

# Special Council Meeting Minutes

**15 May 2019**

## **Our Vision**

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

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

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City of  
Norwood  
Payneham  
& St Peters

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**VENUE** Council Chambers, Norwood Town Hall

**HOUR** 7.00pm

**PRESENT**

**Council Members** Mayor Robert Bria  
Cr Kester Moorhouse  
Cr Evonne Moore  
Cr Garry Knoblauch  
Cr John Minney  
Cr Carlo Dottore  
Cr Kevin Duke  
Cr Connie Granozio  
Cr Mike Stock  
Cr Scott Sims  
Cr Fay Patterson  
Cr John Callisto  
Cr Christel Mex

**Staff** Mario Barone (Chief Executive Officer)  
Peter Perilli (General Manager, Urban Services)  
Lisa Mara (General Manager, Governance & Community Affairs)  
Sharon Perkins (General Manager, Corporate Services)  
Keke Michalos (Manager, Economic Development & Strategic Projects)  
Jared Barnes (Project Manager, Urban Design & Special Projects)  
Tina Zullo (Administration Officer, Governance & Community Affairs)

**Visitor** Paul Simons (Senior Project Manager, Tonkin Consulting)

**APOLOGIES** Cr Sue Whittington

**ABSENT** Nil

**1A. CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 6 MAY 2019**

*Cr Stock moved that the minutes of the Council meeting held on 6 May 2019 be taken as read and confirmed. Seconded by Cr Sims and carried unanimously.*

**1B. DEPUTATIONS**

## 1B.1 DEPUTATION – THE PARADE MASTERPLAN

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**REPORT AUTHOR:** Manager, Economic Development & Strategic Projects  
**GENERAL MANAGER:** Chief Executive Officer  
**CONTACT NUMBER:** 8366 4509  
**FILE REFERENCE:** S/422 S/3309 S/05268  
**ATTACHMENTS:** Nil

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### SPEAKER/S

Ms Amanda Price-McGregor.

### ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Norwood Place.

### COMMENTS

Mr Rino Pancione, Director LJ Hooker, has written to the Council requesting that Ms Amanda Price-McGregor be permitted to address the Council in relation to The Parade Masterplan.

In accordance with the Local Government (Procedures at Meetings) Regulations 2013, Ms Amanda Price-McGregor has been given approval to address the Council.

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Ms Amanda Price-McGregor addressed the Council in respect to this issue.

**2. STAFF REPORTS**

## 2.1 THE PARADE MASTERPLAN

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**REPORT AUTHOR:** Manager, Economic Development & Strategic Projects  
**GENERAL MANAGER:** Chief Executive Officer  
**CONTACT NUMBER:** 8366 4509  
**FILE REFERENCE:** S/3309 S/05268  
**ATTACHMENTS:** A - F

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### PURPOSE OF REPORT

The purpose of this report is to advise the Council of the outcome of the review of the various traffic and design issues proposed in the final draft of The Parade Masterplan, and to present the final draft Masterplan to the Council for its consideration and endorsement.

### BACKGROUND

At a Special Meeting held on 12 September 2018, the Council considered the final draft Masterplan for The Parade as well as the results of the Phase 3 Community Consultation and Engagement process. Following consideration of the matter the Council resolved the following:

1. *That consideration of this matter be deferred until a report is received from Council's traffic consultant on the traffic matters contained in The Parade Masterplan.*
2. *That the report requested in Part 1 above, provide particular consideration of the following:*
  - *right hand turn lanes into George Street from The Parade;*
  - *the implications of introducing bicycle lanes between Osmond Terrace and Portrush Road; and*
  - *the treatment of the footpath crossovers at the intersections of the side streets and The Parade.*

In response to the Council's resolution, Tonkin Consulting was engaged to undertake a review of the traffic matters contained in the draft Masterplan. In particular, Tonkin Consulting was requested to investigate and provide advice on the following:

- the 'scramble crossing' at The Parade/ George Street intersection;
- right turn lanes on The Parade at the George St intersection;
- implications of introducing bicycle lanes on The Parade between Osmond Terrace and Portrush Road;
- implications of formalising the traffic movements on George St; and
- use of continuous footpaths on the side streets.

Tonkin Consulting's scope of work also included a review of the Parkade submission received as part of the Phase 3 consultation process, as well as some of the issues raised in the correspondence received from Mr Rino Pancione of LJ Hooker St Peters, in February 2019, namely the right turn lanes into George Street from The Parade, the narrowing of George Street and the removal of carparking between George Street and Edward Street. A copy of the Parkade Phase 3 submission is contained in **Attachment A**.

A copy of the Traffic Review undertaken by Tonkin Consulting is contained in **Attachment B**.

The development of The Parade Masterplan has been undertaken in three (3) Phases, Phase 1 - Initial Comments, Phase 2 - Concept Development and Phase 3 - Draft Masterplan. Outlined below is an overview of the various stages in the development of The Parade Masterplan.

### **Results of Phase 1 Consultation – Initial Comments**

As the first step in the process of developing The Parade Masterplan, the Council undertook consultation with the community and key stakeholders, including students from six (6) schools within the City, to capture ideas for The Parade, specifically:

- What do you love most about The Parade?
- What would you change about The Parade to make it better?
- What would you add to The Parade to improve it?

The Council commenced the first stage of community engagement on The Parade Masterplan on 21 January 2016, at the *Tour Down Under Street Party* event. The formal consultation period concluded on 19 February 2016.

During this phase of consultation, there were over 800 visits to the Council's project website and 275 written submissions were received. A summary of the information which was collected and the results of the Phase 1 Community Consultation and Engagement were presented to the Council for its consideration at its Special Meeting held on 22 May 2018. The results of this phase of consultation formed the basis for the draft Concepts which were released for consultation as part of the Phase 2 Community Consultation and Engagement process.

### **Phase 2 – Draft Concept Development**

The key objective of the Phase 2 Community Consultation and Engagement was to identify at a 'conceptual level', the proposed key changes that could be incorporated into The Parade Masterplan to enhance and deliver a mainstreet which meets the contemporary needs of the community and continues to stand the test of time. In short, to ensure that The Parade remains contemporary.

The draft concepts which were developed were based on the information which was collected and the comments which were received from the community, businesses and key stakeholders, through the initial consultation undertaken as part of Phase 1 of the masterplanning process.

The intent of the second round of consultation (Phase 2) was to test some of the ideas and concepts that were being considered and enable these ideas and concepts to be developed further. The main concepts that were "tested" with the community included the treatment of the intersections along The Parade (i.e. Queen Street, George Street, Edward Street, Elizabeth Street, Charles Street etc.), the proposed modifications to George Street between The Parade and Webbe Street and the proposed changes to part of the median strip (namely the intersections of The Parade and Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street) as well as the broader changes proposed for the full length of The Parade (i.e. widening of footpaths).

In total, 146 submissions were received during the Phase 2 Community Consultation and Engagement process, comprising of 126 survey responses, with the remaining twenty (20) submissions being lodged as individual written submissions. The results of this phase of consultation were presented to the Council at its Special Council Meeting held on 17 July 2018.

At the Special Meeting held on 17 July 2018, the Council endorsed the release of the draft Masterplan for community consultation and engagement, subject to the following amendments:

- the removal of the possible future signalised crossing at the intersection of The Parade and Edward Street;
- reinforcing within the draft Masterplan, the Council's commitment to investigate additional parking opportunities within The Parade precinct;
- reinforcing within the draft Masterplan, the intent to undertake traffic modelling of the preferred options; and
- retention of the existing left turn slip lane at the intersection of The Parade and Portrush Road (heading east along The Parade and then turning north onto Portrush Road).

### Phase 3 – Draft Masterplan

The key objective of the third and final phase (Phase 3) of the community consultation and engagement process, was to present the community and stakeholders with the draft Masterplan (specifically the Plan and report) which has been developed based on the comments received from the community, businesses and key stakeholders, through the previous consultation undertaken as part of Phase 1 and Phase 2 of the masterplanning process.

More specifically, the Phase 3 Community Consultation and Engagement process provided the community and stakeholders with the opportunity to comment on the proposed strategic directions for The Parade, as well as all of the individual concepts, including the proposed treatment of the various intersections, changes to The Parade central median, widening of the footpaths along The Parade, modification to The Parade 'Heart', including the removal of on-street carparking spaces between George Street and Edward Street and the proposed option for George Street.

As part of Phase 3 of the Project, The Parade Draft Masterplan document was placed on consultation for a period of twenty-four (24) days, commencing on Wednesday 25 July 2018 and concluding on Friday 17 August 2018. The Phase 3 consultation was the third and final phase of community consultation and engagement on The Parade Masterplan Project.

In accordance with the Council's resolution made at its Special Meeting held on 17 July 2018, a letter advising of the proposal to alter the intersections along The Parade at the five (5) nominated side streets and specifically to prevent right-hand turns into these streets and right hand turns from these streets onto The Parade by extending the central median strip, was distributed to all residents, business owners and property owners located in the five (5) affected streets adjoining The Parade (namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street). Letters were also distributed to residents of adjoining streets that were likely to be affected by the proposed changes.

As part of the Phase 3 Community Consultation and Engagement process, Council staff also met with the Department of Planning, Transport and Infrastructure (DPTI) staff to discuss the proposed changes to The Parade. In this respect, it must be noted that The Parade is an arterial road which is under the care and control of DPTI.

In total, 159 submissions were received, comprising of sixty-eight (68) submissions being lodged as formal written submissions and the remaining ninety-one (91) being submitted as responses to a survey that was distributed by a group referred to as 'Norwood Parade Traders'. The origin and composition of the 'Norwood Parade Traders' is unknown, as the material did not contain their details. Of the sixty-eight (68) written submissions which were received, thirteen (13) were submitted by business owners or business managers, several of whom are also residents of the City.

The comments which were received through Phase 3 of Community Consultation and Engagement process were reviewed and were used to inform the draft Masterplan that was presented to the Council at its Special Meeting held on 12 September 2018. The results of the Traffic Review which has been undertaken by Tonkin Consulting have been reviewed and have informed the final draft Masterplan contained in **Attachment C**, which is being presented as part of this report for the Council's consideration and endorsement.

The objective of preparing The Parade Masterplan is to put in place a long term strategic framework for the planning, redevelopment and activation of The Parade, which will inform the progressive enhancement of the infrastructure, encourage new investment and maximise community enjoyment and appeal of The Parade.

It should be noted that the results of the three (3) Phases of Community Consultation and Engagement were used, amongst other things, to identify the identity and appeal of The Parade and determine how this significant economic, social and cultural asset could continue to contribute to the experience of those people who choose to live, work and play on The Parade and the surrounding residential areas, as well as determine the contribution that The Parade makes to the City of Norwood Payneham & St Peters and the eastern metropolitan region, generally. The Phase 3 component of the community consultation and engagement process sought to bring together all of the comments which were received through the first two (2) phases of consultation, and present a draft Masterplan for comment and review.

The final draft Masterplan (a copy of which is contained in **Attachment C**) retains the three (3) distinct zones along The Parade, namely The Parade West, The Parade 'Heart' and The Parade East. These zones are based on the concentration of existing and future land uses and the density and intensity of these uses. It also takes into consideration the future needs of these land uses and those of the users.

## **RELEVANT STRATEGIC DIRECTIONS & POLICIES**

### **CityPlan 2030: Update 2017**

The Parade Masterplan seeks to implement the Council's strategic vision set out in *CityPlan 2030: Shaping Our Future* and its commitment to its primary objective of community well-being. The holistic approach reflects the strategic importance of the Masterplan in achieving meaningful change. The relevant Outcomes, Objectives and Strategies of the Plan are outlined below:

#### **Outcome 1 Social Equity**

*A connected, accessible and pedestrian-friendly community.*

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

*Strategy 1.3: Design and provide safe, high quality facilities and spaces for people of all backgrounds, ages and abilities.*

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

*Strategy 2.2: Provide safe and accessible movement for people of all abilities.*

Objective 1.3: An engaged and participating community.

*Strategy 3.3: Provide opportunities for community input in decision-making and program development.*

#### **Outcome 2 Cultural Vitality**

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

Objective 2.1 An artistic, creative, cultural and visually interesting City

Objective 2.2 A community embracing and celebrating its social and cultural diversity.

Objective 2.3 A City which values and promotes its rich cultural and built heritage.

*Strategy 3.1 Protect and enhance places, streetscapes, precincts and landmarks which reflect the built and cultural history of our City.*

Objective 2.4 Pleasant, well designed, sustainable urban environments.

*Strategy 4.2 Encourage sustainable and quality urban design outcomes.*

*Strategy 4.3 Maximise the extent of green landscaping provide in new development and in the public realm.*

Objective 2.5 Dynamic community life in public spaces and precincts.

*Strategy 5.2: Create and provide interesting and colourful public spaces to encourage interaction and gatherings.*

#### **Outcome 3 Economic Prosperity**

*A dynamic and thriving centre for business and services.*

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

Objective 3.5 A local economy supporting and supported by its community.

*Strategy 5.2 Support opportunities for people to collaborate and interact in business precincts.*

## **Outcome 4 Environmental Sustainability**

*A leader in environmental sustainability*

Objective 4.1 Sustainable and efficient management of water, waste, energy and other resources.

Objective 4.3 Sustainable and attractive streetscapes and open spaces.

*Strategy 3.1: Improve the amenity and safety of streetscapes for pedestrians and cyclists, including provision for shade in summer.*

*Strategy 3.2 Protect, enhance and expand public open space*

### **City-Wide Cycling Plan 2013**

The Parade Masterplan also aligns with the directions contained in the Council's 2013 *City-Wide Cycling Plan*, which seeks as an objective to increase overall cycling rates within the City, resulting in health, environmental, economic and social benefits for the community by creating more connected and liveable neighbourhoods.

The Cycling Plan identifies the existing bicycle infrastructure within the City and sets out the future cycling network and infrastructure that could be provided to improve cycling connections across the City. In respect to The Parade Masterplan, the following roads have been identified in the *Cycling Plan* for the upgrading of the City's bicycle network:

- The Parade (between Osmond Terrace and Portrush Road) – the inclusion of bicycle lanes;
- Beulah Road – the establishment of a Bicycle Boulevard with specific cycling treatments. The next phase of construction includes an elevated Wombat Crossing adjacent Norwood Primary School, which is scheduled for delivery in July 2019, with final design drawings for the remainder of the project being finalised;
- Osmond Terrace – enhancement of the existing bicycle lanes; and
- new or upgraded road crossings on The Parade, at Fullarton Road, Sydenham Road, Edward Street and Portrush Road.

One of the recommendations contained in the *Cycling Plan* is to upgrade and make improvements in a staged approach, due to the high cost of establishing this infrastructure. Accordingly, the *Cycling Plan* contains an Infrastructure Priority Action Plan, which identifies the upgrades (listed above) to the cycling infrastructure on The Parade as a 'high' priority action that should be undertaken first. Where appropriate these actions have been incorporated into The Parade Masterplan, whilst also balancing all other competing factors.

It should be noted that recently, the Council undertook some line-marking works along George Street (southern side) and Sydenham Road, and utilised this opportunity to introduce bicycle sharrow markings as the existing bicycle lanes in these streets no longer meet the current Australian Standards.

## **FINANCIAL AND BUDGET IMPLICATIONS**

The Council has allocated a total of \$100,000 towards the preparation of The Parade Masterplan. To assist with funding of the Project an application for an additional \$100,000 was sought and successfully granted to the Council through the Department of Planning, Transport and Infrastructure, Places for People Grant Funding program, resulting in a total budget of \$200,000 for the delivery of The Parade Masterplan Project.

The \$200,000 Budget allocation comprises of an allocated Consultancy Budget of \$140,000 for the preparation of The Parade Masterplan, which includes the engagement of Oxigen Landscape Architects to manage the preparation of the Masterplan. The remaining \$60,000 has been allocated to the various stages of community consultation and engagement.

## **EXTERNAL ECONOMIC IMPLICATIONS**

There are direct external economic implications, however a significant investment from the Council in the public realm will over time more than likely attract a significant amount of private investment. It will also ensure that The Parade remains contemporary from an infrastructure perspective.

## **SOCIAL ISSUES**

When endorsed, the Masterplan will provide a framework that recognises The Parade as a pedestrian friendly mainstreet, which prioritises pedestrian and bicycle access and circulation, as well public transport opportunities. In conjunction with the long term delivery of higher density development, the Masterplan will provide the framework for a public realm asset that aims to lessen the long term reliance on the motor vehicle.

## **CULTURAL ISSUES**

The Parade Masterplan builds on the existing identity of The Parade, and ensures that its 'sense of place' is managed and appropriately and sensitively enhanced. The community engagement as part of Phase 1 focussed on identifying the specific cultural elements, which are valued by the community. Some of the comments received during the three (3) community consultation processes again reiterated the value that the community places on the heritage along The Parade, with comments in support of the direction that the Council has taken in the Masterplan, in regard to the retention and contribution of heritage.

The draft Masterplan (contained in **Attachment C**) articulates a unique main street identity for The Parade, distinct from other main streets, which builds on the qualities that people value about The Parade, including its well-recognised cosmopolitan culture, its heritage and social and cultural history.

## **ENVIRONMENTAL ISSUES**

The Parade Masterplan incorporates environmental sustainability as an integral component to the future of The Parade. Climate change adaptation and resilience has been integrated into the streetscape design. It is envisaged that these strategies and actions will provide The Parade with a long term competitive advantage, ensuring a greener identity, improved pedestrian comfort and greater protection of local businesses, buildings and infrastructure.

## **RESOURCE ISSUES**

The preparation of The Parade Masterplan is being undertaken by a multi-disciplinary Consultancy Team lead by Oxigen Landscape Architects. The Manager, Economic Development & Strategic Projects is responsible for the management of The Parade Masterplan Project and is the primary point of contact for all communications.

## **RISK MANAGEMENT**

The Project has taken into consideration the identification, resolution and management of all risk management issues as required by the relevant legislation and Council policies.

## **CONSULTATION**

- **Elected Members**

A total of six (6) Elected Member Information Briefings and Workshops have been held throughout the preparation of the Masterplan.

The first Workshop with Elected Members was held on Tuesday 20 October 2015. This Workshop included a brief overview of the Project followed by a site visit. The most recent Information Session was held on Wednesday 8 May 2019, where Elected Members were provided with an overview of the draft Masterplan and were informed of the results of the traffic investigations.

The Council formally considered the results of the Phase 1 Community Consultation and Engagement at its meeting held on 22 May 2018, the results of the Phase 2 Community Consultation and Engagement at its Special Meeting held on 17 July 2018 and the results of the Phase 3 Community Consultation and Engagement at its Special Meeting held on 12 September 2018.

- **Community**

The Community has been consulted and engaged through the Phase 1, Phase 2 and Phase 3 Community Consultation and Engagement process. The various comments which have been received have been taken into consideration in the development of the draft Concept Plans, the draft Masterplan, and the final draft Masterplan.

The results of the Phase 3 Community Consultation and Engagement process were presented to the Council at its Special Meeting held on 12 September 2018.

- **Staff**

The Manager, Economic Development & Strategic Projects has been responsible for the ongoing management and delivery of the Masterplan Project.

A Staff Project Management Group has been established to ensure that all of the relevant issues are addressed.

- **Other Agencies**

The Department of Planning, Transport and Infrastructure (DPTI) has been involved as part of the Project Management Group, in accordance with the Grant Deed and in relation to the traffic related matters.

As part of the Phase 1 and Phase 3 consultation and engagement stages, the Project Team consulted with DPTI on the current traffic issues associated with The Parade. The comments received from the Department are outlined in this report.

## **DISCUSSION**

### **Traffic and Design Issues**

The Council engaged Tonkin Consulting to review the traffic matters associated with The Parade Masterplan with a focus on the following elements:

- the introduction of a '*scramble crossing*' at the intersection of The Parade and George Street;
- the introduction of right turn lanes on The Parade at the George Street intersection;
- the implications of introducing bicycle lanes between Osmond Terrace and Portrush Road;
- the implications of formalising the traffic movements on George Street;
- the use of continuous footpaths crossing the side streets (identified as footpath crossovers in the Draft Masterplan); and
- a review of the matters which have been outlined in the letter from the Parkade Pty Ltd dated 17 August 2018, which was submitted as part of the Phase 3 consultation and engagement on The Draft Parade Masterplan.

As part of this review, Tonkin developed a traffic model to assess design considerations for the intersection of The Parade and George Street in isolation to the remainder of the local road network using SIDRA, which is software used as an aid for design and evaluation of individual intersections and networks of intersections. A concept design and construction cost estimate was also produced with the aim of installing a '*scramble crossing*' at the intersection of The Parade and George Street in the short term, prior to the implementation of the Masterplan.

Notwithstanding the traffic review that has been undertaken by Tonkin, it is proposed that the Council will undertake network wide traffic investigations and analysis as part of the detail design stage of the Project.

### **Department of Planning, Transport and Infrastructure (DPTI)**

Council Staff have worked closely with DPTI to determine the best outcomes for The Parade, particularly in relation to the '*scramble crossing*' and the proposed changes to George Street. The feedback and recommendations received from DPTI are outlined throughout this report.

Overall, there is general support for the creation of a pedestrian friendly streetscape and in particular the inclusion of a '*scramble crossing*' at the George Street intersection.

The following is an overview of the key issues which have been raised through the Phase 3 Community Consultation and Engagement process as well as in correspondence received since the Council's consideration of the draft Masterplan in September 2018. In considering the issues outlined below, the Council should note that overall there was general support from the community and key stakeholders for the draft Masterplan.

- The Parade and George Street Intersection Including the Introduction of a Scramble Crossing

The draft Masterplan includes the introduction of a '*scramble crossing*' at the intersection of The Parade and George Street. The installation of the '*scramble crossing*' at the intersection of The Parade and George Street, seeks to improve pedestrian safety and access and introduce a more efficient cycle for vehicular movements, which will address a number of the concerns raised by the community.

Discussions with DPTI in respect to the '*scramble crossing*', have included the possibility of installing turning arrows as part of the existing signalisation as well as a range of other options. The formal advice received from DPTI regarding the '*scramble crossing*', following a number of discussions, is that whilst the Department supports the changes to the intersection to improve pedestrian safety including the installation of a '*scramble crossing*' and associated DDA requirements, it does not support the '*scramble crossing*' in isolation as a standalone initiative.

DPTI has formally advised the Council that its preferred compromise to manage queuing and traffic during peak periods is through the introduction of a peak period (7.30am – 9.00am and 4.00pm - 6.00pm) "No Right Turn" on both The Parade approaches to the intersection with George Street together with the introduction of the '*scramble crossing*'.

To ensure that this is the best outcome for The Parade and in particular the George Street intersection, Tonkin Consulting were requested to undertake modelling of the impact of restricting right hand turns from The Parade into George Street during the peak periods. The results of the traffic modelling indicate that by restricting the right hand turns during peak periods, it will maintain an acceptable level of performance at The Parade / George Street intersection. However, it will result in some traffic diverting to alternative routes. The traffic data indicates that up to 50 vehicles per hour may divert to alternative routes. Notwithstanding this, Tonkin have advised that this proposed change will have a minimal impact on the local road network due to the relatively low number of vehicles impacted at this time. The results of the traffic modelling are contained in **Attachment B**. An overview of the current traffic movements at the George Street intersection is contained in **Attachment E**.

The conclusion from Tonkin Consulting and Council Staff is that the restrictions to the peak hour turning movements would be adequate to meet DPTI's requirements of optimum traffic flows. Any changes to The Parade need to ensure that they ideally meet the needs of all users or at least the overwhelming majority of users.

Should the Council support the introduction of a '*scramble crossing*' with restrictions to the right hand turns from The Parade into George Street, during the AM and PM peak periods, Council staff will work closely with DPTI to implement the '*scramble crossing*' and associated changes to The Parade and George Street intersection as outlined in the final draft Masterplan.

- Right Turn Lanes on The Parade at George Street

One of the issues which has been raised by the Parkade Pty Ltd is the inclusion of dedicated right turn lanes on The Parade, where it intersects with George Street, to allow turning vehicles to queue. Whilst the introduction of a right turn lane (2.9m minimum width) could be accommodated in the width of The Parade, it would be at the expense of the median (2.5m) and either vehicle lane width or footpath width (0.4 metres). It should be noted that an enhanced dividing line or narrow median does not provide the same degree of protection from oncoming vehicle collisions that the 2.5 metre wide median provides, therefore introducing an additional level of risk at the George Street intersection.

The advice received from Tonkin indicates that the inclusion of right turn lanes on The Parade would need to be a minimum length of 30 metres plus an additional 15 metre taper length, resulting in a total length of 45 metres. Therefore, the inclusion of a dedicated right turn lane would require the removal of all four (4) flag poles and a total of four (4) street trees (one (1) existing street tree west of George Street and three (3) existing street trees east of George Street). The impact of the right turn lanes is illustrated on the plan contained in **Attachment D**.

In addition, the inclusion of a right turn lane and right turn arrow will more than likely drive more traffic onto George Street. For these reasons the introduction of a right turn lane with right turn arrow is not recommended and has not been included in the draft Masterplan.

The suggestion of incorporating right hand turns has been investigated and has not been recommended in the final draft Masterplan for a number of reasons including that dedicated right turn queuing lanes with right turn arrows will increase the number of signal phases at the intersection, resulting in increased waiting times. The traffic modelling undertaken by Tonkin Consulting demonstrates that the Level of Service and the Degree of Saturation that will result from the inclusion of a dedicated right turn lane and right turn arrow will both fall short of the minimum Level of Service (Level D) and exceed the maximum Degree of Saturation (0.9) that is accepted by DPTI.

Level of Service (LOS) is a qualitative measure for ranking operating conditions or service quality, based on speed, travel time, delay, density, freedom to manoeuvre, interruptions, comfort and convenience. There are six (6) LOS, designated A to F. LOS A is the best operating condition and service quality from the users' perspective (i.e. free-flow). LOS F is the worst (i.e. breakdown flow). LOS D is the minimum level of service for intersections in DPTI project scenarios.

The modelling of a dedicated right turn lane and right turn arrow resulted in a LOS of E during the AM peak traffic period of 7.30am - 9.00am and LOS of F and E during the PM peak traffic periods of from 3.30pm - 4.30pm and 5.00pm - 6.00pm respectively.

Degree of Saturation (DOS) is a quantitative measure of how much demand an intersection is experiencing compared to its total capacity. It is expressed as a ratio of demand to capacity on each approach to the intersection, with a value of 100% (or 1) meaning that demand and capacity are equal and no further traffic is able to progress through the junction. DPTI's maximum DOS for signalised intersections is 90% (or 0.90) or below. Values over 90% suffer from traffic congestion, with queues of vehicles beginning to form. The modelling of a dedicated right turn lane and right turn arrow resulted in a DOS of 0.93 during the AM peak traffic period of 7.30am - 9.00am and a DOS of 1.12 and 0.95 during the PM peak traffic periods of from 3.30pm - 4.30pm and 5.00pm - 6.00pm respectively.

The Parade / George Street traffic modelling undertaken by Tonkin Consulting is based upon a Vehicle Turning Movement Survey undertaken by DPTI on 15 June 2017 from 7.00am - 7.00pm. The numbers of vehicles, pedestrians and cyclists using the intersection are also illustrated in **Attachment E**.

The inclusion of a dedicated right turn lane without a dedicated right turn arrow, which has also been suggested, is not an option as DPTI does not permit filter right turning movements in instances where there is a new signal installation, or where the intersection geometry is modified. Basically if the Council resolves to include right turn lanes on The Parade turning into George Street, it will require a right turn signal. On this basis, dedicated right turn lanes are also not recommended and have not been included in the draft Masterplan.

One of the primary objectives of the Masterplan is to make The Parade more pedestrian friendly. Reducing or removing the central median and introducing additional traffic lanes onto The Parade (as suggested) will only reinforce The Parade as an arterial road, which is contrary to what the Masterplan is trying to achieve and is contrary to the intended role of The Parade.

It should be noted that the Council has, previously, considered proposed upgrades to The Parade/George Street intersection. These are summarised below.

At its meeting held on 4 April 2005, the Council considered a report which outlined an “in-principle” proposal by the former *Department for Transport, Energy & Infrastructure* (DTEI now known as DPTI) to upgrade the intersection. The proposal outlined six (6) options all of which were aimed at introducing dedicated right-turn lanes on The Parade to improve driver safety at the intersection and traffic flow. A number of the options which were proposed required the removal of several trees from the median on The Parade due to the reduction in its width that would result from the introduction of the turning lanes.

Following consideration of the DTEI proposals, the Council resolved the following:

1. *That Transport SA be advised that Council supports the proposal to upgrade the intersection of The Parade and George Street, Norwood, through the changing of signal phasing for The Parade traffic flows allowing a green arrow for traffic movements provided the signal phasing allows for increased right-of-way time for morning peak hour westward bound traffic and for afternoon peak hour eastward bound traffic.*
2. *That Transport SA be advised that the Council does not support any proposals to upgrade the intersection of The Parade and George Street, Norwood which would require the removal of any trees along The Parade.*

Pursuant to the Council’s resolution, Council staff advised DTEI of the Council’s decision in regard to its preferred option and its views on the removal of any trees. In response, DTEI undertook an assessment of both its preferred option of introducing short dedicated turning lanes that would not result in the removal of any trees but would require the removal of other infrastructure and the Council’s preferred option (outlined above). The results of this DTEI assessment were considered by the Council at its meeting held on 4 September 2006 and resolved the following:

1. *That the Department for Transport, Energy & Infrastructure be advised that Council supports the proposal to upgrade the intersection of The Parade and George Street, Norwood, through the changing of signal phasing for The Parade traffic flows allowing a green arrow for traffic movements, provided the signal phasing allows for increased right-of-way time for morning peak hour westward bound traffic and for afternoon peak hour eastward bound traffic.*
2. *That further consideration be given to this proposal by the Council’s consultant as part of the Norwood East Local Area Traffic Management (LATM) and Parking Study, which is to be completed in the 2006-2007 financial year and that the Department for Transport, Energy & Infrastructure be advised of the Council’s position.*
3. *That the Department for Transport, Energy & Infrastructure also be advised that designs for the upgrading of the intersection should respect the pedestrian movements and the local community use surrounding this intersection in its re-design which should result in minimal changes to the intersection.*

In respect to the Council’s preferred option of changing the signal phasing, DTEI advised at the time, that this option would result in excessive delays at the George Street intersection, which may result in drivers utilising side streets to bypass the intersection.

The Council considered the proposal and concluded that whilst the DTEI option would achieve the desired outcome of improving traffic flow and safety at the junction, it would result in significant changes to the appearance of the intersection. These changes would significantly alter the “main street” appearance of The Parade. Whilst there is no doubt that improvements to facilitate both the traffic and pedestrian movements at this intersection are required, the Council at the time recognised that there are other alternatives besides the removal of the median, narrowing of the footpaths and the inclusion of mast arms (turning arrows) that could deliver similar outcomes, without compromising the amenity and role of The Parade.

When the Council considered the Norwood East Local Area Traffic Management (LATM) in October 2007, it resolved not to make any changes from the previous positions taken by the Council, when it considered the DTEI’s proposed upgrades to this intersection. Subsequently, no changes were made to the intersection.

- George Street

In respect to George Street, the option which the Council released as part of the Phase 3 Community Consultation and Engagement process, proposed a number of modifications, including the removal of the existing eighteen (18) on-street car parking spaces between The Parade and Webbe Street, nine (9) of which are timed spaces on the eastern side of George Street and nine (9) car parking spaces on the western side of George Street associated with the Council's use.

The objective of removing these car parking spaces is to enable the footpaths to be widened, in order to provide adequate space for landscaping and the creation of a slow speed environment for vehicles. This option delivers both a high quality public realm and a new public space that focuses on creating an attractive, accessible, sustainable and safe pedestrian friendly environment.

In respect to the written submissions which have been received through the three (3) Phases of Consultation, the responses regarding George Street vary from suggestions to make George Street more traffic focussed through to suggestions to close George Street completely. Overall, the community's desire to see some change to George Street, where it is made safer and a more pleasant pedestrian environment, outweighs the desire and indeed the need to retain George Street in its current configuration or to increase the vehicle dominance on this street.

The revised draft Masterplan contained in **Attachment C** proposes the following for George Street:

- the retention of the two way traffic movements (ie north bound and south bound);
- the retention of the width of the carriageway at 11 metres, at the intersection of The Parade to accommodate three (3) lanes – two (2) southbound and one (1) northbound. This is an increase of one (1) metre from 10 metres in the previous draft Masterplan considered by the Council in September 2018;
- a reduction in the carriageway at the northern end of George Street from 9.7 metres to 8 metres comprising of two (2) 4 metre wide lanes, which is an increase of one (1) metre from the previous draft Masterplan considered by the Council in September 2018;
- the formalisation of a right turn only lane from George Street into The Parade at a width of 3.5 metres. The full capacity of this lane (i.e. in terms of the number of vehicles that can queue) will be determined through the detail design stage of the project;
- the introduction of a 3.5 metre wide straight/left turn lane to accommodate up to four (4) vehicles;
- the removal of the car parking spaces on both sides of George Street to accommodate wider footpaths;
- widened footpaths on both the eastern and western sides of George Street between The Parade and Webbe Street, varying from 3.2 metres to 5.8 metres in width;
- drop off / loading zones on both the eastern and western sides of George Street; and
- the inclusion of new street trees, garden beds, lighting and seating.

DPTI has advised that in principle it has no objection to the line marking (formalisation of the traffic movements) on George Street, which will create a dedicated left turn and through lane and a dedicated right turn lane.

A detailed Concept Plan of George Street is contained in **Attachment F**.

- Dedicated Left Turn Lane on George Street

The Parkade submission requested a left turn slip lane on George Street with the capacity to accommodate five (5) or more vehicles. Implementing this scenario would require the introduction of a straight through/ right turn lane. The traffic modelling undertaken by Tonkin Consulting shows that this option would significantly compromise the efficiency of George Street and would fall short of the minimum Level of Service and exceed the maximum Degree of Saturation supported by DPTI. Therefore a dedicated left turn lane on George Street has not been adopted.

It should be noted that there is some inconsistency in the submissions received from the Parkade Group, particularly in relation to the inclusion of left and right turn lanes on both The Parade and George Street. Despite the inconsistency all of the options suggested have been investigated and where possible modelled.

The recommendation which has been included in the draft Masterplan is to introduce a dedicated right turn lane and a straight through/left turn lane in George Street as illustrated in **Attachment F**.

- Webbe Street and George Street Pedestrian Crossing

The Parkade submission raised concerns regarding a pedestrian crossing along George Street. The Parade Masterplan does not propose a dedicated pedestrian crossing on George Street. Improvements to the street will address the issues of pedestrian safety on George Street.

The proposed changes to George Street do not change the function of the street, or indeed the existing traffic capacity of George Street. The proposed changes simply formalise the right and left turn movements from George Street onto The Parade and provides a slower speed traffic environment. By removing the car parking spaces it also removes current conflict on the street with cars entering and exiting the car parking spaces and enables the footpaths to be widened, providing a safer environment for all users.

It is anticipated that through the detail design stage (the next stage of the Project) modelling will be undertaken to implement the concept and determine the line marking and traffic management devices that will be required.

- Edward Street

Following discussions with DPTI and based on the advice which has been received from the consultants, no changes are proposed for the Edward Street intersection. As Elected Members are aware, the draft Masterplan presented to the Council at the Special Council Meeting held on 17 July 2018, included the option of investigating traffic lights at the Edward Street intersection. The Council resolved to remove this option from the Masterplan. Given that the Edward Street intersection is not identified as a Black Spot. An alternative option has not been identified.

Notwithstanding this, should the need arise, this intersection can be addressed at any time independent of the implementation of the Masterplan.

- Queen Street

Sight-lines of drivers entering The Parade from Queen Street, has been an issue of concern to residents, business owners and visitors to The Parade for some time. Through the Norwood East Local Area Traffic Management (LATM), it was identified that sight-distances at this location did not warrant the implementation of any measures other than separating traffic movements at the intersection by providing a dedicated left-turn only lane on Queen Street and a right-turn and/or straight-through lane only lane which will improve dispersion of turning traffic. However, the intersection of The Parade and Queen Street is still recognised as a black spot, and on this basis, it is recommended that other options including the introduction of traffic lights be investigated as an option to improve safety at this intersection. The issue has been discussed with DPTI, however the Council has not received a formal response from DPTI in relation to a preferred option. On this basis, it is recommended that the draft Masterplan include the recommendation that further investigations be undertaken regarding the installation of a signalised crossing at Queen Street to enable the discussions with DPTI to continue.

- Modification to The Parade 'Heart'

The proposed changes to The Parade 'Heart', between Edward and George Streets, have been well supported, with a large number of respondents endorsing the proposed changes such as widening of the footpaths and removing the on-street car parking.

It should be noted that the submission received from the Parkade Pty Ltd has raised concerns about the removal of on-street carparking spaces and has suggested that the Council assess the traffic and parking implications of its proposal, prior to making a decision. The Parkade submission also suggests that the Council consider building two (2) or three (3) additional future decks on the Webbe Street car park to address the current carparking short falls and off-set the loss of carparking.

The loss of parking has been a common theme highlighted in the submissions which have been received. However, the area between George Street and Edward Street comprises predominantly of loading bays, two (2) bus stops and a taxi rank. Overall, there are eleven (11) timed car parking spaces in this section of The Parade that are proposed to be removed. Should the Council resolve to proceed with the construction of additional levels to the Webbe Street carpark, this will offset any loss of on-street car parking. It should be noted that in accordance with the Council's resolution, the draft Masterplan was amended prior to the Phase 3 Community Consultation and Engagement process to include the Council's commitment to investigating additional car parking opportunities. This commitment is still clearly articulated in the draft final Masterplan.

- Speed Limits

As part of the Phase 2 Community Consultation and Engagement process, the community was asked specifically about their views in respect to the reduction of speed limits along The Parade. Overall, there is significant support for the reduction in speed limits in the section between Fullarton Road and Osmond Terrace, with 62.6% of respondents supporting the reduction of the speed limit to 50kph in this section of The Parade. The proposal to reduce the speed limit in the section between Osmond Terrace and Portrush Road was not as high, with 52.8% of respondents supporting this concept. However, as part of the Phase 3 Community Consultation and Engagement process, there is support for lower speed limits along The Parade, with a number of submissions strongly supporting a further reduction in the speed limit between Osmond Terrace and Portrush Road to 40kph. Lowering the speed limit to 40kph will enable The Parade to be designed for a lower speed environment resulting in additional safety benefits. On this basis, the draft Masterplan has been amended to reflect the proposal to provide a lower speed limit of 40kph in this section of The Parade, in addition to the proposed reduced speed limit of 50kph in the section of The Parade, between Fullarton Road and Osmond Terrace. Discussions with DPTI regarding this matter has been positively received, with DPTI advising that any proposal for speed reduction would require further investigation and justification.

Whilst The Parade Masterplan has been used to consult on the option of reducing the speed limit along The Parade, its implementation can occur independently of the Masterplan.

- The Parade Central Median

The proposals for the central median includes the retention of the existing trees, improved median landscaping treatments as well as the redesign of some of the median openings to deliver a safer environment for all users including pedestrians, cyclists and motorists. Most respondents are generally supportive of the proposed improvements to tree planting and landscaping, however there was strong opposition to the concept of closing the central median at the five (5) intersections, namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street. It should be noted that the degree of opposition did vary depending on the particular intersection.

The main reasons around the opposition was convenience and the fear that the streets that remain open would be congested with the additional traffic using them as the alternative. It should be noted that DPTI did not support or object to the proposal to close the right hand turns into these side streets, choosing to defer their comments until the more detailed design stage, when traffic impact statements would be undertaken.

The extension of the central median at some of these locations would have resulted in improvements to the functionality and safety of The Parade and would result in improvements to some of the existing problems currently being faced in some of these side streets. However, given the concerns which have been raised by residents of the respective streets to the proposed changes at each of these intersections, the five (5) proposed closures of the central median namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street are not recommended and have not been included in the final draft Masterplan contained in **Attachment C**.

- Bicycle lanes

It should be noted that the draft Masterplan which was released for Community Consultation and Engagement as part of Phase 3 did not propose a dedicated bicycle lane along The Parade between Osmond Terrace and Portrush Road. However, a number of submissions have raised the issue of bicycle lanes and the need to provide safer cycling lanes on The Parade.

There is general support from DPTI regarding the provision of cycling lanes on The Parade. DPTI sees The Parade as a strategic cycling route, which provides an alternative route to Beulah Road and William Street, including direct connection to where people want to go. The recommendation from DPTI is that there should be provision for an on-road cycling lane on The Parade East (Osmond Terrace to Portrush Road) similar to the treatment that is proposed for The Parade West Fullarton Road to Osmond Terrace).

The draft Masterplan presented to the Council at its September 2018 meeting included a 1.2 metre wide bicycle lane. As part of the Traffic Review, the bicycle lanes along The Parade were reviewed. Given that The Parade is defined as a high stress cycling route, under the Austroad Guide bicycle lanes in high stress cycling routes need to include an additional 0.4 metre door zone buffer adjacent to on-street parking. Whilst this can be safely accommodated between Fullarton Road and Osmond Terrace, accommodating a bicycle lane that is 1.6m in width in the section of The Parade between Osmond Terrace and Portrush Road may require a reduction in either the width of the footpaths and/or the width of the vehicle lanes. On this basis the revised draft Masterplan contained in **Attachment C** includes the following note:

*The inclusion of a bicycle lane is subject to the availability of adequate space to accommodate a door zone buffer adjacent to on-street parking, which will be determined during the detail design stage.*

### **Norwood Parade Traders Survey**

As outlined in the Background Section of this report, ninety-one (91) responses to the draft Masterplan have been received through a hardcopy survey that was distributed by Norwood Parade Traders. As stated earlier in this report, it is unclear who the "Norwood Parade Traders" are.

Whilst the brochure (prepared by the Norwood Parade Traders), provided a basic introduction to The Parade Masterplan, its main focus was the promotion of an alternative configuration for The Parade and George Street intersection. The brochure contained a tear-off survey which included the following statement, addressed to the Chief Executive Officer:

*"I am a resident/shopper in the City of Norwood Payneham & St Peters and have a personal interest in The Parade Masterplan. Please accept the below as my formal submission:*

*As part of the Masterplan, I would like to see the addition of right turn lanes on The Parade, enabling a designated turning lane into George Street, north and south, in conjunction with the proposed scramble crossing".*

The survey also asked the respondents to select the reasons for supporting these statements:

- improved pedestrian safety;
- better traffic flows;
- reduced traffic congestion on The Parade;
- reduced rat-running through residential streets to avoid busy arterial roads; and/or
- I would also like to see included in The Masterplan a commitment to additional public car parking in the precinct.

Set out below are responses to the five (5) issues which have been identified by the respondents in the survey.

- Improved Pedestrian Safety  
The very clear objective of The Parade Masterplan is to make The Parade a more pedestrian friendly environment. Many of the treatments proposed in the Masterplan have been proposed with the primary objective of achieving this outcome. The proposed '*scramble crossing*' at the intersection of The Parade and George Street, the widening of footpaths, the proposed pedestrian crossing adjacent the Norwood Oval, are all examples of the Council's intentions to improve pedestrian safety.
- Better Traffic Flows and Reduced traffic congestion on The Parade  
The proposed '*scramble crossing*' and the re-phasing of the traffic lights will separate pedestrian and vehicular movements, which will result in improved traffic flows at the George Street intersection.
- Reduced rat-running through residential streets to avoid busy arterial roads  
The five (5) central median extensions proposed in the draft Masterplan, were a mechanism that would have helped to reduce any rat-running through the residential streets. Introducing right turning lanes at The Parade/George Street intersection will simply encourage more traffic movement through George Street.
- Included in the Masterplan a commitment to additional public car parking in the precinct  
The Council is aware of the concerns which have been raised regarding car parking. The Council has allocated funds and will shortly commission an assessment/feasibility study into the feasibility of constructing an additional level/s of car parking at the Webbe Street car park, which is owned by the Council. This was clearly articulated in the draft Masterplan which was released as part of the Phase 3 Community Consultation and Engagement process.

Following the Council's consideration of this report and the endorsement of the revised draft Masterplan, the Council will be in a position to progress to the detail design and costing stage. The final Masterplan has been structured so that it can be implemented in short, medium and long term investment packages.

It is anticipated that the George Street '*scramble crossing*' and landscaping within the central median between Fullarton Road and Osmond Terrace will form the first two (2) stages of the implementation of The Parade Masterplan. In this respect, the Council has allocated \$300,000 in the 2018-2019 Budget for landscaping works within the central median (from Osmond Terrace to Fullarton Road) as part of DPTI's proposed re-profiling and resealing of this section of The Parade. Discussions with DPTI regarding these works have commenced.

The State Government has committed \$28,000 towards the establishment of a '*scramble crossing*' at the intersection of The Parade and George Street. The Council as part of its 2019-2020 Budget is considering a funding allocation to enable the delivery of the '*scramble crossing*'. Tonkin Consulting has been engaged to undertake the concept design for the '*scramble crossing*', which has been aligned with The Parade Masterplan.

Of particular note is that the functional classification for The Parade, between Fullarton Road and Portrush Road, which identifies The Parade as a Public Transport Priority Corridor, Major Cycling Route and Priority Pedestrian Area under the Department's *Functional Hierarchy for South Australia's Land Transport Network*. The Parade is not identified as a Major Traffic, Freight or Peak Hour route.

Notwithstanding this classification, it should be noted that the comments which have been received from DPTI, clearly highlight that DPTI's primary concern is traffic flow. This means that in some instances, DPTI's priorities are in conflict with the priorities of the Council, simply because DPTI's focus is on moving traffic. However, in relation to The Parade/George Street intersection and the introduction of a '*scramble crossing*', the recommendation to restrict right turns during the peak periods delivers on both DPTI's and the Council's objectives. It also achieves the outcome that was highlighted by the Parkade in its recent correspondence, where it states:

*That pedestrian and vehicle safety, improved traffic flows and minimising congestion at the intersection of George St and The Parade must be a priority.*

### What has changed since September 2018?

In summary the key changes incorporated in the final draft Masterplan contained in **Attachment C** are as follows:

- introduction of No Right Turns from The Parade into George Street during Peak Periods (7.30am - 9.00am and 4.00pm - 6.00pm) with the implementation of the '*scramble crossing*';
- retention of the existing width of George St carriageway at The Parade intersection (increase from proposed 10m to 11m);
- dedicated right turn lane on George Street into The Parade;
- increase in the length of the straight/turn left lane on George St (Nth) to 18m to accommodate queuing of 4 cars; and
- the removal of the continuous footpaths from the George St intersection.

### **OPTIONS**

The Council can choose to endorse the final draft of The Parade Masterplan as contained in **Attachment C** or alternatively, the Council can choose to amend the Masterplan. However, on the basis that the final draft Masterplan delivers a well-considered vision for the long term viability of The Parade, which has been thoroughly investigated and also aligns with the majority of the outcomes which the community has put forward in its various submissions, it is recommended that the Council endorses The Parade Masterplan final draft as contained in **Attachment C**.

Alternatively, the Council could resolve not to proceed any further with the Masterplan. This option is not recommended.

### **CONCLUSION**

The Parade Masterplan Project provides a long term strategic framework for the planning, redevelopment and activation of this important main street. It has been developed to complement the numerous strategic initiatives that have been progressed and implemented by the Council over the last few years, including the introduction of a new planning policy framework that supports significant residential, mixed use and employment growth opportunities in and around Kent Town and Norwood, and in particular around The Parade.

The Masterplan focusses on the identity and appeal of 'The Parade', and how this significant economic, social and cultural asset will contribute to the experience of those people who choose to live, work and play on The Parade. Most importantly, The Parade Masterplan establishes a holistic vision to direct the progressive enhancement of the streetscape to support local businesses, encourage new investment and maximise community enjoyment and appeal.

### **COMMENTS**

The Masterplan has been developed through extensive consultation with the residents, businesses and visitors, as well as various State Government Departments, including the Department of Planning, Transport and Infrastructure, to achieve strong community understanding and ownership of the future vision.

In consideration of the final draft of The Parade Masterplan, it is important to note the following:

- The Masterplan is, by its very nature, a concept which sets out how the Council, in this case, will undertake the various works to achieve the vision set out in the Masterplan. The Masterplan is not a detail design, setting out dimensions and/or working drawings. This work will be undertaken as part of the next stage of the Project.
- There will always be competing demands and different points of view. The role of the Masterplan process is to seek to resolve and/or at the very least, address the issues which have been raised, noting that the Masterplan will not please everyone. In this respect, change will inevitably result in someone not being satisfied with the outcome. Notwithstanding this, it is important to recognise that The Parade Masterplan has been developed taking into consideration all of the comments received from the community and key stakeholders.

The Council has been presented with a balanced resolution of the issues which have been raised. The test of the Masterplan is whether it has achieved the Council's objectives.

## RECOMMENDATION

1. That the final draft of The Parade Masterplan (as contained in Attachment C) be endorsed by the Council.
  2. That the Council supports the proposal to introduce a peak period (7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods.
  3. That the Chief Executive Officer be authorised to make any minor amendments to The Parade Masterplan, resulting from consideration of this report and as necessary to finalise the document in a form suitable for finalisation and printing.
  4. That the Council endorses the use of The Parade Masterplan as the basis for the detail design of any proposed streetscape upgrade to The Parade.
  5. That the Chief Executive Officer be authorised to write to the Department of Planning, Transport and Infrastructure and advise the Department that the Council has endorsed The Parade Masterplan and supports the proposal to introduce a peak period (7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street.
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Cr Mex sought leave of the meeting to make a Personal Explanation in relation to Item 2.1.  
The meeting granted leave for Cr Mex to make a Personal Explanation.

### Cr Christel Mex's Personal Explanation

Summary of Personal Explanation:

*In February 2018 and March 2019, I accepted an invitation from the Chapley Group to listen to their concerns about The Parade Masterplan. At other times I also listened to concerns from the Boscaini Group, Outdoors on Parade, traders in Norwood Mall, the Norwood Residents Association, Kensington Residents Association and the NPSP Bicycle User Group. At no time during these conversations did I make any undertaking to support any particular policy position.*

*In addition, during the election campaign, I partially completed a survey on invitation from Parade Traders, but I did not make any statements that would indicate support or otherwise for any policy position.*

*I will remain in the meeting and reiterate that I will listen to the debate with an open mind and make my decision without bias.*

Cr Stock sought leave of the meeting to make a Personal Explanation in relation to Item 2.1.  
The meeting granted leave for Cr Stock to make a Personal Explanation.

Cr Stock's Personal Explanation

Summary of Personal Explanation:

*I would like to declare a perceived conflict of interest as I participated in a survey in 2018 regarding The Parade Masterplan, however I will remain in the meeting and participate in the debate and vote with an open mind and with the benefit of all information that has been made available and is now before the Council for consideration, including the contribution of other Elected Members.*

*I also declare that I have met with Parade Traders to hear their comments on the Masterplan (just as I frequently meet with residents to listen to their comments and complaints).*

Cr Duke declared a perceived conflict of interest in this matter, on the basis that he has met with representatives of The Parade traders. Cr Duke advised that he would remain in the meeting and take part in the decision making process and vote with an open mind and with the benefit of all the information that has been made available and/or which is now before the Council for consideration, including the contribution of other Elected Members.

Cr Moorhouse sought leave of the meeting to make a Personal Explanation in relation to Item 2.1.  
The meeting granted leave for Cr Moorhouse to make a Personal Explanation.

Cr Moorhouse's Personal Explanation

Summary of Personal Explanation:

*I would like to declare a perceived conflict of interest on the basis that earlier this year I met with the members of the Chapley Group to listen to their concerns about The Parade Masterplan. However, as at no time during this meeting did I provide any comments or indicate a particular position in respect to the Masterplan, I advise that I will remain in the meeting and take part in the decision making process and vote with an open mind and with the benefit of all information that has been made available and/or which is now before the Council for consideration, including the contribution of other Elected Members.*

Cr Patterson declared a perceived conflict of interest in this matter, on the basis that she has met with representatives of The Parade traders. Cr Patterson advised that she would remain in the meeting and take part in the decision making process and vote with an open mind and with the benefit of all the information that has been made available and/or which is now before the Council for consideration, including the contribution of other Elected Members.

Cr Minney declared a perceived conflict of interest in this matter, on the basis that he has met with representatives of The Parade traders. Cr Minney advised that he would remain in the meeting and take part in the decision making process and vote with an open mind and with the benefit of all the information that has been made available and/or which is now before the Council for consideration, including the contribution of other Elected Members.

Cr Mex left the meeting at 7.19pm.  
Cr Mex returned to the meeting at 7.21pm.

*Cr Dottore moved:*

1. *That the final draft of The Parade Masterplan (as contained in Attachment C) be endorsed by the Council with the following amendments:*
  - a. *That the key elements description and drawing of the Fullarton Road intersection on page 60 be revised to reflect the existing intersection arrangement which is proposed to be maintained;*
  - b. *That the key elements description and drawing of the Sydenham Road intersection on page 61 be revised to reflect no right turns from Sydenham Road onto The Parade as per the existing conditions;*
  - c. *That the key elements description and drawing of the Osmond Terrace intersection on page 72 be revised to include the existing bicycle lanes and the existing right turn lanes from Osmond Terrace onto The Parade; and*
  - d. *That a disclaimer be included in The Parade Masterplan stating that the photo montages are for illustration purposes only.*
2. *That the Council supports consideration of the proposal to introduce a peak period (for example 7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods.*
3. *That the Chief Executive Officer be authorised to make any minor amendments to The Parade Masterplan, resulting from consideration of this report and as necessary to finalise the document in a form suitable for finalisation and printing.*
4. *That the Council endorses the use of The Parade Masterplan as the basis for the detail design of any proposed streetscape upgrade to The Parade.*
5. *That the Chief Executive Officer be authorised to write to the Department of Planning, Transport and Infrastructure and advise the Department that the Council has endorsed The Parade Masterplan and supports consideration of the proposal to introduce a peak period (for example 7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street.*
6. *That as part of the Detail Design Stage of the Project, staff investigate the possibility of installing a scramble crossing at the intersection of Osmond Terrace and The Parade.*

*Seconded by Cr Duke and carried unanimously.*

**3. CLOSURE**

There being no further business, the Mayor declared the meeting closed at 8.01pm.

\_\_\_\_\_  
**Mayor Robert Bria**

**Minutes Confirmed on** \_\_\_\_\_  
(date)