

Council Meeting Agenda & Reports

3 February 2026

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

To all Members of the Council

NOTICE OF MEETING

I wish to advise that pursuant to Section 83 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:

Tuesday 3 February 2026, commencing at 7:00 pm.

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

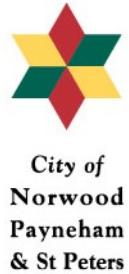


Mario Barone PSM
CHIEF EXECUTIVE OFFICER

29 January 2026

City of Norwood Payneham & St Peters
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PRESENT

Council Members	Mayor Robert Bria Cr Kester Moorhouse Cr Rita Excell Cr Garry Knoblauch Cr Hugh Holfeld Cr John Robinson Cr Kevin Duke Cr Connie Granozio Cr Victoria McFarlane Cr Scott Sims Cr Grant Piggott Cr Sandy Wilkinson Cr John Callisto Cr Christel Mex
Staff	Mario Barone (Chief Executive Officer) Carlos Buzzetti (General Manager, Urban Planning & Environment) Lisa Mara (General Manager, Governance & Civic Affairs) Andrew Hamilton (General Manager, Community Development)

APOLOGIES

- 1 KAURNA ACKNOWLEDGEMENT**
- 2 OPENING PRAYER**
- 3 CONFIRMATION OF MINUTES OF THE COUNCIL MEETING HELD ON DATE**

That the Minutes of the Council Meeting held on 20 January 2026, be taken as read and confirmed.

- 4 **MAYOR'S COMMUNICATION**
- 5 **DELEGATES COMMUNICATION**
- 6 **ELECTED MEMBER DECLARATION OF INTEREST**
- 7 **ADJOURNED ITEMS**

Nil

8 QUESTIONS WITHOUT NOTICE

9 QUESTIONS WITH NOTICE

Nil

10 DEPUTATIONS

Nil

11 PETITIONS

Nil

12 NOTICES OF MOTION

12.2 AUDIO RECORDINGS OF COUNCIL MEETINGS

SUBMITTED BY: Cr Mex
ATTACHMENTS:

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

NOTICE OF MOTION

1. That a report be prepared regarding the potential for making audio recordings of Ordinary and Special Council Meetings for the purpose of making the recordings available to the community via the Council's website within seven (7) days of each meeting, for the Council's consideration.
2. The report is to include the benefits and potential challenges associated with making recordings publicly available, with examples provided from other South Australian Councils.
3. That the report be presented to the Council Meeting to be held in April 2026.

REASONS IN SUPPORT OF MOTION

Transparency and accountability are fundamental to meaningful community engagement, informed public participation, and trust in local decision-making. While the livestreaming of Council meetings in some jurisdictions has significantly improved access for residents who cannot attend in person, both livestreaming and physical attendance still require people to be available at the time meetings occur.

Neither option allows members of the public to listen back to proceedings after a meeting has concluded, including the questions asked, deputations, arguments put forward, and reasoning behind decisions made by Council. Providing access to audio recordings would enable the community and the wider public to hear Council deliberations firsthand and form their own views, rather than relying on summaries or secondary reporting.

A number of South Australian Councils already make recordings of their meetings publicly available following each meeting, including the Cities of Adelaide Unley, Victor Harbor, Onkaparinga, Mitcham, West Torrens, Prospect, Playford, Burnside, the Town of Gawler, Mt Barker District Council and Adelaide Hills Council. The practical experience of these Councils would be valuable in informing whether similar arrangements could be implemented by the City of Norwood Payneham & St Peters.

In New South Wales it is a legislative requirement for Councils to make a recording of meetings available to the public on the premise that it promotes transparency, inclusiveness and trust in decision-making processes.

Providing recordings of council meetings to the public will also help meet our obligations in CityPlan 2030; "Empowering people and fostering participation" (Sustainability Principle) and "An engaged and participating community" (Objective 1.3).

STAFF COMMENT

A report as requested in the Motion can be prepared.

13 STAFF REPORTS

13.1 2026-2027 ANNUAL BUSINESS PLAN AND BUDGET OBJECTIVES & PARAMETERS

REPORT AUTHOR: Senior Finance Business Partner
APPROVED BY: Chief Executive Officer
ATTACHMENTS: Nil

PURPOSE OF THE REPORT

The purpose of this report is to seek the Council's approval of the objectives and parameters which will apply in the development of the draft 2026-2027 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 required 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.*

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.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Outcome 2: Cultural Vitality

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

Outcome 3: Economic Prosperity

A dynamic and thriving centre for business and services.

Outcome 4: Environmental Sustainability

A leader in environmental sustainability.

The Council's Long-term Financial Plan and Whole-of-Life Asset and Infrastructure Management Plans also 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 will need to ensure that its Annual Business Plan and Budget, contain objectives and financial parameters that will deliver a responsible budget and meet the reasonable needs and expectations of the community on an equitable and "value for money" basis. For the 2026-2027 Financial year, the Council's *2024-2034 Long-Term Financial Plan*, projects an Operating Surplus of \$1,048,775 based on a Rate Revenue increase of 8%.

It should be noted that the target Operating Surplus includes Grant Income of \$637,647 which is expected to be received in the 2026-2027 Financial Year under the Roads-to-Recovery program which is required to be spent on a Capital Road Project(s).

RISK MANAGEMENT

The 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 in respect to the preparation of this report. However, Elected Members are involved throughout the process of preparing the Budget.

Community

Not Applicable.

Staff

Not Applicable.

Other Agencies

Not Applicable.

DISCUSSION

2026-2027 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 2024-2034 *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) of the Act, 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 are proposed to be incorporated into the 2026-2027 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 the Council's 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.

To ensure that the Council delivers its financial objectives and in accordance with the Council's standard practice, the draft 2026-2027 Annual Budget should 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 \$1,048,775 for the 2026-2027 Financial Year.

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).

Rate Revenue Increases

For the initial review of the draft Recurrent Budget, at this stage, 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 *2024-2034 Long-Term Financial Plan* are based on a Rate Revenue increase of 7.0%.

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 Operating & Capital projects completed during the 2025-2026 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 2025 Quarter and September 2025 Quarter, was 1.8% and 2.4% 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 2025, is 2.3% and as at September 2025, is 2.5%.

The Government of South Australia recently released their 2025-2026 Mid-year Budget Review, which notes that inflation had recently risen to be 3.7% through the year to October 2025, largely reflecting the cessation of electricity rebates. The forecast for CPI growth in 2025-2026, remains unchanged at 3%, as growth in CPI is forecast to decline to 2.5% by 2027-2028, the midpoint of the Reserve Bank of Australia's (RBA) target range. The State Government's forecasts and projections for South Australia, take into consideration the expected performance of the national economy over the medium term and relative population growth rates.

Following consideration of both the LGPI and the community's expectation that increases should only move by the forecast CPI, it is recommended that the **maximum** expenditure increase for 2026-2027 across the Materials, Contracts and Other Expenses component of the Budget, be set at 3%, which has been determined with reference to the current movements in the Adelaide CPI and the LGPI Index for recurrent expenditure and in line with the CPI set in the *2024-2034 Long-Term Financial Plan*. 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 3% target (i.e. Solid Waste Levy, fuel charges, contractors & consultant costs and some materials costs) and in other circumstances, there will be no or minimal cost increases or cost increases below 3%.

Wages and Salaries

Wages and Salaries and other associated employee on-costs will be indexed in line with the current Enterprise Agreements. The *Municipal Officers Enterprise Agreement* (staff covered by the South Australian Municipal Salaried Officers Award) which is currently under review and renegotiation of a new Agreement and is forecast at 5.0%, while *The Local Government Workers Enterprise Agreement* (Field and Swimming Centre casual staff) is set at 3%.

It should be noted that in-line with the *Superannuation Guarantee (Administration) Act 1992*, superannuation guarantee payments will remain at 12% of eligible earnings for 1 July 2026 to 30 June 2027.

Fees and Charges

Fees and Charges which are not set by legislation, are proposed to be increased by 3.0% or market levels as determined by the review of the 2026-2027 Schedule of Fees and Charges. The 2026-2027 Schedule of Fees and Charges are included within the Agenda for this Council Meeting for the Council's consideration.

The proposed increase is 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.

In 2025, the Reserve Bank of Australia (RBA) implemented a trend of interest rate cuts, reducing the official cash rate target from a peak of 4.35% to its current level of 3.60%. However, further interest rate cuts seem unlikely for the remainder of the financial year, as annual inflation sits slightly above the RBA's target range of 2% and 3%. Headline inflation rose sharply over the year in the September Quarter to 3.2%, a large part of which was expected, given the cessation of electricity rebates in a number of states. However, if the RBA's inflation target is achieved, then there is a potential for a rate cut in early to mid 2026, with some analysts and bond markets even suggesting a possibility of a rate increase in 2026, if inflationary pressures persist.

Taking this into consideration, the interest rate on the Council's Cash Advance Borrowing is currently 5.25%. The LGFA has however advised that this will decrease to 5.10% in February 2026.

Interest rates for new borrowings are forecast to be between 5.58% per annum and 6.01% per annum, depending on the term of the borrowings. The interest rate on investment income is currently at 3.9% and forecast to increase to 4.10% per annum.

New Operating and Capital Projects

The assessment of new projects, both Operating and Capital, which will be 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 approved Infrastructure & Asset Management Plans and the annual objectives set out above.

All new proposed Projects will be considered and should be approved within the constraints of the draft *2024-2034 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

When Operating Projects are not completed within budgeted scheduled timeframes, future deficits can eventuate, as the Rate Revenue is raised in the year that the project is initially approved. As part of the draft 2026-2027 Budget, the cost to complete the Operating Projects from prior financial years, will be carried forward to the 2026-2027 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 2025-2026 Third Quarter Budget Update, with the associated operational impacts being built into the determination of the 2025-2026 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 will be presented to Elected Members at a Workshop which is scheduled for 10 March 2026. The draft Recurrent Budget and the Capital and Operating Projects are proposed to be considered by the Council at the Council Meeting which is scheduled for 7 April 2026.

Budget Management Principles

As in previous years, the Council 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 importantly, in the Long-Term Financial Plan 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.

This discipline should continue.

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 2026-2027 Annual Business Plan and Annual Budget at the Council meeting to be held on 7 July 2026. It is important to note that these dates are subject to change if required.

TABLE 1: KEY BUDGET PROCESS ACTIVITIES 2026-2027

Key Steps	Dates
Budget process, parameters and objectives adopted	Tuesday, 20 January 2026 (Council Meeting)
Fees and charges adopted in principle by the Council	Tuesday, 03 February 2026 (Council Meeting)
Budget Workshop with Elected Members	Tuesday, 10 March 2026 (Council Workshop)
Budget Council Meeting • <i>Recurrent Budget considered</i> • <i>Operating and Capital Projects considered</i>	Tuesday, 7 April 2026 (Council Meeting)
Draft Annual Business Plan considered by the Audit & Risk Committee	Tuesday, 14 April 2026 (Audit & Risk Committee Meeting)
Draft Annual Business Plan, rating model, projects carried forward and Infrastructure Whole of Life endorsed for public consultation	Tuesday, 04 May 2026 (Council Meeting)
Draft Annual Business Plan available for viewing by the public	Saturday, 09 May 2026
Meeting to receive public submissions on the Annual Business Plan	Tuesday, 26 May 2025 (Public Meeting)
Consideration of public submissions	Tuesday, 09 June 2026 (Council Meeting)
Adoption of Annual Business Plan and Budget	Tuesday, 07 July 2026 (Council Meeting)

In respect to the community consultation on the Annual Business Plan, a Public Meeting is proposed to be held on Tuesday, 26 May 2026 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.

OPTIONS

The Council has the following options in respect to this issue:

1. adopt the Annual Business Plan objectives, Annual Budget parameters and assumptions as recommended; or
2. amend any or all of the recommended Annual Business Plan objectives, Annual Budget parameters and assumptions.

The Annual Business Plan objectives, Annual Budget parameters and assumptions set out in this report, are consistent with the approach which the Council has set in previous years to the development of the Annual Business Plan and Budget. In addition, the proposed approach and timetable as presented, will ensure that the Council meets its legislative requirements as set out in the *Local Government Act 1999* and Regulation 6 of the *Local Government (Financial Management) Regulations 2011* therefore Option 1 is recommended.

CONCLUSION

The development of the 2026-2027 Annual Business Plan and Budget, should form the platform to position the Council to achieve and maintain 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.

If Elected Members have any questions or require clarification in relation to specific budget items, and/or any issues raised in this report, please contact the General Manager, Governance & Civic Affairs, Lisa Mara on 8366 4549 or email lmara@npsp.sa.gov.au prior to the meeting.

RECOMMENDATION

1. *That the Annual Business Plan objectives as set out in this report be adopted “in principle” for the purposes of preparing the draft 2026-2027 Annual Business Plan and Budget.*
2. *That the following budget parameters and assumptions be adopted ‘in principle’ for the purposes of preparing the draft 2026-2027 Annual Business Plan and Budget:*
 - *the Recurrent Operating Budget be prepared on a “business as usual” basis;*
 - *the continuation of previously recognised ongoing operational savings;*
 - *maximum Material, Contracts and Other Expenses cost escalation be set at 3%;*
 - *wages and salaries increases be set in line with the Council’s Enterprise Bargaining Agreements;*
 - *fees and charges not set by Legislation be increased by a minimum of 3.0%;*
 - *new Capital Projects to be considered and approved within the context of the Annual Business Plan objectives, CityPlan 2030: Shaping Our Future, the Infrastructure and Asset Management Plan and the Council’s 2024-2034 Long Term Financial Plan;*
 - *new services and one-off projects to be considered and approved within the context of the Annual Business Plan objectives, CityPlan 2030: Shaping Our Future, the Infrastructure and Asset Management Plan and the Council’s 2024-2034 Long Term Financial Plan be funded through Rate Revenue increases or by expenditure savings; and*
 - *new capital projects are funded through grant funding and or long-term borrowings.*

13.2 2026-2027 FEES AND CHARGES

REPORT AUTHOR: Senior Finance Business Partner
APPROVED BY: Chief Executive Officer
ATTACHMENTS: A

PURPOSE OF THE REPORT

The purpose of this report is to provide the Council with the draft 2026-2027 *Schedule of Fees and Charges*, which, following its adoption “in principle”, will be used as a basis for calculating the revenue components for the draft 2026-2027 Annual Budget.

BACKGROUND

Section 188 of the *Local Government Act 1999* (the Act), states the following in respect to fees and charges:

- (1) *A council may impose fees and charges—*
 - (a) *for the use of any property or facility owned, controlled, managed or maintained by the council;*
 - (b) *for services supplied to a person at his or her request;*
 - (c) *for carrying out work at a person's request;*
 - (d) *for providing information or materials, or copies of, or extracts from, council records;*
 - (e) *in respect of any application to the council;*
 - (f) *in respect of any authorisation, licence or permit granted by the council;*
 - (g) *in respect of any matter for which another Act provides that a fee fixed under this Act is to be payable;*
 - (h) *in relation to any other prescribed matter.*

The majority of fees and charges which are administered by the Council, are levied under various pieces of legislation (ie statutory charges), such as the *Planning Development & Infrastructure Act 2016* the *Dog and Cat Management Act 1995* and the *Local Government Act 1999*. Other fees and charges arise from various policies which have been adopted by the Council. For example, the *Outdoor Dining Policy* and *On-Street Parking Permit Policy*, are based on the user pays principle with respect to the provision of those particular services or permits on a commercial basis.

Pursuant to Section 188(6) of the Act, the Council must keep a list of the fees and charges on public display at the Principal Office of the Council. The Council publishes the Schedule of Fees and Charges on the Council's website.

As part of the annual budget preparation process, a review is undertaken of the fees and charges which are levied by the Council for the use of facilities and the provision of services. Any increases (or decrease) in fees and charges which are set by legislation are determined by the State Government and will be incorporated upon gazetting.

STRATEGIC DIRECTIONS

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Where the Council has the power to set the fees and charges (discretionary fees and charges), as presented in the 2026-2027 Annual Business Plan and Budget Objectives & Parameters report, it is proposed that discretionary fees and charges are increased by 3% at a minimum or at market value.

Generally, the recommended increases in Fees & Charges are in line with the recommendations contained in the 2026-2027 Budget Parameters Report.

In the cases where the minimum increase has not been met, the reasons for the lower increase are:

- rounding, for ease of cash handling;
- the fee in question is rarely charged but required to be set pursuant to the *Local Government Act 1999*;
- the proposed increase would result in a minor increase. In these instances, the fee is increased on a cyclical basis of every three (3) to five (5) years; and
- determination that the market could not sustain an increase.

RISK MANAGEMENT

The annual review and adoption of the Fees and Charges ensures that the Council meets its statutory obligations under the *Local Government Act 1999*.

CONSULTATION

Elected Members

Not Applicable.

Community

Not Applicable.

Staff

Not Applicable.

Other Agencies

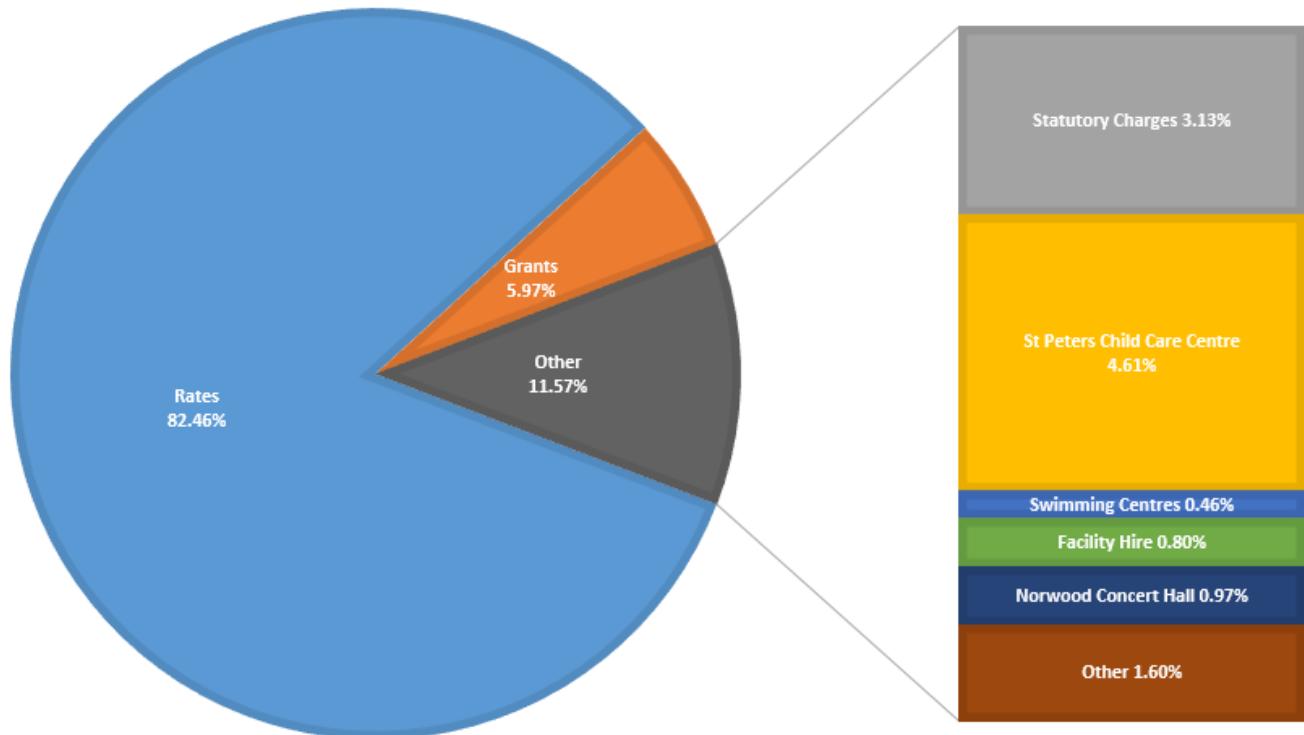
Not Applicable.

DISCUSSION

In general, user fees and charges are reviewed taking into consideration the anticipated inflation rate and the cost which is incurred by the Council to provide the service or the facility, market rates for similar services and ease of cash handling, through rounding of any proposed increases or deferring increases. The proposed general increase in the draft 2026-2027 Fees & Charges is 3%. This increase was determined with reference to the anticipated combined impact of the inflation rate associated with goods and services and salaries and wages increase for the 2026-2027 Financial Year.

Fees and Charges incorporate statutory charges which are set by legislation or by Policies which are adopted by the Council and discretionary user fees and charges which are based on user pay principles. As detailed in Figure 1 below, for the 2025-2026 financial year, discretionary user charges represent 12% of the Council's total revenue, with the major portion of this revenue from the fees and charges set by the Council. User Fee income is mostly derived from user fees which are charged at the St Peters Child Care Centre & Pre-school. Given that income from the Council's Business Units (i.e. St Peters Child Care Centre & Pre-school, Norwood Concert Hall and the Swimming Centres) represents 6% of the total income that is generated from user charges, any increase or decrease in User Charges from other services or programs, will not have a significant impact on the Council's income.

FIGURE 1 – USER CHARGES AS A PERCENTAGE OF REVENUE



As set out above, for the most part, the recommended increases are in line with the Budget Parameters that have been recommended to the Council. The proposed increase in Fees & Charges that are not in line with the Budget parameter of 3%, (excluding rounding) are detailed below.

Council Documents (Hard Copy)

It is proposed to reintroduce a fee of \$4 per entry for requests for copies of assessment records. This fee reflects the administrative costs incurred by the Council in collating and preparing these records, ensuring appropriate cost recovery while maintaining service accessibility.

Planning Development & Infrastructure Act 2016

Under the *Planning, Development & Infrastructure Act 2016* (SA), the prescribed Public Notice on Land fee for placing a notification sign on a development site is set at \$230 per plan. This fee is proposed to remain unchanged for 2026-2027. The administrative and operational expenses associated with installing the signage required under the Act, have remained stable, therefore, the existing fee is sufficient to recover the Council expenses.

Parking Permits – Resident & Visitor Permit (New/ Renewal)

It is proposed that fees for Parking Permit be increased by \$5 per permit in the upcoming financial year. Following a comprehensive review, staff consider this adjustment to be reasonable and appropriate, noting that permit fees have remained unchanged for the past five years.

The current fees and the proposed fees for 2026-2027 are set out in Table 1 below:

TABLE 1: PROPOSED CHANGES TO PARKING PERMIT FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Fee Name	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Resident Only Parking Areas				
Residential Replacement Permit	\$ 10.00	\$ 5.00	50%	\$ 5.00
First Visitor Parking Permit - 1 Year Permit	\$ 25.00	\$ 30.00	20%	\$ 5.00
First Residential Parking Permit - 1 Year Permit	\$ 25.00	\$ 30.00	20%	\$ 5.00
Second Visitor Parking Permit – 1 Year Permit	\$ 50.00	\$ 55.00	10%	\$ 5.00
Second Residential Parking Permit - 1 Year Permit	\$ 50.00	\$ 55.00	10%	\$ 5.00
Time Limited Parking Areas				
Residential Replacement Permit	\$ 10.00	\$ 15.00	50%	\$ 5.00
Second Visitor Parking Permit – 1 Year Permit	\$ 25.00	\$ 30.00	20%	\$ 5.00
Second Residential Parking Permit – 1 Year Permit	\$ 25.00	\$ 30.00	20%	\$ 5.00

Table 2 sets out the new parking permit fees proposed to be introduced in the 2026-2027 financial year.

In this respect, based on 2 year permits, to improve efficiency and reduce administrative processes , it is proposed to introduce two (2) year permits for both Residential Parking and Visitor Parking in Resident-Only Parking areas and Time-Limited Parking areas. This initiative aims to streamline the application process for residents while reducing i ngdministrative processing.

TABLE 2: NEW PROPOSED PARKING PERMIT FEES

Fee Name	2026-2027 Fee
Resident Only Parking Areas	
First Residential Parking Permit (2 years)	\$ 60.00 per permit
First Visitor Parking Permit (2 years)	\$ 60.00 per permit
Second Residential Parking Permit (2 years)	\$110.00 per permit
Second Visitor Parking Permit (2 years)	\$110.00 per permit
Time Limited Parking Areas	
Second Residential Parking Permit (2 years)	\$ 60.00 per permit
Second Visitor Parking Permit (2 years)	\$ 60.00 per permit

Parking Permits – Trades Temporary Permit

Trades Temporary Permits were introduced during 2025-2026 for tradespeople who are working on major renovations or new builds valued over \$50,000. During 2025-2026, no fee has been charged as this permit system was set up as a trial. It is proposed that the fee for this Permit be set at \$50 per permit.

Since July 2025, 10 applications for Trades Temporary Permits have been approved with 5 applications meeting the eligibility criteria.

Hall Hire

Payneham Community Centre, Payneham Library, St Peters Town Hall Complex Banquet Hall, St Peters Youth Centre, the Don Pyatt Community Hall and Beulah Road Community Hall

The venue hire fees for Community Facilities (excluding the Norwood Concert Hall) are currently based on a four (4) tiered structure (Tier 1 – Full Fee charged for Commercial & Business hirers located outside the Council area, Non-resident private functions and State Government functions; Tier 2 – 20% discounted fee for Commercial & Business hirers and Local Resident private functions; Tier 3 – 50% Not-for-profit organisations, schools, sport & recreation clubs and Tier 4 – 80% discounted fee for activities open to the community to attend and Not-for-Profit organisations or clubs not affiliated with a business).

In operation, the current tier structure proves confusing for users and can create management challenges in ensuring consistency in the application of the tiered structure without onerous validation processes.

The existing Tiered structure in respect to past bookings and venue capacities has been reviewed and it is proposed that the Tiers be simplified and condensed to three (3) Tiers commencing 2026-2027 as follows:

Tier 1 - Full Fee.

Tier 2 – Norwood Payneham & St Peters Based Commercial.

Tier 3 – Not-for-Profit & Community Groups.

It is also proposed to adjust the day rate methodology to increase accessibility and attract a broader range of potential hirers. Under the current structure, the day rate is based on a 4-hour block (i.e. any booking for 4 hours or more is charged at the day rate), which effectively reserves the venue for an entire day or evening. Analysis of historical booking data indicates that hirers frequently choose this option for reservations exceeding four hours; however, full-day bookings remain uncommon. Therefore, by redefining the day rate to cover a 6-hour period, aims to create greater flexibility and encourage more efficient utilisation of the venues. This approach aligns with industry practices, noting that other venues such as the Unley Community Centre offer day rates for up to eight hours and then apply an hourly charge thereafter. The revised structure seeks to balance affordability for hirers with optimal venue availability.

In addition, staff have benchmarked the proposed fees against similar Councils' venue hire fees. Whilst direct comparisons are not always available, Table 3 sets out 2025-2026 community facility fees that are charged by some other Councils:

TABLE 3: COMPARISON HIRE FEES

Centre Name	Hourly Rate	Daily Rate	Conditions
Payneham Community Centre - Main Hall (seating 70 persons)	\$50	\$300	8.00am to midnight
Unley Community Centre - Main Hall (seating 100 persons, without kitchen)	\$40-\$58	\$256-\$330	Daily rate is up to 8 hours, then charged hourly after
Unley Community Centre - Main Hall (seating 100 persons, with kitchen)	\$47-\$70	\$290-\$360	Daily rate is up to 8 hours, then charged hourly after
Burnside Community Centre - Lounge (seating 70 persons)	\$37-\$57		
Payneham Community Centre - Small Hall (seating 40 persons)	\$40	\$240	8.00am to midnight
Unley Community Centre – Dining Room (seating 50 persons)	\$40	\$240	Daily rate is up to 8 hours, then charged hourly after
Hectorville Community Centre – Small Hall (seating 65 persons)	N/A	\$520	
Campbelltown – Lochend Community Hall (seating 60 persons)	\$60	\$460	

TABLE 4: PROPOSED CHANGES TO PAYNEHAM COMMUNITY CENTRE HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Fee Name	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 1: Full Fee – Main Hall				
Daily Rate	\$ 176.00	\$ 300.00	70.45%	\$ 124.00
Hourly Rate	\$ 44.00	\$ 50.00	13.64%	\$ 6.00
Tier 1: Full Fee – Small Hall				
Daily Rate	\$ 132.00	\$ 240.00	81.82%	\$ 108.00
Hourly Rate	\$ 33.00	\$ 40.00	21.21%	\$ 7.00
Tier 1: Full Fee – Rooms				
Daily Rate	\$ 88.00	\$ 180.00	104.55%	\$ 92.00
Hourly Rate	\$ 22.00	\$ 30.00	36.36%	\$ 8.00
Tier 1: Full Fee – Meeting Room				
Hourly Rate	\$ 11.00	\$ 22.00	100.00%	\$ 11.00
Tier 2: Norwood Payneham & St Peters Based Commercial - Main Hall				
Daily Rate	\$ 140.00	\$ 225.00	60.71%	\$ 85.00
Hourly Rate	\$ 36.00	\$ 37.50	4.17%	\$ 1.50
Tier 2: Norwood Payneham & St Peters Based Commercial - Small Hall				
Daily Rate	\$ 106.00	\$ 180.00	69.81%	\$ 74.00
Hourly Rate	\$ 26.00	\$ 30.00	15.38%	\$ 4.00
Tier 2: Norwood Payneham & St Peters Based Commercial - Rooms				
Daily Rate	\$ 70.00	\$ 135.00	92.86%	\$ 65.00
Hourly Rate	\$ 18.00	\$ 22.50	25.00%	\$ 4.50
Tier 2: Norwood Payneham & St Peters Based Commercial - Meeting Room				
Hourly Rate	\$ 9.00	\$ 16.50	83.33%	\$ 7.50
Tier 3: Not-for-Profit & Community Groups - Main Hall				
Daily Rate	\$ 88.00	\$ 135.00	53.41%	\$ 47.00
Hourly Rate	\$ 22.00	\$ 25.00	13.64%	\$ 3.00
Tier 3: Not-for-Profit & Community Groups - Small Hall				
Daily Rate	\$ 66.00	\$ 120.00	81.82%	\$ 54.00
Hourly Rate	\$ 16.40	\$ 20.00	21.95%	\$ 3.60
Tier 3: Not-for-Profit & Community Groups - Rooms				
Daily Rate	\$ 44.00	\$ 90.00	104.55%	\$ 46.00
Hourly Rate	\$ 11.00	\$ 15.00	36.36%	\$ 4.00
Tier 3: Not for Profit & Community Groups - Meeting Room				
Hourly Rate	\$ 5.50	\$ 11.00	100.00%	\$ 5.50

TABLE 5: PROPOSED CHANGES TO PAYNEHAM LIBRARY COMPLEX HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Fee Name	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 1: Full Fee – Payneham Hall				
Daily Rate	\$ 704.00	\$ 1,089.00	54.69%	\$ 385.00
Tier 1: Full Fee – Torrens & Trinity Room				
Daily Rate	\$ 176.00	\$ 273.00	55.11%	\$ 97.00
Tier 2: Norwood Payneham & St Peters Based Commercial - Payneham Hall				
Daily Rate	\$ 562.00	\$ 816.00	45.20%	\$ 254.00
Hourly Rate	\$ 140.00	\$ 136.00	- 2.86%	-\$ 4.00
Tier 2: Norwood Payneham & St Peters Based Commercial - Torrens & Trinity Room				
Daily Rate	\$ 140.00	\$ 205.00	46.43%	\$ 65.00
Hourly Rate	\$ 36.00	\$ 34.00	- 5.56%	-\$ 2.00
Tier 3: Not-for-Profit & Community Groups - Payneham Hall				
Daily Rate	\$ 352.00	\$ 544.00	54.55%	\$ 192.00
Tier 3: Not-for-Profit & Community Groups - Torrens & Trinity Room				
Daily Rate	\$ 88.00	\$ 136.50	55.11%	\$ 48.50
Hourly Rate	\$ 22.00	\$ 23.00	4.55%	\$ 1.00

TABLE 6: PROPOSED CHANGES TO ST PETERS TOWN HALL COMPLEX BANQUET HALL HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Fee Name	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 2: Norwood Payneham & St Peters Based Commercial & Private				
Daily Rate	\$ 282.00	\$ 408.00	44.68%	\$ 126.00
Hourly Rate	\$ 70.00	\$ 68.00	- 2.86%	-\$ 2.00
Tier 3: Not-for-Profit Organisations & Community Groups				
Daily Rate	\$ 176.00	\$ 273.00	55.11%	\$ 97.00

TABLE 7: PROPOSED CHANGES TO ST PETERS YOUTH CENTRE HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Fee Name	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 1: Full Fee				
Daily Rate	\$ 286.00	\$ 444.00	55.24%	\$ 158.00
Tier 2: Norwood Payneham & St Peters Based Commercial & Private				
Daily Rate	\$ 228.00	\$ 333.00	46.05%	\$ 105.00
Hourly Rate	\$ 57.00	\$ 55.00	- 3.51%	-\$ 2.00
Tier 3: Not-for-Profit & Community Groups				
Daily Rate	\$ 143.00	\$ 222.00	55.24%	\$ 79.00
Hourly Rate	\$ 36.50	\$ 37.00	1.37%	\$ 0.50

TABLE 8: PROPOSED CHANGES TO DON PYATT COMMUNITY HALL HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Item	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 2: Norwood Payneham & St Peters Based Commercial & Private				
Daily Hire	\$ 225.50	\$ 220.00	-2.44%	-\$ 5.50
Hire Hourly Rate	\$ 57.00	\$ 55.00	-3.51%	-\$ 2.00
Tier 3: Not for Profit & Community Groups				
Daily Hire	\$ 141.00	\$ 147.00	4.26%	\$ 6.00
Hire Hourly Rate	\$ 36.00	\$ 37.00	2.78%	\$ 1.00

TABLE 9: PROPOSED CHANGES TO BEULAH ROAD COMMUNITY HALL HIRE FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Item	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Tier 1: Full Fee				
Daily Rate	\$ 320.00	\$ 480.00	50.00%	\$ 160.00
Hourly Rate	\$ 80.00	\$ 80.00	0.00%	\$ 0.00
Tier 2: Norwood Payneham & St Peters Based Commercial				
Daily Hire	\$ 256.00	\$ 360.00	40.63%	\$ 104.00
Hire Hourly Rate	\$ 64.00	\$ 60.00	-6.25%	-\$ 4.00
Tier 3: Not-for-Profit & Community Groups				
Daily Hire	\$ 160.00	\$ 240.00	50.00%	\$ 80.00
Hire Hourly Rate	\$ 40.00	\$ 40.00	0.00%	\$ 0.00

Norwood Concert Hall

The Standard Daily Rate for Not-for-Profit Organisations is proposed to be reduced from \$2,830 to \$2,600. The reduction in this fee aims to encourage greater use of the venue space by school and similar organisations.

The Standard Daily Rate for Community Organisations which is currently set at \$2,410 is proposed to be removed, as the Norwood Concert Hall is currently not utilised by this group type due to the size and associated operating costs of the venue.

No increases are proposed for the Mayor's Parlour Hire fee (\$165 per day), use of Grand Piano fee (\$400 per event) and use of Projector fee (\$600 per event). These fees are considered appropriate given the specialised nature of these services and the costs associated with their provision.

The following new fees are proposed to be introduced and it is recommended that these fees be introduced to ensure that the costs incurred by the Council are recovered in the event of loss or damage to Council property by the hirer. This measure ensures cost recovery and promotes responsible use of facilities.

TABLE 10: NEW PROPOSED FEES HALL HIRE FEES

Item	2026-2027 Fee
Alarm Call Out	\$ 165.00 per call out
Cleaning	\$ 165.00 per clean
Damage/ Breakage (General)	Cost + 15% Admin fee + GST
Damaged Carpet Tile	\$ 55.00 per damaged tile
Emergency Services Call Out	\$ 700.00 per emergency service vehicle
Loss of Equipment	Cost + 15% Admin fee + GST
Missing / Lost Key (Replacement of barrel)	Cost + 15% Admin fee + GST
Missing / Lost Key or Fob	\$ 110.00 per key or fob

Swimming Centres

A new fee is proposed to be introduced at the Norwood Swimming Centre following requests to conduct private swimming lessons within the existing swimming school framework. The proposed fee for Private Swimming lessons is \$55 per half hour. Staff have reviewed this fee and benchmarked it against similar swimming centres, including the Unley Swimming Centre and Pro- Swim Plympton, to ensure that the new fee is competitive and appropriate.

The current fees for the Payneham Memorial Swimming Centre, which is scheduled to open to the public and become operational in early 2026, have not been included in the 2026–2027 Schedule of Fees and Charges. These fees will be determined when the performance framework for the new Centre is completed.

Community Services

Fees for the following programs are proposed to be introduced and made available to individuals who do not wish to register with, or are eligible for, the Federal Government's My Aged Care service. The introduction of these fees provides an alternative participation opportunity, providing accessible and flexible options for community members. Fees set for these programs have been benchmarked against other Councils (i.e. City of Prospect and City of Burnside).

TABLE 11: NEW PROPOSED COMMUNITY SERVICES FEES

Item	2026-2027 Fee
Come and Try Program	\$ 10.00 per session
Excursions	\$ 15.00 per person
Strength and Balance	\$ 10.00 per session

Zest for Life Festival

The Council's Zest for Life Festival is an annual two-week program designed to celebrate active and positive ageing. The program offers a range of activities, which may include "come and try" sessions such as Tai Chi, Pilates and mindfulness; seminars on topics relevant to older residents, including cyber safety and health and wellbeing; as well as excursions, cooking classes and music activities.

The specific activities included in the Festival are determined annually by Community Services, Library and Events staff. Fees for activities will be set having regard to factors such as demand, delivery costs and the available budget. Approval is sought for the Manager, Community Services to determine and approve activity fees on an annual basis. It is anticipated that fees will range from free of charge to a maximum of \$20 per session.

Community Bus

Two (2) new Community bus routes are proposed to be introduced in 2026-2027, one will be to the Burnside Shopping Centre at \$5 per return trip and one to the Tea Tree Plaza Shopping Centre at \$10 per return trip.

Home Maintenance and Home Modifications (Commonwealth Home Support Programme)

The Fees for Services provided under the Council's Commonwealth Home Support Program have been reviewed for the new financial year. The services detailed in Table 12 are proposed to be increased by greater than the proposed budget parameter of 3% in line with increases in contractor and material costs directly related to providing these services.

To ensure Council fees are appropriate, competitive and compliant with the Council's obligations under competitive neutrality obligations, a benchmarking exercise has been undertaken. This involved comparing this Council's existing fees with those charged by selected Councils and aged care service providers offering similar programs and services (i.e. City of Burnside, City of Unley, City of Charles Sturt, ECH Independent Aged Care and ACH Group). When compared with other service providers, the majority of the proposed fees and charges remain lower than, or slightly higher than, those identified through the benchmarking process.

For other Councils, Escorted Shopping and Shopping List services, which support older residents to complete essential shopping tasks, fees were previously charged on a per-service basis. Due to ongoing increases in contractor costs, this pricing structure (charges per services) is no longer financially sustainable and impacts on the Council's ability to deliver cost effective services.

The proposed hourly rate reflects differences in service delivery models compared to other Councils. Other Councils utilise volunteers to deliver these services, whereas the Council, along with other aged care providers rely on contracted service providers.

TABLE 12: PROPOSED CHANGES TO THE HOME MAINTENANCE & MODIFICATION FEES (NOT IN LINE WITH THE PROPOSED 3% INCREASE)

Item	2025-2026 Fee	2026-2027 Fee	% Increase	\$ Increase
Home Maintenance				
Specialist Gutter Cleaning	\$ 24.00	\$ 30.00	25.00%	\$ 6.00
Labour	\$ 17.00	\$ 20.00	17.65%	\$ 3.00
Gutter cleans	\$ 17.00	\$ 20.00	17.65%	\$ 3.00
Window Cleaning	\$ 17.00	\$ 20.00	17.65%	\$ 3.00
Material removal	\$ 13.00	\$ 15.00	15.38%	\$ 2.00
Home Modification				
Domestic Assistance (CHSP) Cancellation fee	\$ 7.00	\$ 10.00	42.86%	\$ 3.00
Domestic Assistance (CHSP)	\$ 9.50	\$ 12.00	26.32%	\$ 2.50
Personal Care (CHSP)	\$ 9.50	\$ 12.00	26.32%	\$ 2.50
Personal Care (CHSP) Cancellation fee	\$ 8.00	\$ 10.00	25.00%	\$ 2.00
Community Transport Car (CHSP)	\$ 9.00	\$ 11.00	22.22%	\$ 2.00
Shopping List (CHSP)	\$ 10.00 per service	\$ 10.00 per hour		
Escorted Shopping (CHSP)	\$ 13.00 per service	\$ 13.00 per hour		
Excursions (CHSP)	\$ 9.00	\$ 10.00	11.11%	\$ 1.00

Library Services

Other Library Fees

It is proposed that the fee for earphones that are sold to the public be increased from \$6 to \$9 in 2026-2027. The increase in the proposed price reflects the purchase cost of the item (ie. \$9).

Cultural Heritage

At its meeting held on 1 September 2025, the Council considered the findings of the Cultural Heritage Program Review and resolved that further investigation into the development of fee-based services would be undertaken, with a report to be presented in February 2026.

As part of this process, staff have reviewed and benchmarked the proposed fees against comparable institutions, including the City of Holdfast, Unley Museum, Mitcham Heritage Centre, Gawler Cultural Heritage Centre and Genealogy SA. It is important to note that these organisations do not maintain Rate Assessment records of the same historical depth as those held by this Council, making the scope and comprehensiveness of the Council's services unique.

The proposed fees have been structured to achieve a modest level of cost recovery for specialised services, while continuing to provide free access where possible for residents of the City of Norwood Payneham & St Peters.

This approach supports the Cultural Heritage Centre's core objectives, identified by the Review, which include, fostering a connection to place, enhancing the Council's historical reputation, supporting heritage property owners by providing guidance for sympathetic and informed restorations and empowering residents with knowledge by offering tools and resources for independent historic searches using the Centre's collection and online platforms.

TABLE 13: NEW PROPOSED CULTURAL HERITAGE FEES

Item	2026-2027 Fee
Programmed workshops & training sessions (for NPSP residents)	Free
Photographic Scanning and Reproduction (for Commercial use)	\$ 125.00 per image
Photographic Scanning and Reproduction (for Research & Private use)	\$ 20.00 per image
Research and information request (for Commercial and Non-residents)	\$ 40.00 per hour
Research & information requests up to 30 minutes (for NPSP residents)	Free
Research and information requests (for NPSP residents)	\$ 20.00 per hour
Research and information requests exceeding 5 hours	Price set by Library

A copy of the proposed 2026-2027 Schedule of Fees and Charges including are contained in **Attachment A**.

OPTIONS

The Council has the option of adopting "*in principle*" the proposed fees and charges as contained in **Attachment A** or make amendments to the proposed fees as the Council sees fit.

CONCLUSION

The recommended Fees and Charges for 2026-2027 have been set at an appropriate level for users and consumers and in consideration of the Council's adherence to competitive neutrality principles.

This report does not cover statutory fees that are charged under legislation as the Council cannot vary these fees and charges.

In relation to Statutory Fees and Charges, the actual fee increases imposed under Acts will remain unknown until the State Government has set its 2026-2027 Budget which is expected to be in May 2026.

RECOMMENDATION

That the Draft 2026-2027 Schedule of Fees and Charges (Attachment A) be adopted "in principle".

CITY OF NORWOOD PAYNEHAM & ST PETERS

Fees and Charges



*City of
Norwood
Payneham
& St Peters*



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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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City of Norwood Payneham & St Peters

Council Licenses Permits and Authorisations

Authorisation to Alter and Use a Public Road / Footpath

Temporary and Semi-Permanent Structures	N	Nil	
Permanent Structures	N	By negotiation	

Mobile Food Vendor Permit Fee

Mobile Food Vendor Permit (1 Month)	N	\$224.00	per month
Mobile Food Vendor Permit (1 Week)	N	\$59.00	per week

Stallholders Permit Fee

General	N	\$74.50	per day
Not-for-profit / Community	N	\$74.50	per day

Permit for Commercial Filming & Photography on Council Land

General	N	By negotiation	
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Authorisations – Temporary Public Space Occupancy

Public Space Occupancy	N	\$4.00	per square metre, per week
Public Space Occupancy – Application Fee (New)	N	\$40.00	per application
Public Space Occupancy – Skip Bin Authorisations	N	\$76.50	per application
Work Zone Parking Bays Occupancy	N	\$4.00	per square metre, per week

Footpath Occupation (Outdoor Dining)

The Parade Core Sydenham to Portrush – Enclosed/Licensed	N	\$143.00	per chair per annum
The Parade Core Sydenham to Portrush – Open/Licensed	N	\$95.00	per chair per annum
The Parade Core Sydenham to Portrush – Enclosed/Unlicensed	N	\$95.00	per chair per annum
The Parade Core Sydenham to Portrush – Open/Unlicensed	N	\$48.00	per chair per annum
Other Areas – Enclosed/Licensed	N	\$95.00	per chair per annum
Other Areas – Open/Licensed	N	\$68.00	per chair per annum
Other Areas – Enclosed/Unlicensed	N	\$68.00	per chair per annum
Other Areas – Open/Unlicensed	N	\$30.50	per chair per annum
Installation of New Outdoor Dining Areas Bollards	Y	10% of cost + GST	per annum for 10 years
Replacement of Existing Outdoor Dining Areas Bollards	Y	5% of cost + GST	per annum for 10 years
Application Fee	N	\$61.50	per application

Parking Permits - Trades Temporary Permit

Trades Temporary Permit (1 to 42 Days)	N	\$50.00	per permit
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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Parking Permits – Resident & Visitor Permit (New/Renewal)

Resident Only Parking Areas

First Residential Parking Permit (2 years)	N	\$60.00	for 2 years
First Visitor Parking Permit (1 year)	N	\$30.00	per year
First Visitor Parking Permit (2 years)	N	\$60.00	for 2 years
Second Residential Parking Permit (2 years)	N	\$110.00	for 2 years
Second Visitor Parking Permit (1 year)	N	\$55.00	per year
Second Visitor Parking Permit (2 years)	N	\$110.00	for 2 years
Transferable Residential Permit	N	\$55.00	per permit
First Residential Parking Permit (1 year)	N	\$30.00	per year
Second Residential Parking Permit (1 year)	N	\$55.00	per year
First Residential Pensioner and Full time Student Permit	N	50% rebate	per year
Second Residential Pensioner and Full time Student Permit	N	50% rebate	per year
Residential Replacement Permit	N	\$15.00	per year

Time Limited Parking Areas

First Residential Parking Permit (2 years)	N	Free	for 2 years
First Visitor Parking Permit – 2 Year Permit	N	Free	for 2 years
First Visitor Parking Permit (1 year)	N	Free	per year
Second Residential Parking Permit (2 years)	N	\$60.00	for 2 years
Second Visitor Parking Permit – 2 Year Permit	N	\$60.00	for 2 years
Second Visitor Parking Permit (1 year)	N	\$30.00	per year
Transferable Residential Permit	N	\$30.00	per permit
First Residential Parking Permit (1 year)	N	Free	per year
Second Residential Parking Permit (1 year)	N	\$30.00	per year
First Residential Pensioner and Full time Student Permit	N	Free	per year
Second Residential Pensioner and Full time Student Permit	N	50% rebate	per year
Residential Replacement Permit	N	\$15.00	per year

Dog & Cat Management Act 1995

Puppy registration (under 6 months old)	N	\$43.50	per year / per dog
Accredited Assistance Dog Registration	N	Free	per year / per dog
Standard Dog registration (Desexed & Microchipped)	N	\$43.50	per year / per dog
Non Standard Dog Registration	N	\$87.00	per year / per dog
Dog Impounding Fee	N	Fee set by Impounding facilities	

Rebates Applicable on Dog Registrations Listed Above

Pensioner/Concession Card Holder	N	50% rebate	per dog
Dog Registration Late Payment Fee	N	\$15.00	per dog
Replacement disc	N	\$11.00	per disc

Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Statutory Fees

Freedom of Information Act 1991

Application for Access to document	N	As per statute	per application
Information concerning personal affairs of the applicant – first two hours dealing	N	As per statute	per initial two hours
Information concerning personal affairs of the applicant – each 15 minutes spent by agency subsequent to first two hours	N	As per statute	per 15 minute interval
Information not concerning personal affairs of the applicant - each 15 minutes spent by agency	N	As per statute	per 15 minute interval
Access in form of photocopy	N	As per statute	per page
Access in form of written transcript	N	As per statute	per page
Access in other form	N	As per statute	per item

Property Searches

Property Search Fees (Certificate of Title to Land under the Real Property Act 1886)	N	As per statute	per property title
Full Section 7 Search	N	As per statute	per property title
Certificate of Liabilities – Section 187 Search (Rate Search)	N	As per statute	per property title

Council Documents (Hard Copy)

Assessment Records Copy	N	\$4.00	per entry
Strategic/Corporate Plan, Annual Business Plan	Y	\$25.00	per copy
Annual Report	Y	\$25.00	per copy
Voters Roll, Ward Candidate's first copy free, copies 1+	N	\$16.00	per ward
Archived Material Retrieval – Normal 48 Hours	Y	\$35.50	per search
Archived Material Retrieval – Urgent 24 hours	Y	\$91.50	per search

Planning Development and Infrastructure Act 2016

Council Street Tree Removal / Replacement Fee	N	\$500 + Removal Costs	
Development Application Extension of Time Fee (under the Development Act 1993)	N	Fee set by the State Government under the Planning, Development & Infrastructure Act 2016	per application
Public Notice on Land	Y	\$230.00	per plan

Additional Annual Bin Service

Household Bin	Y	\$176.00	per bin
Recycling Bin	Y	\$106.00	per bin
Green Organics Bin	Y	\$106.00	per bin
Additional Green Organics Compostable Bags	Y	\$10.00	per bundle
2nd Hard Waste Additional Collection	Y	\$56.50	per collection

Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Reinstatements

Corporate Bodies	Y	Cost + 10% admin fee + GST	per job
Ratepayers	Y	Cost + 10% admin fee + GST	per job

Directional Signage (as per Directional Signage Policy)

Cost of Sign	Y	Cost + 10% admin fee + GST	per sign
Installation of Sign	Y	Cost + 10% admin fee + GST	per sign

Possum / Cat Trap

Bond	N	\$50.00	per trap
Hire Fee in excess of 2 weeks	N	Free	

Hall Hire

Payneham Community Centre

Tier 1: Full Fee

Main Hall

Daily Rate	Y	\$300.00	per day
Hourly Rate	Y	\$50.00	per hour

Small Hall

Daily Rate	Y	\$240.00	per day
Hourly Rate	Y	\$40.00	per hour

Rooms

Daily Rate	Y	\$180.00	per day
Hourly Rate	Y	\$30.00	per hour

Meeting Room

Hourly Rate	Y	\$22.00	per hour
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Tier 2: NPSP Based Commercial

Main Hall

Daily Rate	Y	\$225.00	per day
Hourly Rate	Y	\$37.50	per hour

Small Hall

Daily Rate	Y	\$180.00	per day
Hourly Rate	Y	\$30.00	per hour

Rooms

Daily Rate	Y	\$135.00	per day
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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Rooms [continued]

Hourly Rate	Y	\$22.50	per hour
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Meeting Room

Hourly Rate	Y	\$16.50	per hour
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Tier 3: Not for Profit & Community Group

Main Hall

Daily Rate	Y	\$135.00	per day
Hourly Rate	Y	\$25.00	per hour

Small Hall

Daily Rate	Y	\$120.00	per day
Hourly Rate	Y	\$20.00	per hour

Rooms

Daily Rate	Y	\$90.00	per day
Hourly Rate	Y	\$15.00	per hour

Meeting Room

Hourly Rate	Y	\$11.00	per hour
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Payneham Library Complex

Tier 1: Full Fee

Payneham Hall

Daily Rate	Y	\$1,089.00	per day
Hourly Rate	Y	\$181.50	per hour

Torrens & Trinity Room

Daily Rate	Y	\$273.00	per day
Hourly Rate	Y	\$45.50	per hour

Tier 2: NPSP Based Commercial

Payneham Hall

Daily Rate	Y	\$816.00	per day
Hourly Rate	Y	\$136.00	per hour

Torrens & Trinity Room

Daily Rate	Y	\$205.00	per day
Hourly Rate	Y	\$34.00	per hour

Tier 3: Not for Profit & Community Groups

Payneham Hall

Daily Rate	Y	\$544.00	per day
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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Payneham Hall [continued]

Hourly Rate	Y	\$91.00	per hour
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Torrens & Trinity Room

Daily Rate	Y	\$136.50	per day
Hourly Rate	Y	\$23.00	per hour

St Peters Town Hall Complex Banquet Hall

Tier 1: Full Fee

Banquet Hall

Daily Rate	Y	\$546.00	per day
Hourly Rate	Y	\$91.00	per hour

Tier 2: NPSP Based Commercial & Private

Banquet Hall

Daily Rate	Y	\$408.00	per day
Hourly Rate	Y	\$68.00	per hour

Tier 3: Not for Profit & Community Groups

Banquet Hall

Daily Rate	Y	\$273.00	per day
Hourly Rate	Y	\$45.50	per hour

St Peters Youth Centre

Tier 1: Full Fee

Daily Rate	Y	\$444.00	per day
Hourly Rate	Y	\$74.00	per hour

Tier 2: NPSP Based Commercial & Private

Daily Rate	Y	\$333.00	per day
Hourly Rate	Y	\$55.00	per hour

Tier 3: Non for Profit & Community Groups

Daily Rate	Y	\$222.00	per day
Hourly Rate	Y	\$37.00	per hour

Common Fees and Charges

Additional Cleaning Fee	Y	Cost+ %15 Admin Fee	per event
Security Bond	N	50% of Hire Fee	per booking
Security Guard	Y	\$74.00	per hour

Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Don Pyatt Community Hall

Tier 1: Full Fee

Daily Hire	Y	\$290.00	per day
Hire Hourly Rate	Y	\$73.50	per hour

Tier 2: NPSP Based Commercial & Private

Daily Hire	Y	\$220.00	per day
Hire Hourly Rate	Y	\$55.00	per hour

Tier 3: Not for Profit & Community Groups

Daily Hire	Y	\$147.00	per day
Hire Hourly Rate	Y	\$37.00	per hour

Common Fees and Charges

Security Bond	N	50% of Hire Fee	per day
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Beulah Road Community Hall

Tier 1: Full Fee

Daily Rate	N	\$480.00	
Hourly Rate	N	\$80.00	

Tier 2: NPSP Based Commercial & Private

Daily Rate	N	\$360.00	
Hourly Rate	N	\$60.00	

Tier 3: Not for Profit & Community Groups

Daily Rate	N	\$240.00	
Hourly Rate	N	\$40.00	

Common Fees & Charges (All Halls excluding Norwood Concert Hall)

Alarm Call Out	Y	\$165.00	per call out
Cleaning	Y	\$165.00	per clean
Damage/Breakage (General)	Y	Cost+ 15% Admin Fee + GST	
Damaged Carpet Tile	Y	\$55.00	per damaged tile
Emergency Services Call Out	N	\$700.00	per emergency service vehicle
Loss of Equipment	Y	Cost+ 15% Admin Fee + GST	
Missing / Lost key (Replacement of barrel)	Y	Cost+ 15% Admin Fee + GST	per lock
Missing / Lost key or fob	Y	\$110.00	per key

Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Norwood Concert Hall

Commercial Organisations

Standard Daily Rate	Y	\$3,250.00	per day
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Non-Profit Organisations

Standard Daily Rate	Y	\$2,600.00	per day
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Community Organisations

Standard Daily Rate	Y	\$0.00	per day
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Common Fees and Charges

Access between 1am to 7.30am	Y	\$181.50	per hour
Additional Cleaning Fee	Y	\$227.00	per callout
Additional Technical Hires	Y	Cost+ 15% Admin Fee + GST	per event
Mayor's Parlour Hire	Y	\$165.00	per day
Use of Grand Piano	Y	\$400.00	per event
Use of Hoist Crane/ Cage	Y	Cost+ 15% Admin Fee + GST	per event
Use of Projector	Y	\$600.00	per event
Security Bond	N	50% of Hire Fee	per booking
Front House Staff	Y	\$76.50	per hour
Security	Y	\$84.00	per hour
Rehearsal/Bump-in (other than day of hire)	Y	\$179.00	per hour
Technician	Y	\$90.00	per hour
Technician (1am to 7am)	Y	\$179.00	per hour

Park and Reserve Hire

Gatherings and Events

Not-for-profit / Community

Gathering without Hired Equipment	Y	Nil	
Gathering with Hired Equipment	Y	\$74.50	per day
Event	Y	Nil	per day

Private / Commercial

Gathering without Hired Equipment	Y	Nil	
Gathering with Hired Equipment	Y	\$156.50	per day
Event	Y	As negotiated	

Short-Term Hire

Not-for-profit / Community

Sports Group Hire	Y	Nil	
Dog Obedience Hire	Y	Nil	

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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Not-for-profit / Community [continued]

Fitness Group Hire	Y	Nil	
Other	Y	Nil	

Private / Commercial

Sports Group Hire	Y	\$13.40	per session
Dog Obedience Hire	Y	\$13.40	per week
Fitness Group Hire	Y	\$13.40	per week
Other	Y	As negotiated	

Long-Term Hire

All	Y	As negotiated	
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Tennis Courts Hire

Payneham Oval – Tennis Courts – General Public

The Payneham Oval Tennis Courts are now managed by the East Adelaide Payneham Tennis Club and can be booked online by the general public through BOOK-A-COURT. The Club will retain any revenue.	Y	N/A	
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Tennis Courts – Joslin Reserve

General Public – casual use	Y	Free	
Reserve Hirers	Y	Free	
Tennis Clubs or Coaches	Y	Free	

Norwood Swimming Centre

Private Swimming lesson (per half hour)	N	\$55.00	
Adult	Y	\$9.00	per person
Concession	Y	\$6.70	per person
2-4 years	Y	\$3.40	per person
Family Pass	Y	\$27.00	per pass
Schools – 45 minutes	Y	\$3.30	per person
Schools – 60 minutes	Y	\$3.81	per person
Schools – 90 minutes	Y	\$4.50	per person
Schools Recreation Swim	Y	\$5.10	per person
School Recreation Swimming + 120 min	Y	\$6.50	per person
Vac Swim	Y	\$5.50	per person
Season Pass 7 Day	Y	\$399.00	per pass
Season Pass Family	Y	\$870.00	per pass
Season Pass Concession	Y	\$296.00	per pass
20 Visit Pass	Y	\$131.00	per book
10 Visit Pass	Y	\$75.50	per book
Centre Hire (per hour)	Y	\$335.00	per hour
Lane Hire (per hour) – School or Other Groups (See also Pool entry with lane/pool hire below)	Y	\$26.80	per hour
Swimming Club Lane Hire (per hour) (See also Pool entry with lane/pool hire below)	Y	\$15.90	per hour

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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Norwood Swimming Centre [continued]

Pool entry with lane/pool hire (See also cost of lane hire by School/ Swimming Clubs & Other Groups above)	Y	\$5.90	per person
Swim Lessons	N	\$21.50	per lesson
Water Polo	Y	\$223.00	per hour
Spectators	Y	\$5.20	per person
Cancellation Fee	Y	40% of Hire Fee	

Child Care

St Peters Child Care Centre & Preschool

Daily	N	\$135.00	per day
Late fee – first 15 minutes	N	\$40.00	per 15 minutes
Late fee – each 10 minutes thereafter	N	\$32.00	per 10 minutes
Place Holding Deposit	N	\$100.00	

Community Services

Come and Try Program	N	\$10.00	per session
This is the top range of the fees that will apply for this program fees may vary between \$5.00 - \$10.00			
Excursions (non CHSP)	N	\$15.00	per person
Strength and Balance (non CHSP)	N	\$10.00	per session
Zest for Life Festival	N	Free to \$20 per session	per person

Over 50s Fitness (Strength & Balance) Commonwealth Home Support Programme

Each Session	N	\$7.00	per session
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Home Maintenance Commonwealth Home Support Programme

Cancellation Fee - Window Cleaning & Gutter Cleaning	N	\$17.00	each
Labour	N	\$20.00	per hour per worker
Gutter cleans	N	\$20.00	per hour per worker
Specialist Gutter Cleaning	N	\$30.00	per hour per worker
Window Cleaning	N	\$20.00	per hour per worker
Materials	N	Cost of materials	per material
Material removal	N	\$15.00	per trailer load

Home Modification Commonwealth Home Support Programme

Home Modification (Non-HealthCare Card Holder)	N	Contributes 50% of the Total Cost of Home Modifications	
Home Modifications (Healthcare Card Holder)	N	Contributes 25% of the Total Cost of Home Modifications	
Lunch @the Pub (CHSP)	N	\$15.00	per session
Domestic Assistance (CHSP)	N	\$12.00	per hour

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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Home Modification Commonwealth Home Support Programme [continued]

Domestic Assistance (CHSP) Cancellation fee	N	\$10.00	per session
Personal Care (CHSP)	N	\$12.00	per hour
Personal Care (CHSP) Cancellation fee	N	\$10.00	per session
Community Transport Car (CHSP)	N	\$11.00	per person
Shopping List (CHSP)	N	\$10.00	per hour
Escorted Shopping (CHSP)	N	\$13.00	per hour
Excursions (CHSP)	N	\$10.00	per person

Community Bus

Burnside Shopping Centre	N	\$5.00	per return trip
Tea Tree Plaza Shopping Centre	N	\$10.00	per return trip
Set Fee	N	\$2.00	each way
Transport for Community Care Social Programs – Gold coin donation	N	\$2.00	each way
Fixed Fee – Full Day Hire	Y	\$122.00	per day
Fixed Fee – Part Day Hire	Y	\$90.00	per part day
Variable Hire fee	Y	\$1.00	per kilometre

Library Services

Photocopying / Printing

A4 black & white	Y	\$0.20	per page
A3 black & white	Y	\$0.40	per page
A4 colour	Y	\$1.00	per page
A3 colour	Y	\$2.00	per page

Other Library Fees

Damaged / Lost Items Fee	N	Fee set by Public Library Services	per item
Sale of Library Discontinued Items	N	Price set by Library	per item
Assumed Lost Notice Fee	N	Fee set by Public Library Services	per notice
Replacement Item Processing Fee	N	Fee set by Public Library Services	per notice
USB Storage Device	Y	\$9.00	per device
Earphones	Y	\$9.00	per item
Library Bags	Y	\$3.00	per bag
Inter-Library Loan Fee	Y	Fee set by National Library of Australia	per item

Library Services & Lifelong Learning

Community Programs	N	Fee set by Library	per program
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Name	GST	Year 26/27 Fee (incl. GST)	Unit (if applicable)
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Art & Culture

Common Fees and Charges

Commission - Sale of Artworks	Y	20% Commission on Sale + GST
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Cultural Heritage

Photographic Scanning and Reproduction (for Commercial use)	Y	\$125.00	per image
Photographic Scanning and Reproduction (for Commercial use)	Y	\$125.00	per image
Photographic Scanning and Reproduction (for Research & Private use)	Y	\$20.00	per image
Programmed workshops & training sessions (for NPSP residents) - volunteer assisted service	N	Free	
Research and information request (for Commercial and Non-residents)	Y	\$40.00	per hour
Research and Information Requests	Y	\$40.00	per hour
Research and information requests (for NPSP residents)	Y	\$20.00	per hour
Research and information requests likely to exceed 5 hours	N	Price set by Library	
Research and information requests up to 30 minutes (for NPSP residents) - volunteer assisted service	N	Free	

13.3 FINANCE REPORT - DECEMBER 2025

REPORT AUTHOR: Senior Finance Business Partner
APPROVED BY: Chief Executive Officer
ATTACHMENTS: Nil

PURPOSE OF THE REPORT

The purpose of this report is to provide the Council with information regarding its financial performance for the period ended 31 December 2025.

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 quarterly financial reports detailing its financial performance compared to its Budget.

STRATEGIC DIRECTIONS

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Financial sustainability is as an ongoing high priority for the Council. The Adopted Budget forecast an Operating Surplus of \$754,356 for the 2025-2026 Financial Year. Following the First Budget Review where the Council approved the budget carry forward of Operating Projects from the previous financial year (2024-2025) of \$329,663, the Council has projected an Operating Surplus of \$424,693.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

Elected Members

Not Applicable.

Community

Not Applicable.

Staff

Not Applicable.

Other Agencies

Not Applicable.

DISCUSSION

For the period ended December 2025, the Council's financial performance remained stable, with a year- to-date Operating Surplus of \$2,534,388 against a year-to-date Budgeted Operating Surplus of \$1,496,319 resulting in a favourable variance of \$1,038,069. There are number of variances across income and expense categories, impacting the overall performance. Details of the overall financial performance are set out in Table 1.

TABLE 1: OVERVIEW OF FINANCIAL PERFORMANCE FOR THE PERIOD ENDED 31 DECEMBER 2025

LYTD Actual		YTD Actual	YTD Revised Budget	Var	Var %
		\$'000	\$'000	\$'000	
	Revenue				
23,662	Rates Revenue	25,640	25,567	74	0%
1,406	Statutory Charges	1,469	1,298	171	13%
2,062	User Charges	2,360	2,195	165	7%
2,443	Grants, Subsidies and Contributions	2,140	1,815	325	18%
8	Investment Income	5	28	(22)	(80%)
52	Reimbursements	87	18	69	390%
374	Other	449	242	207	86%
30,007	Total Revenue	32,150	31,162	988	3%
	Expenses				
8,474	Employee Expenses	9,668	9,998	330	3%
7,262	Contracted Services	7,586	7,125	(461)	(6%)
856	Government Levies	806	865	59	7%
570	Parts, Accessories and Consumables	549	649	100	15%
591	Utilities	681	577	(103)	(18%)
502	Insurance	501	544	42	8%
419	Subscriptions, Memberships & Licences	492	584	92	16%
142	Legal Expenses	183	94	(89)	(94%)
887	Other Expenses	954	911	(42)	(5%)
6,539	Depreciation, amortisation & impairment	6,848	6,848	(0)	(0%)
676	Finance Costs	1,347	1,470	122	8%
0	Net Loss - Joint Ventures & Associates	-	-	-	-
26,919	Total Expenses	29,616	29,667	51	0%
3,088	Operating Surplus/(Deficit)	2,534	1,496	1,038	69%

Income Variances

Statutory Charges: The higher than budgeted statutory income is primarily due to higher than budgeted Development Assessment fees, due to a higher number of Development Applications being submitted and higher Hoarding licences income as a result of ongoing development projects being undertaken.

User Charges: The increase in User Income is primarily attributed to higher hall hire and other services revenue (i.e. fees for technicians and equipment), driven by increased bookings from commercial hirers and not-for-profit organisations, as well as increased bar sales income against budgeted revenue. The bar income is partially offset by associated bar purchases which is a part of expenses of the Council.

Grants, Subsidies & Contributions: The increase in grant income compared to the Adopted Budget is primarily due to the delay in receipt of the Local Roads & Community Infrastructure (LRCI) Program Grant which was due to be received in 2024-2025 and the Supplementary Local Roads Grant income being higher than what was budgeted for.

Investment Income: The decrease in investment income compared to the Adopted Budget is due to lower interest earnings on Council's deposits with the LGFA and ANZ bank in line with the reduced cash balance. Available cash is transferred to the LGFA Cash Advance Debenture (CAD) account to reduce finance costs on borrowings.

Reimbursements: An increase in reimbursements compared to the budget is mainly due to higher cost recovery recharges including reimbursements to the Council for insurance claims lodged during the year.

Other Income: The favourable variance in Other Income is mainly due to timing of insurance rebates and the receipt of the Workers Compensation Distribution for 2024/2025 of \$14,130 and the LGFA Special Distribution Payment of \$56,167.

Expenses Variances

Contracted Services: The negative variance of \$460,801 is primarily attributed to higher than budgeted spend on tree maintenance (planting, pruning and removal), unscheduled street sweeping and unplanned building maintenance. Work schedules for future months will be re-assessed to work towards reducing the variance through-out the year.

Government Levies: The favourable variance in Government levies is due to the delay in receipt of the Council's Emergency Services Levy invoice. Therefore, the variance is only a timing variance and is expected to align to the budget once the invoice is processed.

Parts, Accessories & Consumables: The positive variance of \$100,076 is due to the timing of purchases for parts and consumables for the Depot compared to the Adopted Budget. It is anticipated that actual expenditure will align with the budget by year end.

Utilities: The unfavourable variance of \$103,255 primarily relates to electricity charges. Council recently entered into a new contract with energy retailer "Flow," which supplies environmentally friendly wind-generated energy. As this is the first year of the contract, annual expenditure was initially budgeted on a straight-line basis. However, it has become evident that costs fluctuate in line with wind generation cycles. Periods between May and September typically produce less wind, resulting in higher charges. However, the full-year expenditure is still expected to remain within budget and is being closely monitored.

Insurance: The positive variance in insurance is partially due to the non-renewal of the Council's events cancellation insurance due to the new limitations in the cover and partially due to the Council's asset insurance being slightly lower than budget.

Subscriptions, Memberships & Licences: The favourable variance of \$92,352 in Subscription and Licence expenses is primarily attributable to the Authority upgrade project that will be considered as part of the Council's Information Technology Strategy implementation plan.

Legal Fees: The unfavourable variance of \$88,665 in legal fees is primarily attributable to higher than budgeted costs associated with multiple lease reviews, title transfers, drafting of development agreements, and the legal advice across various operational and strategic matters.

Other Expenses: The unfavourable variance of \$42,361 is primarily driven by spend on marketing for the Magill Road, Payneham Road, Glynde and Kent Town precincts and marketing for Major Projects (i.e. Payneham Memorial Swimming Centre, Rosemont lane, St Morris Reserve). This is mainly due to timing of actuals spend and the budget cost spread assumptions. The variance expected to reduce by the end of the year.

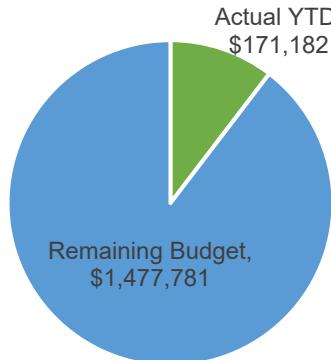
Finance Costs: Finance costs are \$122,252 below budget, primarily due to lower-than-forecast borrowings. This variance is driven by timing differences in the payment of capital invoices compared to the budget.

Project Overview

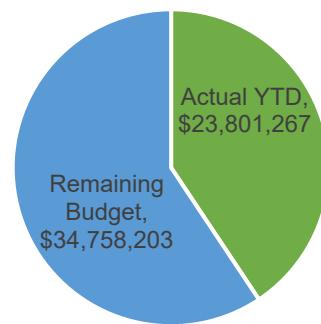
The Council's financial performance has been based not only on recurring expenses but also on the progress of Operating and Capital Projects.

Graph 1 and Graph 2 below provide an overview of actual year-to-date (YTD) expenditure on Operating and Capital Projects, respectively, as at 31 December 2025.

GRAPH 1: OPERATING PROJECTS



GRAPH 2: CAPITAL PROJECTS



Tables 1 and Table 2 below, provide a detailed breakdown of expenditure on both Operating and Capital projects, those carried forward from the previous financial year and new projects initiated as part of the 2025-2026 Adopted Budget. At the start of this financial year, significant focus has been placed on completing carried forward projects from the previous financial year.

TABLE 2: OPERATING PROJECTS OVERVIEW AS AT 31 DECEMBER 2025

Operating Project Name	Full Year Budget	YTD Actual	% Full Year Budget Utilised	Expected Completion Date
WILLIAM STREET LIGHTING UPGRADE	115,000	-	0%	Jun-26
STREET LIGHTING RENEWAL & UPGRADE	15,000	8,083	54%	Jun-26
VERGE UPGRADE	40,000	3,864	10%	Jun-26
AUTHORITY UPGRADE	516,000	-	0%	Jun-26
PUBLIC CONSULTATION FOR TRAFFIC MANAGEMENT CONCEPT DESIGNS	40,000	-	0%	Apr-26
ON-STREET PARKING POLICY IMPLEMENTATION IN NORWOOD & KENSINGTON	40,000	4,851	12%	Mar-26
TRAFFIC MANAGEMENT AT NINTH AVENUE CHRISTMAS LIGHTS DISPLAY	50,000	6,520	13%	Completed
URBAN GREENING PROGRAM	10,000	2,512	25%	Jun-26
URBAN TREE CANOPY REGIONAL MAPPING CONTRIBUTION	10,000	-	0%	Jan-26
DEVELOPMENT OF TREE INVENTORY	20,000	-	0%	Jan-26
40KMPH SPEED LIMIT IMPLIMENTATION IN KENSINGTON & FELIXSTOW	45,000	2,500	6%	Apr-26
PUBLIC HEALTH PLAN	13,000	-	0%	Jun-26
LIBRARY SERVICES REVIEW	50,000	-	0%	Jun-26
FIRSTVAL FESTIVAL	4,000	4,654	100%	Completed
CULTURALLY DIVERSE EARLY LITERACY PROJECT	3,300	55	2%	Jan-26
ART & CULTURE PLAN YEAR 2 IMPLEMENTATION	45,000	-	0%	Mar-26
2026 AFL GATHER ROUND	200,000	16,725	8%	Apr-26
RAISING THE BAR ADELAIDE	38,000	20,198	53%	Completed
EASTSIDE BUSINESS AWARDS	50,000	240	0%	Apr-26
TOUR DOWN UNDER STAGE	55,000	8,825	16%	Jan-26
GLYNDE HEAVY VEHICLE TRAFFIC STUDY	25,000	6,000	24%	Mar-26
IT STRATEGY	107,415	54,350	51%	Jun-26
FOOD SECRETS OF GLYNDE	30,489	-	0%	Jun-26
DOG & CAT MANAGEMENT PLAN EDUCATION CAMPAIGN	7,248	-	0%	Jun-26
ST PETERS BILLABONG	50,615	-	0%	Completed
HERITAGE PROTECTION OPPORTUNITIES	49,691	12,600	25%	Jun-26
MARRYATVILLE PRECINCT MASTER PLAN	19,205	19,205	100%	Completed
TOTAL	1,648,963	171,182	10%	

TABLE 3: CAPITAL PROJECTS OVERVIEW AS AT 31 DECEMBER 2025

Capital Project Name	Full Year Budget	YTD Actual	% Full Year Budget Utilised	Expected Completion Date
RENEWAL PROGRAMM incl TRINITY VALLEY	28,518,243	8,764,234	31%	Jun-26
PAYNEHAM MEMORIAL SWIMMING CENTRE - YEAR 3	22,635,274	11,842,924	52%	Apr-26
ADEY RESERVE PLAYGROUND & ST PETERS CHILDCARE CENTRE & PRE-SCHOOL	120,000	95,731	80%	Jun-26
KENT TOWN PUBLIC REALM UPGRADE	400,000	16,627	4%	Feb-26
BUILDING ACCESSABILITY IMPROVEMENTS	100,000	-		Jun-26
QUADRENNIAL ART PROJECT	279,000	-		Jun-26
LANGMAN GROVE SPEED CUSIONS	143,840	127,659	89%	Completed
THE PARADE MASTER PLAN DETAILED DESIGN & CONSTRUCTION	970,226	25,852	3%	Jun-26
BLACK SPOT GRANT	1,112,793	84,797	8%	Jun-26
GEORGE STREET UPGRADE	2,869,671	1,866,911	65%	Jun-26
PRIVATE LANeway	97,874	422,031	100%	Completed
STANDBY POWER FOR ST PETERS LIBRARY	78,550	-		Jun-26
40KM SPEED LIMIT HACKNEY TO MARDEN	5,000	-		Jun-26
RICHMOND ST, HACKNEY & EIGHTH AVE, ST PETERS	50,000	-		Jun-26
TRAFFIC MGMT PAYNEHAM SOUTH, FIRLE & TRINITY GDNS	70,000	-		Jun-26
	57,450,471	23,246,765	40%	
*SALARY CAPITALISATION	\$ 1,108,999	\$ 554,502		
TOTAL CAPITAL INVESTMENT AS REPORTED IN ABP	58,559,470	23,801,267	41%	

TABLE 4: STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2025

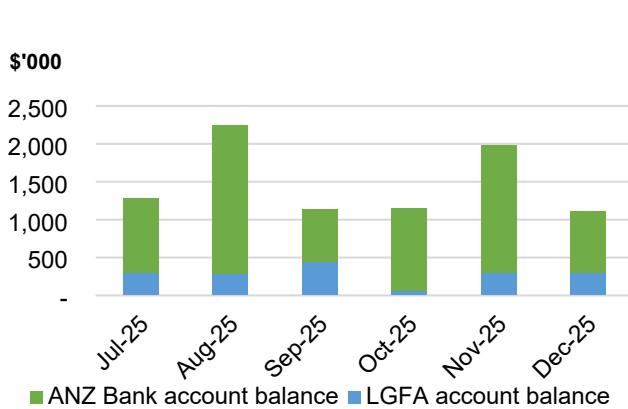
	30 June 2025 Actual \$'000	31 December 2025 Actual \$'000	Movement \$'000	
				%
ASSETS				
<u>Current Assets</u>				
Bank and Cash	1,986	1,453	533	27%
Accounts receivables	3,548	2,201	1,347	38%
Less: Provision for Bad Debts	(282)	(385)	103	-36%
Total Current Assets	5,252	3,269	1,983	38%
<u>Non-current Assets</u>				
Financial Assets	140	140	-	0%
Investments in Joint Ventures	3,110	3,160	(50)	-2%
Infrastructure, Property, Plant and Equipment	699,867	716,718	(16,851)	-2%
Other Non-current Assets	44,855	44,855	(0)	0%
Total Non-current Assets	747,972	764,873	(16,901)	-2%
Total Assets	753,224	768,142	(14,918)	-2%
LIABILITIES				
<u>Current Liabilities</u>				
Trade and Other Payables	13,153	9,967	3,186	24%
Borrowings	1,171	49,896	(48,725)	-4161%
Provisions	3,393	3,378	15	0%
Total Current Liabilities	17,717	63,241	(45,524)	-257%
<u>Non-current Liabilities</u>				
Borrowings	38,978	5,889	33,089	85%
Provisions	398	398	0	0%
Investments in Joint Ventures	741	690	51	7%
Total Non-current Liabilities	40,117	6,976	33,141	83%
Total Liabilities	57,834	70,218	(12,384)	-21%
NET ASSETS	695,390	697,924	(2,534)	0%
EQUITY				
Accumulated Surplus	70,622	70,622	0	
Profit/(Loss) for the year-to-date	-	2,534	(2,534)	
Asset Revaluation Reserves	624,768	624,768	(0)	
TOTAL EQUITY	695,390	697,924	(2,534)	0%

Treasury

The Council's cash balance continues to be maintained at a minimum level, with all available funds transferred to offset the Cash Advance Debenture (CAD) facility to minimise interest and overall financing costs. This is illustrated in Graph 3, which presents the Council's monthly cash balances held in both the ANZ and LGFA bank accounts.

Borrowings remain below the anticipated level, as illustrated in Graph 4, consistent with the timing and progression of major projects (mainly due to the extended completion date for the Trinity Valley Stormwater Project and alignment of the payment schedule for the Payneham Memorial Swimming Centre). However, with several key activities now underway and project delivery accelerating, it is expected that borrowing levels will continue to increase over the coming months in line with planned funding requirements.

GRAPH 3: CASH BALANCE



GRAPH 4: TOTAL BORROWINGS

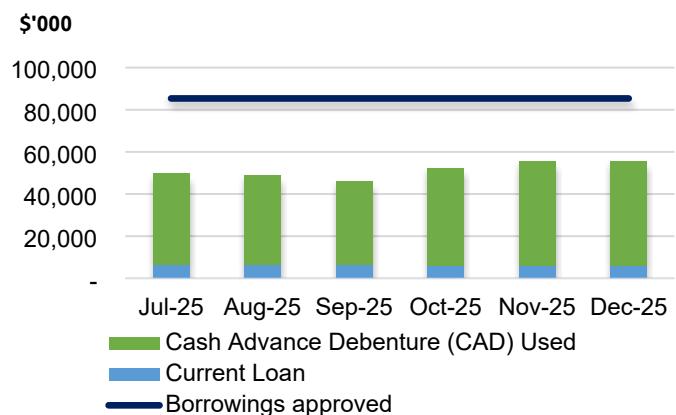


TABLE 5: TOTAL BORROWINGS

	Actuals as at 31 December 2025	Borrowings Expected as at 30 June 2026
Fixed Rate Loans	(5,888,652)	(50,341,895)
Cash Advance Debenture (CAD)	(49,896,009)	(28,183,105)
TOTAL BORROWINGS	(55,784,661)	(78,525,000)
Fixed %	10.6%	64.1%
Variable %	89.4%	35.9%

The Adopted Budget includes an assumption that \$45,000,000 of borrowings under the Cash Advance Debenture (variable loan) facility will be converted to a Fixed Rate loan by 30 June 2026. This assumption will be re-evaluated and confirmed later in the financial year, taking into consideration prevailing interest rate conditions and overall cash flow requirements.

OPTIONS

Not Applicable. This report is provided for information purposes only.

CONCLUSION

Not Applicable.

RECOMMENDATION

That the report be received and noted.

13.4 COMMONWEALTH HOME SUPPORT PROGRAM - PERSONAL CARE SERVICES

REPORT AUTHOR: Manager, Community Services
APPROVED BY: General Manager, Community Development
Chief Executive Officer
ATTACHMENTS: Nil

PURPOSE OF THE REPORT

The purpose of this report is to seek the Council's approval to cease the provision of Personal Care Services as funded by the Federal Government's Home Support Program.

BACKGROUND

In response to the 2021 Royal Commission into Aged Care Quality and Safety, the Federal Government committed to comprehensive reform of the aged care system to ensure that the needs, rights and wellbeing of older Australians are central to service delivery.

A key component of these reforms is the introduction of the *Australian Aged Care Act (2024)* (the Act), together with strengthened *Aged Care Quality Standards*, which came into effect on 1 November 2025. These reforms significantly increase regulatory expectations and obligations for all aged care service providers.

The new regulatory framework introduces several major changes, including:

- a legislated Statement of Rights for Older People, requiring providers to uphold dignity, choice, safety and wellbeing in all aspects of care;
- stronger obligations relating to quality and safety, governance, workforce capability and risk management;
- expanded governance responsibilities, with senior management and elected members classified as responsible persons under the Act and subject to specific legal responsibilities, including due diligence and compliance with a code of conduct;
- enhanced protections for workers and care recipients to raise concerns without fear of reprisal; and
- increased monitoring and enforcement powers for the Aged Care Quality and Safety Commission.

Under the new framework, government-funded aged care service providers are audited against seven (7) standards by the Aged Care Quality and Safety Commission (ACQS):

- **Standard 1: The Individual** – placing the person at the centre of their care;
- **Standard 2: The Organisation** – promoting a culture of safety, quality and inclusion, managing risk, responding to feedback and complaints, and maintaining a competent workforce;
- **Standard 3: The Care and Services** – ensuring care is planned, coordinated and delivered in line with individual needs, goals and preferences;
- **Standard 4: The Environment** – providing safe, accessible and responsive care environments;
- **Standard 5: Clinical Care** – ensuring safe and appropriate clinical care, including medication management and infection control;
- **Standard 6: Food and Nutrition** – delivering nutritious, appealing food and drink aligned with individual and cultural preferences; and
- **Standard 7: The Residential Community** – applying only to residential aged care and supporting connection, wellbeing and belonging.

The strengthened Aged Care Quality Standards now form part of the Act, making compliance a legal requirement rather than a best-practice expectation. Non-compliance of these standards may therefore constitute a breach of the Act.

The Aged Care Quality and Safety Commission (ACQSC) has identified the following service categories as high-risk, requiring enhanced controls and more stringent monitoring:

- Personal Care;
- Clinical Services;
- Meal Services; and
- Residential Care.

Consistent with the ACQSC's assessment, the Council's Personal Care Service is a high-risk service. This is due to the vulnerability of clients receiving the service, the fact that service delivery is undertaken by Contractors and the inherently personal and intimate nature of the care that is provided, which creates a heightened potential for harm if services are not delivered appropriately.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

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

Strategy 1.1.2: Ensure Council places, services, facilities, information and activities are inclusive and accessible to people of all abilities.

FINANCIAL AND BUDGET IMPLICATIONS

The Council currently receives approximately \$17,500 per annum in grant funding from the Federal Government's Department of Health, Ageing and Disability and Ageing, to provide Personal Care Services.

At present, three (3) residents receive the service on a long-term basis. Given the limited funding that is provided and available, the Council does not have capacity to extend the service to additional clients.

The Council's current funding agreement supports continuation of this service until 30 June 2027. Providers are required to provide six (6) months' notice where they intend to cease the provision of service. In these instances, the Federal Government will reassign the funding to another provider so that existing clients can continue to receive ongoing services.

RISK MANAGEMENT

The ACQSC has identified Personal Care Services as a high-risk service requiring enhanced controls and more stringent monitoring. As a result, the Council has a legal duty and obligation to take reasonably practicable steps to prevent foreseeable physical harm to clients. This is a duty that is not transferrable to Contractors.

The Personal Care Service encompasses the highest inherent risk profile of all the Council's Community Care Services due to:

- the vulnerability of older clients receiving the service;
- the intimate, hands-on nature of personal care tasks;
- the home-based setting, which limits direct supervision; and
- the potential for serious harm if care is poorly delivered.

This risk profile is further elevated as the Council's Personal Care Service is delivered by a Panel of appointed Contractors. In this regard, the *Aged Care Act (2024)* places responsibility for the quality and safety of client care on the service provider. This responsibility cannot be delegated or transferred to Contractors. As such, the Council is accountable for:

- preventing foreseeable harm to clients;
- ensuring Contractors are compliant with legislative obligations; and

- demonstrating that the Council and its Contractors have effective governance, oversight and processes in place for quality assurance and risk management.

To meet this statutory requirement, the Council must be able to demonstrate that it has taken proactive and ongoing measures to prevent foreseeable harm. This includes ensuring the existence and operation of the following (both within the Council and its appointed contractors):

- a skilled, trained, and competent workforce;
- ongoing supervision and competency assessment;
- robust and integrated clinical governance arrangements; and
- effective systems for incident detection, reporting, investigation, and continuous improvement.

CONSULTATION

Elected Members

Not Applicable

Community

Not Applicable

Staff

Not Applicable

Other Agencies

Mr Alex Yaminine, Council's Grant Funding Manager - Department of Health, Disability and Ageing.

Discussion

The Council's Personal Care Service provides support to older citizens daily living, including showering, dressing and feeding.

The Council has delivered Personal Care Services on behalf of the Federal Government for more than 20 years. The City of Norwood Payneham & St Peters is the only South Australian Council that is continuing to provide Personal Care Services.

The Council's Personal Care Service was originally intended to provide short-term support of up to 15 hours per year, with the Federal Government's Home Care Packages ultimately providing the ongoing support. However, changes within the aged care system (i.e. extended waiting periods for Home Care Packages) has resulted in increased demand for both interim and ongoing personal care support. As a result, in some cases, recipients of Personal Care Services has evolved into a long-term arrangement with clients electing to decline Home Care Packages due to the comparatively lower cost of Council delivered services as a result of client fees for Home Care Package services being means-tested, meaning that the amount paid per month (particularly by self-funded clients) can be significantly higher than the fees charged under the Commonwealth Home Support Program.

The Aged Care Quality Standards identifies personal care as having significant risk because of the potential for serious harm if the associated service is delivered poorly. To address the high level of risk and safeguard older people the Aged Care Quality and Safety Commission has increased regulatory, governance and monitoring requirements for service providers.

For example, delivering services under the Personal Care Service category would trigger additional compliance standards that the Council would be required to meet. For example, services such as Domestic Assistance and Home Maintenance are required to comply with three (3) standards, whereas Personal Care Services must comply with five (5) standards, in addition to participation in associated regulatory audits undertaken by the Commission every three (3) years.

Whilst this adds additional effort to ensure the Council's compliance, it introduces a significantly greater burden associated with oversight of Contractors which will require regular auditing of Contractors to ensure compliance. This will include:

- verification of workforce competency, training and supervision;
- monitoring of incident trends and corrective actions; and
- assurance that Contractors' systems align with the Aged Care's Quality and Safety Standards requirements.

To achieve this, the Council is likely be required to implement a range of new activities, including (but not limited to):

- conducting regular and structured audits of Contractor practices and records;
- verification of the Council's and Contractors workforce competency, training and supervision;
- monitoring of incident trends and corrective actions; and
- ensuring that the Council and Contractors' systems align with the Aged Care's Quality and Safety Standards governance requirements.

Consequently, the compliance burden associated with this service is significant and not scalable. The same level of administrative effort is required whether the service is delivered to three (3) or one hundred (100) people.

As a result, the Council would be carrying a disproportionate administrative burden for a service with minimal reach and with a significantly high-risk profile.

If the Council sought to continue to provide Personal Care Services, additional expertise and resources would be required. However, it is considered that there are other specialist service providers who provide Personal Care Services directly (i.e. not through a contractor delivery model) to a larger customer base. On this basis, such service providers do not need to develop management systems to ensure the compliance of third parties (i.e. because they are not using contractors to deliver the service) and are able to achieve a level of scale (i.e. have a significantly greater customer base who receive these types of services) commensurate with the investment in associated governance. In conclusion, it is suggested that the Council is not well placed to efficiently manage compliance and the inherent risks of providing Personal Care Services through a third-party model or achieve the necessary scale of service which results in a cost-effective service.

As a result, it is recommended that the Council ceases to provide Personal Care Services. In the event the Council determines to cease providing Personal Care Services, the Federal Government's Department of Health, Disability and Ageing has advised that the Council's three clients would be transitioned to another service provider. The Council will need to provide six (6) months' notice to facilitate clients transitioning to another service provider.

OPTIONS

The Council can determine to either;

1. continue to deliver Personal Care Services under the current Australian Government Home Support Program noting that it will introduce a range of new management responsibilities, cost and additional risk. This option is not recommended; or
2. cease delivering Personal Care Services.

CONCLUSION

The Council receives limited funding under the Commonwealth Home Support Program to deliver Personal Care Services. The funding currently supports three (3) long-standing clients. Personal Care Services are classified as a high-risk service by the Aged Care Quality and Safety Commission due to the potential for serious harm to vulnerable individuals. Under the new Australian Aged Care Act (2024) the Council retains full accountability for the actions of its contractors. In addition, the Aged Care Quality Standards impose expanded governance, compliance, and oversight requirements on the delivery of these services.

As a result, the continued delivery of Personal Care Services will necessitate the Council introducing and funding a range of new and complex management and risk management practices. Given that the Council has only 3 clients who are in receipt of Personal Care Services, it is suggested that there are other providers who have significantly improved and more efficient capacity to satisfy the new legislative obligations for Personal Care Services.

RECOMMENDATION

1. *That the delivery of Personal Care Services by the Council be ceased from 30 June 2026, subject to confirmation from the Department of Health, Ageing and Disability.*
2. *That the Department of Health, Ageing and Disability be notified of the Council's intention to cease delivering Personal Care Services and that the Council's existing clients will be transitioned to a new service provider.*
3. *The Council notes that staff will advise the existing 3 clients who are currently in receipt of Personal Care services, that the Council will no longer be providing these services and that they will be transitioned to a new service provider.*
4. *The Council notes that Council staff will work in partnership with the Department of Health Ageing and Disability, to ensure a seamless transition to the new Service Provider(s).*

13.5 NOMINATION TO EXTERNAL BODIES - STORMWATER MANAGEMENT AUTHORITY

REPORT AUTHOR: Governance Officer
APPROVED BY: General Manager, Governance & Civic Affairs
ATTACHMENTS: A

PURPOSE OF THE REPORT

The purpose of this report is to advise the Council of the call for nominations by the Local Government Association of South Australia (LGA), for appointment to the Stormwater Management Authority (SMA).

BACKGROUND

Stormwater Management Authority (SMA)

The SMA is a Committee established under Schedule 1A of the *Local Government Act 1999*.

The SMA implements the *Agreement on Stormwater Management* between the State of South Australia and the LGA. Its role is to facilitate and co-ordinate stormwater management planning by Local Government and to ensure relevant public authorities co-operate in respect to facilitating this outcome.

Following the resignation of Ms Whendee Young from the Town of Gawler (LGA Representative), the Minister for Climate, Environment & Water, has written to the LGA requesting nominations for one (1) Local Government representative on the SMA for a term of up to three (3) years.

A person nominated for appointment to the SMA must have appropriate qualifications or experience in public administration, water resources, stormwater management, mitigation of flood hazards, environmental management or infrastructure development.

Sitting fees, allowances and expenses, approved by the Governor of South Australia are applicable.

Council employees are eligible to nominate, however they are not eligible for payment.

A copy of the Selection Criteria and Nomination form is contained within **Attachment A**.

All nominees must provide an up-to-date Resume, together with the Nomination Form which are required to be forwarded to the LGA by **27 February 2026**.

The Chief Executive Officer has expressed an interest in being nominated to the SMA.

STRATEGIC DIRECTIONS

Not Applicable.

RECOMMENDATION

1. *The Council notes the report and declines the invitation to submit a nomination to the Local Government Association for the Stormwater Management Authority.*
2. *The Council nominates _____ to the Local Government Association for the Stormwater Management Authority.*

or

2. *The Council nominates _____ to the Local Government Association for the Stormwater Management Authority.*

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LGA Appointments and Nominations to Outside Bodies

PART A

Stormwater Management Authority — Call for Nominations

Governing Statute (if applicable)	The SMA is established under Clause 7, Sch 1A <i>Local Government Act 1999</i>
Purpose/Objective	Implements the Agreement on Stormwater Management between the State of South Australia and the LGA. Leads the development and supports the implementation of multi-objective stormwater management plans that address flood risk, environmental amenity and water security and that maximise the public benefit of stormwater. The Authority operates as a body for the planning, prioritisation and funding of stormwater initiatives, and administers the Stormwater Management Fund which provides funding for stormwater planning and infrastructure projects.
Administrative Details	Generally, 6 meetings per year, held bi-monthly (minimum 4 under ToRs), held at the DEW offices in Waymouth Street. Remuneration \$12,383pa for members. Note: council employees are eligible to nominate, however are <u>not</u> eligible for payment.
Selection Criteria (to be addressed by applicant)	Must have: <ul style="list-style-type: none">• local government knowledge and experience;• appropriate qualifications or experience in public administration;• water resources;• stormwater management;• mitigation of flood hazards;• environmental management; or• infrastructure development (7(3)); AND• at least 1 of the members appointed on nomination of the LGA, must have appropriate qualifications or experience to represent the interests of regional local government (7(4)).
Class A Primary Nomination	<i>In accordance with the LGA Appointments and Nominations to Outside Bodies Policy, selection for appointment or nomination to this Outside Body may include the conduct of interviews and checking of referees by</i>



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	<i>the LGA. By applying, the applicant accepts that the LGA may request an interview and/or the details of referees</i>
Liability and indemnity cover	<i>The LGA requires that persons appointed to Outside Bodies be appropriately insured throughout the period of their appointment and seeks to collect details of the insurances provided by the Outside Body on an annual basis.</i>

For more information contact: LGA Nominations Coordinator at
nominationscoordinator@lga.sa.gov.au or 8224 2000

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LGA Appointments and Nominations to Outside Bodies

PART B

Stormwater Management Authority — Nomination Form

Instructions

This form:

- *Must be submitted by a council*
- *Must be emailed in PDF format to nominationscoordinator@lga.sa.gov.au*
- *Receipt of nomination will be acknowledged by return email*
- *CV and response to selection criteria (if applicable) may be emailed separately by the nominee and will be treated confidentially*

This nomination form fulfils the requirements of the LGAs Appointments and Nominations to Outside Bodies Policy, [available here](#).

SECTION 1 to be completed by Council, SECTION 2 to be completed by Nominee.

Please refer to the *Call for Nominations* information sheet (PART A) for details of the Outside Body and the selection criteria to be met by the nominee.

SECTION 1: COUNCIL to complete

Stormwater Management Authority	
Council Details	
Name of Council submitting the nomination	
Contact details of council officer submitting this form	Name:
	Position:
	Email:
	Phone:
Council meeting date and minute reference	
Nominee Full Name	
elected member <input type="checkbox"/> OR employee of council <input type="checkbox"/> OR employee of local government entity <input type="checkbox"/>	
<i>Note: by submitting this nomination council is recommending the nominee is suitable for the role.</i>	

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SECTION 2: NOMINEE to complete

Stormwater Management Authority			
Nominee Details			
<p><small>* Denotes a Mandatory Field. The information in this form is provided by the LGA to the relevant Minister/State Government Authority for the purposes of actioning an appointment to an outside body. Successful Nominees may be contacted directly by the relevant body using the information provided in this form.</small></p>			
First Name:*			Gender
Middle Name:*			
Surname:*			
Home / Personal Postal Address:*			
Phone:		Mobile:	
Personal Email:			
Why are you interested in this role?			
CV	attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Response to selection criteria (if applicable) <small>Please refer to the Call for Nominations information sheet for the selection criteria to be addressed.</small>	<i>Nominee to provide response to selection criteria (of no more than 2 pages) for consideration by the LGA Board of Directors.</i> attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Do you agree for your details to be retained on the LGA Nominees Database for a period of 12 months in order to be considered for other vacancies on Outside Bodies?			
Yes <input type="checkbox"/> OR No <input type="checkbox"/>			
If Yes, please list any fields of interest or Outside Bodies of interest:			
<ul style="list-style-type: none">•••			
Undertaking:			
<p><i>The LGA Board resolved in January 2015 to ensure that appointees to external Boards and Committees remain current local government members or officers. If you leave local government for any reason during the term of your appointment, are you prepared to resign your appointment if requested to do so by the LGA?</i></p>			
Yes <input type="checkbox"/> No <input type="checkbox"/>			
Signature of Nominee: _____			

14 COMMITTEE REPORTS & RECOMMENDATIONS

14. COMMITTEE REPORTS & RECOMMENDATIONS

PURPOSE OF THE REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meeting for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Traffic Management & Road Safety Committee – (27 January 2026)
(A copy of the Minutes of the Traffic Management & Road Safety Committee meeting held on 27 January 2026 is included as **Attachment A.**)

ADOPTION OF COMMITTEE RECOMMENDATIONS

- **Traffic Management & Road Safety Committee**

That the Minutes of the meeting of the Traffic Management & Road Safety Committee held on 27 January 2026, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

Traffic Management & Road Safety Committee Minutes

27 January 2026

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
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials [f /cityofnpsp](https://facebook.com/cityofnpsp) [@cityofnpsp](https://twitter.com/cityofnpsp)



**City of
Norwood
Payneham
& St Peters**

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PRESENT

Venue	Mayors Parlour, Norwood Town Hall
Time	10.00am
Committee Members	Cr Kevin Duke (Presiding Member) Cr Garry Knoblauch Mr Shane Foley (Specialist Independent Member) Mr Nick Meredith (Specialist Independent Member) Mr Charles Mountain (Specialist Independent Member)
Staff	Carlos Buzzetti (General Manager, Urban Planning & Environment) Jordan Ward (Manager, Traffic and Integrated Transport) Rebecca van der Pennen (Engineer, Traffic & Integrated Transport) Jayesh Kanani (Engineer, Traffic & Integrated Transport)
APOLOGIES	Cr Hugh Holfield
Absent	Nil

1 CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT AND ROAD SAFETY COMMITTEE MEETING HELD ON DATE

Mr Shane Foley moved that the Minutes of the Traffic Management & Road Safety Committee Meeting held on 3 September 2024 be taken as read and confirmed. Seconded by Mr Charles Mountain and carried.

2 PRESIDING MEMBER'S COMMUNICATION

Nil

3 COMMITTEE MEMBER DECLARATION OF INTEREST

Nil

4 DEPUTATIONS

4.1 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

SPEAKER/S

Mr Max Franchitto

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Max Franchitto has written to the Committee requesting that he be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Max Franchitto has been given approval to address the Committee.

Mr Max Franchitto addressed the Committee on this matter.

4.2 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

SPEAKER/S

Ms Luisa Mercurio

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Ms Luisa Mercurio has written to the Committee requesting that she be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Luisa Mercurio has been given approval to address the Committee.

Ms Luisa Mercurio addressed the Committee on this matter.

4.3 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Mr Nick Humzy-Hancock

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Nick Humzy-Hancock has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Nick Humzy-Hancock has been given approval to address the Committee.

Mr. Humzy-Hancock addressed the Committee on this matter.

4.4 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Ms Katie Rizk

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Ms Katie Rizk has written to the Committee requesting that she be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Katie Rizk has been given approval to address the Committee.

Ms Katie Rizk addressed the Committee from on this matter.

4.5 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Mr Josh Peak

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Josh Peak has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Josh Peak has been given approval to address the Committee.

Mr Josh Peak addressed the Committee on this matter.

5 STAFF REPORTS

5.1 ON-STREET PARKING POLICY - KENSINGTON IMPLEMENTATION

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: A - F

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee") the outcomes of the community consultation that has been undertaken for the proposed parking control changes throughout the suburb of Kensington, in accordance with the Council's On-Street Parking Policy.

BACKGROUND

Like many inner-metropolitan Councils, the City of Norwood Payneham & St Peters experiences on-street parking pressures from a wide range of users including local residents, business and commercial activities. Workers and people who park within the City, but work elsewhere (e.g. long-term parkers walking/ riding into the Adelaide CBD). On-street parking is an 'end game': the result of people wanting to drive cars to and from their destinations. Over time, the Council and the State Government have influenced travel choices with the aim of reducing the demand for on-street parking. This approach is reflected in a range of integrated land use and transport strategies. However, in the short term, the Council has an immediate role to play in managing the overall supply of on-street parking and managing equitable access to the available on-street parking spaces.

At its meeting held on 7 April 2025, the Council endorsed a revised 'On-Street Parking Policy' and resolved the following:

1. *That the draft On-Street Parking Policy contained in Attachment C, as amended to include a second Visitor Parking Permit and removal of the provision of a third Resident Parking Permit, be endorsed.*
2. *That all persons who lodged a submission on the draft On-Street Parking Policy, be advised in writing of the Council's decision and thanked for their submission.*
3. *That the next scheduled review of the On-Street Parking Policy be undertaken in April 2028.*
4. *That the Chief Executive Officer be authorised to make further minor changes to the document, that are deemed necessary to ensure that it is suitable for publication, provided that the changes do not affect the intent of the document.'*

The On-Street Parking Policy is a strategic-level document that establishes an overarching framework for the management of on-street parking. It is not intended to address the individual needs of all property owners. Rather, the Policy seeks to balance competing demands for on-street parking across the City's road network. To do so, the Policy established designated *Parking Precincts* based on the characteristics and parking demands and parking needs of surrounding land use and provides guidance on the prioritisation of users within each precinct, when implementing parking management measures. A copy of the On-Street Parking Policy is contained in **Attachment A**.

The On-Street Parking Policy defines the process for determining when parking management intervention is required. This includes undertaking detailed parking occupancy surveys, reviewing alternative transport options and considering local conditions. The Council has adopted a parking occupancy threshold of 85 per cent as the trigger for implementing additional parking controls, which equates to approximately one in every seven to eight spaces being available.

The Kensington Parking Policy Review, contained in **Attachment B**, represents the first comprehensive, precinct-wide implementation of Council's adopted On-Street Parking Policy. This report presents a detailed assessment of existing parking behaviours and identifies recommended parking management measures for the Kensington Precinct. A simplified summary map of the proposed parking controls is contained in **Attachment C** and shown below in **Figure 1**.

Proposed On-street Parking Changes Kensington Precinct

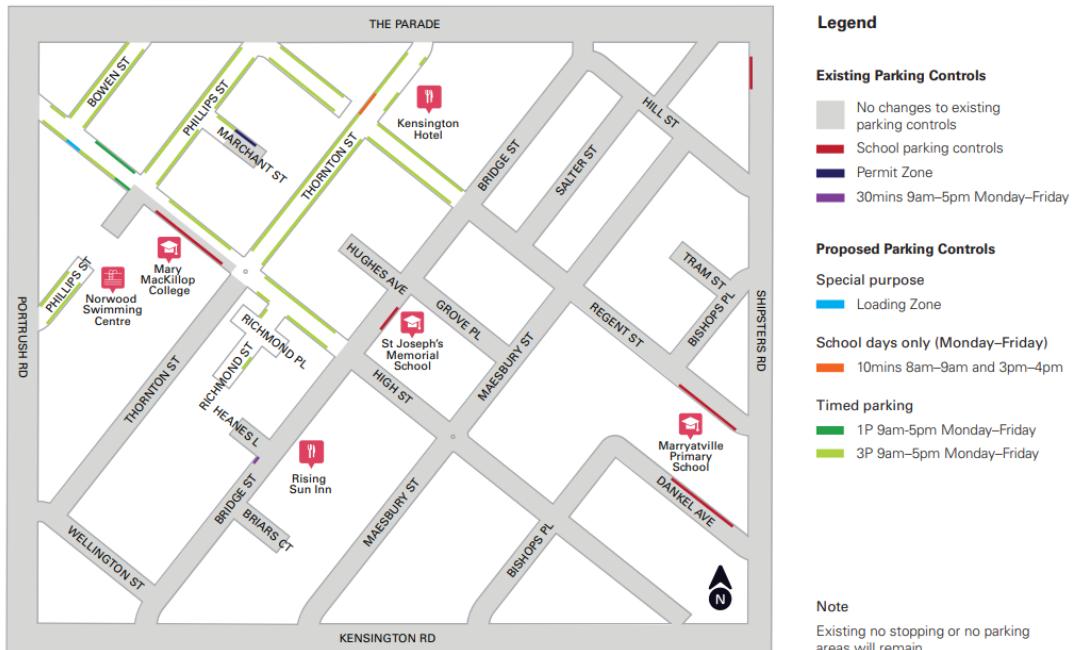


Figure 1: Proposed on-street parking control changes - Kensington Precinct

Currently, Kensington contains 901 unrestricted on-street parking spaces, in addition to 60 spaces that are the subject of some form of parking control (e.g., time limits, loading zones). The Review recommends introducing time-limited parking controls for a further 219 spaces, where parking occupancies have been found to exceed the thresholds specified in the Policy.

Staff have undertaken community consultation on the proposed parking changes outlined in The Kensington Parking Policy Review, with Kensington being the first precinct to undergo a holistic review since the adoption of the Policy in April 2025.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Outcome 4: Environmental Sustainability

A leader in environmental sustainability.

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

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

Objective 4.1: Sustainable resource use and management.

Strategy 4.1.3: Promote the use of sustainable, active and low emission transport modes.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$40,000 in the 2025-2026 Financial Year for the implementation of the 'On-street Parking Policy in the Norwood and Kensington precincts'.

This budget is sufficient for the implementation of the On-Street Parking Policy throughout Kensington, which includes community engagement costs, parking control signage manufacture and installation.

RISK MANAGEMENT

On-street parking is highly contested across much of the City of Norwood Payneham & St Peters, including within the suburb of Kensington.

As a car-centric city, there is a strong cultural expectation that on-street car parking should be available to all users, regardless of priority or demonstrated need. There is also a growing expectation that individual needs should take precedence over collective needs or outcomes, with parking priorities often viewed through an individual, rather than community lens. By reducing reliance on long-stay on-street parking, the changes may potentially encourage greater use of walking, cycling and public transport for work, supporting lower vehicle emissions and reduced congestion.

Accordingly, a balance must be struck between the needs of residents, businesses, visitors, workers and other road users. The *Land Use and Competing Demands* section of the On-Street Parking Policy, outlines the considerations that will be used to determine the priority for on-street parking within a given area. These considerations were applied in determining the recommended parking controls for the Kensington Precinct and this approach provides the overarching framework for how the Council manages risk, with respect to on-street parking.

CONSULTATION

Elected Members

Elected Members have been consulted and actively engaged throughout the development and update of the On-Street Parking Policy, which was endorsed by the Council in April 2025.

Elected Members have been provided with a copy of the community engagement materials, including the Frequently Asked Questions and guidance on how best to direct community members to formally respond via the consultation survey.

Community

Extensive community consultation has been undertaken regarding the proposed on-street parking controls throughout Kensington. The consultation period was open from 20 October 2025 to 10 November 2025.

The consultation included the following:

- mail-out to all residents and property owners;
- survey available in both online and paper formats;
- the installation of corflute signage throughout Kensington advising visitors that consultation was open;
- targeted emails to key stakeholders within the precinct, including the Kensington Residents Association, large employers, and schools, inviting them to provide feedback;
- dedicated project page on the Council's website; and
- promotion across the Council's social media channels.

This approach provided a comprehensive engagement strategy, ensuring that all residents and visitors to the area had ample opportunity to provide feedback.

A copy of the engagement material and survey questionnaire are contained in **Attachment D**.

Key information sought from the survey questionnaire was:

- parking user feedback (i.e., resident, visitor, etc.);
- feedback on parking controls proposed at a precinct level;
- feedback on parking controls proposed on the street(s) where they commonly park; and
- other relevant comments or information.

Details of the results of the consultation is presented in the *Discussion* section of this report.

Staff

General Manager, Urban Planning & Environment
Senior Traffic Engineer
Traffic Engineer
Parking Officers

Other Agencies

Not Applicable.

DISCUSSION

The Kensington parking assessment and associated consultation, were undertaken in accordance with the guidance established by the On-Street Parking Policy. The Policy acknowledges that while strategic principles can be clearly defined at a City-wide level, localised and precinct-specific issues often only emerge during implementation of the Policy.

The consultation process provides a valuable opportunity to identify and test these issues, as proposed parking controls become more tangible for the community. This stage allows residents, business owners, workers and other stakeholders, to provide detailed, targeted and place-specific comments, which is not typically achievable at a purely strategic level.

In addition, Kensington is the first precinct to undergo consultation in respect to on-street parking controls and represents the first practical application of the Policy. As such, the outcomes of this process will provide important insights and lessons that can inform the implementation of on-street parking controls in other precincts across the City.

The feedback received during the consultation that has been undertaken, reflects a wide range of perspectives, including competing and sometimes conflicting priorities for on-street parking. This Section summarises the key themes arising from consultation. A full detailed summary of feedback received is contained in **Attachment E**.

During the consultation period, a total of 192 responses to the survey were received, together with one written submission from the OTR Group, a large employer within the precinct. A copy of this submission is contained in **Attachment F**.

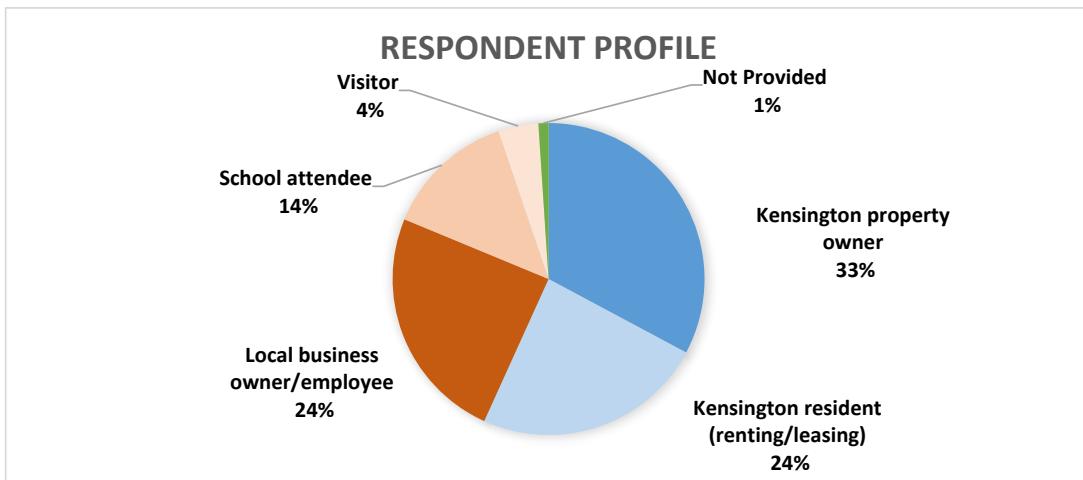
A summary of the key responses and sentiments from the consultation is provided below.

Respondent profile

Respondent profiles were grouped into categories, such as: owners and residents and business owners/employees or school attendees, to distinguish those who reside within the precinct from those who visit the area for work, education, or other purposes. Overall, the results demonstrate a balanced consultation, with relatively even representation from both resident and non-resident respondent groups. The results for the respondent profile are shown in Table 1 below.

Table 1

Respondent Profile	Count	Sub-total
Kensington property owner	63	109 (57%)
Kensington resident (renting/leasing)	46	
Local business owner/employee	47	81 (42%)
School attendee	26	
Visitor	8	
Not Provided	2	2 (1%)
Total	192	100%



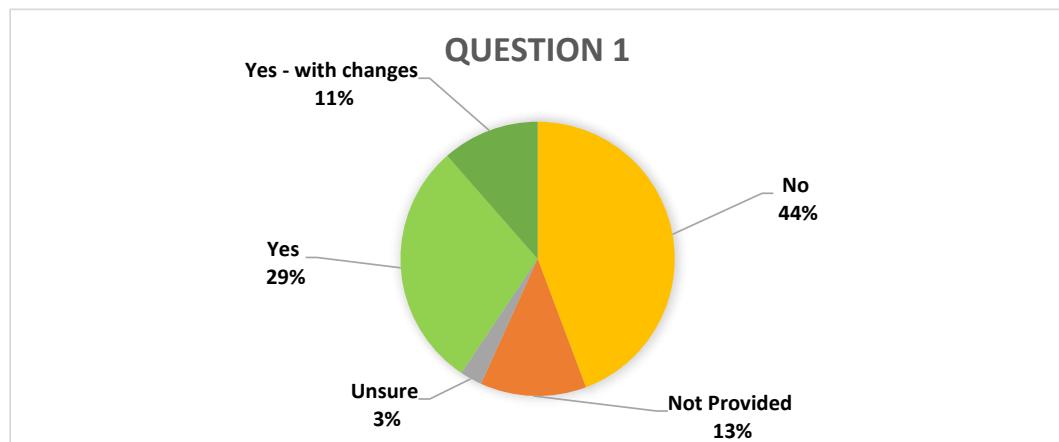
Proposed parking control changes

Respondents were asked whether they supported the proposed precinct-wide parking control changes. This question was intended to provide insight into preferences for parking management at a precinct-wide level, rather than focusing solely on individual street issues.

More detailed feedback was also sought in relation to the street on which respondents most commonly park. The results were broadly consistent across both questions, indicating that sentiment at the street level aligns with views expressed at the precinct level.

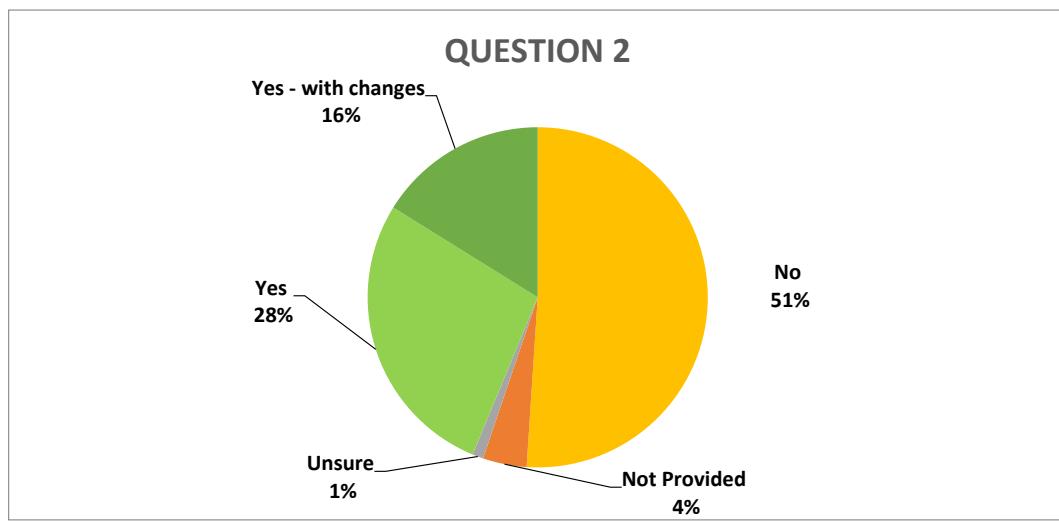
Survey Question 1: Do you support the proposed parking controls changes more broadly throughout the Kensington precinct?

Response	Count	Percentage (%)
No	85	44%
Not Provided	24	13%
Unsure	5	3%
Yes	56	29%
Yes - with changes	22	11%
Total	192	100%



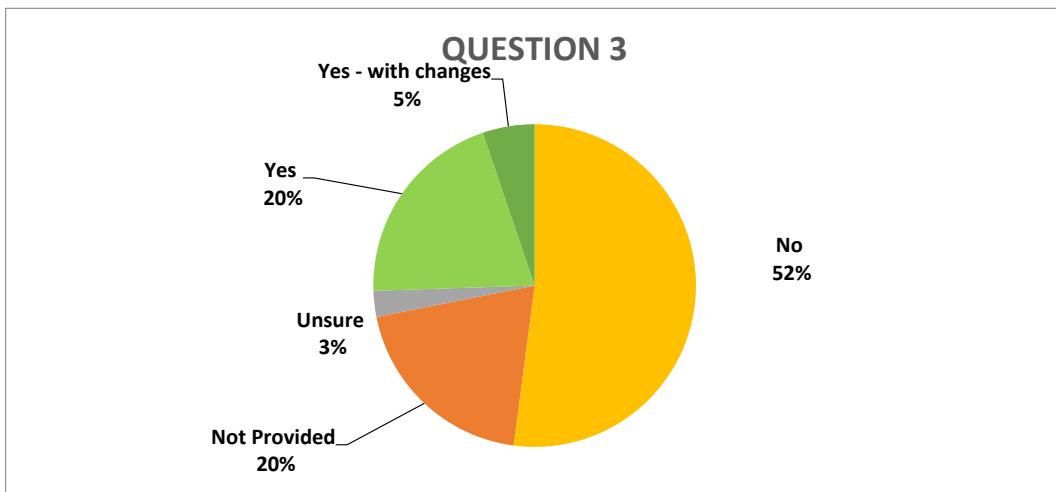
Survey Question 2: Do you support the proposed parking control on the street that you most commonly park on?

Response	Count	Percentage (%)
No	98	51%
Not Provided	8	4%
Unsure	2	1%
Yes	53	28%
Yes - with changes	31	16%
Grand Total	192	100%



Survey Question 3: If your street is listed for timed parking controls, do you support the proposed time limit?

Response	Count	Percentage (%)
No	100	52%
Not Provided	38	20%
Unsure	5	3%
Yes	39	20%
Yes - with changes	10	5%
Total	192	100%



It should be noted that most of the "No" responses reflect a preference for no time-limited parking controls, while the "Yes, with changes" responses, generally relate to requests for resident parking permits or exemptions.

Analysis of Respondent Feedback

Further detailed analysis has been completed for the different user groups to better understand their feedback and the impact of the proposed parking control change would have.

Property owners / resident

Of the 109 respondents in this profile, 48 supported the introduction of on-street parking controls in Kensington, while a further 31 supported the controls with changes. The most common requested change was that residents be exempted from the timed parking restrictions. In most cases, these residents would be eligible for a parking permit to extend their parking beyond the time limit. While information regarding parking permits was provided during the consultation, it could be presented more clearly to ensure better understanding.

Combining both support and support-with-changes responses, 79 of 109 respondents in this profile (72%) supported the proposed on-street parking control changes.

Common feedback from supporters (including those supporting with changes):

- resident and visitor parking permits/exemptions are required;
- considered a reasonable approach given existing parking pressures; and
- support for managing all-day parking from local business employees in residential streets.

Common feedback from those opposing the changes:

- concerns about displacement, with on-street parking being transferred to other streets;
- perception that the controls are primarily being introduced for revenue-raising purposes;
- concerns about effectiveness, as some may simply move cars every few hours;
- viewed as unfair for multi-car households unable to store all vehicles on their property; and
- focus on the source of the problem (i.e., businesses or schools that do not provide sufficient off-street parking on their properties)

School / education establishments:

Of the 26 respondents in this profile, 23 opposed the introduction of parking controls in Kensington.

Common concerns raised included:

- insufficient off-street parking is provided at schools;
- staff unable to leave during school hours to move cars;
- increased local traffic caused by vehicles relocating every 3 hours;
- parking demand likely to redistribute to other streets;
- perception that other larger employers contribute more significantly to on-street parking pressures;
- residents with off-street parking still choosing to park on-street; and
- requests for exemptions for staff.

Local business owner / employee:

Of the 47 respondents in this profile, 42 opposed the introduction of parking controls in Kensington.

Key concerns included:

- difficulty in finding all-day parking;
- requirement to move vehicles every few hours may affect productivity or contribute to staff turn-over;
- increased vehicle circulation within the precinct; and
- limited accessibility to public transport for some employees

OTR Group formal submission

The OTR Group is a large employer within the Kensington Precinct, with their headquarters located at 270 The Parade, Kensington. The OTR Group has formally objected to the proposed parking control changes, providing a written submission, together with staff completing the online survey.

The following provides a high-level summary of a submission that has been received from OTR Group in response to the proposed precinct-wide on-street parking amendments in the City of Norwood Payneham & St Peters. A full copy of the written submission is contained in **Attachment F**.

The OTR Group, on behalf of its 420 staff based at its Head Office at 270 The Parade, has formally opposed the proposed precinct-wide on-street parking restrictions. The OTR Group outlined its significance as South Australia's largest private employer and noted that following its acquisition by Viva Energy Australia in March 2024, a key condition of the sale was the retention of its headquarters at Norwood to protect local employment. The OTR Group advised that its workforce is highly car-dependent, with internal survey results indicating that 98% of staff drive to work, 89% have no viable public transport alternative and over 85% would face significant disruption due to the need to move vehicles, arrive earlier, or park deeper within surrounding residential streets. The majority of respondents indicated the proposed changes would make commuting more difficult.

In its submission, the OTR Group also highlighted the broader economic implications for The Parade and Norwood generally, estimating its workforce contributes approximately \$4 million annually to the local economy through retail, food, hospitality and service spending. The OTR Group expressed concern that the proposed parking changes could negatively affect staff retention, local business activity and potentially OTR Group's long-term presence in Norwood. The OTR Group has urged the Council to reconsider the proposal, seek further engagement with major employers and explore alternative solutions that balance residential amenity with the needs of workers and businesses.

It should be noted that the OTR Group has limited off-street parking provision on its property and the workforce is currently highly dependent on on-street parking.

There is also an existing approval for the Major Development of the Peregrine Mixed-Use (Headquarters) development at 270 The Parade, Kensington. An extension of time to commence construction was granted by the State Government, extending the approval until December 2026.

Summary

Analysis of stakeholder feedback reveals a significant divide between residential property owners and other stakeholder groups (schools and businesses) regarding the proposed parking controls in Kensington.

Further analysis of the outcomes of the consultation is set out below.

1. Insufficient off-street car parking for schools and businesses.

Existing schools and businesses operate under approved Development Consents, which were assessed against the planning and parking requirements in place at the time of approval. The Council does not have the statutory ability to retrospectively require the provision of additional off-street car parking where a lawful approval already exists.

The current high demand for on-street parking reflects the cumulative impact of multiple land uses within a constrained inner-urban environment, where site layouts, heritage considerations and lot sizes often limit the provision of on-site parking.

In these circumstances, the Council's role is to manage the shared public on-street parking in a way that is safe, equitable and efficient. The proposed parking controls were developed in accordance with the 'prioritisation of users' matrix within the Council's On-Street Parking Policy which assigns long-term employee and school parking a medium priority, compared with a high priority for residents within Kensington.

School staff communicated additional concerns and constraints associated with the timed parking controls, noting that their additional responsibilities for student supervision limit their ability to move vehicles every three hours.

In this regard, it should be noted that there are no proposed changes to the existing unrestricted all-day parking near the following schools: Pembroke College, Marryatville Primary School, and St Joseph's Memorial School. While new three-hour parking controls are proposed near Mary Mackillop College, all-day parking opportunities will remain available on Thornton Street, Wellington Street, and Bridge Street, which are within a short walking distance. For those not choosing to alter travel behaviour or adopt alternative transport modes, it is expected that parking demand will redistribute and disperse across the surrounding street network, reducing the current high concentration of parking at the north-west corner of Kensington. Importantly, there are still 682 unrestricted on-street car parking spaces within Kensington.

The changes proposed are shown spatially in **Figure 1** above.

2. Parking permits

The Council has endorsed clear eligibility criteria for parking permits through its On-Street Parking Policy. Parking permits are limited to eligible residents and are intended to support residential amenity where parking controls are introduced.

Permits are not available to businesses, employees, or commuters, as extending eligibility beyond residents would undermine the effectiveness of parking controls and reduce turnover for short-stay users.

Where residents are eligible, permits will allow them to overstay the posted time limit, ensuring that parking controls balance residential needs with broader precinct demand.

3. Parking displacement

The proposed on-street parking controls respond to a clearly demonstrated need identified through parking occupancy surveys. In accordance with Council policy and industry standards, streets operating above approximately 85% occupancy are considered functionally full and are likely to experience high competition, circulation and parking stress.

In some instances, streets operating within the 65%–85% occupancy range were also proactively considered where they were likely to attract displaced parking following the introduction of nearby controls. Applying a precinct-wide, rather than street-by-street, assessment is consistent with best practice and reduces the risk of unmanaged displacement.

This holistic approach is intended to achieve more balanced outcomes across the precinct, ensuring that parking demand is more evenly distributed rather than concentrated in isolated streets. While some redistribution of parking may occur, this is managed in a controlled and equitable manner.

4. "Motorists will just move their car"

Some motorists may choose to relocate their vehicle to avoid overstaying the time limit. This behaviour is anticipated and is an inherent part of demand-based parking management.

The recommended 3-hour time limit has been selected to strike a practical balance between the needs of businesses, visitors, workers and residents. In determining the appropriate duration, the following considerations have been applied:

- 4-hour limits were not considered effective in discouraging all-day parking, as they typically require only one vehicle move per day, which can be readily accommodated by employees;
- 2-hour limits were considered overly restrictive, requiring multiple vehicle moves per day and potentially limiting reasonable visit durations for customers, clients and social visitors; and
- 3-hour limits provide sufficient dwell time for most legitimate short- to medium-stay activities while still discouraging all-day parking and encouraging consideration of alternative transport options such as public transport, walking or cycling where available.

5. Revenue raising

The proposed parking controls are not motivated by the objective of raising revenue. The Council's intent is to respond to long-standing community concerns regarding parking availability and to manage on-street parking in a fair, transparent and consistent manner.

Any revenue that is generated from infringement notices associated with enforcement of the proposed on-street parking controls, is incidental and reflects non-compliance rather than a policy objective. The primary purpose of enforcement is to ensure that the parking controls operate as intended and deliver improved access and equity for all users of the precinct.

OPTIONS

In considering the outcomes of the Kensington Parking Policy Review and the associated community consultation, the following options have been identified for the Committee's consideration.

Option 1 – Implement the proposed precinct-wide parking controls as recommended

(Preferred Option)

This option involves implementing the parking controls outlined in the Kensington Parking Policy Review, as outlined in **Attachment B**, including the introduction of time-limited parking on streets where occupancy surveys demonstrate demand exceeding policy thresholds. These controls would be supported by the application of a resident parking permit scheme in accordance with the On-Street Parking Policy.

This option is consistent with:

- the adopted On-Street Parking Policy;
- the parking occupancy data and supporting technical assessment;
- best-practice parking management principles; and
- *CityPlan 2030* objectives relating to residential amenity, accessibility, and transport network efficiency.

While consultation identified divergent views, particularly from businesses and schools, this option provides the most balanced and equitable response to competing demands. It prioritises short-stay turnover, supports residential amenity and manages on-street parking as a shared public resource. The application of precinct-wide controls also reduces the risk of unmanaged displacement and provides a fair, transparent, and consistent framework for parking management across Kensington.

Option 2 – Modify the proposed parking controls

This option involves amending the recommended parking controls in response to consultation feedback. Potential modifications could include:

- reducing the extent of time-limited parking; and/or
- applying parking controls to one side of the road, over a larger catchment area; and/or
- increasing time limits on all or selected streets; and/or
- deferring implementation on certain streets.

While this option may in the short-term address some of the concerns that have been raised, it would reduce the overall effectiveness of the parking management framework and may undermine the intent of the On-Street Parking Policy. Partial or inconsistent application of parking controls is likely to increase displacement, perpetuate inequitable outcomes and reintroduce parking stress to streets that currently operate above acceptable occupancy thresholds.

This option would also require additional technical assessment and further consultation that will result in delaying the implementation of the Policy and increased costs.

Option 3 – Do not implement additional parking controls

With this option, the Council would retain the existing largely unrestricted on-street parking arrangements throughout Kensington.

This option is not supported as it would:

- be inconsistent with the On-Street Parking Policy;
- fail to respond to demonstrated parking demand and long-standing community concerns;
- continue to disadvantage residents and short-stay visitors; and
- result in the inefficient use of limited on-street parking resources.

Maintaining the status quo would also undermine the Council's strategic objectives and create precedent risks for future precinct-wide parking reviews.

CONCLUSION

The Kensington Parking Policy Review represents the first holistic, precinct-wide application of the Council's adopted On-Street Parking Policy. The technical assessment demonstrates that parking demand in parts of Kensington exceeds acceptable occupancy thresholds, resulting in high competition for parking, reduced availability and impacts on residential amenity.

Community consultation has highlighted competing priorities between residents, businesses and schools. While these concerns are acknowledged, the Council does not have the statutory ability to retrospectively require additional off-street parking for existing developments. Accordingly, the Council's appropriate role is to manage the shared on-street parking resource in a fair, transparent and evidence-based manner.

The recommended on-street parking controls are consistent with best-practice parking management, prioritising turnover, safety and equitable access, while supporting residents through a permit system. Importantly, the precinct-wide approach recognises and manages displacement risks more effectively than isolated, street-by-street interventions.

On balance, the proposed parking controls represent a reasonable and proportionate response to demonstrated parking pressures and align with the Council's strategic objectives for an accessible, people-friendly transport network.

RECOMMENDATION

That the Committee:

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that the Kensington Parking Policy Review, including the introduction of time-limited on-street parking controls and associated signage, as contained in Attachment B and as shown on the simplified parking control plan as contained in Attachment C, be implemented.*

Mr Charles Mountain moved:

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that Option 2 be implemented with alternate parking control options*

The motion lapsed for want of a seconder.

Mr Nick Merridith moved:

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that the Kensington Parking Policy Review, including the introduction of time-limited on-street parking controls and associated signage, as contained in Attachment B and as shown on the simplified parking control plan as contained in Attachment C, be implemented.*

Seconded by Cr Knoblauch and carried.

Mr Shane Fole moved that Item 5.3 be brought forward for consideration. Seconded by Cr Knoblauch and carried.

5.3 HEREFORD AVE, PAYNEHAM SOUTH - TRAFFIC AND PARKING

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: Nil

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), traffic and parking concerns raised by citizens of Hereford Ave, Payneham South. There are divided opinions among residents regarding road safety and the retention of on-street parking spaces and the issues are being referred to the Committee for its consideration and determination.

BACKGROUND

In late 2024, several requests were received raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified a reported "rat-run" movement from Stapleton Street (eastbound), south along Hereford Avenue and then eastbound on Aberdare Avenue. This movement is understood to be the dominant traffic pattern during the morning peak, with the reverse movement occurring during the afternoon peak.

At a strategic level, the Council is addressing traffic concerns more broadly across the wider precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan. The LATM adopts a precinct-wide approach to managing speeding and non-local traffic, rather than addressing issues on an individual street basis.

As part of this work, several priority streets have been identified, and staff are currently progressing treatment options that aim to address non-local traffic closer to the entry points into the local road network, rather than within the centre of the network, such as at this location. Hereford Avenue was not identified for any further traffic control intervention as part of the LATM study.

Delivery of the LATM recommendations is expected to address traffic concerns across the precinct and provide broader benefits, including improvements at Hereford Avenue. However, the LATM process involves lead times associated with planning, concept design, detailed design and construction. While concept designs have been developed and staff are preparing to undertake community consultation on these proposals in early 2026, ongoing concerns continue to be raised by some residents. In the interim, minor works, such as signage and line marking, are being considered where appropriate to manage traffic impacts and supplement the broader precinct-wide interventions.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

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

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

FINANCIAL AND BUDGET IMPLICATIONS

There are no financial or budget implications, with any minor traffic control line marking or signage, able to be delivered within current budgets.

RISK MANAGEMENT

The Council is responsible for managing traffic and road safety, including the appropriate management of on-street parking. The implementation of on-street parking restrictions is often highly contested, as some residents place a high value on convenient on-street parking close to their properties, whereas some residents place a higher value on safe and convenient vehicle movements in local streets, even if this means a reduction in the availability of convenient on-street parking.

If the current traffic and parking controls are maintained, the existing conflict point will remain, requiring motorists to negotiate opposing traffic movements around parked vehicles. It is worth noting that it is common practice for the travel lane to be restricted to one-way traffic flow between parked vehicles on the local road network.

Introducing additional parking controls would improve traffic movement efficiency, however, this may also inadvertently encourage increased use of the route as a rat-run and higher vehicle speeds.

Should an incident occur at this location and it is determined that the Council has not taken reasonable steps within a reasonable time to address a known traffic hazard associated with on-street parking, there is a potential risk of increased liability exposure.

CONSULTATION

Elected Members

Mayor Bria and Cr Granozio were provided with a copy of the community engagement material and attended a street-corner meeting to discuss traffic concerns with local residents.

Community

Community consultation was undertaken between 30 April 2025 to 23 May 2025, for the most recent minor traffic control improvements. All comments that have been received have been reviewed and considered prior to progressing any traffic and parking control minor works.

Staff

General Manager, Urban Planning & Environment
Senior Traffic Engineer
Parking Officers

Other Agencies

Not applicable

DISCUSSION

Traffic and Parking Context

In late 2024, the Council received several requests raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified conflicts between traffic flow and parked vehicles, as Hereford Avenue is not wide enough to accommodate two-way traffic flow with vehicles parked on both sides of the street. This is shown in **Figure 1**.

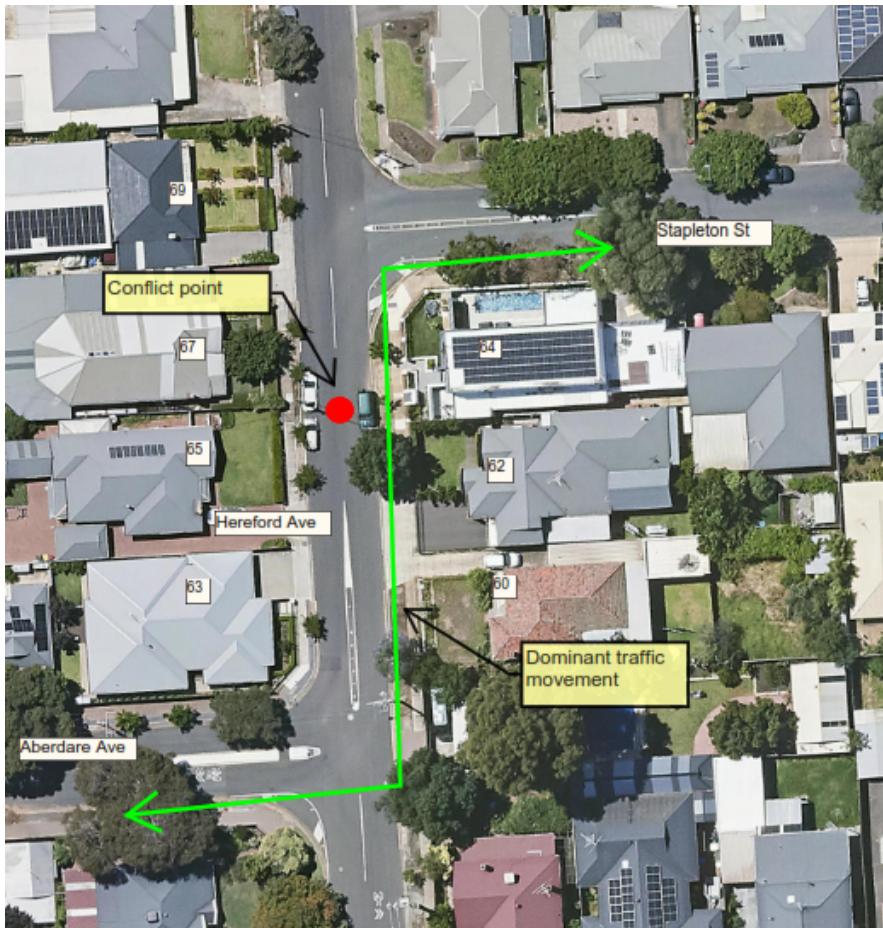


Figure 1 – Hereford Ave – Traffic Summary

Road Crash data for 2020-2024, shows that there are no recorded crashes at this location.

Traffic data was reviewed, and new data collected on Hereford Ave to inform the assessment. A summary is shown below in **Table 1** and **Figures 2 to 4**.

Table 1: TRAFFIC DATA – HEREFORD AVENUE

Date	85 th Percentile speed	Traffic Volume (all day average)	Traffic Volume (weekday average)
May 2020	40km/hr	1,634	1,789
May 2025*	42km/hr	2,332	2,557

*Note: During the traffic survey period, the Council was concurrently delivering the St Morris drainage upgrade works on nearby streets. This may have influenced local traffic patterns and could explain the significant increase in traffic observed between survey periods."

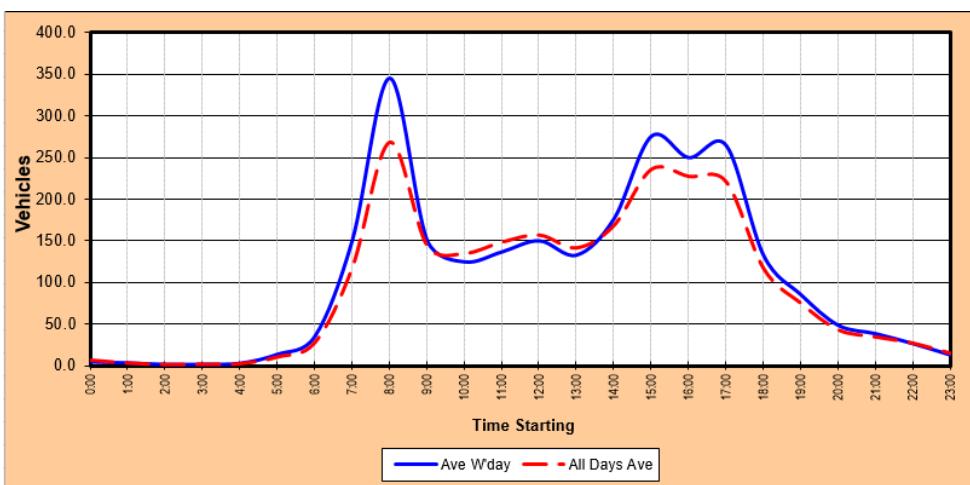


Figure 2: Two-way traffic volumes (2025)

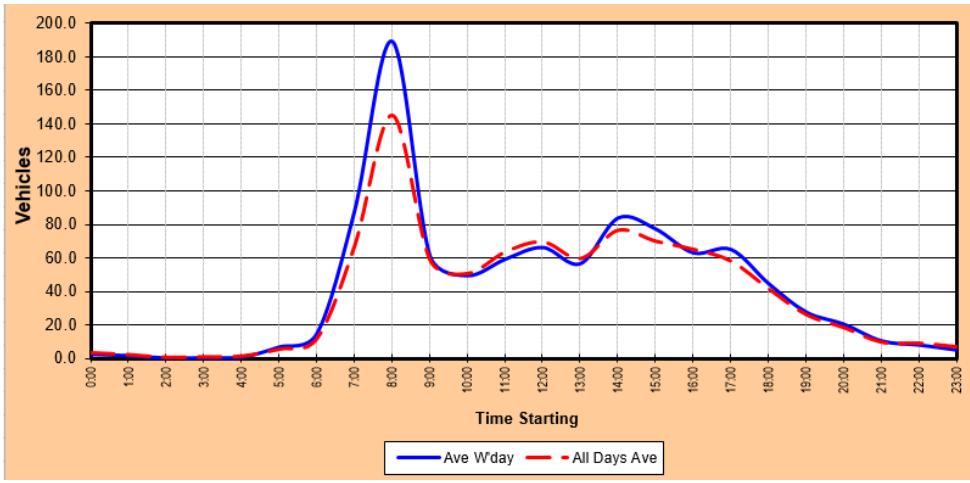


Figure 3: Southbound traffic volumes (2025)

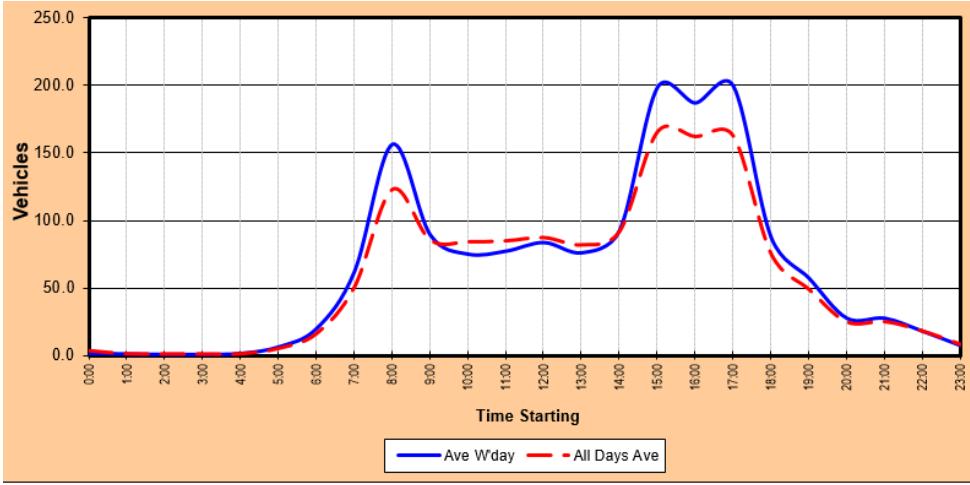


Figure 4: northbound traffic volumes (2025)

Traffic data indicates that operating speeds in this precinct are generally low and within the recently introduced 40 km/h limit. Traffic volumes are relatively high during the morning and afternoon peak periods, with steady flows observed during the inter-peak period. Traffic volumes and speed is being considered as part of the broader LATM study for this precinct.

Hereford Avenue is classified as a local road, however, traffic volumes are slightly higher than typically expected for this classification, as identified in the Council's Local Area Traffic Management Policy. The Policy defines local roads as those carrying up to 2,000 vehicles per day.

Higher traffic volumes were observed in the southbound direction during the morning peak, with the trend reversing in the afternoon peak. While tidal traffic flows are evident, there remains a steady flow of traffic in the opposing direction. Some peak spreading is noted in the afternoon, likely due to traffic to and from nearby schools.

Austroads guidelines do not provide prescriptive thresholds for when traffic movement should be prioritised over on-street parking. However, side friction from parked vehicles becomes increasingly significant as traffic volumes increase, with conflicts arising when vehicles attempt passing manoeuvres.

Higher traffic volumes correspond to an increased exposure to risk at this conflict point.

Continual improvements at this location have been implemented since 2017, including:

- Pre-2017 (base-case) conditions: 10 m intersection separation lines at the Hereford Avenue and Stapleton Street intersection;
- 2017: Pavement bar median installed on the Stapleton Street approach;
- 2019: Pavement bar median installed on the Aberdare Avenue approach;
- 2021: Aberdare Avenue approach median upgraded to a concrete median island; and
- 2024: Painted island and pavement bars at the corner of Stapleton Street and Hereford Avenue.

The 2024 traffic conditions are shown in **Figure 5**.



Figure 5 – Hereford Ave Original Traffic Controls

Traffic investigation and minor improvements

Staff commenced traffic investigations in 2025, in order to address concerns raised by citizens, with some residents of the street requesting a meeting on-site. A street corner meeting was attended by residents, the Councils Manager, Traffic & Integrated Transport, the Councils Senior Traffic Engineer, Cr Granozio, and Mayor Bria. Residents shared their experiences of traffic on Hereford Avenue and provided staff with an appreciation of local traffic issues.

Considering feedback provided by stakeholders and residents, staff completed an assessment and developed a proposal to balance safe traffic movement with the retention of on-street parking through the implementation of minor traffic interventions. The proposal included:

- a pavement bar median at the Hereford Avenue and Aberdare Avenue intersection to improve delineation and manage turning speeds;
- parking controls near intersections to reduce conflicts between parked vehicles and moving traffic; and
- retention of on-street parking on both sides of Hereford Avenue in the mid-section of the street.

Staff consulted residents on this proposal and received comments from most households. There was support for the intersection controls, including the pavement bar median at Hereford and Aberdare. Consistent concerns were raised regarding the loss of on-street parking, particularly where residents have single driveways but multiple vehicles, which previously relied on nearby on-street parking. All feedback was considered, and staff proceeded with the proposal.

The traffic controls were installed as shown in **Figure 6** and represent the current controls in place at this location.



Figure 6 – Hereford Ave Current Traffic Controls

Outcomes, Ongoing Issues and Considerations

Following the most recent traffic investigation that was undertaken in 2025, improved traffic efficiency and safety have been observed by some residents following the introduction of the pavement bar median at the intersection of Hereford Avenue and Aberdare Avenue. However, ongoing concerns have been raised with staff and Elected Members regarding the conflict that continues to exist between traffic flow and parked vehicles on Hereford Avenue. Of particular concern are the two on-street parking spaces located between 62 and 64 Hereford Avenue, which are frequently occupied, including the parking of trailers.

The conflict occurs when motorists turning left from Stapleton Street to head southbound on Hereford Avenue, typically focus only on traffic approaching from their right. If vehicles are parked on both sides of the road and northbound traffic is present, the left-turning vehicle may not adequately perceive the downstream conflict, resulting in near misses or evasive manoeuvres. It is worth noting that there are adequate sight lines at this intersection and vehicles entering from the minor approach are required to give way to all traffic and ensure it is safe to proceed before completing the turning manoeuvre.

The types of crashes most likely to result from this conflict include rear-end collisions, collisions with parked vehicles, or head-on collisions. Given the low speeds at which motorists negotiate the left-turn manoeuvre, and recorded traffic speeds along Hereford Avenue, any incident is unlikely to result in serious injury or fatality.

Installing further parking controls on the street has not been supported by some residents, as on-street parking is highly valued as a residential amenity. The Council must balance this community preference with the need to maintain safe and efficient traffic movement, particularly at locations where conflicts between moving vehicles and parked cars have been identified. Any future measures to modify parking controls would need to carefully consider both road safety outcomes and the impact on local resident access to on-street parking.

OPTIONS

Taking into consideration the local traffic and on-street parking issues on Hereford Avenue and the associated comments from the community, the following options have been identified:

Option 1 – Maintain existing traffic controls (per Figure 6)

This option maintains the current traffic controls in place. It has been developed in accordance with the Australian Road Rules and relevant Australian Standards.

Existing mitigations include:

- intersection parking controls to facilitate two-way traffic movements through the junction; and
- painted islands and pavement bars to reduce the speed of vehicles turning on to Hereford Ave.

This option balances road safety with two-way traffic movement at intersections while also retaining on-street parking to support residential amenity.

It should be noted that conflicts between moving traffic and parked vehicles still exist in the mid-section of Hereford Avenue, impacting movement efficiency.

Option 2 – Extend no stopping controls (full time)

The no-stopping controls could be extended along Hereford Avenue between No. 62 and 64, resulting in the loss of two on-street car parking spaces.

This option would provide sufficient space for two-way traffic flow while retaining on-street parking on the western side of Hereford Avenue. It would eliminate the conflict between two-way traffic and parked vehicles at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

Option 3 – Part time stopping controls (7.00am to 6pm, all days)

Part-time no-stopping controls (7:00 am to 6:00 pm, all days) could be installed on Hereford Avenue between No. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This option prioritises traffic movement during the day while maintaining residential amenity by allowing on-street parking outside of core movement periods. By restricting parking during higher traffic periods, it reduces the risk of conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

This is the recommended option on the basis that it is considered to strike sensible balance between maintaining clear paths of travel during peak periods along Hereford Avenue and providing on-street parking, when traffic volumes are relatively low.

Option 4 – Part time stopping controls (peak period – 7.00am to 9.00am and 2.00pm to 6.00pm weekdays)

Part-time no-stopping controls (weekdays, 7:00 am to 9:00 am and 2:00 pm to 6:00 pm) could be installed on Hereford Avenue between Nos. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This approach prioritises traffic movement during weekday peak periods only, while maintaining residential amenity outside of these times. By restricting parking when traffic volumes are highest, it helps reduce the risk of vehicle conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

CONCLUSION

The traffic investigation that has been undertaken on Hereford Avenue, Payneham South, has identified ongoing conflicts between two-way traffic and on-street parked vehicles, particularly in the mid-section between No. 62 and 64 Hereford Avenue. While existing intersection treatments have improved turning safety and delineation, mid-block conflicts remain during periods of higher traffic volumes.

At a strategic level, the Council is addressing traffic concerns more broadly across this precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan, however ongoing concerns from residents has continued in respect to this location.

The introduction of part-time no-stopping controls at the mid-block section, represents a proportionate response. It prioritises traffic movement and safety during periods of higher demand while maintaining residential amenity outside higher traffic flow. This approach aligns with the Council's responsibility to manage road safety and retention of on-street parking as a residential amenity.

RECOMMENDATION

That the introduction of part time no stopping controls on Hereford Avenue between No. 62 and 64 between 7.00am and 6.00pm, all days., be approved.

Mr Charles Mountain moved:

That the introduction of part time no stopping controls on Hereford Avenue between No. 62 and 64 between 7.00am to 9.00am and 2.00pm to 6.00pm Monday to Saturday, be approved.

Seconded by Mr Shane Foley and carried unanimously.

5.2 CONSULTATION REPORT - RICHMOND STREET, HACKNEY - BIKEWAY AND STREETSCAPE UPGRADE

REPORT AUTHOR: Senior Traffic Engineer
APPROVED BY: Manager, Traffic & Integrated Transport
ATTACHMENTS: A - C

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), the concept design and outcomes of the community consultation that was undertaken for the proposed bikeway and streetscape upgrade along Richmond Street, Hackney.

BACKGROUND

The preparation of the concept design was undertaken to address traffic and road safety concerns which had been raised in a petition from the community, regarding speeding and dangerous driving in Richmond Street, Hackney, between Torrens Street and Hatswell Street.

A report was present to the Committee at its meeting held on 15 August 2023 and the Committee made the following recommendations to the Council.

1. *That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 July 2023, be received and noted.*
2. *That the Committee notes that the Council is currently consulting with citizens regarding the implementation of a 40km/h speed limit in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, and that if supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to the allocation of funding by the Council.*
3. *That the Committee notes that Council staff will engage a traffic engineering consultant to undertake detailed investigations and concept designs with the objective of improving road safety for all road users in Richmond Street, Hackney, and in particular the amenity and safety for pedestrians and cyclists.*
4. *That the Committee notes that the funding for the investigations and the preparation of concept design will be funded from the 2023-2024 Traffic and Integrated Transport Operating Budget.*
5. *That the Council notes that the traffic management outcomes from the investigations may include low-cost items that could be implemented in the short term and high-cost measures that may need to be longer-term measures incorporated into the future Capital Works Program. The timing of the implementation of the recommended works would be dependent on the complexity and cost of each measure, the potential to integrate these works with the future Capital Works Program priorities and taking into consideration other traffic management works that are currently planned.*
6. *That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.*

An extract from the Minutes from the Committee meeting that includes the relevant Richmond Street staff report is contained in **Attachment A**.

To address 'Recommendation 3' above, Council staff engaged Neo Traffic and Transport (Consultants) to undertake the development of the concept design. A copy of the concept design is contained in **Attachment B**. Community consultation was undertaken based upon the prepared concept design.

The Committee's consideration and approval of the concept design and consultation response will allow the project to progress.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

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

Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$50,000 in its 2025-2026 Budget to undertake the preparation of detailed design of the proposed Bikeway and Streetscape Upgrade. This funding was deferred from the 2024-2025 Budget and aligns with the Capital Works Program for road and kerb renewal that is proposed for Richmond Street.

The Department for Infrastructure and Transport, as part of the 2025-2026 State Bicycle Fund, has provided the Council with a grant of \$20,000 to assist with the cost of preparing the detailed design.

If the recommendation is supported by the Committee, a budget bid will be submitted for consideration as part of the 2026-2027 Budget, to fund the supplementary construction costs for new capital works improvements in addition to the asset renewal works.

RISK MANAGEMENT

The Council has a duty of care to address concerns associated with traffic management and to eliminate, mitigate, or manage, risks identified through data analysis.

Where vehicles, pedestrians, and cyclists share limited road space, inherent risks will always exist. Pedestrians and cyclists are vulnerable road users, and collisions involving vehicles can result in serious or catastrophic outcomes. Providing safe infrastructure and maintaining moderate traffic speeds can significantly reduce residual risk.

However, the installation of traffic management controls is not always supported by all members of the community. In these circumstances, the Council must carefully balance its duty of care with the reputational risk associated with implementing measures that may not be supported by all members of the community.

The Committee's recommendations will assist to the Council to consider its risk tolerance and risk management approach for this project.

CONSULTATION

Committee Members

The Committee considered the petition that was submitted in respect to this issue at its meeting held on 15 August 2023.

Community

The community consultation summary and processes are set out in the Discussion section of this report.

Staff

General Manager, Urban Planning and Environment
Manager, Traffic and Integrated Transport
Manager, Assets and Projects
Traffic Engineer

DISCUSSION

Richmond Street is classified as a Main Connector under the Council's Local Area Traffic Management Policy and provides access between the suburbs of Hackney, College Park and St Peters, with the arterial road network at Hackney Road. The River Torrens forms a barrier to the north and St Peters College takes up a large parcel of land along the Hackney Road frontage. As such, Richmond Street is the only access road to Hackney Road for these suburbs.

Richmond Street also forms part of the City's cycling network as well as the State Government *Bikedirect* route and provides an important link between the City of Norwood Payneham & St Peters and the Adelaide CBD, for people who ride a bicycle. Cyclists can either cross Hackney Road into the Adelaide Park Lands via a pedestrian refuge in the centre of Hackney Road, or exit Richmond Street to enter the River Torrens Linear Park via the Old Mill Reserve, to access the grade-separated underpass of Hackney Road.

In addition to its function as a Main Connector route for vehicles and cyclists, Richmond Street services and provides access to several activity generators that attract vehicle, pedestrian and cyclist movements, including:

- Twelftree Reserve which includes play equipment, a bar-b-que and a basketball ring;
- Fix Specialty Coffee (café);
- Old Mill Reserve;
- Access point to River Torrens Linear Park shared path;
- Adelaide Caravan Park;
- St Peters College; and
- Bus stops on Hackney Road.

Previous traffic data and investigations (as contained in **Attachment A**) identified that Richmond Street has several design deficiencies that warrant traffic management intervention. The key points were the very high levels of pedestrian and cyclist activity, high traffic volumes, three (3) crashes in a five (5)-year period, narrow footpaths, narrow traffic lanes with no space for cyclists and no pedestrian crossing facilities.

Cyclist usage data indicates consistent demand despite the existing road conditions. An average of approximately 120 cyclists per day was recorded along Richmond Street in 2024. A bicycle count undertaken in March 2025, at the intersection of Richmond Street and Torrens Street, recorded 169 cyclists during the two-hour morning peak period. Given the current traffic conditions of Richmond Street, it is likely that these cyclist numbers predominantly reflect users who are confident and experienced riders, who are comfortable to ride on the road with high volumes of traffic.

The Council's 2021-2026 City-Wide Cycling Plan Action Plan identifies completion of the Ninth Avenue Bikeway, including Richmond Street, as a high-priority action. The section of Richmond Street between Torrens Street and Hackney Road, forms part of Stage 1 of the proposed bikeway improvements.

In June 2025, the Council implemented a speed limit reduction to 40 km/h on Richmond Street and the surrounding suburbs to improve road safety. Lower vehicle speeds reduce both the likelihood and severity of crashes, particularly for vulnerable road users such as pedestrians and cyclists.

Concept Design

The concept design as contained in **Attachment B**, provides a combination of new infrastructure and upgrades to existing facilities. The available road reserve along Richmond Street provides insufficient space to safely accommodate all road users and on-street parking.

As a result, the concept design has been developed with consideration of Richmond Street's strategic movement function, balancing the needs of all road users within a constrained corridor. Where trade-offs are required, priority has been given to safety, accessibility, and network connectivity over parking retention. Accordingly, a reallocation of verge space, including the removal of on-street parking, is necessary to create a safer and more inclusive environment along Richmond Street.

The key elements of the concept design include:

- upgrade of the existing footpath on the north side of Richmond Street to a 3-metre-wide shared-use path for pedestrians and cyclists (including the removal of 25 on-street car parking spaces);
- a new wombat crossing and bicycle ramps near the intersection with Torrens Street;
- two new pedestrian refuge crossings on Torrens Street at the Richmond Street intersection;
- a raised crossing at the intersection of Richmond Street and Hackney Road; and
- raised intersections at:
 - Richmond Street and Hatswell Street;
 - Richmond Street and Regent Street; and
 - Richmond Street and Eton Lane.

Shared Use Path

Cyclists travelling along Richmond Street currently are required to share the traffic lane with motor vehicles or share the existing narrow footpaths with pedestrians. This presents a risk due to the conflict between high traffic volumes, vehicle speeds and the lack of cycling infrastructure. To mitigate this risk, physically separated cycling facilities should be provided.

Richmond Street has a constrained road cross-section, with an overall carriageway width of approximately 8.3 metres, inclusive of on-street parking. Verge widths are limited, which restricts the range of feasible design options and necessitates careful consideration of trade-offs between parking, traffic movements and cyclist safety.

On-road bike lanes were considered initially as part of the City-Wide Cycle Plan in 2013, however due to the road width, these bike lanes would have a minimum width of 1.2m and result in vehicular traffic lanes of less than 3m. This option does not allow for a buffer to be provided between vehicles and cyclists and therefore, other treatments were considered.

Physically separated on-road bicycle lanes are also not feasible due to existing infrastructure within the verge, including stobie poles and kerb ramps. As a result, the preferred option was the provision of a shared use path on the northern side of Richmond Street. This can be achieved by widening the northern verge, reducing traffic lane widths and removing on-street car parking along Richmond Street. A shared use path will provide a safer and more accessible facility that caters to a broader range of cyclists, not only experienced riders.

Raised Intersections

Traffic data has not been collected along Richmond Street since the introduction of the 40 km/h speed limit in June 2025. However, based on current road conditions, including traffic volumes, wide traffic lanes and short sections of on-street parking, higher vehicle speeds can still be achieved.

While the proposed shared use path will significantly improve cyclist safety, some experienced cyclists are likely to continue riding on the road. Without additional traffic calming, the removal of on-street parking may further encourage higher vehicle speeds.

Raised intersections are proposed to assist in creating a lower-speed road environment and improve safety outcomes for all users. These treatments encourage speed reduction, improve pedestrian visibility, highlight the presence of intersections and may discourage through traffic. Within the constraints of the corridor, raised intersections were identified as the preferred solution to achieve these outcomes without inhibiting the strategic movement function of the road.

Pedestrian and Cyclist Crossing Facilities

As previously identified, Richmond Street services a number of key destinations that generate pedestrian and cyclist movements. The provision of new and upgraded pedestrian and cyclist crossing facilities improves safety, accessibility and connectivity along the corridor and at key intersections.

Community Consultation

The community consultation period commenced on 20 October 2025 and concluded on 10 November 2025. Citizens were invited to share their feedback by completing a survey or contacting a member of the project team by email or telephone.

Community consultation was promoted through the following methods:

- letters were individually addressed and delivered via Australia Post to ninety-one (91) owners of residents and businesses in the area;
- letters were delivered via letter drop to six hundred and fifty (650) occupiers of residents and business in the area;
- targeted emails sent to the Local Bicycle User Group, St Peters Residents Association and St Peters College;
- publication of background information and an online survey on the Council's website; and
- installation of coreflute signs along Richmond Street.

Consultation Responses

A total of 103 responses were received during the consultation period. A summary of responses by respondent type and level of support is provided in Table 1 below.

Respondent Type	Support - Yes	Support with changes	Support - No	Unsure	Preference Not Provided	Total	Percentage
Resident on Richmond Street	6	3	3	1	0	13	13%
Neighbour to Richmond Street	18	16	10	2	1	47	47%
Visitor	22	3	0	0	0	25	24%
Local Business Owner/Staff	2	1	1	0	0	4	4%
Other	6	5	3	0	0	14	14%
Total	54	28	17	3	1	103	
Percentage	52%	27%	17%	3%	1%		

Overall, a majority of respondents supported the proposed Richmond Street Bikeway and Streetscape Upgrade Project. A full list of comments received during consultation is contained in **Attachment C**.

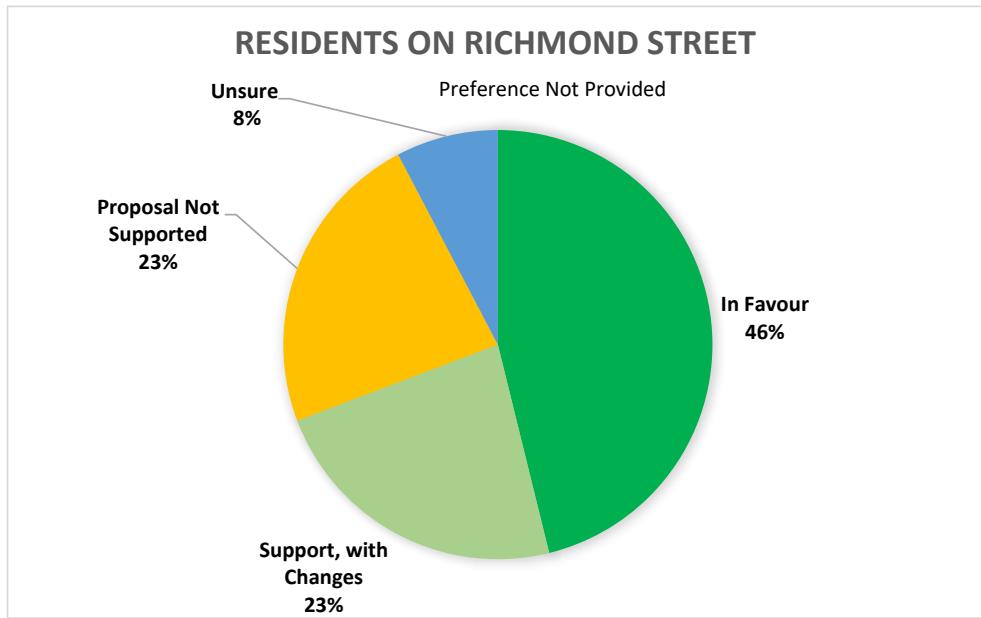


Figure 1: Response summary from residents on Richmond Street

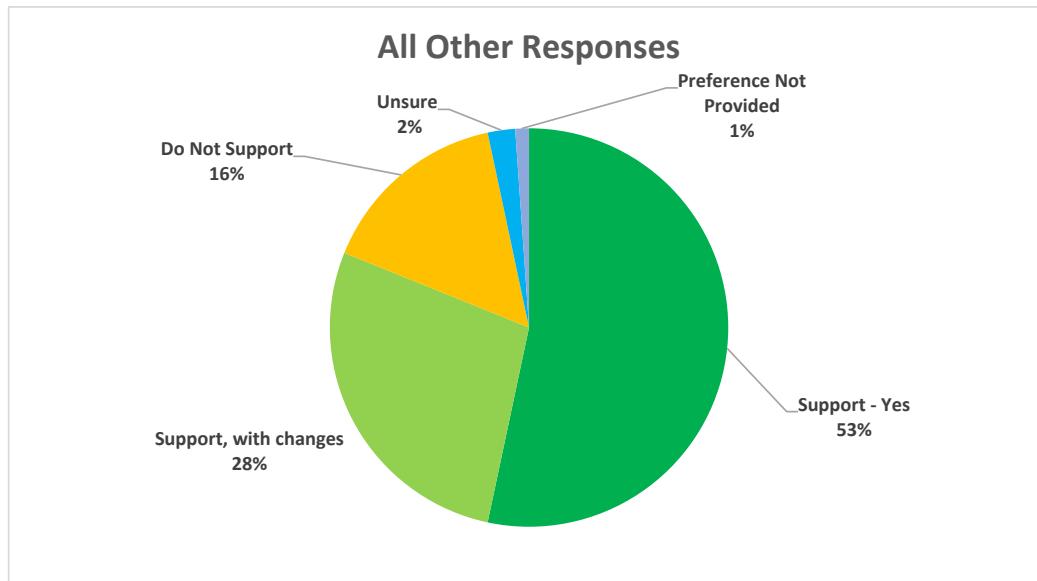


Figure 1: Response summary from all other respondents

Key Themes from the consultation

Comments received during the consultation were mixed and several recurring themes have been identified.

On-Street Parking

The removal of 25 on-street parking along Richmond Street to facilitate the proposed shared use path and maintain two-way traffic flow, is a key issue that has been raised by respondents.

Residents living on Richmond Street have expressed concerns regarding the availability of parking for visitors, carers and tradespeople. Neighbouring residents raised concerns that removal of on-street parking may increase parking demand in surrounding streets. Some respondents however, also noted that on-street parking is currently used by commuters walking or cycling to the city.

Parking availability for local businesses was also identified as important. Suggestions included the introduction of resident-only parking controls or timed parking restrictions in the area.

Some respondents expressed support for the removal of on-street parking, acknowledging its current impact on cyclist safety and the need for the removal of on-street parking to deliver the proposed improvements.

The community's concerns regarding the availability of on-street parking are acknowledged. Due to the constrained road environment however, trade-offs are required to deliver a safer, more accessible road environment to meet the strategic movement function of Richmond Street. The removal of on-street car parking is required in order to facilitate this proposed improvement.

It should also be noted that some short-term off-street parking is available in the Old Mill Reserve Car Parking that is located opposite Hatswell Road.

Parking management in the area will be reviewed through Council's On-Street Parking Policy Implementation Project.

Raised Intersections

Comments regarding the proposed raised intersections is mixed.

Some respondents supported the construction of raised intersections as an effective measure to reduce vehicle speeds and improve safety for pedestrians and cyclists. Others considered the number of raised treatments excessive or unnecessary, citing potential impacts on vehicle access, driver comfort and noise.

Some respondents indicated that the proposed raised pedestrian crossings alone would be sufficient to achieve a reduction in vehicle speeds.

The raised intersections are proposed to achieve slower vehicle speeds and a safer road environment for all road users. Three intersections are proposed to achieve a consistent and uniform road corridor and work in conjunction with the raised pedestrian crossings at the Torrens Street and Hackney Road end of Richmond Street.

Pedestrian Safety

The majority of respondents are supportive of pedestrian crossings to improve safety.

Some respondents have raised concerns about pedestrians having to share the footpath with cyclists due to the speed of cyclists and overtaking behaviour.

The ultimate treatment to improve cyclist and pedestrian safety along Richmond Street, would be to provide separate cyclist and pedestrian facilities. The road reserve of Richmond Street, however, does not allow sufficient space to provide this treatment. A shared use path was proposed as the next order treatment, as it separates the vulnerable road users from vehicles.

Australian Road Rules are in place to ensure cyclists safely share the footpath with pedestrians. There is also an additional footpath provided on the southern side of Richmond Street that may be utilised.

Should the proposed traffic control devices be implemented, these will create a safer road environment and will assist in reducing vehicle speeds. This may result in more confident and high-speed cyclists to use and continue to mix with vehicles on the road in lieu of the shared use path.

Caravan Park Development

The Adelaide Caravan Park site on Richmond Street has a current land division proposal over the land which will be reviewed by the Council's Assessment Panel. This development proposal involves the removal of the caravan park with a medium and high-density housing development.

Some respondents have referenced the proposed shared use path within the caravan park development site, suggesting that this may duplicate the Richmond Street proposal.

The proposed shared use path within the proposed development, connects the underpass to stairs leading to the River Torrens Linear Park and the northern section of Torrens Street.

Traffic volumes and parking impacts due to the proposed development on the surrounding suburb have also been raised as a concern, particularly with the removal of on-street parking on Richmond Street.

It should be noted that traffic volumes and parking impacts associated with the proposed development on the caravan park property, will be assessed through the Development Assessment process. This development is considered independent to the Richmond Street Bikeway and Streetscape Upgrade.

Construction Impacts

Some respondents have raised concerns regarding the impacts of construction, particularly in the context of other recent nearby projects, including the Hackney Botanic Development and the caravan park development.

Concerns relate primarily to the duration of construction, temporary road closures and disruption to access along Richmond Street.

If this project proceeds to implementation, the Council will manage construction activities to minimise disruption, including communication of timelines, traffic management measures and coordination with other nearby projects.

Summary

The information that has been gathered during the consultation period has been carefully considered. While there are some concerns, particularly regarding on-street parking, raised intersections and pedestrian-cyclist interactions/interface, the proposed Richmond Street concept design is recommended to be retained in its current form.

The concept design balances the constraints of the road environment with the need for a safe and accessible corridor that meets the strategic movement function of Richmond Street. Modifying the design, such as reducing the number of raised intersections or retaining on-street parking, would undermine the safety improvements and potentially increase vehicle speeds, which would negatively impact both cyclists and pedestrians. It is noted that due to the limited road reserve width and existing services and stobie poles, it is not possible to retain on-street parking, while providing a separated cycling facility and providing for two-way traffic flow.

The current design represents the most feasible solution for improving safety, accessibility, and connectivity along Richmond Street while maintaining the operational efficiency of the road.

OPTIONS

The Committee has the following options in respect to the outcomes of the community consultation.

Option 1 - Do Nothing

The Committee can determine that no further road safety or traffic management improvements are required for Richmond Street, Hackney.

This option is not recommended, as previous traffic investigations (refer Attachment A) identified multiple safety deficiencies, including high traffic volumes, narrow footpaths, lack of cyclist facilities and a history of crashes. Retaining the existing conditions does not address these identified risks.

Option 2 - Proceed to Detailed Design

The Committee can determine that given the combination of high traffic volumes, narrow footpaths, lack of kerb ramps, limited space for cyclists and high levels of pedestrian and cyclist activity, traffic management improvements are warranted to improve safety and amenity along Richmond Street. With this option, the Committee would endorse the proposed concept design which will then proceed to detailed design, informed by the outcomes of the community consultation.

This option is recommended, as it responds to the identified safety issues, aligns with Council's 2021-2026 City-Wide Cycling Plan Action Plan and also addresses the needs of a broad range of road users.

Option 3 - Modify the Concept Design

The Committee can determine that changes or alternative treatments to the proposed concept design are required in response to issues that have been raised during the community consultation process.

This option is not recommended, as the proposed concept design has been developed to address identified constraints and safety concerns, and further modifications may compromise the effectiveness of the proposed treatments or delay delivery of the project.

CONCLUSION

Richmond Street is a critical access route for the suburbs of Hackney, College Park and St Peters and plays an important role within City's cycling and pedestrian network. Previous traffic investigations have identified a range of safety deficiencies, including high traffic volumes, narrow footpaths, limited provision for cyclists and a history of crashes. These issues are compounded by the high level of pedestrian and cyclist activity generated by nearby destinations and connections to the River Torrens Linear Park and the Adelaide CBD.

The proposed concept design responds to these constraints by prioritising safety, accessibility and connectivity for all road users. Key treatments, including the provision of a shared use path, improved pedestrian and cyclist crossing facilities and raised intersections, are consistent with Council's 2021-2026 City-Wide Cycling Plan Action Plan and support the creation of a lower-speed, safer street environment.

The community consultation that has been undertaken has identified mixed views, with a majority of respondents expressing support for the project. Key concerns relating to the removal of on-street parking, raised intersections and construction impacts are acknowledged and have been taken into account.

Proceeding to detailed design represents an evidence-based response to the identified safety risks and strategic objectives of this project. Approval of the recommended option will enable the concept design to be refined, respond to stakeholder comments and concerns and progress a project that improves safety, amenity and access along Richmond Street for pedestrians, cyclists and the broader community.

RECOMMENDATION

1. *That the outcomes of the community consultation in respect to the bikeway and streetscape upgrade on Richmond Street, as outlined in this report, be received and noted.*
2. *That the Committee recommends to the Council that the Richmond Street Bikeway and Streetscape Project proceed to Detailed Design with the current concept design.*
3. *That the Committee notes that citizens who engaged with the Council during the community consultation stage, will be advised of the outcomes of the Council's decision.*

Mr Nick Merridith moved:

1. *That the outcomes of the community consultation in respect to the bikeway and streetscape upgrade on Richmond Street, as outlined in this report, be received and noted.*
2. *That the Committee recommends to the Council that the Richmond Street Bikeway and Streetscape Project proceed to Detailed Design with the current concept design.*
3. *That the Committee notes that citizens who engaged with the Council during the community consultation stage, will be advised of the outcomes of the Council's decision.*

Seconded Mr Charles Mountain and carried unanimously.

5.3 HEREFORD AVE, PAYNEHAM SOUTH - TRAFFIC AND PARKING

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: Nil

[This Item was dealt with out of sequence – Refer to Page 23 for the Minutes relating to this Item]

5.4 TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE - SCHEDULE OF MEETINGS

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: A

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee (the "Committee") with the proposed Schedule of Meetings for 2026.

BACKGROUND

The proposed 2026 Schedule of Meetings has been developed to meet the obligations set out in the Committee's Terms of Reference, as contained in **Attachment A**.

The Committee will be convened no fewer than four times per year, with the Schedule of Meetings to be approved by the Committee. Special meetings may be convened as required to address urgent matters.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

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

Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.

Strategy 1.2.2: Provide community transport to support people to participate in community life.

Strategy 1.2.3: Work with other agencies to influence or provide improved and integrated sustainable and active transport networks.

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

FINANCIAL AND BUDGET IMPLICATIONS

Not applicable

RISK MANAGEMENT

Maintaining a regular meeting schedule assists the Traffic Management & Road Safety Committee to meet its purpose and function, as defined in the Terms of Reference contained in **Attachment A**.

CONSULTATION

Elected Members

The Traffic Management & Road Safety Committee membership includes three Elected Members.

In accordance with the Terms of Reference, Elected Members receive a report following each Meeting of the Traffic Management & Road Safety Committee, which includes recommendations that the Committee has made to the Council (where it is not already included in a separate report on the Council Meeting Agenda) and the Minutes of the Meeting.

Community

Meetings of the Council's Traffic Management & Road Safety Committee are open to the public to attend in accordance with the relevant legislative provisions. The Committee Meeting documents and Terms of Reference are publicly available on the Council's website.

Staff

General Manager, Urban Planning & Environment

Other Agencies

Not Applicable.

DISCUSSION

The proposed Committee meeting dates are aligned with the Terms of Reference, which require the Committee to meet at least four (4)times per year.

It is therefore proposed that the Traffic Management & Road Safety Committee meet on a bi-monthly basis. Where there are no items for consideration, the scheduled meeting may be cancelled.

Meetings will commence at 10.00 am in the Mayor's Parlour (or as otherwise advised).

The proposed meeting dates for the Traffic Management & Road Safety Committee in 2026, are:

- Tuesday, 10 March 2026;
- Tuesday, 12 May 2026;
- Tuesday, 14 July 2026; and
- Tuesday, 8 September 2026.*

* Note: The September meeting may be impacted by the Council entering into caretaker prior to the November 2026 and is subject to the date of the Local Government elections.

The meetings have been scheduled to occur on the second Tuesday of every second month.

OPTIONS

The Committee is required to approve the schedule of meeting dates each year to ensure the orderly and timely consideration of agenda items.

While the Committee may choose not to approve the proposed schedule, reliance on ad-hoc meetings throughout the year may present challenges, particularly in relation to the availability of Committee Members and effective forward planning.

CONCLUSION

This report is intended to assist the Committee in scheduling its meetings for 2026, in accordance with the Terms of Reference.

RECOMMENDATION

That the following Ordinary Meeting dates and times for the Traffic Management & Road Safety Committee for 2026, be approved:

- Tuesday, 10.00 am – 10 March 2026;
- Tuesday, 10.00 am – 12 May 2026;
- Tuesday, 10.00 am – 14 July 2026; and
- Tuesday, 10.00 am – 8 September 2026.

Cr Knoblauch moved:

That the following Ordinary Meeting dates and times for the Traffic Management & Road Safety Committee for 2026, be approved:

- *Tuesday, 10.00 am – 10 March 2026;*
- *Tuesday, 10.00 am – 12 May 2026;*
- *Tuesday, 10.00 am – 14 July 2026; and*
- *Tuesday, 10.00 am – 8 September 2026.*

Seconded by Mr Charles Mountain and carried unanimously.

6 OTHER BUSINESS

Nil

7 CONFIDENTIAL REPORTS

Nil

8 NEXT MEETING

Tuesday, 10 March 2026 at 10.00am.

9 CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 11.30am.

Cr Kevin Duke
PRESIDING MEMBER

Minutes Confirmed on _____
(date)

15 OTHER BUSINESS
(of an urgent nature only)

16 CONFIDENTIAL REPORTS

16.1 TRINITY VALLEY STORMWATER DRAINAGE UPGRADE PROJECT

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the Local Government Act 1999 the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

(b) information the disclosure of which –

- (i) could reasonably be expected to prejudice the commercial position of the Council; and*
- (ii) would, on balance, be contrary to the public interest;*

by the disclosure of sensitive commercial and financial information and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 3

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 this matter is finalised.

17 CLOSURE