the number of participants who commenced the program per year and the number of graduates who completed the program. The Program has not operated at capacity since 2017.

TABLE 2: SUMMARY OF NUMBER OF PARTICIPANTS WHO COMMENCED YOUTHFM AND THE NUMBER OF GRADUATES FOR THE PERIOD 2017-2019

Year	Number of Participants	Number of Graduates
2019	20	13
2018	18	8
2017	12	8

As summarised in Table 2 above, whilst the number of participants who have commenced the Program has increased slightly since 2017, only 55% of these participants completed the Program.

The reasons provided by participants for leaving are varied and include the following:

- the program is not suitable for them;
- school workload;
- work commitments; or
- they succeeded in finding employment.

It has been suggested that the Program should be reduced as most participants “drop out” around the November – December point of the Program, particularly those participants who have exams at this time of the year.

Funding

Prior to 2017, the *YouthFM* Local Government Partners contributed funding and “in kind” support to the program on an annual basis. However in 2017, both the Campbelltown City Council and the Town of Walkerville withdrew their funding to the program. At the time, Campbelltown City Council advised that this was due to budget cuts. The Town of Walkerville made the decision to withdraw funding on the basis that they did not have many young people who are or would be interested in the program. Both Councils have since expressed interest in participating in the program via a user pay arrangement (i.e. paying a pre – determined amount per participant).

In April 2020, the Cities of Prospect and Burnside, advised that they no longer wanted to continue to contribute annually to the program. The City of Prospect advised that they do not have sufficient referrals from young people to make the expenditure worthwhile. The City of Burnside advised that they would prefer to spend the funds on other youth programs. Both Councils have since expressed a similar interest to the City of Prospect (i.e. in paying a pre – determined amount per participant).

With the withdrawal of funding from the Cities of Burnside, Campbelltown, Prospect and the Town of Walkerville the future of *YouthFM* needs to be considered and determined.

A range of options therefore have been investigated to determine the ongoing viability of YouthFM. The options which have been considered are as follows:

1. seek funding from new partnerships with other eastern Councils;
2. the Council funds *YouthFM* in its entirety and implements a user pay arrangement (ie pre-determined payments) with the participant’s respective local Council;
3. a provider such as Three D Radio is contracted to run the Program; and
4. to discontinue the program.

Option 1 - Seek Funding from Partnerships with New Councils

This option involves the establishment of a partnership with other Councils whereby they would pay annual funding to the program in exchange for young people from their area to participate in YouthFM. In this regard, discussions have been undertaken with the City of Unley and City of Tea Tree Gully.

Whilst both Councils were interested in *YouthFM* as an activity for their young people, they are not willing to pay an annual fee. Their respective budgets were already committed to other projects and activities. Both Councils did however indicate a willingness to pay a predetermined fee per participant.

This option is not viable as the Council is likely to experience difficulty in finding other partners to contribute financially on an annual basis.

Option 2 - YouthFM is funded in its entirety by the Council and a user pay system is implemented

The Council would fund the entire program and would enter into a user pay arrangement with other Councils such as the Cities of Burnside, Campbelltown, Prospect and the Town of Walkerville. Participants wanting to participate in YouthFM would be supported by their local Council through payment of a pre - determined fee. The City of Norwood Payneham & St Peters participants would be exempt from the pre-determined payment given the Council would be funding the program.

As set out above, *YouthFM* requires funding in the order of between \$17,000 to \$18,000 per year to run the program. The maximum number of participants is twenty five (25), which means that the income received as part of this option will be dependent on the number of participants from other Councils.

For example at an average cost of \$300 per participants, this being the amount that partner Councils are willing to pay as part of a user pay system, the annual income for *YouthFM* based on twenty (20) paying participants would be \$6,000. This would mean that the City of Norwood Payneham & St Peters would be contributing the difference (i.e. \$12,000).

This is not the preferred option as there is a significant cost to the Council for the Program.

Option - 3 Outsourced Provider Model

Discussions have been held with representatives from Three D Radio with respect to the future of *YouthFM* and the potential for the program to be delivered by Three D Radio Volunteers. Three D Radio is very interested in maintaining *YouthFM* and its partnership with the Council, as the program has helped them fulfil one of their commitments as a community Radio Station to engage youth within the community.

Three D Radio has submitted a proposal to the Council which includes the following elements to setting out how Three D Radio will assist the *YouthFM* Program and has proposed the following:

- Three D Radio would conduct the training, support mentoring and teaching to a target audience of youth aged 18 to 25 year olds;
- the Council will support Three D Radio with the promotion of the program;
- Three D Radio will be responsible for the recruitment of new participants;
- the training and mentoring will be carried out by a team of Three D Radio Volunteers who were previously YouthFM participants; and
- participants would be required to pay a membership fee to Three D Radio of \$45 to be part of the program.

Three D Radio's proposal contains a number of changes to the current model. The first change involves Three D Radio taking over the co-ordination, training mentoring of *YouthFM* participants. Given the depth of experience that Three D Volunteers have, they are well positioned to deliver training and mentoring.

However, Three D Radio have advised that they would have to reduce the number of participants from twenty five (25) to twenty (20) per year. The reason for this is that Three D Radio will run the "live to air program" with four (4) participants at a time instead of five (5). This slight reduction in the number of participants will still meet and cater to the demand for the Program and is not considered to be an impediment.

Three D Radio have suggested that the name of the program be changed to better reflect the current broadcasting landscape which is more than just an FM signal. The new name for the program has yet to be decided.

The age demographic for participants would change, from young people aged 15 to 25 years of age to young people who are 18 to 25 years of age, meaning that young people aged 15 to 17 years of age would no longer be able to participate as presenters for *YouthFM*.

The reason Three D Radio have recommended the 18 to 25 age demographic, is that the organisation lacks the procedural framework for working with and including minors as part of the Three D Radio membership. In this regard, Three D Radio advised that they are best positioned to work with 18 to 25 year old persons instead of the 15 to 25 year range. Three D Radio have advised that the content of the show would still be youth related and include content and promotion of activities suitable for young people aged 15 to 25.

Three D Radio have proposed they are willing to deliver the *YouthFM* program for a fee of \$5940 per annum. The fee includes the following:

- Three d Radio delivering the *YouthFM* program with their Volunteers;
- access to the Three D Radio facilities for participants;
- access to on air promotion channels (4x 30 second broadcast per day for a week 4 times a year; and
- administration costs.

This proposed cost of \$5940 is significantly less that the cost of the current model (\$17,000-\$18,000). This is because Volunteers will be conducting the training and mentoring as opposed to a paid staff member and a License Fee will not be required, given Three D Radio will be delivering *YouthFM* there is no need for the Council to operate under their license.

In addition there is the opportunity to offset a small proportion of the cost of Three D Radio's proposal, by charging other Councils a participant fee on a user pay. There are some Councils such as the City of Prospect, Campbelltown City Council, City of Burnside and City of Unley who are willing to participate on a user pay system. In this regard it is suggested that a fee of \$300 would be charged to other Councils who wish to support young people from their areas to participate in the program.

The Council's Youth Development Strategy focuses on young people aged 10 to 18 years of age. *YouthFM* is aimed at young people aged 15 to 25 years of age. Notwithstanding this *YouthFM* was identified by the Council as a unique and valued program for young people and therefore retained as part of the Council's Youth Development Program. Three D Radio's proposal is aimed at providing an opportunity for young people aged 18 to 25 years old which may not align with the age range of the Youth Development Program.

However, the Program not only provides value to participants it also provides a "voice" for young people and is an important mechanism for consulting with young people within the community, notwithstanding the fact that this cannot be quantified. The restriction on the age of participants therefore will not impact on the listener demographic. The Program therefore will still be a valuable communication tool for young people. As the listener demographic for the program will still be aimed at the age group of 15 to 25 years of age it will meet the age requirements of the Council's Youth Development Program.

Over the past three (3) years, approximately 50% of participants have been over 18 years of age. It should also be noted that there was a higher proportion of participants aged 18 to 25 years of age who graduated than those aged 15 to 17 years of age. During the period January 2018 to June 2020, approximately 66% of graduates were 18 years of age or older. Participants in this age group have benefitted from the program with respect to improved career prospects (through work experience) improved communication and public speaking skills.

Three D Radio's proposal has merit in comparison to the other options which have been discussed. Three D Radio are keen to retain *YouthFM* as it targets a younger demographic of listeners. The overall benefit of this proposal and the reason it is the preferred option, is that it will allow *YouthFM* as a program to continue to provide content and information for young people whilst also providing opportunities for young people aged 18 to 25 to learn new skills and participate as presenters on Three D Radio.

On the basis that Three D Radio's proposal will involve a number of changes it would however be beneficial to endorse this proposal for a 12 month trial period in the first instance.

Option 4 Discontinue YouthFM

The final option is to discontinue the *YouthFM* Program as part of the Council's Youth Development Program.

YouthFM has been part of the Council's Youth Development Program for over 15 years. The program is highly valued by Three D Radio and participants. As stated above, participants have reported benefits received from the program such as improved communication skills, group work and public speaking. *YouthFM* provides an opportunity for young people to not only become engaged but socially connected in the community through the program.

Notwithstanding the value that graduates of the program receive, the financial commitment by the Council is significant in terms of the cost per participant. However, as with any program, learning opportunity or employment, there will always only be a limited number of young people that are interested in such programs. To this end, costs should not necessarily be the only determining factor when considering the future of the program.

OPTIONS

The Council has various options in respect to this matter.

Option 1

The Council can fund *YouthFM* in its entirety and implement a user pay arrangement with other Councils. Whilst this option will ensure the continuation of *YouthFM*, it is not the preferred option as it not only requires additional funding from the Council, but it also relies on fee paying participants from other Councils.

Option 2

The Council can endorse the continuation of the program through and external provider such as Three D Radio's. Although the program will only be available to participants aged 18 to 25 years of age, this is the preferred option as the cost will be significantly less than *Option 1* and will allow *YouthFM* to continue as a partnership model between the Council and Three D Radio.

Option 3

The Council can discontinue YouthFM.

CONCLUSION

The *YouthFM* program is based on an inclusive youth engagement model which aims to foster participation of young citizens in the general community whilst promoting well-being and skill development. The model of youth engagement through a live to air radio show is a unique program experience for young people.

COMMENTS

Nil

RECOMMENDATION

1. That the Three D Radio proposal as set within this report be endorsed as contained in the proposal submitted by Three D Radio dated 29 September 2020 for a trial period of twelve (12) months.
2. The Council Notes that a report on the evaluation of the trial period will be prepared for the Council's consideration, at the conclusion of the twelve (12) trial period.

12. ADOPTION OF COMMITTEE MINUTES
Nil

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS

14.1 TENDER SELECTION REPORT - MARIAN ROAD ROUNDABOUT & STORMWATER DRAINAGE UPGRADE PROJECT

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (b) information the disclosure of which –
- (i) could reasonably be expected to prejudice the commercial position of the Council; and
 - (ii) would, on balance, be contrary to the public interest;

by the disclosure of sensitive commercial and financial information and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report and discussion be kept confidential for a period not exceeding five (5) years and that this order be reviewed every twelve (12) months.

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the minutes be kept confidential until the contract has been entered into by all parties to the contract.

**14.2 TENDER SELECTION REPORT – SECOND CREEK OUTLET GPT & RIVER TORRENS LINEAR
PARK SHARED PATH UPGRADE**

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

(k) tenders for the supply of goods, the provision of services or the carrying out of works;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report and discussion be kept confidential for a period not exceeding five (5) years and that this order be reviewed every twelve (12) months.

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the minutes be kept confidential until the contract has been entered into by all parties to the contract.

15. CLOSURE