

Council Meeting Agenda & Reports

3 April 2023

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
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

29 March 2023

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 3 April 2023, 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

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

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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 SPECIAL COUNCIL MEETING HELD ON 22 MARCH 2023**
4. **MAYOR'S COMMUNICATION**
5. **DELEGATES COMMUNICATION**
6. **QUESTIONS WITHOUT NOTICE**
7. **QUESTIONS WITH NOTICE**
Nil
8. **DEPUTATIONS**
Nil
9. **PETITIONS**

9.1 PETITION – BRIAR ROAD, FELIXSTOW – TRAFFIC MANAGEMENT

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA118370
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to table a petition which has been received regarding concerns with traffic management on Briar Road, Felixstow.

BACKGROUND

The Petitioners are requesting that the Council consider measures to address the increased volumes and congestion of traffic at the southern end of Briar Road, Felixstow.

A copy of the petition is contained in **Attachment A**.

The petition has been signed by a total of 199 staff, parents, relatives and service providers of the:

- Felixstow Primary School;
- The Briars Preschool; and
- Department for Education & Child Development – Eastern Adelaide Office.

Adjacent residents have also signed the petition.

In accordance with the Council's *Privacy Policy*, the personal information of the petitioners, (i.e. the street addresses) have been redacted from the petition. The names of the signatories and the suburb which have been included on the petition have not been redacted from the petition.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

Objective 1.2: A people friendly, integrated and sustainable transport network.

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

DISCUSSION

The Petitioners are requesting that the Council considers options to address their concerns with volumes of traffic in Briar Road, Felixstow. The Petitioners believe that this is caused by motorists using Briar Road to avoid turning left at the O.G. Road and Payneham Road intersection and increased congestion of traffic from the Felixstow Renewal Project.

The Petitioners are also requesting the installation of a school crossing (or similar), on the basis of the significant increase in traffic and congestion from increased parking on the street and vehicles (heavy vehicles) travelling to and from development sites.

The Council's *Local Area Traffic Management Policy* sets out the following process in respect to petitions which are received regarding traffic management issues:

Petitions

Petitions regarding traffic management issues which are received by the Council, will be referred to the Committee for consideration.

The Committee shall acknowledge the petition and note that Council staff will then investigate the issues which are raised through the petition. The process which will be used by Council staff in addressing the matter shall be the same as that which is set out in the Traffic Management Investigations Section of this Policy.

RECOMMENDATION

That the petition regarding the traffic management issues associated with Briar Road, Felixstow, be received and noted and referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's *Local Area Traffic Management Policy*.

Attachments – Item 9.1

Attachment A

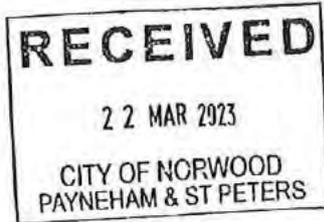
Petition Traffic Management Issues Briar Road, Felixstow

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**

**PETITION****To the City of Norwood
Payneham & St Peters**

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

PETITION CONTACT DETAILS (Convenor of Petition)

Name: Tom Beck - (Felixstow Primary School Governing Council Chairperson)

Address: [REDACTED] Cadna Ave, FELIXSTOW, SA 5070

Phone: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]

Part 1: The petition of: (identify the individuals or group – eg: the residents of The City of Norwood Payneham & St Peters)

Felixstow Primary School – Staff, Parents & Relatives.
The Briars Preschool – Staff, Parents & Relatives.
Dept for Education & Child Development – Eastern Adelaide Office

Part 2: Matter of concern to petitioners: (outline the circumstances of the matter)

Briar Road – Safety of students is being compromised due to increased traffic flow from cars "rat-running" to avoid left turn at OG & Payneham Rd intersection and increased trade vehicles coinciding with the Felixstow renewal project.

Visibility of both children entering the road and school signage is now compromised. This is due to increased street parking on both sides of the road due to new high-density housing developments and trucks entering building works. Traffic flowing in both directions is now compromised for the reasons listed.

Part 3: The petitioners request / submission is that the Council: (outline the action that the petitioners are requesting Council should or should not take)

1. Install flashing school lights and/or school crossing to improve awareness of children present.
2. Limit parking to one side of the road from 8am – 6pm M-F.
3. Reduce Briar Rd traffic flow to one-way.

Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
MICHAEL Ngo	Hardy St PARADISE	
Lesley Hugo	Deering Cres Banksia PK	
Jill Brautovic	Goves Rd, Summerton	
Tanya Russo	Greenmilk	
Helen Kacalaha	Burnside	
Gaylia Marks	modbury Heights	
Holly Bridger	Brooklyn Park	
Emily McPharlin	Mooringe Ave PLYMPTON	
Mary O'Brien	Stepney	
Laura Cathery	Banksia Pk	
Shannon DeSilva	Glyde Park	
Dannielle Gibson	Largs North	
Michelle Shipard	Trinity Gardens	
Sarah Enthoven	Wraydon Park	
Michelle Mearns	Montague Farm	
Rachel Clarke	Leabrook	
Mikaela Cibich	Forethville	
Jean Trauter	Rostrevor 5073	
Sam Antonades	Mount Barker, 5251	
Karissa Cosenza	Northgate 5085	
Anne Marie Cibich	Norwood	
Jasmine Milku	Wynn Vale	
Rachel Trebilcock	Valley View	
Treasa Parrish	Bridgewater	
Irene Sotiropoulos	Richmond	
Kellie Anderson	Greenacres	
Jenkins	Rostrevor	

(27)

	Name (print)	Address	Signature
(30)	Jenny Doherty	Lewis Ave Paradise	[Redacted]
	Milan Gzarda	Kerria Place Cranb	
	Jenny Venn	Woolfor Plc Boraka	
✓	ANZEL PRIEST	Bellview Dr Alhambra	
	David Cecchi	Royal Admiral Spwrs	
	Kelly Hunter-Wright	Ballestrin Crt Flinders	
	Billy Coop	Kirkby Crt Greenway	
	Mannan Gurneul	Somerset, Mel	
	Stacey Krayol	Lincoln ^{manningham} are	
	Vinod Coelho	Ruby St. Payneham	
(40)	Savia Coelho	Ruby St Payneham	
✓	Anna Vu	Ascot Avenue	
✓	Rikki Bishop	Riverside Dr	
	MEL BURGE	PERSEVERANCE WENTZIN	
✓	Andrew Pickery	Robert St Broadview	
✓	AMANDA RHODES	Bindgri Crescent	
✓	Kerryn Hibberde	Mckay ^{TRIPLE FARM} Northfield	
✓	ROMAN Briggs	Cross Rd ^{Glanville} Arboretum	
✓	Imogen Yeomans	Cross Rd Clandore	
	Jillian Uma	Rodger Ave, Leabrook	
(50)	Miel Anchetan	Luprena Avenue, Triple Farm	
	Srilakshmi Pichala	O G Road, Kilmzig	
✓	Melanie Raymond	Magill SA	
	Emma Perry	Wistaria gr Felixstow	
✓	Andrew Perry	Wistaria Gr Felixstow	
✓	Kenny Akeri	Georges Parade	
✓	Krishani Hathirhinge	Hilburn Ave, Windsor garden	
✓	Thomas Beck	Cadna Ave Felixstow	
✓	PHILIP COMLEY	PERSEVERANCE RD VISTA	
✓	Ebrahim	COS-CO	
(60)	CRAIG PRIEST	BELLVIEW DRIVE ALHAMBRA	
	Kimi Maidment	Throuer ave Felixstow	

Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
Gillian Hodges	Browning St Clearview	[Redacted]
Di Larter-Conway	Prosperity Way Athelstone	[Redacted]
Lauren Almond	Blaxland Avenue Wynn Vale	[Redacted]
Tuula Rappola	Caffrey Cres Port Willunga	[Redacted]
Nicole Saunders	Andrea St Highbury	[Redacted]
Emma Leek	Main St Morphett Vale	[Redacted]
Janice Rigney	States Rd Morphett Vale	[Redacted]
Laura Batchford	Ruthven Avenue	[Redacted]
India Pachulicz	Rutland Avenue Brighton	[Redacted]
Skye van Housden	Briar Rd Felixstow	[Redacted]
Chantal Rainsford	Briar Rd, Felixstow	[Redacted]
Ais Hegarty	Briar Road, Felixstow	[Redacted]
Monique Hodges	Browning St Clearview	[Redacted]
PAUL GLEAVE	JORDAN ST VALLEY VIEW	[Redacted]
Felicity Turner	Jules Ave Klemzig	[Redacted]
VALENTIA GARBERN J	GOLGERD ATHELSTONE	[Redacted]
ATUDEO	GOLGERD ATHELSTONE	[Redacted]
Rapita Landiano	Jules Ave Klemzig SA 5087	[Redacted]
Rosemarie Hayes	reid Ave Felixstow	[Redacted]
Mavis Maunella	Kildare Ave Athelstone	[Redacted]
Trang Pham	110 Northbrook Ave	[Redacted]
Summer Teagass	ruthven	[Redacted]
Mel Harvey	Shelton Dr. Athelstone	[Redacted]
Josi Williams	RICHMOND ST HACKNEY	[Redacted]
Kristina modra	Richmond st Hackney	[Redacted]
BILLY QUACKI	BARNETT AVE	[Redacted]
Sean Williams	church Rd Paradise	[Redacted]
Peter Rhodes	Binder Crescent	[Redacted]
Naomi Cooper	Price Ave, Klemzig	[Redacted]

①

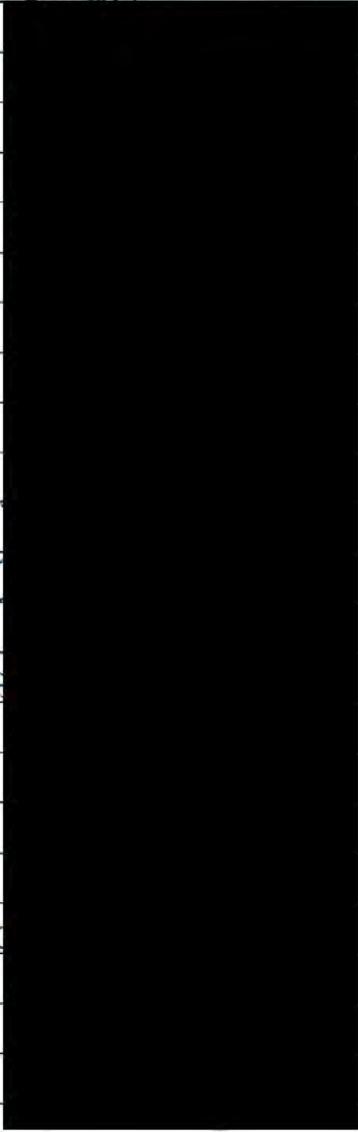
①

(29)

Name (print)	Address	Signature
✓ SYED BABAR KAZMI	Montacute Road Campbell Town 5074	[Redacted]
✓ Lauren Werner	1425 St Ottawa, SA 5013	
✓ Mitt Mervin	1425 St Ottawa, SA 5013	
✓ RUBY SAMMIDHANTH	BUNA COURT 11100	
✓ DARREN LEE	PAYNEHAM KO	
✓ Adele Coard	Kirkbyccl	
✓ Carlos Coard	MARWICK CREW	
✓ Rosie Cerdillo	Redden Ave	
⑩ ✓ James Jason Ward	Kent St Marden	
✓ Mark Raymond	Brian Road Marden	
✓ K. GURU SANKAR	06 Road, KLENDRA	[Redacted]
✓ M. TURNER	Shirleyford Telukston	
✓ Hocing Anh Tzu	Brian Road	
✓ LAURA KELLER	Chifley Av. Hope Valley	
✓ Bright (Hyun-Joo) Bae	Botanic Grove Campbelltown	
✓ Kaz Ottrey	Hilltop Blvd Hillbank	
✓ M. GORROICH	PAYNEHAM KO. FAIRVIEW	
✓ J STEVE MAYNARD	LORD HOWE AVE HILLCREST	
✓ Bronwyn Stead	DOXIADIS ST STAGNES	
✓ Lyan Morris	" " "	
✓ Dalal Mubiddix	Fullerton, Marden	
✓ STUART MENGLI	LA MURRAY AVE KLENDRA	[Redacted]
✓ Sue Clee	EAST AVE, Allenby Gdns	
✓ ROSS CLIF	" " "	
✓ OWEN COVIN	WARWICK ST WALKERDALE	
✓ Marie Stroud	Cherryhill St	
✓ Chris Turner	TORRENS AVE KLENDRA	
✓ Kyla Drew	Urban Ave Paradise	
✓ Tracy Stavreas	Myponga Tce KILKANNY	
✓ Chloe Davill	Church St Marden	
✓ LAUSHMI	Ashbrook Ave. Payneham	
✓ Hosnia Ali	Florence St Glynde 5070	[Redacted]

Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
NATASHA BORG	BRIAR RD	
Sally Frossinakis	Briar Rd	
Gordo's Conker	Briar Rd.	
Bethany Burton	Briar Rd	
Nikki Summerfield	Briar Rd	
Amandeep Kaur	Briar Rd	
Sharon Constable	Briar Rd	
Amanda Stapleton	Briar Rd.	
Melissa Paterson	Briar Rd	
David Kynear	Briar Rd	
ADISE WOOD	Briar Rd	
Laura Yates	Briar Rd	
Nida Krouwel	Briar Rd	
Pam Symonds	Briar Rd	
Steve Smith	Briar Rd.	
Fiona McInerney	Briar Rd	
Ayesha Ebrahim	Briar Rd	
Kit Leaney	Briar Rd	
Rehan McQuinn	Briar Rd	
Tynaya Smith	Briar Rd	
Jillica Lu	Briar Rd	
Angela Connell	Briar Rd,	

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10. WRITTEN NOTICES OF MOTION

10.1 WORK HEALTH & SAFETY, CAPITAL PROJECTS AND STAFFING REPORT – MONTHLY REPORT TO COUNCIL - SUBMITTED BY CR GRANT PIGGOTT

NOTICE OF MOTION: Work Health & Safety, Capital Projects and Staffing Report – Monthly Report to Council
SUBMITTED BY: Cr Grant Piggott
FILE REFERENCE: qA1039
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 Grant Piggott.

NOTICE OF MOTION

1. That the CEO provides a written report to be included in the 1 May 2023, Council Agenda in respect to the following:
 - 1.1 Update on executive activity in respect to Work Health & Safety and any key statistics considered relevant (e.g. Near Misses, Days lost).
 - 1.2 Summary update (1-2 paragraphs) on progress of capital projects:
 - i. New assets budgeted to exceed \$250,000;
 - ii. Renewal assets as a group; and
 - iii. Other projects considered worthy of reporting by the CEO.
 - 1.3 List of vacant staff positions, date of the position becoming vacant and status of action for recruitment.
2. That this report be updated for future movement to be presented as a written report to each subsequent Ordinary meeting of Council.
3. That this Report should not replace any other reporting planned by the CEO or requested by previous Council resolution.
4. That the ongoing need for this monthly report will be assessed by Council at its December 2023 meeting.

REASONS IN SUPPORT OF MOTION

Council members are provided with significant levels of information through the Weekly Communique. However, the issues identified – Work Health & Safety, Staff Replacement, Capital projects – rise as of most significant importance to Council governance and would benefit from highlighting above other information. It will be beneficial to both Council Members and the City of Norwood Payneham & St Peters if they have clear visibility of these key matters.

The report required will be a high-level summary of information in existence already, intended to provide a snapshot of the position to Council Members without requiring excessive resource to deliver.

STAFF COMMENT

PREPARED BY GENERAL MANAGER, GOVERNANCE & CIVIC AFFAIRS

At its meeting held on 7 March 2022, the Council endorsed the implementation of a quarterly project and corporate reporting system. This system was recommended to replace the ad-hoc method in which information is currently provided.

At the time, the Council was advised that the project would require considerable planning to ensure the implementation of the corporate reporting system is managed effectively and provides relevant and up-to-date information.

The Council was also advised that the implementation and ongoing reporting requirements would have a significant impact in terms of resources, both from a financial perspective and staff requirements and will require consideration by the Council as part of the Budget process.

The Notice of Motion seeks to implement a monthly reporting requirement, in addition to the quarterly reporting system which the Council has agreed to.

Project Reporting

In terms of projects, an update was provided at the Information Session held on Wednesday, 22 March 2023, and comprehensive information was provided to Members via the Project Update Status documents.

The level of detail associated with the Project Update Status reports is intended to be included in the corporate quarterly reporting system.

The new corporate reporting system is nearing completion and will be presented to Elected Members shortly.

Work, Health & Safety Reporting

In terms of Work, Health & Safety reporting, the Council should be (and is), made aware of significant issues which have the potential to create a liability issue for the Council. Likewise, work, health and safety matters of a strategic nature should and are reported to the Council.

However, due to the nature of these issues, regular monthly reporting would be irrelevant.

In terms of reporting matters such as Near Misses and Days Lost, the Executive Leadership Team (ELT) holds a monthly 'Greater Safety Meeting' which focuses specifically on strategic WHS issues, tracking WHS data/performance and monitoring the WHS Plan. These are operational and sit with the Chief Executive Officer and Executive Leadership team to review and consider.

This Council is the only Council in South Australia which takes this approach to managing Work, Health & Safety obligations and was recognised by the LGA Scheme Awards which acknowledge excellence by local Councils in implementing risk management programs, processes, systems, or developments.

This Council's approach is considered to be 'best practice' as it ensures that Senior Management are exercising due diligence and provide an ideal forum for WHS monitoring and decision making and when necessary, matters are reported to the Council.

Vacant Positions

There will always be a number of vacant positions at any given time for various reasons (ie resignations, retirement, leave entitlements, difficulty in recruiting). The number of Vacant Positions as a result of resignations is reported to the Council via the Monthly Financial reports. These are operational matters and are monitored by the Chief Executive Officer and General Managers.

Summary

A number of reporting mechanisms are currently in place, (ie Council reports, Information and Briefing Sessions, the Elected Member Weekly Communique and more broadly, the Annual Report), with the new corporate reporting system to commence in the near future.

The request to implement a monthly reporting system must be considered by the Council in the context of the objective for such reporting together with consideration of the impact on the organisation in terms of the resourcing requirements for such reporting.

Whilst there is always value in reporting information relevant to the role of the Council, the Council must then adequately resource this function to ensure that any information reported is of value and meets the objective.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 DEFAULT MATERIALS FOR COUNCIL VERGES

REPORT AUTHOR: General Manager, Urban Planning & Environment
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4501
FILE REFERENCE: qA1039
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide information to the Council regarding the use of dolomite, quartzite and alternatives on verges (nature strips) within the City and the impact of such treatments on the health of street trees.

BACKGROUND

In December 2017, the Council considered a report regarding the use of dolomite and quartzite on verges (nature strips) within the City and the impact of such treatments on the health of street trees. At that time, the Council resolved to retain the use of dolomite and quartzite as the Council's default verge treatment on the basis that the materials were cost effective, 'fit for purpose' and low maintenance, providing the Council with an effective 'go-to' base product. In addition, the Council endorsed the discontinuance of the standard practice of providing small tree wells for the planting of new street trees in favour of a new practice that includes the provision of widened tree trenches, where the existing compacted material is excavated the full width of the verge and approximately one metre either side of the planted street tree, breaking up the sub-soil below and allowing the area surrounding the tree to be filled with mulch.

The above-mentioned change to the standard operating procedure for planting new street trees was adopted in order to significantly improve water, oxygen and natural gas transfer in verges around newly planted street trees where it is most beneficial and to promote vertical downward root growth. The revised standard for planting new street trees was implemented in 2018 and remains in use.

In August 2022, the Council endorsed a Notice of Motion, requesting staff to prepare a report on:

1. *the most appropriate material to use on nature strips, taking into account aesthetic, environmental and economic factors as well as current 'best practice' criteria; and*
2. *an appropriate separation of cementitious fill on nature strips from the base of existing street trees."*

Reasons put forward in support of the Notice of Motion are set out below:

- concern that the use of dolomite introduces high levels of alkalinity into the top level of verges, which may interfere with the ability of street trees to absorb soil nutrients;
- concern that dolomite prevents rainfall penetrating to street tree roots and prevents the exchange of gases which tree roots need to make with the atmosphere;
- concern that the use of dolomite retains heat in summer which can "cook" street tree roots;
- concern that the council is adding cement to dolomite, creating alkaline cementitious (non-porous) verge surfaces that can impede the basic performance of tree roots;
- the council should be consistent with its ban on artificial turf on verges by banning the use of cementitious verge materials which have similar effects on rain and heat absorption and contribute to the warming of footpaths during summer;
- dolomite has a harsh dark grey metallic appearance which is "unattractive in the streetscape";
- white gravel type quartzite, which was used on verges by the former Town of St Peters, does not heat up as much as dolomite and has a "softer appearance in the streetscape";
- generally large gravel like quartzite does not pack down like dolomite to form an impervious barrier between soil and the atmosphere;
- the quartzite that the council currently uses is a "poor quality quarry product, which looks like a fine grain left over material";

- it is probably time for the council to adopt a consistent approach across the council area;
- the use of porous coarse sands and gravels can reduce weed growth;
- the council should consider the use of granitic sand (a form of crushed granite), which is attractive and packs down while allowing rainfall penetration and gaseous exchange;
- the notice of motion does not call for existing verge materials to be removed “*en masse*”. Rather a review of verge materials used by the Council may warrant a change moving forward.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goal contained in *CityPlan 2030* is:

Outcome 4: Environmental Sustainability

A leader in environmental sustainability.

Objectives:

- 4.1 Sustainable and efficient management of resources.
- 4.2 Sustainable quality streetscapes and open spaces.
- 4.4 Mitigating and adapting to the impacts of climate change.

Strategies:

- 4.1.1 Make better use of water resources including the harvesting and re-use of stormwater.
- 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect.
- 4.2.2 Protect, enhance and expand public open space.
- 4.4.2 Undertake climate change adaptation initiatives for our assets, public spaces, services and operations.

The Council's *2022-2027 Tree Strategy* acknowledges the need to counteract the effects of rising urban heat and includes reference to the Council's *Verge Landscaping and Maintenance Policy*, which sets out the requirements for property owners who are seeking to 'green' the Council verge in front of their property. One of the key objectives of the Policy is to increase vegetation cover across the City by removing hard compacted surfaces such as dolomite, to provide a cooling effect during hot summer weather and increase rainwater infiltration to support soil moisture and street tree health.

FINANCIAL AND BUDGET IMPLICATIONS

The dolomite and quartzite that the Council currently procures costs between \$30 and \$35 per tonne and there is very little difference in cost between the two products, with dolomite sand \$2 per tonne cheaper than quartzite quarry sand. The products are currently locally sourced from Newtons Building and Landscaping Supplies.

Granitic sand, which was raised in the Notice of Motion as a potential alternative to quartzite and dolomite, is a relatively scarce product to source in Adelaide and does not appear to be available to regularly procure by the tonne from local quarries or suppliers. None of the main suppliers of sand products in metropolitan Adelaide that could realistically service the council stock granitic sand. In fact, most local suppliers of sand products that were contacted had never heard of granitic sand, reflecting the scarcity of its use in Adelaide.

Small supplies can be purchased in Adelaide for very small-scale use, typically for residential settings, but this is not suitable for the Council's needs. In addition, the general cost of granitic sand varies between \$74 and \$150 per cubic metre, not including transportation costs from interstate.

From a financial perspective, the use of granitic sand as the Council's default material for verges would be prohibitive and likely to be up to ten times the cost of procuring dolomite and quartzite, due to its up-front cost and the cost of transporting the product from the eastern states.

EXTERNAL ECONOMIC IMPLICATIONS

Nil

SOCIAL ISSUES

Nil

CULTURAL ISSUES

Historically, the standard treatment of verges across the City includes the use of dolomite, with quartzite used in St Peters, Evandale, Hackney, College Park, Joslin, Stepney and Maylands, or in certain circumstances such as main roads, full width paving is installed from front boundary to kerb.

If the Council endorses a new surface material for verges or a preference for dolomite or quartzite as the default treatment of verges across the entire City, this would have an aesthetic impact on streetscapes across the City and it would likely take a number of years before a totally consistent streetscape rhythm would emerge with respect to the appearance of verges.

A change from quartzite to granitic sand could potentially have a minimal aesthetic impact in the suburbs of St Peters, Evandale, Hackney, College Park, Joslin, Stepney and Maylands, as both materials tend to have a similar sandstone hue and colour appearance. That said, achieving a similar look would depend on where the granitic sand is sourced as it can vary substantially in colour and take on or a reddish, grey or brown hue. A change from dolomite to quartzite or granitic sand would represent a more drastic change to the appearance of verges across parts of the City, given that dolomite sand generally has a bluey grey appearance that lightens over time.

ENVIRONMENTAL ISSUES

Any reduction in impervious verge treatments is going to generate improved environmental outcomes, particularly if substituted with lawn, shrubs and ground covers. The impacts of climate change locally are well documented through the Council's Regional Climate Change Adaptation Plan – *'Resilient East'* and any measure which works towards minimising localised heat generation is a positive action. Additionally, pervious soils will develop micro ecosystems which will aid in improved localised soil health and biota.

RESOURCE ISSUES

If the Council were to endorse an immediate and/or entire change from dolomite and or quartzite, this would have a significant impact on resources and may require additional staff to implement.

RISK MANAGEMENT

The key risk of using an alternative product to dolomite or quartzite as the default material for Council verges is that it may not be 'fit for purpose'. The potential impact of this is that new and existing streets trees may not receive an adequate supply of oxygen, nutrients and water and could decline in health. This risk can be mitigated by retaining the use of dolomite or quartzite as the default material for council verges or ensuring that any alternative material selected is regularly used in other council areas, such that its appropriateness is beyond question.

Another key risk is the financial cost to the Council of procuring an alternative product, particularly if it cannot be sourced locally. This would negatively impact the Council's operational budget. This risk cannot be mitigated if the product cannot be sourced locally.

A change from quartzite to granitic sand could potentially have a minimal aesthetic impact in the suburbs of St Peters, Evandale, Hackney, College Park, Joslin, Stepney and Maylands, as both materials tend to have a similar sandstone hue and colour appearance. A change from dolomite to quartzite or granitic sand would represent a more drastic change to the appearance of verges across the City, given that dolomite sand generally has a bluey grey appearance that lightens over time. In this context, there is a risk that any change from the status quo is likely to generate a mix of reactions from citizens as some will have a historic, cultural and/or personal preference for dolomite or quartzite as the default verge material; some citizens may prefer a new material and some citizens will not have a preference.

This risk could be partially mitigated by retaining either dolomite or quartzite as the default verge treatment or using a material with a similar appearance as this would have minimal aesthetic impacts across multiple suburbs given both products are in use. The risk can only be fully mitigated by retaining the 'status quo'.

There is an environmental risk that would arise if the Council chose to use granitic sand instead of dolomite and quartzite as the default verge material. Because granitic sand can only be sourced from interstate, the product would need to be transported to the council area via trucks, which of itself would generate substantial co2 emissions, increase fuel usage and this would undermine the environmental benefits of its use on verges across the Council area. This risk cannot be mitigated if the product cannot be sourced locally.

The above risks have been analysed against the Council’s risk management framework and are considered to be medium level risks. Whilst the outcomes would be tolerable with periodic review, retaining the status quo or using an alternative material that is ‘fit-for-purpose’, would reduce the risk to a low level, which would be acceptable, with periodic review.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Manager, City Services
Manager City Assets
Manager, Urban Planning & Sustainability
Manager, City Projects
Sustainability Officer
City Arborist
- **Other Agencies**
Staff from the City of Mitcham

DISCUSSION

The verge area forms part of the road reserve and as such, under the *Local Government Act 1999* (“the Act”), it is owned and managed by the Council. Historically, the standard treatment of verges across the City includes the use of dolomite, with quartzite used in St Peters, Evandale, Hackney, College Park, Joslin, Stepney and Maylands, or in certain circumstances such as main roads, full width paving is installed from the front property boundary to the kerb. Some verges across the City are vegetated as part of strategic projects, like St Peters Street, or are integrated into adjacent rain gardens. In highly pedestrianised areas such as The Parade, Norwood, some large trees in the verge area are surrounded by resin bound gravel, which is a permeable surface material that allows water to drain through to the tree roots, whilst providing a hardy surface that pedestrians can traverse. However, resin bound gravel is an expensive treatment that is used in exceptional circumstances. In addition, if it is not laid properly, some of the gravel may detach and because aggregate materials naturally contain iron, the surface finish can be prone to iron spotting, in which the iron leaches through the gravel creating iron coloured blotch stains across the finished surface.

The images below depict the use of Dolomite, Quartzite and Resin-bound Gravel in the Council area. Image 1 shows dolomite compacted immediately adjacent to the street tree, reflective of the former standard practice prior to 2018.

Image 1: Use of Dolomite on a Council Verge



Dolomite

Image 2: Use of Quartzite on a Council Verge



Quartzite

Image 3: Example of the use of Resin Bound Gravel



Resin-Bound Gravel

There are dozens of surface materials that could be used as the default material for council verges, however, most would not be 'fit-for-purpose' because they are either too soft underfoot, do not sufficiently retard weeds, may scour during significant rainfall events, or create uneven surfaces that may create unacceptable safety risks for pedestrians.

Dolomite and Quartzite

'Dolomite' is the term used for the rock dolomite, which is a rock containing 90% or more of the mineral dolomite ($\text{CaMg}(\text{CO}_3)_2$). The term 'dolostone' is sometimes used for dolomite (the rock) to avoid confusion. The Council procures dolomite as a grey-brown crushed, fine aggregate and uses it in a number of maintenance and construction activities, due to its binding and compaction properties.

As a verge treatment, dolomite is a low cost, low maintenance product, which presents a clean finish and if laid correctly, retards weed growth and provides a good consistent surface for entering and exiting parked vehicles. In verge applications, it is laid to a depth of between 75-100mm and compacted with a vibrating plate. On sloping or high runoff areas, cement is sometimes added to provide stronger and longer-lasting binding properties.

Quartzite, as the name suggests, comes from Quartz (SiO_2), which is the Earth's most common mineral and is present in a wide range of rocks. The Council procures Quartzite as a yellow fine and crushed aggregate. In verge applications, it performs and provides the same benefits as dolomite. The cost is also comparable.

Dolomite and quartzite have been proven performers over many decades in South Australia with both materials, but particularly dolomite used extensively as a verge treatment. The low cost and ease of application and low ongoing maintenance to achieve a clean, consistent, hard surface which minimises weed growth, makes dolomite and quartzite an attractive and versatile treatment option, however there are some negative side effects.

The way in which the products are laid and compacted, means that little water penetration, absorption and the transfer of oxygen and other natural gases, is allowed. This is the key negative effect for plant species and is a greater inhibitor than the pH altering effects dolomite can have on the very top level of the soil profile. With respect to street trees, the impervious surfaces which surround the tree, can place trees under stress, shorten the life span, as well as increase maintenance requirements to surrounding infrastructure.

The following information on the negative qualities of dolomite was set out in the Notice of Motion:

Dolomite is a type of limestone containing high levels of magnesium and calcium carbonate. It is alkaline. Adelaide plains soils are generally alkaline. Horticultural advice is that alkaline materials should never be added to alkaline soils to create hyper-alkalinity. The late Peter Cundall, a gardening expert, stated "Use dolomite only if you've got acidic soils". (Gardening Australia Fact Sheet, Soil Improvement www.abc.net.au/gardening/stories/1503292htm). By laying dolomite, Council is introducing a high level of alkalinity into the top level of nature strips which may interfere with the ability of street trees to absorb soil nutrients.

The Notice of Motion also notes that the former St Peters Council used quartzite in the form of white gravel and that the gravel pieces were larger than the sandy quartzite material currently used by the Council at present. Whilst it is true that coarser gravel pieces of quartzite of roughly similar size allows for greater rainfall penetration than finer grade quartzite sand, the material has a greater propensity to scour during heavy rainfall events and as such, the benefits of using a coarser grade quartzite material are somewhat offset by the fact that it has a greater propensity to pollute the stormwater system.

Notwithstanding the above-mentioned concerns with alkalinity and the size grade of the materials, dolomite and quartzite have an important role to play as the default treatment option for Council verges, simply because of their overall high performance (in terms of longevity) and low implementation and maintenance costs. Information provided in support of the Notice of Motion infers that porous coarse sands and gravels can reduce weed growth as they act like mulch and that dolomite does not perform well in terms of retarding weeds. However, the latter observation is at odds with the opinion of council staff, who consider that the use of dolomite and quartzite is effective in weed retardation with proper installation and compaction.

Alternative Materials

Leaving the verge as natural bare ground or replacing dolomite and quartzite with loam only (no associated plantings) has shown to not be a suitable universal alternative. Washouts, erosion, muddy areas (and associated stormwater pollution), increased public liability and an unmanageable proliferation of weeds (which need to be controlled through increased maintenance and cost) are the primary reasons why this Council (and indeed other metropolitan Adelaide councils) do not leave verges in a 'natural state.' On sloping verges, loam washes away during heavy rainfall events, whereas the use of dolomite and quartzite, with the addition of some stabilising cement on sloping verges, provides a low-cost, long-term solution.

Whilst the use of loam would provide some short-term benefits to the trees through improved ingress of water, oxygen and transfer of natural gases, over time the area becomes compacted and the benefits diminish.

An alternative surface material that could be used on verges is granitic sand, which is also known as decomposed granite or 'deco granite'. Granitic sand is formed from the natural weathering and erosion of solid granite, a tough, hard, igneous rock and typically is composed of fine particles akin to quarry sand or it can be a little coarser than quarry sand. It is not widely used for verges nor is it a product that is readily accessible in South Australia from local quarries. Rather, it is primarily used as a decorative surface finish in public realm projects and for paths and driveways, due to its attractive, neat appearance and highly compactable and porous nature, typically in the eastern states and in particular New South Wales and Victoria.

Information obtained from *yardlearn.com* suggests that granitic sand provides excellent drainage but as it compacts over time, this can affect its drainage performance. In addition, its colouring can vary substantially between quarry sources compared to dolomite and quartzite sands, which could result in an uneven appearance of verge materials over time.

The Notice of Motion suggests that the City of Mitcham uses granitic sand on its verges. However, staff at the City of Mitcham have advised that this is not the case. It was suggested that granitic sand may have been used in a limited experimental manner some years ago, but current staff were not able to advise on where it was used nor in what specific context and they had no intentions to use granitic sand as a standard verge surface treatment.

On balance, given the excellent compaction and drainage properties of granitic sand and its attractive neat appearance, it would potentially be a suitable material for verges if it could be locally sourced. However, as it is not readily available for use in metropolitan Adelaide on the scale the council would need, it is not considered 'fit-for-purpose'.

Other alternative materials to dolomite and quartzite, such as permeable pavers, loam, soil, mulch, coarser stones or gravel and resin bound gravel have not been priced or robustly analysed for the purposes of this report because as stated earlier in this report they are either materials that are very expensive and suitable mostly in highly pedestrianised locations or are not 'fit-for-purpose' as a standard treatment for verges due to being too soft or uneven under foot and/or because the material would scour and erode away too easily in high rainfall events, polluting the stormwater system and requiring frequent 'topping up'.

Given there are no significant economic or environmental performance differences between dolomite and quartzite, there would only be aesthetic and convenience benefits in moving away from the existing use of dolomite or quartzite across the City. An immediate transition would be costly and unnecessarily consume resources though it would create uniformity across the Council area.

Whilst there are not significant environmental differences between the materials, quartzite does have some minor environmental benefits as it does not absorb heat as much as the more metallic dolomite does. Arguably, quartzite also has a softer, less utilitarian and more attractive earthy and consistent appearance than dolomite. From a 'best practice' perspective, it would be more efficient and effective to use one rather than two default verge surface materials.

Overall, having regard to economic, environmental, aesthetic and 'best practice' considerations, the use of quartzite as the Council's default verge material is preferred and recommended.

Health of Street Trees

The second part of the Notice of Motion required consideration of the separation of cementitious fill on verges from the base of existing trees, with the rationale being to ensure streets have improved access to water, oxygen and natural gas transfer in verges, particularly around newly planted street trees where it is most beneficial and to promote vertical downward root growth.

With respect to the health of street trees, the Council has implemented several initiatives since 2018 to address these issues and also to ensure that the type of street trees that are planted have the best chance possible to thrive in the urban environment.

Tree Planting Protocols

The Council plants around 500 new street trees annually. The Council's standard street tree planting procedure, as contained in **Attachment A**, was adopted in 2018 to ensure that there is a substantial separation of cementitious fill on verges from the base of existing trees and to significantly improve water, oxygen and natural gas transfer in verges around newly planted street trees where it is most beneficial, so as to promote vertical downward root growth.

The image below depicts two new street trees that were planted in 2022, generally in accordance with the Council's planting standard.

Image 4: Street Trees Planted in 2022



Street Trees Planted in 2022, Davis Road, Glynde

The way in which new street trees are planted is entirely consistent with the second part of the Notice of Motion, in that no cementitious materials are compacted nor located immediately adjacent the newly planted trees. This is evidenced by a comparison between Images 1 and 4 above.

Tree Strategy 2022-2027

The Council's *Tree Strategy 2022-2027*, sets out a road map and actions that aim to increase tree canopy cover across the Council area and, among other things, includes actions that require the selection of new street trees that have “*tolerance to drought and low water needs*”.

TREENET Inlets

The Council installs TREENET Inlets, when opportunities arise through the annual Capital Works Program and as part of Strategic Projects that involve the renewal of streets. TREENET Inlets are an example of a Water Sensitive Urban Design (WSUD) device, designed to direct stormwater from roads into soakage pits below adjacent verges, providing a direct source of water to tree roots and by-passing any impervious surfaces that may surround a street tree. The Inlets assist to guide vertical root growth, which can in turn reduce root damage to kerbs and footpaths, possibly resulting in financial savings on infrastructure maintenance and renewal.

Research undertaken by students at Flinders University and The University of South Australia, published in 2022, found that mature trees planted within the zone of influence of TREENET Inlets and leaky wells transpired 17% more water per unit of canopy area per day and 21% more during the dry season, on average over the course of a year. White cedar saplings with stormwater harvesting grew 65% higher and increased 60% more in diameter over a 3-year period when compared with saplings without stormwater harvesting.

This is consistent with an observed 106% greater stomatal conductance (the measure of gas exchange and transpiration through leaf stomata) and up to 169% greater photosynthesis rate in the dry season for saplings supported by harvested stormwater. The study also found that stormwater harvesting and infiltration by TREENET Inlets provides significant benefit to white cedar trees growing in a suburban street.¹

The research conclusively shows the value of TREENET Inlets in supporting the sustainable growth of street trees. Since 2020, more than 100 TREENET Inlets have been installed in various streets in the suburbs of Maylands, Norwood, Firlie, St Morris, Stepney, St Peters, Kent Town and Payneham.

Rain Gardens

The Council has installed a number of Rain Gardens as part of implementing various Strategic Capital Works Projects. Rain Gardens are an example of Water Sensitive Urban Design (WSUD) and are garden beds which are designed to receive stormwater from street during rain events. The Rain Gardens increase stormwater runoff reabsorption into the garden soil and they assist to capture gross pollutants, the gardens effectively treat and filter polluted stormwater runoff. The rain gardens also provide a direct water source for plants and assist to counter the urban heat island effect, thereby assisting to cool the local street environment and this in turn enhances the capacity for existing and newly planted street trees to survive and thrive. Rain Gardens have been installed along Ninth Avenue, Beulah Road and more recently along St Peters Street.

Verge Landscaping and Maintenance Policy

In March 2021, the Council adopted a *Verge Landscaping and Maintenance Policy* and supporting guidelines. The intent of the Policy is to encourage residents to increase vegetation cover across the City by removing hard compacted surfaces in verges and replacing such materials with vegetation and lawn, which assists to counter the impacts or rising urban heat as well as increasing rainwater infiltration and oxygenation of soil, which assists street trees to survive and thrive.

Since adoption of the Policy, twenty seven (27) verges containing dolomite or quartzite have been excavated across the City and replaced with loam and landscaped by the owner or occupant of the adjacent dwelling. Of these, seven (7) verges have been converted in Evandale, five (5) verges have been converted in Kent Town and the remainder are evenly spread in nine other suburbs across the City. In addition, nine (9) verges were converted via residents 'opting in' to landscape their adjacent verge area as part of the council's Capital Works (footpath replacement) Program. Overall, thirty six (36) verges have been landscaped by adjacent property owners or occupiers since 2020.

¹ Gleeson X, Johnson T, Lee G, Zhou Y and Guan H (2022) Enhanced Passive Stormwater Infiltration Improves Urban Melia Azedarach Functioning in Dry Season. *Front. Clim.* 4:783905. doi: 10.3389/fclim.2022.783905

The total area of verges that have been landscaped since the introduction of the *Verge Landscaping and Maintenance Policy* is approximately 300 square metres, which is relatively minimal. However, the key intent of the *Verge Policy*, which is to encourage residents to vegetate their verges, to enhance the environment surrounding street trees, increase rain water penetration to the sub-surface soil and assist in cooling the local urban environment, aligns with the outcomes sought in the Notice of Motion.

Urban Greening Program

As part of the Council's 2021-22 Budget, the introduction of an *Urban Greening Program* was endorsed as a trial for residential property owners to have increased support for planting trees and natives on private land to increase, enhance and add value to the overall City's green cover specifically increase canopy, biodiversity and habitat.

The Program currently funds the planting of 136 established trees and 1700 native plants, including 150 native trees, by residents annually and whilst the majority of these trees and plants are planted on private residential land, the Program does allow residents to plant the established trees and plants in the verge area adjacent to their property and some residents have followed through and planted and maintained established trees in the verge adjacent to their premises.

This program is low-cost, encourages citizen participation and assists to establish and maintain street trees and verge plantings in their formative years.

Overall Impacts

Whilst it would be ideal to replace the use of highly compacted materials from all verges, this would not be practical nor prudent for the reasons set out in this report. Since 2018, the Council has implemented a range of initiatives to improve the overall health of street trees and the cumulative impacts of these initiatives provides a robust framework for managing and maintaining the council's street tree stocks. The current suite of initiatives is considered to effectively address the second part of the Notice of Motion.

OPTIONS

Option 1: Status Quo

Given the broad range of initiatives that have been implemented in recent years to positively impact the overall health of the Council's street tree stock and to ensure newly planted street trees have the best chance of surviving, an argument can be made that the current treatment of verges with compacted dolomite and quartzite, outside of the planting zone, is not having a significantly detrimental effect on the health of street trees. As such, there is no need to consider or implement any wholesale change. Whilst this is a viable option, it does not address the aesthetic aspect of having two default materials for verges across the City and is therefore not recommended.

Option 2: Alternative Default Verge Materials

The Council could consider the use of alternative materials such as granitic sand in lieu of dolomite and quartzite as the default material for verges, however, for the reasons set out in this report, there appears to be no better default materials that would be also be 'fit for purpose', taking into account economic, environmental, safety, maintenance and 'best practice' considerations.

As such this option is not recommended.

Option 3: Endorsing the use of Quartzite as the Council's Verge Treatment

As set out earlier in the report, the sole use of dolomite or quartzite as the standard default material for verges, would have long term benefits because over enough time, there would eventually be a uniformity of default verge appearance across the council area as verge materials are renewed through periodic maintenance, strategic projects or capital works programs. Whilst there are not significant environmental differences between the materials, quartzite does have some minor environmental benefits as it does not absorb heat as much as the more metallic dolomite does. Arguably, quartzite also has a more attractive earthy and consistent appearance than dolomite.

In addition, from a 'best practice' perspective, it would be more efficient and effective to use one rather than two default verge surface materials. Overall, having regard to economic, environmental, aesthetic and 'best practice' considerations, the use of quartzite as the Council's default verge material is preferred and recommended.

CONCLUSION

For at least the foreseeable future, the use of compacted quartzite and or dolomite has an important a role to play as part of the Council's overall treatment of verges. The cheap implementation cost, performance and low maintenance the products offer, provide the Council with an effective 'go-to' base product.

To totally move away from either product or attempt to 'retro-fit' existing verges with alternatives to dolomite and quartzite, would result in a significant cost impost and inefficient use of limited resources. However, in the interests of achieving greater consistency in the rhythm of the City's streetscapes, it is recommended that the Council endorse the use of quartzite as the Council's sole default material for council verges and that dolomite be phased out as verges are renewed through periodic maintenance, strategic projects or capital works programs.

COMMENTS

Nil.

RECOMMENDATION

1. That the use of quartzite as the Council's default verge treatment be endorsed for use across the City and that the use of dolomite be phased out and replaced with quartzite when verges are renewed or re-constructed through periodic maintenance, strategic projects or capital works programs.
2. The Council notes that on sloping verges, where staff deem it necessary, cement or similar additives may be added to the quartzite sand to minimise the likelihood of the material scouring during heavy rainfall events.

Attachments – Item 11.1

Attachment A

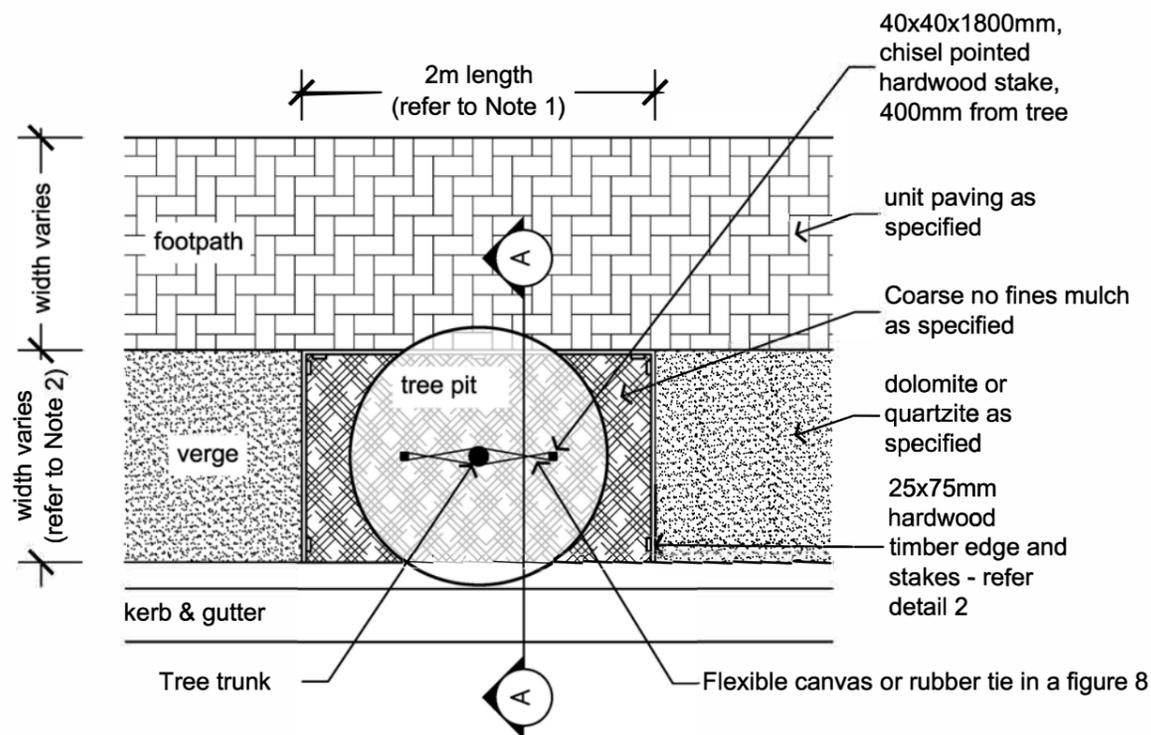
Default Materials for Council Verges

City of Norwood Payneham & St Peters
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Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



TREE PLANTING IN VERGE

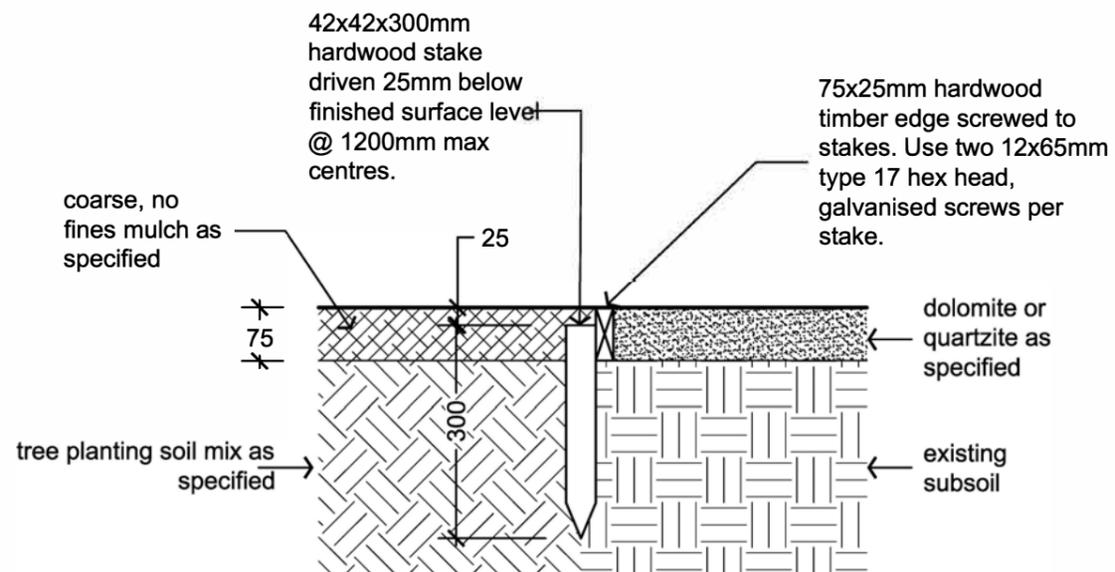
1

TYPICAL PLAN VIEW

SCALE 1:40

Notes:

1. Hardwood timber edge to be placed perpendicular to the kerb at 1m either side of the tree to create a 2m long tree pit.
2. Unless otherwise specified, good judgement with consideration of maintenance requirements and streetscape consistency must be used to determine the practical tree pit width. As a "rule of thumb", provide at least 1m space between the tree trunk and timber edge on any side of a new tree where there are no kerb, footpath, driveway or other infrastructure restraints.

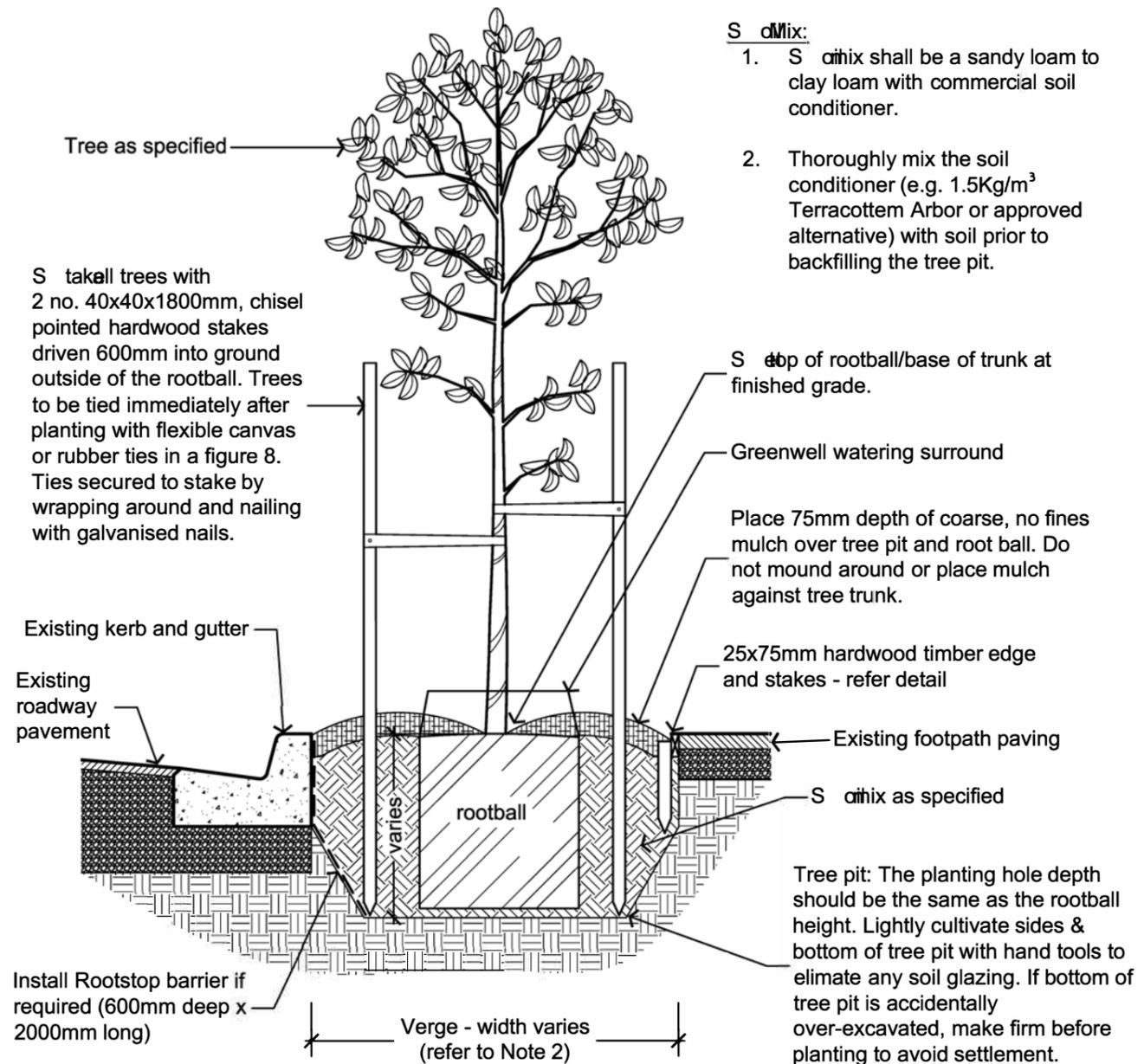


HARDWOOD TIMBER EDGE

2

TYPICAL SECTION

SCALE:10



Soil Mix:

1. Soil mix shall be a sandy loam to clay loam with commercial soil conditioner.
2. Thoroughly mix the soil conditioner (e.g. 1.5Kg/m³ Terracottem Arbor or approved alternative) with soil prior to backfilling the tree pit.

3

TREE PLANTING IN VERGE

SECTION A-A

SCALE:20

SIZE	TRUNK CALIPER	TREE HEIGHT	TREE SPREAD	ROOTBALL DIAMETER	ROOTBALL HEIGHT
45L	15-25mm	1.5-2m	0.6-1m	420mm	350mm
75L	25-35mm	2-2.5m	1m	465mm	500mm
100L	40-50mm	2.5-3.5m	1-2m	520mm	560mm
200L	60-70mm	3.5-4.5m	1.5-3m	700mm	625mm

<p>City of Norwood Payneham & St Peters</p>	Drawing Title TREE PLANTING IN VERGE	Drawing No. L1	REV A New standard detail created B Soil mix notes added C Greenwell added D Stakes reduced from 3 to 2, Notes 1 & 2 added	DRAWN JFB JFB JFB JFB	DATE 12.04.18 12.04.18 04.07.18 04.07.18	
	Notes Application: Residential and collector street verges using dolomite or quartzite	Drawing Set Landscape Standards	Scale @ A4 As shown			
	© COPYRIGHT This drawing has been produced by the City of Norwood Payneham & St Peters and shall not be copied without written consent of an authorised Council officer.					

11.2 DR KENT'S PADDOCK STATE HERITAGE PLACE NOMINATION

REPORT AUTHOR: Senior Urban Planner
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 83664561
FILE REFERENCE: qA73325
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to advise the Council on the provisional entry of Dr Kent's Paddock Housing Complex on the Register of State Heritage Places and to seek the Council's endorsement of a submission in support of the heritage listing.

BACKGROUND

At its meeting held on 8 December 2022, the South Australian Heritage Council provisionally entered Dr Kent's Paddock Housing Complex in the *South Australian Heritage Register* as a State Heritage Place.

The letter of notification and accompanying 'Summary of State Heritage Place' are contained in **Attachments A and B**.

The provisionally listed State Heritage Place is located at 3-57 Capper Street and 28-48 Rundle Street, Kent Town.

The provisional entry enables interim demolition protection and concurrent community and agency consultation before being reconsidered for permanent entry on the Register.

Dr Kent's Paddock is a social housing complex built by the South Australian Housing Trust in 1978-1979. It was designed by acclaimed South Australian architect, Newell Platten, SAHT's Chief Design Architect at the time.

The SA Heritage Council considers that the place meets the following criterion for '*heritage significance*' under section 16(1) of the Act: **(a) it demonstrates important aspects of the evolution or pattern of the State's history.**

The due date for written submissions to the SA Heritage Council is 16 April 2023.

The nomination of Dr Kent's Paddock as a State Heritage Place was submitted by an undisclosed person in April 2020.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community

Objective:

- 1.1 *Convenient and accessible services, information and facilities.*
- 1.2 *A people-friendly, integrated, sustainable and active transport network.*
- 1.3 *An engaged and participating community*

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place

Objective:

- 2.3 *A City which values and promotes its rich cultural and built heritage*
- 2.4 *Pleasant, well designed, and sustainable urban environments*

Outcome 3: Economic Prosperity

A dynamic and thriving centre for business and services

Objective:

3.1 *A diverse range of businesses and services.*

3.2 *Cosmopolitan business precincts contributing to the prosperity of the City.*

Outcome 4: Environmental Sustainability

A leader in environmental sustainability

Objective:

4.1 *Sustainable and efficient management of resources.*

4.2 *Sustainable streets and open spaces.*

4.4 *Mitigating and adapting to the impacts of a changing climate.*

Built Heritage Strategy 2022-2027

Objective 2.5

Recognise new State Heritage Places

Nominate or support nominations for buildings worthy of State Heritage protection.

FINANCIAL AND BUDGET IMPLICATIONS

Nil

EXTERNAL ECONOMIC IMPLICATIONS

As the land affected is zoned for 'uplift' through inclusion in the Urban Corridor (Boulevard) Zone, the State Heritage Place designation will limit development potential. The effect on dwelling yield has not been quantified. That said, it is worth noting that the existing development comprises of a medium density cluster housing development, containing a mixture of two- and three- bedroom, 2 storey townhouses; 2 and 3 storey blocks of flats and studio type apartments.

SOCIAL ISSUES

Listing as a State Heritage Place would secure the retention of the built form and enable the long-term retention of the existing social housing, though the listing would not preclude conversion of publicly-owned housing to private ownership.

CULTURAL ISSUES

The proposal aligns with one of the key objectives of the Council and the community, which is to protect and enhance the City's valued built form and character. This is also reflected in Council's *Built Heritage Strategy 2022-2027*.

ENVIRONMENTAL ISSUES

Nil

RISK MANAGEMENT

Whilst the Council is not the nominator of this building complex, the risk of not endorsing the proposed nomination is a reputational risk that the Council is not actively pursuing the identified objective in the Built Heritage Strategy of supporting worthy nominations for State Heritage protection.

This risk is considered to be low to moderate and can be mitigated by pursuing the course of action recommended in this report.

CONSULTATION

- **Elected Members**
Nil (informed by memorandum)
- **Community**
The State Heritage Council is undertaking consultation under section 18(1) of the *Heritage Places Act 1993*, whereby anyone has the right to make a written representation to the SA Heritage Council on whether this provisional entry should be confirmed in the Register.
- **Staff**
Heritage Adviser
- **Other Agencies**
Nil

DISCUSSION

The criteria for both Local Heritage Places and State Heritage Places are appropriately broad in scope, recognising not simply the State's oldest buildings, but for a range of attributes demonstrating our historic and cultural connection with the past. As an appreciation of heritage evolves, more recent buildings and objects will be found to meet eligibility criteria for listing and statutory protection.

A large majority of protected built heritage within the City of Norwood, Payneham and St Peters originated from the nineteenth century or prior to World War I. In Kent Town, this partly reflects the scope of earlier surveys of built heritage undertaken in the former City of Kensington and Norwood. Thus, the fact that Dr Kent's Paddock Housing Complex, built in 1978, was not considered for listing as a heritage place before now, perhaps reflects the pre-occupation with earlier built heritage until quite recently.

The provisional listing of Dr Kent's Paddock is significant for heritage outcomes, but has implications in terms of development potential as the site had been earmarked as a prospective site for redevelopment. The site is zoned Urban Corridor (Boulevard) Zone, enabling development of ten (10) levels (or potentially more with applicable height "bonuses"). The confirmation of State Heritage status of the 1978 housing complex would likely preclude the achievement of this scale of future development options.

The provisional listing summary is contained in **Attachment B** and indicates that elements not considered to contribute to the significance of place include "*Stage 2 Development to western end of site, including blocks of flats, townhouses and car park*". (Stage 2 is a relatively small part of the overall site.)

Actions endorsed in Council's Built Heritage Strategy include (p. 17):

"2.5 Recognise new State Heritage Places...Where buildings are identified (by the Council or by others) as being worthy of State Heritage Place status due to meeting State Heritage criteria, prepare or support nominations of these buildings to the South Australian Heritage Council."

The documentation which has been provided includes a Statement of Heritage Significance and researched history undertaken by the SA Heritage Council (**Attachment B**), which establishes that the relevant criterion under section 16(1) of the *Heritage Places Act 1993* is met:

"(a) it demonstrates important aspects of the evolution or pattern of the State's History

Dr Kent's Paddock demonstrates an important evolution in the provision of homes for South Australians and, in particular, social housing. In the nineteenth century and the first decades of the twentieth century social housing was primarily provided via the philanthropic actions of some individuals and organisations, such as the church.

In 1936, the South Australian government established the South Australian Housing Trust (SAHT) to supply affordable mass housing, for workers to support the Playford government's industrialisation strategy. However, in 1967 the SAHT began restructuring in response to many factors including social change and budget cuts that resulted in it becoming the primary provider of rental welfare housing in South Australia. Similarly, social and economic change also inspired broader urban renewal and densification of the urban environment.

To meet the increasing need for social housing, the SAHT under the stewardship of Hugh Stretton, Dick Roberts and Newell Platten, built dozens of medium density cluster infill developments in established communities such as the City of Adelaide and the inner band of suburbs around the city. Unlike the urban fringe, these locations provided the SAHT's clients with access to established communities, services and amenities. The SAHT quickly became the industry leader in providing medium density infill developments and was well in advance of private developers in doing so.

The SAHT was the largest provider of housing in South Australia during the twentieth century and while Dr Kent's Paddock is one of dozens of sites where the SAHT built medium density cluster social housing, Stage 1 of the development is acknowledged as one of the best examples of this type of development."

Dr Kent's Paddock has received a number of significant architectural accolades and awards.

It is managed by the South Australian Housing Authority (SAHA) and continues to offer a range of rental housing options for SAHA clients.

The criteria in Section 16 of the *Heritage Places Act 1993*, do not take into account loss of development potential as a factor to consider in assessing whether a place is worthy of State Heritage status. However, it is noted that the smaller Stage 2 component of the existing housing development, is not considered to contribute to the significance of the place.

The Council has not previously considered this nomination, however a Council submission to the SA Heritage Council supporting the entry of Dr Kent's Paddock Housing Complex on the Register of State Heritage Places, would be consistent with the intent of the above initiative of the Strategy. A draft submission has been prepared using the relevant SA Heritage Council template submission form, as contained in **Attachment C**.

CONCLUSION

The documented assessment contained in **Attachment B** is indicative of Dr Kent's Paddock meeting one of the relevant criteria for a State Heritage Place under section 16(1) of the *Heritage Places Act 1993*.

Having regard also to the intent of the Council's Built Heritage Strategy in regard to supporting nomination of places worthy of State Heritage status, it is considered appropriate for the Council to respond to the SA Heritage Council by making a submission in support of permanent entry of Dr Kent's Paddock on the Register of State Heritage Places.

COMMENTS

Nil.

RECOMMENDATION

That the submission form contained in **Attachment C** to the South Australian Heritage Council, which indicates its support for the permanent entry of Dr Kent's Paddock on the Register of State Heritage Places, be endorsed.

Attachments – Item 11.2

Attachment A

Letter of Notification - Provisional Listing of Dr Kent's Paddock as State Heritage Place

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

South Australian HERITAGE COUNCIL

SHP Ref: 26514

16 January 2023

City of Norwood Payneham & St Peters
PO Box 204, Kent Town SA 5067
Email: townhall@npsp.sa.gov.au
Phone: 83664555

For further information, please
contact:

Heritage South Australia |
Environment, Heritage and
Sustainability
Department for Environment and
Water
Phone: 08 8124 4960
Email: DEWHeritage@sa.gov.au

Attention: Planning

Dear Sir/Madam,

**RE: Provisional entry of a State Heritage Place in the SA Heritage Register
Dr Kent's Paddock Housing Complex, 3-57 Capper Street & 28-48 Rundle Street, Kent
Town SA 5067, Karna Country**

CT 5400/161 D28437 A102 Hundred of Adelaide

At its meeting on 8 December 2022, the South Australian Heritage Council (the Council) **provisionally entered** the above property in the *South Australian Heritage Register* as a **State Heritage Place**. Under section 17(4)(d) of the *Heritage Places Act 1993* (the Act), the Council is required to advise you as the relevant Local Government jurisdiction, of the provisional entry of a place in the South Australian Heritage Register (the Register).

This property is now subject to the development control provisions under the *Planning, Development and Infrastructure Act 2016*. Please note, if a development approval was given prior to the provisional entry of this place, then the approval cannot be validly implemented.

As required by the Act this provisional entry will be advertised in a public notice in *The Advertiser* on 16 January 2023.

Under section 18(1) of the Act, anyone has the right to make a **written** representation on whether this provisional entry should be confirmed in the Register. If you wish to make written representation, please use the submission form made available on our website at the time of public notice:

[www.environment.sa.gov.au/topics/Heritage/SA Heritage Register/entries-confirmations](http://www.environment.sa.gov.au/topics/Heritage/SA_Heritage_Register/entries-confirmations)

In addition, anyone who has made a written submission may also appear personally before the Council, pursuant to section 18(2) of the Act. Please indicate on the submission form should you wish to exercise this right.

It is Council's policy to make all nominations for State heritage listing, information about places provisionally entered on the Register, and submissions on provisional entries publicly available on the following webpage:

[www.environment.sa.gov.au/topics/Heritage/SA Heritage Register/entries-confirmations](http://www.environment.sa.gov.au/topics/Heritage/SA_Heritage_Register/entries-confirmations)

The Council will adhere to the Privacy Principles, and names and personal details will not be released.

State Heritage Places can be viewed on the SA Heritage Places Database web site <http://maps.sa.gov.au/heritagesearch/HeritageSearchLocation.aspx>, which is maintained by the Planning Division of the Department of Infrastructure and Transport and updated overnight on working days.

You may also visit the Department for Environment and Water website at www.environment.sa.gov.au/topics/Heritage for further background on the management of State Heritage Places.

If you have any questions relating to the provisional entry of this Place, please contact Dr Louise Bird, Senior Heritage Assessment Officer on (08) 8124 4869 or Louise.Bird@sa.gov.au.

Yours sincerely,



Celeste Klose
Heritage Register Officer
Delegate of the South Australian Heritage Council

Attachments:

- Attachment A – Notice of Provisional Entry in SA Heritage Register
- Attachment B – Summary of State Heritage Place

South Australian HERITAGE COUNCIL

NOTICE OF PROVISIONAL ENTRY IN SOUTH AUSTRALIAN HERITAGE REGISTER

NOTICE is given by the South Australian Heritage Council (the Council) under the provisions of section 17(4) of the *Heritage Places Act 1993* (the Act) that the place detailed below has been **provisionally entered** in the South Australian Heritage Register (the Register) as a **State Heritage Place**.

Place: Dr Kent's Paddock Housing Complex
Address: 3-57 Capper Street & 28-48 Rundle Street, Kent Town SA 5067
Title Information: CT 5400/161, D28437 A102, Hundred of Adelaide

The Council considers that the place meets the following criterion for '*heritage significance*' under section 16(1) of the Act.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Attachment B - Summary of State Heritage Place describes the place and its significant features and also provides additional information as to why your property is considered to have heritage significance. A copy of the Assessment Report can be found here: <https://www.environment.sa.gov.au/topics/heritage/sa-heritage-register/entries-confirmations>

Attachment C – Submission Form, is a pro forma guide, should you wish to make a written submission.

Attachment D - Fact Sheet: Provisional Entry of a Place (or Object) in the SA Heritage Register.

The **SA Guide to Developing State Heritage Places** publication is currently being updated to align with the introduction of new planning laws in South Australia and will be available in the near future on our website here: www.environment.sa.gov.au/topics/heritage/conserving-our-heritage

The provisional entry of your property in the Register will be advertised in a public notice in *The Advertiser* on 16 January 2023 and the information will be published on the following webpage: www.environment.sa.gov.au/topics/Heritage/SA_Heritage_Register/entries-confirmations

For information available to owners of State Heritage Places, including publications and technical advice, please visit: www.environment.sa.gov.au/topics/Heritage/Owning_a_heritage_place

State Heritage Places are subject to specific heritage provisions of the *Planning, Development and Infrastructure Act 2016* (refer to **Attachment D**). If you are considering conservation or development works that affect this State Heritage Place, advice from an experienced heritage consultant is recommended.

Attachment B

Summary of Heritage Place – Dr Kent’s Paddock



City of
Norwood
Payneham
& St Peters

SUMMARY OF STATE HERITAGE PLACE

REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

NAME: Dr Kent's Paddock Housing Complex **PLACE NO.:** 26514

ADDRESS: Karna Country
3-57 Capper Street & 28-48 Rundle Street
Kent Town 5067
CT 5400/161 D28437 A102 Hundred of Adelaide

STATEMENT OF HERITAGE SIGNIFICANCE

Stage 1 of Dr Kent's Paddock Housing Complex demonstrates an important evolution in the history of social housing in South Australia. Built by the South Australian Housing Trust in 1978-1979 and designed by acclaimed South Australian architect Newell Platten while employed as Chief Design Architect, Dr Kent's Paddock Housing Complex demonstrates the South Australian Housing Trust's transition from provider of homes for workers to become the primary provider of social housing in South Australia. To meet the increasing needs for social housing during a time of social and economic change and inspired by broader urban renewal and densification of the urban environment, the South Australian Housing Trust became the industry leader in providing medium density cluster infill developments with Dr Kent's Paddock Housing Complex considered the best of this type.

RELEVANT CRITERIA (under section 16 of the Heritage Places Act 1993)***(a) it demonstrates important aspects of the evolution or pattern of the State's history***

Dr Kent's Paddock demonstrates an important evolution in the provision of homes for South Australians and, in particular, social housing. In the nineteenth century and the first decades of the twentieth century social housing was primarily provided via the philanthropic actions of some individuals and organisations, such as the church.

In 1936, the South Australian government established the South Australian Housing Trust (SAHT) to supply affordable mass housing, for workers to support the Playford government's industrialisation strategy. However, in 1967 the SAHT began restructuring in response to many factors including social change and budget cuts that resulted in it becoming the primary provider of rental welfare housing in South Australia. Similarly, social and economic change also inspired broader urban renewal and densification of the urban environment.

To meet the increasing need for social housing, the SAHT under the stewardship of Hugh Stretton, Dick Roberts and Newell Platten built dozens of medium density cluster infill developments in established communities such as the City of Adelaide and the inner band of suburbs around the city. Unlike the urban fringe, these locations provided the SAHT's clients with access to established communities, services and amenities. The SAHT quickly became the industry leader in providing medium density infill developments and was well in advance of private developers in doing so.

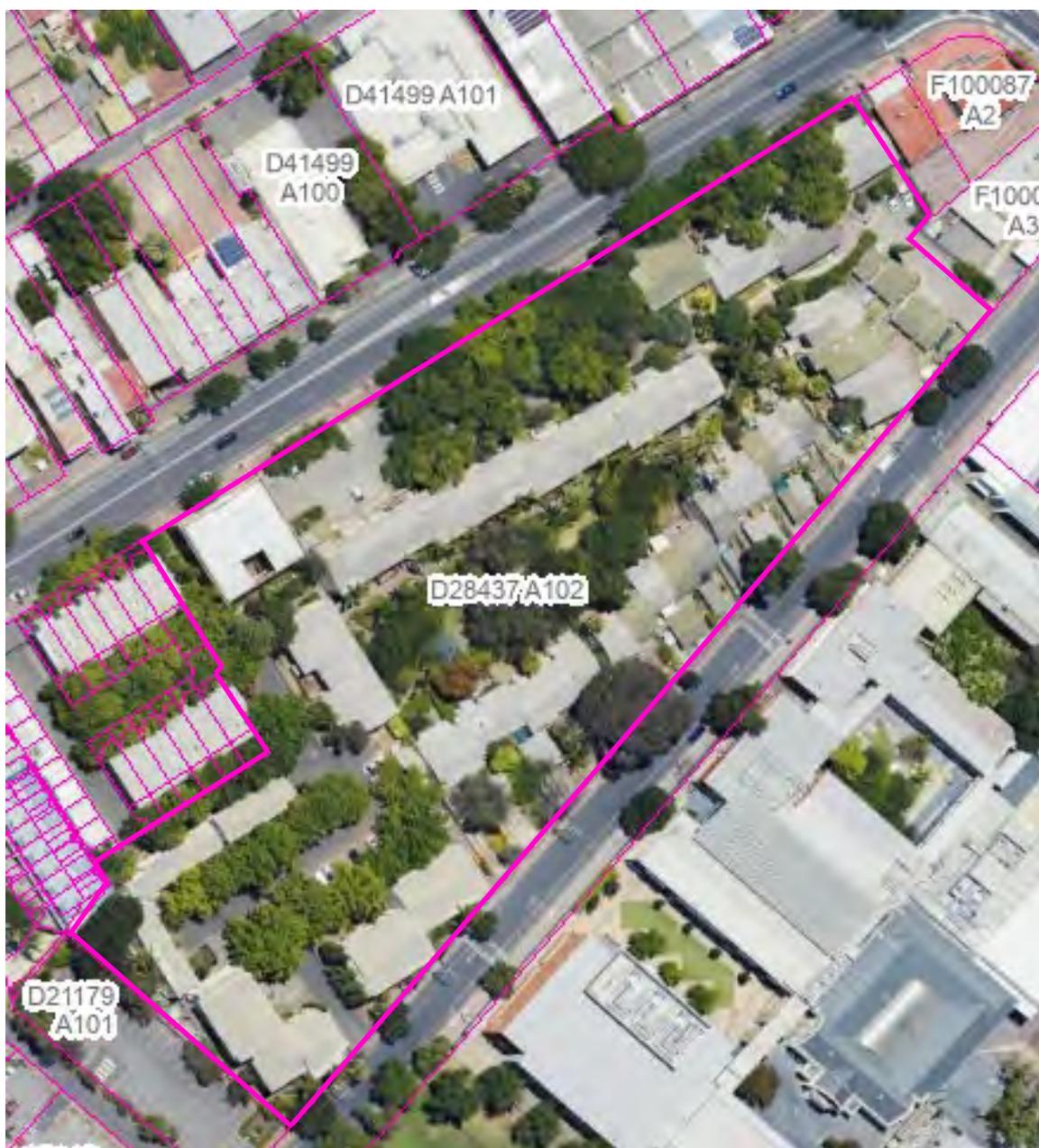
The SAHT was the largest provider of housing in South Australia during the twentieth century and while Dr Kent's Paddock is one of dozens of sites where the SAHT built medium density cluster social housing, Stage 1 of the development is acknowledged as one of the best examples of this type of development.

SITE PLAN

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

Kaurna Country, 3-57 Capper Street & 28-48 Rundle Street, Kent Town 5067



Dr Kent's Housing Complex, Rundle and Capper Street, Kent Town CT 5400/161 D28437 A102
Hundred of Adelaide

N ↑

LEGEND

- Parcel boundaries (Indicates extent of Listing)
- Outline of Elements of Significance for State Heritage Place - see detail map next page

SITE PLAN DETAIL

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514



Dr Kent's Housing Complex, Rundle and Capper Street, Kent Town CT 5400/161 D28437 A102
Hundred of Adelaide

LEGEND N ↑

Outline of Elements of Significance for State Heritage Place

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Stage 2 Development to western end of site, including blocks of flats, townhouses and car park,
- Interior finishings to flats and townhouses in Stage 1 (these have been variously updated since the late 1970s and early 1980s).

COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

Physical Description

Stage 1

Dr Kent's Paddock (Stage 1) is a medium density cluster housing development arranged around a central, communal garden and within a landscaped setting. It comprises a mixture of 2- and 3-bedroom, 2-storey townhouses with private gardens; 2- and 3-storey blocks of flats; and a warehouse conversion (bedsit or Studio type apartments).

Although the buildings are very simple forms, they are arranged to create interest through height variation taking full advantage of the fall across the site and stepped placement responding to the road alignment, which creates a triangular-shaped allotment. The various housing types were specifically designed to suit singles, families and pensioners, creating a mixed community within the existing suburb of Kent Town.

The blocks of flats intended for singles and couples are located facing Rundle Street, with a treed carpark paved with concrete pavers providing a setback from the street. There are also flats to the western and eastern ends of the triangular shaped allotment. Flats at the eastern end were specifically intended for pensioners. Townhouses intended for families front Capper Street and the eastern end of the site, with private front and back yards. The flats in the warehouse conversion were intended for single people.

With the exception of the existing warehouse, built 1912 in red brick, the flats and townhouses are constructed from light grey bricks and feature grey concrete tile-clad, low-pitched gable roofs. The walls of the flats incorporate simple detailing across the wall above the window lintel achieved by laying the bricks on end.

The flats feature balconies, some cantilevered, with painted timber balustrades and brick walls to ground floor courtyards – grey brick walls to Rundle Street and perforated red brick walls to the internal garden. Some windows and doors feature hoods constructed from timber frames, clad with grey concrete tiles. Drying yards and areas set aside for rubbish bins are enclosed within perforated red brick walls.

The townhouses feature timber fences to street, timber-framed carports clad with grey-concrete tiles and small timber framed and clad skillion-roofed storage sheds. There is a narrow verandah at each 'front' door, while ground floor doors and

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Provisionally entered by the South Australian Heritage Council on 08 December 2022
Confirmed by the South Australian Heritage Council on [\[add date\]](#) (tbc)

windows to private courtyards feature timber-framed grey concrete tile clad hoods. Timber fences enclose the courtyards.

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- Stage 1 Development of Dr Kent's Paddock,
- Blocks of flats, townhouses and warehouse converted to flats,
- Central communal open space and garden spaces around buildings,
- Height variation and stepped placement of buildings,
- Concrete pavers to carparks,
- Red brick perforated walls enclosing drying yards and garbage bin enclosures,
- Grey face brick to walls; use of timber to balustrades and fences; grey concrete tiles to roofs, hoods and eaves.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Stage 2 Development to western end of site, including blocks of flats, townhouses and car park,
- Interior finishings to flats and townhouses in Stage 1 (these have been variously updated since the late 1970s and early 1980s)¹.

History of the Place

Dr Kent's Paddock

Dr Kent's Paddock is named for historical associations with the site it occupies. In 1840, Dr Benjamin Archer Kent arrived in South Australia on the *Warrior*, taking up residence on Section 255, Hundred of Adelaide to the east of the city where he initially lived in a timber hut, began planting a substantial garden and built a flour mill. In 1854, Section 255 was subdivided into the suburb of Kent Town, with the land adjacent to Capper Street known as Dr Kent's Paddock. Much of the land known as Dr Kent's Paddock became the recreation grounds for Prince Alfred College, while the John Martin's department store warehouse was built there in the early twentieth century. Parts of the site were also used as a Depot for the Engineering and Water Supply Department.²

South Australian Housing Trust (SAHT)

The SAHT was formed in 1936 after the passage of the *South Australian Housing Trust Act 1936*. A key premise for its establishment was to provide mass housing for workers, not welfare housing, in support of the Playford government's industrialisation policy for South Australia. The SAHT initially began constructing housing in the western and northern suburbs of Adelaide, near existing areas of industry, building what were known as 'double units', or pairs of small single storey semi-detached homes. The first double units were built in the Port Adelaide suburb of Rosewater (SHP 13125).

In the 1950s-1960s, the SAHT also undertook the planning and construction of the new town of Elizabeth and large tracts of land located on the then urban fringe including at Salisbury and Noarlunga, with the SAHT becoming the 'de facto metropolitan planner'.³ The SAHT also undertook substantial developments in regional centres such as at Whyalla. This resulted in large areas of low-density housing, including both rental and sales housing being constructed across South Australia.

From 1967, the SAHT underwent a period of restructuring in response to social change, budget cuts, the loss of its role as 'de facto metropolitan planner'⁴ to the South Australian Land Commission, and the appointment of new Board members including academic Hugh Stretton and architects Jack McConnell and Dick Roberts.⁵ It was also at this time that the SAHT shifted from providing housing for workers to become the primary provider of rental welfare housing in South Australia.

The appointment of board members such as Stretton, McConnell and Roberts provided the necessary support for the SAHT to adopt and implement the new concepts being promoted by social planners. This enabled new homes and urban developments to be approached in different ways with the intent that such designs would be more socially oriented. It also led to the employment of Newell Platten as Chief Design Architect and later Chief Planner. It is within this context that Dr Kent's Paddock was designed and built.⁶

After 1967, the SAHT increasingly sought opportunities to create medium density, urban infill developments, designed as cluster housing that would enable its clients to live in established communities. One of the first sites developed by the SAHT in this way was at Marden (now demolished) and included 2-storey maisonettes with small private yards for families, single storey villa flats and 3-storey walk-up flats, completed 1970-1972.⁷ The Marden development was viewed as the precursor to the 100 acre development at West Lakes (1971-1976) designed following the Radburn idea that set homes within a pedestrianised environment and communal designed landscape.⁸

In 1974-1975, the SAHT built its first cluster development in the City of Adelaide creating the earliest large-scale public housing development to be built in the city, known as the Manitoba Housing Complex (Manitoba) (SHP 26419). The SAHT commissioned Ian Hannaford to design Manitoba. Hannaford designed the site on Carrington Street with apartments and townhouses imagined as terrace housing around a central communal open space. Manitoba also responded to a new policy implemented by the City of Adelaide to increase residential development and bring life to the city centre.⁹

During the 1970s and 1980s the SAHT designed and built dozens of infill developments, noting in 1992 that it had received at least 30 awards or commendations from either

the Civic Trust or the RAlA for its work in urban consolidation projects. Broadly, small infill developments responded to their environment and attempted to 'fit in'. Larger developments such as the Box factory, Manitoba and Dr Kent's Paddock, while sensitive to their environs, attempted a stronger architectural presence.¹⁰

Newell Platten and Dr Kent's Paddock

Newell Platten graduated from his architectural studies in 1951 and in 1958 entered into partnership with Robert (Bob) Dickson, creating the firm Dickson & Platten Architects. While in partnership (1958-1973), Bob and Newell are recognised as 'pioneering and developing'¹¹ a 'friendly and more relaxed form of modernism'¹² that came to be known as the Adelaide Regional style. Early commissions for Dickson & Platten Architects were predominantly domestic, which they regarded as the most pure form of architecture'.¹³ For Newell, house design was 'about life, in pure, continuous solid form' or 'the most pure form of architecture'.¹⁴ Newell designed a number of houses, including his own and was at the height of his career when he joined the SAHT 1973.

Newell was approached directly by Dick Roberts, Chair, SAHT Board and asked to consider applying for the role of Chief Design Architect. After considering the offer, Newell applied for the position as he felt that the SAHT might be 'receptive to design innovation' and wished to return something to his working class roots.¹⁵ While the relationship with some of the other architects and planners who had spent many years at the SHAT was acrimonious and his job description somewhat vague, Newell described his work for the SAHT as resolving into three parts:

- Preparing designs for stock housing including detached houses, row houses, cottage flats, and flats,
- Working with other architects on their projects, and
- Preparing plans for sites at the direct request of Alex Ramsay (Managing Director SAHT).

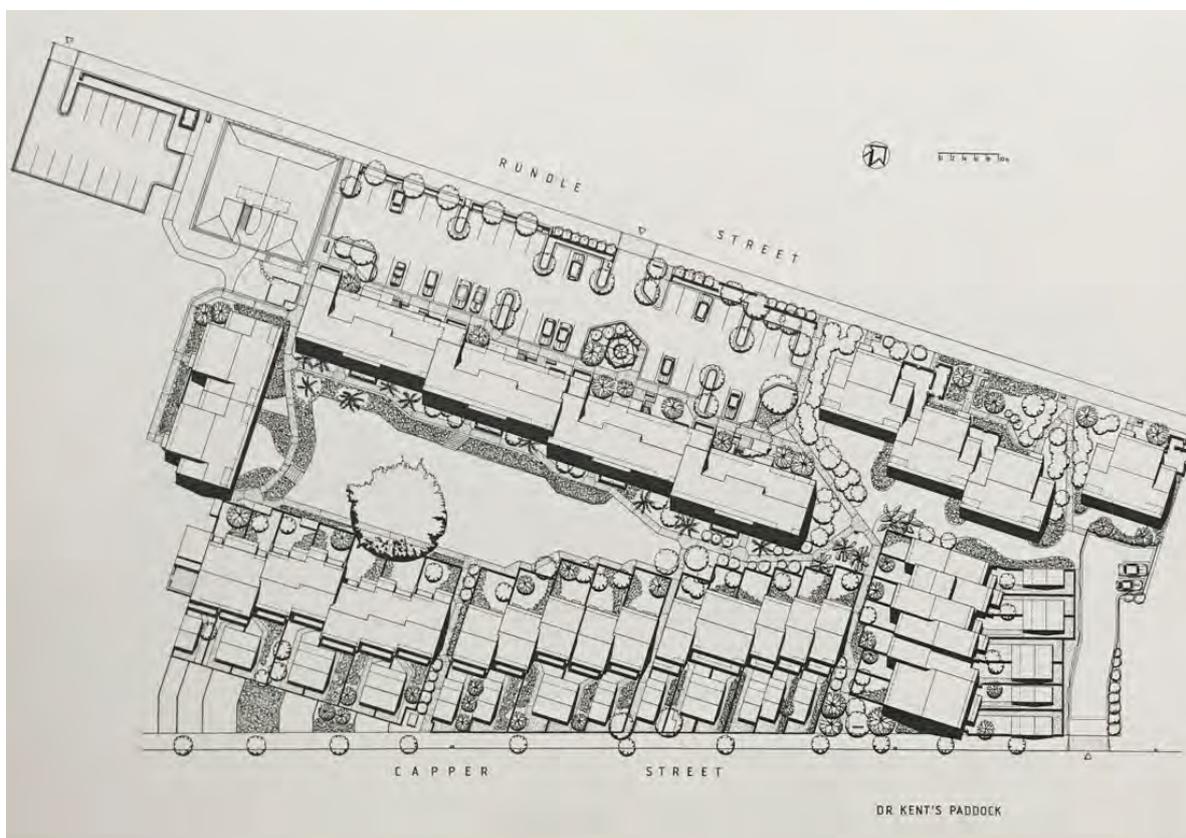
During his time at the SAHT, Newell contributed to redesigning housing stock so it provided versatility across a range of different sites and improved liveability for the tenants. This included providing options that took site orientation into account, better indoor-outdoor relationships, noise reduction for living and sleeping spaces through design, and the inclusion of carports, etc. However, budget was also always at front of mind as increased building costs meant fewer houses could be constructed at a time when the need for them was increasing.¹⁶

When not improving the design of dwellings, the projects given to Newell by Alex Ramsay were for flats in landscaped grounds or groups of 2-storey townhouses with private gardens. Projects such as Hallweld (1978-1980), the Box Factory (1977), and Dr Kent's Paddock in effect combined both townhouses and flats in the same project.

However, it is Dr Kent's Paddock that Newell recognises as the most representative of what he was trying to achieve while working for the SAHT.¹⁷

Dr Kent's Paddock was designed by Platten in two stages, the first while employed by the SAHT (late 1970s) and the second shortly after leaving the SAHT (early 1980s). Located in Premier Don Dunstan's electorate, Newell remembers that the site, previously an Engineering and Water Supply Department depot covered in sheds and workshops, was transferred to the SAHT at Dunstan's behest. Plans and a model of the first stage were also shown to the Premier for his approval before construction commenced.

Dr Kent's Paddock is a mixture of townhouses and flats including a warehouse conversion arranged around a central open space. With the exception of the warehouse conversion, the designs are ones that Newell had already prepared to improve the SAHT's housing stock, albeit adapted and arranged to suit the Dr Kent's Paddock site. Working with Newell on the project were SAHT draftsmen Rudy Pleunik and John Fritz and landscaper David Forbes. Newell notes that the budget was increased slightly enabling the landscaping and use of concrete pavers in the car park rather than the usual bitumen.¹⁸



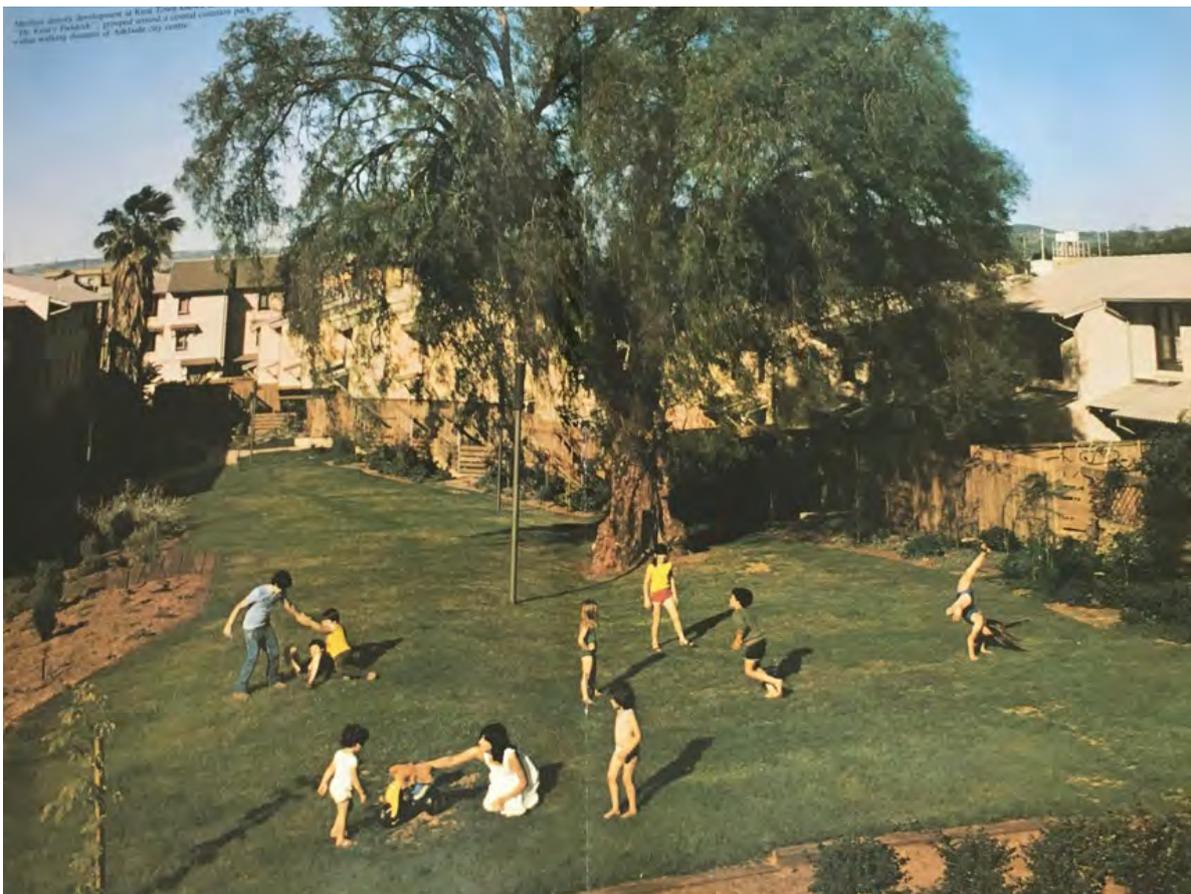
Site Plan Stage 1 Dr Kent's Paddock

Source: Architecture Museum UniSA S127

Summary of State Heritage Place: 26514
 Provisionally entered by the South Australian Heritage Council on 08 December 2022
 Confirmed by the South Australian Heritage Council on [\[add date\]](#) (tbc)

The flats were primarily sited facing Rundle Street, with stairs and service rooms (kitchen, bathroom, storage cupboards) to the street, while the bed and living rooms faced the internal communal garden. This was a purposeful design solution to mitigate street noise with a treed car park also providing a setback from the busy street. The townhouses fronted Capper Street and have small private gardens to front and back, with carports to the street. Flats and townhouses were also arranged at either end of the site to take advantage of the internal communal garden.¹⁹

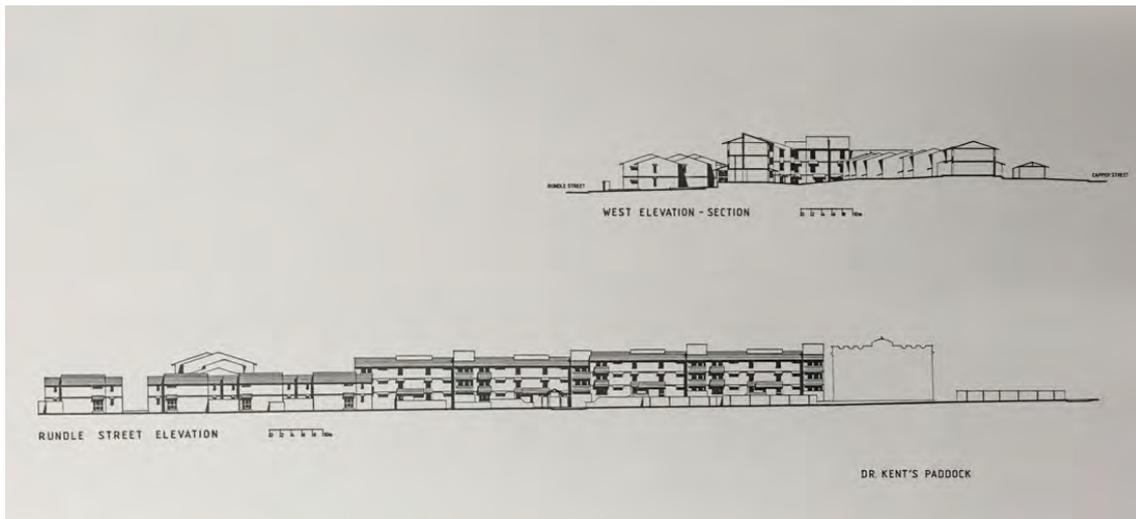
Excluding the existing warehouse, the buildings have traces of typical Dickson and Platten detailing seen in the window proportions, lintels and eaves. Newell also incorporated red brick grille screens into the design as fencing and walls to drying yards and garbage bin shelters, as a means to draw on the language of the red brick warehouse. The warehouse was originally built in 1912 as a bulk-store for John Martin's Department Store and was adaptively reused to create 10 bed-sit type flats (now known as Studio apartments).²⁰



Dr Kent's Paddock communal open space/garden c.1980

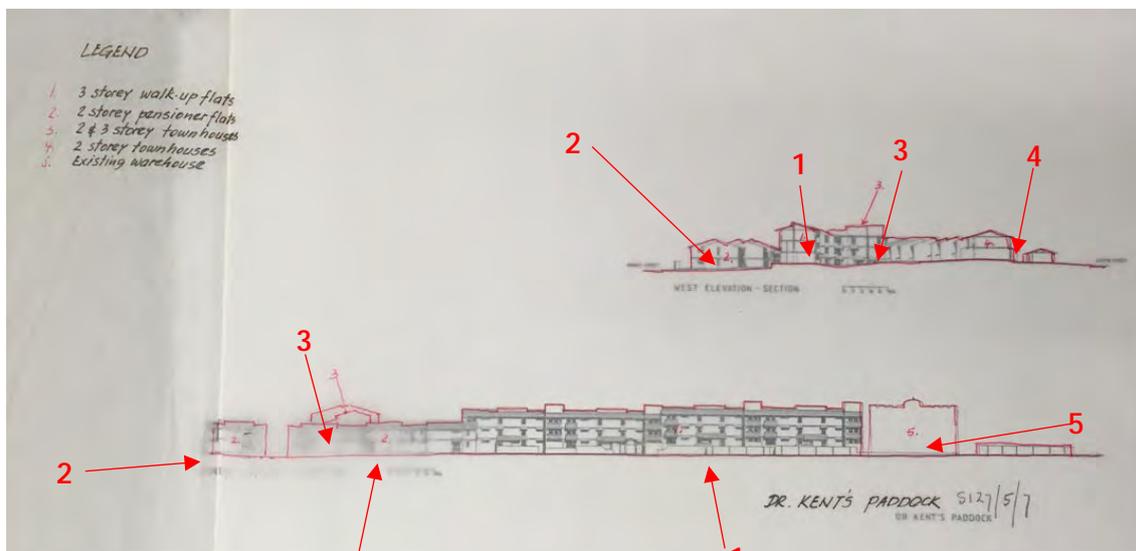
Source: SAHT Annual Report 1980.

Newell chose not to renew his contract with the SAHT in 1981 and returned to private practice, noting that seven years away was a long time. It was while in private practice that he completed further housing designs for the SAHT including at Pennington and/or Renown Park, North Adelaide and the second stage of Dr Kent's Paddock. In the second phase additional flats and townhouses were built to the west of the site, however, rather than surrounding an internal garden the internal space was used to create a carpark.²¹



Stage 1 Dr Kent's Paddock showing Rundle Street elevation and west elevation section illustrating height variations and stepped layout of homes to suit to allotment.

Source: Architecture Museum, UniSA S127



Same image as above with key indicating intended social mix

1. 3-storey walk-up flats
2. 2-storey pensioner flats
3. 2- & 3-storey townhouses
4. 2-storey townhouses
5. Warehouse conversion

Source: Architecture Museum, UniSA S127

Summary of State Heritage Place: 26514

Provisionally entered by the South Australian Heritage Council on 08 December 2022

Confirmed by the South Australian Heritage Council on [\[add date\]](#) (tbc)

Dr Kent's Paddock has received a number of accolades and awards from the architecture and design fraternities and was at the time of its construction designed to meet newly emerging ideas about ways of living that took social planning into account.²² Some of the first awards were from the Civic Trust of South Australia. Dr Kent's Paddock received a Civic Trust Award in 1982 and Commendation in 1983.²³

In 1990, Professor Jennifer Taylor, a renowned architect, academic, author and critic wrote about the medium density housing built by the SAHT, in her book *Australian Architecture Since 1960*, noting that between 1974 and 1981 the SAHT was one of the most 'progressive bodies' in Australia achieving 'fresh impetus under the chairmanship of Hugh Stretton and the design direction of Newell Platten.'²⁴ 'Dr Kent's Paddock ... shows the work at its best.'²⁵

Dr Kent's Paddock was included in the 100 Significant 20th Century Architecture List compiled by the Australian Institute of Architects SA Chapter and received a 25-Year Award from the AIA in 2007. 25-Year Awards are not routinely given, and none will be awarded if the jury is of the opinion that there is nothing deserving in that year.

The jury was unanimous in 2007 stating:

Dr Kent's Paddock, more than any other project of its time, embodies the virtues of this award – a project of considerable influence for its time and place, and one that has stood the test of time. All the more potent is that it was carried out by that most venerable of South Australian institutions, the South Australian Housing Trust, its roles now incorporated within Housing SA.²⁶

Dr Kent's Paddock now forms a part of the housing stock managed by the South Australian Housing Authority and continues to offer a range of rental options for clients who access the South Australian Housing Authority's services.

In 2017, Professor Anthony Radford wrote an essay to accompany the retrospective exhibition 'Dickson & Platten Architects 1950-2000'. In that essay Radford stated:

the work of Dickson and Platten bears comparison with the best international architecture. There is a sense of directness and confidence about their work, practical problem solving coupled with delight for the sense. Their design language made for the places with spatial interest rather than spatial gymnastics, understated originality in a familiar design language rather than experimenting with new style and has amply demonstrated robustness and longevity. Some of their best buildings have been demolished or compromised but many remain as wonderful places to live, work or play.²⁷

Chronology

Year	Event
1840	Dr Benjamin Archer Kent arrives in South Australia on the <i>Warrior</i> , taking up residence on Section 255, Hundred of Adelaide.
1854	Section 255 is subdivided and becomes the suburb of Kent Town, with part of Dr Kent's Paddock becoming the recreation grounds for Prince Alfred College.
Early Twentieth Century	Warehouse built for John Martin's Department Store (1911) at Dr Kent's Paddock. Depot constructed for the Engineering and Water Supply Department.
1928	Newell Platten is born.
1936	South Australia Housing Trust (SAHT) is established to provide housing for workers.
1937	First homes are built by the SAHT including a double-unit at Rosewater (SHP 13125).
1946-1951	Newell Platten studies to become an architect, working with Adelaide firm Lawson, Cheesman and Doley (1948-1951).
1940s-1950s	SAHT develops large areas of housing in the western suburbs of Adelaide and at Salisbury.
1950s	Newell Platten joins the Contemporary Architects' Group.
1958-1973	Newell Platten and Robert Dickson work in practice together as Dickson & Platten Architects, developing a distinctive Adelaide Regional style of modern architecture.
1950s-1960s	SAHT designs and constructs the new town of Elizabeth.
1961-1963	Newell Platten works in Greece for Constantinos Doxiadis, the creator of 'Ekistics', a form of urban design that believes in the use of human scale and the ability of a space to influence how people view themselves.
1960s-1980s	SAHT develops large areas of housing on the urban fringe at Noarlunga and northern suburbs.
From 1967	<i>Passage of Planning and Development Act 1966-1967, the creation of the South Australian Land Commission, changing social and economic conditions see the SAHT begin to adopt and implement new social planning concepts, withdraw as the de facto metropolitan developer and concentrate on new housing designs and medium-density, infill urban developments.</i>

- Early 1970s Newell Platten is engaged as a private consultant to the SAHT Advisory Committee for the development of the Noarlunga Regional Centre.
- 1973-1981** **Newell Platten joins the SAHT as Chief Design Architect and later also Chief Planner, he is tasked with improving the quality of the housing stock and design medium-density-infill cluster housing.**
- 1978-1979** **Design and construction of Stage 1 Dr Kent's Paddock**
- 1981 Newell Platten chooses not to renew his contract with the SAHT and returns to private practice. After leaving the SAHT Newell is commissioned to design a number of medium density housing complexes for the SAHT including Stage 2 of Dr Kent's Paddock.
- 1992** **SAHT notes that it has received at least 30 awards from either the Civic Trust of SA or the Royal Australian Institute of Architects for its work in urban consolidation.**
- 2007** SAHT becomes Housing SA.
Newell Platten is awarded the 25 Year Award by the Royal Australian Institute of Architects (SA Chapter) for Dr Kent's Paddock.
- 2018 Housing SA and Renewal SA merge to become the South Australian Housing Authority.
- 2021 April 26 Newell Platten dies.

References

Books and Reports

- Apperly, Richard, Irving, Robert and Reynolds, Peter (2011), *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, (Angas and Robertson: North Ryde).
- Bird, Louise (2016), 'Planning for Open Space in Postwar South Australia' (PhD thesis, University of South Australia).
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Unpublished Reports and Archival Sources

- Susan Marsden 'Assessment Report Manitoba Housing Complex' DEW Files SHP 26419.
- McDougall, Alison (2008), 'Platten, Newell', Architecture Museum, University of South Australia, Architects of South Australia:
[http://www.architectsdatabase.unisa.edu.au/arch_full.asp?Arch_ID=81]
- Pers. Com. Emily Hatfield, SA Housing Authority 24 June 2022.
- Pers. Comm. Newell Platten interview with Louise Bird 12 December 2012.
- 'Architect's Notes', Royal Australian Institute of Architects (SA Chapter) Collection, Architecture Museum UniSA, S127/5/13.

SITE DETAILS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Steet & 28-48 Rundle Street, Kent Town

FORMER NAME:	Dr Kent's Paddock
DESCRIPTION OF PLACE:	Medium density infill cluster housing development featuring 1 and 2 bedroom, 2-storey and 3-storey blocks of flats; 2 and 3 bedroom, 2-storey townhouses with private courtyard gardens; warehouse conversion with 10 flats; all set around a communal garden. (Additional townhouses and blocks of flats built around a carpark to western end known as Stage 2 and not included in extent of listing).
DATE OF CONSTRUCTION:	Stage 1 1978-1979
REGISTER STATUS:	Nominated 9 April 2020 Provisional Entry tba Confirmed tba
LOCAL HERITAGE STATUS:	Not listed as a local heritage place at time of confirmation as a State Heritage Place.
CURRENT USE:	Housing 1979-present
ARCHITECT:	Newell Platten with Rudy Pleunik and John Fritz (draftsmen); David Forbes (landscaper), 1978-1979.
BUILDER:	South Australian Housing Trust, 1978-1979
LOCAL GOVERNMENT AREA:	City of Norwood Payneham & St Peters
LOCATION:	<p>Street Name: 3-57 Capper Steet & 28-48 Rundle Street</p> <p>Town/Suburb: Kent Town</p> <p>Post Code: 5067</p>
LAND DESCRIPTION:	<p>Title CT 5400/161</p> <p>Reference:</p> <p>Lot No.: A102</p> <p>Plan No.: D28437</p> <p>Hundred: Adelaide</p>

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Street & 28-48 Rundle Street, Kent Town



Central communal open space/garden, looking east, with flats to left side of image and townhouses with private courtyard gardens to right side of image.

Source: DEW Files 24 June 2022



Central communal open space/garden, looking west, note existing pepper tree *Schinus molle* retained and integrated into the space.

Source: DEW Files 24 June 2022

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Steet & 28-48 Rundle Street, Kent Town



Dr Kent's Paddock 3-storey flats, viewed from car park fronting Rundle Street, looking east to cottage flats for pensioners.

Source : DEW Files 24 June 2022



Dr Kent's Paddock, pensioner flats fronting Rundle Street.

Source: DEW Files 28 October 2022

Summary of State Heritage Place: 26514

Provisionally entered by the South Australian Heritage Council on 08 December 2022

Confirmed by the South Australian Heritage Council on [\[add date\]](#) (tbc)

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Street & 28-48 Rundle Street, Kent Town



3-storey flats fronting communal garden, note the red brick wall.

Source: DEW Files 24 June 2022



Flats showing window details, note concrete lintel, band of brick above, brick sill and concrete tiles to roof.

Source: DEW Files 24 June 2022



Examples of landings in 3-storey flats.

Source: DEW Files 24 June 2022

PHOTOS

Dr Kent's Paddock Housing Complex

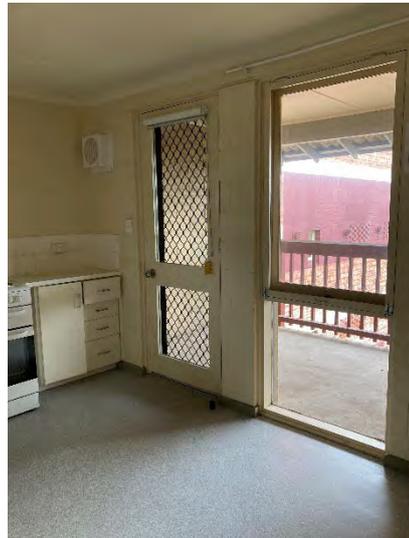
PLACE NO.: 26514

3-57 Capper Street & 28-48 Rundle Street, Kent Town



Typical example of the living space in the flats and the view from the third floor.

Source: DEW Files 24 June 2022



Typical example of the kitchen in flats and the verandah accessed from the kitchen.

Source: DEW Files 24 June 2022

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Street & 28-48 Rundle Street, Kent Town



John Martin's Warehouse conversion, showing rear landing and small courtyard garden.

Source: DEW Files 24 June 2022



Former John Martin's Warehouse.

Source: DEW Files 28 October 2022

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Steet & 28-48 Rundle Street, Kent Town



Interior warehouse conversion showing living space and kitchen.

Source: DEW Files 24 June 2022



Example of the townhouses, fronting Capper Street, note the carports and fencing.

Source: DEW Files 28 October 2022

PHOTOS

Dr Kent's Paddock Housing Complex

PLACE NO.: 26514

3-57 Capper Steet & 28-48 Rundle Street, Kent Town



Townhouses to Capper Street, note the stepped siting to accommodate the block shape.

Source: DEW Files 28 October 2022

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- ¹ Pers. Com. Emily Hatfield, SA Housing Authority 24 June 2022.
- ² Rodney Cockburn (1984), *What's in a Name? Nomenclature of South Australia*. (Adelaide: Ferguson) p.116.
- ³ Susan Marsden (1996), 'Playford's metropolis', in Bernard O'Neil, Judith Raftery and Kerrie Round (eds.), *Playford's South Australia: Essays on the History of South Australia 1933-1968*, (Adelaide: Association of Professional Historians), p.123.
- ⁴ Marsden, 'Playford's Metropolis', p.123.
- ⁵ SAHT (1971), 'Annual Report', (Adelaide: SAHT). Susan Marsden (1986), *Business Charity and Sentiment: The South Australian Housing Trust 1936-1986*, (Netley: Wakefield), pp.335-428.
- ⁶ Louise Bird (2016), 'Planning for Open Space in Postwar South Australia' (PhD thesis, University of South Australia), pp.164-165.
- ⁷ SAHT, 'Annual Report' 1971.
- ⁸ SAHT, Urban Consolidation, p.5.
- ⁹ Susan Marsden 'Assessment Report Manitoba Housing Complex' DEW Files SHP 26419.
- ¹⁰ SAHT, Urban Consolidation, p.13.
- ¹¹ Alison McDougall (2008), 'Platten, Newell', Architecture Museum, University of South Australia, Architects of South Australia:
[http://www.architectsdatabase.unisa.edu.au/arch_full.asp?Arch_ID=81]
- ¹² Richard Apperly, Robert Irving and Peter Reynolds (2011), *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, (Angas and Robertson: North Ryde), pp.248.
- ¹³ Platten quoted in McDougall
[http://www.architectsdatabase.unisa.edu.au/arch_full.asp?Arch_ID=81]
- ¹⁴ Platten quoted in McDougall
[http://www.architectsdatabase.unisa.edu.au/arch_full.asp?Arch_ID=81]
- ¹⁵ Platten, *Hybrid Beauty*, p.118.
- ¹⁶ Platten, *Hybrid Beauty*, pp.119-121, 125.
- ¹⁷ Platten, *Hybrid Beauty*, pp.121-124. Pers. Comm. Newell Platten interview with Louise Bird 12 December 2012 (relevant portion of transcript now included in DEW Files.)
- ¹⁸ Platten, *Hybrid Beauty*, pp.124-131.
- ¹⁹ Newell Platten 'Architect's Notes', Royal Australian Institute of Architects (SA Chapter) Collection, Architecture Museum UniSA, S127/5/13. Platten, *Hybrid Beauty*, pp.124-131.
- ²⁰ Newell Platten 'Architect's Notes', Royal Australian Institute of Architects (SA Chapter) Collection, Architecture Museum UniSA, S127/5/13. Platten, *Hybrid Beauty*, pp.124-131.
- ²¹ Platten, *Hybrid Beauty*, pp.124-131.
- ²² Michael Page (1986), *Sculptors in Space: South Australian Architects 1836-1986*, (Adelaide: Royal Australian Institute of Architects (SA Chapter)), p.261.
- ²³ Warburton, p.16.
- ²⁴ Jennifer Taylor (1990), *Australian Architecture Since 1960*, 2nd ed. (Red Hill: Royal Australian Institute of Architects), p.146.
- ²⁵ Taylor, p.147.
- ²⁶ Quoted in Platten, *Hybrid Beauty*, pp. 127-128.
- ²⁷ Anthony Radford (2017), 'Dickson & Platten in the other tradition of Modern Architecture' in Julie Collins and Michael Pilkington (eds), *Dickson & Platten Architects 1950-2000*, (Adelaide: Phillips Pilkington Architects), p.57.

Attachment C

Draft Submission on Proposed State Heritage Place, Dr Kent's Paddock

(SA Heritage Council form)

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

South Australian Heritage Council

Submission on whether the entry of **Dr Kent's Paddock Housing Complex** should be confirmed in the South Australian Heritage Register

The South Australian Heritage Council can only take into account heritage significance of a place as defined by the *Heritage Places Act 1993* (Act) when considering places for entry on the South Australian Heritage Register. Using the table below, please provide evidence or information to explain why you believe the place does or does not meet the criteria under the Act.

Criteria

Criteria under the <i>Heritage Places Act 1993</i>, section 16(1)	Provide evidence or other information why you believe criteria applies or does not apply to this place
(a) it demonstrates important aspects of the evolution or pattern of the State's history	The finding of the Heritage Assessment Report that the place fulfils criterion (a) is supported. Dr Kent's Paddock is an important example in the evolution of social housing in South Australia. It is acknowledged as one of the best examples of medium density cluster social housing development on larger inner suburban infill sites.
(b) it has rare, uncommon or endangered qualities that are of cultural significance	The finding of the Heritage Assessment Report that the place does not fulfil criterion (b) is noted.

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history	The finding of the Heritage Assessment Report that the place does not fulfil criterion (c) is noted.
(d) it is an outstanding representative of a particular class of places of cultural significance	The finding of the Heritage Assessment Report that the place does not fulfil criterion (d) is noted.
(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics	The finding of the Heritage Assessment Report that the place does not fulfil criterion (e) is noted.

(f) it has strong cultural or spiritual associations for the community or a group within it	The finding of the Heritage Assessment Report that the place does not fulfil criterion (f) is noted.
(g) it has a special association with the life or work of a person or organisation or an event of historical importance	The finding of the Heritage Assessment Report that the place fulfils criterion (g), given the association with the architect, Newell Platten,,is supported.

Declaration

The South Australian Heritage Council is committed to transparency in relation to the listing process and wishes to enhance public confidence in the nomination, listing and decision-making process. The Council's policy is to make nominations for State heritage listing and submissions on provisional entries publicly available via webpage or to interested parties. The Council will adhere to the Privacy Principles and your name and personal details will not be released.

The City of Norwood, Payneham and St Peters wishes to make a written representation regarding the provisional entry of **Dr Kent's Paddock Housing Complex**.

The City of Norwood, Payneham and St Peters **supports** the confirmation of this provisional entry.

The City of Norwood, Payneham and St Peters does **not** wish to make oral representations.

Signature:

Date:

11.3 IMPLEMENTATION OF CURRENT TRAFFIC MANAGEMENT INITIATIVES

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA110657
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to:

- present to the Council, the recommendations of the Traffic Management & Road Safety Committee (*the Committee*), regarding two major traffic studies affecting the City, and
- to inform the Council of all major traffic management works that have been identified throughout the City and the cost estimates to undertake this notional program of works.

BACKGROUND

At its meeting held on 21 February 2023, the *Traffic Management & Road Safety Committee* considered two (2) traffic reports (*the two reports*) as set out below.

Report 1: *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations, by Consultants InfraPlan and Intermethod, 2022.* The study area for this report is bound by Lower Portrush Road, Payneham Road, Lambert Road and the River Torrens, with the intent that outcomes will also improve traffic management in the streets of Joslin, St Peters, College Park and Hackney.

Report 2: *Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management, by Consultants Stantec, 2022.* The study area of *this report* is bound by Payneham Road, Glynburn Road, Portrush Road and Magill Road and includes the suburbs of Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris.

A City-wide traffic analysis identified that these precincts were the highest priorities for the Council to address because the evidence (traffic speed, volume and crash data) verified many of the concerns raised by citizens.

The Minutes of *the Committee* meeting held on 21 February 2023 which were subsequently endorsed by the Council at its meeting held on 6 March 2023, are contained in **Attachment A**.

In addition, a *Traffic Management Works Framework* has been prepared that includes the recommendations made in *the two reports* as well as other major traffic management works that had previously been identified and or investigated by staff, but does not include routine traffic management investigations and solutions that are undertaken throughout the year by staff. The *Traffic Management Works Framework*, including a high level cost estimate, is contained in **Attachment B**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport and pedestrian network.

Strategy 1.2.2: *Provide safe and accessible movement for all people.*

Strategy 1.2.4: *Provide appropriate traffic management to enhance residential amenity.*

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.2.2: *Encourage physical activity to achieve healthier lifestyles and well-being.*

Strategy 1.4.3 *Encourage the use of spaces and facilities for people to meet, share knowledge and connect.*

Outcome 2: Cultural Vitality

Objective 2.4: Pleasant, well designed and sustainable urban environments.

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

Strategy 1.4.3 Maximise the extent of green landscaping provided in new development & in the public realm.

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

Strategy 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

A cost estimate to design and construct the traffic management works set out in *the two reports*, is in the order of \$3,930,000, and the high-level cost estimate to implement all of the works set out in the *Traffic Management Works Framework* is in the order of \$4,347,000.

Given the significant cost and staff resources that would be required to implement all of these works, it is recommended that the works be prioritised to enable a staged approach over a period of time. This staged approach is pragmatic because it will also enable the outcomes of each stage to be evaluated and minor changes undertaken, as required, prior to proceeding with further works.

Some of the traffic management works are proposed to be integrated with the current Capital Works Program for road reconstruction and road resealing. For example, the Council's 2022–2023 and 2023-24 Budget includes an allocation of funds for design and construction works associated with the Trinity Valley Stormwater Drainage Project. The alignment of this project coincides with the streets identified in Report 2. As such, the design and implementation of traffic calming devices along this route, has been integrated into the current infrastructure works referred to above, to ensure an integrated approach is taken and as such, multiple objectives can be met.

Funding submissions for the 2023-2024 financial year have been prepared to undertake the traffic management works that are recommended in this report which total \$140,000.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and associated noise can reduce community liveability and safety of residential streets. The installation of traffic management devices can reduce traffic speed and volume but also cause inconvenience to some residents, due to increased travel time and/or changes to access. As such, the implementation of traffic management devices is not always not supported by all residents.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

The traffic management devices would be designed to integrate landscaping and additional trees where possible to contribute to a greener, cooler and more liveable City as set out in the *Tree Strategy*.

RESOURCE ISSUES

The recommendations made in this report take into account the capacity of the Council's traffic staff to implement traffic management initiatives in a realistic and robust manner. The large volume of work in addition to the routine daily tasks is achievable but would place significant pressure on the Traffic & Integrated Transport Unit that may result in some delays to additional requests and routine tasks.

RISK MANAGEMENT

High traffic speeds and volumes could result in personal injury, particularly to vulnerable road users such as pedestrians and cyclists and does not encourage citizens to consider active transport as a legitimate form of travel. The Council has a duty of care to consider how to address road safety and residential amenity and the recommended traffic management works aim to mitigate or manage the known risks. These include the implementation of traffic calming devices at key locations and area-wide reduction of the speed limit from 50km/h to 40km/h.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Council not endorsing the Report recommendations	People	High 7	Provision of detailed Council Report	People	Substantial 13
		Reputation	Extreme 4		Reputation	Medium 19
		Services / programs	High 9		Services/programs	Medium 19
2	Community not supporting the recommendations	People	High 7	Communication & education strategy	People	Medium 19
		Reputation	High 7		Reputation	Medium 19
		Services / programs	Medium 19		Services / programs	Low 23

CONSULTATION

- Elected Members**
 Elected Members are aware of the recommendations when the Minutes from the Traffic Management & Road Safety Committee, held on 21 February 2023, were subsequently endorsed by the Council at its meeting held on 6 March 2023.
 Cr Duke and Cr Holfield are both Members of the *Traffic Management & Road Safety Committee*.
- Community**
 Community consultation was undertaken during the development of the Traffic Studies and the procedures and outcomes are included in *the two reports* contained in **Attachment A**.
- Staff**
 General Manager, Urban Planning & Environment
 Manager, City Assets
- Other Agencies**
 The Department for Infrastructure & Transport (DIT)
 South Australian Public Transport Authority (SAPTA)
 SA Police (SAPOL)

DISCUSSION

The Consultants who prepared *the two reports* provided action plans with a list of traffic management works that aim to mitigate the traffic concerns that were identified. The action plans are prioritised and staged in order of importance to assist the Council in preparing a pragmatic works program.

The works have been prioritised to address the worst streets first – that is, the streets where significant citizen concerns were verified by the analysis of traffic speed, volume and crash data. This staged approach is recommended because it will also enable the outcomes of each stage to be evaluated and minor changes undertaken, as required, prior to proceeding with further works.

The approach for staging of the traffic management works as recommended to the Council by *The Traffic Management & Road Safety Committee (the Committee)* is set out below.

1. Implement 40km/h area-wide Speed Limit as identified in *the two reports*

The implementation of a 40km/h speed limit is a cost effective, practical and equitable approach and has already been successfully implemented in Stepney, Maylands, Evandale, Norwood and Kent Town. A recent evaluation study of the 40km/h area-wide speed limit in Stepney, Maylands and Evandale identified that overall, the 85th percentile traffic speeds had reduced by 2.5km/h hour.

Report 1: Consultation undertaken during the Marden and Royston Park Traffic Management Study (Report 1), identified that 60% of residents supported the implementation of a 40km/h speed limit in Marden and Royston Park. Given that a legible boundary, such as an arterial road is a requirement of the Department of Transport & Infrastructure (DIT) and that speeding has been identified in adjacent suburbs, it is sensible to extend the speed limit reduction to include Joslin, St Peters, College Park and Hackney. This precinct was previously identified and supported by the Committee as the next area to be speed limited to 40km/h, after Norwood and Kent Town. As such, community consultation is required to be undertaken with citizens of Joslin, St Peters, College Park and Hackney, to ensure that the speed limit change is supported by the majority of the community prior to implementation. Should 50% (or more) of the respondents support the implementation of 40km/h, it is recommended that the Council endorse the implementation of the reduced speed limit. Given the time required to consult, attain approval by DIT, and undertake manufacture and installation, it is likely that implementation of 40km/h in this area would not be complete within the 2023-2024 financial year and as such, funding would be required over two consecutive budgets.

The estimated cost to undertake all of the works required to implement a 40km/h area-wide speed limit in the residential streets that are bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens is in the order of \$85,000. A funding submission for the 2023-2024 budget has been submitted requesting \$20,000 to undertake to first stages which involve preparation of plans and community consultation.

Report 2: Consultation undertaken as part of the Glynde, Payneham, Firle, Trinity Gardens and St Morris Traffic Study, identified that 67% of residents supported the implementation of a 40km/h speed limit in every residential street in the precinct. As such, it is recommended to implement the speed limit of 40km/h in every street in Glynde, Payneham, Firle, Trinity Gardens and St Morris in the 2023-2024 financial year.

A funding submission for the 2023-2024 budget has been submitted that requests \$60,000 to undertake the preparation of plans, manufacture and installation of the 40km/h signs in all streets in Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris.

2. Traffic management devices at the highest priority locations identified in the Marden and Royston Park Traffic Report

As Elected Members may recall, *the Committee* recommended that the Council implement the traffic management works in Marden and Royston Park that are the highest priority, which are located between Lower Portrush Road and Battams Road as set out below:

- Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
- two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
- two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
- one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
- a series of *Landscaped Median Islands* along the length of Battams Road;
- a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
- two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
- a *landscaped median island and kerb buildout* in Broad Street.

The estimated cost to undertake design, consultation and implementation of the works listed above is in the order of \$1,020,000. A funding submission for the 2023-2024 budget has been submitted that requests the allocation of \$40,000 to undertake design and community consultation for these works in the 2023-2024 financial year.

3. Traffic management devices at the highest priority locations identified in the Glynde, Payneham, Firle, Trinity Gardens & St Peters Traffic Report

Given the large study area and large number of streets with identified traffic issues in this study area, the traffic report prioritised the *locations* where traffic management is required and a *typical* type of treatment at each location, but did not include specific concept designs. As such, further design investigation is required to identify the most appropriate treatment at each location. The locations that were identified as being the highest priority are set out below:

- Gage Street, Firle, Ryan Avenue to Stapleton Street;
- Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);
- Barnes Road, Glynde;
- Luhrs Road, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Ashbrook Avenue and John Street, Payneham;
- Gwynne Street, Firle;
- Marian Road (completion of cycle route);
- Payneham Road and Avenue Road junction;
- Payneham Road and Ashbrook Avenue Junction; and
- investigation of traffic control devices on Davis Road, Coorara Avenue and Avenue Road.

It is difficult to estimate the cost to implement the above works because the scope of work is variable, however, it is likely to be in the order of \$1,000,000. A funding submission for the 2023-2024 budget has been submitted that requests \$60,000 to undertake design and community consultation for these works. The construction costs will be refined after the design phase is completed which will inform future staging options.

Traffic Management Works Framework

In addition to the traffic management works recommended in *the two reports*, there are other major City-wide traffic management works that have been previously identified. To assist in informing the Council regarding the extent and the cost implications of these works, a *Traffic Management Works Framework* has been prepared that includes the works that have been identified in *the two reports*, as well as other major traffic management works that have been identified which are set out below:

- Traffic calming devices along Langman Grove, Felixstow. This project has current funding allocated of \$48,000 but is likely to require additional funding to complete. This project is currently in the community consultation and design refinement stage;

- Traffic speed management along Briar Road and Turner Street, Felixstow. It was previously identified that traffic management would be investigated in these streets after the evaluation of the traffic management works implemented in Langman Grove. The cost estimate to undertake these works is in the order of \$85,000.
- 40km/h area-wide speed limit in the residential streets of Kensington, Marryatville, Heathpool, Felixstow and Marden (northeast of Lower Northeast Road). Investigation of 40km/h speed limit in these areas has not commenced to date, but the investigation for a City-wide 40km/h area speed limit on a precinct-by-precinct basis, has previously been endorsed by the Council (subject to consultation). The cost estimate to undertake these works is in the order of \$75,000. The City of Burnside are currently consulting on the implementation of a 40km/h speed limit in the residential streets of Kensington Park, which is adjacent to Kensington. While it would have been timely to undertake consultation for 40km/h in Kensington at the same time as Kensington Park, the Council was not aware of the City of Burnside's intention to consult this financial year.
- Bicycle Pedestrian crossing at Magill Road, near Ashbrook Avenue. This is a jointly-funded project between the Council, the City of Burnside and the Department for Infrastructure & Transport (DIT). The Council has allocated \$130,000 toward this project in the 2022-2023 financial year, but due to some unforeseen delays this funding will be carried forward to the 2023-2024 financial year.
- Citywide Bicycle Plan update. The current Cycling Plan (2013-2023) continues to be a working document and is being implemented as an integrated approach between City Assets, Urban Services and Traffic & Integrated Transport. The costs of rolling out the remaining works has not been included in the *Traffic Management Works Framework* because funding is sourced from the Capital Works Fund, However, the Plan requires an update to ensure that it aligns with current State Strategic Plans, updated Standards and Guidelines, current traffic and cycling data and recent developments.
- Marden and Royston Park Traffic Management Evaluation Report. This evaluation will analyse before and after traffic data throughout Marden, Royston Park, Joslin and St Peters, to measure the level of success of the traffic management works and identify locations where additional works may be required to achieve a successful outcome.
- Glynde, Payneham, Firle, Trinity Gardens and St Morris Evaluation Report. This evaluation will analyse before and after traffic data throughout the precinct to measure the level of success of the traffic management works, and identify locations where additional works may be required to achieve a successful outcome.
- Kent Town Traffic Study. Kent Town is continuing to undergo significant residential and commercial development. A traffic study would analyse the traffic impacts of current and future development, and identify strategies to support a vibrant and safe place to live, work, study and enjoy.

The *Traffic Management Works Framework* includes high level cost estimates for all identified works which is in the order of \$4,347,000. At this point in time, the Framework is provided for information purposes only so that the Council is aware of the overall extent of traffic management initiatives that are being investigated and planned for implementation. Implementation of the City-wide cycling network is not included in the traffic management framework because it is being implemented as part of the Council's Capital Works Program. The *Traffic Management Works Framework* is contained in **Attachment B** and the locations of the all current and future traffic management works are shown in **Figure 1**.

Figure 1: Traffic Management works Framework

Legend - Traffic Management Program - Major works

- High priority 40km/h Speed Limit
- Priority 1 locations for traffic management
- Priority 2 locations for traffic management
- Future traffic management investigations
- Traffic management project in progress
- Future 40km/h speed limit
- Existing 40km/h speed limit



OPTIONS

The Council has the following options in respect to this matter.

Option 1

Do nothing. The Council can decide that traffic management is not a priority and notwithstanding the recommendations made by the Traffic Management & Road Safety Committee, there is no justification or priority for traffic management works to be undertaken.

This option is not recommended on the basis that a large number of citizens have raised concerns regarding high traffic volume and speed which has been verified by the analysis of traffic data and the associated road safety risks.

Option 2

The Council can endorse the commencement of the high priority traffic management works that have been discussed in this report, and consider approval of the respective staff funding submissions that will enable a staged approach that takes into account the time required to engage consultants, prepare designs and undertake community consultation within the capacity of the existing staff resources.

This option is recommended on the basis that it is pragmatic and achievable for the 2023-2024 financial year.

Option 3

The Council can decide that City-wide traffic management is a priority and additional funding is justified to increase staff resources to enable more traffic management works to be undertaken in the short term.

This option is not recommended at this time on the basis that the Council has other competing priorities to fund and this option does not enable the highest priority works to be implemented and tested before further traffic management initiatives are implemented. Some of the highest priority works may be implemented but not work effectively or result in unintended traffic related consequences elsewhere so the capacity to implement and test traffic management initiatives in a staged manner is considered the most appropriate way forward.

Option 4

The Council can determine that none of the above options are satisfactory and develop another option.

CONCLUSION

The Traffic Management Works Framework identifies a significant body of work to address ongoing citizen concerns and street network deficiencies that have been identified by traffic data collection. The traffic management works identified in *the two reports* address the worst streets first – that is, the streets where significant citizen concerns underpinned with evidence of deficiencies. As such, the recommendations herein provide a rational and realistic approach to commencing the works program.

COMMENTS

The Council's Traffic Management and Road Safety Committee included a resolution for both reports and requested that the Council consider implementing all of the recommendations for traffic control devices as a priority and that adequate resources and funding be allocated by the Council to facilitate the implementation of the devices. However, as set out in this report, funding submissions for the pragmatic and prudent commencement of the high priority traffic management initiatives have been prepared for the Council's consideration as part of the 2023-24 budget. While the allocation of funds and resources and the level of priority to address traffic management issues is ultimately a decision for the Council, it is important to be mindful that the organisation has limited capacity to manage an accelerated program beyond the projects included in the funding submissions.

In addition, a considered, strategic approach allows for each stage to be evaluated prior to proceeding with further works, and allows time to modify future works to ensure the most effective outcome. Accordingly, the Committee's resolution that requests the Council to accelerate the implementation of traffic management initiatives is not reflected in the staff recommendations set out below for the reasons contained in this report.

RECOMMENDATION

1. That the report prepared by InfraPlan and Intermethod Consultants, dated 6 October 2022 and titled *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations*, as contained in **Attachment A**, be received and noted.
2. The Council notes that the Stage 1 recommendation to implement a 40km/h area-wide speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (subject to consultation), has previously been endorsed by the Council and given that the consultation undertaken for the Marden & Royston Park Traffic Management Plan identified that a 40km/h speed limit was supported by the majority of residents of Marden and Royston Park, consultation will now proceed with residents of Joslin, St Peters, College Park and Hackney, to ascertain if these residents also support the introduction of a 40km/h speed limit.
3. The Council endorses 'in-principle' the installation of the following Stage 2 recommendations contained in the InfraPlan and Intermethod Consultants report, subject to funding of the proposals being approved as part of the Council's 2023-2024 budget:
 - two (2) Single-lane Slow Points in River Street, south west of Broad Street;
 - two (2) Landscaped Median Islands in River Street, between Lower Portrush Road and Broad Street;
 - two (2) Single-lane Slow Points in and Beasley Street, south west of Broad Street;
 - one (1) Landscaped Median Island in Beasley Street, between Lower Portrush Road and Broad Street;
 - a series of Landscaped Median Islands along the length of Battams Road;
 - a Wombat Crossing in Battams Road, opposite the Royston Park Café;
 - two (2) Landscaped Kerb Buildouts in Addison Avenue; and
 - a Landscaped Median Island and Kerb Buildout in Broad Street.
4. The Council notes that subject to the Stage 2 recommendations being endorsed and implemented, the traffic calming measures will be monitored and evaluated to assess the outcomes, prior to consideration of the need for the Stage 3 recommendations.
5. The report prepared by Stantec Consultants, dated 30 January 2023 and titled *Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management*, be received and noted.
6. The Council notes that the Stage 1 recommendations contained in the Stantec Consultants report regarding the implementation of an area-wide 40km/h speed limit in all streets bound by Payneham Road, Glynburn Road, Magill Road and Portrush Road, has been supported by the majority of respondents.
7. The Council endorses 'in-principle', the investigation and design of traffic management devices at the Stage 2 locations contained in the Stantec Consultants report, as set-out below, subject to funding of the investigations being approved as part of the Council's 2023-2024 budget:
 - Gage Street, Firle, Ryan Avenue to Stapleton Street;
 - Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);
 - Barnes Road, Glynde;
 - Luhrs Road, Payneham South;
 - Albermarle Avenue, Trinity Gardens;
 - Ashbrook Avenue and John Street, Payneham;
 - Gwynne Street, Firle;
 - Marian Road (completion of cycle route);
 - Payneham Road and Avenue Road junction;
 - Payneham Road and Ashbrook Avenue junction; and
 - investigation of traffic control devices on Davis Road, Coorara Avenue and Avenue Road.

8. The Council notes that should the Stage 2 recommendations contained in the Stantec report be implemented, the investigation and design of the Stage 3 and 4 recommendations, will be assessed.
9. The Council notes that the citizens who engaged with the Council during the preparation of the InfraPlan and Intermethod Consultants report and the Stantec Consultants report, will be advised of the outcomes of this project and the Council's decision and will be given an opportunity to comment on concept designs prior to detail designs being prepared.
10. The Council notes for information purposes, the Traffic Transport Works Framework and high level cost estimates contained in **Attachment B**.

Attachments – Item 11.3

Attachment A

Implementation of Current Traffic Management Initiatives

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

Traffic Management & Road Safety Committee Minutes

21 February 2023

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.*

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City of
Norwood
Payneham
& St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR 10.00am

PRESENT

Committee Members Cr Kevin Duke (Presiding Member)
Cr Garry Knoblauch
Cr Hugh Holfeld
Mr Shane Foley (Specialist Independent Member)
Mr Charles Mountain (Specialist Independent Member)

Staff Carlos Buzzetti (General Manager, Urban Planning & Environment)
Gayle Buckby (Manager, Traffic & Integrated Transport)

APOLOGIES Mr Nick Meredith (Specialist Independent Member)

ABSENT Nil

TERMS OF REFERENCE:

The Traffic Management & Road Safety Committee is established to fulfil the following functions:

- *To make a final determination on traffic management issues which are referred to the Committee in accordance with the requirements of the Council's Local Area Traffic Management Policy ("the Policy"); and*
- *To consider proposals and recommendations regarding traffic and parking which seek to improve traffic management and road safety throughout the City, other than when the Manager has delegation to investigate and determine the matter.*

1. APPOINTMENT OF PRESIDING MEMBER

Cr Knoblauch moved:

That Cr Kevin Duke be appointed Presiding Member of this Committee.

Seconded by Mr Shane Foley and carried unanimously.

2. PRESENTATION

Michael Kelledy of Kelledy Jones Lawyers made a presentation to the Committee regarding the role of the Committee and the *Local Government (Procedures at Meetings) Regulation 2013*.

3A. CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 15 FEBRUARY 2022

Mr Shane Foley moved that the minutes of the Traffic Management & Road Safety Committee meeting held on 15 February 2022 be taken as read and confirmed. Seconded by Mr Charles Mountain and carried.

3B. DEPUTATIONS

3B.1 Deputation – Mr Brendan Warn

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Brendan Warn was given approval to address the Committee in relation to traffic & safety concerns in St Peters.

At 10.25am Mr Brendan Warn addressed the Committee in relation to this matter.

3B.2 Deputation – Mr David Cree

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr David Cree was given approval to address the Committee in relation to traffic & safety concerns in St Peters.

At 10.34am Mr David Cree addressed the Committee in relation to this matter.

4. PRESIDING MEMBER'S COMMUNICATION

The Presiding Member welcomed all Committee Members to the meeting.

5. STAFF REPORTS

5.1 MARDEN & ROYSTON PARK TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA97859
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to provide the Traffic Management & Road Safety Committee (*the Committee*) with the key findings of the report which has been prepared by Infracplan and Intermethod, titled, *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations* ('*the Traffic Management Plan*').

BACKGROUND

The preparation of the *Traffic Management Plan* was undertaken to address traffic and road safety concerns which had been raised by some residents regarding high traffic speed and cut-through traffic in some streets in Marden, Royston Park, Joslin and St Peters and was further verified by the *Marden, Royston Park, Joslin & St Peters Traffic Review* prepared by Tonkin in 2021 (*the Tonkin Report*).

The findings of *the Tonkin Report* were presented to the Committee at its meeting held on 15 June 2021 and the Committee made the following recommendations which were subsequently endorsed by the Council at its meeting held on 1 November 2021.

The following traffic management initiatives, which aim to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters, be combined into a traffic management framework and released for community consultation in the affected suburbs:

- a) *reducing the speed limit to 40km/h in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens;*
- b) *preparation of three concept design options for traffic management devices that aim to discourage excessive through traffic along River Street, Beasley Street, Battams Road and Lambert Road. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.*

A copy of the Minutes from the Committee meeting is contained in **Attachment A**.

To address recommendations a) and b) above, the Council engaged Consultants InfraPlan and Intermethod to undertake the *Marden & Royston Park Traffic Management Plan* (*the Traffic Management Plan*), which included the development of traffic management options, community consultation on those options and recommendations based on the consultation outcomes.

A copy of the *Traffic Management Plan* is contained in **Attachment B**.

The Committee's consideration of the Traffic Management Plan and any advice it provides to the Council, will inform the Council's future consideration of funding for the implementation of the prioritised recommendations.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport and pedestrian network.

Strategy 1.2.2: Provide safe and accessible movement for all people.

Strategy 1.2.4: Provide appropriate traffic management to enhance residential amenity.

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.2.2: Encourage physical activity to achieve healthier lifestyles and well-being.

Strategy 1.4.3 Encourage the use of spaces and facilities for people to meet, share knowledge and connect.

Outcome 2: Cultural Vitality

Objective 2.4: Pleasant, well designed and sustainable urban environments.

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

Strategy 1.4.3 Maximise the extent of green landscaping provided in new development & in the public realm.

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

Strategy 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has not allocated any funds to undertake further consultation, design or implementation of any infrastructure works recommended in the *Traffic Management Plan*.

The cost to implement all of the recommendations contained in the Plan is in the order of \$2,000,000 and therefore, the recommended approach is to stage the works over a period of time and evaluate the outcomes of each stage prior to proceeding with further works.

The Council's 2022–2023 Budget includes an allocation of \$529,825 for pavement reconstruction and kerb patching along Battams Road (from Second Avenue to Addison Road). These works are currently on-hold until a decision is made regarding the recommendation contained in *the Traffic Management Plan* for traffic management devices to be installed along Battams Road. If this recommendation is endorsed by the Council, the pavement reconstruction, kerb patching and traffic management works would be integrated as one design and construction package.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and associated noise can reduce community liveability and safety of residential streets. The installation of traffic management devices can reduce traffic speed and volume but also cause inconvenience to some residents, due to increased travel time and/or changes to access. As such, the implementation of traffic management devices is not always not supported by all residents.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

The recommendations of the *Traffic Management Plan* have incorporated traffic management devices that can be landscaped to contribute to a greener, cooler and more liveable City as set out in the Council's *Tree Strategy*.

RESOURCE ISSUES

If endorsed by the Council, the outcomes of the *Traffic Management Plan* report will require further consultation, detail design and infrastructure works. These resources would be managed by Council staff and undertaken by Consultants and Contractors.

RISK MANAGEMENT

A number of streets within the Study Area have been identified as carrying traffic speed greater than the default urban speed limit of 50km/h and traffic volumes that are high for a local street. This has resulted in some citizens having concerns regarding road safety and loss of residential amenity. High traffic speeds and volumes can result in personal injury, particularly to vulnerable road users such as pedestrians and cyclists, and does not encourage citizens to consider active transport as a legitimate form of travel. The Council has a duty of care to consider how to address road safety and residential amenity and the Council's Consultant has provided recommendations to mitigate or manage the known risks. These include the implementation of traffic calming devices at key locations and an area-wide reduction of the speed limit from 50km/h to 40km/h.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Council not endorsing the Report recommendations	People	High 7	Provision of detailed Council Report	People	Substantial 13
		Reputation	Extreme 4		Reputation	Medium 19
		Services / programs	High 9		Services/programs	Medium 19
2	Community not supporting the recommendations	People	High 7	Communication & education strategy	People	Medium 19
		Reputation	High 7		Reputation	Medium 19
		Services / programs	Medium 19		Services / programs	Low 23

CONSULTATION

- Elected Members**

On 23 February 2022, an Information Session was held with Elected Members at which the Council's Consultant outlined the proposed traffic management options that would be distributed for community consultation.

- Community**

Community consultation was undertaken between 1 April and 29 April 2022. The methodology and outcomes are provided in the *Discussion* section of this report.

- Staff**

General Manager, Urban Planning & Environment
Manager, Urban Planning & Sustainability
Manager, City Assets

- **Other Agencies**

- South Australian Public Transport Authority (SAPTA)
- SA Police (SAPOL)

DISCUSSION

The Key Traffic Issues

The *Traffic Management Plan* Study Area is bound by Lower Portrush Road, Payneham Road, Lambert Road and the River Torrens. This Study Area was selected to address traffic concerns which have been raised by citizens and Elected Members in the streets that had the highest speeds and volumes, and were closest to the source of the problem, namely cut-through traffic from Lower Portrush Road. The intent is that traffic management in this Study Area would also have flow-on traffic management outcomes in the streets of Joslin and St Peters.

The *Traffic Management Plan* considers all road users, namely motorists, cyclists, pedestrians and Metro Adelaide bus users. The Plan is comprehensive and includes all background information, traffic data, consultation outcomes and staged (prioritised) traffic management recommendations. The key findings and outcomes of the *Traffic Management Plan* are summarised herein, with the understanding that the *Traffic Management Plan* contained in **Attachment B** is to be read for detailed information.

Traffic queues on the nearby arterial roads are the major reason why motorists choose to find short-cuts through the Study Area. Data analysis shows that the travel speeds along Lower Portrush Road and Payneham Road at the AM (between 8:00AM and 9:00AM) and PM (between 5:00PM and 6:00PM) peak periods are below 30km/h, well below the speed limits on the local street network.

The existing grid-like street layout with long, wide streets, provides long sight distance, minimal disruption and high movement permeability through Marden and Royston Park. As a result, the *Google Journey Planner* identifies that in the PM peaks, the travel time from Payneham Road to Lower Portrush Road can be reduced by four (4) minutes by entering the local road network, instead of being idle in congested traffic on the arterial roads.

Origin-destination surveys undertaken in 2017 and 2021, identified that during the PM peak, approximately 51% of vehicles entering River Street and 19% of vehicles entering Beasley Street, were “cutting through” the Study Area between Lower Portrush Road and Payneham Road. In the AM peak, these percentages were 38% entering River Street and 37% entering Beasley Street. River and Beasley Streets are the only two access points to Lower Portrush Road which results in the high concentration of traffic in these two streets, which subsequently filters through several streets in Joslin and St Peters, particularly Sixth Avenue, First Avenue and Second Avenue.

The Council does not have a defined road hierarchy but the Council's *Local Area Traffic Management Policy* sets out that local roads can typically carry up to 2,000 vehicles per day (vpd), while collector roads are those roads that carry 2,000 to 3,000 vpd. Using this criterion, most streets in the Study Area act as Local Roads, with the exception of River Street, Battams Road, Sixth Avenue and Beasley Street, which act as Collector Roads.

Traffic speeds exceeding 50 km/h were recorded in a number of streets in the Study Area and streets with the highest levels of speeding are First Avenue, Second Avenue, River Street, Battams Road and Blanden Avenue.

Cycling is popular through the Study Area, particularly given the close proximity to the River Torrens Linear Park and the direct access across Lower Portrush Road at the pedestrian signals near Beasley Street. Ninth Avenue is the busiest cycling route because cyclists exit the Linear Park at the Ninth Avenue and Battams Road junction to avoid a long, winding section of the River Torrens Linear Park.

Two (2) Metro-Adelaide bus routes navigate through Marden and Royston Park, along Sixth Avenue, Addison Avenue, Grivell Road, Caleb Street and Beasley Street. Walking to and from the bus stops, increases pedestrian activity in the area, with an average daily boarding of Stops, between 45 to 90 passengers.

Crash data identified that during the last five (5) years, there were 18 (eighteen) crashes on Local Roads within the Study Area. The majority of crashes involved right turn collisions, hitting a parked vehicle or hitting a fixed object, such as a stobie pole. There was one report of a hit pedestrian. The crashes occurred in Sixth Avenue, Lambert Road and Battams Road.

Traffic Management Design Options

The analysis of the traffic data provided an evidence-base for the Consultants to develop a range of traffic management design options for the purpose of community consultation.

The community was consulted on the following three traffic management options.

Option 1: Road Closures (allowing cyclist and bus access)

This option included road closures at key access points that would be a cost-effective option to eliminate all rat-running and significantly reduce traffic volumes and speed in the Study Area. However, this option would result in an inconvenience to residents who would no longer be able to access their properties from Lower Portrush Road.

Option 2: Median Islands

This option included median islands along the long, wide east-west streets (Battams Road and Lambert Road) to reduce lane widths and create minor detours for right-turning traffic at some locations. This option would improve road safety and create longer, circuitous routes to discourage rat-running and speeding, and would result in only a minor inconvenience for some residents.

Option 3: Traffic Calming

This option included slow points and median islands to reduce traffic speed, and as a consequence improve road safety and discourage rat-running. The traffic management devices could either be implemented in the streets with the highest traffic volume only, or the devices could be installed in most streets to reduce the potential of traffic diverting from one street to another to avoid the traffic calming devices.

Options 2 and 3 would also provide space in the traffic calming devices for additional landscaping/greening of the area.

40km/h speed limit

A 40 km/h speed limit is widely recognised as a suitable traffic management initiative for local streets, as it creates a safer environment for all road users and reduces the negative effects of noise and air pollution caused by travelling vehicles. The default speed limit on Adelaide streets is 50 km/h and therefore, introduction of a lower speed limit needs to meet the relevant guidelines set out by the State Government.

The Council has previously endorsed the investigation of a 40km/h speed limit throughout the City, with investigations to be undertaken on a precinct by precinct, staged approach. A 40km/h speed limit has been introduced in the suburbs of Evandale, Stepney, Maylands, Norwood and Kent Town, and it was previously identified that the next stage for investigation would be the precinct bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens, which includes all streets in the Study Area (Marden and Royston Park).

The speed data within the Study Area was analysed and it was identified that the requirements set out in *the Department of Infrastructure & Transport (DIT), Speed Limit Guidelines for South Australia (2017)*, were met and therefore, a 40km/h speed could be implemented without the installation of physical speed control measures (subject to approval by DIT).

However, speed limited areas also need to have clearly defined boundaries such as main roads, rivers or rail lines to create legible 40km/h precincts. This assists drivers in recognising that they have entered an area where the speed limit has changed and reduces the risk of non-compliance. As such, the 40km/h area speed limit would be required to extend beyond the Study Area boundary to Stephen Terrace as a minimum. This accords with the Council's previous decision to investigate a 40km/h area speed limit that extends from Lower Portrush Road to Hackney Road.

Community Consultation

The *Have Your Say!* consultation campaign ran for the month of April, 2022 and included:

- 1,288 postcards letterbox dropped to every property in the Study Area;
- posters on street poles outside of the Study Area, in Joslin and St Peters;
- posters at Council buildings; and
- promotion on the Council's website, Social Media pages and a paid Facebook advertisement.

The invitation included a QR Code and link to the project's webpage on the Council's website and an invitation to meet the project team at an optional drop-in session on 12 April 2022. Citizens were also able to request the information in a hard-copy format if required, and/or telephone the Consultant directly if they preferred to ask questions or submit their views verbally.

The webpage contained a consultation pack that included background information that described the purpose of the project and an illustrated description of the three traffic management options. Residents were invited to fill out a survey to advise the Council of their views on traffic management in the area and their level of support for the traffic management options provided (contained in **Attachment C**).

Consultation Responses

More than 400 citizens participated in the *Have your Say!* campaign. 367 people completed the survey, 89 people attended the drop-in session and fifteen (15) people telephoned the Consultants.

Details of the consultation responses are provided in The *Traffic Management Plan* report, contained in **Attachment B**, and a summary of the key survey responses are set out below.

- 87% of respondents considered high traffic speeds were important to address and 65% of respondents considered that cut-through traffic ('rat-running') was important to address.
- Respondents rated their order of importance for additional street improvements, as follows:
 1. Improved walking conditions (81%);
 2. Improved stormwater drainage (81%);
 3. Improved street lighting (79%);
 4. Additional greenery (77%);
 5. Improved cycling conditions (66%); and
 6. Improved parking conditions (59%).
- The road closure options (1A and 1B) were given the least support by survey respondents (23%), due to increased travel time and loss of permeability to Lower Portrush Road. Respondents who supported a road closure option commented that this option would resolve the traffic issues.
- The planted median options (2A, 2B and 2C), were supported by 50% to 54% of survey respondents, with a preference for Option 2C (which comprised a combination of planted median and mid-block pedestrian islands). Respondents who supported this option noted that planted medians would be aesthetically pleasing and could slow traffic and reduce rat-running. Respondents who did not support Option 2 were concerned that the roads would be too narrow, access would be restricted and parking would be impacted.
- Option 3A, which proposed traffic calming in *key streets only*, was supported by 64% of survey respondents and Option 3B, which proposed traffic calming in *most streets*, was supported by 44% of survey respondents. Respondents commented that Option 3A was a more cost-effective solution and a good compromise.
- 60% of survey respondents supported the introduction of a 40km/h speed limit in Marden and Royston Park.

In addition to the survey responses, a petition, signed by 111 residents, was convened by a resident of First Avenue, St Peters, to inform the Council of their preferred options. There is some difficulty in integrating the comments from the petition because signatories of the petition may have also completed the survey which would skew the results. In summary, the petitioners supported the road closure options (1A and 1B), the planted median along Lambert Road and Battams Road (Option 2A) and traffic calming in most streets (3B).

A number of key themes for traffic management have emerged from the consultation responses namely:

- traffic calming is the key priority, followed by rat-running;
- the introduction of a 40km/h speed limit is supported;
- preference to integrate broader street improvements into traffic management solutions where possible, to improve walking, stormwater drainage, street lighting and increased greenery;
- median island designs should be a combination of planted medians and mid-block pedestrian islands;
- traffic management devices should be installed on key streets only. The effectiveness of this approach can be evaluated after a 12-month period to ascertain whether additional traffic management is required; and
- road closures are not supported by the majority of residents in the Study Area.

Multi-Criteria Analysis and Prioritisation of works

Traffic management infrastructure is costly and disruptive and it is important that works are installed in a prioritised, staged approach to best utilise Council's limited resources. It is a practical approach to implement one stage of works and monitor and evaluate the outcomes to determine the success of the works. This analysis can inform the following stages and adjustments can be made if required.

To identify the highest priorities and develop the staged recommendations, the Consultants undertook a multi-criteria analysis (MCA). Six criteria were incorporated into the MCA to provide a score from 1 (poor performance), to 7 (good performance), which are listed in **Table 1**.

TABLE 1: CRITERIA FOR MCA

Criterion	Notes	Low score	High score
Street width	Street width of 6 metres allows two cars to comfortably pass one another. Street widths greater than 6 metres are likely to attract speeding, unless buildouts into a road reduce the width of the travel path. Widths for each street were measured in several locations to arrive at a 'typical' width.	9 metres wide or more	6 metres wide or less
Street length	The criterion measured the longest street section length that does not require the driver to slow down or give way at intersections roundabouts of any speed lowering devices.	300 metres or more	120 metres or less
Actual vehicle speed	Desirable 'design' speeds in residential areas are 30km/h or less. At speeds of 50km/h the risk of injury in an event of a crash is very high.	50km/h	30km/h
Crashes (last 5 years)	Crash events were counted for each street. Crashes at intersection were counted twice, once for each of the intersecting streets.	6 crashes	0 crashes
Rat-running	Additional criterion (low score '1') was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/or footpath pavement) or accessibility (ease of crossing). These were established in discussion with the Council.	1	n/a
In need of general street improvements	Additional criterion (low score 1) was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/or footpath pavement) or accessibility (safe pedestrian/cyclist crossing).	1	n/a

The MCA enabled the streets to be ranked in the order of priority for traffic management works and was further analysed in association the street layout, traffic data and consultation feedback, to develop a practical approach to implementation of traffic management initiatives. It was identified that a 40km/h speed limit should be implemented first, followed by installation of traffic management devices in the area between Lower Portrush Road and Battams Road. If subsequent evaluation of these two stages identified that further measures were required, the traffic management devices in the area between Battams Road and Lambert Road should be installed.

The traffic management recommendations are described below, and the locations of the *Stage 2 and 3* works are depicted on a plan contained in **Attachment C**.

Traffic Management Recommendations

Stage 1:

The *Stage 1* recommendation is to Implement an area-wide 40km/h speed limit that includes all streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road. Stephen Terrace is under the care and control of DIT and currently has a speed limit of 60km/h. The Council has previously advocated for the speed limit of Stephen Terrace to be reduced to 50km/h, but were informed that a speed limit reduction would not be considered by DIT. As such, Stephen Terrace would be excluded from the area proposed for a 40km/h speed limit.

The implementation of a 40km/h area-wide speed limit was supported by the majority of residents in the Study Area. Further consultation would be required with residents of Joslin, St Peters, College Park and Hackney, to ensure majority support throughout the entire area that is proposed for the speed limit change.

The cost estimate to consult, design and install the 40km/h area-wide speed limit would be in the order of \$80,000.

Stage 2:

The *Stage 2* recommendation is to install traffic management devices in the area between Lower Portrush Road and Battams Road, as set-out below:

- Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
- two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
- two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
- one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
- a series of *Landscaped Median Islands* along the length of Battams Road;
- a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
- two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
- a *landscaped median island and kerb buildout* in Broad Street.

The cost estimate for the *Stage 2* works is in the order of \$1,000,000.

Stage 3:

It is recommended that the impacts resulting from the *Stage 1 and 2* works be evaluated prior to consideration of the *Stage 3* recommendations, which include the installation of traffic management devices in the area between Battams Road and Lambert Road, as set-out below:

- A series of *Landscaped Median Island* along Lambert Road, between Second Avenue and Seventh Avenue;
- A *Wombat Crossing* on Lambert Road, just north of Sixth Avenue;
- Two (2) *Landscaped Median Islands* on Sixth Avenue;
- Two *Single-lane Slow Points* and a *Landscaped Median Island* on Second Avenue; and
- Two *Single-lane Slow Points* and a *Landscaped Island* on First Avenue.

The cost estimate for the *Stage 3* works is in the order of \$1,020,000.

OPTIONS

Given that the investigation for a Citywide 40km/h area speed limit on a precinct-by-precinct basis, has already been endorsed by the Council, the *Stage 1* recommendation does not require consideration from the Committee. The initial technical investigations for a 40km/h speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road are almost complete and community consultation to ascertain whether or not residents of the precinct support this initiative, is planned to commence in 2023.

Subsequent to *Stage 1*, 40km/h speed limit implementation, the extent of the installation of physical traffic management devices will largely be dependent on the Council's financial position and priorities. It is likely that the *Stage 2* works would need to be implemented over more than one budget period, and as such, Council staff have listed key considerations for the *Stage 2* works as set-out below:

1. Battams Road is already on the works program for reconstruction and given that it carries high traffic volume and speed, it is considered prudent that the recommended Median Island and Wombat Crossing be integrated into the road reconstruction program to deliver a cost-efficient, 'complete streets' design approach.
2. The level of success of the 40km/h speed limit and traffic management works in Battams Road, will not be known until the outcomes have been monitored and evaluated. Therefore, one option would be to measure the success of these initiatives prior to the implementation of any additional further traffic control devices.
3. The streets in *Stage 2* that have the highest traffic speeds and volumes are Battams Road, River Street and Beasley Street. One-Lane Slow Points have been recommended in River Street and Beasley Street, which are effective in mitigating both volume and speed and it is therefore considered that the implementation of these works would result in a significant improvement to road safety and residential amenity in the precinct.
4. The recommendations for Landscaped Islands in River Street, Broad Street and Beasley Street and Landscaped Kerb Buildouts in Broad Street and Addison Avenue, would further strengthen traffic management in this precinct and reduce the level of traffic diversion from one street to another. The timing for implementation of these devices could either be staged at the same time as the works in Battams Road, River Street and Beasley Street, or be staged after evaluating the success of previous works.
5. The remaining recommendation in *Stage 2* is for a One-Lane Slow Point in Pollock Road. Given that the traffic volume in Pollock Street is currently low (546 vpd), this device would only be required if the devices implemented in other streets diverted traffic into Pollock Street and significantly increased the volume.

The Options for the Committee to consider are set-out below.

Option 1: Minimal Change.

The Committee could determine that the *Stage 1* recommendation of the implementation of a 40km/h area wide speed limit be undertaken (previously endorsed by the Council, but subject to community consultation with citizens of Joslin, St Peters, College Park and Hackney) and that no other measures are required until an evaluation of the 40km/h speed limit has been completed to understand the outcomes and level of success of this initiative.

This option is precinct-wide and is cost-effective because a recent evaluation study of the 40km/h area-wide speed limit in Stepney, Maylands and Evandale, identified that overall, the 85th percentile traffic speeds had reduced by 2.5km/h hour.

Option 2: Install the Battams Road components of the *Stage 2* recommendations.

The Committee could recommend to the Council that the landscaped median islands and Wombat Crossing in Battams Road be installed in conjunction with the 40km/h area-wide speed limit. The multi-criteria analysis ranked Battams Road as the highest priority recommendation for the *Stage 2* works, and this would coincide with the 2022-2023 budget allocation for road renewal works in Battams Road (from Addison and Second Avenues).

This option would be relatively cost-effective when considering the entire scheme of recommendations and would reduce speeding in Battams Road and reduce some through traffic by restricting direct access across Battams Road into some streets. The works could be monitored and evaluated to determine the outcomes prior to installing further *Stage 2* Works.

Option 3: Install all *Stage 2* traffic management devices.

The Committee could recommend to the Council that all *Stage 2* traffic management devices be installed in conjunction with the 40km/h area-wide speed limit. The staging of these works would be dependent on the allocated budget and could be staged over a period of approximately three (3) years.

The *Stage 2* traffic management devices are located in the area between Lower Portrush Road and Battams Road as set-out below:

- Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
- two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
- two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
- one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
- a series of *Landscaped Median Islands* along the length of Battams Road;
- a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
- two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
- a *Landscaped Median Island and kerb buildout* in Broad Street.

This option would result in the most successful outcome because it would directly mitigate traffic speeding and volume issues across a broad area, including the streets located at the source of the problem (Lower Portrush Road). The implementation of all *Stage 2* devices at one time would reduce the potential of traffic to divert from one street to another, simply shifting the problem from one street to another.

Although this option would require significant funding from the Council, it is the preferred option because the physical devices would strengthen the compliance of the 40km/h speed limit and discourage non-local through traffic. The implementation of these devices could be staged over a period of say, three (3) years.

Option 4: Develop an alternative combination of traffic management works.

The Committee could consider the findings of the *Traffic Management Plan* report and recommend an alternative combination of works to be installed.

Given the number of recommendations, there are numerous combinations of works that could be considered. As such, the Committee has the option to recommend an option other than the options suggested by Council staff.

CONCLUSION

The traffic management recommendations which have been identified by the Council's Consultant based on data analysis and community consultation, have been outlined in this report.

The recommendations have been prioritised and staged according to a Multi-Criteria Analysis that has considered a number of road safety and street improvement criterion. The cost of the recommended works is significant and it is likely that the works would need to be implemented over a number of years, to align with planned road reconstructions, grant funding opportunities and financial and budgetary considerations.

The *Stage 1* recommendation to investigate an area-wide 40km/h speed limit in all streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (except Stephen Terrace), has already been endorsed by the Council. It was supported by the majority of residents in the Study Area, but further consultation is required with the residents of Joslin, St Peters, College Park and Hackney, to ensure majority support throughout the entire area that is proposed for the speed limit change.

The traffic issues and recommendations which have been outlined in this report enable the Committee to consider the issues and recommendations and provide advice to the Council as part of its considerations of endorsing the Traffic Management Plan for the undertaking of the *Stage 2* consultation phase.

COMMENTS

The costs associated with *Stage 2 and 3* are significant and implementation will be dependent on future budget allocations and the Councils ability to fund these works.

It is noted that the *Glynde, Payneham, Firle, Trinity Gardens and St Morris Traffic Study* was undertaken concurrently with the *Marden & Royston Park Traffic Study*. This study identified a considerable number of locations in need of traffic management interventions, that would also require significant funding.

RECOMMENDATION

1. That the report prepared by InfraPlan and Intermethod Consultants, dated 6 October, 2022 and titled *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations*, as contained in **Attachment B**, be received and noted.
2. That the Committee notes that the *Stage 1* recommendation to implement a 40km/h area-wide speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (subject to consultation), has previously been endorsed by the Council and given that the consultation undertaken for the *Marden & Royston Park Traffic Management Plan* identified that a 40km/h speed limit was supported by the majority of residents of Marden and Royston Park, consultation will now proceed with residents of Joslin, St Peters, College Park and Hackney to ascertain if these residents also support the introduction of a 40km/h speed limit.
3. That having considered the information contained in this report, the Committee recommends to the Council that the *Stage 2* traffic management devices be implemented as set out below:
 - Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
 - two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
 - two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
 - one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
 - a series of *Landscaped Median Islands* along the length of Battams Road;
 - a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
 - two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
 - a *Landscaped Median Island and Kerb Buildout* in Broad Street.
4. That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the *Traffic Management Plan* will be informed of the proposed works and will be given an opportunity to comment on concept designs prior to detail designs being prepared.
5. That the Committee notes that the *Stage 2* traffic management devices would be staged over approximately three (3) years and that implementation would be subject to funding allocations as part of the Council's annual budget setting process.
6. That the Committee notes that if the *Stage 2* recommendations are endorsed and implemented, the traffic calming measures will be monitored and evaluated to assess the outcomes, prior to consideration of the need for the *Stage 3* recommendations.

Cr Knoblauch moved:

1. *That the report prepared by InfraPlan and Intermethod Consultants, dated 6 October, 2022 and titled Traffic Management in Marden and Royston Park: Community Consultation and Recommendations, as contained in Attachment B, be received and noted.*
2. *That the Committee notes that the Stage 1 recommendation to implement a 40km/h area-wide speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (subject to consultation), has previously been endorsed by the Council and given that the consultation undertaken for the Marden & Royston Park Traffic Management Plan identified that a 40km/h speed limit was supported by the majority of residents of Marden and Royston Park, consultation will now proceed with residents of Joslin, St Peters, College Park and Hackney to ascertain if these residents also support the introduction of a 40km/h speed limit.*
3. *That having considered the information contained in this report, the Committee recommends to the Council that the Stage 2 traffic management devices be implemented as set out below:*
 - *Two (2) Single-lane Slow Points in River Street, south west of Broad Street;*
 - *two (2) Landscaped Median Islands in River Street, between Lower Portrush Road and Broad Street;*
 - *two (2) Single-lane Slow Points in and Beasley Street, south west of Broad Street;*
 - *one (1) Landscaped Median Island in Beasley Street, between Lower Portrush Road and Broad Street;*
 - *a series of Landscaped Median Islands along the length of Battams Road;*
 - *a Wombat Crossing in Battams Road, opposite the Royston Park Café;*
 - *two (2) Landscaped Kerb Buildouts in Addison Avenue; and*
 - *a Landscaped Median Island and Kerb Buildout in Broad Street.*
4. *That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the Traffic Management Plan will be informed of the proposed works and will be given an opportunity to comment on concept designs prior to detail designs being prepared.*
5. *The Committee recommends to the Council that Stage 2 traffic control devices set out in Part 3 of the resolution be implemented as a priority and that adequate resources and funding be allocated by the Council to facilitate the implementation of the devices.*
6. *That the Committee notes that if the Stage 2 recommendations are endorsed and implemented, the traffic calming measures will be monitored and evaluated to assess the outcomes, prior to consideration of the need for the Stage 3 recommendations.*

Seconded by Mr Charles Mountain and carried unanimously.

5.2 GLYNDE, PAYNEHAM, FIRLE, TRINITY GARDENS & ST MORRIS TRAFFIC STUDY

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: fA14377
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to provide the Traffic Management & Road Safety Committee (*the Committee*), with the key findings of the report which has been prepared by Stantec, titled, *Glynde, Payneham, Firle, Trinity Gardens & St Morris Traffic Management Study* (*the Traffic Study*).

BACKGROUND

The study area of *the Traffic Study* is bound by Payneham Road, Glynburn Road, Portrush Road and Magill Road and includes the suburbs of Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (*the study area*).

The *Traffic Study* was undertaken to investigate recurring reports from citizens regarding their concerns about traffic speed and high traffic volumes that in their opinion, affects their safety and residential amenity. The concerns have been raised by citizens who reside across *the study area*. In addition, (2) petitions were received from groups of residents, as set-out below:

- Petition – Avenue Road, Payneham and Glynde, considered by the Committee on 19 October, 2021; and
- Petition - John Street, Ashbrook Avenue and Surrounding Areas, Payneham, considered by the Committee at its meeting held on 11 February, 2022.

Traffic data collected by the Council in 2020 and 2021, confirmed that traffic management initiatives were warranted in some streets within *the study area* and further investigations were required to assess the street network throughout *the study area*.

As such, the Council engaged *Stantec* (Traffic Consultants) to commence a traffic study (*the Traffic Study*), to provide a strategic analysis of the existing traffic movements throughout the entire precinct, rather than address each concern on an ad-hoc manner as they arose. The aim of the study was to identify the cause of the traffic issues that have been reported to the Council and the locations where detailed traffic investigations are warranted, with view to implementing future traffic management interventions.

A copy of *the Traffic Study* is contained in **Attachment A**.

The Committee's consideration of *the Traffic Study* and any advice which it recommends to the Council, will inform the Council's future consideration of funding for the implementation of the recommendations.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport and pedestrian network.

Strategy 1.2.2: *Provide safe and accessible movement for all people.*

Strategy 1.2.4: *Provide appropriate traffic management to enhance residential amenity.*

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.2.2: *Encourage physical activity to achieve healthier lifestyles and well-being.*

Strategy 1.4.3 *Encourage the use of spaces and facilities for people to meet, share knowledge and connect.*

Outcome 2: Cultural Vitality

Objective 2.4: Pleasant, well designed and sustainable urban environments.

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

Strategy 1.4.3 Maximise the extent of green landscaping provided in new development & in the public realm.

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

Strategy 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

The total cost of *the traffic study* was \$39,000, which comprised \$15,000 which was allocated in the Council's 2021-2022 Budget and \$24,000 from the Traffic & Integrated Transport operating budget.

The cost to implement the recommendations contained in *the Traffic Study* is significant and as such, it is recommended that the works be prioritised to enable a staged approach over a period of time and to enable the outcomes of each stage to be evaluated prior to proceeding with further works.

The Council's 2022–2023 and 2023-24 Budget includes an allocation of funds for design and construction works for the Trinity Valley Stormwater Drainage Project. The alignment of this project coincides with streets within *the study area* that have been identified for traffic calming as part of the St Morris Bikeway, which is a metropolitan, strategic bicycle route. As such, the design and implementation of traffic calming devices along this route, has been integrated into the current infrastructure works referred to above, to ensure an integrated approach is taken and multiple objectives can be met.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and associated noise can reduce community liveability and safety of residential streets. The installation of traffic management devices can reduce traffic speed and volume but also cause inconvenience to some residents, due to increased travel time and/or changes to access. As such, the implementation of traffic management devices is not always supported by all residents.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

The Council's *Tree Strategy* identified that the suburbs within *the study area* of this traffic study, have the lowest proportion of green canopy compared to other suburbs within the Council area and would benefit from the cooling effect and streetscape appeal of additional trees.

The recommendations of the *Traffic Study* have incorporated traffic management devices that can be landscaped to contribute to a greener, cooler and more liveable City as set out in the *Tree Strategy*.

RESOURCE ISSUES

If endorsed by the Council, the majority of the recommendations involving traffic management treatments will require further consultation, detail design and infrastructure works. These works would be managed by Council staff (prior to proceeding to the next stage), and undertaken by Consultants and Contractors. The management of these works would comprise a significant proportion of staff time and would be likely to result in delays to other routine tasks that are required to be undertaken.

RISK MANAGEMENT

A number of streets within *the study area* have been identified to carry high traffic speed and volumes that has resulted in some citizens having concerns regarding road safety and loss of residential amenity. High traffic speeds and volumes can result in personal injury, particularly to vulnerable road users such as pedestrians and cyclists and does not encourage citizens to consider active transport as a legitimate form of travel. The Council has a duty of care to consider how to address road safety and residential amenity and the Council's Consultant has provided recommendations that aim to mitigate or manage the known risks. These include the implementation of traffic calming devices at key locations and an area-wide reduction of the speed limit from 50km/h to 40km/h.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Council not endorsing the Report recommendations	People	High 7	Provision of detailed Council Report	People	Substantial 13
		Reputation	Extreme 4		Reputation	Medium 19
		Services / programs	High 9		Services/programs	Medium 19
2	Community not supporting the recommendations	People	High 7	Communication & education strategy	People	Medium 19
		Reputation	High 7		Reputation	Medium 19
		Services / programs	Medium 19		Services / programs	Low 23

CONSULTATION

- Elected Members**
 Elected Members have been kept informed of the study through the Elected Member Weekly Communique and the community consultation process. In addition, a Council Information session was held on 1 July 2022, at which the Draft Action Plan and recommendations were presented prior to the stage 2 community consultation.
- Community**
 There have been two (2) stages of community consultation undertaken in the development of the Traffic Study. Stage 1 was undertaken in May 2022 asking citizens to provide the Council with their views and concerns regarding traffic, walking, cycling and public transport within *the study area*. This feedback informed the Draft Action Plan which was made available for citizens as part of the Stage 2 consultation held in August 2022. The NPSP Bicycle User Group and the Active Living Coalition were also invited to provide comment. The methodology and outcomes are detailed in the *Traffic Report* contained in **Attachment A**.
- Staff**
 General Manager, Urban Planning & Environment
 Manager, Urban Planning & Sustainability
 Manager, City Assets
- Other Agencies**
 The Department for Infrastructure & Transport (DIT)
 South Australian Public Transport Authority (SAPTA)
 SA Police (SAPOL)

DISCUSSION

The Traffic Study included area-wide consultation and an evidence-based data analysis to identify the key traffic issues and develop a prioritised action plan to improve road safety and residential amenity for citizens who live, work, study and/or play in *the study area* with respect to:

- managing non-local traffic using local streets as short-cuts;
- moderating traffic speed;
- encouraging more walking and cycling with safer routes to Schools, parks, reserves and shops; and
- taking into account possible future impacts on the local street network that may result from future development along the Glynburn Road and Payneham Road corridors.

Issues relating to on-street car parking were not included in this study and are being addressed separately as part of the implementation of the Council's *On-Street Car Parking Policy*, that was endorsed in 2022.

The Traffic Study report identifies a strategic framework for the management of traffic by identifying the key locations that require further design investigation for the implementation of traffic management interventions. The report is comprehensive and includes all of the background investigations which have been undertaken, traffic data, the consultation strategy, and a high-level prioritised action plan.

The key findings and outcomes of the *Traffic Study* are summarised herein, with the understanding that the *Traffic Study Report* contained in **Attachment A** is to be read in conjunction with this staff report.

Traffic Data Analysis and Evidence

Traffic data was collected throughout *the study area* and traffic speeds, volumes and crash locations have been analysed. In addition, cyclist volumes, walking catchments, bus operations and Census data was overlaid with movement generators such as Schools, shopping centres, employment zones, retirement villages, parks and reserves to understand the land-use, demographics and the traffic context.

It has been identified that the traffic issues occurring within *the study area* are predominantly caused by:

- the long distance between arterial roads and the mostly grid street network with long straight street sections that encourage shorter cut-through routes for non-local traffic;
- high traffic generators within *the study area* such as schools (Trinity Gardens Primary School and St Joseph's Catholic Primary School), the Firlie shopping centre, the Payneham Oval and the Glynde employment zone; and
- a low percentage of citizens who choose public transport, cycling or walking as their transport mode.

Community Consultation

Community consultation was undertaken in two stages. The Stage 1 consultation, held in May 2022, invited citizens to identify any concerns that they held under the categories of traffic, public transport, walking and cycling, via an online survey, by attending a drop-in session or by contacting the traffic consultants directly. This information was analysed and correlated with evidence-based traffic data to develop the Draft Action Plan. The Stage 2 consultation, held in August, 2022, provided an opportunity for citizens to review and comment on the Draft Action Plan and recommendations.

Both consultation stages included a letterbox drop of 4,800 postcards and were promoted with posters at Council buildings and on street poles throughout *the study area* and on the Council's website, Social Media pages and a paid Facebook advertisement.

Stage 1 Consultation

During the stage 1 consultation, citizens were invited to read a background information report that was available on the Council's website. This report contained a data-led snapshot of the existing conditions and comprised a series of transport thematic maps that included a demographic overview and analysis, traffic volumes, speeds, crash statistics, bus stops and cycling routes. An on-line survey enabled citizens to drop pins on a map anywhere within *the study area* and add comments with regard to any traffic and movement-related issues. Citizens could also agree or disagree with comments added by others. The survey was live, and citizens could view the issues as they were added, for the duration of consultation period. The engagement activity in Stage 1 included:

- 483 comments received by 220 respondents;
- 24 email submissions and 23 telephone discussions;
- 60 attendees at the drop-in session; and
- 6 submissions from State Government departments, transport industry associations and active transport action groups.

Most respondents listed their suburb of residence as Payneham or Firlie, followed by Trinity Gardens, St Morris, Glynde and Payneham South. Pins were placed in every suburb in *the study area* with the exception of the Glynde Employment Zone, as depicted on **Figure 1**, below. The most common issues raised were high traffic speed, high traffic volumes and safety concerns.

FIGURE 1: KEY ISSUES RAISED BY CITIZENS



The concerns that were raised by residents are summarised in the tables below. Table 1 lists the *number* of concerns by each *suburb*, Table 2 lists the *number* of concerns by *transport mode*; and Table 3 lists the *type* of concerns by *transport mode*.

TABLE 1: NUMBER OF CONCERNS BY SUBURB

Suburb	Traffic	Walking	Cycling	Public Transport	Total	Percentage
Payneham	48	1	0	1	50	22.7%
Glynde	29	2	0	0	31	14.1%
Payneham South	23	0	0	1	24	11.0%
Firle	43	3	0	2	48	21.8%
Trinity Gardens	27	4	3	1	35	15.9%
St Morris	26	5	1	0	32	14.5%
Total	196	15	4	5	220	100%

TABLE 2: NUMBER OF CONCERNS BY TRANSPORT MODE

Transport Mode	No. of concerns	Percentage
Traffic	392	81%
Walking	52	11%
Cycling	23	5%
Public transport	16	3%
Total	483	100%

TABLE 3: TYPE OF CONCERN RAISED FOR EACH TRANSPORT MODE

Transport Mode	Key concerns
Traffic	High traffic speed in residential streets Non-local traffic taking short-cuts Safety concerns at intersections Traffic access and safety near Schools
Walking	Poor condition and width of footpaths Safety concerns crossing roads
Cycling	Missing links in the cycling network Safety at intersections and crossing arterial roads
Public transport	Poor location of bus stops in Coorara Avenue Low frequency of services Poor maintenance of bus shelters and stops

The responses and outcomes which have been received as part of the consultation process are set out in chapter 4 of *the Traffic Study*, and the detailed comments received from survey respondents are contained in **Attachment B**.

Draft Traffic Management Action Plan

The Consultant has identified function of each street in *the study area* by reviewing the street layout and surrounding land-use, and classified each street as either a *local street*, a *local industrial street*, a *collector street* or a *main collector street*. This road hierarchy is required to inform the most appropriate traffic management response for each street type.

Based on the cross-referencing of the evidence-based data with the consultation outcomes, the Consultant prepared a *Draft Action Plan* with a list of traffic management recommendations, as set out below:

1. The implementation of a *40km/h area-wide speed limit* for every street in *the study area*.

A 40 km/h speed limit is widely recognised as a suitable traffic management initiative for residential streets, as it creates a safer environment for all road users, facilitates liveable neighbourhoods and underpins community well-being. The Council has previously endorsed the investigation of a 40km/h speed limit throughout the City, with investigations to be undertaken using a staged approach, precinct by precinct. The suburbs of Evandale, Stepney, Maylands, Norwood and Kent Town have already been speed limited to 40km/h, and the precinct bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens is currently under investigation.

2. The identification of *key locations* where traffic management is warranted.

Further investigations and design work would be required at each of the key location, to confirm the most appropriate type of treatment, which may include, but not be limited to, slow points, landscaped islands, roundabouts, raised intersections or pedestrian refuges.

3. An updated *cycling network* that includes additional strategic connections that could be incorporated into the proposed traffic management treatments, as well as a long-term vision for a shared path to follow the alignment of Third Creek between Firle and Payneham.

An Information Session was held with the Elected Members on 1 July 2022, at which the Draft Action Plan and recommendations were presented prior to undertaking the Stage 2 community consultation process.

Stage 2 Consultation

Stage 2 consultation was held in August 2022 and citizens were invited to provide the Consultant with their views of the Draft Action Plan via an on-line survey. 408 citizens completed the on-line survey and in addition, the Consultant received 36 email submissions and 5 telephone calls.

A summary of the Stage 2 consultation comments is set out below and the details are provided in the *Traffic Study Report* contained in **Attachment A**.

- The majority of respondents (from every suburb in *the study area* supported the introduction of a 40km/h area-wide speed limit, (67% in total). The highest support came from residents of Payneham and Firle, followed by Payneham South, St Morris, Glynde and Trinity Gardens.
- The majority of respondents supported the proposed traffic management treatments, however a significant number of residents ticked the '*not of interest*' box.
- Overall, more respondents *supported*, than *did not support*, the proposed bicycle network, however there was a high proportion of respondents who were *unsure* or *not interested* as shown in Figure 6.5. There was insufficient feedback to understand the reason why some residents did not support the cycling network and as such, further consultation would be required prior to the implementation of any cycling infrastructure that may result in adverse impacts to residents.

Final Action Plan for Traffic Management

Traffic management infrastructure is costly and disruptive and as such, it is important that works are installed in a prioritised, staged approach to best utilise Council's limited resources and finances.

To prioritise the recommendations, the Consultant has undertaken a multi-criteria analysis that has used evidence-based road safety issues and citizen feedback. The recommendations are grouped into three (3) sets of priorities. *Priority 1* is the implementation of a 40 km/h speed limit in every street of *the study area*, *Priority 2* consists of nine (9) locations where traffic management is warranted.

the short term, *Priority 3* includes five (5) medium-term actions and priority 4 includes four (4) long term actions.

The recommendations are summarised in order of priority in Table 4, below.

TABLE 4: PRIORITISED LIST OF ACTIONS

Priority No.	Location (in order of priority)	Recommendation
1.1	Every street in <i>the study area</i>	<ul style="list-style-type: none"> 40km/h area-wide speed limit.
2.1	Gage Street, Firle	<ul style="list-style-type: none"> Investigate intersection treatments between Ryan Avenue and Stapleton Street.
2.2	Jones Avenue, Aberdare Avenue and Seventh Avenue, Trinity Gardens and St Morris	<ul style="list-style-type: none"> Complete the St Morris Bikeway in coordination with the Trinity Valley Stormwater Drainage project.
2.3	Barnes Road, Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures to reduce speed; Provide treatment for cyclists; and investigate operation of Driveway Link at Lewis Road and Barnes Road intersection with view to improve or replace with alternative device.
2.4	Luhrs Road, Payneham South	<ul style="list-style-type: none"> Investigate traffic calming devices
2.5	Albermarle Avenue, Trinity Gardens	<ul style="list-style-type: none"> Investigate traffic calming devices including intersection treatment at Canterbury Avenue.
2.6	Ashbrook Avenue and John Street, Payneham	<ul style="list-style-type: none"> Investigate an alternative intersection treatment to the existing mini-roundabout.
2.7	Gwynne Street, Firle	<ul style="list-style-type: none"> Investigate traffic calming devices to reduce speed; and Consider a bicycle connection between Gwynne Street and Shelley Street.
2.8	Marian Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.
2.9	Payneham Road, at Avenue Road and Ashbrook Avenue	<ul style="list-style-type: none"> Improve intersection layouts through liaison with DIT.
3.1	Ashbrook Avenue and Devitt Avenue, Payneham South	<ul style="list-style-type: none"> Investigate intersection treatment
3.2	Ashbrook Avenue, Trinity Gardens	<ul style="list-style-type: none"> Improve cycling safety with traffic calming measures to align with new signalised pedestrian crossing of Magill Road
3.3	Coorara Avenue, bus stop improvements	<ul style="list-style-type: none"> Advocate to SAPTA a review of the bus stop locations in Coorara Avenue
3.4	Henry Street, Payneham & Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures along Henry Street; and Improve signage to alert motorists they are entering a retirement home area;
3.5	Henry Street and Davis Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network
4.1	Third Creek shared path, Payneham and Firle	<ul style="list-style-type: none"> Investigate the feasibility of a shared path over the Third Creek between Marian Road and Ashbrook Avenue
4.2	Magill Road and Williams Avenue, St Morris	<ul style="list-style-type: none"> Liaise with DIT to improve intersection safety
4.3	Glynde Employment Zone, Glynde	<ul style="list-style-type: none"> Monitor street operations as a result of proposed developments along Glynburn Road (Aldi & Bunnings)
4.4	Edward Street, Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Edward Street

OPTIONS

Given that the investigation for a City-wide 40km/h area speed limit on a precinct-by-precinct basis, has already been endorsed by the Council (subject to consultation) and on the basis that this study has identified that there is majority community support, it is considered appropriate to proceed with the *Priority 1* recommendation to implement a 40km/h speed limit in every street in *the study area*.

In addition to the 40km/h speed limit, the Consultant has identified eighteen (18) locations that require traffic management treatments. The staging of these works will largely depend on the capacity of Council staff to manage this large number of projects and the implications on the Council's budgets. Council's budget considerations. Therefore, the *Priority 2, 3 and 4* recommendations would need to be implemented over a number of years and as such, Council staff have set-out below the issues that need to be taken into consideration in determining a position.

1. The St Morris Bikeway was identified as a *Priority 2* project. This has previously been identified as a Council project and has been integrated into the Trinity Valley Stormwater drainage project, planned for design and construction in the next two years. As such, this item does not require additional funding or consideration from the Committee.
2. The level of success of the 40km/h speed limit will not be known until the outcomes have been monitored and evaluated. Therefore, one option would be to implement the 40km/h speed limit and measure its success (or otherwise), prior to undertaking any other recommendations.
3. The *Priority 2* projects comprise the investigation of traffic management solutions at key locations. This would be undertaken by Traffic Engineering Consultants who would be engaged to prepare designs which are appropriate traffic management solutions for each location. Therefore, one option would be to undertake the investigation and design of all *Priority 2* projects, in a timely manner as staff capacity allows. Once all *Priority 2* projects have been designed, costed and assessed, the implementation of these projects could be staged to suit budget allocations. The *Priority 3* and *4* options could be managed after the completion of the *Priority 2* actions.
4. Another option would be to complete the design, investigation and implementation of one *Priority 2* option at a time, in order of priority. This would enable works to commence earlier than other options and would demonstrate to the community that the Council is committed to traffic management solutions. The number of projects which are undertaken each year would be dependent on budget allocations and staff workload capacity.
5. Given the number of recommendations, there are numerous combinations of works that could be considered. As such, the Committee has the option to recommend to the Council an option other than the options which have been recommended by Council staff.

The Options for the Committee to consider are set-out below.

Option 1: Implement the 40km/h area.

The Committee could determine that the *Stage 1* recommendation of the implementation of a 40km/h area wide speed limit be undertaken and that no other measures be undertaken until an evaluation of the 40km/h speed limit has been completed to understand the outcomes and level of success.

This option is cost-effective. A recent evaluation study of the 40km/h area-wide speed limit in Stepney, Maylands and Evandale identified that overall, the 85th percentile traffic speeds had reduced by 2.5km/h hour. However, given the long, straight roads and high incidences of speeding, a reduction of the speed limit in isolation is unlikely to address a number of key concerns highlighted in the Traffic Study. As such, this option is not recommended.

Option 2: 40km/h speed limit plus the investigation and design of the *Priority 2* projects.

The Committee could recommend to the Council that the implementation of the 40km/h speed limit be undertaken as well as progressing the investigation and design of the *Priority 2* projects.

The *Priority 2* projects include traffic management investigation and design at the locations set-out below:

- Gage Street, Firle, Ryan Avenue to Stapleton Street;
- Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the Trinity Valley Stormwater Drainage project works);
- Barnes Road, Glynde;
- Luhrs Road, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Ashbrook Avenue and John Street, Payneham;
- Gwynne Street, Firle;
- Marian Road (completion of cycle route);
- Payneham Road and Avenue Road junction; and
- Payneham Road and Ashbrook Avenue Junction.

This option would result in the most successful outcome because the 40km/h speed limit could be undertaken in the short-term to directly respond to area-wide traffic issues, while at the same time, progressing the development of detail designs to physically calm traffic at the key locations that have been identified as priorities.

Although this option would require significant funding from the Council, it is the preferred option because the physical devices would strengthen the compliance of the 40km/h speed limit and discourage non-local through traffic. The implementation of these devices could be staged over a period of say, three (3) years.

Option 3: The Committee may wish to make its own set of recommended actions to the Council in light of the outputs from *the Traffic Study*.

CONCLUSION

The traffic management recommendations which have been identified by the Council's Consultant is based on data analysis and community consultation and are outlined in this report.

The recommendations have been prioritised according to a multi-criteria analysis that has considered a number of road safety and street improvement criterion. The cost of the recommended works is significant and it is recommended that the works would need to be implemented over a number of years, to align with budgetary considerations, planned road reconstructions and grant funding opportunities.

The traffic issues and recommendations which have been outlined in this report, enable the Committee to consider the issues and the recommendations and provide advice to the Council as part of its considerations when the Council considers *the Traffic Study* Report.

COMMENTS

The costs associated with *the Priority 2, 3 and 4 works* are significant and implementation will be dependent on future budget allocations.

It is noted that the *Marden & Royston Park Traffic Management Plan* that was undertaken concurrently with this study identified a considerable number of locations in need of traffic management interventions, that would also require significant funding.

RECOMMENDATION

1. That the report prepared by Stantec Consultants, dated 30 January, 2023 and titled *Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management*, as contained in **Attachment A**, be received and noted.
 2. That the Committee notes that the *Priority 1* recommendation to implement an area-wide 40km/h speed limit in all streets bound by Payneham Road, Glynburn Road, Magill Road and Portrush Road, has been supported by the majority of respondents. Given that a 40km/h area-wide speed limit has already been endorsed by the Council (subject to consultation as the program is progressively implemented), this recommendation can be implemented without the need for consideration by the Committee.
 3. That having considered the information in this report, the Committee recommends to the Council that the implementation of the 40km/h speed limit be undertaken, together with progressing the investigation and design of the Priority 2 projects, as set-out below:
 - Gage Street, Firle, Ryan Avenue to Stapleton Street;
 - Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);
 - Barnes Road, Glynde;
 - Luhrs Road, Payneham South;
 - Albermarle Avenue, Trinity Gardens;
 - Ashbrook Avenue and John Street, Payneham;
 - Gwynne Street, Firle;
 - Marian Road (completion of cycle route);
 - Payneham Road and Avenue Road junction; and
 - Payneham Road and Ashbrook Avenue Junction.
 4. That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the *Traffic Report* will be informed of the outcomes of this project.
 5. That the Committee notes that the implementation of the *Priority 2* recommendations would be staged over approximately three (3) years and that implementation would be subject to funding allocations as part of the Council's annual budget.
 6. That the Committee notes that if the *Priority 2* recommendations are implemented, the investigation and design of the *Priority 3* and 4 recommendations, would be assessed.
 7. That the Committee notes that the order of the implementation of the recommendations may change to enable integration into other capital works projects, such as road reconstruction or stormwater drainage works.
-

Cr Holfeld moved:

1. *That the report prepared by Stantec Consultants, dated 30 January, 2023 and titled Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management, as contained in Attachment A, be received and noted.*
2. *That the Committee notes that the Priority 1 recommendation to implement an area-wide 40km/h speed limit in all streets bound by Payneham Road, Glynburn Road, Magill Road and Portrush Road, has been supported by the majority of respondents. Given that a 40km/h area-wide speed limit has already been endorsed by the Council (subject to consultation as the program is progressively implemented), this recommendation can be implemented without the need for consideration by the Committee.*
3. *That having considered the information in this report, the Committee recommends to the Council that the implementation of the 40km/h speed limit be undertaken, together with progressing the investigation and design of the Priority 2 projects, as set-out below:*
 - *Gage Street, Firle, Ryan Avenue to Stapleton Street;*
 - *Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);*
 - *Barnes Road, Glynde;*
 - *Luhrs Road, Payneham South;*
 - *Albermarle Avenue, Trinity Gardens;*
 - *Ashbrook Avenue and John Street, Payneham;*
 - *Gwynne Street, Firle;*
 - *Marian Road (completion of cycle route);*
 - *Payneham Road and Avenue Road junction;*
 - *Payneham Road and Ashbrook Avenue Junction; and*
 - *investigation of traffic control devices on Davis Road, Coorara Avenue and Avenue Road.*
4. *That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the Traffic Report will be informed of the outcomes of this project.*
5. *The Committee recommends to the Council that the Priority 2 projects be implemented as a priority and that adequate resources and funding be allocated by the Council to facilitate implementation of the devices.*
6. *That the Committee notes that if the Priority 2 recommendations are implemented, the investigation and design of the Priority 3 and 4 recommendations, would be assessed.*
7. *That the Committee notes that the order of the implementation of the recommendations may change to enable integration into other capital works projects, such as road reconstruction or stormwater drainage works.*
8. *That staff liaise with the Department for Infrastructure and Transport (DIT) to request the re-routing of buses from Coorara Avenue to Luhrs Road.*

Seconded by Cr Knoblauch and carried unanimously.

Attachment B

Implementation of Current Traffic Management Initiatives

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City of
Norwood
Payneham
& St Peters

Traffic & Integrated Transport Works - Framework & High-Level Cost Estimates

Priority	Location	Description	Task	Cost estimate	Potential funding
40km/h Speed Limit - Marden & Royston Park					
High Priority	Streets bound by Lwr Portrush Rd, Payneham Road & Hackney Rd, excluding Stephen Terrace	40km/h area speed limit	Consultation & plan preparation	\$20,000	Funding submission for 2023-2024
			Sign manufacture & installation	\$65,000	Funding submission for 2024-2025
	<i>sub-total</i>			\$85,000	
40km/h Speed Limit - Glynde, Payneham, Firle, Trinity Gardens & St Morris					
High Priority	All streets bound by Payneham Road, Glynburn Road, Portrush Road & Magill Road	40km/h area speed limit	Plan preparation	\$7,000	
			Sign manufacture & installation	\$60,000	Funding submission for 2023-2024
	<i>sub-total</i>			\$67,000	
Marden & Royston Park Traffic Management Devices					
High priority	Battams Road, Payneham Rd to Seventh Ave	Landscaped Median Islands			
	River Street, sw of Broad St	2 x Single Lane Slow Points			
	River Street, Lwr Portrush to Broad	2 x Median islands	Design	\$50,000	Funding submission for 2023-2024
	Beasley Street, sw of Broad Street	2 x Single Lane Slow Points	Implementation	\$970,000	Future staging
	Beasely St, Lwr Portrush to Broad	1 x Median Island			
	Battams Rd, at Royston park café	Wombat Crossing			
	Addison Avenue	2 x landscaped kerb buildouts			
	Broad Street	1 x landscaped median island & kerb buildout			
	<i>sub-total Priority 1</i>			\$1,020,000	
HOLD POINT - Monitor & Evaluate					
Medium priority	Lambert Road (extent TBC)	Median Islands			
	Lambert Road, north of Sixth Ave	Wombat Crossing			
	Sixth Avenue, , Lambert to Battams	Median Islands	Design	\$20,000	
	Second Avenue, Lambert to Battams	2 x Slow Points	consultation	\$10,000	Future staging
	First Avenue, Lambert to Battams	2 x Slow Points	Construction	\$1,020,000	
	<i>sub-total Priority 2</i>			\$1,050,000	
Glynde, Payneham, Firle, Trinity Gardens & St Morris - Investigation & Design					
High Priority	Gage Street, Firle, Ryan Avenue to Stapleton Street;	Intersection treatments			
	Jones Avenue, Aberdare Avenue and Seventh Avenue	Traffic calming - St Morris Bikeway	Investigation & concept design only		Funding submission for 2023-2024 for design investigation
	Barnes Road, Glynde	Traffic Calming devices			Budget to be integrated with Capital Works Program
	Luhrs Road, Payneham South	Traffic calming devices			
	Albermarle Ave, Trinity Gardens	Traffic calming devices			
	Ashbrook Ave / John St, Payneham	Replace roundabout with alternative device			Grant Funding opportunity from State Bike Fund for construction of the St Morris Bikeway 2024-2025
	Gwynne St, Firle	Traffic Calming devices, cyclist links			
	Marian Road, Avenue Rd / Payneham Road	Complete cycling network			2023-2024 Budget allowance of \$40k in Capital Works Program for detailed design of Marian/Glynburn (construction planned 2024-2025)
	Ashbrook Ave / Payneham Road	Intersection improvement			
	Coorara Avenue	Bus Route improvements			
	Davis Road	Traffic calming & cycling network			
	<i>sub-total Priority 1 Design</i>			\$50,000	
	<i>sub-total Priority 1 Construction</i>			\$1,500,000	
HOLD POINT - Monitor & Evaluate					
Medium Priority	Ashbrook Avenue and Devitt Avenue, Payneham South	Intersection treatment			
	Ashbrook Avenue	Cycling Network			
	Henry Street, Payneham & Glynde	Traffic calming devices			
	Magill Road / Williams Avenue	Improve access - liaise with DIT			
	Edward St, Glynde	Traffic Calming			
	<i>sub-total Priority 2</i>			\$150,000	

Priority	Location	Description	Task	Cost estimate	Potential funding
Longer term	Third Creek Shared path, Payneham & Firle	Investigate Feasibility of shared path over Third Creek, Marian Road to Ashbrook Avenue			Long term project as opportunities present
	Glynde Employment Zone	Monitor and evaluate impacts from future developments - traffic management as required			Timing dependent on developments (Bunnings, Aldi)
<i>sub-total Priority 3</i>				<i>TBC</i>	
Langman Grove Traffic Calming					
In Progress	Langman Grove	T-junction rearrangement at Langman / Briar	Design & Construction	\$25,000	\$48,000 allocated in existing budget - to be carried forward if not resolved this financial year
		Road Cusions Version 3	Design Consultation Installation	\$ 60,000.00	Dependent on outcomes of community consultation
<i>sub-total</i>				<i>\$85,000</i>	
Magill Road Bicycle Pedestrian Crossing					
In Progress	Magill Road / Ashbrook Avenue	Signalised cyclist/Pedestrian crossing	Design Consultation Construction	\$130,000	\$130,000 allocated in existing budget -
<i>sub-total</i>				<i>\$130,000</i>	
Briar Road and Turner Street Traffic Calming					
Medium Priority	Briar Road and Turner St	TBC		\$85,000	Future staging
<i>sub-total</i>				<i>\$85,000</i>	
Citywide 40km/h Speed Limit - areas not yet commenced					
	Kensington	Consultation, manufacture & installation		\$ 15,000.00	Future staging
	Marryatville & Heathpool	Consultation, manufacture & installation		\$ 15,000.00	Future staging
	Felixstow	Consultation, manufacture & installation		\$ 20,000.00	Future staging
	Marden (northeast of Lower Northeast Road)	Consultation, manufacture & installation		\$ 10,000.00	Future staging
<i>sub-total</i>				<i>\$60,000</i>	
Other identified future projects					
	Citywide Cycling Plan	10-year Update		\$15,000	
	Kent Town Traffic Study			\$30,000	
	Evaluation Report - traffic management devices implemented in Marden & Royston Park, including resulting impacts to Joslin & St Peters			\$10,000	
	Evaluation Report - traffic management devices in Glynde, Payneham, Firle, Trinity Gardens & St Morris			\$10,000	
<i>sub-total</i>				<i>\$65,000</i>	
TOTAL Cost estimate				\$4,347,000	

11.4 ST MORRIS RESERVE CONCEPT PLAN COMMUNITY CONSULTATION

REPORT AUTHOR: Manager, Communications & Community Relations
GENERAL MANAGER: Governance and Civic Affairs
CONTACT NUMBER: 83664528
FILE REFERENCE: qA109147
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to present to the Council the outcome of the *St Morris Reserve Community Consultation* and the Final St Morris Reserve Concept Plan for the Council's consideration and endorsement.

BACKGROUND

St Morris Reserve (the Reserve) is located at the corner of Green Street and Seventh Avenue, St Morris.

The Reserve has been identified as a critical location as part of the Trinity Valley Stormwater Project.

The Council has endorsed the Trinity Valley Stormwater Project which includes the construction of an open detention basin at St Morris Reserve.

Subsequently, at its meeting held on 5 December 2022, the Council considered a Draft Concept Plan for St Morris Reserve, which incorporates the upgrade of facilities and the construction of the open detention basin.

Following consideration of the matter, the Council, resolved the following:

1. *That St Morris Reserve Draft Concept Plan, as contained in Attachment A, be endorsed as being suitable for release for community consultation and engagement for a period of twenty-one (21) days.*
2. *That the Chief Executive Officer be authorised to make any minor amendments to the St Morris Reserve Draft Concept Plan resulting from consideration of this report and as necessary to finalise the document in a form suitable for release for community consultation and engagement.*
3. *That the Council notes that the results of the community consultation and engagement together with the final Concept Plan will be presented to the Council at its April 2023 meeting.*

On this basis, the Council, resolved to upgrade the Reserve as part of the Trinity Valley Stormwater Project.

Taking into account the provisions of the *Local Government Act 1999* (the Act) and that community consultation in respect to the Trinity Valley Stormwater Project is not a legislative requirement, the Council resolved to undertake an "inform and educate" approach to community consultation in respect to the construction of the open detention basin component of the Project.

However, as part of this approach, the Council did resolve to undertake consultation with the community to seek their comments in terms of the proposed upgrade to the facilities at St Morris Reserve.

Therefore, the community consultation and engagement in relation to this Project, focussed on the proposed play equipment, recreational facilities and use of the open space at the Reserve.

This report summarises the consultation process which has been undertaken to inform the development of the Final St Morris Reserve Concept Plan for the Council's consideration and endorsement.

A copy of the Final Concept Plan for St Morris Reserve is contained within **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

CityPlan: 2030 – Shaping Our Future.

The relevant Strategic Outcomes and Objectives as set out in the Council's Strategic Management Plan *CityPlan: 2030 – Shaping Our Future* are as follows:

Outcome 1: Social Equity

Objective 1.1: Convenient and accessible services, information and facilities.

Strategy 1.1.3: Design and provide safe, high-quality facilities and spaces for all people.

Objective 1.3: An engaged and participating community.

Strategy 1.3.2: Provide opportunities for community input in decision-making and program development.

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.4.1: Encourage physical activity and support mental health to achieve healthier lifestyles and well-being

Outcome 2: Cultural Vitality

Objective 2.5: Dynamic community life in public spaces and precincts.

Strategy 2.5.2: Create and provide interesting and vibrant public spaces to encourage interaction and gatherings

Open Space Strategy

The Council's *Open Space Strategy* provides a framework for the Council to manage, maintain, enhance and develop its open space network. The Strategy provides an overview of the types of open spaces which exist within the City, with recommended priorities for action based on the needs and demographics of the community.

The *Open Space Strategy* classifies St Morris Reserve as a 'District' level open space area, due principally to the size of the Reserve. The existing playspace and the activities which are conducted on the Reserve, are generally reflective of a District Level Reserve. In respect to St Morris Reserve, the Strategy recommends that the existing facilities be upgraded and that toilets be installed.

The *Open Space Strategy* also highlights that the eastern portion of the City, where St Morris Reserve is located, is deficient in high quality open space to meet the needs of the current and future population. In order to address this, the Strategy recommends that the Council upgrade existing reserves with a mix of activities and facilities to cater for the needs of a broad range of users. The upgrade of St Morris Reserve will enable the Council to address the gaps and action the recommendations identified in the *Open Space Strategy*.

Playground Strategy Report

The Council's *Playgrounds Strategy* sets out the long term strategic direction for the future provision and management of the playgrounds throughout the City of Norwood Payneham & St Peters. More specifically, the *Playgrounds Strategy* identifies the key issues associated with each of the playgrounds throughout the City and outlines an integrated and strategic framework for the enhancement of these important community assets.

One of the more significant outcomes of the *Playgrounds Strategy Report*, is the establishment of a hierarchy of playgrounds, which aims to achieve different levels of provision and the best use of resources. The hierarchy ranges from regional and district level playgrounds, which provide innovative, unique or higher standard settings, through to neighbourhood and local play opportunities. A playground's designated level in the hierarchy will ultimately determine the level of development and the quality of the playground.

The playground at St Morris Reserve is designated as a Neighbourhood Level Playground which indicates that the play equipment should be of good quality and could include equipment for different age groups. However, the equipment should comprise of predominately standard rather than unique equipment and surrounds and cater for the local neighbourhood.

In general terms, the playgrounds within the City of Norwood Payneham & St Peters are well maintained, good quality and are well used.

FINANCIAL AND BUDGET IMPLICATIONS

As Elected Members will recall, the Council received grant funding through the Federal Government's *Preparing Australian Communities Local Stream Program* for fifty percent (50%) of the construction and project management costs associated with the *Trinity Valley Stormwater Project*, which includes the upgrade to St Morris Reserve.

The available budget for the detail design and construction of St Morris Reserve is \$5,152,545.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

In general, the community values the Council's open space and recreation assets. This is particularly important as backyards decrease in size and people seek respite from the highly urban environment through different active and passive recreational opportunities. As the population within the City changes, it is important for the Council to provide open spaces which cater to a broad range of demographics, interests and abilities.

CULTURAL ISSUES

The ability to provide well designed open spaces contributes to the fabric of the City. The opportunity to develop this Concept Plan and undertake this upgrade of St Morris Reserve concurrently with the Trinity Valley Stormwater Project, will not only ensure an integrated and environmentally sustainable outcome, but will also deliver social and cultural benefits to the wider community.

ENVIRONMENTAL ISSUES

There are significant environmental benefits that will be achieved through the Trinity Valley Stormwater Project and more specifically through the establishment of a detention basin at St Morris Reserve.

RESOURCE ISSUES

The development of the Concept Plan for St Morris Reserve is being managed by Council staff. LANDSKAP Urban Design & Landscape Architects have been appointed as the lead consultant to prepare the *St Morris Reserve Concept Plan*.

RISK MANAGEMENT

Given the complexities of the Trinity Valley Stormwater Project and the timeframe for the delivery of all elements within the Project, a Project Team consisting of the Council's Manager, WHS & Risk, Manager, City Assets, Manager, Communications & Community Relations, Manager, City Projects, Manager, Economic Development & Strategy, Acting Project Manager, Assets and Project Manager, Civil has been established to oversee the Project and mitigate the risks.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Elected Members**

The Council has previously considered the Trinity Valley Stormwater Project on five (5) occasions, namely at the commencement of the Project on 3 February 2020, as part of the consideration of the draft concept design on 7 September 2020, a progress report on the design including the detention tank options on 4 April 2022 and a progress report and community consultation options on 22 August 2022.

In addition, an Elected Member Information Session was held on 10 August 2020. The Council endorsed the *St Morris Reserve Draft Concept Plan* on 5 December 2022, prior to the release of the Draft document for consultation and engagement.

- **Community**

In accordance with the Council's *Consultation Policy*, community consultation commenced on Monday, 30 January 2023 and closed on Sunday, 26 February 2023. Further details regarding the consultation process are set out in the Discussion section of this report.

- **Staff**

General Manager, Corporate Services and Civic Affairs
Manager, City Assets
Manager Economic Development & Strategy
Manager, WHS & Risk
Project Manager, Civil

- **Other Agencies**

The following agencies have provided grant funding for this project and therefore were consulted in accordance with the respective funding agreements:

Department of Industry Science Energy & Resources (Preparing Australia Communities Local Stream Program)

Department for Environment & Water (Green Adelaide and Stormwater Management Authority)

DISCUSSION

In the lead up to the community consultation period, citizens, business operators, traders and visitors to the City of Norwood Payneham & St Peters, were informed of the Council's intentions to construct a water detention basin and the proposed upgrade of the St Morris Reserve through the following communication channels:

- 1 June 2022 - A feature story in the 2022 Winter edition of Look East which was distributed to 19,000 business and residences titled: *"Protecting residents and businesses from flooding - Major funding boost to the Council's stormwater infrastructure."*
- 2021 – 2022 Annual Report – double page spread featuring three stories: *"Protecting residents and businesses from flooding: "New recreation area as flood prevention plan; Preparing Australia Program."*
- 22 August 2022 - A media release from Mayor Robert Bria titled: *"Community to Benefit from new recreation area as Council undertakes flood prevention work."*
- 12 September 2022 - A Latest News item on the Council's website home page: *"New recreation area in St Morris Reserve – as flood planning works proceed."*
- 27 September 2022 – Your NPSP – e-newsletter delivered to 1840 email subscribers advising that consultation will commence in early 2023 regarding the proposed upgrade.
- 1 December 2022 - An article in the 2022 Summer edition of Look East which was distributed to 19,000 business and houses titled: *"St Morris Reserve to be developed - Have Your Say."*

- 30 January 2023 - A media release from Mayor Robert Bria titled: “Community consultation now open on the St Morris Reserve Upgrade and NPSP wants to hear from you!”
- 31 January 2023: A video featuring the Mayor, which was filmed at St Morris Reserve and uploaded to YouTube, the Council’s website and social media, promoting the community consultation and encouraging citizens to have their say about the Draft Concept Plan for St Morris Reserve.

The consultation process was also promoted via the following:

- the Council’s website;
- social media (Facebook and Instagram);
- posters at the Council’s Libraries and Citizen Service Centre;
- 1500 postcards hand-delivered to the local community and;
- two (2) large corflutes at St Morris Reserve.

As part of the process, citizens were invited to attend two (2) Community Information Sessions at the Reserve.

It is estimated that 80 citizens attended the Community Information Session which was held at St Morris Reserve on Tuesday, 7 February and 120 citizens attended the Community Information Session, held on Saturday 11 February.

In addition, a survey was prepared and made available to the community.

A total of 155 submissions have been received.

The full results of the consultation have been compiled and are set out in the *St Morris Reserve 2023 Consultation Report (the Report)*. A copy of which is contained within **Attachment B**.

Summary of the Outcome of the Consultation

Of the 155 respondents, a large majority live within the immediate vicinity of St Morris Reserve. **Table 1** below provides details of the suburbs, from which comments were received.

TABLE 1: BREAKDOWN OF SUBURBS

Suburb	Number of respondents
St Morris	82
Firle	25
Payneham South	11
Glynde	6
Trinity Gardens	6

A number of responses have also been received from citizens who live in the following suburbs which are located outside the City of Norwood Payneham & St Peters including:

- Athelstone – 1 response;
- Carey Gully - 1 response;
- Hectorville - 1 response;
- Hope Valley - 1 response;
- Magill - 5 responses;
- Manningham – 1 response;
- Tranmere – 2 responses;
- Sefton Park – 1 response and;
- Windsor Gardens - 1 response.

Of the 155 respondents, approximately 50 per cent of the citizens visit the Reserve on a weekly basis, with the second largest group of respondents visiting on a daily basis as outlined in **Table 2** below.

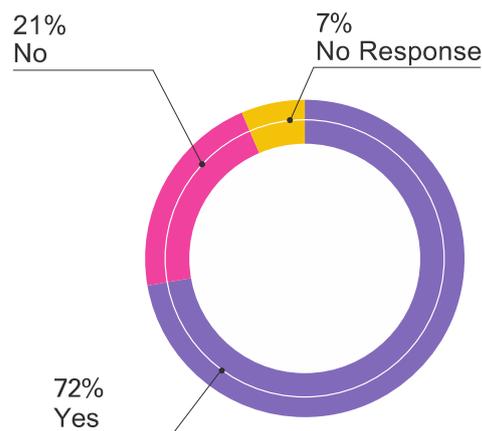
TABLE 2: BREAKDOWN OF VISITATION TO ST MORRIS RESERVE

Visitation	Number of respondents
Weekly	77
Daily	48
Monthly	20
Yearly	3
Never visited	1
Did not respond to the question	6

Citizens were asked if they supported the Draft Concept Plan for the upgrade of St Morris Reserve. Of the 155 respondents, the following responses were received:

- 112 citizens supported the Draft Concept Plan for the upgrade of St Morris Reserve;
- 33 citizens did not support the Draft Concept Plan for the upgrade; and
- 10 citizens did not respond to the question.

Figure 1 – Shows the that majority of citizens supported the Draft Concept Plan for the upgrade of St Morris Reserve.



The following comments were provided by citizens who support the Draft Concept Plan:

- *Good to have an upgrade and toilets.*
- *To create a nicer place to visit and have more family time in a nicer environment.*
- *For family gatherings.*
- *Looks well planned out as explained. Plans look like they will be better utilised by a broader age group.*
- *A concept that integrates the natural environment and encourages local visitation.*
- *Better play area, bike area, helps lift the value of living in the area.*
- *New equipment.*
- *Improving an environment for community usage is always a positive aspect.*
- *An upgrade will enable myself friends and children to spend more quality time and healthy fun at the park.*
- *I think there is a need for a definite upgrade.*
- *Measures to mitigate flooding is highly desirable, area can still be used the majority of the time. New design encourages walking for fitness, provides improved access for wheelchair users.*
- *Water management.*
- *Great idea to prevent flooding and chance to upgrade the playground.*
- *Currently it is drab.*

- *It will be great to see more people walking dogs, having picnics, playing sport etc.*
- *The evolving demographic sees a wider cross section of users.*
- *Requires investment as currently quite tired and needs a bit of money spent on it.*
- *It is ripe for renewal and updating.*
- *I support the Draft Concept Plan in part. I still would like to an off-leash area, but prefer fenced in park for children.*

The following comments were provided by citizens who do not support the Draft Concept Plan:

- *The Draft Concept doesn't include a fence around the outside.*
- *We currently utilise the park daily for exercising our dog and giving her and us a chance to socialise with the neighbourhood. There is absolutely zero mention of dog park facilities in the Draft plan.*
- *I strongly object to the unnecessary removal of trees. It's a pleasant park which doesn't need 'upgrading'.*
- *Do not kill trees.*
- *The water retention basin reduces the area where dogs can run and is likely to be completely unusable during winter due to water collecting and grass being turned to mud by all the dogs and people that use the park after 5pm every day.*
- *The concept plan does not consider dogs!!!!*
- *Do what needs to be done to secure adequate stormwater drainage with minimal impact to the Reserve.*
- *I would like to see the park redeveloped as a top-quality secure dog park which this Council area is sadly lacking.*

The key issue that citizens raised as part of the consultation process was that the Council should provide fencing around the Reserve.

Comments provided by citizens in relation to the issue of fencing include:

- *Fencing seems to be missing.*
- *Fencing for off-leash dogs.*
- *Safe area for dogs to play safely.*
- *A dog friendly area is missing.*
- *I think the Council missed/underestimated how many dogs use this park.*
- *It is the only off-lead park area over this side of the council area, so it would be reasonable for the Council to acknowledge.*
- *The fence around the outside is crucial for the space to remain dog friendly.*
- *I would LOVE to see the new playground fenced.*
- *Backyards are getting smaller and if you have a dog, St Morris is the only place at a decent time you can bring your dog all allow it to run around. I will miss my community.*

St Morris Reserve, which is currently fenced, but not fully enclosed with gates, is used by dog owners to exercise their dogs off-leash from 5:00pm to 8:00am seven (7) days a week. The Draft Concept Plan does not include any fencing around the Reserve.

Equipment and Amenities at St Morris Reserve

As part of the consultation, citizens were asked what play equipment they would like to see installed at St Morris Reserve. **Table 3** provides details of the responses regarding the proposed play equipment.

TABLE 3: PREFERRED PLAY EQUIPMENT AT ST MORRIS RESERVE

Play equipment	Number of respondents
Swing	107
Slide	91
Spinner	63
Climber	95
Other	59

In addition to play equipment, citizens were asked if they would like to see a new basketball court or multi-purpose court in the Reserve (noting that a basketball court is currently located at the Reserve). A summary of the responses is set out below in **Table 4**.

TABLE 4: TYPE OF COURT AT ST MORRIS RESERVE

Type of court	Number of respondents
Multipurpose court	69 citizens want a multipurpose court
Basketball court	38 citizens want a basketball court
Other	10 citizens chose “other”
No response	10 citizens did not respond to the question

In addition, 31 citizens said they did not want a basketball or multipurpose court installed.

Of the 31 citizens who do not want a basketball or multi-purpose court installed at St Morris Reserve, there was only one (1) comment, from a citizen who resides in St Morris, relating to the noise factor, who stated that: “Basketball courts and backboards are very noisy for adjacent properties.”

It is important to note that, there is currently a basketball court at St Morris Reserve. A review of the Council’s records in respect to any complaints relating to noise from people using the basketball court has revealed there have been no noise complaints from residents living in the adjacent area to St Morris Reserve (ie; Gage Street, Green St or Seventh Avenue – or any surrounding residence or business).

Comments in support of the installation of the basketball court and/or multipurpose court include:

- *I don't think it matters where the court is, but the bigger the better, so wherever the biggest court would fit.*
- *A full-size court would be amazing as we don't have any around here.*
- *With regard to the basketball court, it would be fantastic if a shorter basketball goal could be incorporated alongside a full-sized goal.*
- *Please keep the basketball court but make it bigger. Would be interesting to add a Pickleball court. This is sport that is taking off, especially with older people. Takes up far less space than a tennis court.*
- *Please keep the basketball court. Any other elements that get kids out and running around is welcome.*

For those respondents who answered yes to having a court installed at St Morris Reserve, 80 citizens wanted it located near the playground (as shown in the Draft Concept Plan) and 31 citizens wanted in located within the large open green space.

Other features that citizens want to see included in the Final Concept Plan are:

- increased shade/shelter;
- additional seating;
- more trees;
- soccer goals;
- football goals;
- picnic tables;
- barbeques;
- water fountains and;
- additional waste bins

In relation to the provision of toilets, citizens were asked if they wanted to have toilet facilities installed at St Morris Reserve. Of the 155 respondents:

- 96 said yes;
- 43 said no; and
- 16 did not respond

Outside of the consultation process, the other key issues raised by citizens are:

- increasing car parking spaces around St Morris Reserve;
- reducing the speed limit to 40km/h near the Reserve;
- installing lighting;
- donating a section of land to the St Morris Community Childcare Centre;
- banning dogs from the Reserve at all times; and
- the detention basin.

FINAL CONCEPT PLAN

In accordance with the Council's resolution made at its meeting held on 5 December 2022, the proposed detention basin was not the driving issue subject to consultation. The consultation on the Draft St Morris Reserve Concept Plan focussed predominately on the potential elements that could be incorporated into St Morris Reserve as part of the proposed upgrade. In particular, the consultation sought to obtain the community's views on the inclusion of specific elements such as toilets, the types of equipment for the playground, whether or not a basketball court or multi-purpose court should be included, the extent and type of landscaping that the community would like to see, as well as the range of ancillary items that should be included such as picnic tables, barbeque, seating and shade.

The comments which have been received as part of the consultation, have been considered to determine what should be included and the appropriate location (where relevant) in the context of the whole Reserve. As a result, the Final *St Morris Reserve Concept Plan* contained in **Attachment A** incorporates a new multi-purpose court, barbeque(s), shelter, additional seating located throughout the Reserve and toilet facilities into the design. It should be noted that the location of the multi-purpose court and toilet building and the shape of the playground have been amended in the Final Concept Plan to reflect the comments received.

Outlined below are some of the key features included within the *Final St Morris Reserve Concept Plan* and the reasons for their inclusion.

- **Playground**

The playground at St Morris Reserve is classified as a Neighbourhood Level playground in the Council's *Playground Strategy*, which in accordance with this classification, indicates that the play equipment should be good quality and comprise of equipment for different age groups. Based on the Neighbourhood Level classification, the equipment should comprise of predominately standard rather than unique equipment which caters for the community. Using this as the basis and taking into account the comments which have been received through the community consultation process, it is proposed that the playground will include a swing, slide, climber, cloud swing, swing bridge and spinner.

One of the key changes to the Draft Concept Plan, is the inclusion of a fence around the entire perimeter of the playground. The Draft Concept Plan which was released for consultation only provided partial fencing around the playground. The request to have the playground fully fenced has been raised in a number of the submissions with the community's concerns centred mainly on the safety of the children during the dog off-leash hours and their desire to ensure that young children and dogs are physically separated.

In addition, an external gate has been included to provide direct access into the playground from Seventh Avenue/Green Street without the need to enter the Reserve. This will also assist in addressing some of the concerns which have been raised and will ensure that children in the playground can avoid interaction with the dogs.

- **Basketball Court/Multi-purpose Court**

Based on the submissions which have been received, there is a clear preference for a multi-purpose court to be established at St Morris Reserve, with 45% of the submissions selecting a multi-purpose court over a traditional basketball court (23%). A combined 105 of the 155 submissions, or 67.7%, requested either a basketball court or multi-purpose court to be included as part of the upgrade, however there were 31 respondents, or 20% of submissions, that clearly stated that they did not want either. Interestingly a number of those that did oppose the basketball court and multi-purpose court did ask the Council to consider dogs and their use of the Reserve. On this basis it is unclear whether these individuals simply just want greater facilities for dogs or are simply opposed to a basketball court in general.

As Elected Members are aware, the establishment of a basketball court at Felixstow Reserve has raised concerns from some residents regarding the noise. Interestingly, the multi-purpose court recently constructed at Syd Jones Reserve does not appear to be an issue for residents and the Council has not received any complaints. Whilst the Council should be cautious about the installation of a basketball court or multi-purpose court at St Morris Reserve, the difference between St Morris Reserve and Felixstow Reserve is that St Morris Reserve currently does have a well-utilised basketball court and therefore the community would be familiar with its usage and noise.

Taking all of this into consideration and based on the response from the community, a multi-purpose court has been included in the Final *St Morris Reserve Concept Plan* contained in **Attachment A**. It is noted that the shape and location of the court has changed slightly to enable a greater separation between the playground and the court.

In addition, based on the comments from the community it is also proposed that a smaller basketball ring will be installed in the playground for younger children.

- **Toilet**

Based on the responses which have been received, an accessible toilet, similar to the one installed at Syd Jones Reserve is proposed to be included in the Final *St Morris Reserve Concept Plan*. The toilet will be located adjacent to the playground outside of the fenced area.

- **Picnic Table and Seating**

Other changes to the Draft Concept Plan include additional seating around the Reserve as well as seating within the playground to accommodate the needs of a range of different users. In addition and based on the comments which have been received, an additional picnic table will also be installed within the Reserve, bringing the total number of picnic settings to two (2). One of the picnic settings will be located under the shelter with the other under natural shade.

- **Lighting**

Whilst the issue of lighting was not a strong theme, it has been raised on a number of occasions. Notwithstanding that the Council does not generally install lighting in reserves, the creation of the detention basin and the use of the Reserve as a dog off-leash area from 5.00pm through to 8.00am suggests that some low level safety lighting should be installed. It is anticipated that the lighting will be in the form of bollard lighting and will be placed in the sections of the Reserve that do not have the benefit of the light spill from the street lighting.

- **Dogs**

Over the last few years, the Council has received ongoing requests for the installation of gates at St Morris Reserve, on the basis that this will prevent dogs from running out of the Reserve. The effect of installing gates would result in the Reserve becoming a dog park.

Whilst a number of citizens are of the view that the Council should provide facilities for dogs at St Morris Reserve, there are reasons for and reasons against any of the Council's reserves being a dedicated as dog parks, with perhaps the most important consideration being that open space within the City is limited and on this basis it is therefore a priority for the Council to provide open space for people in the first instance – not dogs. In short, to address this issue the Council has dedicated reserves across the City as either on-leash or off-leash.

In relation to the issues raised by the community regarding the use of St Morris Reserve by dogs and their owners, whether it be as a designated dog park or simply as an off-leash area, the Final *St Morris Reserve Concept Plan* contained in **Attachment A**, does not propose any changes to the existing off-leash hours currently applicable to St Morris Reserve. Any changes to the designation of St Morris Reserve as either a dog park or the off-leash hours will need to be considered as part of the Council's review of its Dog & Cat Management Plan, which is subject to a review later this year. During this process the community will have the opportunity to make submissions in relation to the document and specifically the designation of reserves as dog parks and off-leash areas.

Whilst the *Dog & Cat Management Act 1995*, does provide the ability for the Council to establish dog parks and determine on and off-leash hours, it also clearly states that dogs need to be under the care and control of their owners at all times, regardless of the designation of a reserve.

As way of background, at its meeting held on 2 December 2019 the Council considered a report on the establishment of a dedicated dog park and amongst other things resolved:

3. *That on the basis that the installation of gates at reserves/parks creates “defacto” dog parks, the Council will not install gates at any other reserve and/or park within the City.*

Subsequently at its meeting held on 4 May 2020, the Council resolved to establish a dedicated dog park at Hannaford Reserve, as the Council's dedicated dog park.

Notwithstanding this, in an attempt to accommodate issues which have been raised by dog owners, a fence (without gates) will be installed around the Reserve. This amendment has now been incorporated into the Final *St Morris Reserve Concept Plan* contained in **Attachment A**. The inclusion of a fence around the perimeter of the Reserve will ensure the status quo of the Reserve.

In addition, in recognition of the large number of dogs that frequent the Reserve, some dog friendly facilities, such as dog water bowls will also be incorporated into the final design.

- **Petition**

As Elected Members are aware, at its meeting held on 6 March 2023, the Council was advised of a petition which had been received by the Council regarding the water detention basin at St Morris Reserve. The Council was reminded at the time that the detention basin was not part of the consultation.

Following considering of the matter, the Council, resolved that the Petition will be considered by the Council as part of the community consultation which has been undertaken regarding the St Morris Reserve Draft Concept Plan.

In the Petition that the Council received, the signatories raised concerns that the “*existing St Morris Reserve which is being turned into a large water detention basin, where the floor of the basin will become a soulless, treeless, uninviting area of nothingness*”. The Petition also requested that additional trees be planted.

The proposed detention basin at St Morris Reserve is designed to ensure that stormwater is captured and overland flow is diverted from entering the City of Norwood Payneham & St Peters from Glynburn Road up to the 1% Annual Exceedance Probability (AEP) rainfall event (i.e. a rainfall event that occurs on average once every 100 years).

Stormwater will be transferred to the open detention basin at St Morris Reserve by the installation of a new 900mm pipe running along Glynburn Road and Third Avenue between the existing open drainage channel on the eastern side of Glynburn Road and Williams Avenue, St Morris and a new 750mm pipe along Green Street, St Morris between Third Avenue, St Morris and the detention basin in St Morris Reserve. A new 450mm pipe will discharge stormwater from the detention basin to the existing drainage along Gage Street, St Morris.

For the majority of the year, the detention basin will simply perform as an area of open space. In order to maximise the useability of the detention basin, the turf subgrade will be designed in a way that reduces the risk of the Reserve becoming boggy following detention engagement. This means that for most of the year, the detention basin can be used as a play/kick about area.

Whilst the Petitioners have raised the issue of the detention basin, the other main issue raised by the Petitioners is the removal of the trees, on the basis that they believe there will be no shade.

Overall, the Final Concept Plan proposes the retention of 24 existing trees, removal of 39 trees and the planting of approximately 106 new trees as part of the Project. None of the trees which are proposed to be removed are Regulated Trees. The Consultants have been directed to look at additional opportunities for additional trees without the kick-about space (the detention basin) being impacted, as part of the detail design stage of the Project.

OPTIONS

The Council has three (3) options available in respect to the *Final St Morris Reserve Concept Plan*, as outlined below.

- **Option 1** – Endorse the Final Concept Plan contained in **Attachment A**. This is the **recommended option** on the basis that the proposed Final Concept Plan provides a well-designed and integrated play space whilst also providing a multi-purpose hard surface play space to replace the existing basketball court. Given the Council's previous and ongoing commitment to this significant and important Project and the community's general support for the proposal, there is no reason why the Council should not endorse the Final Concept Plan contained in **Attachment A** and progress to detail design, documentation and construction.
- **Option 2** – Amend and endorse the Final Concept Plan contained in **Attachment A**. This option is **not recommended** given that the recommended Final Concept has been well considered and reflects the comments and aspirations made by the community. However, should the Council choose to make amendments to the Final Concept Plan, then it is recommended that these amendments do not impact on the detention basin, as it may have an impact on the endorsed Trinity Valley Stormwater Project and subsequently the significant funding which is attached to the delivery of this Project.
- **Option 3** – The Council can resolve not to endorse the St Morris Reserve Concept Plan and not to proceed with the Project. However, given the Council's previous and ongoing commitment to this Project, the Federal Government funding that the Council has received and the community's general support of the Project, this option is **not recommended**. In short, there is no particular reason why the Project cannot proceed.

In respect to the basketball court/multi-purpose court, the Council can choose to include the multi-purpose court as depicted in the Final Concept Plan contained in **Attachment A**.

Alternatively, the Council could resolve not to incorporate a basketball or multi-purpose court, on the basis of the issues and concerns that have been raised over the last few years in relation to the basketball court at Felixstow Reserve.

CONCLUSION

The comments which have been provided during the consultation process, including online surveys, hand-written surveys and emailed surveys, have been considered and incorporated (where possible and appropriate) into the Final Concept Plan for the upgrade of St Morris Reserve.

The *Trinity Valley Stormwater Project* has received grant funding through the Federal Government's Preparing Australian Communities Local Stream Program. The construction of the detention basin and upgrade of the recreation and open space elements is scheduled to occur in the 2023-2024 financial year.

To ensure that both the St Morris Reserve and the *Trinity Valley Stormwater Project* are able to progress in a timely manner, the Council is required to endorse a Final Concept for the purposes of commencing detailed design and construction.

COMMENTS

Nil.

RECOMMENDATION

1. That the Final Concept Plan for the upgrade of St Morris Reserve, as contained in Attachment A, be endorsed.
2. That the Chief Executive Officer be authorised to make any minor amendments to the St Morris Reserve Concept Plan Report resulting from consideration of this report, and as deemed necessary to finalise the document.
3. The Council notes that staff will now instruct LANDSKAP (Landscape Architects) to commence the detail design and construction documentation stages of the Project based on the endorsed Concept Plan.

Attachments – Item 11.4

Attachment A

St Morris Reserve Concept Plan Community 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**

ST MORRIS RESERVE - CONCEPT PLAN REPORT

Project	St Morris Reserve
Ref No.	20.054
Client	City of Norwood, Payneham & St Peters
Date	24.03.2023
Engineer	Stantec / Cardno
Issue	Concept

- 01 PROJECT INTRODUCTION
- 02 TRINITY VALLEY STORMWATER UPGRADES - LOCATION MAP & STAGING
- 03 TRINITY VALLEY STORMWATER UPGRADES - ROLE OF ST MORRIS RESERVE
- 04 EXISTING SITE
- 05 ROLE OF THE DETENTION BASIN
- 06 CONCEPT PLAN
- 07 TREES
- 08 CROSS SECTIONS
- 09 POSSIBLE IDEAS FOR THE RESERVE
- 10 VIEWS



City of
Norwood
Payneham
& St Peters

LANDSKÄP

PROJECT INTRODUCTION

In March 2019, the Council resolved to invest \$38.4 million over 15-years to upgrade the City’s stormwater drainage network to help reduce the impacts of flooding and to protect residents, homes and properties, as well as the City’s assets such as footpaths, kerbing and street trees. The Trinity Valley Stormwater Upgrade Project, which comprises of four individual phases, is one component of the overall Stormwater Drainage Program.

In recognition of the importance of the Trinity Valley Stormwater Upgrade Project the Federal Government, through the Preparing Australian Communities Local Stream Program, is contributing approximately \$9.9m, to assist the Council with the construction and project management costs of delivering all four phases of the Trinity Valley Stormwater Upgrade Project. In order to meet the requirements of the Federal Government’s grant, all four phases of the Trinity Valley Project need to be completed by May 2025.

The purpose of the Federal Government’s Preparing Australian Communities Local Stream Program is to target local projects across the nation, with a focus on improving resilience against natural disasters, such as floods.

Each of the four phases (Phase 1 through to Phase 4) of the Trinity Valley Stormwater Upgrade Project will provide a flood risk reduction benefit as standalone projects, with maximum benefit to flood risk reduction occurring at the completion of all four phases. In order to maximise the flood risk protection a Detention Basin needs to be constructed in St Morris Reserve.

The Detention Basin in St Morris Reserve will take the form of an open basin, which will require excavation and grading of the Reserve. The Council’s decision to construct an open

Detention Basin at St Morris Reserve has created the opportunity for the Council to renew and upgrade all of the open space and recreational assets within St Morris Reserve.

While the construction of a Detention Basin will help to manage stormwater and flooding risk, it has also formed the foundation for delivering better outcomes for residents by providing the opportunity for an improved playground, new recreational facilities, and new vegetation and trees throughout the Reserve.

The purpose of this Concept Plan is to outline the vision for St Morris Reserve and identify the recreational elements that will be included as part of the in St Morris Reserve upgrade.



Community consultation & feedback



Existing St Morris Reserve



Stormwater infrastructure upgrades

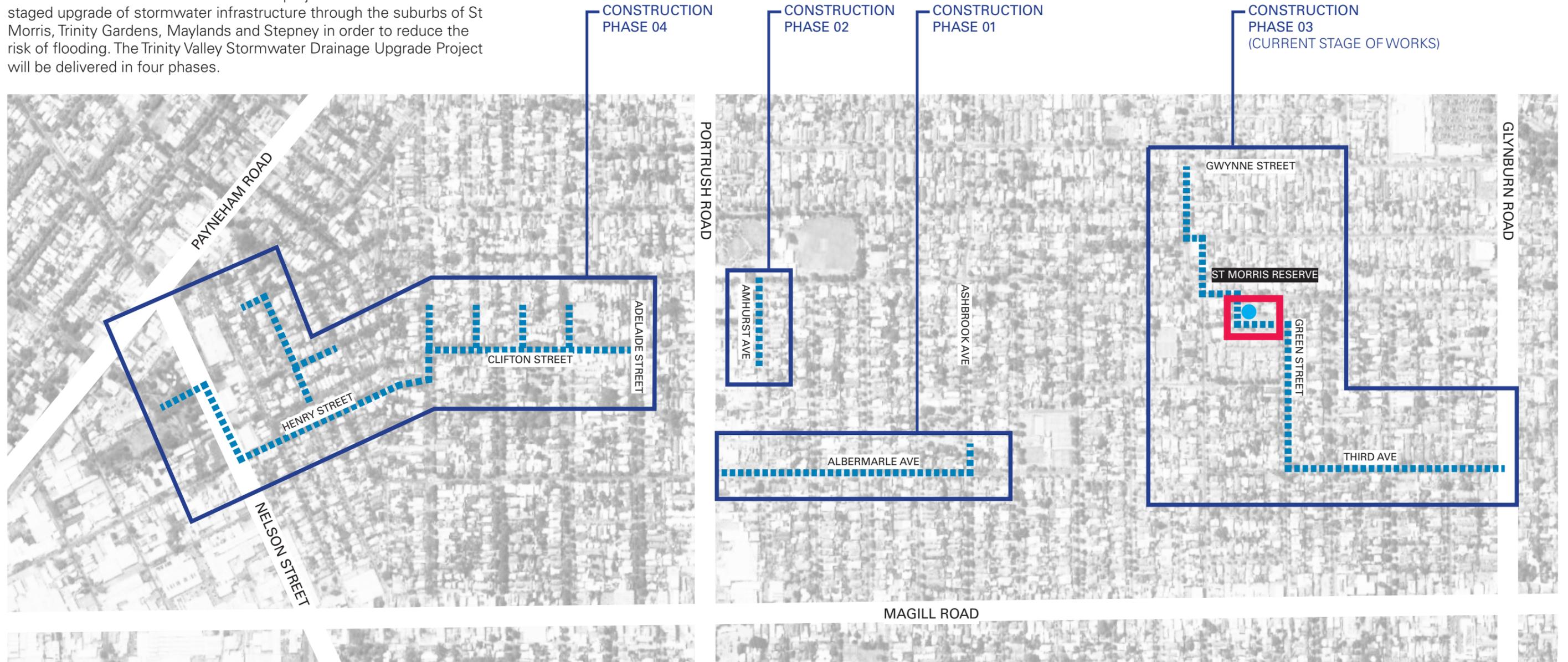


New facilities in St Morris Reserve

TRINITY VALLEY STORMWATER UPGRADES

LOCATION MAP & STAGING

The Trinity Valley Stormwater Drainage Upgrade Project is a jointly funded Council and Federal Government project which involves the staged upgrade of stormwater infrastructure through the suburbs of St Morris, Trinity Gardens, Maylands and Stepney in order to reduce the risk of flooding. The Trinity Valley Stormwater Drainage Upgrade Project will be delivered in four phases.



- ■ ■ ■ Stormwater infrastructure upgrades
- St Morris Reserve
- Detention basin location

Phase 1
Overland flow interception and detention storage within Albermarle Avenue, Trinity Gardens. Scheduled to be delivered in 2023-2024.

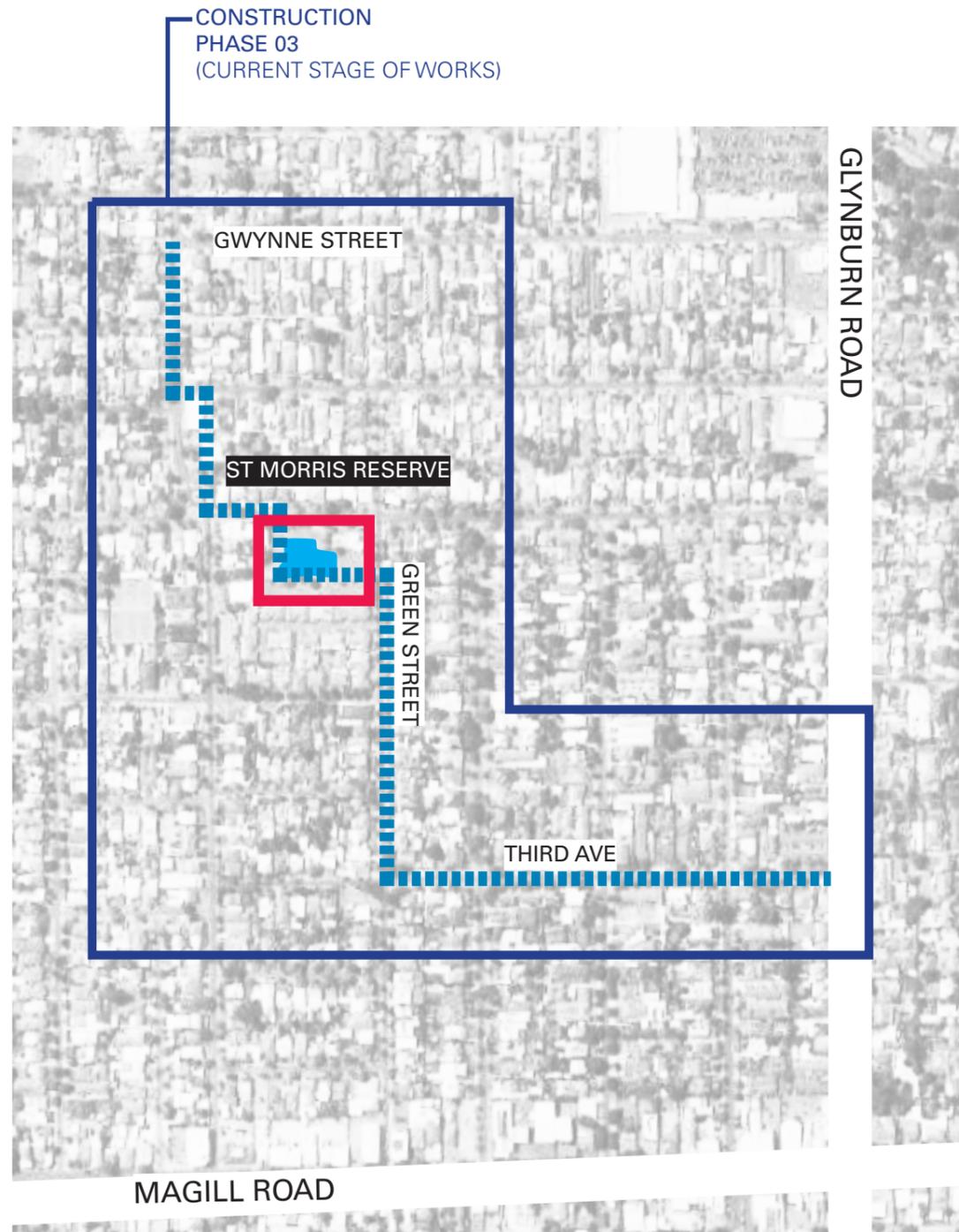
Phase 2
Overland flow interception and detention storage within Jones Avenue and associated pipework along Amhurst Avenue, Trinity Gardens. Scheduled to be delivered in 2023-2024.

Phase 3
Overland flow interception and detention storage (ie Detention Basin) within St Morris Reserve, St Morris. Scheduled to be delivered in 2023-2024.

Phase 4
Overland flow interception and trunk drainage capacity upgrades within the suburbs of Stepney and Maylands. Scheduled to be delivered in 2024-2025.

TRINITY VALLEY STORMWATER UPGRADES

ROLE OF ST MORRIS RESERVE



Detention Basin Works

The St Morris Reserve detention basin is designed to ensure that stormwater is captured and overland flow is diverted from entering the Council from Glynburn Road up to the 1% Annual Exceedance Probability (AEP) rainfall event (i.e. a rainfall event that occurs on average once every 100 years).

Stormwater will be transferred to the open detention basin at St Morris Reserve by the installation of a new 900mm pipe running along Glynburn Road and Third Avenue between the existing open drainage channel on the eastern side of Glynburn Road and Williams Avenue, St Morris and a new 750mm pipe along Green Street, St Morris between Third Avenue, St Morris and the detention basin. A new 450mm pipe will discharge stormwater from the detention basin to the existing drainage along Gage Street, St Morris.

The grassed area of the St Morris Reserve will be fenced off during the construction of the Detention Basin, which is expected to take approximately three (3) months to complete. The playground area will remain open and accessible during the construction period of the Detention Basin. Following completion of the Detention Basin, the construction of the playground together with all of the other recreation elements will commence.

Upgrade of Facilities

One of the benefits of an open Detention Basin is that different elements within the Reserve such as the playground, landscaping and the introduction of water sensitive urban design can be incorporated into the overall design.

The current playground at St Morris Reserve is nearing its end of life and therefore this project presents an ideal opportunity for the Council to consider the replacement of the equipment as part of the Project.

The playground at St Morris Reserve is classified as a Neighbourhood Level Playground, which indicates that the play equipment should be good quality and could include equipment for different age groups. However, should comprise of predominately standard rather than unique equipment and surrounds, and cater for the needs of the local neighbourhood.

The role of this Concept Plan is to outline the future vision for the Reserve and to provide the foundation for the detail design and upgrades for St Morris Reserve to occur.

ST MORRIS RESERVE EXISTING SITE

- 1 Play
- 2 Basketball court
- 3 Bin & water fountain
- 4 Irrigated lawn
- 5 Perimeter fencing
- Project scope



ST MORRIS RESERVE EXISTING SITE



View 01: Open space and existing playground beyond (facing north-east)



View 02: Existing playground (facing north-east)



View 03: View of basketball ring and playground beyond (facing east)



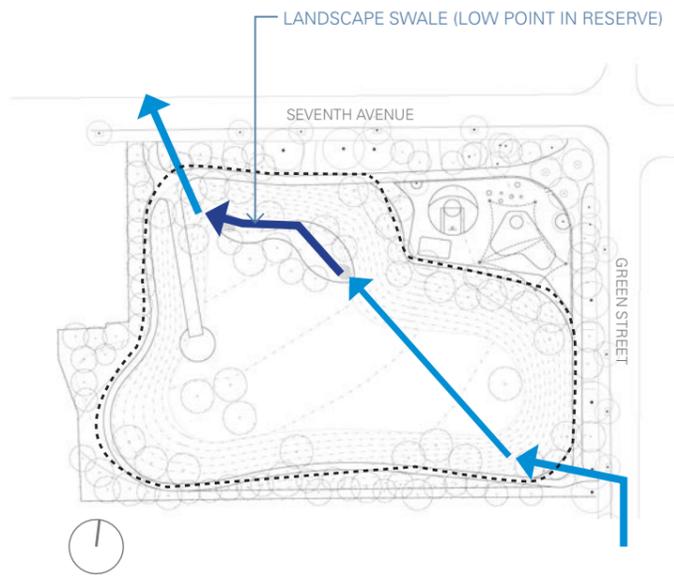
View 04: View of Seventh Avenue and playground (facing east)

ROLE OF THE DETENTION BASIN

The diagrams below show the potential flood levels in St Morris Reserve, once the new stormwater infrastructure upgrades are implemented. Flood levels are shown at:

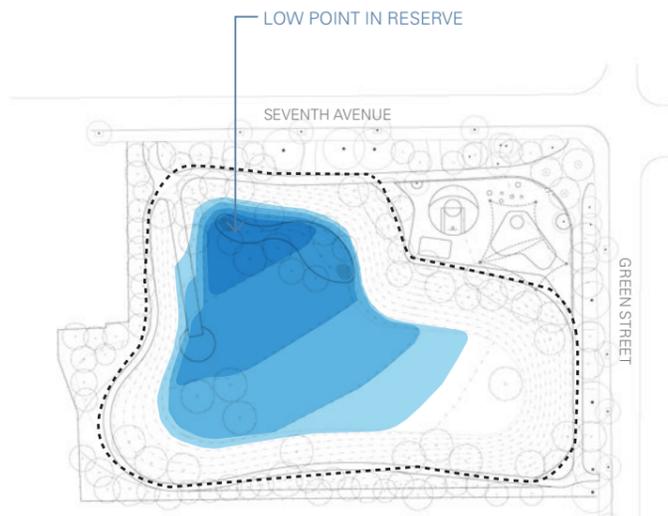
- 20% probability of flooding in a given year
- 5% probability of flooding in a given year
- 1% probability of flooding in a given year

By way of example, during a 1% probability event where it rains for 180 minutes, the basin will take approximately 3 hours to fill and the detention basin is expected to hold water for approximately 7-8 hours after the end of the rain event.



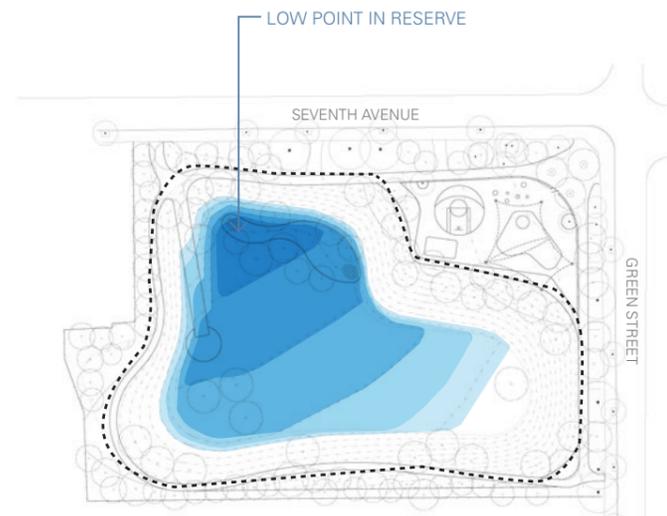
Proposed stormwater upgrades

- ← New stormwater pipe
- ← New landscape swale
- - - - Extent of basin
- Extent of flooding



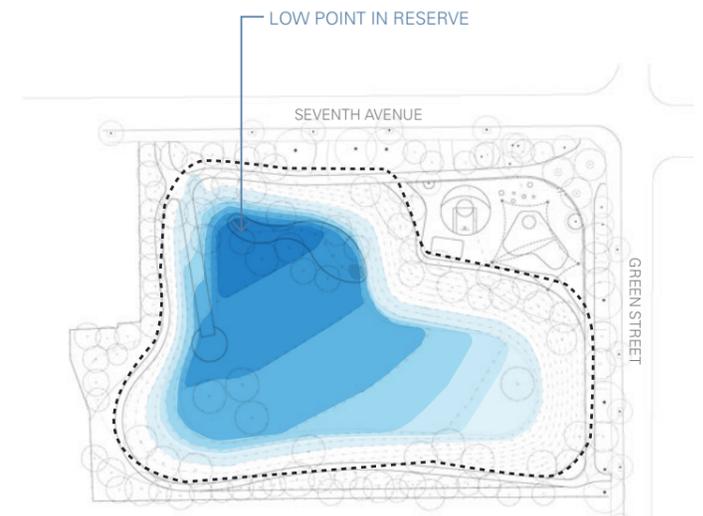
20% probability of flooding

Max depth: 0.86m
(at deepest point in detention basin)



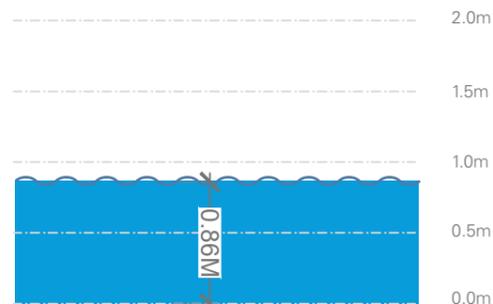
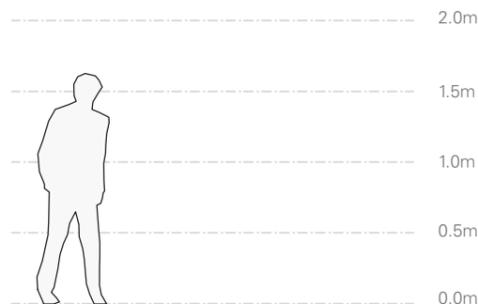
5% probability of flooding

Max depth: 0.98m
(at deepest point in detention basin)

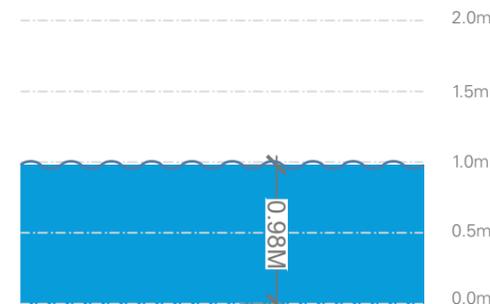


1% probability of flooding

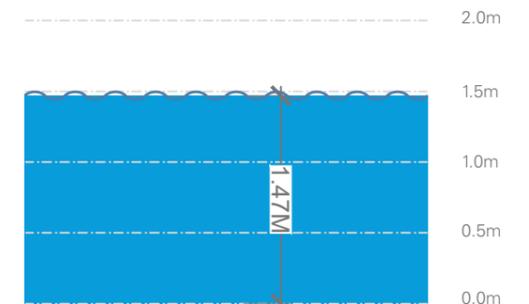
Max depth: 1.47m
(at deepest point in detention basin)



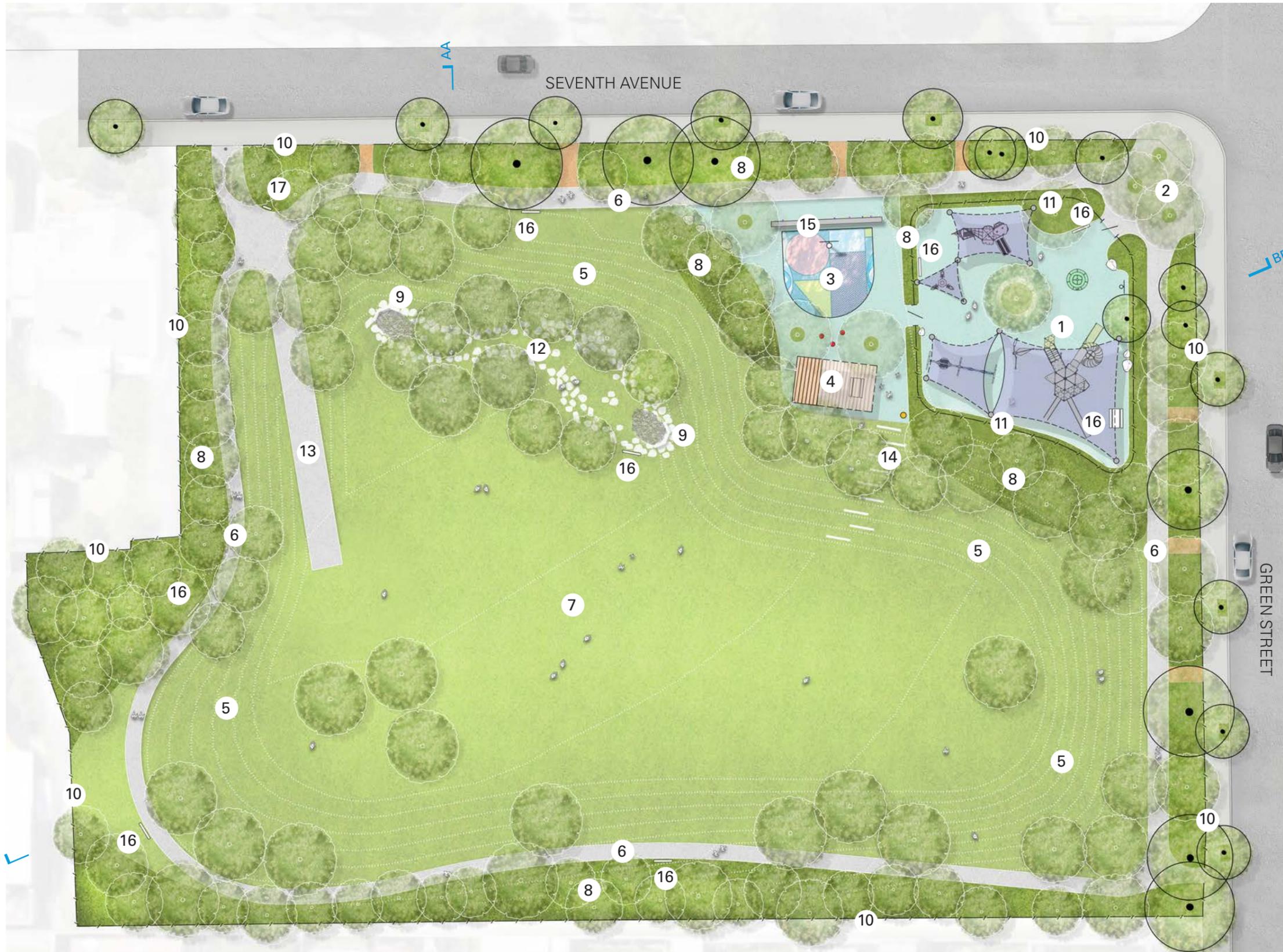
0.86m at deepest point in detention basin



0.98m at deepest point in detention basin



1.47m at deepest point in detention basin

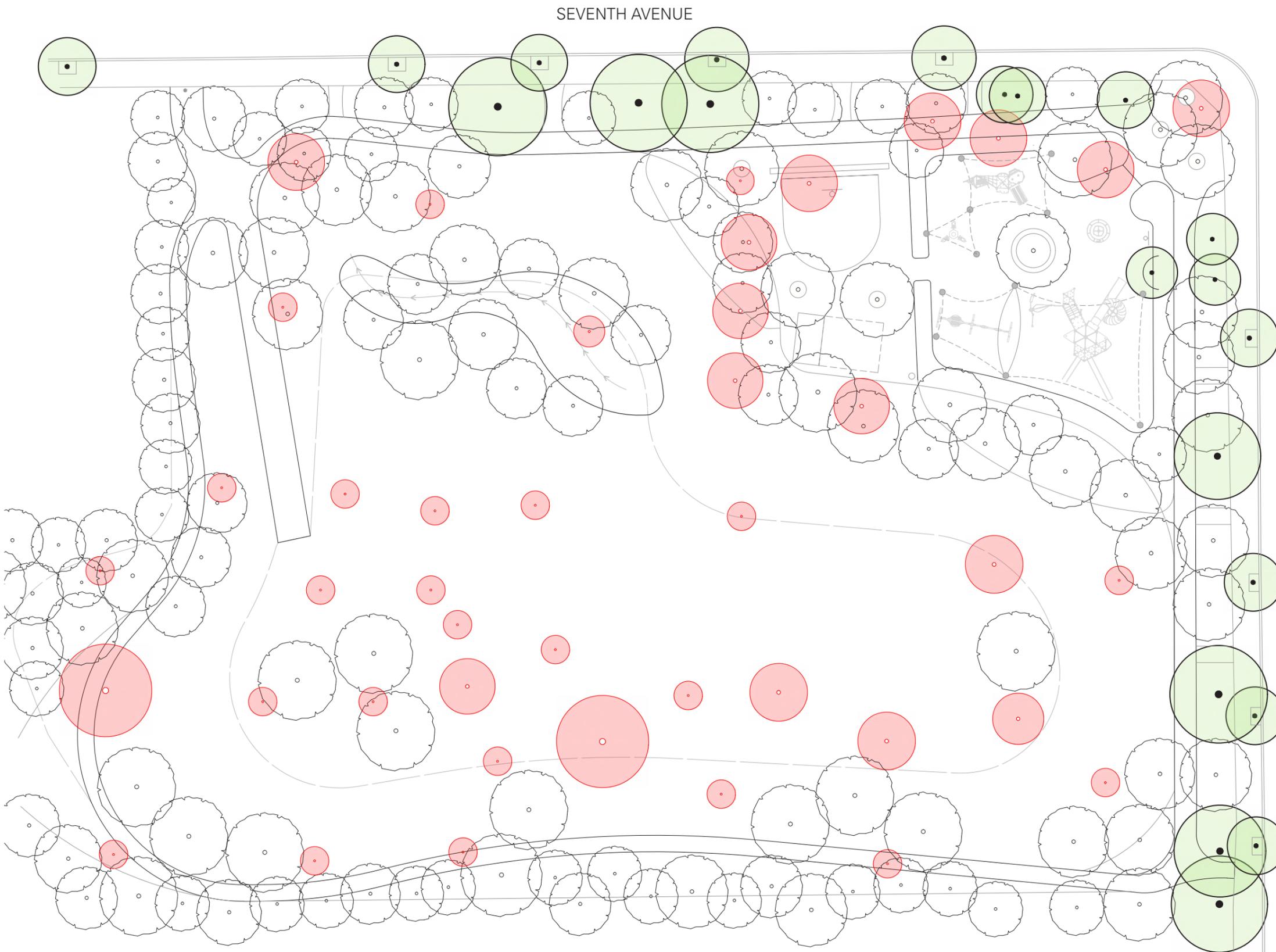


- 1 Upgraded playground
- 2 Entry statement
- 3 Multi-purpose court
- 4 Toilet & shelter with seating and BBQ
- 5 Graded lawn
- 6 Path
- 7 Lawn / detention basin
- 8 Garden beds / landscaping
- 9 Stormwater outlet/inlet
- 10 Boundary fencing
- 11 Playground fence
- 12 Landscaped WSUD swale
- 13 Maintenance access path
- 14 Steps
- 15 Bouldering / climbing wall
- 16 Seating
- 17 Historical signage

-  New tree
-  Existing tree

Notes
 The location of the detention basin and path are fixed.
 As part of detailed design, Council will investigate low level bollard lighting in parts of the Reserve, subject to budget.





-  Existing tree to remain
-  Existing tree proposed for removal
-  Potential new trees

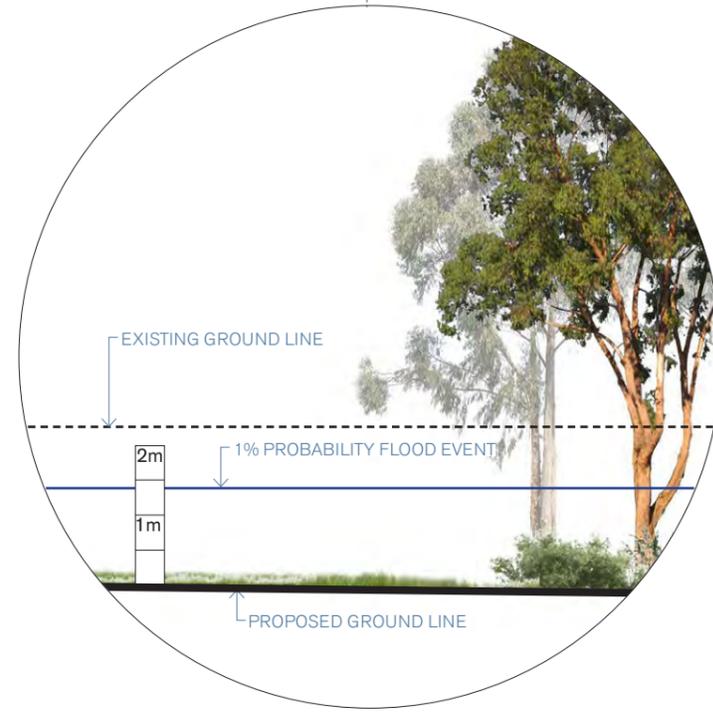
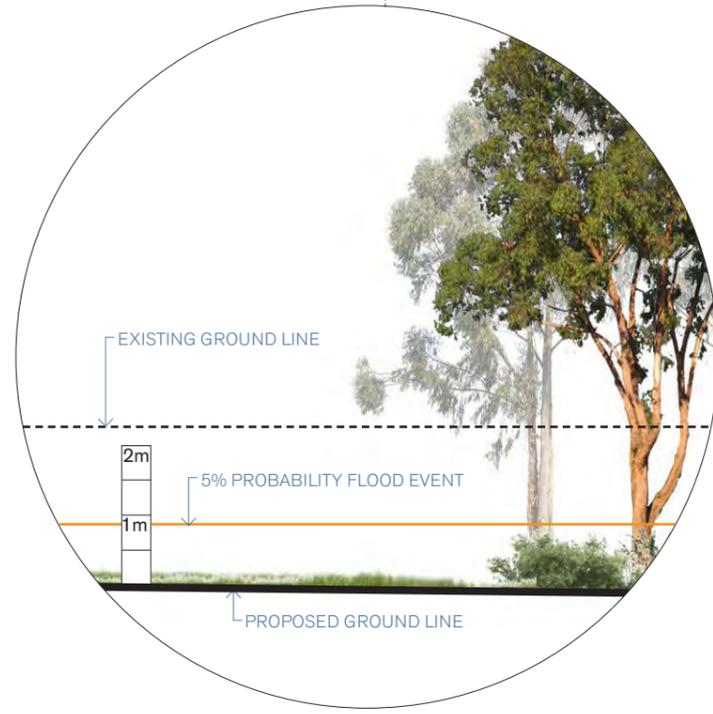
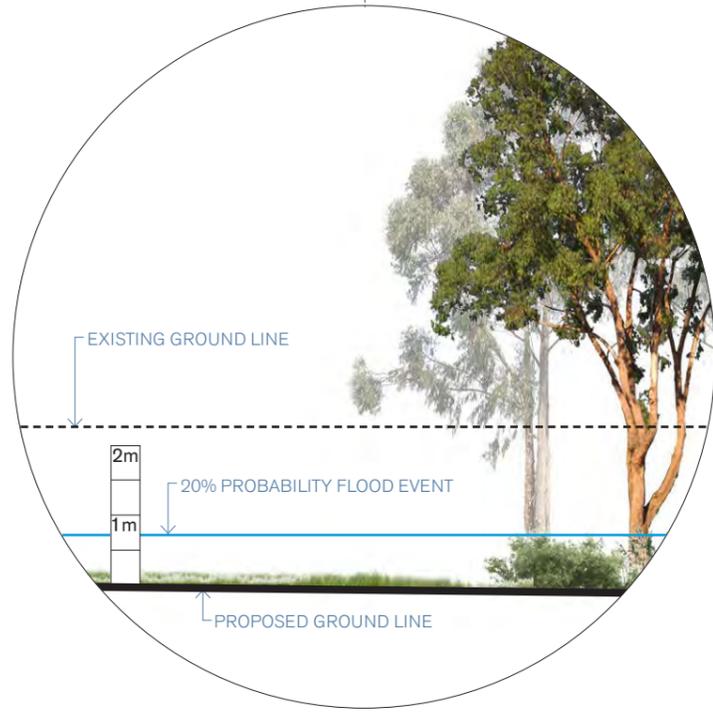
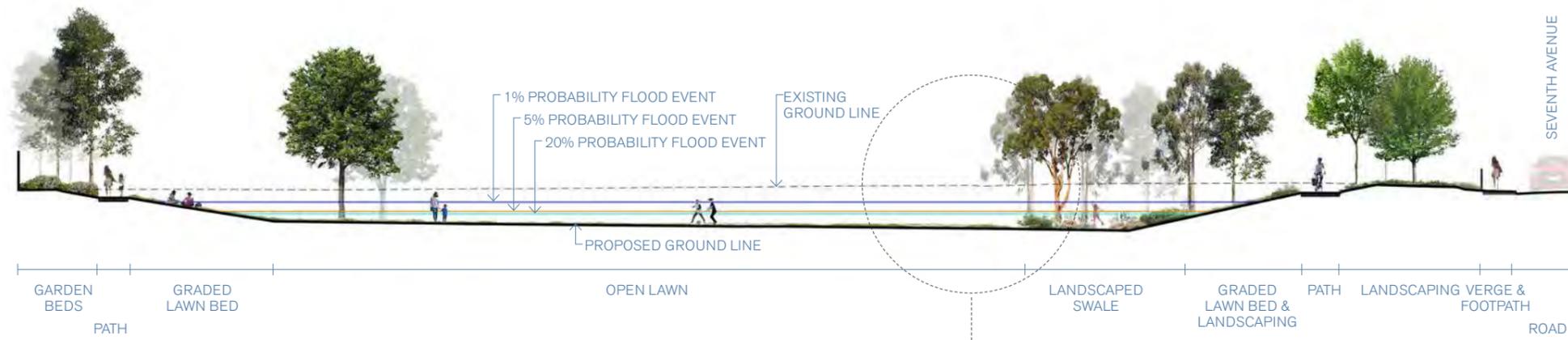
Notes
Trees in detention basin must be removed due to the re-grading of site for the proposed detention basin.
Final tree removals are subject to detailed design.



CROSS SECTIONS



SECTION AA



NOT TO SCALE

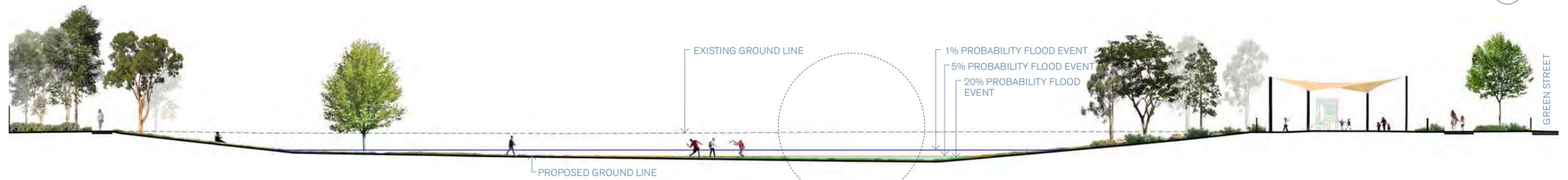
SECTION SCALE 1:300



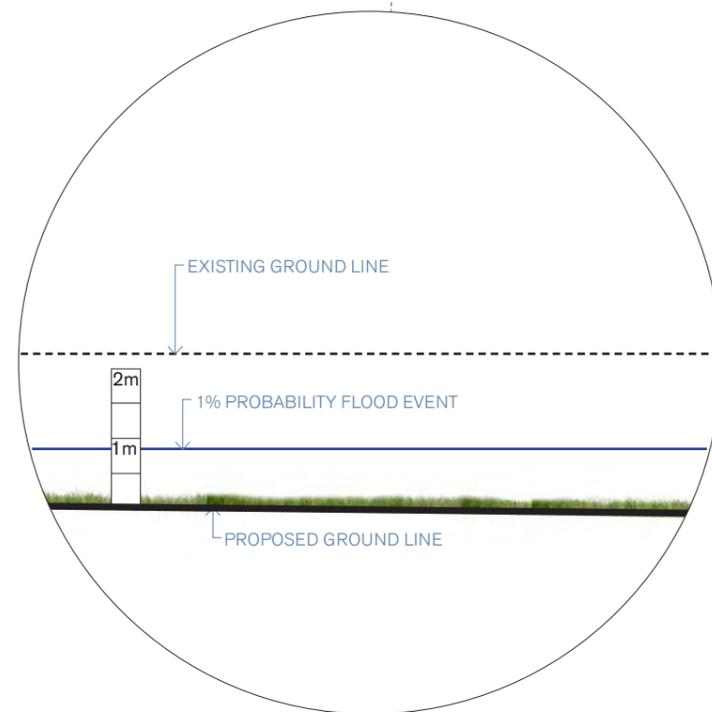
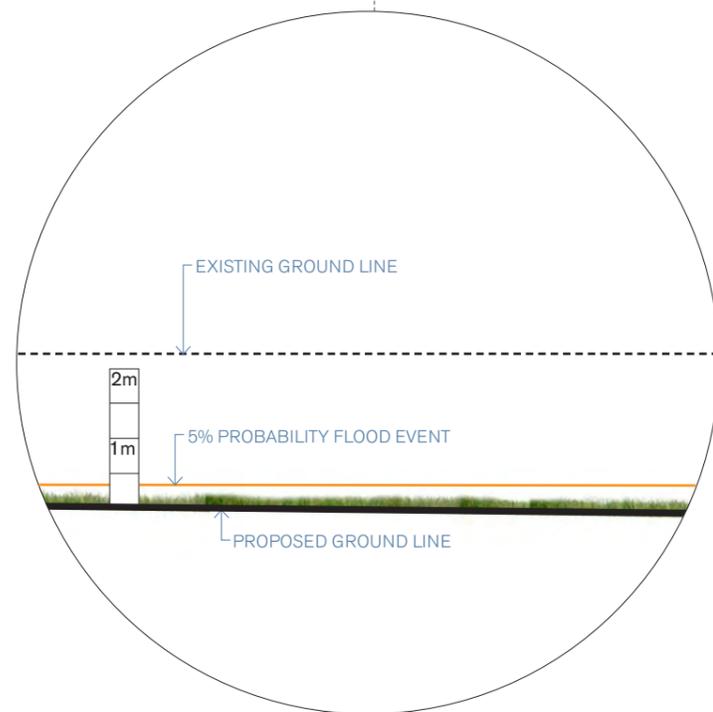
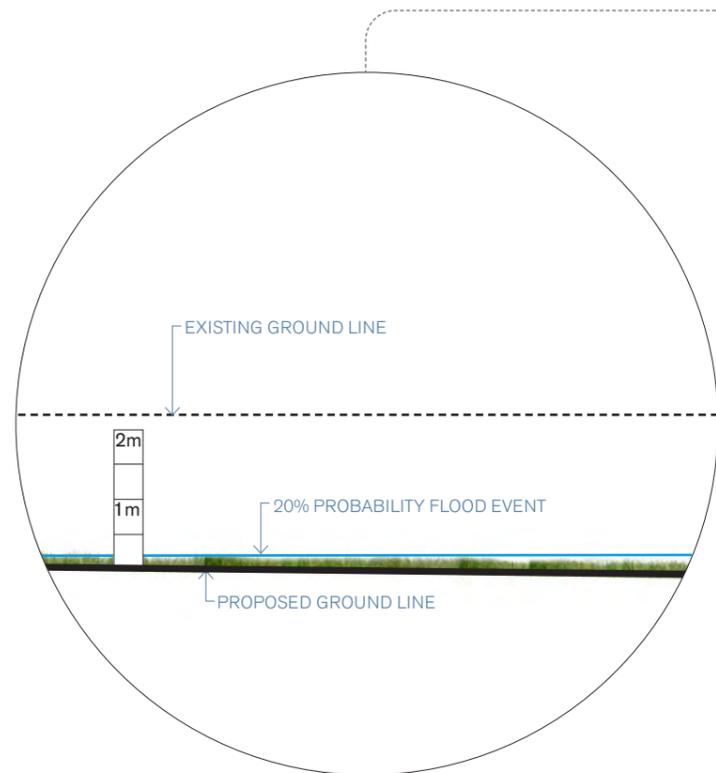
CROSS SECTIONS



SECTION BB



GARDEN BEDS PATH GRADED LAWN BED OPEN LAWN GRADED LAWN BED & LANDSCAPING PLAYGROUND & SHADESAIL PATH VERGE & ROAD FOOTPATH GREEN STREET



SECTION SCALE 1:300



NOT TO SCALE

OPEN SPACE POSSIBLE IDEAS



PLAY & RECREATION POSSIBLE IDEAS



PATH & EDGES POSSIBLE IDEAS

A14



VIEW 01 EXISTING



◀ Viewshed 



VIEW 01
ARTIST IMPRESSION (CONCEPT ONLY)



VIEW 02 EXISTING



Viewshed



VIEW 02
ARTIST IMPRESSION (CONCEPT ONLY)



URBAN DESIGN, LANDSCAPE
ARCHITECTURE & GARDENS

HELLO@LANDSKAP.COM.AU
LANDSKAP.COM.AU



Attachment B

St Morris Reserve Concept Plan Community 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**



St Morris Reserve Upgrade

2023 Consultation Report



City of
Norwood
Payneham
& St Peters





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Introduction	2
Consultation Report	3
Consultation Summary	6
Consultation Survey	10

Introduction

St Morris Reserve is located at the corner of Seventh Ave and Green Street, St Morris in the City of Norwood Payneham & St Peters.

In 2022, the City of Norwood Payneham & St Peters was successful in receiving \$9.9 million from the Federal Government's Preparing Australia Program, which targets local projects across the nation, with a focus on improving resilience against natural disasters.

The \$9.9 million has been matched by the City of Norwood Payneham & St Peters, making it one of the biggest infrastructure investments in our City's history.

To this end, this investment which is worth approximately \$20 million, has the objective of reducing the risk of flooding and helping protect our citizens and their properties.

The St Morris Reserve Upgrade forms part of the Trinity Valley Stormwater Project, through the establishment of a storm detention basin at St Morris Reserve.

Establishing the water detention basin created the opportunity to redevelop St Morris Reserve and in early 2023, the Council commenced consultation on the upgrade of the Reserve.

The community was invited to share their thoughts and ideas on new elements such as toilets, sporting facilities, shade, trees, barbeque, and other ideas they want to put forward, including a new playground.

The playground at St Morris Reserve is classified as Neighbourhood Level in the Council's Playground Strategy, which by its classification, indicates that the play equipment should be good quality and comprise of equipment for different age groups.

As part of the consultation process, the community was invited to attend two Community Information Sessions at the Reserve. In addition, a survey was prepared and made available to the community.

A total of 155 submissions were received.

This report summarises the consultation undertaken by the Council in order to assist in finalising the final concept design of St Morris Reserve.

Once completed, the upgrade of St Morris Reserve will cater for the needs of the current and future community.

Thank you!

The City of Norwood Payneham & St Peters would like to acknowledge and thank all of the citizens who took part in the consultation process by attending the Community Information Sessions and completing a survey. Your knowledge and input is integral to the development of the Concept Plan for the St Morris Reserve Upgrade.

Consultation Report

The City of Norwood Payneham & St Peters has commissioned LANDSKAP, a design firm specialising in Landscape Architecture and Urban Design, to develop a Concept Plan for St Morris Reserve.

What is the Purpose of this Report?

The purpose of the St Morris Reserve 2023 Consultation Report, is to present to the Elected Members and the citizens of the City of Norwood Payneham & St Peters and the wider community, a summary of the comments and submissions which have been received during the community consultation process.

The consultation process included online, hand-written and emailed surveys and submissions in addition to two Community Information Sessions at St Morris Reserve with Council and LANDSKAP representatives to answer questions from our citizens.

The outcomes of the community consultation process resulted in the development of the Final Concept Plan for the upgrade of St Morris Reserve, which forms part of the Trinity Valley Drainage Stormwater Project.



St Morris Reserve Draft Concept Plan (version released for community consultation)

How did we consult?

The community consultation process commenced on 30 January 2023 and concluded on 26 February 2023.

The Council and LANDSKAP facilitated two Community Information Sessions held at St Morris Reserve. The sessions were aimed at collating information to build knowledge of the Reserve, encouraging the community to thoughtfully consider their aspirations and ideas.

As part of the process, a survey was prepared for citizens to complete which was available in both digital and hard copy formats at the consultation sessions. The survey was also available for residents to complete online through the Council's website



In the lead up to the community consultation, citizens, business operators, traders and visitors to the City of Norwood Payneham & St Peters, were informed of the Council's intentions to construct a water detention basin and the proposed upgrade of the St Morris Reserve through the following communication channels.

1 June 2022

A feature story in the 2022 Winter edition of Look East which was distributed to 19,000 business and residences titled: 'Protecting residents and businesses from flooding - Major funding boost to the Council's stormwater infrastructure.'



2021-2022 Annual Report

Double page spread featuring three stories: 'Protecting residents and businesses from flooding: New recreation area as flood prevention plan; Preparing Australia Program.'



22 August 2022

A media release from Mayor Robert Bria titled: 'Community to benefit from new recreation area as Council undertakes flood prevention work.'

12 September 2022

A Latest News item on the Council's website home page: 'New recreation area in St Morris Reserve - as flood planning works proceed'

27 September 2022

Your NPSP - e-newsletter delivered to 1840 email subscribers advising that consultation will commence in early 2023 regarding the proposed upgrade.

1 December 2022

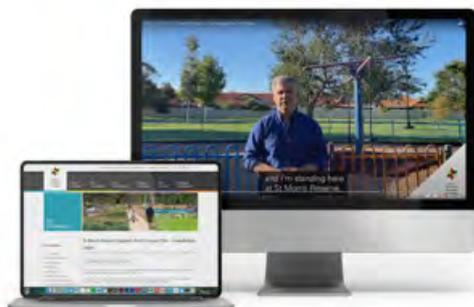
An article in the 2022 Summer edition of Look East which was distributed to 19,000 business and houses titled: 'St Morris Reserve to be developed - Have Your Say.'

30 January 2023

A media release from Mayor Robert Bria titled: 'Community consultation now open on the St Morris Reserve Upgrade and NPSP wants to hear from you!'

31 January 2023

A video featuring the Mayor, which was filmed at St Morris Reserve and uploaded to YouTube, the Council's website and social media, promoting the community consultation and encouraging citizens to have their say about the Draft Concept Plan for St Morris Reserve.



Distribution of 1500 postcards to the local community.

**Social Media Engagement**

3 announcements were posted to the Council's Facebook page.

30 January 2023

Post Impressions 387
Post Reach 372
Post Engagement 13

7 February 2023

Post Impressions 723
Post Reach 695
Post Engagement 55

10 February 2023

Post Impressions 442
Post Reach 418
Post Engagement 12



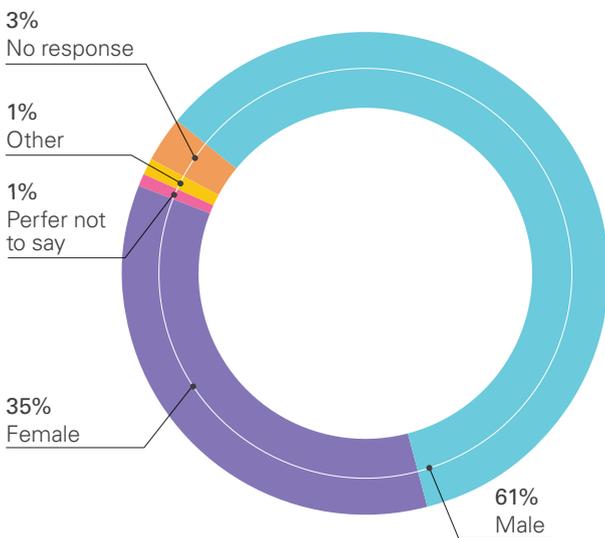
Consultation Summary

The following summary provides an overview of the Council survey results conducted during the consultation for St Morris Reserve.

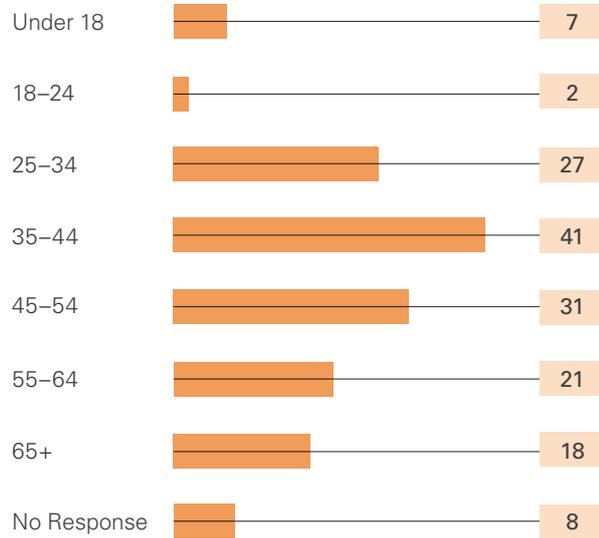
The sample contains a representative spread of gender, age and location of the respondents on a suburb basis.

A total of 155 submissions were received. Several key questions were posed to the community through the survey a summary of the data can be found below.

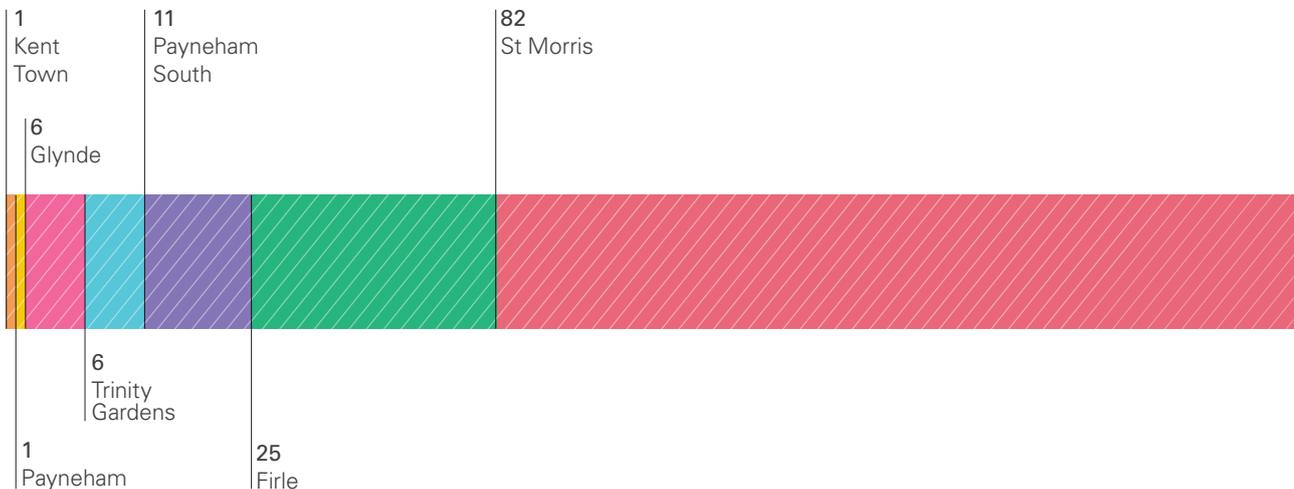
Gender



Age



Survey respondents who reside in the City of NPSP



A number of responses were received from citizens who live in the following suburbs, which are located outside of our City, including but not limited to: Athelstone, Carey Gully, Hectorville, Hope Valley, Sefton Park and Windsor Gardens.

Do you support the draft Concept Plan for the upgrade of St Morris Reserve?



Support the draft Concept Plan



Do not support the draft Concept Plan



Did not respond

What play equipment would you like to see in the new playground at St Morris Reserve?



Swing



Climber



Slide

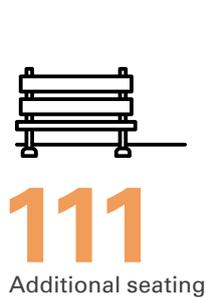


Spinner

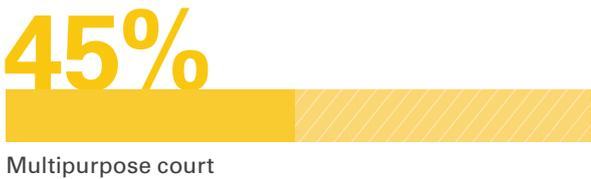


Other

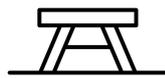
What other elements would you like to see included in this green open space?



Would you like to see a new basketball court or multi-purpose court installed in the Reserve?

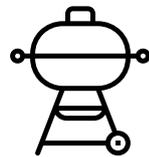


What amenities would you like to see included within St Morris Reserve?



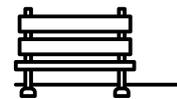
104

Picnic Table



85

Barbeque



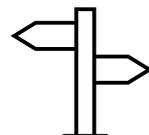
81

Seating



47

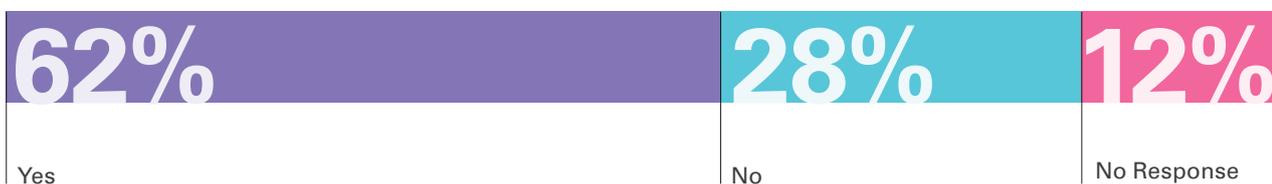
All abilities access



23

Improved Signage

Do you think toilet facilities should be provided at St Morris Reserve?



What you told us about the Draft Concept Plan

- Measures to mitigate flooding is highly desirable, area can still be used the majority of the time. New design encourages walking for fitness, provides improved access for wheelchair users;
- Great idea to prevent flooding and chance to upgrade the playground;
- Currently it is drab;
- It will be great to see more people walking dogs, having picnics, playing sport etc;
- The evolving demographic sees a wider cross section of users;
- Requires investment as currently quite tired and needs a bit of money spent on it;
- It is ripe for renewal and updating;
- I support the Draft Concept Plan in part. I still would like to an off-leash area, but prefer fenced in park for children;
- Fencing seems to be missing;
- Fencing for off-leash dogs;
- Safe area for dogs to play safely;
- A dog friendly area is missing;
- I think the Council missed/underestimated how many dogs use this park;
- It is the only off-lead park area over this side of the council area, so it would be reasonable for the Council to acknowledge;
- The fence around the outside is crucial for the space to remain dog friendly;
- I would LOVE to see the new playground fenced; and
- Backyards are getting smaller and if you have a dog, St Morris is the only place at a decent time you can bring your dog all allow it to run around. I will miss my community.

Other Comments included

- Large shelter with seating like the shelter at Felixstow Reserve for summer and winter and the BBQ to have shelter over it as well;
- Maybe an undercover area for shade;
- Shade covering;
- Water fountain at the western end;
- Bins, water (drinking), more shelter and shade;
- Water for washing hands; and
- Public toilets and filtered water stations.

Other key issues raised by respondents:

- Increasing car parking spaces around St Morris Reserve;
- Reducing the speed limit to 40km/h near the Reserve;
- Installing lighting;
- Donating a section of land to the St Morris Community Childcare Centre; and
- Banning dogs from the Reserve at all times.

Consultation Survey

First name

Surname

Residential street

Residential suburb

Postcode

Gender Male Female Non-binary Prefer not to say

Age Under 18 18–24 25–34 35–44
 45–54 55–64 65+

How often do you visit St Morris Reserve?

Daily Weekly Monthly Yearly Never

Do you support the draft Concept Plan for the upgrade of St Morris Reserve? Yes No

Why?

What play equipment would you like to see in the new playground at St Morris Reserve?

Swing Slide Spinner Climber
 Other

Would you like to see a new basketball court or multi-purpose court installed in the Reserve?

Basketball Court Multipurpose Court Other
 No, do not want a basketball or multi-purpose court installed in the Reserve

If you answered yes in the Question above:

Near the playground (as shown on the draft Concept Plan) Within the large open green space
 Other

Recognising that the Council will establish a large open green space forming a detention basin at St Morris Reserve, what other elements would you like to see included in this green open space? (please tick the relevant boxes)

- Seating
 Football Goals
 Soccer Goals
 More trees
 Other

Would you like to see any exercise and fitness equipment at St Morris Reserve?

- Yes
 No

If yes, what type of exercise equipment would you like to see?

What amenities would you like to see included within St Morris Reserve?

- Barbeque
 Picnic table
 Additional seating
 All abilities access
 Improved signage
 Other

Do you think toilet facilities should be provided at St Morris Reserve?

- Yes
 No

Are there aspects of the draft Concept Plan for the upgrade of St Morris Reserve that you would remove, or that you believe are missing?

Do you have any other comments on the draft Concept Plan that we should consider in finalising the Concept Plan for St Morris Reserve?

Keep in touch

If you would like to be kept up-to-date with the St Morris Reserve Upgrade Project as it progresses, please provide your email address:

Email

Also, to stay up to date about the Council's programs, services, events and initiatives, provide your email address to sign up to our eNewsletter, *Your NPSP*.

I would like to receive the Council's eNewsletter:

- Yes

Thank you for taking the time to complete this survey. All comments and submissions received as part of the St Morris Reserve Upgrade Project Consultation will be collated and summarised for consideration by the Council to prepare the final Concept Plan for the redevelopment of the Reserve.

Further information

For information on the St Morris Reserve Upgrade - 2023 Consultation Report, please visit www.npsp.sa.gov.au or phone 8366 4555.

You can also visit the Council's Customer Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

Additional copies

The St Morris Reserve Upgrade - 2023 Consultation Report can be viewed online at www.npsp.sa.gov.au

Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing townhall@npsp.sa.gov.au
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

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

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials  /cityofnpsp  @cityofnpsp



Australian Government



**City of
Norwood
Payneham
& St Peters**

Section 2 – Corporate & Finance
Reports

11.5 MONTHLY FINANCIAL REPORT – FEBRUARY 2023

REPORT AUTHOR: Manager, Finance
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4585
FILE REFERENCE: qA101554
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide the Council with information regarding its financial performance for the year ended February 2023.

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

Not Applicable

FINANCIAL AND BUDGET IMPLICATIONS

Financial sustainability is as an ongoing high priority for the Council. The current Council adopted Budget forecasts an Operating Surplus of \$867,032 for the 2022-2023 Financial Year.

For the period ended February 2023, the Council's Operating Surplus is \$2,936,000 against a budgeted Operating Surplus of \$2,341,000, resulting in a favourable variance of \$594,000. The Depreciation Expense is budgeted in the Financial Performance to be expensed in a quarterly basis. Given that this expense is \$930,000 per month this results in a higher surplus in the periods without any depreciation movement. The next Depreciation Expense for 2022-2023 will be expensed in March 2023 and this is the reason for the budgeted Operating Surplus for February high.

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**
Responsible Officers and General Managers.
- **Other Agencies**
Not Applicable.

DISCUSSION

For the period ended February 2023, the Council's Operating Surplus is \$2,936,000 against a budgeted Operating Surplus of \$2,341,000, resulting in a favourable variance of \$594,000.

Investment income continues to be favourable against budget due to current interest rates which are being received from the Local Government Finance Authority for cash at bank as this is higher than budgeted. In addition, the quantum of funds being held are higher than expected due to the timing of expenditure on projects (as advised at the Council Meeting held on 6 March 2023).

User Charges which are \$152,000 unfavourable to the Adopted Budget. This is largely due to the St Peters Childcare Centre and Preschool showing a \$145,284 deficit in revenue compared to the Adopted Budget. The reduction in income (i.e., fees) is however offset by a reduction in staff and other costs of \$85,835.

Reimbursements are \$114,000 favourable to the Adopted Budget due to Federal funding being received by the Council for Boost Apprenticeship Commencement Wage Subsidies Program (\$120,105). This Federal Government Funding Program aims to encourage training and continued development of a highly skilled Australian workforce by connecting industries and occupations traditionally associated with the apprenticeships system. As such the council has maximised access to this funding by supporting 6 existing workers to undertake qualifications in skills shortage areas such as civil management and arboriculture.

Employee expenses are \$536,000 (5%) favourable to the Revised Budget. The driving factors of this variance are a result of budgeted staff positions that were vacant at the commencement of the financial year. Some of these positions are now filled and others are currently undergoing recruitment. Where required, activities and functions have been back filled by utilisation of temporary staff, consultants or contractors.

The Monthly Financial report is contained in **Attachment A**.

OPTIONS

Not Applicable.

CONCLUSION

Not Applicable.

COMMENTS

Not Applicable.

RECOMMENDATION

That the February 2023 Monthly Financial Report be received and noted.

Attachments – Item 11.5

Attachment A

Monthly Financial Report

February 2023

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

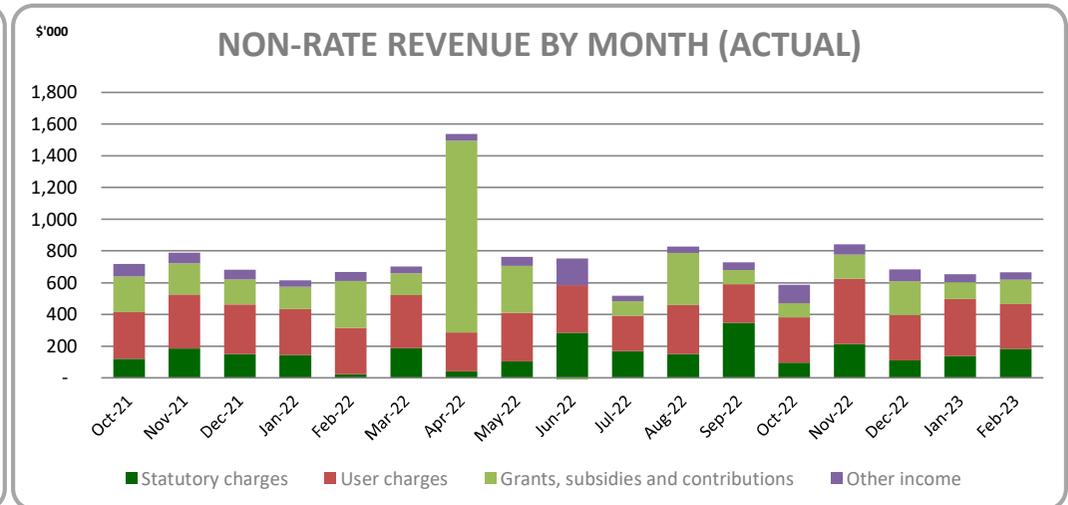
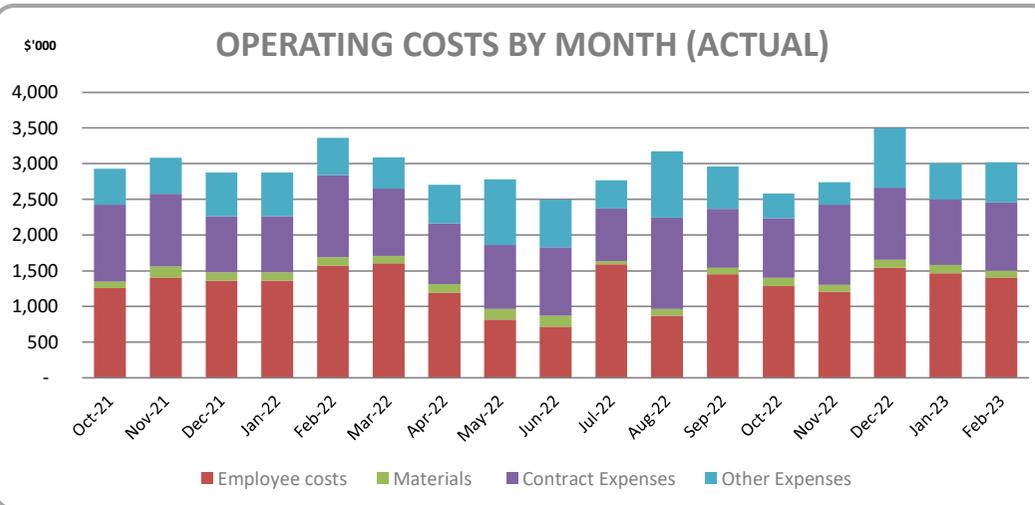


City of
Norwood
Payneham
& St Peters

CITY OF NORWOOD PAYNEHAM & ST PETERS

Financial Performance for the period ended 28 February 2023					
LYTD Actual		YTD Actual	YTD Revised Budget	Var	Var %
\$'000		\$'000	\$'000	\$'000	
	Revenue				
25,239	Rates Revenue	26,637	26,614	23	0%
1,396	Statutory Charges	1,399	1,427	(27)	(2%)
2,378	User Charges	2,402	2,554	(152)	(6%)
1,987	Grants, Subsidies and Contributions	1,225	1,179	46	4%
13	Investment Income	136	30	105	348%
432	Other	339	312	27	9%
4	Reimbursements	124	11	113	1,032%
31,449	Total Revenue	32,263	32,127	136	0%
	Expenses				
10,357	Employee Expenses	10,820	11,356	536	5%
6,702	Contracted Services	7,438	7,350	(88)	(1%)
333	Energy	402	358	(44)	(12%)
533	Insurance	596	547	(49)	(9%)
607	Legal expense	243	155	(87)	(56%)
296	Materials	306	337	31	9%
497	Parts, Accessories and Consumables	466	532	66	12%
212	Water	251	332	81	24%
3,026	Sundry	2,938	2,926	(12)	(0%)
5,263	Depreciation, Amortisation and Impairment	5,579	5,579	-	-
296	Finance Costs	288	314	26	8%
105	Net Loss - Joint Ventures & Associates	-	-	-	-
28,227	Total Expenses	29,328	29,786	458	2%
3,223	Operating Surplus/(Deficit)	2,936	2,341	594	25%

Summary of Net Cost of Divisions for the period				
Division	YTD Actual	YTD Revised Budget	Var	Var %
	\$'000	\$'000	\$'000	
Chief Executive Office	(2,544)	(2,703)	160	6%
Corporate Services	(8,821)	(8,849)	28	0%
Governance and Community Affairs	(1,349)	(1,520)	171	11%
Urban Planning and Environment	(1,497)	(1,716)	220	13%
Urban Services	(9,491)	(9,485)	(6)	0%
Operating Surplus/(Deficit) (before Rate Revenue)	(23,701)	(24,273)	572	2%
Rate Revenue	26,637	26,614	23	0%
Operating Surplus/(Deficit)	2,936	2,341	594	25%

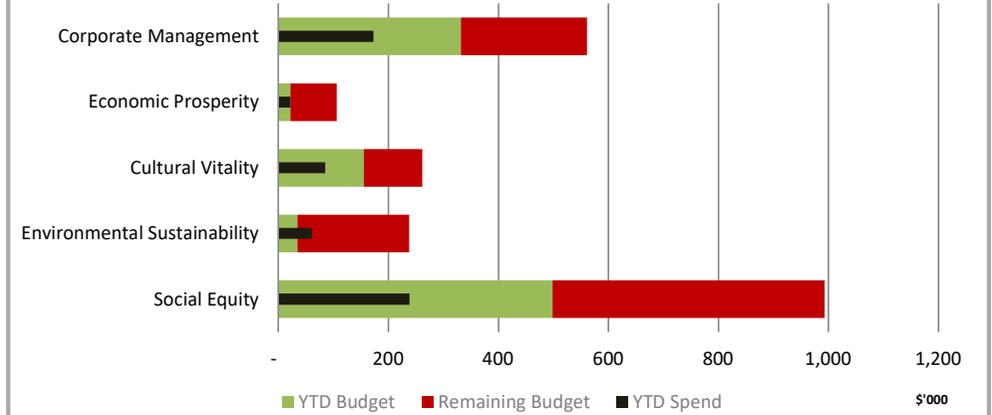


CITY OF NORWOOD PAYNEHAM & ST PETERS

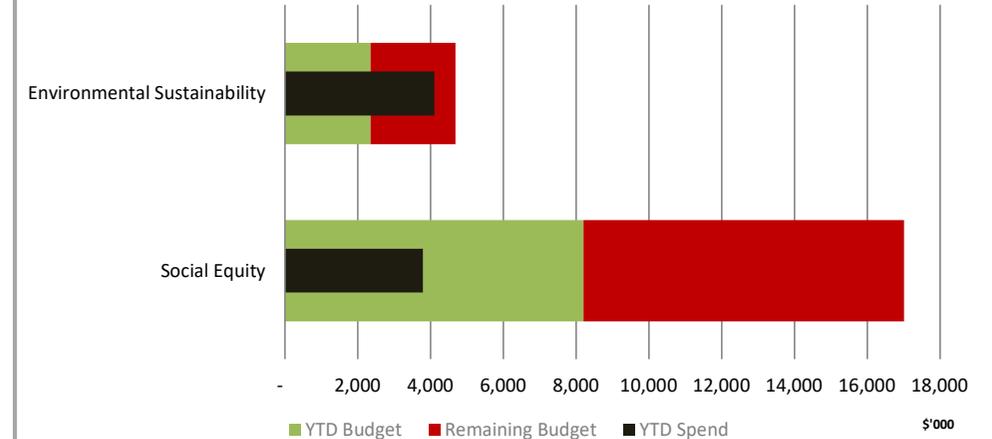
Project Summary for period ended 28 February 2023

	YTD Actual	YTD Revised Budget	Remaining Budget
	\$'000	\$'000	\$'000
Operating Projects			
Income			
Corporate Management	-	15	15
Economic Prosperity	-	-	-
Cultural Vitality	-	-	-
Environmental Sustainability	-	60	60
Social Equity	-	115	477
Total Income	-	190	552
Expenses			
Corporate Management	173	402	229
Economic Prosperity	22	107	85
Cultural Vitality	85	191	106
Environmental Sustainability	61	264	203
Social Equity	238	733	494
Total Expenses	579	1,697	1,118
Net Cost of Operating Projects	(579)	(1,507)	(566)
Capital Projects			
Income			
Corporate Management	-	-	-
Economic Prosperity	-	-	-
Cultural Vitality	-	-	-
Environmental Sustainability	80	200	5,106
Social Equity	11	78	2,053
Total Income	91	278	7,159
Expenses			
Corporate Management	50	153	189
Economic Prosperity	463	793	1,677
Cultural Vitality	135	-	81
Environmental Sustainability	4,105	2,348	2,336
Social Equity	3,796	8,206	8,808
Total Expenses	8,548	11,499	13,090
Net Cost of Capital Projects	(8,457)	(11,220)	(5,932)

SERVICE INITIATIVES (inc. Carry Forwards)



NEW ASSETS & RENEWALS (inc. Carry Forwards)

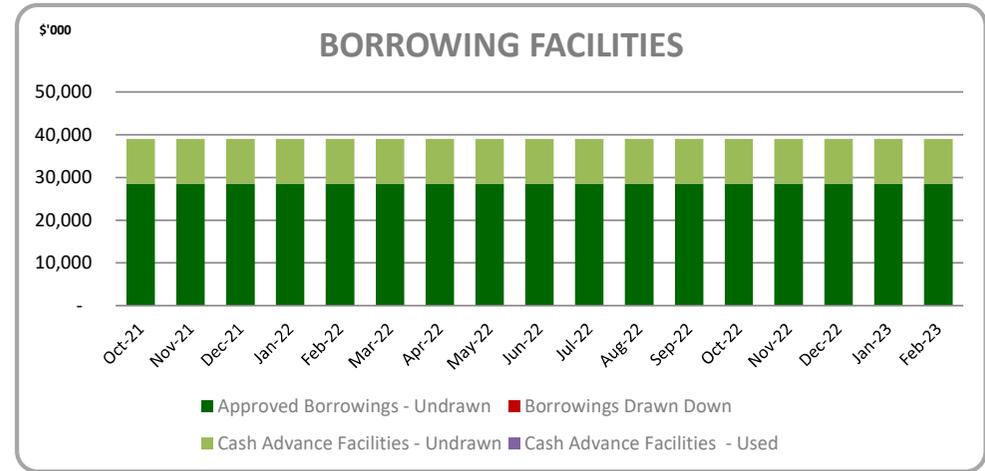
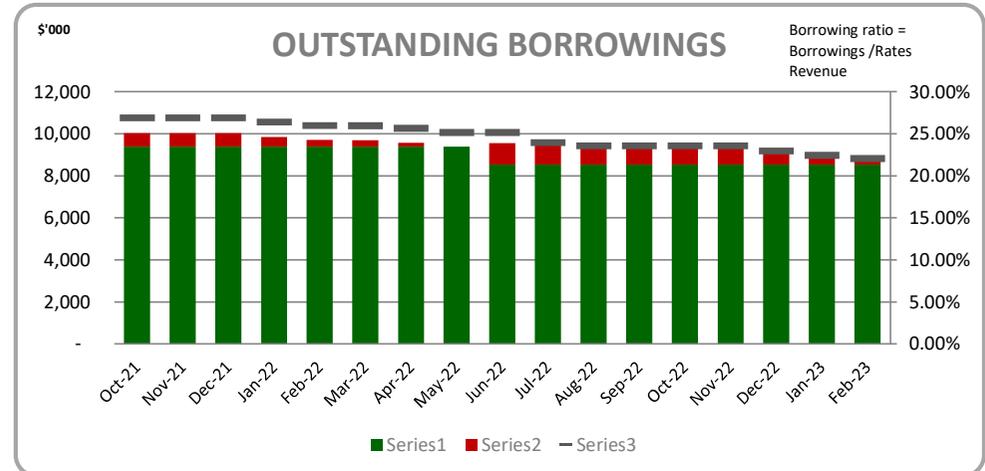
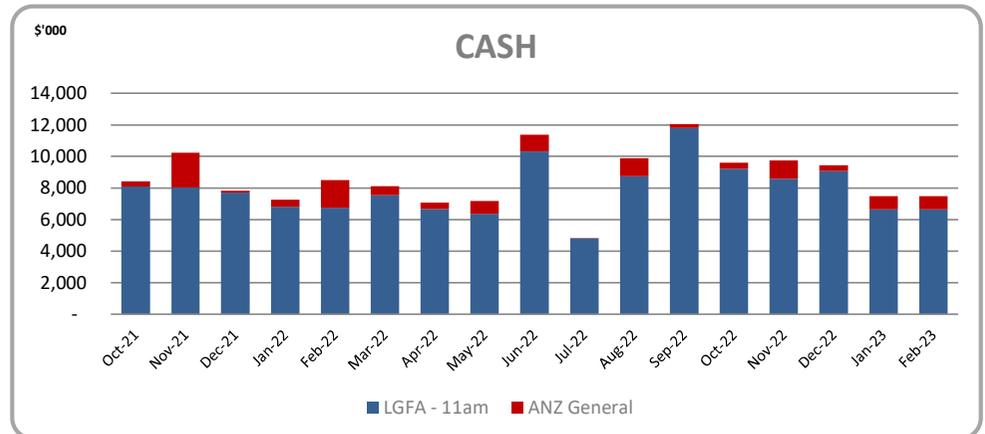


CITY OF NORWOOD PAYNEHAM & ST PETERS

Statement of Financial position as at 28 February 2023

	Feb-23	Jan-23	Movement	June 2022
	Actual	Actual		
	\$'000	\$'000	\$'000	\$'000
ASSETS				
Current Assets				
Bank and Cash	7,342	7,613	(271)	11,393
Accounts receivables	16,670	18,830	(2,160)	3,255
Less : Provision for Bad Debts	(580)	(580)	-	(580)
Total Current Assets	23,432	25,863	(2,432)	14,068
Non-current Assets				
Financial Assets	113	113	-	113
Investments in Joint Ventures	2,009	2,009	-	1,931
Infrastructure, Property, Plant and Equipment	550,685	549,430	1,255	548,034
Total Non-current Assets	552,807	551,552	1,255	550,078
Total Assets	576,239	577,415	(1,176)	564,146
LIABILITIES				
Current Liabilities				
Trade and Other Payables	23,412	25,406	(1,994)	13,031
Borrowings	241	397	(156)	1,021
Provisions	2,722	2,717	5	3,004
Total Current Liabilities	26,375	28,520	(2,144)	17,055
Non-current Liabilities				
Borrowings	8,527	8,527	-	8,527
Provisions	1,280	1,280	-	1,280
Investments in Joint Ventures	742	742	-	904
Total Non-current Liabilities	10,549	10,549	-	10,712
Total Liabilities	36,925	39,069	(2,143)	27,767
NET ASSETS	539,314	538,346	967	536,379
EQUITY				
Accumulated Surplus	65,644	64,676	969	62,709
Asset Revaluation Reserves	473,670	473,670	-	473,670
TOTAL EQUITY	539,314	538,346	969	536,379

Key areas to highlight YTD :



Section 3 – Governance & General Reports

11.6 HOME SUPPORT PROGRAM - DOMESTIC ASSISTANCE AND PERSONAL CARE SERVICES EXTENSION OF CONTRACTS

REPORT AUTHOR: Manager. Community Services
GENERAL MANAGER: General Manager, Governance & Civic Affairs
CONTACT NUMBER: 8366 4600
FILE REFERENCE: qA2111
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to seek the Council's approval to extend the Council's Domestic Assistance and Personal Care Services Panel of Contractors until June 2024.

BACKGROUND

The Council receives funding from the Federal Government to deliver a range of Home Support Services which includes Domestic Assistance and Personal Care services to older citizens. These services are brokered to a panel of Contractors that are appointed by the Council. There are currently approximately 335 citizens who are in receipt of either Domestic Assistance or Personal Care Services (or both).

In April 2020, the Council appointed Helping Hand, Your Nursing Agency, Direct Care and Assured Home care to a Panel of Contractors for the delivery of Domestic Assistance and Personal Care Services.

In March 2021, the Royal Commission into Aged Care Quality and Safety Final Report, recommended that the Federal Government develop a new aged care system and funding model for support of home programs such as the Commonwealth Home Support Program and Home Care Packages. In response to the recommendations, the Federal Department of Health and Ageing proposed to commence a new funding model and support at home program from 1 July 2023.

At the time, given the proposed changes, the Federal Department of Health and Ageing (the Department) offered the Council a twelve (12) month extension to the Funding Agreement until 30 June 2023, to enable services to continue whilst the changes to the funding model and Support at Home Program were finalised. To ensure continuity of client services, the Council endorsed an extension of the contracts until 30 June 2023.

However, Helping Hand and Assured Home Care have advised the Council that they would not be extending their Contracts for Domestic Assistance and Personal Care from 1 July 2022. As such, a new Tender was released by the Council in April 2022 to replace Helping Hand and Assured Home Care. The outcome of the Tender resulted in Continuum Care and Greenleaf Consultancy being appointed to the Panel of Contractors for Domestic Assistance and Personal Care, from 1 July 2022 until 30 June 2023

The Department is now proposing to extend the Council's Funding Agreement until 30 June 2024. This report seeks the Council's endorsement to extend the Contracts for a further twelve (12) months to align the Contracts for the Domestic Assistance and Personal Care services, with the proposed new Funding Agreement until 30 June 2024.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives in *City Plan 2030 – Shaping our Future* are:

Social Equity

Objective 1.1: Convenient and Accessible Services Information and Facilities;
Strategy 1.1.2: Maximise access to services facilities, information and activities.

In order to ensure access to Domestic Assistance and Personal Care services for older citizens of the City, the services are delivered by Council approved Contractors.

FINANCIAL AND BUDGET IMPLICATIONS

The Domestic Assistance and Personal Care Service is predominantly funded by the Federal Department of Health and Ageing. The Council receives \$632,773 from the Federal Government for the purposes of delivering Domestic Assistance and Personal Care. The Council's Funding Agreement with the Federal Department of Health will be extended by the Federal Department of Health until 30 June 2024.

The Council has contributed \$10,000 in funding to support adults living with disability, aged between 18 to 64 years of age, who are not eligible for the National Disability Insurance Scheme

The funding for these services is supplemented by contributions from citizens who receive these services.

SOCIAL ISSUES

Not Applicable

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable

RISK MANAGEMENT

The impacts of COVID-19 continue to have an impact on the supply of support workers in the aged care industry and there is currently a shortage of aged care staff in the industry. This has impacted on the capacity of aged care service providers to take on new work. This issue, combined with the fact that the new Tender would only offer a 12-month contract would not make the Tender attractive (given the amount of work a tender requires) for tenderers and potentially reduce the number and quality of Tenderers that may apply. The last Tender released in April 2022, received only eight (8) Tenders. Previously, the Council has normally received up to twenty (20)

In addition, the requirement to go out to tender given the current economic environment may place the continuity and quality of client services at risk for existing clients. A potential change in the provider of services for a short period of time may also cause unnecessary distress to clients who are comfortable with a particular provider.

COVID-19 IMPLICATIONS

Not Applicable

CONSULTATION

- **Elected Members**
Not Applicable
- **Community**
Not Applicable
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

In March 2022, the Council endorsed a twelve (12) month extension of the Panel of Contractors Contracts for the delivery of Domestic Assistance and Personal Care until 30 June 2023. All Contractors with the exception of Helping Hand and Assured Home Care, accepted the offer to extend their Contracts. As stated previously two (2) new Contactors were appointed to the Panel to replace Helping Hand and Assured Home Care.

The Panel of Contractors who deliver the Council's Domestic Assistance and Personal Care Services includes the following organisations:

- Direct Care;
- Your Nursing Agency;
- Continuum Care; and
- Greenleaf Consultancy.

As stated above, the Department is in the process of developing a new funding model and Home Support Program to address issues which have been raised by the Royal Commission regarding the current aged care system. These issues relate to wait times for Home Care Packages, unspent funding and high administration costs in Home Care Packages and the need for improved governance in aged care.

The complete details of the new funding model and Home Support Program have yet to be released. However, some of the key features that have been confirmed include:

- service providers will no longer be paid through grant funding. Payment will be made on the basis of actual services delivered to citizens. The Federal Government will set the rates for reimbursement;
- the Commonwealth Home Support Program and Home Care Packages will be replaced by one (1) Home Support Program. The services an individual citizen receives will be based on the Support Plan developed by the citizen and the Regional Assessor;
- a classification framework will be developed which will determine the care needs of a citizen; and
- expansion of the Serious Incident Response Scheme to Home Care Services and the introduction of a Code of Conduct for Services Providers.

The Department has changed the commencement date of the new funding model and Home Support Program from 1 July 2023 to 1 July 2024. The Department requires more time to undertake community consultation, review the funding model and develop and implement legislative changes to support the implementation of the new Home Support Program. In this regard the Department has also proposed an extension to the Council's Funding Agreement until 30 June 2024.

Given the proposed extension of the current Funding Agreement and to ensure continuity of services until 30 June 2024, the Council either needs to extend its current contract arrangements with the Panel of Contractors or undertake a new tender process for the 12-month period.

As mentioned previously COVID-19 continue to have an impact on the supply of support workers in the aged care industry and there is currently a shortage of aged care staff in the industry. This has impacted on the capacity of aged care service providers to take on new work. Additionally, the requirement to go out to tender given the current economic environment may place the continuity and quality of client services at risk for existing clients. A potential change in the provider of services may also cause unnecessary distress to clients who are comfortable with a particular provider. To ensure continuity of services until 30 June 2024 it is recommended that the current contract is extended until June 2024.

OPTIONS

Option 1

The Council can determine not to extend the current contract arrangements and determine to conduct a new tender process. This option is not recommended for the reasons set out in the report.

Option 2

The Council can determine to extend the current contract arrangements to June 2024, which would enable the current Panel of Contractors to continue to deliver services to clients until 30 June 2024, in line with the Federal Department of Health's Extension of the Funding Agreement with the Council.

Option 2 is the recommended option for reasons outlined in the report.

RECOMMENDATION

That the Contracts for the Domestic Assistance and Personal Care Services Panel of Contractors be extended until 30 June 2024.

12. ADOPTION OF COMMITTEE MINUTES

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: Not Applicable
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meetings for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Audit & Risk Committee – (27 March 2023)
(A copy of the Minutes of the Audit & Risk Committee meeting is contained within **Attachment A**)

ADOPTION OF COMMITTEE MINUTES

- **Audit & Risk Committee**

That the minutes of the meeting of the Audit & Risk Committee held on 27 March 2023 be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

Attachment A

Adoption of Committee Minutes

Audit & Risk Committee

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**

Audit & Risk Committee Minutes

27 March 2023

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
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

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VENUE	Mayors Parlour, Norwood Town Hall
HOUR	7.00pm
PRESENT	
Committee Members	Mayor Robert Bria (Presiding Member) Cr Grant Piggott Cr Claire Clutterham Ms Sandra Di Blasio (Independent Member) Ms Stefanie Eldridge (Independent Member)
Staff	Mario Barone (Chief Executive Officer) Lisa Mara (General Manager, Governance & Civic Affairs) Sharon Francis (Acting Manager, Finance)
Visitor	Mr Michael Kelledy (KelledyJones Lawyers)
APOLOGIES	Nil
ABSENT	Nil

TERMS OF REFERENCE:

The functions of the Audit & Risk Committee include:

- (a) reviewing Annual Financial Statements to ensure that the Statements present fairly the state of affairs of the Council; and
- (b) proposing, and providing information relevant to, a review of the Council's strategic management plans or annual business plan; and
- (c) monitoring the responsiveness of the Council to recommendations for improvement based on previous audits and risk assessments, including those raised by the Council's External Auditor; and
- (d) proposing, and reviewing, the exercise of powers under Section 130A of the Local Government Act 1999; and
- (e) liaising with the Council's External Auditor in accordance with any requirements prescribed by the regulations; and
- (f) reviewing the adequacy of the accounting, internal controls, reporting and other financial management systems and practices of the Council on a regular basis; and
- (g) providing oversight of planning and scoping of the Internal Audit work plan; and
- (h) reviewing and commenting on reports provided by the person primarily responsible for the Internal Audit function at least on a quarterly basis; and
- (i) reviewing and evaluating the effectiveness of policies, systems and procedures established and maintained for the identification, assessment, monitoring, management and review of strategic, financial and operational risks on a regular basis; and
- (j) reviewing any report obtained by the Council pursuant to Section 48(1) of the Local Government Act 1999; and
- (k) performing any other function determined by the Council or prescribed by the regulations.

1. PRESENTATION

Michael Kelledy of KelledyJones Lawyers provided a presentation regarding the role of the Committee and the *Local Government (Procedures at Meetings) Regulation 2013*.

2. CONFIRMATION OF MINUTES OF THE AUDIT COMMITTEE MEETING HELD ON 24 OCTOBER 2022

Ms Sandra Di Blasio moved that the minutes of the Audit Committee meeting held on 24 October 2022 be taken as read and confirmed. Seconded by Cr Piggott and carried unanimously.

3. PRESIDING MEMBER'S COMMUNICATION

Mayor Bria welcomed all Members and congratulated them on their appointment to the Committee.

4. QUESTIONS WITHOUT NOTICE

Nil

5. QUESTIONS WITH NOTICE

Nil

6. WRITTEN NOTICES OF MOTION
Nil

7. STAFF REPORTS

7.1 2023-2024 ANNUAL BUSINESS PLAN AND BUDGET OBJECTIVES & PARAMETERS

REPORT AUTHOR: Acting Manager, Finance
GENERAL MANAGER: General Manager, Governance & Civic Affairs
CONTACT NUMBER: 8366 4548
FILE REFERENCE: qA109628
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to advise the Audit & Risk Committee of the process which has been endorsed by the Council regarding the objectives and parameters which will apply in the development of the draft 2023-2024 Annual Business Plan and Annual Budget.

BACKGROUND

Legislative Requirements

Pursuant to Section 123 of the *Local Government Act 1999* (the Act), each financial year the Council is required to prepare an Annual Business Plan and Annual Budget. The Annual Business Plan and Annual Budget are to be adopted by the Council after 31 May for the ensuing financial year and except in a case involving extraordinary administrative difficulty, before 31 August for the financial year.

Pursuant to Section 123(2) of the Act and in Regulation 6 of the *Local Government (Financial Management) Regulations 2011* (the Regulations), each Annual Business Plan of a Council must-

- (a) *include a summary of the Council's long-term objectives (as set out in its strategic management plans); and*
- (b) *include an outline of—*
 - (i) *the Council's objectives for the financial year; and*
 - (ii) *the activities that the Council intends to undertake to achieve those objectives; and*
 - (iii) *the measures (financial and non-financial) that the Council intends to use to assess the performance of the Council against its objectives over the financial year; and*
- (c) *assess the financial requirements of the Council for the financial year and, taking those requirements into account, set out a summary of its proposed operating expenditure, capital expenditure and sources of revenue; and*
- (d) *set out the rates structure and policies for the financial year; and*
- (e) *assess the impact of the rates structure and policies on the community based on modelling that has been undertaken or obtained by the Council; and*
- (f) *take into account the Council's Long-Term Financial Plan and relevant issues relating to the management and development of infrastructure and major assets by the Council; and*
- (g) *address or include any other matter prescribed by the Regulations.*

At its meeting held on 16 January 2023, the Council endorsed the objectives and parameters which will apply in the development of the draft 2023-2024 Annual Business Plan and Annual Budget.

This report is to advise the Audit & Risk Committee of the process which has been endorsed by the Council.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Council's Strategic Management Plan, *CityPlan 2030: Shaping Our Future*, the Long-term Financial Plan and Whole-of-Life Asset and Infrastructure Management Plans, provide the basis and framework upon which the Council's Annual Business Plan and Budget is based.

FINANCIAL AND BUDGET IMPLICATIONS

The Council's Long-Term Financial Plan, sets out the Council's financial goal as, "A City which delivers on our Strategic Outcomes by managing our financial resources in a sustainable and equitable manner", in short to be financially sustainable.

The Local Government Association of South Australia defines financial sustainability as:

- "A Council's long-term financial performance and position is sustainable where planned long-term service and infrastructure levels and standards are met without unplanned increases in rates or disruptive cuts to services."
- The key elements to the definition are
 - ensuring the maintenance of a Council's high priority expenditure programs, both operating and capital;
 - ensuring a reasonable degree of stability and predictability in the overall rate burden; and,
 - promoting a fair sharing in the distribution of Council resources and the attendant taxation between current and future ratepayers.

In simple terms, financial sustainability means positioning the Council so that it can continue to provide quality services, programs and facilities and maintain the Council's infrastructure to a defined service standard, with stable rate increases (removal of sudden increases) and ensuring inter-generational equity.

The Council's Annual Business Plan and Budget is required to contain objectives and financial parameters which will deliver a responsible budget and meet the reasonable needs of the community on an equitable and "value for money" basis. For the 2023-2024 Financial year, the Council's 2021-2031 Long-Term Financial Plan, projects an Operating Surplus of \$1,355,000 based on a Rate Revenue increase of 4.55%.

It should be noted that the target Operating Surplus includes Grant Income of \$362,000 which is expected to be received in the 2023-2024 Financial Year under the Roads-to-Recovery Program and will be included in the Capital Projects budget to be spent on a Capital Road Project(s).

EXTERNAL ECONOMIC IMPLICATIONS

The Annual Business Plan and Budget will have an economic impact on property owners and suppliers of goods and services to the Council, the level of which will be dependent on the final decisions taken in respect to the level of income, and subsequently the Rate increase required to meet proposed expenditure.

SOCIAL ISSUES

Nil.

CULTURAL ISSUES

Nil.

ENVIRONMENTAL ISSUES

Nil.

RESOURCE ISSUES

Nil.

RISK MANAGEMENT

Financial Management and Annual Business Plan preparation processes are governed by the *Local Government Act 1999* and Regulation 6 of the *Local Government (Financial Management) Regulations 2011*. All budget documentation will need to be prepared in accordance with the relevant statutory requirements.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

2023-2024 Annual Business Plan

The Annual Business Plan is the Council's statement of the intended services, programs, facilities and objectives set by the Council for a given financial year. It is based upon the objectives and strategies set out in the Council's Strategic Plan *CityPlan 2030: Shaping Our Future*, the Long-term Financial Plan and the Whole-of-Life Infrastructure and Asset Management Plans.

The Council's Strategic Plan, *CityPlan 2030: Shaping Our Future*, sets out the Council's Outcomes in respect to Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability, together with objectives and strategies for each Outcome.

Pursuant to Section 123(2) (b) (i), the Annual Business Plan must contain a series of objectives for the financial year. To be effective the annual objectives should be in line with the outcomes contained in the *City Plan 2030: Shaping Our Future* and assist the Council in delivering on the financial outcomes set out in the Long-Term Financial Plan.

The following objectives have been endorsed by the Council to be incorporated into the 2023-2024 Annual Business Plan.

Social Equity

An inclusive, connected, accessible and friendly community

- Our cost-effective services are welcoming, inclusive, and socially connected all ages and abilities.
- Our infrastructure assets are maintained and renewed in line with Councils Whole of Life Infrastructure framework.
- Deliver programs and activities which result in an engaged and participating community.
- Engage disabled, aged, youth and varied cultures in the life of the City through a variety of events and programs.
- Rates are fair and equitable for our residents and ratepayers.

Cultural Vitality

A culturally rich and diverse City, with a strong identity, history and 'sense of place'

- Promote a healthy cultural life and creative expression through the use of public art and events that complement the City's cultural heritage.
- Provide opportunities for the community to contribute to the social and creative life of the City through events, activities, arts and cultural initiatives.

Economic Prosperity

A dynamic and thriving centre for business and services

- Support the development of a prosperous local economy.

Environmental Sustainability

A leader in environmental sustainability

- Ensure urban development undertaken enhances the environmental, social and cultural character of our City.
- Maximise the use of the City's open space by providing a range of active and passive open space recreation opportunities.
- Promote recycling and environmentally sustainable practices throughout the City.
- Consider innovative infrastructure solutions which minimise the impact on the environment.

Organisational Excellence

- Ensure best use of Council resources by innovative, efficient and effective service provision.
- Demonstrate Business Excellence Principles.
- Financially sound organisation.

The assessment of new projects, services, programs and activities will be assessed against both the Annual Business Plan objectives and *City Plan 2030* objectives and strategies.

The 2023-2024 Annual Budget

To ensure that the Council delivers its financial objectives and in accordance with the Council's standard practice, the draft 2023-2024 Annual Budget will be developed with reference to and within the framework of the Long-Term Financial Plan, which, based on the components of the rate revenue increase set out in the Budget and Financial Implications above, sets out a target Operating Surplus of \$1,355,000.

To ensure the Council's financial targets are achieved, the Annual Budget must be set with reference to similar key influences and assumptions. The influences and assumptions relating to external economic conditions and internal policy decisions are set out below.

Key Influences

- maintenance and renewal program for existing infrastructure assets, including roads, footpaths, Council owned properties and open spaces, are consistent with the *Whole-of Life Infrastructure and Asset Management Plans*;
- commitment to major projects which span more than one (1) financial year;
- initiatives and major projects which are undertaken need to contribute to the Vision, strategic direction and the wellbeing of our City as set out in the *CityPlan 2030: Shaping Our Future*;
- previously recognised ongoing operational savings are to be maintained;
- to continue to implement the principles and practices of the Business Excellence Framework (i.e. Continuous Improvement of the organisations procedures and process to ensure the "best value" is achieved);
- prudent financial management to ensure ongoing financial sustainability; and
- decisions will be informed and based on the best available evidence and information at the time.

Key Assumptions

The Annual Budget incorporates three (3) components of the Council Operations, these being:

- Recurrent Income and Expenditure (Recurrent Budget)
- Operating Projects (Operating Projects Budget); and
- Capital Projects (Capital Budget).

As in previous years, the preparation of the Annual Budget will be undertaken in two (2) stages. The first stage will be the preparation on the Recurrent Budget, which incorporates the revenues and expenditure required to provide the "Business as Usual" services. The second stage will focus on the Capital and Operating Project budget.

Rate Revenue Increases

As in previous years, for the initial review of the draft Recurrent Budget, no increase in rate revenue will be taken into account in the analysis. Notwithstanding this, it should be noted, that the financial projections set out in the Council's Long-Term Financial Plan is based on a Rate Revenue increase of 4.55%.

Maintaining Existing Services at Current Service Standards

The draft Recurrent Budget is proposed to be based on a "business as usual" assumption, which means that the Council will continue to provide the existing services, programs and facilities at the current service levels, unless otherwise determined by the Council. This is not to say that the existing services, programs and facilities will be continued to be delivered in the same way. It should be noted that service levels, and the associated budget will be adjusted to reflect ongoing operating cost adjustments resulting from projects completed during the 2022-2023 Financial year.

The "business as usual" assumption does not take into account any change in direction or service levels in response to community expectations, legislative requirements, changing economic conditions or any changes which the Council may wish to make. Such changes will be accounted for in the Council's Operating & Capital Projects Budget.

Cost Escalation

Materials, Contracts and Other Expenses

The Adelaide CPI for the June 2022 Quarter and September 2022 Quarter was 6.4% and 8.4% respectively. An alternative measure for cost escalation is the Local Government Price Index (LGPI). As the nature of the price movement associated with goods and services consumed by Local Government is different to the goods and services consumed by the 'average household', the LGPI is a reliable and independent measure of the inflationary effect on price changes in the South Australian Local Government sector. The LGPI is similar in nature to the CPI, however it represents the movements of prices associated with the goods and services used by Local Government in South Australia (to deliver services to its community) as opposed to the goods and services consumed by the 'average metropolitan household'. The LGPI considers both recurrent and capital expenditure. The change in the recurrent component from the previous year of the LGPI for South Australia to June 2022 is 3.8% and as at September 2022 is 4.5%.

The State Government recently released the 2022-2023 Mid-year Budget Review, which forecasts the Adelaide CPI at 7.25% for the remainder of 2022-2023, reducing to 4.0% for the 2023-2024 financial year. The Federal Government expects inflation to ease gradually to 3.50% by June 2024.

After consideration of both the LGPI and the community's expectation that increases should only move by the CPI forecast, the Council has endorsed that the **maximum** expenditure increase for 2023-2024 across the Materials, Contracts and Other Expenses component of the Budget, be set at 8.0%, which has been determined with reference to the current movements in the Adelaide CPI and the LGPI Index for recurrent expenditure. It should be noted that this may change as the Budget process progresses.

It should also be noted that in some circumstances, there may be cost increases in excess of the 8% target (i.e. Solid Waste Levy, fuel charges and materials costs) and in other circumstances, there will be no or minimal cost increases.

Wages and Salaries

Wages and Salaries and other associated employee on-costs will be indexed in line with the current Enterprise Agreements, which is currently set at 5.0% (from 1 November 2022 then 3% from 1 November 2023) for the *Municipal Officers Enterprise Agreement* (indoor staff) and 2% for *The Local Government Workers Enterprise Agreement* (outdoor staff). It should be noted that *The Local Government Workers Enterprise Agreement* (outdoor staff) expires in November 2023. As negotiations will not commence until after the adoption of the 2023-2024 Budget, for the purpose of developing the Wages and Salaries budget, the indexation factor will be increased to 5.0% in line with the *Municipal Officers Enterprise Agreement*. It should be noted that in-line with the *Superannuation Guarantee (Administration) Act 1992*, superannuation guarantee payments will increase to 11% of eligible earnings.

Fees and Charges

At its meeting held on 6 March 2023, the Council considered the draft Fees and Charges for 2023-2024 which are not set by legislation, and resolved the following:

That the draft Schedule of Fees and Charges for the 2023-2024 financial year set out in Attachment A be adopted 'in principle', with the following amendments:

1. *the meeting hire fees for the Norwood Concert Hall for community organisations not be increased;*
2. *the Parks and Reserves hire fees for not-for-profit/community group gatherings not be increased; and*
3. *the Swimming Centre fees not be increased.*

Excluding the fees associated with the three (3) facilities above, the proposed increase to all other Fees and Charges is based on the weighted average of the recommended increase in Material & Contracts and the Wages and Salaries Indexation.

Capital Expenditure

Capital Expenditure relates to the purchasing, building, upgrading and renewing of the Council's assets. Capital Expenditure is funded from depreciation, borrowings and grant funding (where available). For asset renewals the main funding source is depreciation. For new assets and upgrades, the main funding source is borrowings and grant funding. The draft Annual Budget will assume that the Council will borrow to fund new assets and the upgrading of existing assets, with the renewal of assets being funded through depreciation.

Assuming that the Reserve Bank of Australia maintains cash rates at the current level of 3.6%, the interest rates on new borrowings are forecast to be between 5.01% per annum and 6.0% per annum, depending on the term of the borrowings. The interest rate on investment income is forecast at 3.8% per annum.

New Operating and Capital Projects

The assessment of new projects, both Operating and Capital, which are put forward for consideration, will be based on the objectives contained in *CityPlan 2030: Shaping Our Future*, the Council's Long Term Financial Plan and the Infrastructure and Asset Management Plans and the annual objectives set out above.

All new proposed Projects are to be considered and approved within the constraints of the Long-Term Financial Plan. New services and "one-off" Operating Projects are funded through Rate Revenue increases, grant funding or by expenditure savings. New Capital Projects will be funded via Grant Funding (if secured), borrowings or cash reserves.

Carry Forward Projects

Where Operating Projects are not completed within budgeted scheduled timeframes, future deficits can eventuate, as the Rate Revenue is raised in the year the project is initially approved. As part of the draft 2023-2024 Budget, the cost to complete the Operating Projects from prior financial years will be carried forward to the 2023-2024 Financial Year, however the estimate of Carried Forward Projects will be excluded for rate modelling purposes. In this respect, estimates will be based on the 2022-2023 Third Quarter Budget Update, with the associated operational impacts being built into the determination of the 2023-2024 Operating Result.

The draft Recurrent Budget (prior to any increase in Rate Revenue being determined by the Council together with the Operating and Capital Projects) was presented to Elected Members at a Workshop which was held on 14 March 2023. The draft Recurrent Budget and the Capital and Operating Projects are proposed to be considered by the Council at a Special Council Meeting which is scheduled for 11 April 2023.

Budget Management Principles

As in previous years, the Council recognises that it needs to exercise “budget discipline” if it is to achieve its financial outcomes that are set out in the Annual Business Plan and Budget and continue to achieve and maintain financial sustainability.

To date, the approach which has been taken by this Council once the Annual Business Plan and Budget has been adopted, includes:

- no new recurrent operating expenditure or projects approved without being matched by an increase in operating revenue (i.e., Grants/Fee for Service) or a reduction in expenditure, elsewhere within the Council’s operations;
- expenditure over-runs are offset by deferral of discretionary expenditure or expenditure savings elsewhere within the Council’s operations;
- income shortfalls to be matched by operating expenditure savings; and
- no new capital expenditure that requires additional borrowings.

Noting that there may be some urgent issues that require urgent attention however once the Budget is adopted, these should be the exception rather than the rule.

Budget Timetable

Pursuant to Section 123 of the Act and Regulation 6 of the Regulations, the Council is required to adopt the Annual Business Plan and Annual Budget after 31 May for the ensuing financial year and except in a case involving extraordinary administrative difficulty, before 31 August for the financial year.

As set out in Table 1 below, a proposed budget timetable has been developed to ensure that the Council is in a position to adopt the 2023-2024 Annual Business Plan and Annual Budget at the Council meeting to be held on 3 July 2023.

TABLE 1: KEY BUDGET PROCESS ACTIVITIES 2022-2023

Key Steps	Dates
Budget process, parameters and objectives adopted	Monday 16 January 2023 (Council Meeting)
Fees and charges adopted in principle by the Council	Monday 6 March 2023 (Council Meeting)
Budget Workshop with Elected Members	Tuesday 14 March 2023
Budget Council Meeting	Tuesday 11 April 2023 (Special Meeting)
<ul style="list-style-type: none"> • <i>Recurrent Budget considered</i> • <i>Operating and Capital Projects considered</i> 	
Draft Annual Business Plan, rating model and projects carried forward and Infrastructure Whole of Life endorsed	Monday 1 May 2023 (Council Meeting)
Draft Annual Business Plan available for viewing by the public	Friday 5 May 2023
Meeting to receive public submissions on the Annual Business Plan	Monday 29 May 2023
Consideration of public submissions	Tuesday 13 June 2023 (Special Council Meeting)
Adoption of Annual Business Plan and Budget	Monday 3 July 2023 (Council Meeting)

Pursuant to Section 123 (3) of the Act, prior to the adoption of the Annual Business Plan, the Council must undertake public consultation for a minimum period of twenty-one (21) days. At the conclusion of the public consultation period, a public meeting is to be held where members of the community can ask questions and make submissions regarding the draft Annual Business Plan. During the public consultation period, the Council must make available copies of the draft Annual Business Plan at its Principal place of business.

In respect to the community consultation on the Annual Business Plan, a Public Meeting is proposed to be held on Monday, 29 May 2023 to allow members of the community to present their comments and feedback to the Council on the content of the Annual Business Plan and Budget.

As part of the consultation process, and following the Council's endorsement of the draft 2023-2024 Budget, the draft 2023-2024 Budget will be presented to the Audit & Risk Committee on 8 May 2023.

This will provide the opportunity for the Committee to consider and make any recommendations regarding the draft Budget to the Council for the Council's consideration as part of the final adoption of the Budget.

OPTIONS

Not Applicable.

This report is presented to the Audit & Risk Committee for information purposes only.

CONCLUSION

The development of the 2023-2024 Annual Business Plan and Budget should form the platform to position the Council to achieve ongoing Financial Sustainability. Financial Sustainability is not a number on the Income Statement, it is a strategy. Therefore, strategies need to be developed that integrate into the Council's planning and are supported by longer term planning, with any future decisions made being consistent with and supporting the strategy.

COMMENTS

Nil.

RECOMMENDATION

That the report be received and noted.

Cr Clutterham moved:

That the report be received and noted.

Seconded by Ms Sandra Di Blasio and carried unanimously.

8. CONFIDENTIAL REPORTS

8.1 TENDER EVALUATION - EXTERNAL FINANCIAL AUDIT SERVICES

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.

Cr Piggott moved:

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 [Chief Executive Officer, General Manager, Governance & Civic Affairs and Acting Manager, Finance], 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.

Seconded by Cr Clutterham and carried unanimously.

Cr Piggott moved:

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.

Seconded by Ms Stefanie Eldridge and carried unanimously.

9. OTHER BUSINESS
Nil

10. NEXT MEETING

Monday 8 May 2023

11. CLOSURE

There being no further business the Presiding Member declared the meeting closed at 8.04pm.

Mayor Robert Bria
PRESIDING MEMBER

Minutes Confirmed on _____
(date)

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS

14.1 TENDER SELECTION REPORT – BURCHELL RESERVE 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:

(k) tenders for the supply of goods, the provision of services or the carrying out of works;

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 – CRUICKSHANK RESERVE FACILITY 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:

(k) tenders for the supply of goods, the provision of services or the carrying out of works;

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.

14.3 APPOINTMENT OF MEMBERS TO THE ERA WATER AUDIT COMMITTEE

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:

- (a) information, the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);

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, discussion and minutes be kept confidential until the appointments are made.

15. CLOSURE