

Council Meeting Agenda & Reports

1 July 2024

Our Vision

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

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

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

27 June 2024

To all Members of the Council

NOTICE OF MEETING

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

Monday 1 July 2024, commencing at 7.00pm.

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

Yours faithfully



Mario Barone
CHIEF EXECUTIVE OFFICER

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City of
Norwood
Payneham
& St Peters

1.	KAURNA ACKNOWLEDGEMENT	1
2.	OPENING PRAYER	1
3.	CONFIRMATION OF THE MINUTES OF THE SPECIAL COUNCIL MEETING HELD ON 11 JUNE 2024.....	1
4.	MAYOR'S COMMUNICATION.....	1
5.	DELEGATES COMMUNICATION	1
6.	QUESTIONS WITHOUT NOTICE.....	1
7.	QUESTIONS WITH NOTICE	1
7.1	QUESTIONS WITH NOTICE – INFORMATION TECHNOLOGY (IT) STRATEGY AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SYSTEM - SUBMITTED BY CR CHRISTEL MEX.....	2
7.2	QUESTIONS WITH NOTICE – INFORMATION TECHNOLOGY (IT) STRATEGY - SUBMITTED BY CR CLAIRE CLUTTERHAM	4
7.3	QUESTIONS WITH NOTICE - PAYNEHAM MEMORIAL SWIMMING CENTRE AND LONG-TERM FINANCIAL PLAN - SUBMITTED BY CR GRANT PIGGOTT	6
8.	DEPUTATIONS	10
8.1	DEPUTATION – GEORGE STREET UPGRADE PROJECT	11
9.	PETITIONS	12
10.	WRITTEN NOTICES OF MOTION	12
10.1	WRITTEN NOTICE OF MOTION – INFORMATION TECHNOLOGY (IT) STRATEGY PROJECT – SUBMITTED BY CR CLAIRE CLUTTERHAM.....	13
11.	STAFF REPORTS	14
	Section 1 – Strategy & Policy.....	15
11.1	PETITION – PROPOSED TRAFFIC MANAGEMENT DEVICES TO BE INSTALLED IN MARDEN & ROYSTON PARK	16
	<i>Attachments – Item 11.1.....</i>	<i>19</i>
11.2	OUTCOME OF COMMUNITY CONSULTATION ON PROPOSED TRAFFIC MANAGEMENT DEVICES IN MARDEN AND ROYSTON PARK.....	20
	<i>Attachments – Item 11.2.....</i>	<i>29</i>
11.3	CODE OF PRACTICE – ACCESS TO MEETINGS & DOCUMENTS.....	30
	<i>Attachments – Item 11.3.....</i>	<i>32</i>
	Section 2 – Corporate & Finance.....	33
11.4	ADOPTION OF THE 2024-2025 ANNUAL BUSINESS PLAN AND BUDGET AND DECLARATION OF RATES FOR 2024-2025	34
	Section 3 – Governance & General.....	45
11.5	LAND MANAGEMENT AGREEMENT - 81 OSMOND TERRACE, NORWOOD	46
	<i>Attachments – Item 11.5.....</i>	<i>52</i>
11.6	APPOINTMENT TO THE EASTERN WASTE MANAGEMENT AUTHORITY INCORPORATED BOARD (EAST WASTE) – DEPUTY BOARD MEMBER	53
11.7	EASTERN HEALTH AUTHORITY – REVIEW OF CHARTER.....	55
	<i>Attachments – Item 11.7.....</i>	<i>60</i>
11.8	GEORGE STREET UPGRADE PROJECT – STATUS REPORT.....	61
	<i>Attachments – Item 11.8.....</i>	<i>64</i>
12.	ADOPTION OF COMMITTEE MINUTES.....	65
13.	OTHER BUSINESS	65
14.	CONFIDENTIAL REPORTS	65
15.	CLOSURE.....	65

VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Council Members

Staff

APOLOGIES Cr Claire Clutterham, Cr Hugh Holfeld

ABSENT

1. **KAURNA ACKNOWLEDGEMENT**
2. **OPENING PRAYER**
3. **CONFIRMATION OF THE MINUTES OF THE SPECIAL COUNCIL MEETING HELD ON
11 JUNE 2024**
4. **MAYOR'S COMMUNICATION**
5. **DELEGATES COMMUNICATION**
6. **QUESTIONS WITHOUT NOTICE**
7. **QUESTIONS WITH NOTICE**

7.1 QUESTIONS WITH NOTICE – INFORMATION TECHNOLOGY (IT) STRATEGY AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SYSTEM - SUBMITTED BY CR CHRISTEL MEX

QUESTION WITH NOTICE: Information Technology (IT) Strategy and Geographic Information System (GIS) System
SUBMITTED BY: Cr Christel Mex
FILE REFERENCE: qA1040
ATTACHMENTS: Nil

BACKGROUND

Cr Mex has submitted the following Questions with Notice:

1. Can staff provide an overview of the process and timeframes associated with the preparation of the following:
 - a) Preparation of the IT Strategy (supported by the ELT) for 2024-2025;
 - b) Implementation of the IT Strategy (not supported by the ELT) for 2024-2025, but included in the draft Budget by the Council;
 - c) Geographic Information System (GIS) Implementation; and
 - d) GIS – Run Rate?
2. Is there any inter-dependence on the IT Strategy and the proposed GIS system? If so, is there an order of precedence in any project planning?

REASONS IN SUPPORT OF QUESTION

At the Special Council Meeting held on 8 April 2024 the Council considered the draft 2024-2025 Budget.

The staff report recommended the preparation of the IT Strategy at a cost of \$80,000 as an Operating Project, which was included in the draft Budget. The project was described as follows:

“The project involves preparation of the organisation’s information services (IT) Strategy. A number of the organisation’s technology systems and software have been in place for some time and are not meeting the needs of the organisation and the community. A strategy is required to ensure that the Council has a roadmap upon which to base the future investment decisions”.

Nowhere in the staff report was there a project listed to implement the IT Strategy in 2024-2025. The strategy’s implementation was not included in either the supported or un-supported projects.

The implementation of the IT strategy was not listed as a project for consideration, presumably because the process to prepare the IT Strategy had not commenced and would not be ready to be implemented in the same financial year.

Despite this advice, the Council included additional funding of \$100,000 for the “implementation of the IT Strategy, following the completion of the Review”.

A list of proposed Operating Projects was presented to the Council that were not supported by the Executive Leadership Team (ELT). Amongst this list was the Geographic Information System (GIS) Implementation at a cost of \$150,000. A sister project to this was the “GIS – Run Rate” which included licencing and staff costs of \$206,000. This was also not supported by the ELT at this time, nor by the Council when both projects were considered at the 8 April 2024 Meeting.

Because the two (2) projects are IT related, more clarity on them could aid in the next round of budget deliberations for the 2024-2025 financial year.

**RESPONSE TO QUESTIONS
PREPARED BY GENERAL MANAGER, GOVERNANCE & CIVIC AFFAIRS**

Question 1.

A Project Steering Group will be established to oversee the preparation of the IT Strategy (the Strategy).

A Project Brief (which will include the Project scope), will be prepared and an Expressions of Interest/Tender process will be undertaken to determine the preferred Consultant to undertake the preparation of the Strategy.

The preparation of the Strategy will require the following:

- review of the organisation's current systems (ie identification of deficiencies in the systems, system/software life span, system capacity, etc);
- a needs analysis based on the review and current IT solutions moving forward;
- benchmarking of other Local Government systems;
- recommendations in terms of implementing potential new contemporary systems/software and/or integrating with current systems/software.

The IT Strategy Project is scheduled to be completed by the end of February 2025, to ensure that any funding that is required for the implementation of new systems and/or software, can be determined and included as part of the Council's draft 2025-2026 Annual Business Plan and Budget process.

A new Geographic Information System (GIS) was not supported by the Executive Leadership Team on the basis that the Council currently has a GIS system, albeit that the current GIS platform has some deficiencies and it is prudent to await the completion of the IT Strategy before embarking on the purchase of new software or IT platforms. Through the development of the IT Strategy, the capacity and limitations of the current GIS will be reviewed and recommendations will be provided in terms of retaining or upgrading the existing GIS.

On this basis, the timeframe associated with the implementation of a new GIS has not been considered or determined.

The GIS - Run Rate project is the implementation and operation costs associated with the operation of the GIS.

For the same reasons as the new GIS system, a timeframe for this project has not been determined.

Question 2.

As set out in the funding submission for the IT Strategy, it is important to fully understand any limitations, if any, in terms of the organisation's current IT systems and whether there are more suitable systems now available on the market and how these systems work within the Local Government context.

It is therefore logical to wait until the IT Strategy has been finalised so that any potential new systems and/or software, including potentially a new GIS system, can be reviewed and if required, considered appropriately against other projects in accordance with available resources, budgets and the Council's financial capacity.

7.2 QUESTIONS WITH NOTICE – INFORMATION TECHNOLOGY (IT) STRATEGY - SUBMITTED BY CR CLAIRE CLUTTERHAM

QUESTION WITH NOTICE: Information Technology (IT) Strategy
SUBMITTED BY: Cr Claire Clutterham
FILE REFERENCE: qA1040
ATTACHMENTS: Nil

BACKGROUND

Cr Clutterham has submitted the following Questions with Notice:

1. Is the amount of \$180,000 an amalgamation of the (i) preparation of the IT Strategy, budgeted at \$80,000 and (ii) the implementation of actions (if required) identified by the IT Strategy, budgeted at \$100,000 (the Implementation Stage)?
2. If the budgeted amount of \$100,000 for the Implementation Stage was removed (but no other changes made to the Draft 2024-2025 Annual Business Plan & Budget), what would the forecasted Operating Surplus be?
3. At this stage, are staff able to provide an estimate for when the IT Strategy will be commenced and completed?
4. To the extent the IT Strategy identifies recommendations to be carried out during the Implementation Stage, is it likely that in 2024-2025 there will be sufficient time and available staff resources to action those recommendations, or is this unknown, because the results of the IT Strategy are as yet unknown?

REASONS IN SUPPORT OF QUESTION

The Draft 2024-2025 Annual Business Plan & Budget was included in the Agenda for the Special Council Meeting held on 11 June 2024. This meeting was convened to discuss the results of the recently concluded public consultation, held in relation to the Draft 2024-2025 Annual Business Plan & Budget.

Beginning from page A51 of that document there is a list of Operational Projects & Initiatives. On page A54 a project called IT Strategy, with a budgeted cost of \$180,000.00 is listed. The project is described as:

IT Strategy: the project involves preparation of the organisation's Information Services (IT) Strategy. A number of the organisation's technology systems and software have been in place for some time and are not meeting the needs of the organisation and the community. A strategy is required to ensure that the Council has a roadmap upon which to base future investment decisions.

**RESPONSE TO QUESTIONS
PREPARED BY GENERAL MANAGER, GOVERNANCE & CIVIC AFFAIRS**

Question 1.

Yes.

The original Funding Submission considered by the Council at its meeting held on 8 April 2024, was for \$80,000 for the preparation of an IT Strategy.

At its meeting held on 8 April 2024, following consideration of the draft 2024-2025 Annual Business Plan and Budget, the Council resolved to allocate an additional \$100,000 for the implementation of the IT Strategy, following the completion of the Review.

Question 2.

The reduction of funding for the IT Strategy by \$100,000 will increase the 2024-2025 Operating Surplus to approximately \$331,000.

Question 3.

Implementation of the IT Strategy Project will commence by the end of July 2024, following the adoption of the 2024-2025 Annual Business Plan and Budget and is scheduled to be completed by the of February 2025, to ensure that any funding required for the implementation of new systems and/or software, can be determined and included as part of the Council's draft 2025-2026 Annual Business Plan and Budget process.

Question 4.

The timing of the implementation of any recommendations set out as part of the IT Strategy is unknown at this stage. Any recommendations will need to be considered and priorities determined in terms of the resources required to implement any recommendations and the associated costs and the Council's financial capacity.

Having said that, it is intended that the implementation of new systems and/or software is included as part of the Council's draft 2025-2026 Annual Business Plan and Budget process. This approach will allow the Executive Leadership Team to make considered recommendations to the Council and in turn this will allow the Council to be provided with the relevant information upon which to make decisions and allocate funds.

7.3 QUESTIONS WITH NOTICE - PAYNEHAM MEMORIAL SWIMMING CENTRE AND LONG-TERM FINANCIAL PLAN - SUBMITTED BY CR GRANT PIGGOTT

QUESTION WITH NOTICE: Payneham Memorial Swimming Centre and Long-Term Financial Plan
SUBMITTED BY: Cr Grant Piggott
FILE REFERENCE: qA1040
ATTACHMENTS: Nil

BACKGROUND

Cr Piggott has submitted the following Questions with Notice:

1. In the final Prudential Report prepared by Corrinne Garret, UHY Haines Norton, in addressing the requirements of S. 48 (2) (d) in respect to community consultation, the Report relies on:
 - a. *“community consultation was undertaken as part of developing the Swimming Centres Long Term Strategy”*, noting that the consultation for the Swimming Centres Long Term Strategy extended from March to April 2017, and is almost six years old.

Is it true that the “Swimming Centres Long-Term Strategy” resulting from this consultation included a Cost estimate for the Payneham Memorial Swimming Centre of \$6.5 million?

2. b. *“the Payneham Memorial Swimming Centre Redevelopment was included in the Council's Draft Annual Business Plan for 2022-2023, which was released for community consultation”*.

Is it true that the Draft Annual Business Plan 2022-2023 document, to which the Report refers, reported the anticipated total cost for the upgrade of the Payneham Memorial Swimming Centre as \$24.0 million?

3. Due to the current economic situation, the final costs to construct the Payneham Memorial Swimming Centre Redevelopment Project, based on a competitive tender process was significantly higher than the original cost estimates.

Is it true that a previous Prudential Report in respect to the Payneham Memorial Swimming Centre – May 2023 - quotes that:

The estimated total project costs as at 20 October 2022, is \$32,622,325 (ex GST)?

4. In the final Prudential Report prepared by Corrinne Garret, UHY Haines Norton in addressing of the requirements of S. 48 (2) (g) in the short and longer term estimated net effect of the Project on the financial position of the Council, the Report relies on the updated Long Term Financial Plan 2025 – 2034 presented to the Audit & Risk Committee on 6 December 2023 and to the Council on 11 December 2023.

Is it true that this Long Term Financial Plan included the following Operating Surpluses (contributing to the reduction of debt) across the final three years of the Plan?

2031/2032	\$10,710,973
2032/2033	\$14,094,359
2033/2034	\$18,953,607

5. Is it true that this Long-Term Financial Plan included \$4,640,040 for Expenditure on Renewal/ Replacement of Assets in 2032-2033 when the usual expectation across the period was in excess of \$13,000,000 every year?
6. What input did Corrinne Garrett, author of the Prudential Report for the Payneham Memorial Swimming Centre project, have into the preparation of the Long-Term Financial Plan in addition to her presenting the Plan to an Elected Member workshop on 27 November 2023?

7. Updates were made to the Long-Term Financial Plan (endorsed by Council 11 December 2023) by Administration and Key Performance Indicators were presented to the 7 March 2024 meeting of the Audit & Risk Committee.

What was the driver of needing to change the Plan so soon after its endorsement on 11 December 2023 ahead of Council’s commitment to progress the Payneham Memorial Swimming Centre on the same night?

8. Does the new Long-Term Financial Plan now include the following changed inclusions for Operating Surplus during the last three years of the Plan?

	11 Dec 2023	7 March 2024
2031/2032	\$10,710,973	\$2,923,000
2032/2033	\$14,094,359	\$3,880,000
2033/2034	\$18,953,607	\$5,094,000

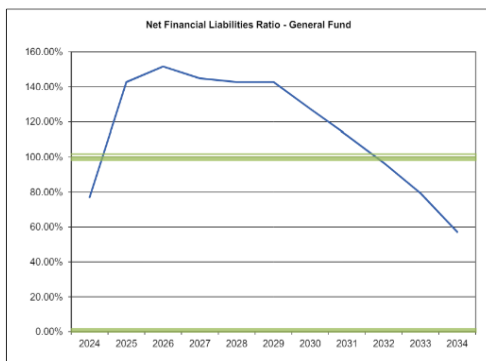
9. The Council Motion endorsing the Long-Term Financial Plan at the 11 December 2023 meeting includes the following:

That the Council, having considered the draft 2024-2034 Long-Term Financial Plan, notes that the draft Plan indicates that the Council:

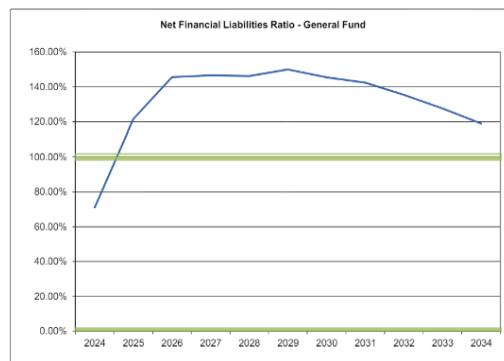
- *is sustainable in the long term; and*
- *will move outside of the Key Financial Indicators targets for a limited period of time but will return to the targets within the 10 year timeline of the draft Plan.*

Net Financial Ratio

December 2023



February 2024



Excerpt from Audit & Risk Committee Agenda 7 March 2024 Attachment A5

Does the new Long-Term Financial Plan now anticipate that the Net Financial Liabilities Ratio (an indicator of the City’s debt position) will not return to the target of a maximum of 100% within the 10 year timeline of the draft Plan?

REASONS IN SUPPORT OF QUESTIONS

Nil

**RESPONSE TO QUESTIONS
PREPARED BY GENERAL MANAGER, GOVERNANCE & CIVIC AFFAIRS**

Question 1.

At its meeting held on 4 December 2017, following consideration of the results of the community consultation regarding the redevelopment options for the Council's Swimming Centres and the draft long-term strategy for the Council's Swimming Centres, the Council adopted the *Swimming Centres Long-Term Strategy*.

As a result of the number of infrastructure issues associated with the age of the pools, the Council endorsed the refurbishment of the PMSC Main Pool as a matter of priority, in order to "future proof" the pool for the next twenty-five (25) to thirty (30) years as a final decision on the redevelopment of the PMSC had not at that stage been made by the Council.

The Swimming Centre Long-Term Strategy contained funding of \$6.5 million for the refurbishment of the pools and new equipment, not the total redevelopment of the Centre that was subsequently endorsed and that is now being constructed.

Question 2.

Yes.

In order to establish the initial budget, the Project was benchmarked by cost consultants against other similar aquatic centre upgrade projects and costs at the time. Based upon the assessment at that time, a budget of \$24 million, based on first order cost estimates at the time, was considered to be sufficient to cover the estimated costs for the development of the detail design and construction documentation for a 50 metre main pool and associated infrastructure, the 25 metre pool, aquatic play equipment (including the slides), plant room, the main building, as well as all ancillary features such as fencing, outdoor furniture and landscaping.

Since that budget was established, as Elected Members are aware, Australia's economic landscape changed dramatically following the COVID-19 Pandemic, largely due to interest rate increases, inflation and skill shortages and supply chain issues and world events, which have all had an effect on the nation's construction industry and in turn, costs.

Question 3.

Yes.

As the Payneham Memorial Swimming Centre Redevelopment Project progressed, in October 2022, based on the current market conditions at that time, a new cost estimate was prepared by WT Partnership (cost consultants), which indicated a total construction cost of \$32.6 million (this was a pre-tender estimate).

Question 4.

Yes. The increases in the Operating Surpluses over the life of Plan contributes to the reduction of debt.

Question 5.

Yes. This figure was corrected in the subsequent *Draft Long-Term Financial Plan* which was updated in March 2024.

Question 6.

Ms Garrett assisted the Council's Chief Financial Officer with the preparation of the Long-Term Financial Plan on the basis of her knowledge of the financial information set out in the Prudential Management Report which was prepared for the Payneham Memorial Swimming Centre Redevelopment Project.

Question 7.

The Long- Term Financial Plan was updated in March 2024, as a result of material changes from the December 2023 version of the Plan and to address issues that were raised by Elected Members and the Council's Audit & Risk Committee.

Question 8.

Yes. The Long-Term Financial Plan includes updated figures as at March 2024. These numbers are very close to numbers expected to be included in the final version of the Long-Term Financial Plan which will be presented to the Council following the adoption of the 2024-2025 Annual Business Plan and Budget at the Council Meeting to be held on 5 August 2024. This version of the Long Term Financial Plan (LTFP), contains the up-to-date figures that are contained in the draft 2024-2025 Budget that the Council is considering at this meeting.

Question 9.

Yes.

As discussed at the Elected Members' Budget Information Session held in March 2024, the Long Term Financial Plan highlights that even though the Net Financial Liabilities Ratio does not reach the targeted 100% by the end of the 10 year life of this Plan, the trajectory is heading in the right direction in terms of achieving the desired ratio.

8. DEPUTATIONS

8.1 DEPUTATION – GEORGE STREET UPGRADE PROJECT

REPORT AUTHOR: Chief Executive Officer
GENERAL MANAGER: Not Applicable
CONTACT NUMBER: 8366 4539
FILE REFERENCE: qA1041
ATTACHMENTS: Nil

SPEAKER/S

Mr Spero Tsapaliaris

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Spero Tsapaliaris has written to the Council requesting that he be permitted to address the Council in relation to the George Street Upgrade Project.

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

9. PETITIONS
Nil

10. WRITTEN NOTICES OF MOTION

**10.1 WRITTEN NOTICE OF MOTION – INFORMATION TECHNOLOGY (IT) STRATEGY PROJECT –
SUBMITTED BY CR CLAIRE CLUTTERHAM**

NOTICE OF MOTION: Information Technology (IT) Strategy Project
SUBMITTED BY: Cr Claire Clutterham
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

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

NOTICE OF MOTION

That the funding for the IT Strategy Project as contained within the Draft 2024-2025 Annual Business Plan and Budget be reduced to from \$180,000 to \$80,000.

REASONS IN SUPPORT OF MOTION

The Council is continuing to embark on a significant Capital Works program. Whilst sensible, necessary and for the benefit of the community, the projects falling within this Capital Works program, notably the upgrade to the Payneham Memorial Swimming Pool, have meant that the suite of financial ratios guiding the Council's financial sustainability are being stretched. It is therefore important that the Council achieves as high an Operating Surplus as is reasonably practicable. Therefore, the Council should re-examine the need to fund projects that do not have an immediate execution need in 2024-2025.

Advice given to Elected Members is that the Council's IT systems need to be upgraded, and that in order to get this right a funded IT Strategy should be developed, at a cost of \$80,000. It is unlikely that this IT Strategy will be developed before the final quarter of 2024-2025. Therefore, the provision of \$100,000 to execute that IT Strategy (if indeed appropriate, measurable and realistic recommendations are made) is likely to be carried over into 2025-2026.

Removing the amount of \$100,000 from the 2024/2025 Budget, given the predecessor step of the IT Strategy is unlikely to be completed prior to the third quarter of 2024-2025, will allow the Council to achieve a higher Operating Surplus in 2024-2025.

STAFF COMMENT

PREPARED BY GENERAL MANAGER, GOVERNANCE & CIVIC AFFAIRS

This matter should be considered as part of Item 11.4 of this Agenda - *Adoption of the 2024-2025 Annual Business Plan and Budget and Declaration of Rates for 2024-2025*.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 PETITION – PROPOSED TRAFFIC MANAGEMENT DEVICES TO BE INSTALLED IN MARDEN & ROYSTON PARK

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA146441
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to inform the Council of the outcome of a Petition which has been received by the Council at its meeting held on 2 April, 2024, regarding a proposal for a median island along Battams Road that formed part of the '*Marden & Royston Park Community Consultation for Traffic Management*'.

BACKGROUND

Community consultation was undertaken in March 2024, inviting citizens to provide their views regarding concept designs for traffic management devices in several streets within the suburbs of Marden and Royston Park (between Lower Portrush Road and Battams Road). The community were invited to fill out an on-line or hard-copy survey and provide their views for the design of the proposed traffic management devices.

One of the concept designs was for a central median island along Battams Road, which is the subject of this Petition.

The Petitioners are requesting that the Council not install the median island because in their view it "*will cause significant inconvenience and disruption to residents accessing their homes and will result in increased traffic flows on Sixth Avenue, Second Avenue, Pollock Avenue, Broad Street, Dix Streets and Hooking Avenue as all direct routes are blocked off and residents are forced to find other routes to enter their homes and to exit and enter our suburbs*".

The Petition was signed by a total of thirty-three (33) people, seventeen (17) of whom identified as residents of Marden or Royston Park. The Council resolved to refer the petition to the Traffic Management & Road Safety Committee ("the committee"). A copy of the petition is contained in **Attachment A**.

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

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

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

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable

RESOURCE ISSUES

Not applicable

RISK MANAGEMENT

Not Applicable.

CONSULTATION

Elected Members

- All Elected Members have been informed of the progress of the proposed traffic management devices from previous Council reports.

Staff

- General Manager, Urban Planning & Environment
- General Manager, Infrastructure & Major Projects
Manager, Strategic Communications and Advocacy

Community

- Not Applicable.

Other Agencies

- Not Applicable

DISCUSSION

Petitions relating to traffic management and or road safety issues are ordinarily referred to the Council's Traffic Management & Road Safety Committee for consideration, however, in this instance, as the issues raised in the petition relate to traffic management devices that have already been considered by the Committee and given that the results of the community consultation on the proposed traffic management devices are to be considered by the Council via a separate report, there is no need to refer the petition to the Committee for further consideration. The detail and concerns raised in the Petition will be included in the Council report so that the Council can consider the contents of the petition as part of considering the report regarding the feedback received from community consultation regarding concept designs for traffic management devices in Marden and Royston Park.

The Council report will be presented to the Council at its meeting held on 1 July 2024.

OPTIONS

Not Applicable.

CONCLUSION

Not Applicable.

COMMENTS

Not Applicable.

RECOMMENDATION

That the petition be received and noted.

Attachments – Item 11.1

Attachment A

Petition

Proposed Traffic Management Devices to be Installed in Marden and Royston Park

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

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



City of
**Norwood
Payneham
& St Peters**



15/3/2024

Mayor Bria,
Councillors Holfeld and Knoblauch,

Please accept the enclosed petition opposing the proposed Median Strip in Battams Road. At the Community meeting to discuss the proposed traffic management plans for this area it became apparent that you often hear from some dissatisfied residents about increased traffic flows and speeding in the area.

Of course you do not have people who are satisfied with the level of traffic on roads into and within our suburbs, regularly ringing or writing to say they are content with how things are going, or how much they enjoy the easy access to their homes, businesses and parks by car, bicycle and on foot that is afforded by the wide streets in our suburbs because people only act when they have a problem.

Mr. Knoblauch indicated to me that he would give more weight to a letter against the proposal if it was from more than one person, so I placed this petition in the Marbella Cafe during the final week of the community consultation period and collected 35 signatures for your consideration in future discussions of this matter.

I understand that in order to satisfy the complaints you have received, to respond to concerns about the speed of some drivers, and to utilise the efforts and financial investment expended on design and consultation some traffic management in the area will be required.

The community feedback in 2022 indicated that the majority of respondents were not in favour of road closure devices. The proposed unbroken median strip across every intersection except 2nd 6th and 9th Avenues amounts to a road closure device, not the 'landscaped islands' that respondents were positive about.

Most residents of Battams Road will not have access to their homes or anything on the other side of the street without driving around additional blocks to get to their side of the road. This will increase traffic flows on both 2nd Avenue and 6th Avenue and other side streets, not decrease them.

People with a caravan or similar vehicle will not be able to reverse it into their driveway. Loss of parking particularly in central Battams Road which is already in short supply will have a negative impact on the businesses there.

Lack of any ability to overtake cyclists, (who are forced into the path of traffic), pass a rubbish truck, or go around any maintenance of street trees or power lines without taking a detour because there will be no room in Battams Road to pass the trucks, will all cause delays and frustration to residents and danger to cyclists.

I am one of many residents who sincerely hope this part of the proposed traffic management strategy will be rejected. It will be a burden on residents, it will be impractical, not result in less traffic, and will be very expensive to install and maintain.

Yours sincerely

Anna Mycko



Marden



We the undersigned residents of Marden and Royston Park hereby inform NPSP Mayor and our Council Representatives that we are opposed to the installation of an unbroken median strip in Battams Road.

By blocking every side road except Sixth Avenue and Second Avenue this road treatment will cause significant inconvenience and disruption to residents accessing their homes and will result in increased traffic flows on Sixth Avenue, Second Avenue, Pollock Avenue, Broad Street, Dix Streets, and Hooking Avenue as all direct routes are blocked off and residents are forced to find other routes to enter their homes and to exit and enter our suburbs.

We hereby ask you to vote against the installation of this road treatment in future Council meetings.

Name	Address	Signature
Deanna Avery	[Redacted] Royston PK	[Redacted]
Anna Mycke	[Redacted] Marden	[Redacted]
Danielle Angelino	[Redacted] Royston PK	[Redacted]
Amanda Nestrov	[Redacted] Royston PK	[Redacted]
Sarah Nestrov	[Redacted] Royston Park	[Redacted]
Pattarant Gummy	[Redacted] Royston PK	[Redacted]
TH TAN	[Redacted] Royston Park	[Redacted]
Gippen, chris	[Redacted]	[Redacted]
L. STACTARI	[Redacted]	[Redacted]
anna DOTTO	[Redacted]	[Redacted]
Nicolas Pichon	[Redacted] PARADISE	[Redacted]
Corinna Koch	[Redacted] Royston Park	[Redacted]
Michael Janitz	[Redacted] Marden 5070	[Redacted]
Margaret Janitz	[Redacted] Marden 5870	[Redacted]
David Andersen	[Redacted] 5069	[Redacted]
Debra Rhodrya	[Redacted] Valley View	[Redacted]
John Lyons	[Redacted] Hemstead Gals	[Redacted]
Sam Andersen	[Redacted] Evandale	[Redacted]
grace perrotta.	[Redacted]	[Redacted]
Carmine Junotter	[Redacted]	[Redacted]
Chris Cooper	[Redacted]	[Redacted]
HOWARD NORRAN	Beaumont	[Redacted]
Teresa Mitolo	[Redacted] Vale Park	[Redacted]
Frank Mitolo	[Redacted] Vale Park	[Redacted]
Mingjun Wei	[Redacted] Adelaide	[Redacted]
Cate Lewis	[Redacted] W/Vale	[Redacted]
● RAY LEWIS	[Redacted] W/Vale	[Redacted]
● Tom Avery	[Redacted] Broadview	[Redacted]
● Chris Angelina	[Redacted] Mt Lake Park	[Redacted]
Avaquena	[Redacted] Marden	[Redacted]
Julia Drisetta	[Redacted] St MORRIS	[Redacted]

Name

Address

Signature

Peter J.

[Redacted]

[Redacted]

Sandy Paskin

[Redacted] Manders

11.2 OUTCOME OF COMMUNITY CONSULTATION ON PROPOSED TRAFFIC MANAGEMENT DEVICES IN MARDEN AND ROYSTON PARK

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

PURPOSE OF REPORT

The purpose of this report is to present the comments that have been received from the community regarding the concept designs for traffic management devices that were proposed to be installed in the suburbs of Marden and Royston Park, to enable the Council to determine whether to implement some or all of the proposed traffic management devices.

BACKGROUND

There have been several steps which have culminated in the development of the concept designs and the proposal to implement traffic management devices in the suburbs of Marden and Royston Park. These steps are set out below:

- The Council's Traffic Management & Road Safety Committee (the Committee), at its meeting held on 18 August 2020, considered road safety concerns that have been raised by residents and property owners, and initial traffic data investigations that have been undertaken by staff, and noted that a detailed traffic report was warranted to assist in developing solutions to reduce traffic speed and volumes in Marden, Royston Park, Joslin and St Peters (east of Stephen Terrace).
- In 2021, the Council engaged Tonkin (Traffic Engineers) to prepare a detailed traffic report and prepare the *Marden, Royston Park, Joslin & St Peters Traffic Review (the Tonkin report)*. The Committee considered the investigations and findings set out in the *Tonkin Report* and recommended to the Council that:
 - a 40km/h speed limit be implemented in the residential streets of Marden and Royston Park, the suburbs that carried the highest volumes of traffic (currently in progress); and
 - three traffic management options be prepared in the suburbs that were identified as highest priority, in the suburbs of Marden & Royston Park.

At its meeting held on 1 November 2021, the Council endorsed the recommendations made by the Traffic Management & Road Safety Committee.

- In 2022, *Infraplan and Intermethod* (Traffic Engineers and Community Consultation Specialists), were engaged by the Council to undertake detailed traffic investigations specifically for the suburbs of Marden & Royston (bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor), and prepare three (3) traffic management options for consideration, that would address the key traffic issues that were identified in the area. This work included the facilitation of a community consultation process to identify which of the three options, if any, would be preferred by the community. Consultation was undertaken in April 2022 and a report was prepared, titled, '*Traffic Management in Marden & Royston Park: Community Consultation and recommendations*' (*the Infraplan/Intermethod report*).
- The Committee considered the investigations, findings and recommendations set out in the *Infraplan/Intermethod Report* at its meeting held on 21 February 2023 and recommended to the Council that the traffic management devices that are the subject of this report, be implemented. The report was considered, and the Minutes are contained in **Attachment A**.
- In November 2023, *Intermethod* (Traffic Engineers and Community Engagement Specialists) were engaged by the Council to refine the concept designs and conduct community consultation regarding the proposed traffic management devices in the suburbs of Marden and Royston Park, in the area bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor. The outcomes of this consultation process are the subject of this report. A copy of the *Intermethod* report is contained in **Attachment B**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Reducing traffic speed in residential streets has the potential to support and facilitate the outcomes and objectives of the Council's Strategic Management Plan, *City Plan 2030*.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

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

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

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

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

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

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

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$280,000 in its Draft 2024-2025 Budget to undertake the preparation of detailed design and subsequent construction of the proposed traffic management in the suburbs of Marden and Royston Park.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The current parameters of the project are managed by staff, within existing resources. However, if the Council determines to endorse the preparation of alternative concept designs, this may delay the delivery of other projects and day-to-day tasks.

RISK MANAGEMENT

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

In doing so, the installation of physical traffic management devices or other traffic management controls are not always supported by the community. As such, the Council needs to consider and balance the reputational risk of implementing traffic control devices that are not supported by the majority of the community.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Vehicle collision resulting in death or serious injury	People	High 7	Installing traffic management devices	People	Medium 17
		Reputation	Substantial 12		Reputation	Low 21
2	Community not supporting the recommendations	People	Medium 19	Not installing traffic management devices	People	Low 21
		Reputation	Medium 19		Reputation	Low 21

CONSULTATION

- Elected Members**
 All Elected Members have been informed of the proposed traffic management devices through previous Council reports.
- Staff**
 General Manager, Urban Planning & Environment
 General Manager, Infrastructure & Major Projects
 Manager, Strategic Communications and Advocacy
- Community**
 The community consultation summary and processes are set out in the Discussion section of this report.
- Other Agencies**
 The following agencies have been consulted:
 Department for Infrastructure and Transport (DIT)
 South Australian Public Transport Authority (SAPTA)
 SAPOL

DISCUSSION

Intermethod (consultants) was engaged by the Council to refine and consult affected citizens and other stakeholders on the draft concept designs for traffic management devices in the suburbs of Marden and Royston Park, in the area bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor.

The Council initiated this project in 2021, in response to ongoing concerns that have been raised by residents regarding speeding and “rat running” through the precinct. Initial consultation was undertaken in 2022, to identify the type of traffic management options that are preferred by residents and the outcomes of this process informed the development of the concept designs that were presented for community consultation in 2024 (the subject of this report).

The proposed traffic management devices are based on best-practice traffic management design and include landscaped slow points, kerb build-outs and median islands, all aiming to reduce traffic speed and volume, improve pedestrian crossings and provide streetscaping opportunities. An important component of the proposal includes a median island along Battams Road (similar to the median islands along Osmond Terrace and St Peters Street), that aims to deter ‘rat-runners’ by increasing the number of turns that motorists would need to make to cross Battams Road and to also provide a significant opportunity for tree planting.

A map showing the location of the proposed traffic management devices is depicted in Figure 1, below. The concept designs of each device are included in the full consultation report contained in **Attachment B**.

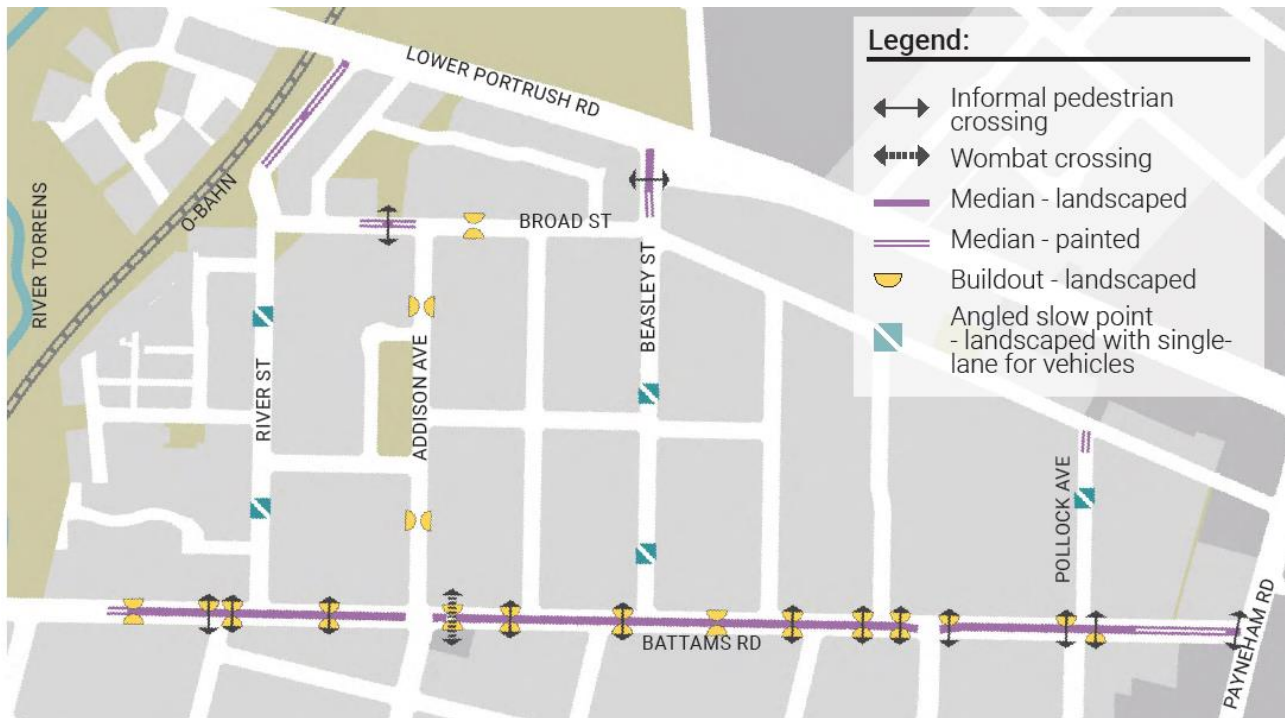


Figure 1: Locations and type of proposed traffic management devices in Marden & Royston Park

Summary of the outcomes of the consultation

The community consultation period commenced on 16 February 2024 and concluded on 15 March 2024. Citizens were encouraged to share their feedback by completing a survey or contacting a member of the project team by email or telephone. A community information evening that was held on 6 March 2024 at the Payneham Community Centre offered an opportunity for direct face-to-face engagement.

Community consultation was promoted as follows:

- Letters were individually addressed and delivered via Australia Post to all owners and occupiers of residents and businesses in the area bound by Lower Portrush Road, Lambert Road, Payneham Road and the O-Bahn Busway;
- background information and survey on the Council’s website;
- a *Latest News* article;
- social media (Facebook and Instagram);
- posters at the Council’s Libraries and Citizen Service Centre; and
- coreflute posters on poles within the Hackney to Marden precinct.

The detailed consultation report, “*Engagement Feedback: Local Area Traffic Management in Marden & Royston Park*”, prepared by *Intermethod*, in May 2024, is contained in **Attachment B**. A summary of the key consultation outcomes is provided below.

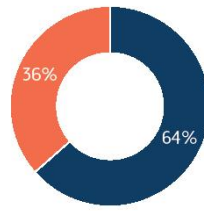
300+ people participated in engagement activities

266 people completed a survey (250 online and 16 - in a paper format)

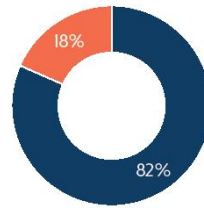
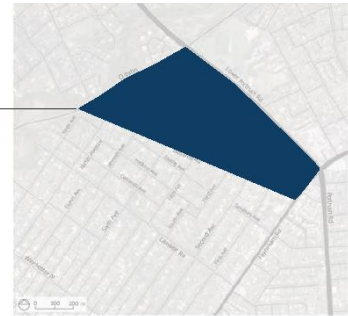
40+ people engaged in conversation with a member of the project team via phone

50+ people attended a community workshop on 6 March 2024

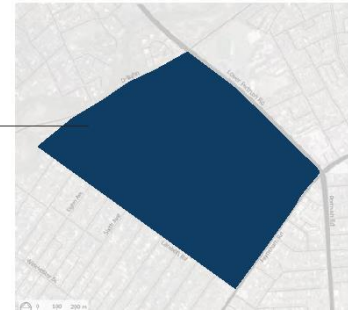
8 people submitted a response in writing (via e-mails or letters)



64% of survey respondents lived in the immediate area where new traffic management devices were proposed



82% of survey respondents lived in the broader study area



This project has initiated a robust discussion regarding the merits and necessity of the proposed traffic management intervention, and the responses encompassed a variety of divergent views. A significant portion of the submissions that have been received have advocated for the project to be implemented, while a similar proportion of submissions that have been received raised objections, preferring the area to remain unchanged.

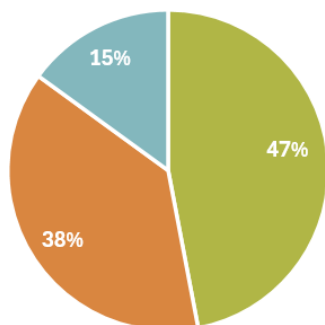
The Survey Form asked for feedback on a street-by-street basis. Analysis of the comments has identified that most residents supported the proposed traffic management devices in other streets but did not support traffic management devices in their own street. Battams Road is the one exception to this theme, where a strong majority of submissions from all streets, did not support the installation of median island because of the removal of direct access across intersections and driveways.

This outcome highlights the residents' desire to have the area calmed while simultaneously expressing reluctance to endorse changes directly in front of their properties or their street.

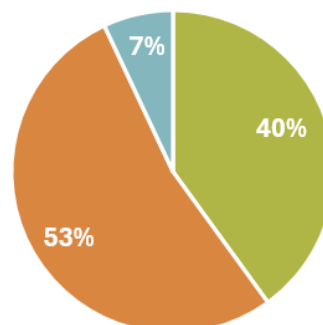
The pie charts below illustrate the nature of the feedback that has been received, by depicting the percentages of support from *all respondents*' side by side with the percentage of support from *residents of each specific street in question*.

River Street

All respondents



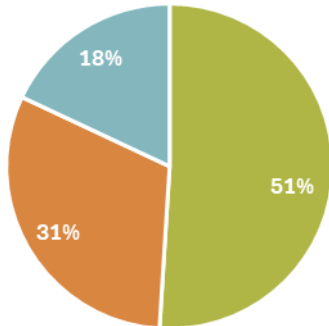
River Street Owner/Occupiers



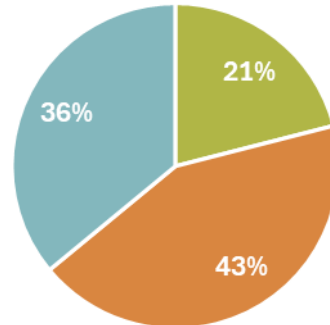
■ Support ■ Do Not Support ■ Unclear response

Broad Street

All respondents



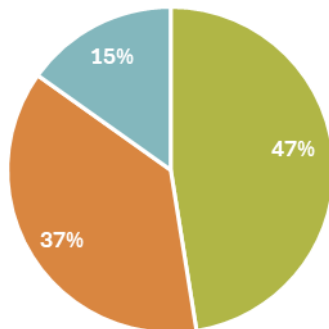
Broad Street Owner/Occupiers



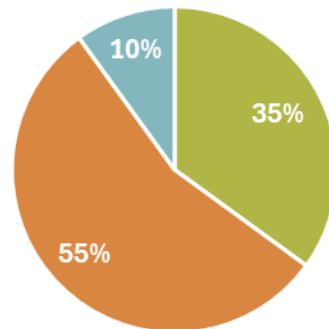
■ Support ■ Do Not Support ■ Unclear response

Beasley Street

All respondents



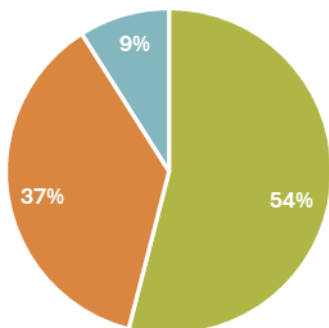
Beasley Street Owner/Occupiers



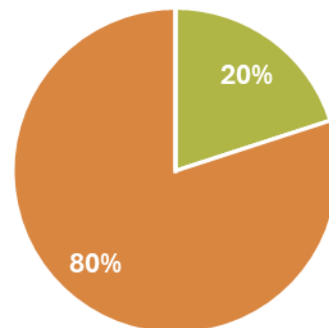
■ Support ■ Do Not Support ■ Unclear response

Addison Avenue

All respondents



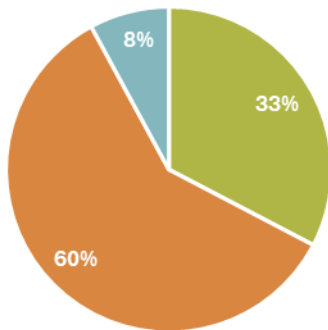
Addison Avenue Owner/Occupiers



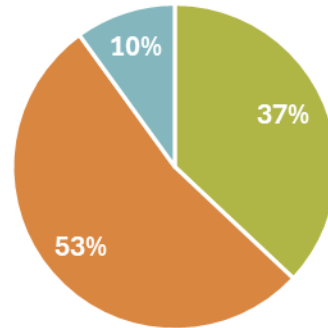
■ Support ■ Do Not Support ■ Unclear response

Battams Road

All respondents



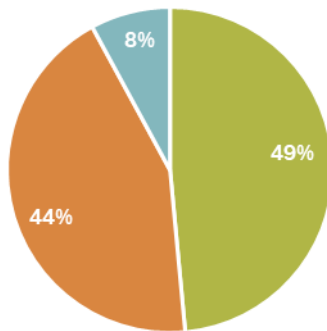
Battams Road Owner/Occupiers



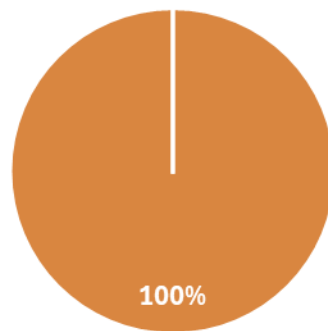
■ Support ■ Do Not Support ■ Unclear response

Pollock Avenue

All respondents



Pollock Avenue Owner/Occupiers



■ Support ■ Do Not Support ■ Unclear response

A considerable number of respondents have suggested that their preferred alternative option would be the installation of *road humps*. Although road humps can effectively reduce speed, such devices are not generally adopted by the Council because they have historically been unpopular due to resulting noise that occurs when vehicles drive over the humps and are only used in circumstances where there are no other options. In addition, one of the aims of the traffic management framework, (as identified as a priority in the Stage 1 consultation), was to provide greening opportunities. The installation of road humps provides minimal opportunities for landscaping/streetscaping.

There was general support for the proposed traffic islands at both junctions of Lower Portrush Road with River Street and Beasley Street, with the proviso that both left turn and right turn out movements can be maintained.

In addition, a petition was received by the Council at its meeting held on 2 April 2024, regarding the proposal to install a median island along Battams Road that formed part of the '*Marden & Royston Park Community Consultation for Traffic Management*', that is the subject of this report. The petition was signed by a total of thirty-three (33) people. Seventeen (17) of the signatories identified that they resided in the suburbs of Marden or Royston Park. The Council should consider the contents of the Petition in weighing up the warrant or otherwise to install the proposed traffic intervention device on Battams Road. A copy of the petition is contained in **Attachment C**.

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

OPTIONS

The Council has the following options in respect to progressing this project.

Option 1

Do nothing.

The Council could determine that the comments that have been received through the consultation process on the implementation of traffic management devices is too divisive, and the community as a whole is not willing to accept integrated traffic management intervention at this point in time.

In conjunction with this option, it is worth noting that the implementation of a 40km/h speed limit is imminent (subject to approval by the Department for Infrastructure & Transport) and that the reduced speed limit will be monitored and evaluated before any significant traffic management devices in Marden and Royston Park are given any further consideration, if citizen complaints continue to be received on a frequent basis and the data supports these concerns.

This option is not the best option from a traffic engineering perspective, as the traffic speed and volume data that was identified in *the Tonkin Report* and *the Infraplan/Intermethod Report*, concluded that there is a justifiable warrant for traffic management intervention in Royston Park and Marden, to improve traffic safety and reduce 'rat-running'. However, this needs to be balanced with the results of the community consultation and the local community's willingness to accept significant changes at this point in time. As such, this option is recommended at this time.

Option 2

Develop a set of alternative concept designs.

The Council could determine that the installation of the proposed traffic management devices will result in too many adverse impacts in the suburbs of Marden & Royston Park and that alternative solutions that result in less impacts to parking or access should be developed.

Such traffic management devices could include small islands and/or signs at junctions and intersections, however they would not provide opportunities for greening.

This option would not necessarily address the core issues that have been identified in *the Tonkin Report* and *the Infraplan/Intermethod report*. As such, this option is not recommended.

Option 3

Implement the proposed traffic control devices.

The Council could determine that despite the concerns that have been raised in the most recent community consultation, to install the proposed traffic management devices. Notwithstanding the concerns that have been raised, this option responds to the many ongoing citizen requests for traffic management and because the traffic management intervention aligns with evidence-based and best practice traffic engineering principles.

Notwithstanding this, based on the results of the community consultation, implementation of Option 3 is not recommended.

CONCLUSION

The traffic management devices proposed to be installed in the suburbs of Marden and Royston Park were selected as best-practice approaches to address the speeding and “rat-running” issues through the area, that are caused by motorists avoiding the traffic congestion and delays at the Lower Portrush Road and Payneham Road intersection.

Although the scheme was supported by many residents, the significant level of strong opposition demonstrates that the community as a whole is not ready for traffic calming devices that simultaneously require some level of inconvenience, such as the removal of car parking and/or direct access inconvenience.

The imminent reduction of speed limits in the area to 40km/h is likely to have some impact on traffic speeds and possibly traffic volumes, but the extent of any such improvements cannot be quantified at this time.

COMMENTS

The Council receives a significant number of concerns from residents regarding high traffic speed and volume through local areas.

Many of these concerns can be resolved with simple isolated solutions such as pavement marking and/or signage, however area-wide deficiencies require a more strategic approach. However, the trade-off is that effective traffic management devices usually require some level of inconvenience to citizens.

The Council will need to weigh up the benefits and determine the extent to which it is prepared to introduce traffic management devices to address the concerns of some residents or retain the status quo and rely on the imminent introduction of a reduced speed limit to mitigate some of those outstanding concerns.

RECOMMENDATION

1. That the outcomes of the community consultation in respect to the installation of traffic management devices in Marden and Royston Park, as outlined in this report, be received and noted.
2. The Council notes that the implementation of a 40km/h speed limit in the suburbs of Marden and Royston Park is currently pending, subject to approval by the Department for Infrastructure & Transport and that an evaluation of the outcomes of the reduced speed limit will be undertaken to identify if there are any locations where excessive vehicle speeds remain a safety concern and whether there is a need to undertake further, more detailed investigations to assess and determine the need or otherwise for additional traffic management measures.
3. That the implementation of traffic management devices, contained in the *Infraplan/Intermethod report* dated 2022, that were the subject of community consultation between 16 February 2024 and 15 March 2024, not be undertaken at this time.
4. That the petitioners and all citizens who made a submission on the proposed installation of the traffic management devices during the community consultation period, be advised of the Council's decision.

Attachments – Item 11.2

Attachment A

Outcome of Community Consultation on Proposed Traffic Management Devices in Marden and Royston Park



5.1 MARDEN & ROYSTON PARK TRAFFIC MANAGEMENT

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

PURPOSE OF REPORT

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

BACKGROUND

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

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

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

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

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

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

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

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

RELEVANT STRATEGIC DIRECTIONS & POLICIES

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

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

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

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

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

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

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

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

Outcome 2: Cultural Vitality

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

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

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

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

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

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

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

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

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

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

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

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

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

RESOURCE ISSUES

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

RISK MANAGEMENT

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

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

CONSULTATION

- **Elected Members**

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

- **Community**

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

- **Staff**

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

- **Other Agencies**

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

DISCUSSION

The Key Traffic Issues

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

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

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

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

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

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

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

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

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

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

Traffic Management Design Options

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

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

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

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

Option 2: Median Islands

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

Option 3: Traffic Calming

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

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

40km/h speed limit

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

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

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

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

Community Consultation

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

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

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

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

Consultation Responses

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

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

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

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

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

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

Multi-Criteria Analysis and Prioritisation of works

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

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

TABLE 1: CRITERIA FOR MCA

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

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

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

Traffic Management Recommendations

Stage 1:

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

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

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

Stage 2:

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

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

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

Stage 3:

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

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

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

OPTIONS

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

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

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

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

Option 1: Minimal Change.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSION

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

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

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

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

COMMENTS

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

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

RECOMMENDATION

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

Cr Knoblauch moved:

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

Seconded by Mr Charles Mountain and carried unanimously.

Attachment B

Outcome of Community Consultation on Proposed Traffic Management Devices in Marden and Royston Park



ENGAGEMENT FEEDBACK

LOCAL AREA TRAFFIC MANAGEMENT IN MARDEN AND ROYSTON PARK

Prepared for the City of Norwood, Payneham & St Peters
May 2024



EXECUTIVE SUMMARY

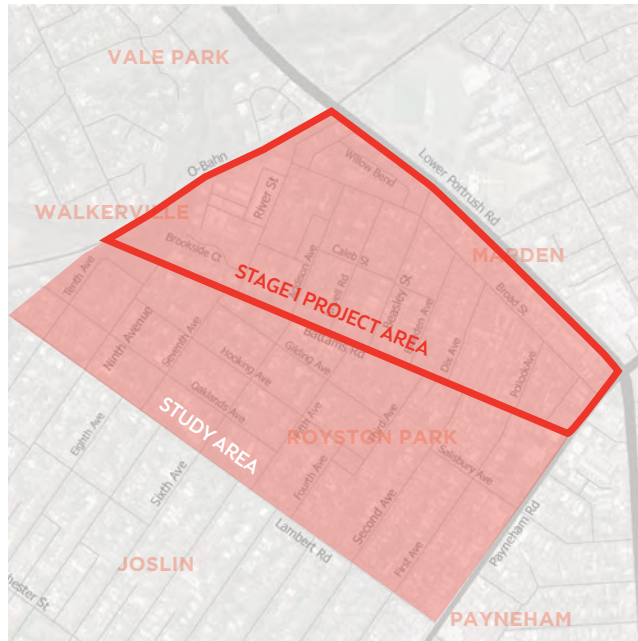
ENGAGEMENT FEEDBACK

LOCAL AREA TRAFFIC MANAGEMENT IN MARDEN AND ROYSTON PARK

INTRODUCTION

Intermethod was engaged by the City of Norwood, Payneham and St Peters (the Council) to conduct consultation with local residents regarding proposed traffic management plans in the Marden and Royston Park suburbs bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor. This project is Stage I of the two-stage project covering a broader study area bound by Lower Portrush Road, Portrush Road, Payneham Road, Lambert Road and the O-Bahn Busway corridor.

The Council initiated this project in 2021 in response to ongoing concerns raised by local residents regarding speeding and “rat running”. The Council elected to proceed with design development in two stages, commencing with Stage I as delineated by the orange border on the map. Building upon feedback gathered during consultation process in 2022 that explored several options for the study area and in alignment with the Council’s directives, local area traffic management designs were refined into a consolidated proposal for this Stage I area, which underwent consultation in 2024.



CONSULTATION

The consultation period for Stage I project area began on 16 February 2024 and concluded on 15 March 2024. Residents were encouraged to share their feedback by completing a survey or contacting a member of the project team by phone. A community information evening held on 6 March 2024 at the Payneham Community Centre offered an opportunity for direct face-to-face engagement.

300+ people participated in engagement activities

266 people completed a survey (250 online and 16 - in a paper format)

40+ people engaged in conversation with a member of the project team via phone

50+ people attended a community workshop on 6 March 2024

8 people submitted a response in writing (via e-mails or letters)

64% of survey respondents lived in the immediate area where new traffic management devices were proposed (Stage I area) and **82%** lived in the broader study area.

FEEDBACK

The project spurred a robust community debate regarding its merits and necessity, leading to varying perspectives among residents. Feedback encompassed a variety of divergent views: a significant portion of individuals expressed support and advocated for the project’s implementation, while also a similar proportion of individuals voiced objections, preferring the area to remain unchanged.

Feedback revealed:

- ▶ When analysing responses from residents residing on streets with proposed designs, a majority of respondents voiced their lack of support for the proposals. Nonetheless, when evaluating feedback from residents across the entire study area, a greater proportion expressed support for the proposals compared to those who opposed them, with the exception of Battams Road. This highlights the residents’ desire to have the area calmed while simultaneously expressing reluctance to endorse changes directly in front of their properties.
- ▶ The proposals elicited a high degree of division, with support and opposition almost evenly balanced in numbers. Consequently, there will likely be significant disappointment if the proposals fail to proceed, along with strong opposition if they proceed.
- ▶ The Battams Road proposals garnered the least support from respondents among all streets in the study area, primarily due to concerns regarding decreased accessibility, inconvenience caused by turn restrictions and the loss of parking spaces. Opinions were divided regarding

the necessity of the wombat crossing and whether losing parking spaces was justified for the limited pedestrian traffic in the area.

- ▶ Among the supportive feedback received, respondents emphasised the importance to address fast vehicle speeds through the area and, to a lesser degree, address unnecessary traffic cutting through the area. Numerous comments expressed support for the proposal, encouraging the Council to proceed with it.
- ▶ Among the opposing feedback received, key concerns included:
 - » Perception that the issue was minor or non-existent, hence not warranting a response
 - » Major inconvenience to local traffic movements that would outweigh any benefits
 - » Likely increase in travel time
 - » Traffic relocation to other streets in the study area
 - » Loss of car parking
 - » Inhibiting access by larger vehicles, such as waste collection vehicles, buses, trailers and campervans
 - » Requests to address the primary cause of “rat running”, being congestion on adjacent arterial roads.
- ▶ Residents suggested alternative approaches and designs, such as implementing a speed limit reduction to 40 km/h without additional physical installations, opting for speed humps instead of landscaped buildouts and incorporating additional roundabouts within the area.

SURVEY COMMENTS SENTIMENT ANALYSIS

To gauge the collective stance of respondents toward the proposed development, comments were categorised as either supportive or opposing, based on the evident nature of the comments. The charts below illustrate sentiment analysis for 82% of survey respondents who lived in the study area.

River Street



Broad Street



Beasley Street



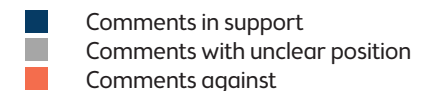
Addison Avenue



Pollock Avenue



Battams Road



‘Engagement feedback:
Local area traffic management in
Marden and Royston Park’

vi, 15 May 2024

Report prepared for:



City of
**Norwood
Payneham
& St Peters**

Report prepared by:



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CONTENTS

BACKGROUND 1

Introduction2
 Traffic management proposal.....3
 Consultation approach..... 4
 Consultation feedback analysis5

ENGAGEMENT FEEDBACK SUMMARY 6

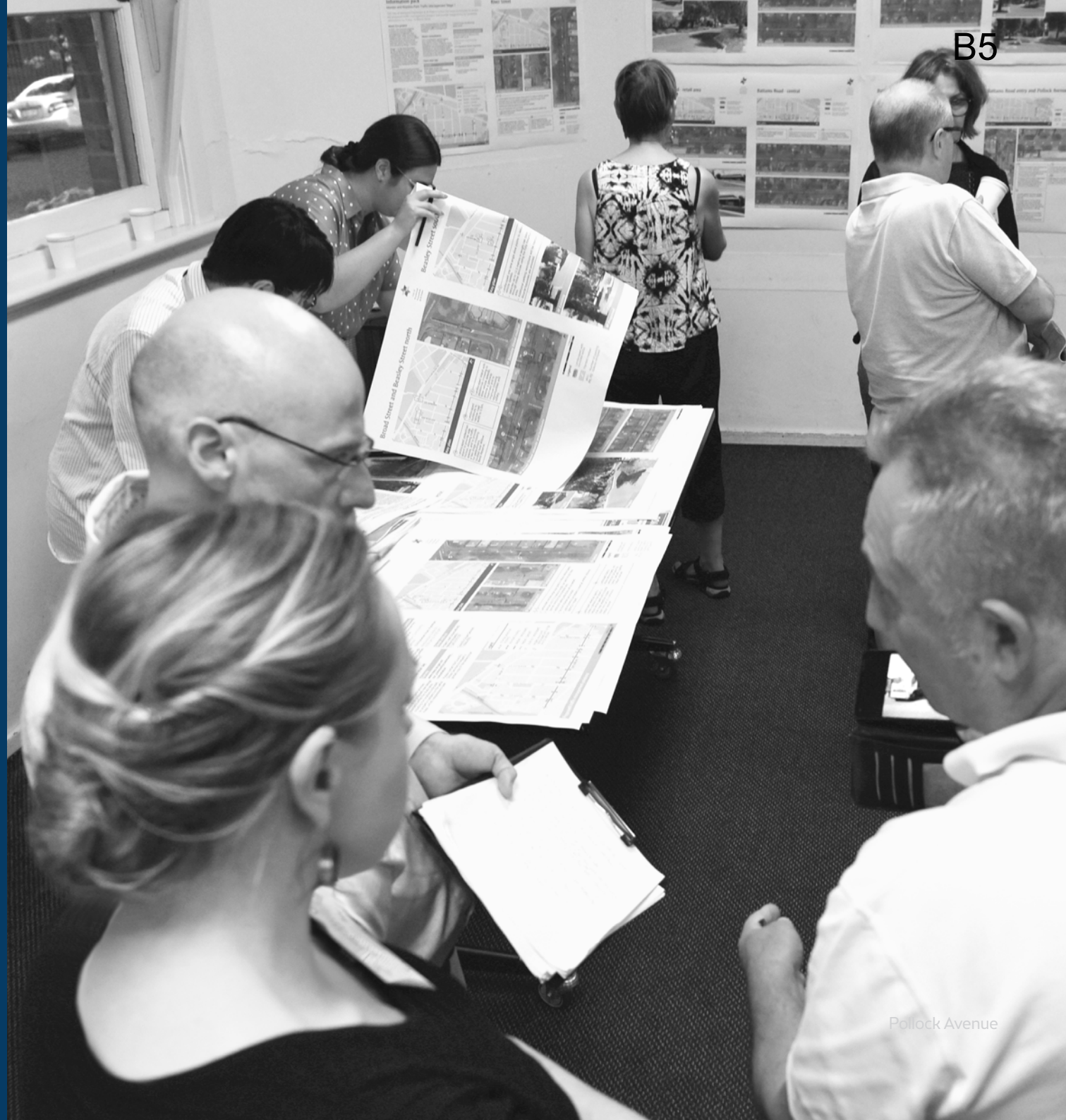
Consultation respondents7
 River Street10
 Broad Street11
 Beasley Street 12
 Addison Avenue 13
 Pollock Avenue14
 Battams Road 15
 Further feedback..... 16

DETAILED COMMUNITY FEEDBACK..... 17

River Street18
 Broad Street30
 Beasley Street37
 Addison Avenue 46
 Pollock Avenue 51
 Battams Road 59
 General comments 84
 Written submissions105

APPENDIX: CONSULTATION MATERIALS DISTRIBUTED IN THE STUDY AREA

BACKGROUND

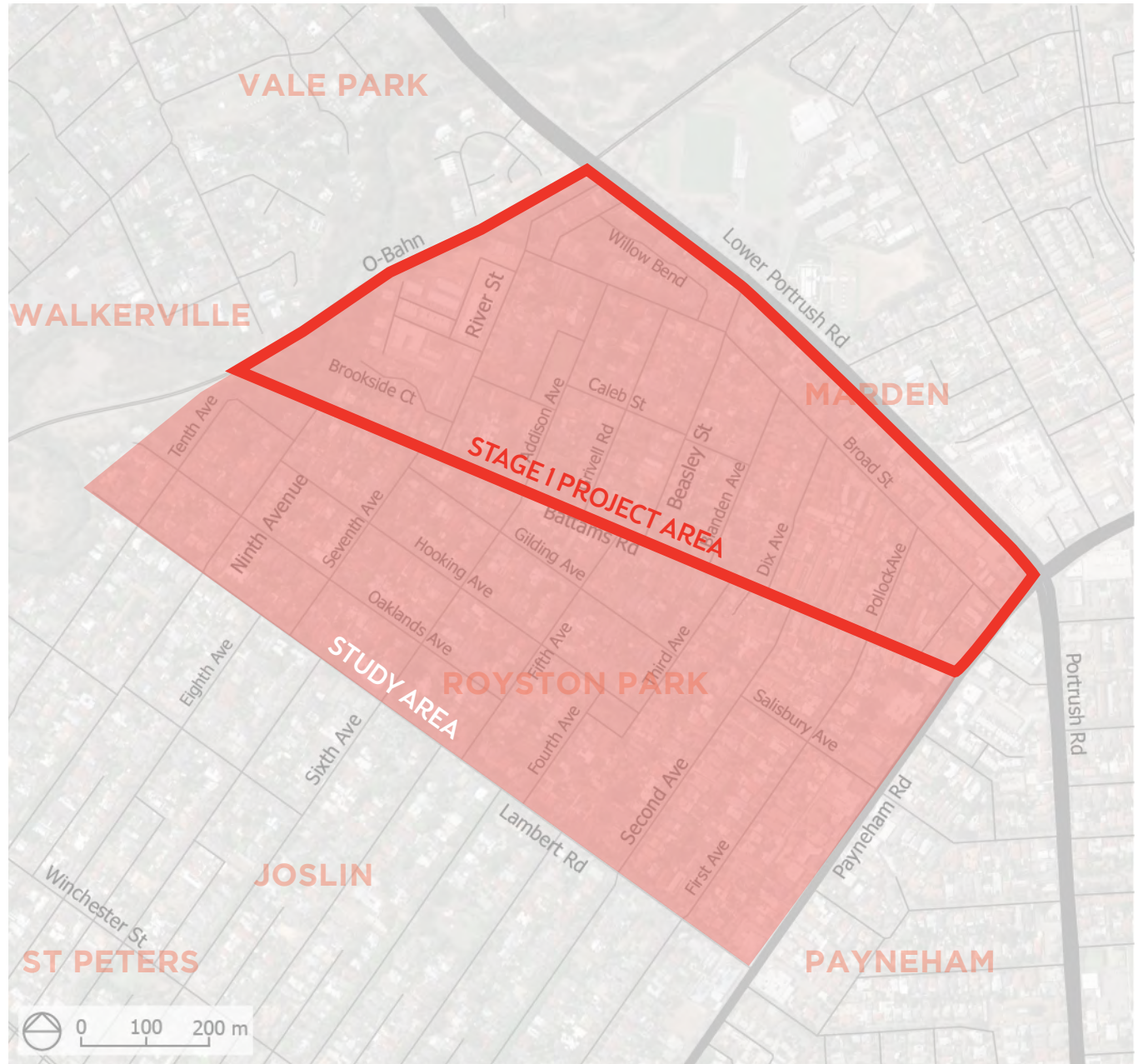


INTRODUCTION

Intermethod was engaged by the City of Norwood, Payneham and St Peters (the Council) to conduct consultation with local residents regarding proposed traffic management plans in the Marden and Royston Park suburbs bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor. This project is Stage I of the two-stage project covering a broader study area bound by Lower Portrush Road, Portrush Road, Payneham Road, Lambert Road and the O-Bahn Busway corridor.

The Council initiated this project in response to ongoing concerns raised by local residents regarding speeding and “rat running”. These issues were thoroughly investigated, and traffic management options were developed for the extent of the study area (shown in orange on the map) and consulted on in 2022. The findings and community engagement feedback were compiled in a project report titled ‘Traffic Management in Marden and Royston Park: Community consultation and recommendations’ (Intermethod and InfraPlan, 2022), available on the Council’s website.

The Council elected to proceed with design development in two stages, commencing with Stage I as delineated by the orange border on the map. Building upon feedback gathered in 2022 and in alignment with the Council’s directives, local area traffic management designs were refined into a consolidated proposal for this Stage I area, which underwent consultation in 2024. This report documents the feedback received during this consultation process.



TRAFFIC MANAGEMENT PROPOSAL

The map on this page outlines the conceptual plan for the devices proposed within the Stage I area. The complete consultation pack, inclusive of artist's impressions (photomontages), is provided in the Appendix.



CONSULTATION APPROACH

The consultation period for Stage I of the study area began on 16 February 2024 and concluded on 15 March 2024. Residents were encouraged to share their feedback through various channels:

- ▶ Completing an online survey
- ▶ Filling out a hard copy survey
- ▶ Contacting a member of the project team via phone
- ▶ Submitting feedback via email.

All residents within the study area were invited to participate in this consultation. Residents were informed about the consultation process through a letter hand-delivered to their mailboxes. The letter, included in the Appendix, outlined the feedback methods available.

INFORMATION SESSION

On 6 March 2024, a community information evening was hosted at the Payneham Community Centre from 6 pm to 8 pm. This event marked three weeks into the consultation period, during which over 30 individuals had already reached out to the project team with comments, questions, and feedback. Drawing upon these interactions, a 40-minute presentation was crafted to address frequently asked questions.

The information session featured readily available hard copy drawings and surveys. Large-format project information was displayed on the walls of the community centre, providing attendees with ample opportunity to engage, seek clarification or voice concerns with members of the project team. Six team members were on hand to engage with residents, along with the presence of two Ward

Councillors. Hard copy surveys were available during the session for providing feedback during or after the session.

The session attracted a robust turnout, with approximately 50 community members in attendance.



CONSULTATION FEEDBACK ANALYSIS

The project spurred a robust community debate regarding its merits and necessity, leading to divergent views among residents. Feedback encompassed a variety of divergent views: a significant portion of individuals expressed support and advocated for the project's implementation, while also a similar proportion of individuals voiced objections, preferring the area to remain unchanged.

A total of 266 survey feedback forms were submitted, accompanied by 40 phone calls and eight written submissions.

Categorisation and grouping of feedback

The survey specifically solicited responses regarding streets affected by the project, and therefore this report organises feedback on a street-by-street basis.

All comments from the survey were categorised into generalised topics, facilitating the grouping of feedback for better coherence. For instance, if a predominant concern centred around parking, the comment was categorised under the 'parking' theme, allowing for the majority of parking-related comments to be presented together.

Furthermore, some residents offered detailed responses addressing multiple topics for each street. In some cases, lengthy comments were divided into two parts (or three in the case of Battams Road, which garnered the highest volume of feedback), and attribute to two categories, enabling a more

thorough analysis. Comments were split only if the overall meaning would not be lost or diluted.

Feedback sentiment analysis

To gauge the collective stance of respondents toward the proposed development, comments were categorised as either supportive or opposing, based on the evident nature of the comments. This categorisation was carried out alongside the thematic grouping of comments into generalised topics. As a result, it is conceivable that within any given topic—such as speed—there would be comments both in favour and against the proposals, considering the impact on vehicle speeds.

The next section of this report, titled 'Engagement feedback summary', provides a high-level analysis of the feedback, focussing on sentiment and generalised topics.

Verbatim survey feedback

The 'Detailed community feedback' section of this report contains verbatim feedback provided by residents. Each bullet point represents the viewpoint of a different respondent. Comments are presented exactly as submitted by the residents, without any editing for grammar or spelling. References to individuals have been omitted to protect their privacy.

Phone conversations

Phone conversations have been summarised and included in the 'Detailed community feedback' section, after survey feedback. Each bullet point captures a conversation with a distinct caller. Where

callers occasionally followed up via email or text messages, these have been incorporated alongside their phone feedback.

Written submissions

Written submissions are included in full at the end of the 'Detailed community feedback' section with personal details redacted.

ENGAGEMENT FEEDBACK SUMMARY



CONSULTATION RESPONDENTS

300+ people participated in engagement activities

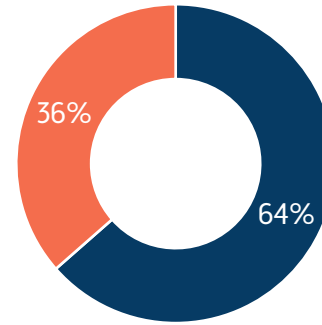
266 people completed a survey (250 online and 16 - in a paper format)

40+ people engaged in conversation with a member of the project team via phone

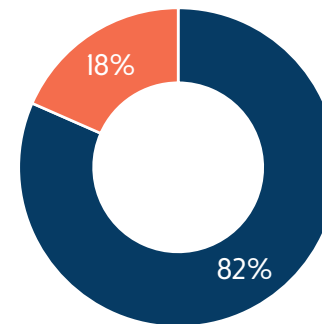
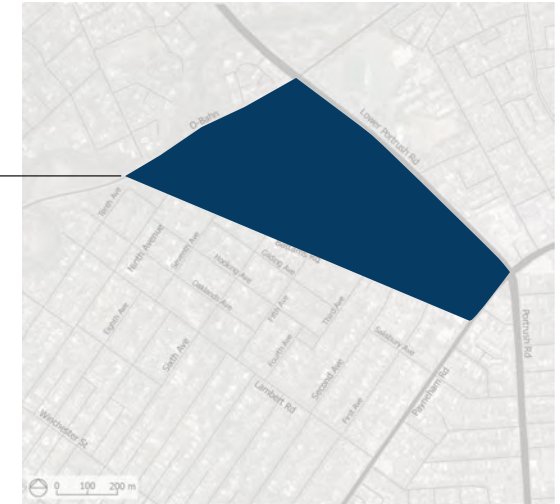
50+ people attended a community workshop on 6 March 2024

8 people submitted a response in writing (via e-mails or letters)

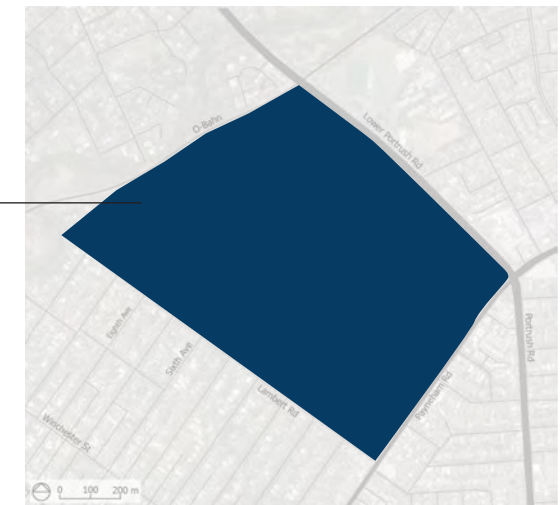
Relationship to the study area



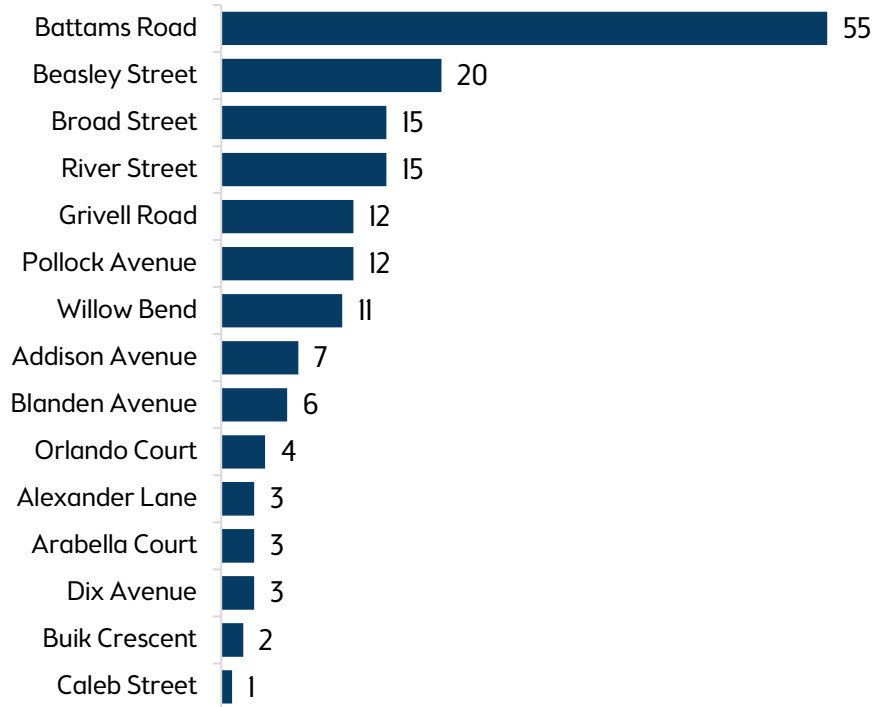
64% of survey respondents lived in the immediate area where new traffic management devices were proposed



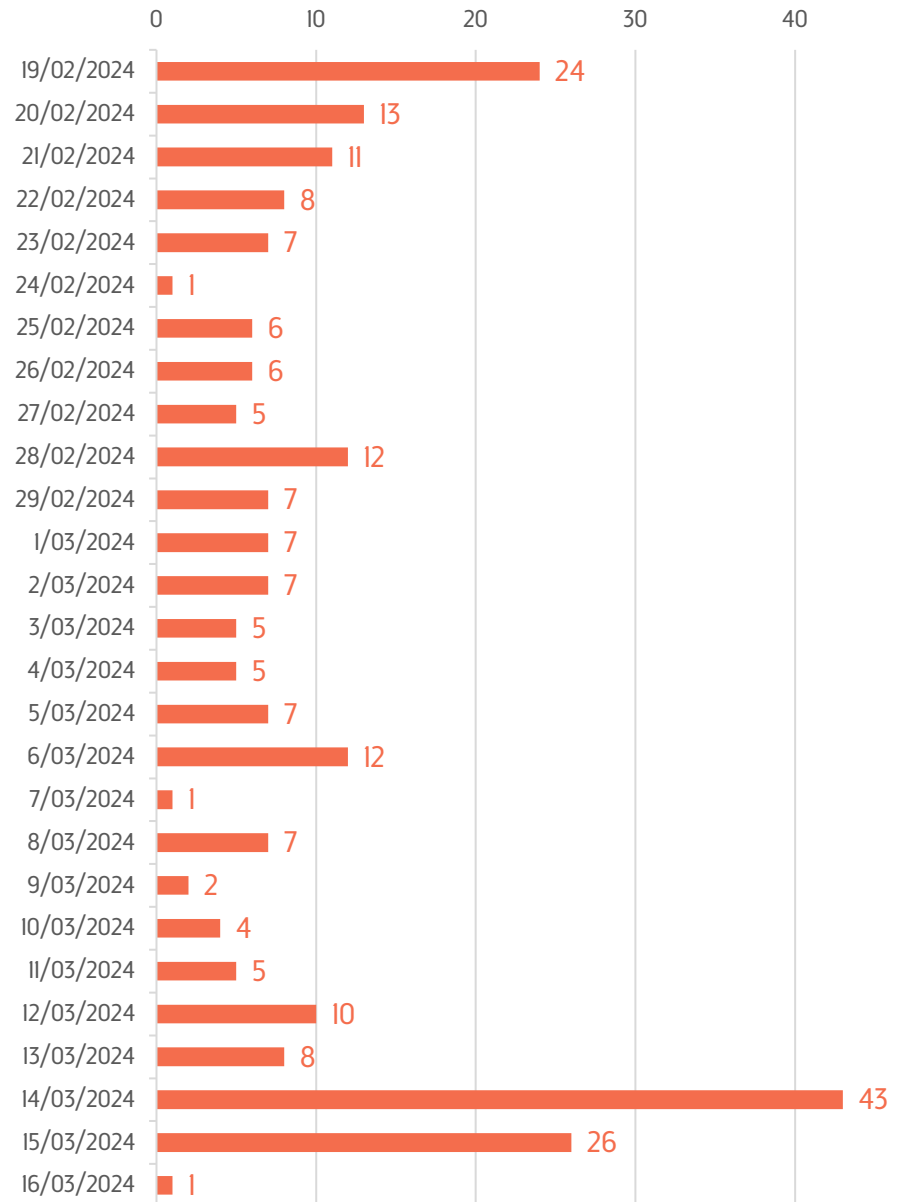
82% of survey respondents lived in the broader study area



Number of respondents from each street in the immediate area where new traffic management devices were proposed

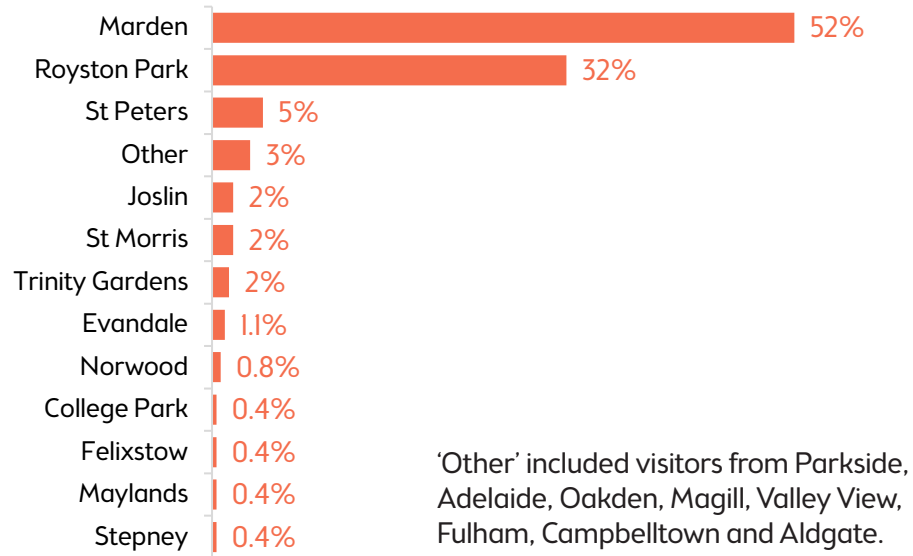


Number of online surveys received daily



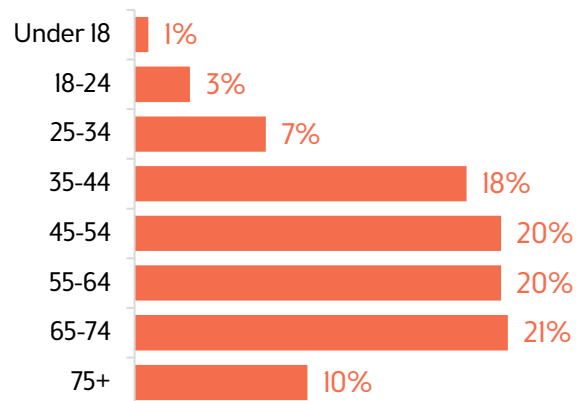
SURVEY RESPONDENTS

Respondent's suburb



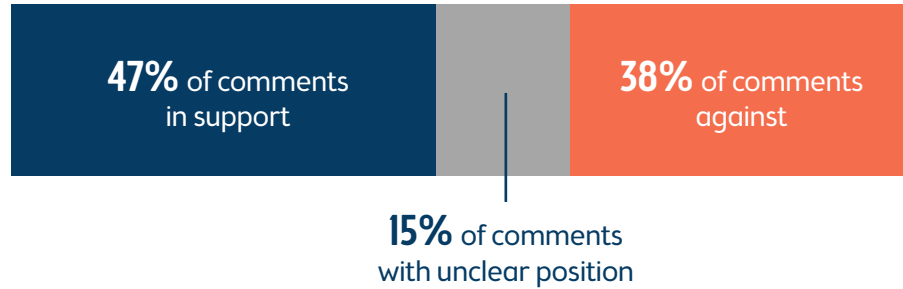
Respondent's age group

262 respondents

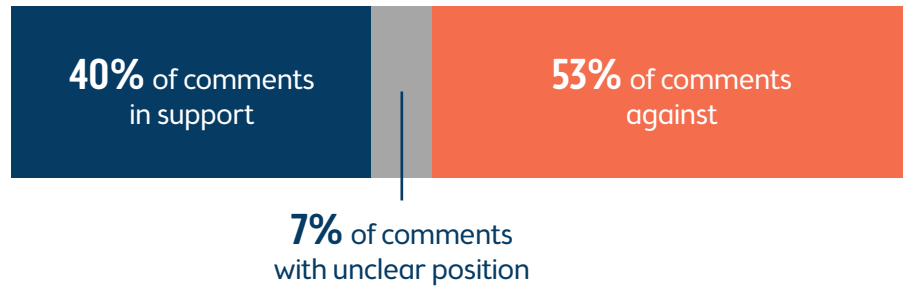


RIVER STREET SURVEY SENTIMENT ANALYSIS

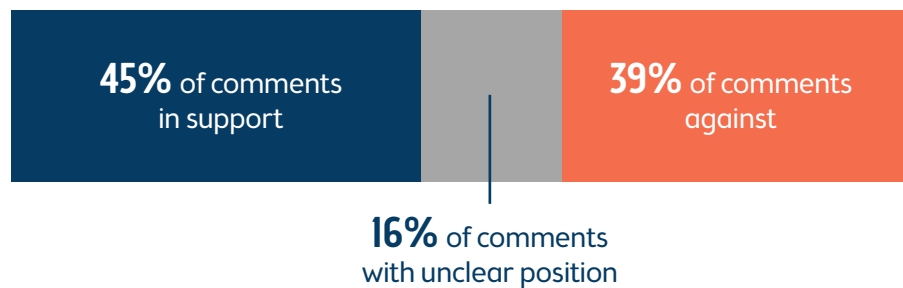
All respondents – 187 responses



River Street residents – 15 responses

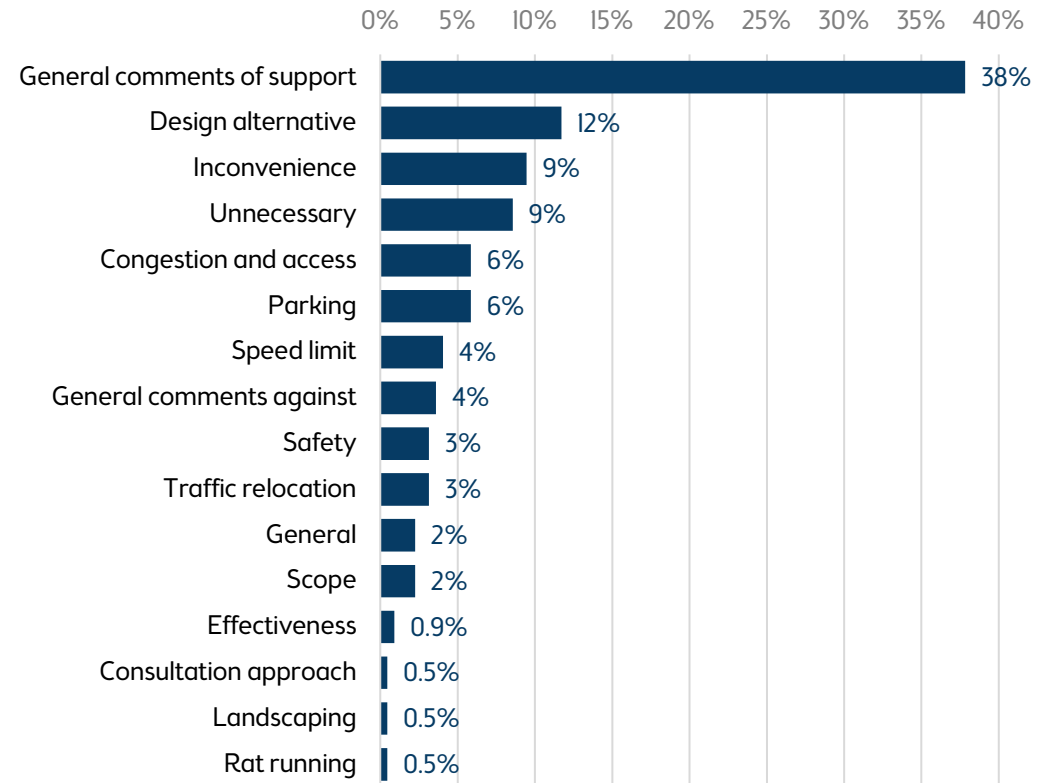


Study area residents – 121 responses



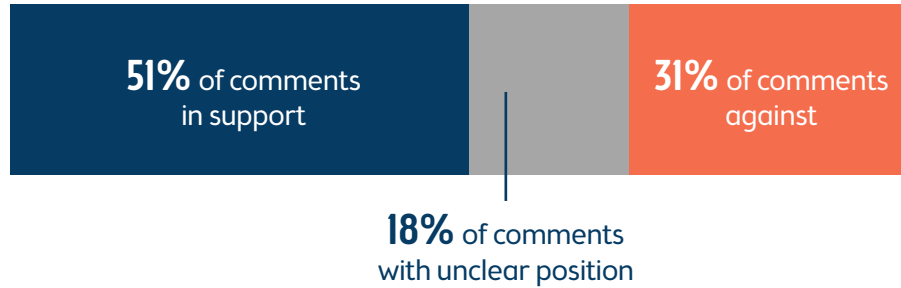
SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
 187 respondents, 221 comments

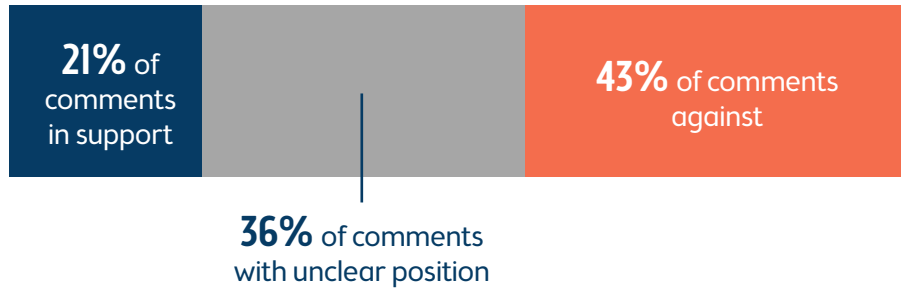


BROAD STREET SURVEY SENTIMENT ANALYSIS

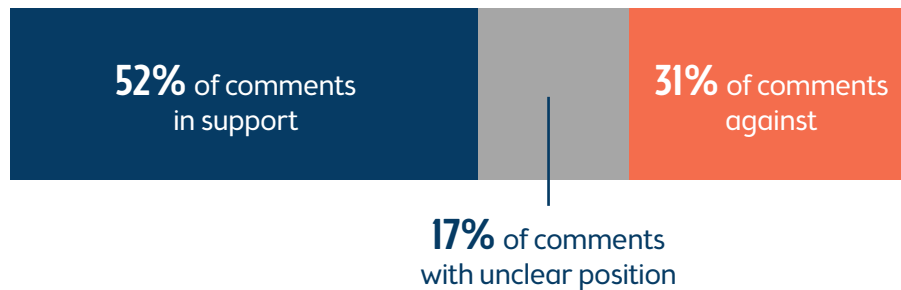
All respondents – 153 responses



Broad Street residents – 14 responses

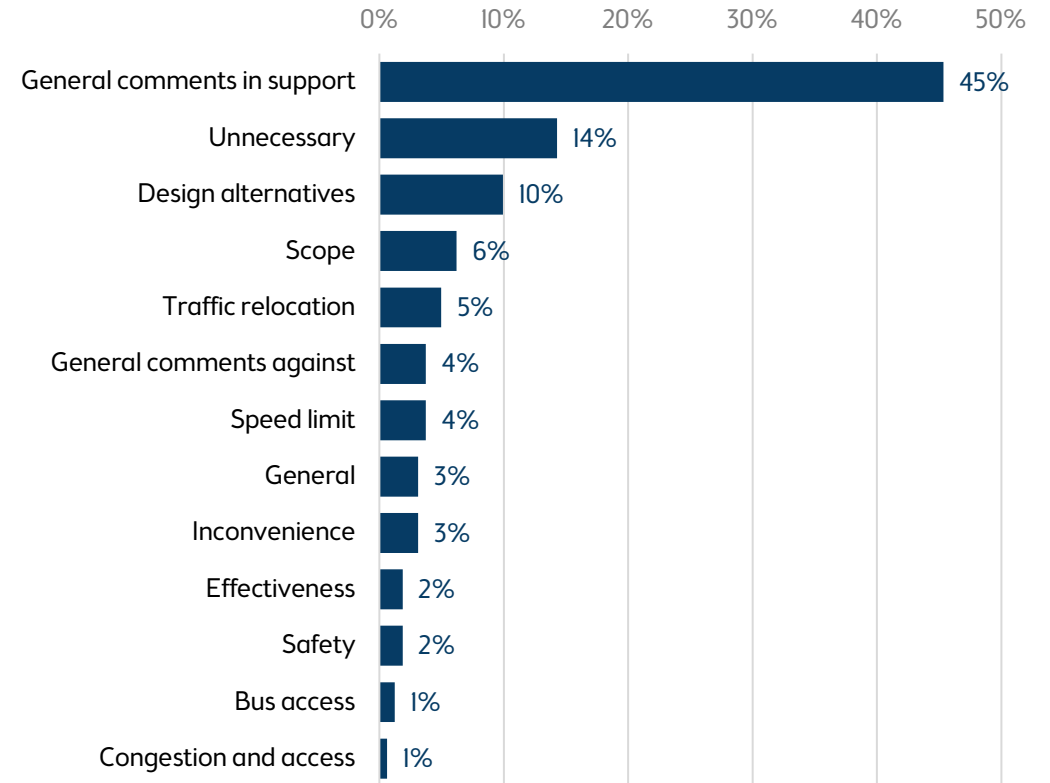


Study area residents – 102 responses



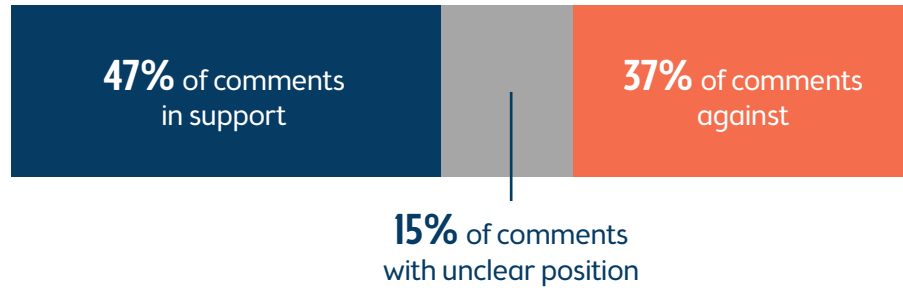
SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
153 respondents, 161 comments

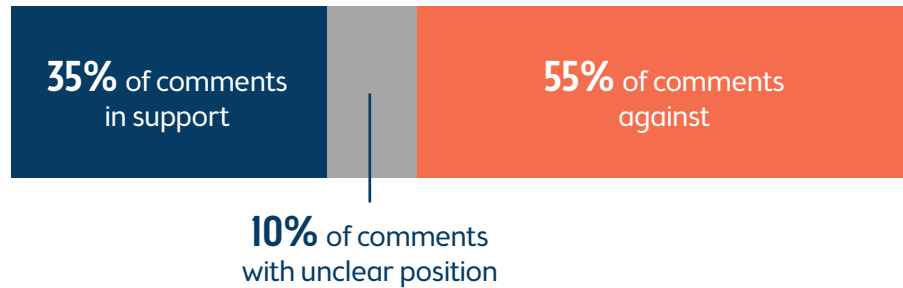


BEASLEY STREET SURVEY SENTIMENT ANALYSIS

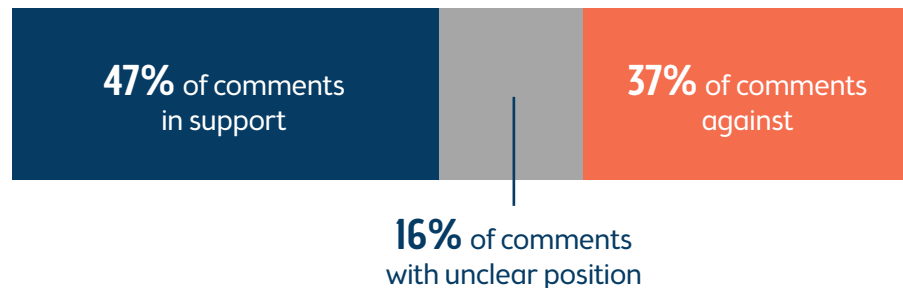
All respondents – 171 responses



Beasley Street residents – 20 responses

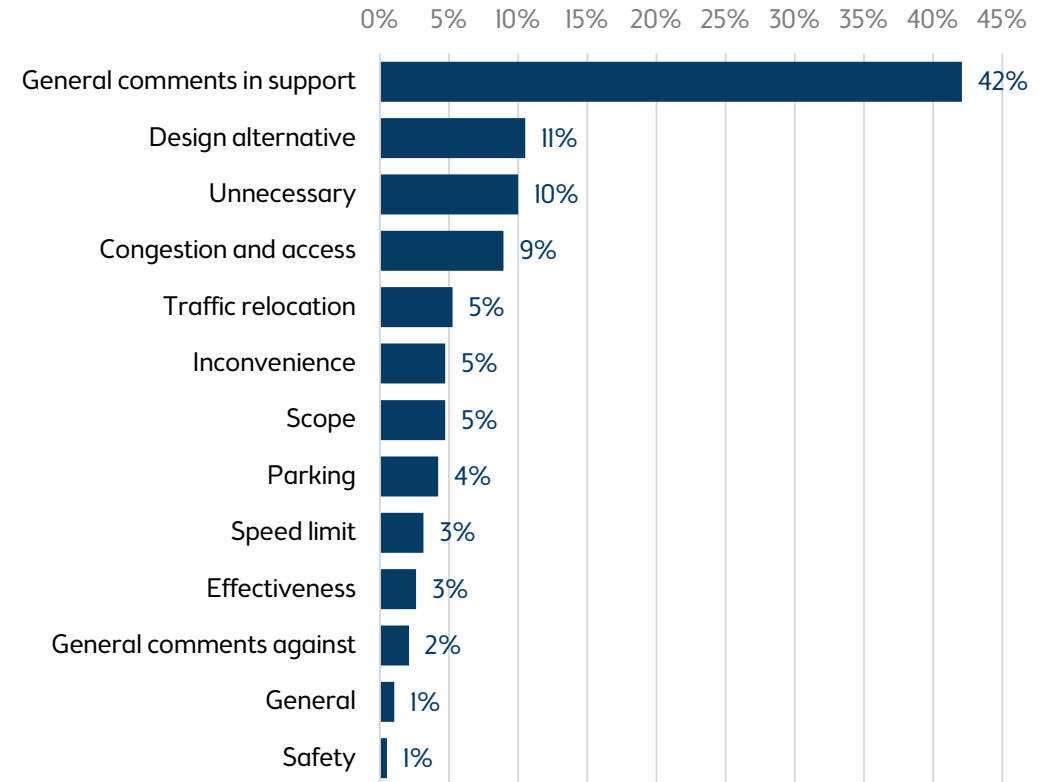


Study area residents – 112 responses



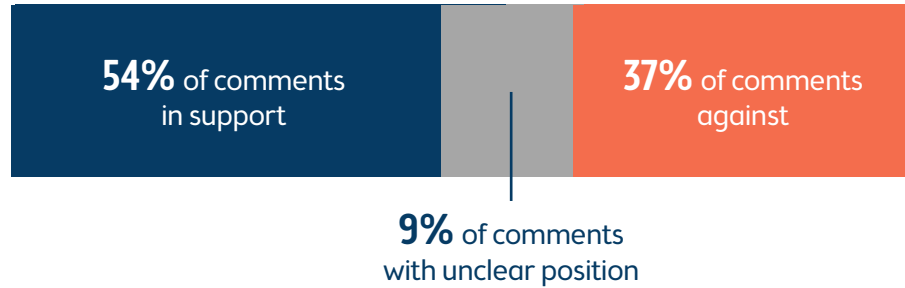
SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
171 respondents, 190 comments

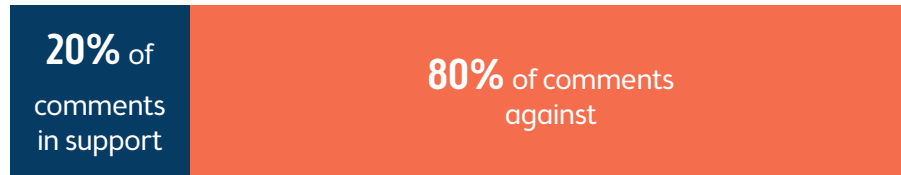


ADDISON AVENUE SURVEY SENTIMENT ANALYSIS

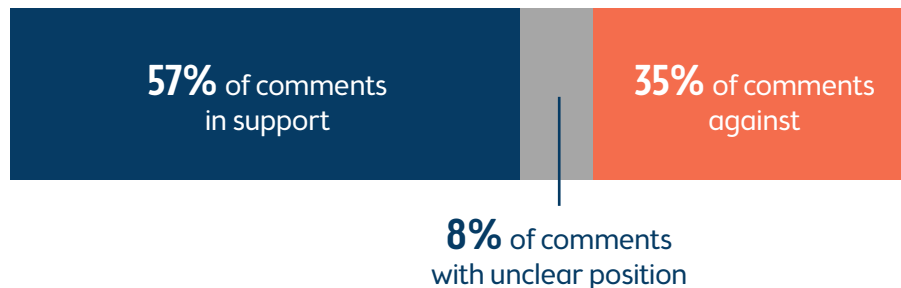
All respondents – 149 responses



Addison Avenue residents – 5 responses

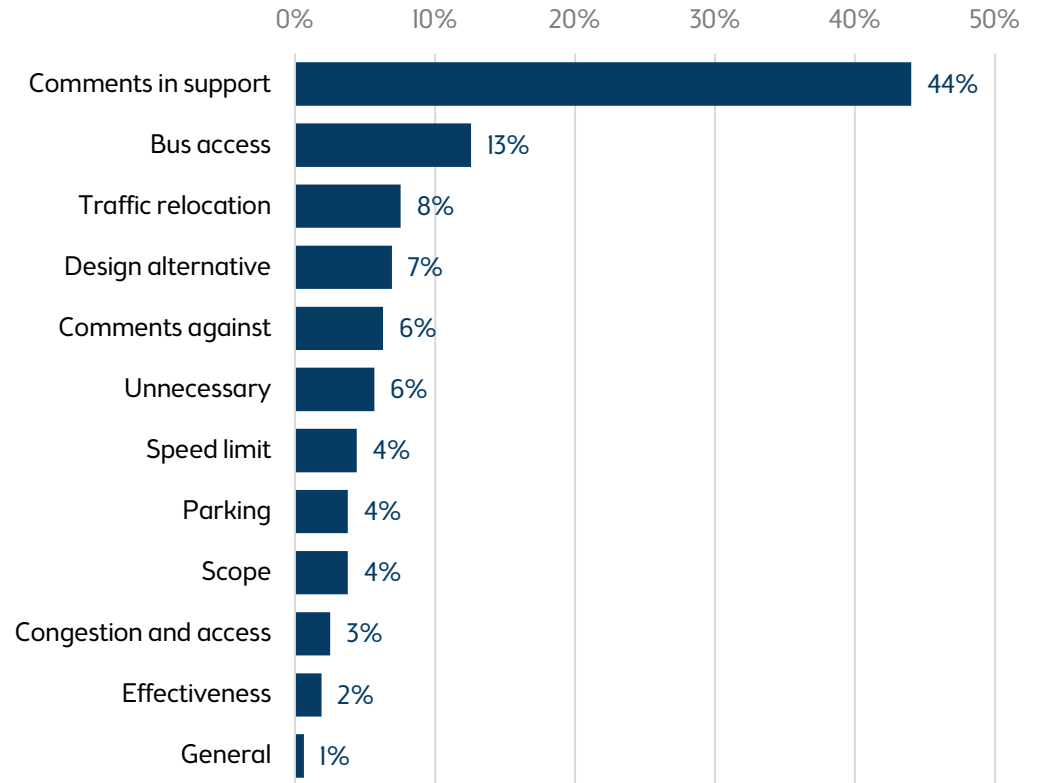


Study area residents – 99 responses



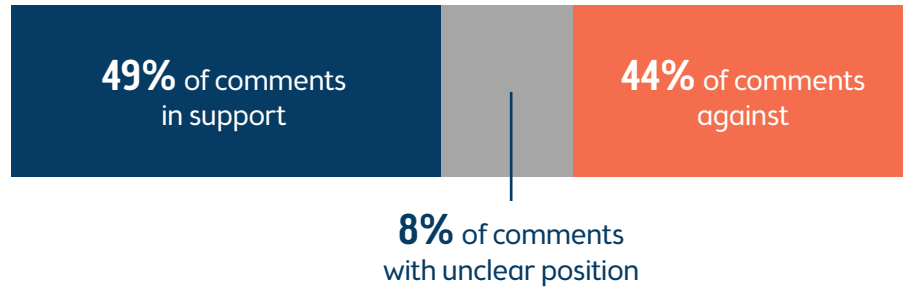
SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
149 respondents, 159 comments



POLLOCK AVENUE SURVEY SENTIMENT ANALYSIS

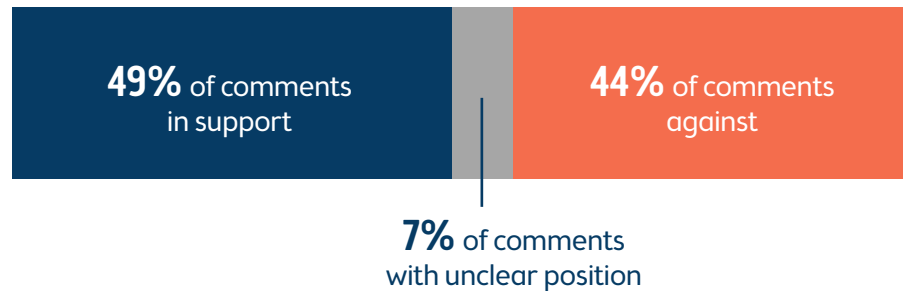
All respondents – 133 responses



Pollock Avenue residents – 11 responses

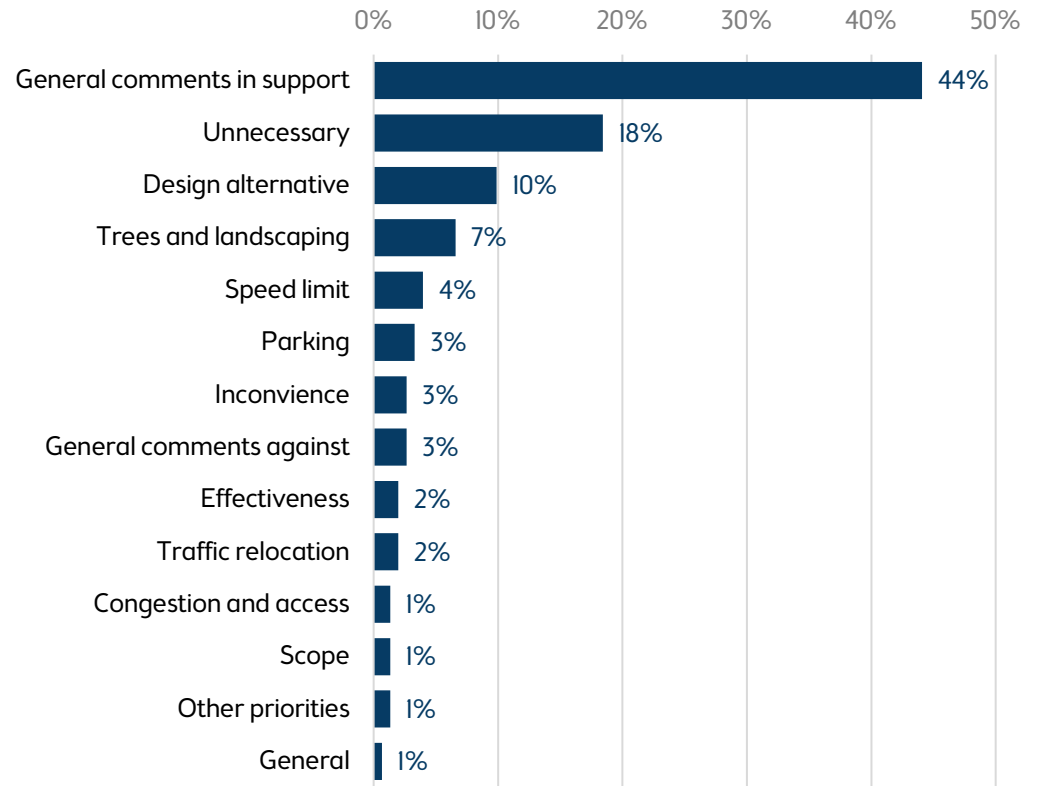


Study area residents – 90 responses



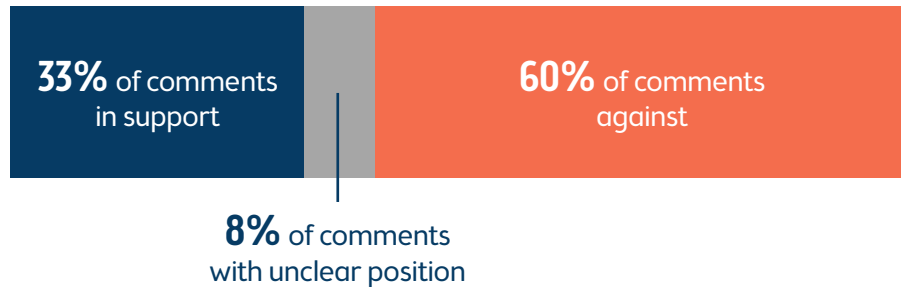
SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
133 respondents, 152 comments

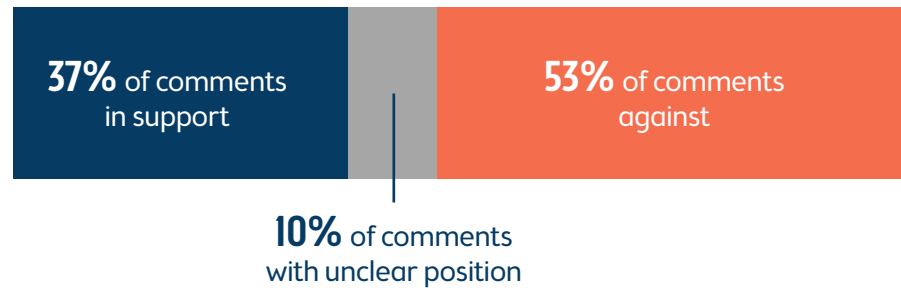


BATTAMS ROAD SURVEY SENTIMENT ANALYSIS

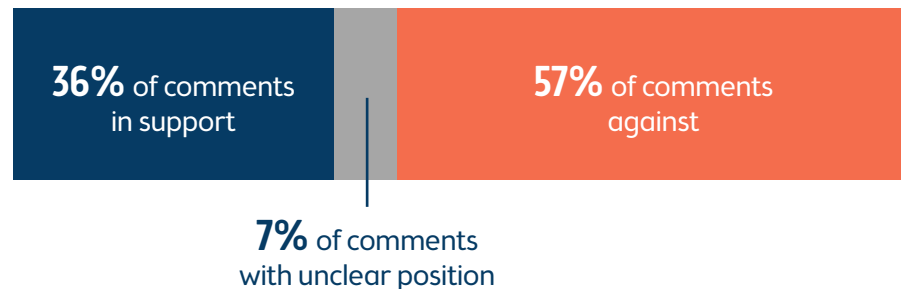
All respondents – 230 responses



Battams Road residents – 51 responses

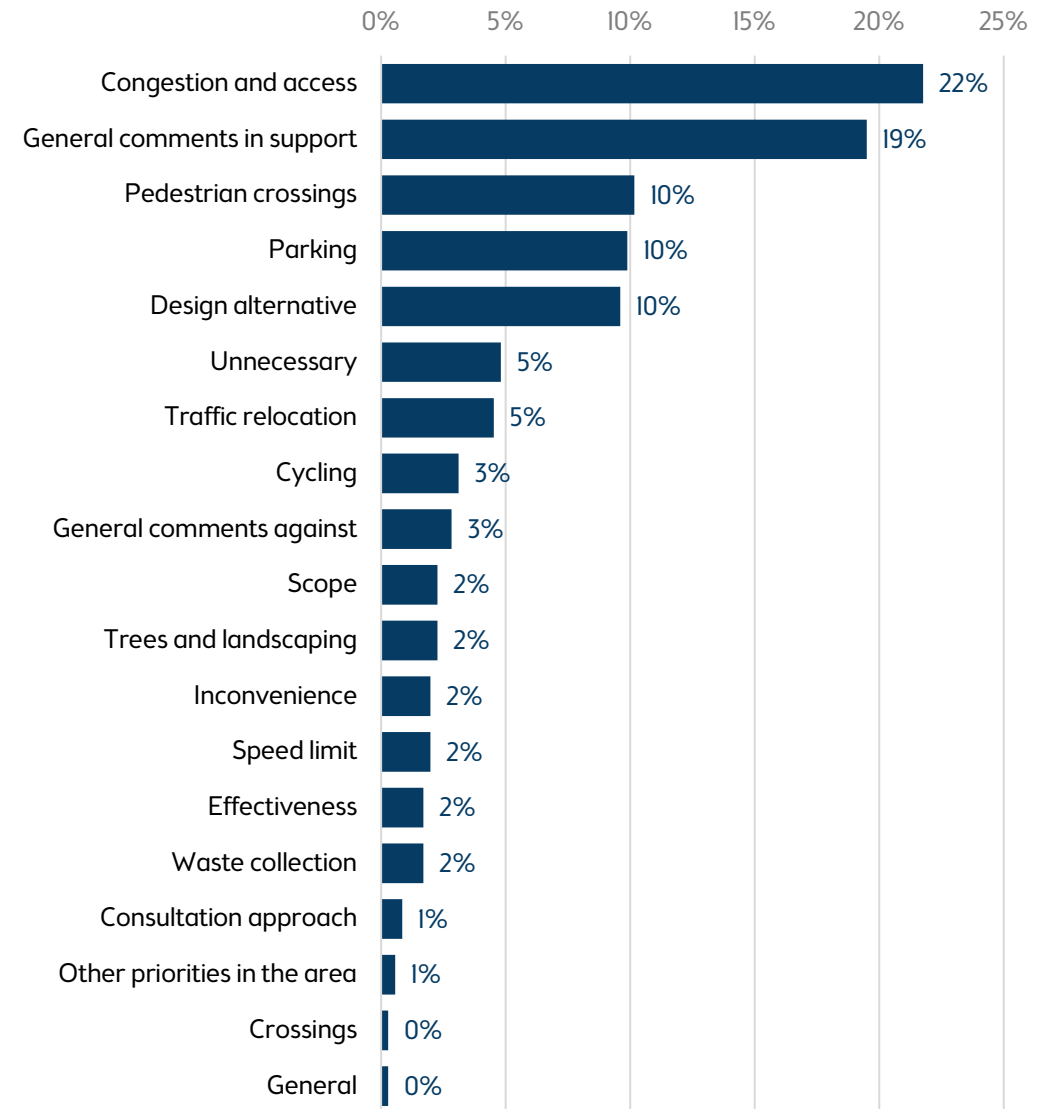


Study area residents – 112 responses

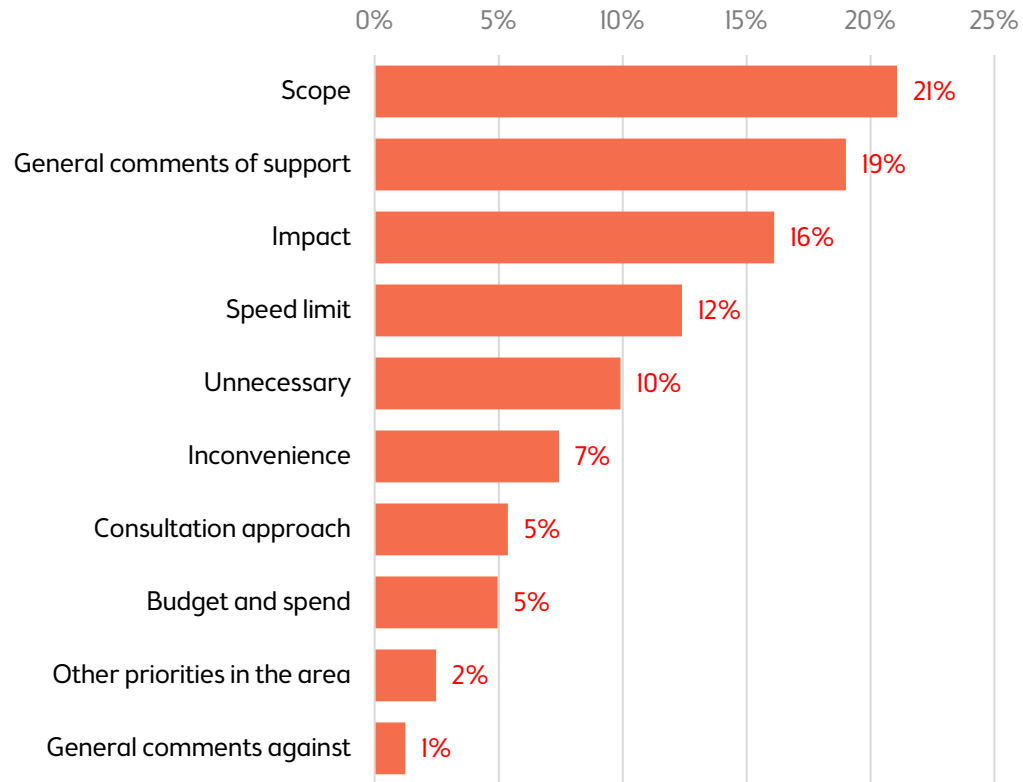


SURVEY CONTENT ANALYSIS

Recurrence of generalised topics in comments
230 respondents, 354 comments



FURTHER FEEDBACK SURVEY CONTENT ANALYSIS



DETAILED COMMUNITY FEEDBACK

This section contains all comments exactly as submitted by the respondents, including their original syntax, spelling, and grammar, as entered by the respondents themselves.



RIVER STREET

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Congestion and access

- ▶ A lot of traffic turns left from River Street into Lower Portrush Road. Fortunately the road is wide enough to accommodate the occasional right turner without holding up the majority of left turners. The proposed Median strip must allow for a dedicated right turn lane - so left turners are not needlessly held up by the often-long delays in turning right. Also I question the narrowing of River Street to a single lane in two spots. At busy times this will cause delays - and I suspect road rage when a line of traffic is held up by a succession of cars going the other way.
- ▶ I object to the installation of 2 angled slow points. We have a large caravan that would potentially not get through the angled slow points.
- ▶ I strongly object to the proposal. I am upset about the loss of ability to safely enter my residence from Lower Portrush Road due to closure of the right hand turn to Battams Road. Lower Portrush Road is one of my primary routes to a number of common destinations. It appears I would have to travel down River St, turn left into Battams to reach the roundabout, then return down Battams. My neighbours would have to make a second U-turn in front of my house to access their properties. Alternatively I would need to turn from River St into Broad or Tippet St, then Addison Rd then down Battams. In all cases there is an increase in traffic volumes due to the extra distance, and accident hazards due to the extra intersections passed through, and U-turns required. The plan increases traffic volumes on Broad, Tippet, Addison and Battams.
- ▶ I think this may lead to an accumulation of traffic. I find this road already slow with cars lining up at times. I'm not sure if single-line devices are wise. However, with decrease traffick on battams this may improve.
- ▶ NO to a single lane for vehicles. It will slow down the local traffic which will be a nonsense, especially at busy times (e.g. people driving to or coming back from school or work).
- ▶ Please ensure there is still room for two cars (in the left lane) at the end of River Street near Lower Portrush Road for turning onto the road. Please ensure there is room for cars to easily turn left onto Lower Portrush road as well as room for the cars taking longer to turn right onto Lower Portrush road. This is a busy corner particularly at peak hour so having the room for cars turning both left and right is essential.
- ▶ Please keep this road open for access to Portrush Road - there are only two outlets to the Portrush Road river crossing from my area on the Royston Park / Marden side of the suburb, and we need both of them.
- ▶ River St is the only access point for me to leave the development I live in on Arabella Court. Installing single-lane angled slow points reduces accessibility for residents of this development, accessibility for emergency services and for rubbish collection. This will create congestion that does not otherwise exist and make it difficult to turn out of my street. I am strongly opposed to any changes to River St. This plan is trying to address problems that don't exist.
- ▶ River St should not be reduced to a single lane at any point and especially not either side of Arabella St as this will make turning right from Arabella onto River harder than it is currently during peak periods. This stoppage of flow will become compounded when several cars moving in both directions have to stop completely until all cars going in one direction have passed the restriction point. Slowing traffic is credible but stopping the flow will cause a bottleneck and a lot of frustration to River St users and yo users of the streets running off River St.
- ▶ The landscaped median is a good idea. I would strongly encourage road markings with a clearly separated lane for vehicles turning right onto Lower Portrush Road, as the reduced width of the outgoing lane due to the median will increase the likelihood of right-turning vehicles blocking the road for left-turning vehicles (this is already a problem, with the road as wide as it currently is).
- ▶ The slow angle points will create a back log of cars from both directions. This road is heavily used by residents and drivers using the route as a shortcut. This will create traffic congestion and safety issues for residents and road users. The median strip will serve to slow and hopefully discourage non residents from using River Street.

- ▶ At the intersection of River St and Lower Portrush Rd there currently exists space for cars to create two lanes leaving River St - one turning right and one turning left. If you put in an ugly painted median all you will do is make that intersection a black spot. Having the two channels of traffic means waiting times to turn left are reduced and driver frustration/risk taking is reduced. If you force everyone to wait in a single lane to turn at that busy and wide-spanning intersection I'd expect an increase in accidents (serious ones at that given the trucks that constantly drive that road). A painted median will only make that end of the road look more dry, ugly and desolate and increase risk at the intersection.
- ▶ I do not support the removal of turning right from River Street into Battams Road West. Without a right hand turn into Battams Road traffic the increase in traffic would then be funnelled to Sixth Avenue or worse creates heavy traffic through a quiet street such as Tippett Avenue.

Consultation approach

- ▶ Would like to see the council draw the plans on the road as it is difficult to see how this will affect our property and getting out onto the street from our drive even using spray to size edges of exactly where it will be.

Design alternatives

- ▶ I don't think the traffic management addresses

the Lower Portrush road entrance to River Street issue as the speed the cars go around the bend is alarming. The proposal is for median painted lines. I feel a small roundabout and an informal pedestrian crossing road at the intersection of Broad and River Street to reduce speed.

- ▶ I would rather have River Street from Lower Portrush to Broad St as a landscaped median. The painted median proposed will not be as effective and a waste of capital. Additionally, a landscaped median will help with the suburb gateway aspect you are trying to achieve. Median with landscape on this portion is the way to go.
- ▶ If fine with the slow points going along River St and not being able to turn into and out River St, but only during peak hour 'rat running' times.
- ▶ I'm glad that there will be a landscaped divider however I would prefer one that went the entire length of the upper part of River street.
- ▶ Install Speed Cushion between Lower Portrush Road and Broad Street to slow down traffic before getting to Broad Street corner.
- ▶ Joslin, & St Peters should be the same. River Street between Lower Portrush Road & Broad Street:
 - 1) I agree with 3A, landscaped pedestrian island.
 - 2) I do not agree with 3B, instead I would like to see two "Flat top road bumps" installed along this section. Perhaps combined with possible road narrowing. I would like to discourage traffic wanting to enter this road. I do not want angled slow points on River Street, between

Broad Street and Battams Road. If vehicle thoroughfare is made too difficult in one street, it will only divert the traffic to the next easiest street to traverse. Instead I would suggest a combination of raised speed bumps combined with road narrowing, up to three bumps along this section. I would like to see median strips at all T intersections to slow traffic.

- ▶ Median could be planted out more rather than just painted. If angled slow points retain line of sight, they can be treated as a "challenge" for drivers rather than actually slowing their speed. I suggest planting them up a bit so people actually slow down. Missed opportunity to improve cycling experience along here.
- ▶ No right hand turn from Lower Portrush Road 7.00am to 9.00am onto River Street.
- ▶ Slowing down traffic on River Street is very desirable but would be better done with speed humps (as has worked with Bakewell Road Evandale) to avoid the loss of so many parking spaces.
- ▶ The 2 angled slow points won't be enough to prevent cars using River, Battam and Sixth as a short cut. In the mornings, the traffic is one way from Lower Portrush through to Stephens Tce with most cars not even stopping at the intersection of Battams/River. Surprised there aren't more collisions. There should be a stop sign placed at this intersection.
- ▶ These should be landscaped buildout kerb extensions to narrow road width - not one lane angled slow points. Current proposal is too restrictive for residents.

- ▶ Too many obstacles proposed. Probably just need one angled slow point in the middle and the median at the northern end.
- ▶ Two angled slow points is overkill. This street already gets busy during peak times, this will make the thoroughfare unnecessarily crowded. One will suffice.
- ▶ But there is a bigger problem for all inner suburbs of the CBD area. It's Rat Running. We need to look at the big picture. Your proposal will be a temporary fix to slowing down the traffic, but not Rat Running. I do understand the issue of emergency vehicle access makes it difficult to stop Rat Running.
- ▶ If the idea is to slow traffic place speed humps which would be more effective in managing vehicle flow without stopping the flow when 2 cars meet at the same time at the point of restriction.
- ▶ Alternatively the building of round-a-bouts at the intersections of River & Tippet Streets and River and Broad Street, would have better impact on slowing traffic and in particular for drivers exiting from Broad onto River where cars travel at excessive speed exiting Lower Portrush Road. I don't accept the suggestion that round-a-bouts are unsafe for pedestrians, surely, the speeding drivers are a bigger problem for pedestrians. This is a dangerous intersection and proper consideration should be given to a round-a-bout utilising the land showing as '20 River Street' on Google maps, to make it feasible.
- ▶ Even better would be a the continuation of the median strip up the middle and/or speed humps in conjunction with the slow points. Or round a bouts.
- ▶ Having a painted median strip, only half the length that is in the proposal, at the corner of Broad St and Lwr. Portrush Rd would suffice here.
- ▶ However at the Battams Rd end of River St I would very much like to be able to turn right onto Battams Rd, towards Ninth Ave. (Otherwise I need to deviate via the Sixth Ave-Battams Rd roundabout.) This could easily be accomplished, without encouraging ratrunners, by modifying the raised median strip on Battams Rd to allow right turns out of River St into Battams Rd (to the NW), but no right turn from Battams Rd into River St. I see from the detailed information pack that the width of the Battams Rd raised median strip is 2 to 2.6 m (2 m near River St and 2.3 m near Seventh Ave), which might be (close to?) sufficient for a kind of slip lane onto Battams Rd for those who have just turned right out of River St. I suppose a simple "No Right Turn" sign for Battams Rd vehicles travelling NW would not be regarded as sufficient. Might a suitably angled gap in the median strip work? - angled approximately west from River St (travelling SW) to Battams Rd (travelling NW towards Ninth Ave), probably in conjunction with a No Right Turn sign from Battams Rd (travelling NW from Sixth Ave) onto River St.
- ▶ However, if you proceed, 2 angled stop points are excessive. I would suffice or even just 1 speed hump. Nowhere else in Adelaide are there 2 angled stops so close together.
- ▶ I have rarely seen a community so opposed to a project and would urge Council to rethink the proposals to a more basic solution - Such as no entry at the peak morning rush hour.
- ▶ Installing speed bumps or wombat crossings along River St will do the job without significant adverse impact on the residents in these complexes.
- ▶ It needs a roundabout at Battams River.
- ▶ Maybe one or two speed humps is all that is needed to slow any hoons.
- ▶ Needs some way to slow down traffic entering from Portrush Rd as people crossing at the end of Broad St are often threatened by cars coming quickly around what is a 'blind' corner. This is not part of bus route so some traffic calming measure between Portrush Rd and Broad St would be very helpful in improving the safety for pedestrians. There is a lot of pedestrian traffic at this intersection as it is the entry way into the Linear Park.
- ▶ Please reconsider by using speed humps instead.

Effectiveness

- ▶ I question the benefit and impact that 3A and 3B will achieve on the upper end of River St - white paint is useless and ugly. The garden beds are small and ineffective.
- ▶ Your proposal will not stop the volume of morning traffic. You cannot even walk across River St in the morning due to volume and

having to give way to all the cars. Resident traffic and access only.

General

- ▶ No strong opinion, beyond general concerns regarding the plan in total.
- ▶ Not sure.
- ▶ River St is very busy. It should be noted that it is one of two ways in which residents can access Lower Portrush road. Median Strip and islands good idea to slow down traffic.
- ▶ There are quite a large number of residents who live in the apartments/townhouses on River Street, my opinion is that River Street should be considered more of a 'thoroughfare' so as to assist those residents, however my support is with the opinion of the people who live on and just off of River Street.
- ▶ Would be happy to defer giving an opinion, preferring to let the residents of River Street to have sway on discussions for their street.

General comments against

- ▶ I do not agree with the proposal.
- ▶ I object the traffic management in river street because it will create an issue more than fix it.
- ▶ I would prefer no changes to the current situation.
- ▶ No change.
- ▶ No specific comment other than general comment strenuously oppose these measures.

- ▶ Not in favour.
- ▶ The angled slow points in River St are unnecessary. They will just be a nuisance to locals that drive down River St to gain access to Lower Portrush Rd. The painted median strip at the top end of River St is also unnecessary. It will create an issue when a car is turning right onto Lower Portrush Rd, which will hold up the cars behind who are intending to turn left. The current arrangement allows cars to turn left while a car (or two) is waiting to turn right on to Lower Portrush Rd.
- ▶ The island at River St/Lower Portrush is a sensible inclusion for pedestrian safety, as long as this is not landscaped with trees/shrubs which impede visibility of oncoming traffic. Do not support engineered slow points along River St. as significant volume of parked cars along River St adjacent new medium density housing already creates multiple slow points without needing expensive new infrastructure.

General comments in support

- ▶ Agree.
- ▶ All good.
- ▶ All the traffic management proposals look appealing and will reduce /slow down traffic.
- ▶ Appropriate as it reduces speeds on the majority of traffic entering the general area as well as lowering speeds on River Street itself.
- ▶ Changes are appropriate.
- ▶ Definitely approve of this as River Street is a major rat running thoroughfare for people who

don't even live in marden or royston Park.

- ▶ Definitely need the angled slow points along this road, as a high traffic thoroughfare. I think a regular speed camera along this road would definitely help. River Street definitely used as a shortcut for people NOT living in the area.
- ▶ Excellent response to ongoing concerns about safety due to speeding 'ratrunning' vehicles. The angled slow points will slow traffic.
- ▶ Excellent.
- ▶ Fully approve of any measure to reduce rat running on First Ave and other Avenues running south from Battams Road. Cars enter from Portrush to avoid traffic lights at Payneham Rd corner and then speed down the Avenues to Stephen Tce. Noise, pollution, dangerous speeds are all inappropriate for residential streets.
- ▶ Fully support this work. Angled slow points are better than elevated wombat crossing-type slow points as many vehicles dont even slow down for them.
- ▶ Generally excellent.
- ▶ Good for residents probably.
- ▶ Good.
- ▶ Great - well over due.
- ▶ Great idea.
- ▶ Happy for cars to be slowed down.
- ▶ Happy for the angles concrete kerbs.
- ▶ Happy with proposed traffic island introduction to reduce traffic speed.

- ▶ Happy with River Street.
- ▶ Happy with that.
- ▶ Happy with this as it will slow down traffic, without causing major inconvenience to residents.
- ▶ I agree with council proposal.
- ▶ I agree with slow points.
- ▶ I agree with the proposed changes.
- ▶ I am absolutely in favour of this traffic management proposal. Most of the traffic using River Street isn't local and speed has been an ongoing concern.
- ▶ I am not opposed to the angled slow points for River Street.
- ▶ I am supportive as this is so busy with cars coming from suburbs further out - noticeably so in peak hour.
- ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible.
- ▶ I fully support every effort to prevent through traffic and rat running and to return the area to being residential and not a traffic short cut. The area will be safer, more of a community and a place of pride. Currently its unsafe, traffic filled and lacks a focus on those who reside there. I thank the council for these current proposals.
- ▶ I fully support the councils plan as River Street Marden is nothing but a short cut for non residents to access Lower Portrush Road.
- ▶ I fully support this.
- ▶ I like the idea of the slow points and the median at the Ascot Ave intersection.
- ▶ I support proposal.
- ▶ I support the angled slow points on River Street. Please provide a safe traffic management solution to the current practice of cars having to protrude into River Street when exiting Arabella Court due to oncoming traffic impediments in both directions as cars can currently park across driveways.
- ▶ I support the proposal for River Street to improve traffic management.
- ▶ I support: 1) the two "Angled slow points" as they will deter through-traffic rat-running, increase and improve the landscape garden space.
- ▶ I think it's necessary.
- ▶ I think these slow points would be beneficial for this street.
- ▶ I think this is a good idea as it will slow traffic flow on the smaller street without affecting too much traffic negatively.
- ▶ I was not happy with your previous proposal to close River Street and Beasley Street exits to Lower Portrush Road. But this proposal looks much better.
- ▶ I'm all for your proposal to build two angled slow points/ single lane for vehicles on River Street. I live on the corner of River St and Broad St. Vehicles come off Lower Port Rush road to head South towards the city/ CBD in huge numbers at peak time am. We all know it as Rat Running.
- The vice versa in pm peak time also. I'm sick of it. It gets worst everyday and will continue to get worst. The implementation of slowing the traffic down is of great importance. Vehicles fly down River street at that time of the morning in huge numbers and the same again heading North in the afternoon. I'm all for it.
- ▶ I'm happy with the plan. Soooo relieved that Beasley st won't be closed I'm moving back home to Marden late Sept and I'm happy with the proposed traffic management solutions.
- ▶ In favour of it.
- ▶ Looks good with two slow points.
- ▶ Looks great! With the quantity of traffic that uses River Street, I think the angled slow points will serve well for the purpose.
- ▶ No comments on the proposal.
- ▶ No issue.
- ▶ No issues.
- ▶ No problem.
- ▶ Nothing in particular other than I understand all traffic management plans work together to produce the result.
- ▶ OK.
- ▶ One angled slow point would suffice in River St to slow down and deter traffic between Broad St and Tippett Ave.
- ▶ Pedestrian island at 3A is sensible. Angled slow points are ok.
- ▶ Positive.

- ▶ Proposed angled slow points landscaped with single lane look perfect!
- ▶ River St option looks good.
- ▶ Seems reasonable.
- ▶ Slow points are a great idea to reduce traffic speeds and encourage more pedestrian and cycling friendly neighbourhoods. In favour of the changes.
- ▶ Slow points in River Street are supported.
- ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle.
- ▶ Support changes.
- ▶ Support the changes.
- ▶ Support.
- ▶ Supportive.
- ▶ That looks good - will slow traffic but still make it possible to enter and leave our suburb.
- ▶ The amendments look good.
- ▶ The angled slow points are good. I can still envisage speeding off of and to Port Rush and between the slow points still.
- ▶ The chicanes are a good idea. River Street was busy before most of the current residents arrived. If you don't like planes, don't buy a house next to an airport.
- ▶ The proposal for River Street looks reasonable.
- ▶ The traffic management proposal is a sensible and cost efficient way of managing the issues of "rat running", speeding, and unnecessary use of

local roads other than for local access.

- ▶ This looks good, and it should reduce the number of cars coming through our area.
- ▶ To Council, I think this is fantastic solution & totally agree with the proposal. I have downloaded the plans showing every street, and you have come up with a wonderful proposal to keep our street safe & it looks very welcoming. All these installations should slow all the people who do over 50, especially in River Street & Beasley Streets. People also do speed along Broad Street & Battams Road, especially near the retail stores on Battams Road. I am hoping & it should deter Non-resident cars from using River & Beasley Street as a shortcut from Lower Portrush Rd & Stephens Terrace & vice versa. Thankyou so much for listening to our concerns in addressing all of these safety issues. Unfortunately I cannot attend the info night, as I have had a stroke.
- ▶ Very good.
- ▶ Very supportive of the traffic management proposal for River Street. River Street is one of the main entry points of those cutting through from Lower Portrush Road to Battams Road and the surrounding areas. This access point is one of the root causes of significant traffic volumes in the area.
- ▶ Very sympathetic design and minimal disruption to residents. Looks great. Makes my family feel safer. Can't wait until construction is completed.
- ▶ Yes.
- ▶ I feel this would help with avoiding rat running

without overly inconveniencing residents.

Inconvenience

- ▶ Absolute madness, you have blocked all Right Turns onto Battams Rd. and have/will severely disrupted how locals can access there properties. This will impact any semi trailers and heavy trucks that need to deliver goods into building sites, etc. There seems to be no proper thought put into this traffic control remodeling. You will destroy our neighborhood area and probably devalue housing properties as well if you go persist in going down this rout. This proposal was brought up last year and was not received well from all I spoke to, so unsure why you are persisting with this current proposal. Unfortunately, Rat Runners and speedsters are always going to be an issue, but locals should not be impacted by road blockages to solve this problem, there are other ways. No person driving a car or any other means of transport can say they never Rat Run, we all do it to some degree. I live in Seventh Avenue and I would no longer be able to access River Street or exit River Street from Battams Road to Portrush road impacting myself and many other residents. The only way I can get to Portrush road is to go down Addison Ave to Broad street to river street to Lower Portrush Rd assuming you don't block that off as well at a later date as once proposed.
- ▶ I believe stongly that the proposal will do more harm than good to the residents and

neighbourhood. River Street is an important access road for residents in the area and restricting access will cause many rate payers grief in being able to access Lower Portrush Rd easily.

- ▶ I often use this street and believe that the problem is relatively minor. The proposal is overkill and would make things difficult for delivery trucks and other larger vehicles that use this street.
- ▶ I think these slow points/single lanes will actually cause MORE congestion and more disturbance as a result of cars banked up waiting to pass through.
- ▶ It appears that the 'angled slow point' is proposed to be placed in front of my house, we are very unhappy about that with prospect of traffic slowing, braking and accelerating.
- ▶ It is appalling, I use this road a lot and will be delayed frequently. I rarely see pedestrians here.
- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.
- ▶ Please don't spend our council rates on making our lives harder.
- ▶ River Street is the optimal access to my home in Tenth Ave when coming from Ascot Avenue-Lower Portrush Rd (travelling SE). The two angled single-lane slow points in River St will be a little frustrating but unlikely to delay me much as I rarely experience vehicles travelling towards

me when I use River St.

- ▶ Terrible plan. Will cause more pain for locals in these streets than the couple of hours of weekday traffic it is trying to fix. We are minutes to the city so should expect cars to cut through.
- ▶ The I-lane slow points won't be practical for residents trying to get to work at peak times.
- ▶ The angled slow point on River Street, Marden is a terrible idea. This is a medium density area - there are a few recently developed housing complexes (e.g. Alexander Lane, Arabella Court, Mitchell Lane) with groups of townhouses and apartment blocks. Setting up the angled slow point on River Street does nothing but to penalise the residents in these complexes who heavily rely on Arabella Court to get in and out of the complexes (due to the other sides of complexes being surrounded by linear park) which will be sitting within the proposed angled slow point zone.
- ▶ The proposal for narrow points on River Street will create a bottleneck and create further issues for resident parking. Drivers will continue to use the street to access Lower Portrush Rd/ Ascot Ave and the proposed slow points will cause driver frustration and potential accidents through the reliance on courtesy and each person potentially trying to be first through each point, thus creating problems rather than solutions.
- ▶ The proposed changes will cause large traffic delays and almost completely block me from leaving my house during peak hours. It will also reduce parking which we already do not have

enough of.

- ▶ This proposed obstacle course will antagonise most local residents.
- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.
- ▶ We support reduced traffic on River Street, but the current proposal makes life harder for the residents living in the development west of River Street. The highest concentration of residents live here - but it is difficult to exit onto River Street. Current plan doesn't address this.
- ▶ What you are proposing will only congest the street even more. The real issue is not being dealt with, which is the intersection at Payneham and Portrush Road. The angled slow points and median strips will not stop people using the street as a short cut because it is still the faster option. All you're doing is making it even more difficult for the residents of Marden and Royston Park, and negatively impacting the beauty of these two suburbs.
- ▶ Why are you restricting access to River St from Seventh Avenue? I appreciate without blocking off Seventh from River there may be greater traffic volume to Seventh. Is there another solution? As a resident of Seventh I would either have to detour to Ninth or to Sixth to be able to access River St if I wish to go to the Walkerville shopping centre. I think you are creating bottle necks for residents.
- ▶ The angled slow points appear to be addressing a problem I have not observed. The road is already narrow with parked cars on either side,

and in my experience traffic almost always moves consistently along this road within the speed limit. The slow points are likely to cause undue annoyance to drivers and increased traffic noise for neighbouring properties as vehicles slow down and speed up. The changes on Battams Road will likely reduce the level of non-local traffic along here anyway, making the slow points a redundant feature.

Trees and landscaping

- ▶ The landscaping choice for the median strip needs to be very well considered. Tall plants pose a traffic hazard - particularly for traffic on/off a main arterial route like port rush road. For example, the landscaping in St Peter's on St Peter's street is too high, and blocks a clear view into the roundabout. The choice should also be aesthetically pleasing and add greenery - the dry grasses on St Peter's street looks untidy and does not fit the character. The plants should require minimal to no maintenance and expensive watering to ensure that council rates are used efficiently.

Parking

- ▶ Agree with Lwr Portrush to the bend median strip proposal, but a lot of residents park in the western part of river street, and it appears as if at least several car parks will become unavailable. Not so bad during the day, but later in the evening most of the street parks are used.
- ▶ Big no to the slow downs. The slow downs will

reduce car parking.

- ▶ Painted medium strip is good. Pedestrian island at 3A is sensible. Don't agree with taking away parking spaces.
- ▶ Removing further street parking from River St will exacerbate the congestion that already exists overnight - there isn't enough on-street parking for the number of residences at the moment and more properties are currently being constructed on the street. Four spaces might not seem like much but it is when we already don't have enough. Removing ALL the street parking at the eastern end of the street will make parking for the soccer/market/sporting events at the MARS complex push back into the residential areas creating more congestion as well. Leave at least one side of the street with parking.
- ▶ Too many car parks lost - lots of residents park in the street overnight.
- ▶ Your proposal to place angled slow points on River Street is not feasible, or well thought out. You have allowed high density living adjacent this area without sufficient car parking. To install the angled slow points removes further carparks on River Street, where many carparks are already utilised by Quatro development residents. The existing built out landscaped areas on River Street have little effect except to reduce carparks and has no effect on slowing traffic. They already take up space and therefore should possibly transformed into the angled slow points. Your existing proposal for River Street cannot go ahead without further

consideration. It doesn't take into account the Broad and River Streets intersection or lack of parking spaces on or adjacent River Street.

- ▶ Don't agree with removing parking spaces, 40km speed limit would improve problem.
- ▶ It will also restrict parking availability. River St is adjacent to this development, which is lacking visitor parking already, and visitors often need to utilise River St for parking
- ▶ Losing 4 parking spaces will be problematic as most houses on river street have only one car space and two cars.
- ▶ On-street parking is part of the streetscape, rather than driveways. I reject the installation of traffic calming infrastructure in the street space created by the absence of driveways. The reduction in parking spaces will put further pressure on the already short supply.
- ▶ The removal of parking Infront of our house puts the safety of my three children, plus the 3 children who live in the 2 houses opposite us at huge risk. We would need to park our cars further away from our houses and need to cross the road with our children during peak times, cars do not give way on our street.
- ▶ Will they [slow points] also result in loss of street parking both sides, which is already over crowded?
- ▶ You may have done the modeling already but a lot of cars use that road so my only thought is will there be a build up of traffic if it goes to one lane and only one car can go past at a time? also the parks in front of my house are always full

so if some are removed it will be even harder for a visitor to find a park. was speed humps considered instead to slow the traffic but still keep two lanes.

Safety

- ▶ As per our letter delivered to Council today, the proposed works will cause serious safety issues for my young family. There are lots of options that don't involve massive disruptions to peoples lives, daily stress and inefficient costs for the public purse.
- ▶ I really like the idea of slowing traffic on River st as a lot of people speed along there so I'm always thinking about my young son walking out there.
- ▶ Id be more than happy to meet with a representative at this are of concern to ensure all danger points are considered. It would only require yellow lines in a couple of areas probably excluding spaces for three cars (see note below).
- ▶ Interesting that you believe forcing people to drive onto the wrong side of the road into oncoming traffic to navigate around a garden and share a single lane section with people travelling the other direction is safer than a two lane straight road with clear visibility. It has not seemed safer to me wherever I have driven in those situations in other suburbs. Build outs like those proposed for Addison Ave would be a better option than one lane angled slow points.
- ▶ It seems a reasonable compromise. It will cause accidents. There are hundreds of cars in the new

development of river st. Please don't plant trees that block views of oncoming cars as has been done in 9th Ave.

- ▶ The painted lines or landscaped Islands proposed in the beginning of River Street will not be sufficient to control speeding motorists & possibly not even the proposed 40 KPH speed limit. I have lived on the corner of River St & Broad St for 22 years and had many many near misses crossing the road to the park entrance and the traffic speed is increasing I believe. The traffic travelling on River St is unseen until it appears at speed making pedestrians run (if possible) or reverse back to the kerb after stepping off to avoid being hit. There may be no records of incidents but it will happen one day, as to understand this, try visiting this corner and see for yourself on any day, particularly peak hour each day and weekends.
- ▶ We strongly reject the proposed single point outside our house. It will not reduce the traffic during peak hour. The traffic attempts to avoid the intersection of Payneham and Portrush road. Better signalling with more green arrows would help this. Making it and surrounding streets resident only streets would be beneficial and having a police blitz to ensure this occurs. It also would make unloading the car unsafe as we either have to leave the children in the car and walk back to our house to unload or leave the children in the house. Both of which are unsafe for children aged 7,4&I. Any solution for the traffic should not negatively impact residents. After all once the traffic is diverted, the residents are left with the traffic management. Once

the traffic no longer wants to cut through River St, we will be left with the slow point affecting our house forever, long after the traffic has gone. One of our daughters is on NDIS and the safety of her having more cars accelerating and decelerating outside our house is a safety issue. We agree the traffic needs to stop on River Street, the cars speed down there and peak hour we can be stuck trying to reverse out our driveway as it is for ages as both lanes need to be clear and no-one gives way to us reversing out our driveway. Putting a single lane point is not the answer. If something happens to our children the media would be very interested to know the feelings and concerns of the residents from the public consultation .

Scope

- ▶ I think the planned traffic management additions for Broad st are adequate in slowing down traffic. However, I think this could be vastly improved by the addition of a timed no right turn sign placed on Lower Portrush road - (ie No right hand turn from 7am to 9am) - and the resulting fine issuance would then become the role of SAPOL.
- ▶ The Traffic Management and Road Safety Committee recommended a investigation into No Right Turns from Lower Portrush Rd between 7am - 9am The ran runners come off Lower Portrush Rd to river st to avoid waiting at the intersection of Payneham and Portrush.
- ▶ Turning in to River Street from Lower Portrush needs to be closed to all traffic- Residents only.

- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared to what is likely for the rest of the areas in future stages.

Speed limit

- ▶ 40kph.
- ▶ Was consideration given to reducing the speed limit around the angled slow points to 40 kmph so that vehicles have a chance to slow from 50 kph or 60 kph on Lower Portrush Rd.
- ▶ Introduce a 40km speed limit or speed humps instead if speed is an issue.
- ▶ I did say in the previous consultation that IF speeding is a problem the placement of a speed camera in River street at random times would soon fix it.
- ▶ Please add a 40km zone.
- ▶ Speed is also a major issue, with cars using Battams (Sixth to Second) as a “drag strip”, and River to Sixth with no regard for pedestrians and early morning school goers.
- ▶ This area of road has no front facing housing, therefore no need for parking. The implementation of this proposed traffic management would have little to no impact on local residents, although I would suggest a 40 kph speed limit would assist with calming traffic.
- ▶ Why not simply reduce the speed limit to 40 kph, as has been done successfully in nearby suburbs?

- ▶ You only need to have a 40 km per hour speed limit to reduce speed not put in structures which take away parking.

Traffic relocation

- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I am 100% AGAINST the current amendments, I believe the changes will have lazy drivers therefore more traffic come down Broad St instead of dodging the wombat crossings on Battams Road.
- ▶ The proposed strategy threatens heavily increased use of two streets not listed for change. The streets appear highly likely to become (diversion) thoroughfares. Blanden and Dix are family-home, narrow, routinely heavily carparked streets. We already observe accelerating and fast traffic in Blanden, that place my grandchildren and neighbours children at risk. The plan must be altered to ensure maximum child protection, with effective blocks to fast moving or Battams Rd diverted drivers: you must dissuade drivers from using Blanden and Dix as early exits from the (newly to be) slowed-progress Battams Rd. Please rethink the plan.
- ▶ This is good for River Street but I think this will just push all traffic up Addison Ave.
- ▶ Too many blockages on Battams Road. Need to slow traffic on Beasley st. Proposal is just pushing everything down Addison or 2nd Avenue.

- ▶ While I appreciate the attention the area is receiving to slow and reduce traffic, my biggest concern is that the proposed plan will result in more traffic flowing down Sixth Avenue (along with the buses). Accordingly, I believe additional steps should be taken to slow traffic down Sixth Avenue.
- ▶ With River Street, Beasley Street and Addison Avenue having built out landscape obstacles, it is obvious that Grivell Road will be the only choice for motorists turning what is now a relatively quiet street to a busy street. Why make Grivell road obstacle free. And why isn't there a box for Grivell Road!!!!

Unnecessary

- ▶ A waste of time and money.
- ▶ Angle slow points ok but why are they even needed? Pedestrian Island on the corner of Lower Portrush Road. Is a great idea as it is difficult to cross here.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a reduced speed limit would initial suffice.
- ▶ I do not agree with this, having lived in the new development on River street there is no issue with the current traffic conditions.
- ▶ I have not faced any issues in the traffic around River Street, except for once in a while you slow down or stop to give way for oncoming traffic due to cars parked on both sides of the street.
- ▶ I recommend AGAINST all aspects of this

proposal. A review of the Road Crash 2018-2022 dataset provided by the SA State Government shows that only one single accident has been recorded in a 5-year period, and that was actually at the intersection of River St and Lower Portrush Rd. No accidents have been recorded for the entire length of River St from Lower Portrush Road to Broad Street, disproving any need for the proposed painted and landscaped median (#3) which will remove 38 parking spaces and deliver no evident value. For the remainder of River Street (Broad Street to Battams Rd), there is again only a single recorded accident that has occurred in this road section within the past 5 years, and it has occurred at the intersection of Battams Rd and River St. There are already traffic calming measures in place with the painted and landscaped median so this appears to be a low speed accident at a T-intersection so the proposed slow points deliver no clear value. Again, I recommend AGAINST the proposal to install two slow points (#1 and #2) in this street as there is no evidence to indicate risk.

- ▶ I use River St regularly and would not want to see any changes. I see no problem with traffic density or flow.
- ▶ I use River Street most days and there has NEVER been a problem with rat runners! Massive and expensive overkill to solve a very minor problem. This comment applies to all these traffic management proposals.
- ▶ Im okay with the river street, I didn't think it was as bigger problem as some other areas.

- ▶ Leave it alone, it flows well as it is.
- ▶ No comment on any specific street but see my opinion below. If you have a no right turn on River and a No right turn between 6am-9am on Beasley and have your own cameras or ask SAPOL to have a police presence or even spend the money contributing to a redlight style camera to police this ongoing. Could this be a potential revenue raiser for the council?! As I previously stated. When you make changes like this that don't solve an issue they just create new problems elsewhere. If the main issue is people coming from Lower Portrush Road entering River and Beasley then surely a better option is to restrict this first as a trial. As this is where the majority of traffic comes from. There's numerous ways you can do this that would be minimal cost, compared to what you are proposing. It is my belief your plan will not stop the people who already use this route for their commute but will make them use my road. So if you are going to do this then can I ask you also put slow points on Blanden Ave to deter traffic on my street as well.
- ▶ Not Necessary why make changes to a street when Not necessary &. It's a Narrow Rd.
- ▶ River Street is an access road to Marden, Royston Park and Saint Peters. It along with Beasley Street are the only points for access. River Street is critical for residence wishing to access Lower Portrush Road. The number of cars using River Street has increased with the redevelopments between River Street and the River Torrens, this is to be expected. The occurrence of rat running begins with

the morning school drop off to East Adelaide Primary School. No data was provided about the school enrolment and the number of vehicles accessing the area for school drop off. The same situation occurs in the afternoons. During the day there is moderate use of River Street and little or no need for traffic calming. I think the overall plan is an over-reaction to the complaints of a few residents. I live at the Battams Road end of River Street in a group of townhouses with one shared driveway. As a cyclist, I think the need for a cycle infrastructure is misguided. There are relatively few cyclists using River Street, the majority join the linear park cycleway at the river end of Battams Road. This allows them to cross Lower Portrush Road safely.

- ▶ The highest concentration of residents in the area live west of River Street. Are you solving a problem for them - or others? By blocking RH turns from Battams to River street, you will already reduce traffic dramatically, Are the slow points necessary? Will only make it harder for more residents.
- ▶ The proposed changes aren't as high a priority for this section as it's much easier to ride along the Torrens linear path to avoid traffic in this section.
- ▶ Totally unnecessary. I travel down River St. to and from Lower Portrush Rd. several times every day and do not believe there is any need for increased traffic control along this stretch of road. In my experience traffic travels within the speed limit, in fact most cars travel at below the nominated speed limit of 50KPH. While non residents of the area do use this road and

Beasley St. to take short cuts through the suburbs to avoid going through the lights at the intersection of Lwr. Portrush Rd. and Payneham Rd. this is only for a short time in the morning and evenings and I do not believe this constitutes a traffic hazard. Also, there is no proof that these types of installations will deter these people.

- ▶ Waste of time, effort and tax payers money.
- ▶ Works not necessary.
- ▶ Would rather no slow points.

PHONE COMMENTS

- ▶ The result of the project will be more traffic in Addison Avenue. River Street residents will be forced to take different longer route and the plan will inconvenience most areas with higher resident density in River Street. I am supportive of the wombat crossing and informal pedestrian points. However, not happy with angled slow points in River Street.

BROAD STREET

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Bus access

- ▶ Broad Street is narrow and traffic already slow due to cars potentially parked on either side. Concern re difficulty for buses trying to negotiate proposed calming devices as they transit to and from Portrush Road.
- ▶ This will deeply affect the buses turning into these streets.

Congestion and access

- ▶ Absolute madness, you have blocked all Right Turns onto Battams Rd. and have/will severely disrupted how locals can access there properties. This will impact any semi trailers and heavy trucks that need to deliver goods into building sites, etc. There seems to be no proper thought put into this traffic control remodeling. You will destroy our neighborhood area and probably devalue housing properties as well if you go persist in going down this rout. This proposal was brought up last year and was not received well from all I spoke to, so unsure why you are persisting with this current proposal. Unfortunately, Rat Runners and speedsters are always going to be an issue, but locals should not be impacted by road blockages to solve this problem, there are other ways. No person driving a car or any other means of transport

can say they never Rat Run, we all do it to some degree.

- ▶ The build out seems excessive and would be a problem for bikes to get past when other traffic is also around.

Design alternatives

- ▶ Also the 1A Pedestrian Island in Broad St will NOT stop speeding vehicles, it requires a one lane Angled Slow Point as will River St eventually. These will not interfere the Buses that travel around to the toilets on Portrush Rd as River St has never been Gazetted for Buses. They correct route is to exit via Beasley St as buses leave for Paradise or arrive via this St with NO slow points. I have no other comments to other items below as I believe it is fantastic after all the years of study & effort spent, Council should proceed ASAP with it and hopefully introduce the 40 KPH speed limit firstly being a quick low cost item which may shed some early light on motorists attitude to the overall project. Congratulations to those responsible, well done!!
- ▶ 'No' to the proposed changes. Explanation: In my opinion, based on the 25 yrs of experiencing traffic , Broad St. should rather be marked with The LOCAL TRAFFIC ONLY sign, encompassing the whole street - from River St up to the end of Broad Str meeting Payneham Rd (at the T-janction). Such a solution is a clear sign for users/drivers that Broad St. is not intended for the through traffic, especially along the section of it from Dix Ave to Payneham Rd. Also, only residents and their visitors should be allowed

parking on Broad St. , therefore No parking or Resident parking only or Local parking only signs would resolve the present traffic nonsense, namely - the visibility (when entering the street from driveways of residents' houses) will be restored and comfortable way out via Broad St. to Payneham, Pollock Ave and other streets will not be obstructed. Till now not residents' cars are parked side by side on both sides of the street, so traffic on it (towards Payneham Rd in particular) is almost impossible. Please note that the exit and access to Broad St. via Pollock Ave is the only convenient and possible one for the residents of this section of Broad St (street nrs of 5,7,9,11,13,15, and the responding even ones).

- ▶ Better to use speed humps and not reduce the number of parking spaces.
- ▶ Broad Street median should be a wombat or zebra crossing for pedestrian priority. Buildouts should include WSUD.
- ▶ Broad Street should be closed to traffic at Pollock Avenue in place of the current pinch point proposed for Pollock Avenue.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a reduced speed limit would initial suffice.
- ▶ I think that the current plan as it stands will encourage rat running cars to use the less built up roads such as Broad St rather than Battams Rd once completed. Less cost would be involved to install a timed no right hand turn sign on lower port rust rd as stated above.
- ▶ It is over kill I hope it doesn't happen, more roundabouts would be better.

- ▶ like the slow point not so much the islands (see note below re 'side friction').
- ▶ Make a Speed Hump instead of Informal Pedestrian Crossing and Landscaped Buildout and the two Angled Slow Points.
- ▶ Not sure painted median can help with traffic management - those ignore speed limit will not care about a painted median. Again, speed bumps/wombat crossings perhaps?
- ▶ One of our investment properties is located on Broad Street. Our tenants constantly advise us of the heavy traffic flow that spills into & off Pollock Ave, hence the preference to make Pollock Ave / Broad St intersection a no through road.
- ▶ Pollock Ave access from Broad Street Closed. Battams Road only entry re fire trucks, ambulance, garbage trucks, etc.
- ▶ Would be better to have a narrow central strip at the River St end of Broad St to slow down vehicles turning from River Street.
- ▶ Would prefer landscaped median.

Effectiveness

- ▶ Disapprove of the buildout landscape will not reduce speed prior.. buses will go over buildout tight driving through. More important to spend money removing trees where roots are affecting.hpuse and footpaths...branches keep dropping off risk due to near missing residents and properties. Suggest using money towards cutting back pruning and planting new trees.

- ▶ How could the build outs in Broad Street possibly slow down anyone who wants to speed. Just more future maintenance costs for Council (read ratepayers).
- ▶ Painted median strip will not slow or deter traffic unless it is policed.

General

- ▶ A less drastic measure seems to be taken here, however Broad street is also part of the problem. Will be interesting to see if these deterrents are effective.
- ▶ Not sure that these will make much difference.
- ▶ Not sure.
- ▶ The traffic management proposal for Broad St will have little to no impact on through-traffic rat-running volume - it will only assist with pedestrian crossing of the road.
- ▶ Will the 'build out' be maintain 2-lanes? Will they also result in loss of street parking on both sides.

General comments against

- ▶ I do not agree with the proposal.
- ▶ No change.
- ▶ No comment. But generally object to changes.
- ▶ No specific comment other than general comment strenuously oppose these measuresd.
- ▶ No strong opinion, beyond general concerns regarding the plan in total.

- ▶ Not in favour.

General comments in support

- ▶ A great way to slow traffic.
- ▶ A pedestrian crossing across Broad Street to access the Willow Bend reserve seems appropriate.
- ▶ Acceptable.
- ▶ Agree.
- ▶ All the traffic management proposals look appealing and will reduce /slow down traffic.
- ▶ Appropriate as it supports the speed restrictions on River Street by discouraging rat runners from diverting to Addison Avenue and Beasley Street.
- ▶ Approve of the proposal.
- ▶ Broad Street is a long street. Mostly you are pushing traffic onto it. That's a great idea considering how narrow Broad Street is. Didn't you notice Broad Street is not Broad?
- ▶ Changes are acceptable.
- ▶ Changes are appropriate.
- ▶ Excellent.
- ▶ Fully support these recommendations.
- ▶ Good.
- ▶ Great.
- ▶ Happy for it to go ahead.
- ▶ Happy for slow points.
- ▶ Happy with Broad Street.

- ▶ Happy with it. Don't need anything (as proposed) from Beasley up to Payneham Rd.
- ▶ Have no issues with most of Broad St, Happy with build out heading East of Broad St.
- ▶ I agree with council proposal.
- ▶ I agree with slow points.
- ▶ I agree with the proposed changes
- ▶ I am in SUPPORT of the proposal for #IA which provides a two-stage crossing point to the local park. It is reasonable to assume that there are more pedestrians at this location in the street and therefore some appropriate traffic calming is reasonable.
- ▶ I am supportive.
- ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible.
- ▶ I fully support this.
- ▶ I have no objection to them.
- ▶ I have no specific objection to this proposal.
- ▶ I live on Broad St. The painted median strip may prevent cars from cutting the corner when turning right from Broad St into Addison Ave.
- ▶ I support proposal.
- ▶ I support the proposal for Broad Street to improve traffic management.
- ▶ I support the slow points.
- ▶ I think the island is a good idea.
- ▶ I think this is a good idea as it will slow traffic flow on the smaller street without affecting too much traffic negatively.
- ▶ I totally agree with the Councils proposal.
- ▶ In agreement with this proposal.
- ▶ In favour of it.
- ▶ It's OK. If the bus can traverse a build out landscape we should be alright with our caravan.
- ▶ Like this option particularly at the Lower Portrush Road end.
- ▶ Looks great.
- ▶ Looks OK to me.
- ▶ Looks ok.
- ▶ No issue with proposal.
- ▶ No issue.
- ▶ No issues looks good.
- ▶ No issues.
- ▶ No problem.
- ▶ Nothing in particular other than I understand all traffic management plans work together to produce the result.
- ▶ OK.
- ▶ Positive.
- ▶ Proposal for Broad street is supported.
- ▶ Proposed buildouts look really good!
- ▶ Reasonable.
- ▶ Seems reasonable.
- ▶ Support changes.
- ▶ Support the changes.
- ▶ Support this.
- ▶ Support.
- ▶ The island at Beasley St/Lower Portrush is a sensible inclusion for pedestrian safety, as long as this is not landscaped with trees/shrubs which impede visibility of oncoming traffic.
- ▶ These measures are absolutely required to avoid traffic using other local roads, as well as to reduce the through-traffic (rat running) through the Avenues south-west of Battams Road.
- ▶ These would be useful additions, as this is a common route when riding through St Peters and would provide more safety when riding along Broad St before turning down one of the avenues.
- ▶ Very good.
- ▶ Very supportive of the traffic management proposal for Broad Street. Broad Street is another key access point for those cutting through from Portrush Road. The Beasley Street / Broad Street intersection is very dangerous for all users (including pedestrians and cyclists) given the high-volume of traffic. We need to reduce traffic through these areas. Narrowing the road to build slow points would be of significant benefit to reducing traffic, particularly given that the street is already quite narrow. There needs to be less traffic on this street.
- ▶ Very well thought out.
- ▶ Will add to St appealed along that Street!

- ▶ Yes.

Inconvenience

- ▶ Could cause problems for traffic coming off Lower Portrush road.
- ▶ I totally oppose to the suggested changes, yes we do have traffic issues due to cars parked on both sides of the street and only one car can go thru' but that's life ! Let us not please do anything to make it worse and slow the traffic more than current.
- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.
- ▶ Please don't spend our council rates on making our lives harder.
- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.

Safety

- ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle.
- ▶ This crossing would allow people to be safer and make this street overall better.
- ▶ Very sympathetic design and minimal disruption to residents. Makes my family feel safer when walking and driving through our area.

Scope

- ▶ As stated for River Street (section 1), I would like to see similar traffic calming all the way along Broad Street, right up to Payneham Road. Cars come down the top of Broad Street way too quick and need to be slowed. Once again, I would like to see median strips at the Broad Street and Beasley Street intersection combined with a 40 kph speed limit to slow traffic.
- ▶ Great being considered to do one half of Broad Street and request to extend those proposals on Broad Street between Beasley street and Payneham road. May be angled slow points needed as traffic from Payneham Rd turning left to Broad Street, taking right turn on Beasley st and left on lower Portrush road. Cars going very fast at times.. Intersection of Beasley st and Broad Street also needed slow points as witnessed close calls lot of times...
- ▶ I am startled to see that the Broad St/River St has not been included in this study after many years of advising the massive danger factor that exists on a daily basis!! Traffic travelling down River St at speed, follow the curvature of the road directly into Broad St and are consistently over the centre of the road, in fact some are nearly over to the opposite kerb. Some are doing nearly 70/80 KPH passing Willow Bend and can be doing around 100K KPH passing Addison Rd. We have suggested exactly the same fix as is being proposed for the Broad St/ Pollock Ave corner which is a Short Pavement Bar Median Strip to REDUCE VEHICLE TURN SPEEDS!!! This is critical for Broad St!! There

would be no where the number of vehicles entering Pollock Ave on a daily basis as Broad St.

- ▶ None between Beasley and Payneham road. Cars use this section to cut the Payneham/ Portrush road intersection. The cure plan does not reduce traffic or increase safety.
- ▶ The proposal is severely lacking for Broad Street. Cars fly down Broad street day and night between Payneham Rd and Beasley St. The proposal has absolutely nothing for Broad Street between Payneham and Beasley which is the main rat running route for people wanting to get to Lower Portrush by avoiding the lights. Plus there is a playground on this section of street, with no fence and a high volume of apartments, children and cars parked along the street obscuring the view of the footpath. I fear it is just a matter of time before someone is hurt. Seems like Battams road has been given the full treatment and Broad street ignored which is a huge mistake.
- ▶ Understand restrictions as it is part of the bus route, but the River St end needs some form of concrete median to stop cars turning from River St into Broad St from cutting the corner. They often come around that corner so fast that they are almost completely on the wrong side of the road due to the speed they are turning. Similarly, there needs to be some way to compel cars turning right from Broad St into Addison Ave to stop cutting the corner. In the morning peak times particularly, many cars turn into Addison with 3 or 4 wheels on the right of the centre road line. Someone is going to collect a bus some day.

- ▶ Upper Broad Street, is my main concern.
- ▶ Where exactly will the buildout be on Broad Street? Thanks.
- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared to what is likely for the rest of the areas in future stages.
- ▶ BUT, very disappointed with your proposal for Lower Broad St between River St and Addison Ave. Zero attention. Lots more needs to be done. This is a perfect opportunity now to address this before it gets worst. Your proposal lacks any attention to address the danger at this T Junction. I should know the dangers crossing that T junction. I live next to it and use the linear park access track twice a day. You need to address this T junction with more respect to the residents, the walkers with their dogs, elderly local residents, cyclists and children. So many cyclists, pedestrians use this T Junction to access the Linear Park. Nothing here slows down the traffic. It's a juggling act and a guessing act when to cross, playing Russian roulette's with vehicles and your life every attempt to cross. It's such a great access entry point to access the beautiful and wonderful Linear park by so many people in Marden but lacks total regard to everyone's personal safety. Vehicles fly around this bend/ Corner especially when turning into Broad St. Seriously, can't we at least come up with a plan at least something, better than nothing, just a logical solution to slow down the vehicles at this T Junction.

Speed limit

- ▶ 40kph.
- ▶ As with River Street, a 40 kph speed limit should be tried first.
- ▶ People drive down Broad street very quickly. Please add a 40km zone or speed humps to this street. Drivers should be going 40km per hour in a street like this (not a major road) but don't. At present according to the map found in my mail box there are only 2 additions at the bottom of Broad street and nothing else.
- ▶ Do not support engineered slow points with expensive new infrastructure. Introduce a 40km speed limit or speed humps instead if speed is an issue.
- ▶ If speeding is a problem in the general area then I suggest "40km/hr" and signing be implemented.
- ▶ Overall I would suggest a 40 kph speed limit would assist with calming traffic.

Traffic relocation

- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I believe traffic will use this route as it won't be as inconvenient as the river street width restrictions as they can turn right onto Addison street where there is fewer slow routes.
- ▶ I EXPECT a written statement from the

engineers and traffic management team that's stated as such, we already suffer from all the surrounding businesses who have there staff park in front of our homes from 7am through to 7pm. Then the added traffic on top of that. Hey I have lived here all my life and I expect you yes you the council to respect this. I will make my mission in life if the traffic increases I will look for financial reparations accordingly.

- ▶ I think it is inadequate, I think the traffic will increase on the broad st corner turning left onto broad from beasley then going down either Blanden st or Dix st to the avenues. Cars travel around that corner at speed and will use the corner to continue rat running. Why is pollock ave having angled slow points and not Blanden or Dix.
- ▶ It will create more traffic in the street between Addison St and Beasley st.
- ▶ Narrow road residents park on both sides. Only allowing right turns on Battams will mean locals will have to use Broad St increase traffic.
- ▶ None except there will be increased traffic as below.
- ▶ Why is only one part of Broad Street treated. What is traffic change expected heading towards second avenue and Batam's roundabout?

Unnecessary

- ▶ A waste of time and money.
- ▶ Broad St change is not really necessary. Not

currently a problem with speed.

- ▶ Broad St is a narrow street. One already has to give way when two cars travelling in opposite directions are on the road. So many build outs are not necessary as they will reduce parking spaces. Broad St already has many cars parked on both sides and this will only get worse with added residencies.
- ▶ Broad street always has cars parked on both sides so it is narrow already. Cannot see the point in having islands and build outs to further narrow the street.
- ▶ Broad Street always has cars parked on both sides so it is already narrow. Cannot see the point in having islands and build outs to further narrow the street.
- ▶ Broad Street Is Not even a busy I have lived in this an area for 24 years and I have never seen this street busy !!! So Extremely Not Necessary.
- ▶ Broad Street is too narrow to add cutouts. Some days it is difficult to drive along there if cars are parked on the sides and a bus or truck are coming the other way. I have never seen anyone speed along this street.
- ▶ Doesn't need it !!!
- ▶ Don't think buildouts are needed near Willow Bend Reserve. Not that much foot traffic there. Broad Street is not that wide and has lots of parked cars but not much pedestrian traffic.
- ▶ Having a painted median strip and 2 buildouts so close together on such a small and narrow street is too many devices on Broad St. We do not need an informal pedestrian crossing

here and only one of the devices would suffice to slow down and deter traffic, that being the painted median strip between Addison Ave and River St, especially as the bus service coming from Addison Ave, would need to navigate the proposed, unnecessary buildouts when it turns right from Addison Ave, and this would make maneuvering in a very narrow street very difficult for the bus drivers.

- ▶ I can see no reason what so ever to install the proposed restrictions. This stretch of road is used almost exclusively by residents of the area and the W90 bus. Again, a waste of time and ratepayers money.
- ▶ I object the traffic management proposal for broad street because it is a street which does not need irrational traffic management. It is not very busy and already has limited issues implementing this will just create one as residents will have less parking spaces.
- ▶ I would prefer no changes to the current situation.
- ▶ It's good as it is. Several options have existed in my 40 years here. Note is best.
- ▶ No comment on any specific street but see my opinion below. If you have a no right turn on River and a No right turn between 6am-9am on Beasley and have your own cameras or ask SAPOL to have a police presence or even spend the money contributing to a redlight style camera to police this ongoing. Could this be a potential revenue raiser for the council?! As I previously stated. When you make changes like this that don't solve an issue they just create new

problems elsewhere. If the main issue is people coming from Lower Portrush Road entering River and Beasley then surely a better option is to restrict this first as a trial. As this is where the majority of traffic comes from. There's numerous ways you can do this that would be minimal cost, compared to what you are proposing.

- ▶ No traffic goes through here so not needed.
- ▶ NORTH 1a I am opposed to the pedestrian island for Broad Street. There seems to be no obvious gain for the inclusion of the landscaped pedestrian island to slow traffic and assist pedestrians on such a short area of the street. Given there is a give way sign at the intersection of Beasley and Broad Streets, and the planned landscaped island for Beasley Street north, all of which would assist slowing traffic before entering the stretch of road earmarked for Traffic Management Stage I plan. 1b I am opposed to the landscaped buildouts to narrow road width of Broad Street to 5.5m. I do not feel this is necessary as the portion of road is short and given there is a give way sign at the intersection of Beasley and Broad Streets, and the planned landscaped island for Beasley Street North, all of which would assist slowing traffic before entering the stretch of road earmarked for Traffic Management Stage I plan. This planned traffic management would also see the reduction of parking for local residence where the buildouts are positioned. Furthermore, this stretch of road is used for the local bus route and could potentially cause delays for both bus and local traffic when trying to negotiate

the proposed Broad Street buildouts. SOUTH I & 2 I am opposed to the landscaped one lane angle slow points to reduce vehicle speeds. This planned traffic management would see the reduction of parking for local residence where the angle slow points are positioned and further parking restrictions allowing for vehicle entry and exit to the slow points. This would significantly impact on other surrounding areas of the road, for locals and their families and visitors to park, causing congestion for parked vehicles and those vehicles traversing the slow points.

- ▶ Over 20yr resident. This street has never had any fatal accidents. I walk along this street often to linear park and have never seen any problems. Waste of tax payer money to change this thoroughfare.
- ▶ Unnecessary.
- ▶ We strongly object to the “Buildout - landscaped “ traffic management device outside our property. It will severely restrict parking on the kerb outside our house and be a hazard for bus moments turning from Addison Ave. It will be unsightly as maintenance declines and not be in harmony with the existing landscape. I suggest it be moved further east to an appropriate location before Beasley St. Please note that I have lived [here] since 2009 and have not noticed speeding traffic at this location and consider the device unnecessary.
- ▶ Works not necessary. Dont do it.
- ▶ I recommend AGAINST the proposal for #IB which appears to be an unnecessary location

for traffic modifications. There is no additional pedestrian safety generated through this proposed narrowing of the road at this location. There are zero recorded accidents in Broad Street between River St and Beasley St within the period of 2018-2022 according to the State Government dataset at <https://location.sa.gov.au/viewer/>.

- ▶ The landscaped buildout is unnecessary. It will just be a nuisance to locals and the bus (W90 and W91) that drive down Broad St.

PHONE COMMENTS

- ▶ I have a business on Broad Street. I do not want a pedestrian crossing in front of my house, I am not interested in losing car parking spaces to improve pedestrian crossings.
- ▶ Stormwater drainage is already a problem in Broad Street: water ponds 1 metre off the gutter already. The buildout will make it worse. I have visitors coming and they need to park in front of my house. Now people will need walk longer distances, it is not acceptable. I have children visiting me, now they may need to cross the road, you are putting them at risk. I do not want it, I object to it. It is a wrong place to put this device, in front of my house. I strongly object to it. I do not think that the whole scheme is required. I am OK with the painted median in Broad Street, but I do not want any inconvenience of a buildout. Rat runners do not normally turn onto Broad Street, so we do not need this device. We have no issues on our

road. If people turn onto Broad Street, they go down Addison Avenue. I disagree that this device will be needed in the future either. Traffic goes on Beasley and River and I totally disagree with your report and assessment, it is totally incorrect. We demand that the device is left off the project and not installed. We do not believe it is warranted from a traffic management or a cost point of view. Leave it out for now, that is my preference. Review it in the future to see if it actually is needed. Or put it somewhere else in Broad Street, but not in front of our house. I am supportive of a lower speed limit. Similar to Evandale and Maylands, where it is working successfully, there are speed humps which are great. It is a better alternative, as there is no loss of parking. We will be very disappointed if this unsightly unneeded device will be built.

BEASLEY STREET SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Congestion and access

- ▶ 1) Could a no right hand turn from Portrush Rd onto both River & Beasley Streets be made during weekdays between 0700-1000? They have something like that on Hutt Street. 2) I appreciate the slowing down of traffic ideas on Beasley Street but am worried about the ability to turn the vehicle via the one lane angle and the damage it may incur. 3) Will I be able to safely turn right from Battams Rd onto Beasley Street? It seems tight. 4) Will I still be able to turn Right from Beasley St onto Portrush Rd?
- ▶ Absolute madness, you have blocked all Right Turns onto Battams Rd. and have/will severely disrupted how locals can access there properties. This will impact any semi trailers and heavy trucks that need to deliver goods into building sites, etc. There seems to be no proper thought put into this traffic control remodeling. You will destroy our neighborhood area and probably devalue housing properties as well if you go persist in going down this rout. This proposal was brought up last year and was not received well from all I spoke to, so unsure why you are persisting with this current proposal. Unfortunately, Rat Runners and speedsters are always going to be an issue, but locals should not be impacted by road blockages to solve this problem, there are other ways. No person driving a car or any other means of transport can say they never Rat Run, we all do it to some degree.
- ▶ Do not accept proposal as residents of Beasley Street should have the right to turn right onto Battams road if they wish. Create slow down measures if needed but not denial.
- ▶ For F sakes put 2 lanes going out so residents can turn either way, or just move the lights from where they are over to complete a proper functioning intersection.
- ▶ I am a resident in Beasley St Marden and would like to make a compliant/objection to the proposed slow points and road closures in my area. I certainly do NOT want any slow point islands in front of my house. Given the feed back on social media and discussion with neighbours, I think most residents are against this proposal and the council should make good on the opinions and concerns of the rate payers. It may be best to look at converting the side streets to a 40km zone as an alternative but these restrictions will NOT in my opinion stop the traffic but only cause further congestion during afternoon peak hour and also limit on street parking and not to mention residents will be driving in circles just to get to and from their homes.
- ▶ I am concerned that the Beasley Street proposal will create the same issues as River Street. Remembering that the Lower Portrush Rd end of Beasley Street is also part of an active bus route.
- ▶ I object the new traffic management proposal for Beasley street because it create unnecessary congestion within the street. Many people always park on the street and it is a busy street and implementing these traffic management proposals will just increase the business making it a struggle. The street is also already very narrower. THIS WILL CREATE A PROBLEM FOR THE RESIDENTS AND EVERYONE. THE TRAFFIC MANAGEMENT MUST NOT GO THROUGH AND I OBJECT IT!!!
- ▶ It looks like the median strip will reduce the exit from Beasley Street to a single narrow lane. There is no value to this for slowing people down. They are already going slowly because of the huge spoon drain or the give way sign they have just been through at the Broad St intersection and they are continuing to slow down because Beasley street at that point is a T junction onto a busy road. It is not possible to be speeding or even going too fast for the conditions on this section of the road. The median and road narrowing will mean that anyone who needs to turn left will have to wait until anyone who needs to turn right in front of them has managed it. At present whenever I have been in this situation two or three left turns can be made while I wait to turn right. I do not do this in peak hour so it would be even harder to do a right turn then. I dread to think how far back the traffic build up will go along Beasley Street at busy times if there is only a single lane exit there. You should be creating a clearly marked double lane left turn and right turn exit there not narrowing the road. Do we really need a "Gateway treatment" when we are concentrating on driving safely and watching the traffic !! BY all means do put in a

pedestrian crossing island far enough back along Beasley St from the corner. IF you go ahead with narrowing the road here it is likely you will have pedestrians needing to cross between backed up cars which will not be safer option at all. Again - the same comment as for River street. How are the proposed angled slow points safer than two lanes for two directions. If build outs are enough to create friction and slow traffic in the other streets why do we need single lane angled slow points with the added complications and risks associated with them here?

- ▶ It will make traffic banked up and a lot slower.
- ▶ Once again, concern for buses trying to negotiate the narrowed road due to proposed median strip. Vehicles are already forced to slow down at Broad Street intersection due to deep spoon drain and limited vision at intersection.
- ▶ Restricted access from Battams Road for residents exiting the suburb to the East - Turn right from Battams Road into Beasley Street should be allowed given the other traffic mitigation you have proposed.
- ▶ Right outside my home! Doesn't take into account driveways. Also street is always full of parked cars and this does slow down the traffic into one lane they must take turns passing so no traffic angled slowdown needed! Especially in peak hours.
- ▶ The only concern (Broad St and Beasley Street North) is the landscaped island onto Portrush Road - when coming down Portrush Road from Marden - turning left often the traffic is flowing fast, and may present, very difficult to slow

and enter a narrow street - corner needs to be shaved off more on the reserve I think.

- ▶ The street will have long traffic delays during peak hour. Please reconsider using speed humps instead.
- ▶ It is already currently difficult to turn out of Beasley St on to Lwr. Portrush Rd, as it is not wide enough, therefore, installing a landscaped median strip will actually make it more tight and more difficult to exit on to Lwr Portrush Rd. The council needs to widen the road at this corner so drivers turning right can move over to the right to enable left turning drivers to turn without being required to wait for the cars turning right, otherwise this will create an even larger bottleneck at this corner than there already currently is now. Turning left in to Beasley St from Lwr Portrush Rd is already very difficult at present as there is always many cars behind you, as you are turning, as they have all come through the traffic lights at the large intersection of Payneham Rd and Lwr Portrush Rd, therefore, having even less space to turn left here would be very dangerous, and could create unnecessary rear end collisions. Again, a widening of this road would assist flow and safety in and out of Beasley St.
- ▶ The landscaped median strip at the exit of Beasley onto Lwr Portrush makes it increasingly likely that traffic will be backed up as cars trying to turn right onto a busy street will not be able to be passed on the left. for residents trying to get kids to school in our zoned school of Vale park this will be a significant problem.

Design alternative

- ▶ Another busy street but you have to slow down and give way to other cars, as cars parked on both sides of the road. I don't think you need the 2 angled slow points. One would be enough at the Battams Road end No. 2 as you have to slow down for the big dip at Broad Street end. Don't need slow point No. 1.
- ▶ Beasley Street north median should be a wombat or zebra crossing for pedestrian priority.
- ▶ Better to use speed humps and not reduce the number of parking spaces.
- ▶ Don't know enough about that area, if a low density area that's fine but if not speed bumps preferred.
- ▶ I would encourage investigating whether the treatment may be adjusted to allow vehicles turning right onto Lower Portrush Road a separate lane to avoid blocking left-turning vehicles. This is a significant problem for this road, and drives much more traffic to River Street that would otherwise be more evenly balanced with Beasley Street.
- ▶ It is bad enough as it is. Consider banning parking on one side instead.
- ▶ Just required one angled slow point in the middle.
- ▶ Make Speed Hump instead of Informal Pedestrian Crossing and the two Angled Slow Points.
- ▶ One angled slow point, in the centre of Beasley

St between Broad St and Caleb St would suffice to slow down and deter traffic here.

- ▶ Restricting flow is not a good idea but slowing vehicles is a worthy idea. Speed humps work by slowing vehicles rather than completely stopping the flow of vehicles travelling in one of the directions. Do not approve of this method proposed.
- ▶ See above comments on angled slow points. Another option is slow points with a hump.
- ▶ The proposed informal pedestrian crossing on Beasley St. could be more useful if closer to Broad St., and not to Ascot Ave. Or perhaps there should be 2 pedestrian crossings? So far crossing Beasley St walking along Broad St. isn't safe at all.
- ▶ These should be landscaped buildout kerb extensions to narrow road width - not one lane angled slow points. Current proposal is too restrictive for residents.
- ▶ You only need one angle slow point for the starters down Beasley Street as it is very narrow down this street, as cars are always parked down this street.
- ▶ Also many drive along Broad St Beasley do not stop at giveaway. Cut back tree then can see sign better.
- ▶ I would like to see at least four "Flat top road bumps" along this section, with possible road narrowing.
- ▶ I would prefer to see a roundabout at the Beasley Street/Broad Street intersection.

- ▶ Prefer speed bumps.
- ▶ So if you have already decided you are going to do this, can I ask you also put slow points on Blanden Ave to deter traffic on my street as well. This is a must!! A better plan would be to have a no right turn on River and a No right turn between 6am-9am on Beasley and have your own cameras or ask SAPOL to have a police presence or even spend the money contributing to a redlight style camera to police this ongoing. Could this be a potential revenue raiser for the council?! Would this cost a similar amount to your plan? Would this solve your problems?? As I previously stated. When you make changes like this that don't solve an issue they just create new problems elsewhere. If the main issue is people coming from Lower Portrush Road entering River and Beasley then surely a better option is to restrict this first as a trial. As this is where the majority of traffic comes from. There's numerous ways you can do this that would be minimal cost, compared to what you are proposing. Happy for you to contact me.
- ▶ The angled slow down points are acceptable but the solid landscaping probably only needs to be on the very corner of Lower Portrush Road and not all the way as indicated.

Effectiveness

- ▶ Addition of median strip will do little to decrease volume of traffic - see my note above regarding timed right hand turns from Lower Portrush Rd.
- ▶ I understand you are trying to restrict the traffic

from coming outside the suburb but your plan has come at a cost for residents themselves. It is my belief your plan will not stop the people from outside the suburb who already use this route for their commute but will make them use other roads instead.

- ▶ Not sure how this proposal slows vehicle speeds.
- ▶ Waste of time, effort and tax payers Money.
- ▶ Narrow road will not stop those trying to cross into Beasley St from Lower Portrush Rd.

General

- ▶ No strong opinions other than to note turning right from Beasley Street on to Lower Portrush Road is something that I avoid as a motorist. It is almost in the too hard basket as it is.
- ▶ Not sure.

General comments against

- ▶ I do not agree with the proposal.
- ▶ I would prefer no changes to the current situation.
- ▶ No change.
- ▶ No specific comment other than general comment strenuously oppose these measures.

General comments in support

- ▶ A median with refuge here would be fantastic. If crossing at the pedestrian crossing on Lwr

Portrush road, it's often hard to cross Beasley safely with cars coming from both directions. This would mitigate that risk.

- ▶ A pedestrian island on the corner of Beasley and Lower Portrush Road is sensible (same as between River St and Portrush Road).
- ▶ Absolutely required (if not more!) to stop or reduce the rat run traffic from 2 main roads - Payneham & Lower Portrush.
- ▶ Agree.
- ▶ All the traffic management proposals look appealing and will reduce /slow down traffic.
- ▶ Appropriate.
- ▶ Approve of the proposal.
- ▶ Beasley St median strips when entering Portrush Rd seem appropriate and define lanes.
- ▶ Changes are appropriate.
- ▶ Excellent response to ongoing concerns about safety due to speeding 'ratrunning' vehicles. The angled slow points will slow traffic.
- ▶ Excellent.
- ▶ Fully support these recommendations.
- ▶ Fully support.
- ▶ Good
- ▶ Good news for Beasley residents. All supportive.
- ▶ Good.
- ▶ Great.
- ▶ Happy about slow points.

- ▶ Happy for it to go ahead.
- ▶ Happy for the angled kerbs to be installed.
- ▶ I agree with slow points.
- ▶ I agree with the proposed changes.
- ▶ I also agree with the angled slow point landscape as River St.
- ▶ I am in favour of this proposal.
- ▶ I am in SUPPORT of this proposal. I note there is already a painted median and raised central road lumps to support the exit from Lower Portrush Rd into Beasley St, but the additional pedestrian crossing opportunities are useful given the proximity to Marden Shopping Centre further up the road. The traffic accident data indicates a number of right-angle accidents as vehicles exit Lower Portrush Rd from the turning lane. It is probable this proposal is unlikely to reduce the number of right-hand turn accidents, and is instead delivering its primary value in the form of a two-stage pedestrian crossing some distance from the intersection.
- ▶ I am not opposed to the median on Beasley Street. I would suggest a 40 kph speed limit would assist with calming traffic.
- ▶ I am supportive.
- ▶ I am totally in Favour of all of NPSP's proposals for Beasley Street. I am urging that these proposals are adopted in full, and that construction begins as soon as possible. The traffic situation is unbearable for residents of Beasley during peak traffic periods. During other times it is nothing more than a racetrack.

- ▶ I like this.
- ▶ I support both the pinch-points and the median strip garden bed.
- ▶ I support proposal.
- ▶ I support the angled slow points.
- ▶ I support the proposal for Beasley Street to improve traffic management.
- ▶ I'm all for it.
- ▶ I'm sure this one will also help. There is already a substantial dip where Beasley Street joins Broad Street, which slows locals [as they are aware of it] and has the potential to cause damage to any vehicles speeding through there that aren't aware of it [fine with me!]
- ▶ In favour but not sure about the placement of the angled slow points.
- ▶ It will make it more difficult for us to exit our suburb but worth it for the decrease in traffic and noise. Support this change.
- ▶ It's OK.
- ▶ It's problematic, as one element, but may assist slow driving standards.
- ▶ Let's get it started.
- ▶ Looking forward to less fast moving traffic at peak times.
- ▶ Looks good - like the slow points.
- ▶ Looks great & should slow traffic down.
- ▶ Looks OK to me.
- ▶ Most definitely agree with council proposal.

- ▶ No issue.
 - ▶ No issues.
 - ▶ Nothing in particular other than I understand all traffic management plans work together to produce the result.
 - ▶ Ok with the slowing here.
 - ▶ OK.
 - ▶ Positive/Safer.
 - ▶ Proposal for Beasley Street is supported.
 - ▶ Proposed angled slow points look efficient!
 - ▶ Reasonable, 3 might be more affective.
 - ▶ Residents should be well pleased, resulting in the reduction of constant traffic along their street, which will provide a more safer environment.
 - ▶ Same comment as river street. I think one way passages may be a bit too restricting but devices are definitely still needed.
 - ▶ Similar to River st - angled slow points and speed humps.
 - ▶ Soooooo happy the Lower Portrush road won't be blocked .
 - ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle.
 - ▶ Support changes.
 - ▶ Support.
 - ▶ These measures are absolutely required to avoid traffic using other local roads, as well as to reduce the through-traffic (rat running) through the Avenues south-west of Battams Road.
 - ▶ They should produce the amount of traffic coming through our area, so I fully support this.
 - ▶ This is okay.
 - ▶ This proposal looks to be effective in not only causing a large slowdown of vehicles but also should cut down a lot of the “rat racers”.
 - ▶ This would be beneficial for this street.
 - ▶ Use to live on that St so slowing down traffic would be a good thing!
 - ▶ Very good.
 - ▶ Very supportive of the traffic management proposal for Broad Street. Broad Street is another key access point for those cutting through from Portrush Road. The Beasley Street / Broad Street intersection is very dangerous for all users (including pedestrians and cyclists) given the high-volume of traffic. We need to reduce traffic through these areas. Very supportive of the angled slow points - these have proved very successful in other areas.
 - ▶ Very sympathetic design and minimal disruption to residents. Makes my family feel safer.
 - ▶ Yes.
 - ▶ Yes. Good.
- Inconvenience**
- ▶ I-lane slow points won't be practical for residents trying to get to work at peak times.
 - ▶ Beasley St North seems reasonable. For Beasley St South I believe that 2.8M width of the angled slow points is too narrow.
 - ▶ Beasley street is a busy and very used street, which is already often lined with cars that make it difficult to drive down. These proposed changes would create inconvenience and make it even harder and slower to use this crucial street.
 - ▶ I totally oppose to the suggested changes, yes we, do have traffic issues due to cars parked on both sides of the street and only one car can go thru' but that's life ! Let us not please do anything to make it worse and slow the traffic more than current.
 - ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.
 - ▶ Please don't spend our council rates on making our lives harder.
 - ▶ The proposals given are aimed at controlling external traffic which wishes to pass through our area, and take little account of the needs of those of us who actually live in the community. I regularly need to use Beasley Street when returning to my property from Lower Portrush Road. I do NOT use it as a short cut through our community to avoid busier areas as the 'rat race' drivers do. Further, Beasley Street in my view is too narrow for a median strip and to have to negotiate TWO slow points each time is an undue imposition on our residents. In other words I do not support these changes.

- ▶ The two angled single-lane slow points will be a little frustrating but unlikely to delay me as I rarely experience vehicles travelling towards me when I use Beasley St. The ability to turn right from Beasley St into Battams Rd would be nice but not as important, for me, as the ability to turn right from River St into Battams Rd.
- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.

Parking

- ▶ Although overall support reducing traffic to this street - the current parked cars already require vehicles to wait for single vehicles to pass all the way from Battams to Broad or Caleb street. I suspect it will only contribute to a clear problem with inadequate parking due to subdivided blocks. this occurs irrespective of time of day.
- ▶ Generally there are cars parked on both sides of Beasley Street effectively reducing it one way at a time. Removing 11 car parks will put a big stress on the parking situation.
- ▶ I do NOT want a slow point island placed in front of my property. Over all I don't think slow points are necessary as they reduce on street parking.
- ▶ Too many car parks lost.

Safety

- ▶ I strongly object to the proposals. As a cyclist who regularly rides down Beasley St to Lower Portrush Road, I believe the narrowing of the roadway to 3.2m at Beasley St North will

adversely impact my safety, placing me in the direct line of traffic. As a cyclist using this street, I find that the existing parked cars already provide sufficient traffic slowing, as traffic is regularly forced to wait for opposing cars and cycles to clear. I believe the two angled slow points are unnecessary and will concentrate the car parking such that there will be very few points where cars can wait for opposing traffic to clear. This will make it potentially more dangerous for cyclists, as cars are forced to squeeze through.

- ▶ Concerned about loss of parking near Caleb Street.
- ▶ I SHOULD NOT be forced to park on another street other than my own let alone not near the front of my house.
- ▶ Once again I do not agree with taking away parking when all you need to do is reduce speeds by having a 40km per hour speed limit.
- ▶ Will they [slow points] also result in loss of street parking on both sides?

Scope

- ▶ Again traffic using Beasley and only turning left at Battams what is the resultant traffic volume changes? Need to understand what changes may be proposed for Second Avenue with Stage 2. Can the community see what is proposed for stage 2. Hard to assess stage 1 impacts without knowing stage 2 proposals.
- ▶ As committee recommended No Right turns

from Lower Portrush Rd between 7am-9am. It is a narrow st and residents park on road both sides.

- ▶ As stated for River Street, I would like to see similar traffic calming all the way along Beasley Street, right up to Battams Road.
- ▶ I am particularly upset about the proposal for this street. I DO NOT want an angled slow point in front of my home. We are in the process of building a million dollar home on this street which will contribute to the beauty of the suburb, and now you're going to dump an angled slow point right in front of my new home???? Seriously??? This is a bandaid fix. You are failing to deal with the issue... which is the Portrush and Payneham intersection.
- ▶ "It would be useful to incorporate a turn-left slip lane into Lower Portrush Road from Beasley Road. This need not exclude the addition of the proposed pedestrian crossing etc."
- ▶ No right hand turn from Lower Portrush Road 7.00am to 9.00am onto Beasley.
- ▶ The same response as number 6. If you are going to put into landscape obstacles in Addison Avenue, Beasley Street, and River Street why not GRIVELL ROAD????
- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared to what is likely for the rest of the areas in future stages.

- ▶ I think the council needs to stop with band aid solutions and focus on the real issue at hand which is the intersection of Portrush Rd and Payneham Rd. If traffic would flow better then people would no longer need to take the shortcut through our suburbs. Maybe an underpass is in order to increase the flow of traffic. The council needs to focus on the bigger picture and improve road infrastructure not limiting our side streets. If you would like to discuss further please feel free to contact me.

Speed limit

- ▶ 40kph.
- ▶ As with River Street, a 40 kph speed limit should be tried first.
- ▶ Restricting the Speed limit to 40 would help residents in Beasley Street.
- ▶ The amendments look good. Please add a 40km zone.
- ▶ Don't agree with taking away parking. I can live with angled slow down points but you could just have a 40km speed limit.
- ▶ I recommend AGAINST the installation of two slow points between Broad St and Battams Rd until after the impact of neighbourhood speed reduction to 40kph is evidenced. There have been zero accidents recorded in the entire length of Beasley St so there does not appear to be risk in this street other than the act of turning into it.

Traffic relocation

- ▶ again i think it will push the traffic to use beasley and addison street instead.
- ▶ Do not support - I suspect cars will turn off at Caleb street and then come onto Grivell to avoid the angled slow point and cause more disturbance to locals ie myself who is already disturbed significantly on a corner property (corner of Caleb and Grivell).
- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I might use one of the other avenues when driving from Marden to my home. If I'm cycling chicanes won't bother me.
- ▶ I think the cars will then zoom down blanden at or dixon streets.
- ▶ The Battams Road Median reduces traffic along Beasley. Where is it diverted to? Who pays the penalty? Beasley residents might be happy, but everyone else will be absolutely thrilled not!
- ▶ Traffic coming from L. Portrush Rd through to Stephens Tce needs to go somewhere! If you make it hard to go through Beasley St, then traffic will be pushed to other side streets. Current plan doesn't address this.
- ▶ This measure will create more traffic for Battams Rd moving towards Payneham Road. The traffic flow into Second Ave will become an issue for residents if people are seeking to avoid Payneham Road in peak hour traffic.
- ▶ This only penalises rate paying residents and

will divert traffic into Pollock Avenue and Broad Street.

- ▶ Traffic will be forced to divert to the adjoining Grivell and Blanden Streets, increasing traffic in those streets. The loss of carparking spaces has been significantly understated due to the requirement to restrict parking on each side of the angled slow point.

Unnecessary

- ▶ A pedestrian island similar to what you have proposed on the corner of River Street and Lower Portrush Road is sensible, but I do not think the landscaped build outs to narrow the road is needed.
- ▶ A waste of time and money.
- ▶ All of the proposed devices down Beasley St are unnecessary. The median strip at the top end will serve no purpose. The painted lines do the job there. The angled slow points in Beasley St are unnecessary. They will just be a nuisance to locals that drive down Beasley St to gain access to Lower Portrush Rd.
- ▶ Already has a dip in it and it's not the widest street. Unnecessary adjustments.
- ▶ Angled slow points not required.
- ▶ Do not support engineered slow points along Beasley St. as significant volume of parked cars along adjacent new higher density housing already creates multiple slow points without needing expensive new infrastructure. Introduce a 40km speed limit or speed humps instead if

speed is an issue.

- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a reduced speed limit would initial suffice.
- ▶ I have been resident of Beasley St my whole life and have been driving for the past 4 years, not once have I had any problems, our street is narrow enough and does not need a slow angle point, It is a waste of council money and should be placed somewhere more needed like the giveaway sign, fixing the footpaths or more/better street lights.
- ▶ I lived here in this street for 24 years and Never Had an Issue with Traffic our Street is Narrow & Angled Slow Point so Not Necessary Especially right near our Driveway and This happens and My Children's can't park there cars in our street Near our property !!!! We will Not be paying our Council Rates !!! & I think we have every right to object especially when we are paying over \$2000 a year & it near our property!!! If anything brighten up the street lights they are to dim or add more That's important Not unnecessary angled slow points.
- ▶ I Refuse to have any kind of speed bumps in our street !!! Our street is already Narror enough and hard for parking !!! Why. Can't us residents have the right if we want it not and for me it's a waste of Govt.money !!! Why don't you Concentrate on things that are more important in our street eg The Give Way sign on the corner of Broad & Beasley which is hard to see Due to Trees !! That is more of a traffic hazard than anything I have had so many accidents due to

people Not Seeing the Give Way !!! Also maybe Street Lights would be good So PLEASE worry about the Important Issues and not the Crap ONES like speeds Bumps !! Please our street does Not neex that !!! And I pay Council Rates and have been gor over 25 years and never had a issue with our Street .

- ▶ I've lived in Beasley st my whole life and not once have I heard one traffic management complaint. This is a complete waste of money and will only create more issues. Residents along the whole street will be disgusted and this change would do the complete opposite of help.
- ▶ Our place backs on to Beasley Street and we don't think the traffic is a problem at all.
- ▶ The Beasley St North median seems reasonable, but having 2 slow points in the South section seems very excessive and also obstructive for bikes when other traffic is on the road.
- ▶ The fundamental assumptions regarding Beasley St are flawed, and imo not accurate. At the recent meeting, it was explained that the 85th percentile of speed was 51km/h, meaning that 85% of users exceed that speed. That is the opposite of what percentile means. I would also suggest that at peak time, which is of most concern, that just isn't possible with higher traffic rates. There are usually cars parked on both sides of the street, which makes natural obstructions, and there is only enough space to have one car pass at a time. This leads to vehicles having to yield, similar to the plan with the new build-outs. Especially between Caleb and Battams, where there has been significant

infill and subdivision, there is usually a lot of on-street parking, making 2-way traffic largely impossible. Creating extra obstructions is pointless. One of the slow points is outside our house, so instead of having steady traffic, we will have an acceleration point, likely creating more noise. We will have less on-street parking.

- ▶ There is no problem,why do we need to create a problem when there isn't one . The street is already narrow as it is.
- ▶ Unnecessary.
- ▶ While Beasley St. is a main thorough fare for those residents wishes to get from Lwr. Portrush Rd. to the inner streets of Marden/Royston Park, this is not a partricularly heavy traffic area. As with River St. I drive down this street numerous times each week as well as walk down it on route to and from the Marden shopping centre and do not believe there is any need for additional traffic control obstacles.
- ▶ Works not necessary. Dont do it.
- ▶ Apart from this, the median is a good idea. I don't believe the angled slow points are necessary as the usable road width is already quite narrow with parked cars, and in my experience drivers are usually under the speed limit already when traversing this street.

PHONE COMMENTS

- ▶ I am a resident in Beasley St Marden and would like to make a complaint/objection to the proposed slow points and road closures

in my area. I certainly do NOT want any slow point islands in front of my house. Given the feed back on social media and discussion with neighbours, I think most residents are against this proposal and the council should make good on the opinions and concerns of the rate payers. It may be best to look at converting the side streets to a 40km zone as an alternative but these restrictions will NOT in my opinion stop the traffic but only cause further congestion during afternoon peak hour and also limit on street parking and not to mention residents will be driving in circles just to get to and from their homes. I think the council needs to stop with band aid solutions and focus on the real issue at hand which is the intersection of Portrush Rd and Payneham Rd. If traffic would flow better then people would no longer need to take the shortcut through our suburbs. Maybe an underpass is in order to increase the flow of traffic. The council needs to focus on the bigger picture and improve road infrastructure not limiting our side streets.

ADDISON AVENUE

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Bus access

- ▶ Addison Ave is a bus route and the preference is to leave it alone and not cut out parking.
- ▶ Addison Avenue is the bus route and it is difficult enough for the buses right now. Don't make it more difficult for the buses by having "slow down" points.
- ▶ I don't know enough about "buildout", but I'm aware this is a bus route with buses start and terminate there, so it's critical to ensure the operations still run smoothly and safely.
- ▶ I object the traffic management proposal for addison avenue because it is a street where multiple transports use including busses and cars and putting this traffic management proposal will just hinder the traffic as it will slow it down. Also it will become more difficult to keep traffic flowing if a car and bus are both in the street and the traffic management is there so it will be negative.
- ▶ I recommend AGAINST the two proposed slow points (#1 and #2) in Addison Ave on the grounds that this is the route for the Adelaide Metro W90 and W91 bus services. Reducing the road width at these locations is likely to cause an increase in cars speeding to get through before an approaching bus reaches the same location, and/or passengers on the buses will be unnecessarily subject to movement across the lanes and braking required at short notice when oncoming traffic (including other buses) may not yield in time.
- ▶ In agreement with the proposal for Addison Avenue. However, will this impact too much on the public transport bus Service?
- ▶ It seems odd that the proposal would try and impose additional traffic furniture/obstacles on a current public transport/bus route. To me this does not make sense.
- ▶ It's a bus route as well so maybe a more traffic will make this more dangerous for those using the green space near to bulk street.
- ▶ Leave it alone, it works well as it is. It is a bus route and restricting flow will not make anyone happy.
- ▶ Not in favour of traffic calming devices due to difficulty for buses.
- ▶ Ok, if the bus can traverse the build out landscapes or caravan should be OK.
- ▶ Personally it won't affect me but I think about the poor buses that have to travel through this.
- ▶ Provided the busses can safely negotiate the build outs, supported.
- ▶ The build outs proposed along Addison Ave will cause particular issues for buses which often are timetabled to pass each other in either direction concurrently. The proposals are not a viable solution. Those drivers who speed will do so anyway, regardless of changes, and they are likely to be the ones not willing to give way to others at narrow points.
- ▶ These measures seem appropriate, although curb damage will need to be managed by larger vehicles, like buses.
- ▶ This is a bus route - so I hope you have you consulted with the bus company that runs through here. We would like to keep our bus route please. The proposals seem to adequately address the stated concerns of the project without going to excessive lengths.
- ▶ This is the bus route which could make this part of the route difficult to navigate.
- ▶ Too many obstacles. The build-out may not be suitable on the bus route.
- ▶ Also, there is a bus station and route using this street, so this would make it much more difficult for bus drivers to manoeuvre this narrow street, if the current, proposed, 4 buildouts were installed in this very small street.

Comments against

- ▶ I do not agree with the proposal
- ▶ I think these changes will make traffic flow worse for Addison Avenue as per my comments in I2 below.
- ▶ I totally oppose to the suggested changes, yes we, do have traffic issues due to cars parked on both sides of the street and only one car can go thru' but that's life ! Let us not please do anything to make it worse and slow the traffic more than current.

- ▶ I would prefer no changes to the current situation.
- ▶ No change.
- ▶ No specific comment other than general comment strenuously oppose these measures
- ▶ No strong opinion, beyond general concerns regarding the plan in total.
- ▶ Not in favour.
- ▶ Please don't spend our council rates on making our lives harder.
- ▶ Waste of time, effort and tax payers money.

Comments in support

- ▶ A less drastic measure seems to be taken here, as Addison Avenue is also part of the problem. Will be interesting to see if these deterrents are effective.
- ▶ Acceptable.
- ▶ Again this okay a much minor issue than other areas.
- ▶ Agree.
- ▶ Agree with council proposal.
- ▶ Agree.
- ▶ All the traffic management proposals look appeasing and will reduce /slow down traffic.
- ▶ Appropriate.
- ▶ Approve of the proposal.
- ▶ Bring it on.

- ▶ Changes are acceptable.
- ▶ Changes are appropriate.
- ▶ Excellent.
- ▶ Fully support these recommendations.
- ▶ Given this is the bus route slow points are better than speed humps, so the proposed method is OK.
- ▶ Good.
- ▶ Great - good to slow traffic.
- ▶ Great.
- ▶ Happy about slow points.
- ▶ Happy for it to go ahead.
- ▶ Happy for kerb extensions.
- ▶ Happy with Addison St.
- ▶ Happy with.
- ▶ Happy.
- ▶ I agree with slow points.
- ▶ I agree with the proposed changes.
- ▶ I am not directly affected by the Addison Road suggestions and have no particular comments.
- ▶ I am supportive.
- ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible.
- ▶ I fully support your proposal for Addison Ave as well.
- ▶ I fully support this.

- ▶ I have no specific objection to the Addison Road proposal.
- ▶ I support proposal.
- ▶ I support the buildouts.
- ▶ I support the proposal for Addison Street to improve traffic management.
- ▶ I think this is a good idea as it will slow traffic flow on the smaller street without affecting too much traffic negatively.
- ▶ In favour of it.
- ▶ Looks great.
- ▶ Looks OK to me.
- ▶ Looks ok.
- ▶ Narrowing the road to build slow points would be of significant benefit to reducing traffic.
- ▶ No issue .
- ▶ No issue.
- ▶ No issues.
- ▶ No problems.
- ▶ Nothing in particular other than I understand all traffic management plans work together to produce the result.
- ▶ OK.
- ▶ Positive.
- ▶ Proposed buildouts look very good!
- ▶ Seems reasonable.
- ▶ Sounds good. I love to see more landscape and I hope to see natives in those.

- ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle.
- ▶ Support changes.
- ▶ Support the change.
- ▶ Support.
- ▶ The amendments look good.
- ▶ The buildouts are probably all that could be done given it's a bus route.
- ▶ This avenue is similar as Beasley Street.
- ▶ This would be good.
- ▶ Very good if it allows for easy bus navigation.
- ▶ Very sympathetic design and minimal disruption to residents. Makes my family feel safer.
- ▶ Yes.

Congestion and access

- ▶ Do not support - I suspect cars will turn off at Caleb street and then come onto Grivell to avoid the angled slow point and cause more disturbance to locals ie myself who is already disturbed significantly on a corner property (corner of Caleb and Grivell).
- ▶ Given that the result of the proposed adjacent street plan is to force more traffic down Addison, the road should not be narrowed. Consider improving traffic flow in the area, not restricting it!
- ▶ My concern with the extensions along here is

it might make it more dangerous to ride along, when cars, and particularly buses, try to pass in the narrower areas.

- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.

Design alternative

- ▶ ** Note below comments re Battams Rd. which affect Addison Ave. Roundabout and may increase vehicle risks **
- ▶ 3 build outs.
- ▶ Buildouts should include WSUD.
- ▶ Having 2 build outs in a small area like that seems excessive, and again very difficult for bikes. Maybe 1 slow point could be implemented as an alternative.
- ▶ Install Speed Humps instead of two Angled Slow Points.
- ▶ One build out device, between Battams Rd and Tippet Ave would suffice for Addison Ave to slow down and deter traffic.
- ▶ Please ensure that the proposed buildout in Addison Ave between Battams Rd and Tippet Ave is NOT placed under trees that provide shade for street parking.
- ▶ The traffic treatment along Addison Avenue is reasonable, but you should consider also putting in "Flat top road bumps".

- ▶ Why no hump?
- ▶ Could be better with one angled slow point -landscaped with single lane.

Effectiveness

- ▶ Proposed traffic management devices will have limited to no impact on reducing through-traffic rat-running or speeds. They will only add to the green space.
- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.
- ▶ Will not slow traffic if that is a goal.

General

- ▶ Good luck - I imagine the resident on this street won't be pleased.

Parking

- ▶ As a resident of Addison avenue, Marden, I am worrying that I have only a single garage and only one road side parking in front of my house. Lots of people parking their car on the road to go to the park or to catch the bus from here. When the build out is made, parking slots are vanished off, as a result, people gonna park their car on the available spots, where we have only one in front of our house. Eventually, smart people gonna park their car all day here and as a resident, we have to drive around to find

a parking slot and walk to house all the time. I feel it will be a big headache for the residents. Thanks.

- ▶ Being narrow, does the street need the concrete kerbs resulting in reduced parking spaces?
- ▶ I am opposed to the landscaped kerb extensions to narrow road width to 5.5m. This planned traffic management would see the reduction of parking for local residence where the kerb extensions are positioned This would significantly impact for local residents, their families and visitors to park, causing congestion for parked vehicles and those vehicles traversing the kerb extensions.
- ▶ Increase house numbers, making them smaller less driveway space residents park on street.. harder to see people come out of driveways more cars parked on roadside.
- ▶ Addition builouts also reduces our available street parkings. There are new houses are building on this street that means we need extra parkings for residents.
- ▶ Loss of parking at locations will potentially not be supported by adjacent residents. What approach will be used to address this issue? Could parking be incorporated?

Scope

- ▶ Not quite sure why the roundabout has been removed as that would mean at least one point where we could turn around in our street (Battams Road) but I'm sure we will get used to it

and the benefits outweigh the inconvenience.

- ▶ See comments in Broad St section about stopping right turn traffic from Broad St cutting the corner.
- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared to what is likely for the rest of the areas in future stages.
- ▶ Will the 'build out' maintain 2-lanes & suit a bus & a car at the same time. Will it also result in loss of street parking both sides?
- ▶ Also I think there should be a traffic light on the corner of Sixth Avenue and Stephen's Terrace for the bus drivers to safely cross this busy intersection.
- ▶ I would like to see a traffic light on the corner of Sixth Ave and Stephens Tce for the buses to cross safely.

Speed limit

- ▶ 40kph.
- ▶ As with River Street, a 40 kph speed limit should be tried first.
- ▶ Do not support engineered slow points with expensive new infrastructure. Introduce a 40km speed limit or speed humps instead if speed is an issue.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a

reduced speed limit would initial suffice.

- ▶ The bus runs along Addison Ave and I do not agree with making their task more difficult by putting in buildouts. Once again a 40km speed limit would be better.
- ▶ I would suggest a 40 kph speed limit would assist with calming traffic.
- ▶ Please add a 40km zone.

Traffic relocation

- ▶ Addison Ave will likely experience a lot more local traffic from people who would otherwise turn right into Battams Rd (NW) from Beasley St or River St, or right from Battams Rd (travelling NW) into Beasley St or River St.
- ▶ Addison Avenue will become a main thoroughfare for ALL traffic wanting to get across the river between Stephens Terrace and Lower Portrush Road. I feel for the residents on that street who already have the buses travel their street all day - it's going to get a lot busier!
- ▶ Again absolute madness, you will have now pushed all traffic from Lower Portrush Road down river street to broad street then down Addison Avenue and sixth avenue. If I was a resident on Addison Avenue and Sixth ave I would be livid. So what are you going to do about that: close off River street access and destroy access into Royston Park.
- ▶ As a home-owner in Addison, I am concerned about the proposal to block off turns from Battams Rd into streets parallel to Addison

Ave by the construction of a median the full length of Battams Rd. If there is a break in the median at Addison Ave and Sixth Ave, it can be assumed all traffic down Battams Rd from the direction of Payneham Rd, will use Addison and Sixth as ways through to other adjoining streets or to Lower Portrush Rd. I have lived in Addison Ave for 38 years and have not noticed a significant increase in traffic in that time. This proposal to make access from Battams Rd to Lower Portrush or adjacent streets threatens to increase the volume of traffic very significantly.

- ▶ Because of Right turns only on Battams rat runners using Beasley will turn down Caleb St the on to Addison so the can go down 6th ave increasing traffic everywhere
- ▶ Ditto.....if you are going to make landscape obstacles for some streets to redirect traffic back to Portrush road, how is it that you can focus on only some streets with landscaping. It is no brainer that Grivell will become a rat run. And as for the comment that they will address the issue if a problem arises after the infrastructure is completed, well given my confidence in bureaucracy, that won't happen. It will be put into the too hard basket.
- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I don't use Addison Avenue now. We'll probably use Addison Ave instead of River St, but I don't like the junction of Broad St with River Street if vehicles are coming quickly from Lower Portrush Road.
- ▶ Obviously traffic will increase big time for

Addison Ave. Understand the implications with buses, but Lower Broad St and Addison Ave residents are going to see a big increase in traffic. It's already bad. It will only get worse.

- ▶ Slow points on River Street will push traffic down Addison avenue.
- ▶ Will be impact with traffic shift and increased volume Will slow points manage this? Drainage implications need to be considered.
- ▶ You are directing a large amount of traffic into Addison which goes left into Broad. The Broad/River meeting point will become a black hazard spot especially as there is limited vision towards traffic coming (fast) from Lower Portrush.

Unnecessary

- ▶ No problem.
- ▶ A waste of time and money.
- ▶ Addison ave's traffic is fine so I don't understand why we need this traffic management control. We also have bus on this road everyday and adding builouts only make the traffic worse not better!!
- ▶ I often catch the bus from Addison Ave and this is typically a very quiet street and I have never had any issues crossing the street safely to the bus stop. I often frequent the grassed area to walk my dog, and again have never had any safety concerns.
- ▶ No real traffic problem so not needed.
- ▶ Not necessary as it's not a busy street.

- ▶ The landscaped buildouts are unnecessary. It will just be nuisance to locals and the bus (W90 and W91) that drive down Addison St.
- ▶ Totally unnecessary, for the reasons outlined in the previous comments. The only thing this will do is make it difficult for buses, particularly articulate ones, to navigate this section of road.
- ▶ Works not necessary. Dont do it.

PHONE COMMENTS

- ▶ The proposed device in Addison Avenue is in front of the newly approved driveway and therefore will need to be moved.

POLLOCK AVENUE

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Congestion and access

- ▶ Absolute madness, you have blocked all Right Turns onto Battams Rd. and have/will severely disrupted how locals can access there properties. This will impact any semi trailers and heavy trucks that need to deliver goods into building sites, etc. There seems to be no proper thought put into this traffic control remodeling. You will destroy our neighborhood area and probably devalue housing properties as well if you go persist in going down this rout.
- ▶ These residents seem to be particularly inconvenienced by having no right turn onto Battams. Let's hope the delay that an ambulance will experience getting into Pollock doesn't end up in tragedy.

Design alternative

- ▶ A major rat run short cut - good you can't get straight across from First need more than a painted median at Pollock/Broad to stop corner cutting - needs to raised median.
- ▶ I believe the most efficient way to deal with the rat running on Pollock Avenue and the most cost effective solution is to block Pollock Avenue at the Broad Street / Pollock Avenue intersection. I would've agreed to this proposal in the

previous survey relating to the issue of traffic management in Marden if I was aware that it was an option to block off this end of Pollock Avenue. This would also negate the need for any angled slow points on Pollock Avenue. I also feel it would be beneficial to install a roundabout at the intersection of Pollock Ave, Battams Road and First Ave rather than a medium strip across Battams Road so that we can access Pollock Avenue via Battams.

- ▶ I don't agree with the Marden and Royston park Traffic Management Designs as proposed. I suggest two "Flat top road Bumps" with road narrowing would be a better option.
- ▶ I have already filled in a survey a couple of weeks ago but I just wanted to add this to my response. I attended the community session the other night and found it very informative, thanks for taking the time to explain it all. While there I heard talk that 'all' of the residents on Pollock Ave are in favour of a road closure, and I wanted to make it known that I am not in favour of this. I really don't want to see any road closure on Pollock Ave at all. The community session was getting a bit fiery and I didn't feel comfortable saying anything at the time so I'm hoping this can simply be added to my previous responses. Again I will just take this time to say that I'd really like to see the paving extended to the curb on Pollock Ave to make the footpaths wider and more pedestrian friendly. Unfortunately I can't attach any photos here but I do have some examples I can provide.
- ▶ I live in Pollock Ave and we do get a lot of through traffic, especially in the afternoon when

people cut through to avoid Payneham traffic. We have asked many times in the last 30 years that I have lived here to either block Pollock Ave at the Broad St entrance or place structures which allow one car to proceed at a time (don't know terminology) This would discourage rat racing and provide a safer environment, especially for the young children in the street. I certainly have to say that no access to First Ave from Pollock Ave is not ideal and extremely inconvenient for residents living in this street. Access to the avenues should be available to the residents. Access to and from Battams Rd. into/out of Pollock Ave should also be accessible to the residents.

- ▶ Install Speed Hump instead of Angled Slow Point and don't remove the trees.
- ▶ Needs a roundabout at Battams, First & Pollock. This would help keep traffic out of Pollock instead of pushing more into it.
- ▶ One buildout would suffice in Pollock Ave.
- ▶ The council Could save money and fix issues by closing the entrance to broad street from Pollock Avenue. There is no longer a need to keep the broad street end open as the police station for which it was kept open closed some 15 years ago. By closing this end, it would stop cars from using Pollock Avenue as a thorough fare.
- ▶ We have lived in Pollock Avenue for 33 years and have noticed an increase in traffic flow over the years. We recommend closing the Broad Street/Pollock Avenue junction and putting in a roundabout at the Pollock Avenue/First Avenue/Battams Road intersection.

▶ A common theme amongst Pollock Avenue has been the suggestion to close Pollock Avenue at Broad Street and this would appear to be a solution that would achieve many of the desired outcomes of the current proposal, whilst not seeing the raising of street trees, loss of current infrastructure or removal of off street parking. This solution would require Pollock Avenue residents still to have the means to traverse from Pollock Avenue for city bound movements to First Avenue as right hand turns onto Payneham Road are almost impossible for the majority of any given day or night. Whilst it has been highlighted that there was not support for road closures in previous consultation process, it would appear that previous consultation processes asked either/or questions that may resulted in skewing results that may not have reflected community views of Pollock Avenue Residents regarding road closures. One example cited by residents of Pollock Avenue was that in the previous consultation process residents were asked if they were supportive of road closures that would have seen Pollock Avenue effectively cut off from Payneham Road which was unpalatable, however at the same time the same respondents would have supported a proposal that saw closure of Pollock Avenue at Broad street, however the question demanded a yes or no answer delivering a response that saw potentially a skewed result. My suspicion is that if the option was given to Pollock Avenue residents in the original consultation process to vote yes or no: Would you support Pollock Avenue being closed at Broad street? the results would have been overwhelmingly in favour (if

not unanimous, irrespective of their views on road closures in other parts of the proposal). The published comments listed by Pollock Avenue residents in during the previous consultation report presented to council (which I did not take part in) support this theory and the opportunity to test this theory on support from current residents remains. My guess is that in 2024 residents of the street would see the closure of Pollock Avenue at Broad Street as preferable to all solutions currently under consideration for Pollock Avenue.

- ▶ Being the **NARROWEST & SHORTEST** street affected in this proposal, this will be a permanent inconvenience for all residents on the street. We would prefer that there is a no through road at the end of Pollock Ave & Broad Street, thus resulting in no 'rat racing' from Broad St into Battams Rd (vice versa). By doing this, there can be a space in the median strip that will allow residents & emergency services to cross over to First Ave, Battams Rd & Pollock Ave. - Collectively, the street (Pollock Ave) is in agreeance with the above. Having a no through road (Pollock Ave) & space in the median strip (Battams Rd) will allow residents to freely maneuver to work and home but force 'rat runners' to come from First Ave, turn onto Battams Rd then back onto Payneham Rd.
- ▶ Please consider closing St Broad St end.
- ▶ Residents want the street closed off at Broad St.
- ▶ Why is the Battams Rd entry only a painted median - this is the section which could benefit from additional trees/landscape treatment.

Effectiveness

- ▶ Again, the single lane narrowing proposal does not solve driver behaviour and can, in fact, make it worse.
- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.

General

- ▶ Indifferent.

General comments against

- ▶ I do not agree with the proposal
- ▶ No specific comment other than general comment strenuously oppose these measures.
- ▶ No strong opinion, beyond general concerns regarding the plan in total.
- ▶ Not in favour.

General comments in support

- ▶ Acceptable
- ▶ Again, this change would help reduce cut-through traffic. I think it would be beneficial.
- ▶ Agree with proposal happy with current proposal.
- ▶ Agree
- ▶ Agree.
- ▶ All the traffic management proposals look

- appeasing and will reduce /slow down traffic.
- ▶ Angled slow points I think are a good way to slow traffic and should be used in all affected streets.
 - ▶ Changes are acceptable.
 - ▶ Excellent
 - ▶ Excellent.
 - ▶ Fine.
 - ▶ Fully support
 - ▶ Fully support these recommendations.
 - ▶ Good choice.
 - ▶ Good.
 - ▶ Great
 - ▶ Happy for it to go ahead.
 - ▶ Happy for the angled slow points.
 - ▶ Happy with Pollock St.
 - ▶ Happy with slow points.
 - ▶ Happy with that.
 - ▶ I agree with slow points.
 - ▶ I agree with the proposed changes.
 - ▶ I am supportive but residents of this street should have the decision.
 - ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible.
 - ▶ I fully support this.
 - ▶ I support all the traffic improvements.
 - ▶ I support proposal.
 - ▶ I support the proposal for Pollock Avenue to improve traffic management.
 - ▶ I support this as well.
 - ▶ I support.
 - ▶ I think the narrow/ slow points here will work well.
 - ▶ I think this is a good idea as it will slow traffic flow on the smaller street without affecting too much traffic negatively.
 - ▶ In agreement with this proposal
 - ▶ In favour of it.
 - ▶ No issue.
 - ▶ No issue.
 - ▶ No issues.
 - ▶ No issues thank you.
 - ▶ No problems. I'm very happy if someone calls me for discussion, especially concerning Broad St River St T junction intersection.
 - ▶ OK.
 - ▶ Pollock Ave proposal is supported.
 - ▶ Pollock Avenue will reap the benefits.
 - ▶ Positive.
 - ▶ Seems reasonable.
 - ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle.
 - ▶ Support changes.
 - ▶ Support the pavement bar at Pollock/Broad intersection to reduce turning speeds. The median at Battams/Payneham entrance is a sensible inclusion for pedestrian safety and to discourage u-turns at this very busy and challenging to navigate intersection.
 - ▶ Support.
 - ▶ Supportive.
 - ▶ The amendments look good.
 - ▶ This is well needed
 - ▶ This would be beneficial.
 - ▶ Very good
 - ▶ Very sympathetic design and minimal disruption to residents. Makes my family feel safer.
 - ▶ Yes.
 - ▶ Don't mind the short pavement bar median to reduce turning speeds on the corner on Broad Street.
 - ▶ I am in SUPPORT of the median to limit turning speeds at Pollock and Broad (#1A). I am in SUPPORT of the median to limit turning speeds and provide two-stage pedestrian crossing at Battams Rd and Payneham Rd (#2A).
 - ▶ Yes' for median painted solution at the end of the street.
- Inconvenience**
- ▶ Access to Pollock Ave from First Ave looks difficult if not impossible. We use this every day to get home. Pollock Ave is already difficult due

to buildouts and trees on the road. I would like to see those trees and buildouts removed.

- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through
- ▶ Please don't spend our council rates on making our lives harder.
- ▶ The changes suggested for Pollock Ave may be OK to calm through traffic, but will only add to the restrictions place on me if I am forced to use Pollock Ave whenever I need to exit my property in Battams Rd - this is three or four times on an average day.

Other priorities in the area

- ▶ I would much rather see any money being spent on the existing landscaping and extending the paving of the footpath on the Eastern side of Pollock Ave to the gutter (ie no road base to make the footpath wider). There are no trees/ no landscaping on the verge on the Eastern side of the street as the trees/landscaping is on the road. Having wider footpaths to the gutter similar to what they do in other council areas like Prospect, and with no tree roots/issues to deal with, would benefit many local residents who regularly walk down Pollock Avenue to go to and from the local Marden shopping centre and many of whom use their own personal trolleys. I'd be happy to send through some photos of streets/footpaths in other areas to further

explain.

- ▶ Pollock Avenue. We would also like to see the footpath upgraded and extended to the gutter, which would remove the unattractive gravel/ dirt base currently between the the footpath and road. The top dressing is consistanly being blown away by the street cleaners each week an causes large volumes of dust. This would then enhance the width of the footpath for predestrians and fix the issue with uneven paving on our street, which is currently a trip and fall hazard in many areas.

Parking

- ▶ Although I am happy to reduce the traffic speed and number in Pollock, I am concerned that we will lose 7 carparks, which is 25% of the current parking available - have you done a poll of the current number of cars owned by residents in the street?
- ▶ I reside on Pollock Avenue. I'm concerned about the angled slow point and the large reduction in parking spaces. We currently have very little parking spaces as it is due to the planter boxes on the road and to further reduce it by 7 spaces is concerning. I am against the slow point as I don't believe there is enough traffic to require this and am also concerned for my neighbours and the potential restricted access they will have to their driveway.
- ▶ Pollock Ave and Battams Road entry could have the short pavement bar median to reduce turning speed, but the rest of Pollock Ave is

already narrow due to the existing concrete barriers and trees. It is difficult to park there already and hard to drive through as it is.

- ▶ Slow point is OK, but better to avoid loss of parking spaces.

Scope

- ▶ Traffic access changes with Payneham Road What is the proposal to managing traffic from Payneham Road at Battam Road? Closure or installing protected turn lanes?
- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared to what is likely for the rest of the areas in future stages.
- ▶ The current plan would remove on street parking for the residents and make a tight street even tighter.

Speed limit

- ▶ 40 kph.
- ▶ As with River Street, a 40 kph speed limit should be tried first.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a reduced speed limit would initial suffice.
- ▶ I oppose any changes to Pollock Avenue and suggest a 40 kph speed limit would assist with traffic calming.

- ▶ Please add a 40km zone.

Traffic relocation

- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I feel that by blocking Battams road you are introducing significantly more traffic flows southwards down Pollock avenue, left on Broad and left again on Dix - to get up second avenue. I.e. if our tenant left 10 battams road and wanted to head north they need to do this manouvre as many will.
- ▶ None except there will be increased traffic as below.

Trees and landscaping

- ▶ IB - Installation of a one lane angle slow point. Will any trees be removed? Can we please have visual images of the changes like shown in other streets. Considering the restrictions and loss of car parking (7 spaces) we believe a better option, if any, would be to install one Landscape with concrete curb as proposed in Addison Avenue . The width of our street is already deminished by planters surrounding the trees on the road and hence is almost a single lane street at the best of times. The need to remove car parking and restrict access to and from our street currently being proposed is in our opinion not necessary.
- ▶ Installing a angled slow point will result in car parks lost & mature trees removed. As you are aware, the trees were community purchased by

the residents.

- ▶ Narrow st due to planter boxes on road trees can't be planted on footpath due to underground cables. Street needs trees and car parking not bike lane or angle slow points.
- ▶ Research regards Pollock Av has been zero by my pamphlets etc. History regarding trees, Payneham police station access and other issues of gas and water pipes on right hand side of St. which caused trees to be planted on actual road.
- ▶ The proposal for Pollock Avenue should never have been presented for consideration. Presenting a proposal that failed to take into consideration that residents had previously had to pay for current street trees and street scape should have seen the current residents of the street consulted in the first instance, prior to any plan being given for consideration. A proposal that sees the removal of all in road trees/furniture is completely unacceptable as is the removal of 7 off street car park. The introduction of a bike line that to a street that does not connect to any obvious bike lane network again makes no sense, particularly when you consider that we do not have dedicated bike lanes in place in locations that could accommodate them such as 6th Avenue or 1st Avenue. The community consultation in March 2024 suggested a reluctance to deal with consulting with streets on a street by street basis however the circumstances surrounding Pollock Avenue are unique and should have addressed accordingly.
- ▶ We strongly object to the removal of street

trees on Pollock Ave and to the installation of the angled slow point. We believe that the installation of the landscaped median strips will calm traffic enough in the area as well as improve the visual aesthetic of the neighbourhood.

- ▶ As you have recently become aware, residents have asked and even paid for the planting of trees in Pollock Ave. The council has also recently planted extra trees and greenery (even though the landscaping of the street was disappointedly not completed) and the suggestion that they now be removed is just wasting money. Our money! The suggestion that trees be removed is certainly a big NO, especially as we have spent so much energy, time and money to get what we have (even though not completed) I already see cars giving way to opposing traffic, so there is no need for angled slow points.
- ▶ I am also unsure where any replacement trees would go if you remove the existing ones in the planter beds down the street - we were told that they cannot be planted in the verge on the eastern side of the street due to underground services - so where will the trees go? Given the last streetscaping project (circa 2014/15) was not completed as designed and promised, I am skeptical that we will reach a result that enhances our street. Can the council give us a guarantee that works proposed will actually be completed?
- ▶ I oppose the removal of any trees in Pollock Avenue being that these were partially paid for by some of the residents in Pollock Avenue and

a lot of time and consideration was taken to implement this project.

- ▶ The reason mature trees are on the road is because about 20 years ago when the street was treescaped, there was a Telstra cable running underground along the southern side of the verge and the trees couldn't be planted there - they were not planted there as a traffic management exercise. Also when the trees were planted, only half of the street received new trees as the Council ran out of funds. We were also not consulted on what type of tree as the residents wanted an "avenue" effect with the same trees on both sides of the street. At the moment we have three different variety of trees which looks odd for such a short street. We ask that we are consulted on any future treescaping.

Unnecessary

- ▶ A waste of time and money.
- ▶ I object the traffic management proposal for pollock avenue because it already and narrow and short street and doesn't need traffic management it will just hinder the residents and flow.
- ▶ I object to the proposal. Pollock Ave already has a number of buildouts containing trees. These serve to significantly reduce traffic speed, and do provide some tree cover. The angled slow point is an unnecessary replacement requiring removal of the trees.
- ▶ I recommend AGAINST the proposed slow point (#1B) in Pollock Avenue as this street

already has kerbside protuberances in the form of planted street trees surrounded by raised kerbs. This proposal requires the removal of these established trees and road infrastructure (#1C) for cyclists to bypass the device, thereby reducing the number of established trees in the local area. It appears an irresponsible investment of funds by NPSP to first modify the street some years ago to install kerbs and plant street trees only to then require the removal of these trees to add a slow point in an Avenue which does not appear to have a great deal of traffic. The argument has been shared that some drivers are 'rat running' and 'speeding' through these streets and given the proximity to Payneham Rd, it would be reasonable to expect a lot of traffic which would result in a lot of accidents. However, the data shows only one accident (hitting a fixed object) in the period 2018-2022 and therefore it can be concluded there is not a significant risk in this Avenue to require the modification.

- ▶ I think I've made my point above! Leave Pollock Ave alone!
- ▶ I would not have thought Pollock Ave would need anything due to low traffic, but again the proposal will take a few car spaces and most are used by residents and visitors.
- ▶ I would prefer no changes to the current situation. The traffic is not a problem at all. It is a road.
- ▶ It is too narrow to include angled cutouts. Residents should have turning access onto Battams Rd.

- ▶ NO to the angled slow point - landscaped with single lane for vehicles. Explanation: So far, Pollock Ave is a v. small, very narrow, hardly transitable street due to its buildout landscaping on both sides of the street. Adding additional one (given the parked cars on this little street constantly obstruct the space to drive) will obstruct the driving area even more.
- ▶ Not busy enough and not Necessary for Angled Slow Points.
- ▶ Pollock Ave already has a row of trees on the road, which narrows it, creating "friction" and slowing traffic. There is already restricted parking space in the street due to this. The proposal is not needed.
- ▶ Pollock Avenue is already hard to drive through due to existing concrete barriers and trees.
- ▶ Pollock Avenue is narrow enough - not sure why this is required.
- ▶ Pollok Ave, already has a pile of sections creating traffic issues which slows driver down.
- ▶ Support the changes but may be unnecessary.
- ▶ The current arrangement seems satisfactory. The road is already restricted by the current tree plantings.
- ▶ The existing plants on the road already make the road narrower so that already 2 cars cannot pass at the plants so why is one of these plant areas being removed to put an angled slow point to achieve the same outcome that already exists.
- ▶ The slow point addition to Pollock Ave is

reasonable, but it's already quite slow through there anyway with the existing concrete parking bays.

- ▶ This avenue is already narrow, which sufficiently slows traffic.
- ▶ This is a current slow go street with cars parked on both sides and tree planting islands... more changes, waste of money and effort.
- ▶ This is already a narrow street, with limited opportunity for speeding. I'm not in favour of any changes here.
- ▶ This seems sensible, although Pollock Avenue has very low traffic volumes at present, and it is not clear why this Avenue needs to be modified.
- ▶ This street is already narrow by doing this it is just overkill.
- ▶ This street is already quite small with the verge trees located in the street and with quite wide concrete strips protecting the trees. I don't believe this street requires any traffic management solutions.
- ▶ Two buildouts there already exist and they work perfectly! Therefore Rat running on Pollock street is a lot less than on other our streets.
- ▶ Very quite street with concrete build out trees so no through traffic at all.
- ▶ Works not necessary. Dont do it.
- ▶ Would not impact me at all, but once again, why is it necessary to spend ratepayers money to achieve nothing. I expect that all these new "green" spaces will be planted with flora, which will need to be watered as natural rainfall is

noway enough to keep plants alive (as witnessed by many 'dead' patches around the suburbs on roundabouts and other stupid traffic control devices, e.g. Down the length of Ninth Ave.

PHONE COMMENTS

- ▶ Pollock Avenue residents do not want an angled slow point. We want a cul de sac in Pollock Avenue. We already do not have enough car parking spaces as is, so any loss in car parking spaces is totally unacceptable. You are making us prisoners in our own homes with these turn restrictions, these closures are totally unacceptable. We will not be able to turn right onto Payneham Road due to congestion, so how are we to travel south? Sending us into Payneham Road and then Addison Avenue via Broad Street is not acceptable. Why not close off Beasley Street and allow buses only?
- ▶ Why not shut Pollock Avenue as a 'no through road' instead? You are currently pushing many people onto a narrow street, it is not a very good idea. Pollock Avenue is already too narrow, we do not need another slow point there. Majority of units at the east side of Battams Road only have one parking space - many park on street, where will they park now? I strongly want a street closure at Pollock Avenue and Broad Street. You are caging and punishing us. We are tax payers and it is not acceptable. I have a video of flooding in Battams Road and the median will make this worse. We also have gum nut problems with existing trees and have to clean them up. I want my street to be open

so I can turn wherever I like. I do not want the pedestrian 'thing'. Between Pollock Avenue and Dix Avenue there is a mass of units and bin night is already a nightmare - any loss of parking is not acceptable. Closing existing right turn access is simply wrong.

- ▶ I do not support a slow point in Pollock Avenue, we want a street closure instead. We did not receive any correspondence on this project in 2022, entire Pollock Avenue was excluded from consultation in the past. We have not had a voice in this and do not support this proposal. Consultation drawings do not show tree removal, this is an important point. Every resident in Pollock Avenue co-contributed to tree planting, so it is our asset. There is a feeling that this is not just a community asset, it is our asset that we invested in. The information that was supplied to us is not sufficient. The documentation level is low. We are concerned for the lack of consultation, for not replacing of trees in like for like, after making us pay for the asset, for giving us an asset that we do not want, for making us travel too long, therefore adding to rat running in the area. I have an absolute concern for what has been proposed. There is no clarity about the project - people do not understand it. The impact has not been highlighted to us.
- ▶ Pollock Avenue - we paid for our trees, we paid for these trees as part of the beautification project. They could not put them in on the opposite side because of Telstra cabling. The trees are now fully mature. The one in front of our house is now mature, we waited for them

to grow for a very long time. The trees on the northern side were meant to be replaced. On the southern side – fully mature crepe myrtles. On the northern side – we were told Council has run out of money to replace the trees. The community will oppose any tree removal. If anything, we want new trees on the northern side to match the southern side. We already lost parking in Pollock Avenue, now we will lose more parking and trees – it will not be supported. Each house paid around \$100 towards the tree planting, it was around 20 to 25 years ago. The Council put the trees into the road because of Telstra cables, not to traffic manage. Maybe Telstra cabling is now not in use on the southern side and the trees can be relocated back to the verge. We want the same trees on both sides to create an avenue feel, we want the look and feel of an avenue.

BATTAMS ROAD

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order.

Congestion and access

- ▶ I. I have concerns about being unable to turn right onto Battams Road from Pollock Avenue. We regularly turn right onto Battams Road to visit nearby friends and family and to go to the local cafes/shops/bakeries in the area. Is the only workaround for us to go down Dix Avenue and do a u-turn at the roundabout on Battams Rd/Second Ave? 2. I also have concerns about being unable to turn right into Pollock Avenue from Battams Road. We are encouraged to return to our home through the entry on Payneham Road and Battams Road (which we do every day), as opposed to using First Avenue or the River St/Beasley St entries, but now we will have no other alternative but to drive past Pollock Avenue to do a u-turn at the roundabout and come back, is this correct?
- ▶ A 2.6M width median strip is too wide - it will prevent me from safely reversing out of my driveway as there is a stobie pole right on the driveway boundary. Rear wheels of my vehicle will mout the kerbed median.
- ▶ Absolute madness, you have blocked all Right Turns onto Battams Rd. and have/will severely disrupted how locals can access there properties. This will impact any semi trailers and heavy trucks that need to deliver goods into building sites, etc. There seems to be no proper thought
- put into this traffic control remodeling. You will destroy our neighborhood area and probably devalue housing properties as well if you go persist in going down this rout.
- ▶ Absolutely disagree with the proposal as the person I visit on Battams Rd will be impacted. By making Battams Road effectively a one way in each direction without the options for crossing across the road from either side, greater congestion will occur. The proposal does not stop people using the area or speeding at peak hours. It simple changes where the traffic is diverted. The proposal is moving the problem solving it.
- ▶ Access into driveways for larger vehicles such as vehicles with trailers will be much more difficult. The second avenue roundabout will become significantly busier with residents along Battams road needing to use it to access their side of the street - rather than turning directly into their property. You will be funnelling much more traffic down second avenue. I feel that traffic on Battams road will also become busier as residents now need to travel on both sides of the road to access their properties - using either sixth avenue or second avenue roundabouts to turn.
- ▶ Again I like the median strip but it will change the dynamic of the traffic in some negative ways. Residents on either side of Battams Road will end up on the incorrect side of the median strip and need to do U-turns around the median or will use other streets to travel so that they arrive on the correct side of the median adding new traffic to some side streets.
- ▶ Battams Rd residents won't be able to turn into their own driveways from left to right. Ultimately this is not a solution, it's a problem!
- ▶ Battams Road is an important access road for Marden, Royston Park and Saint Peters residents. Reducing the traffic connectivity between Payneham Road, Lower Portrush Road and Stephen Terrace will create captured suburbs and add to the access problems for residents and other services.
- ▶ Extremely underwhelmed with the proposal of a medium strip running all the way down and not been able to turn right into our property or exiting right from our property ever again!
- ▶ From the design we would like clarification to the following - are you suggesting that we will have no access to our own street from Battams Road from First Avenue or Turning Right from Battams Road into Pollock Avenue ?? - would we also be correct in saying we are unable to turn right into Battams from Pollock Avenue. We dont beleive either of these restrictions into or from our own street to be acceptable.
- ▶ Having solid median strips where roads intersect with Battams Road means that local residents will have to travel further to access their properties. It will increase traffic levels in other streets.
- ▶ I am alarmed at the proposals for the southern end of Battams Road, which are designed to calm through traffic but completely overlook the needs of residents of the southern end of Battams Rd as they go about their normal business. There is a particular problem for

the approximately 50 units located at 12 - 20 Battams Road, which lie on the eastern side of Battams Rd, between the First and Second Avenue intersections on the western side. Under the proposed plan we will be required to turn left onto Battams Rd, but where do we go then? Turning right into Payneham Rd is a highly dangerous manoeuvre in smaller vehicles at most times of day and completely impossible during busy periods. The problems are the speed of traffic along Payneham Road, limited and unpredictable breaks in the traffic and very poor visibility to see the oncoming traffic streams which must be crossed. The level of danger is such that I stopped attempting this manoeuvre two years ago, and instead make a right turn into First Ave followed by a left turn into Lambert Rd which has traffic lights at the Payneham Rd intersection. This manoeuvre will be impossible under the proposed traffic management plan. It was suggested that I should instead turn left into Pollock St, left again into Broad St, left yet again into Dix Ave, and left once more into Battams Road before finally turning right into 2nd Ave! This involves circumnavigating one of the largest blocks in the immediate area three or four times a day as I go about my normal business. This imposition is far in excess of the demands that will be placed on other drivers - most of the 'rat race' traffic proceeding south along Battams Rd has the opportunity of turning right into Second Ave (or perhaps First Ave) and presumably mostly needs to do so only once a day.

- ▶ I am concerned it will make it pretty impossible for me to back my caravan into the driveway

with the cement island being in front of my driveway, but am happy with the safety impact the changes will make.

- ▶ I am not opposed to landscaped medians (multiple) along Battams Rd but cannot see the purpose for one long, continuous median, without left and right turning breaks.
- ▶ I am opposed to the current recommendations for Battams Road as people in the avenues are being punished for where they live. I am all for slowing the flow of traffic down Battams Road towards Beasley and River Streets but would like to see slowing down measures and not cut off measures. In the quest to stem the flow of traffic, the plan will create more traffic for 6th Avenue and 2nd Avenue. Instead of diverting traffic away from Beasley and River Street, you are funnelling the same traffic through different streets with the same result - exit onto Lower Portrush Rd. How is stopping residents from Royston Park turning right onto Battams Rd decreasing the traffic flow? The aim of this proposal is to stop flow up and down Battams Road, Beasley Street and River Street and to stop the rat racing but that is not will occur because the congestion will be felt by residents in other streets proposed. The move is not a solution but a change of direction with the same outcome.
- ▶ I do not agree total 14 build out-landscaped to be added on the Battams Road. I think too many build-outs could not only cause the local traffic problems, but also bring quite nuisance to local residents. I disagree the median-landscaped to be built on battams road, which will narrow the

battams road and reduce local resident's car parking space, in particular, those who live near the unit blocks, or who need to hire a heavy-duty vehicle for house building, renovation and other build works. The median-landscaped could also affect the local traffic in particular during bin collection time and peak time every day. As such, I only prefer the median to be painted.

- ▶ I object the traffic management proposal for battams road because ultimately it won't be a solution but a problem. Resident also won't be able to turn into their driveways from left or right.
- ▶ I really am not a huge fan of this myself because it will make more traffic banked up.
- ▶ If the outcomes achieved in neighbouring street (St Peter's Street) could be replicated this would be a great result however not at the expense of Pollock Avenue residents being unable to continue city bound movements from Pollock Avenue to First Avenue.
- ▶ It is ridiculous! Battams is too narrow to have a medium strip AND cut outs. It is a main access road for residents and restricting resident's ability to turn right onto Battams is nothing short of blind-sidedness. We should be able to access all adjoining roads freely, without having to clog up roundabouts to just turn around to get to the other side of the road. There are too many units at the top end of Battams with many cars and rubbish bins. Residents need parking access and traffic needs to flow freely. What is planned will cause a great deal of congestion and frustration for rate payers!

- ▶ It will be very slow and how will this affect traffic coming out a the top with the increase of housing in the area more and more traffic will be required to find a way out.
- ▶ It's outrageous that most residents will not be able to turn right onto Battams Road. Going from Grivell Road to Fifth Avenue (a regular route to town) will require me to go via Caleb, Sixth, and Gilding every single time. Inconvenience for locals to solve a minor problem. Will also push a lot more local traffic onto Sixth and Second Avenues.
- ▶ NO I have an elderly parent and if he need an ambulance fast and traffic is heavy along Battams Road the ambo is going to be longer. Battams Road is a busy road on week days I have to leave earlier for work to get throught the traffic jam NO
- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.
- ▶ No landscaping? Lived at No. 8 Pollock Av since 1988 never turn left at Battams Rd to use Payneham Rd. Too Dangerous.
- ▶ Not happy about median strip along Battams, especially making it impossible to turn right from battams onto River st. As a resident its my way out to work. Using Addison will cause build up at corner of Broad & River, a blind corner... dangerous outcome
- ▶ On an individual property level, the ability to not be able to make a right turn into my

property (travelling east on Battams Rd) nor being able to exit my property to travel in an easterly direction on Battams Rd is restrictive and something that will affect me (and the other three driving residents in my household) on a daily basis. It will mean an inconvenience and the need for me to rat run through side streets to access my property, which in turn will potentially set of similar issues and concerns from those residents. I also have a camping trailer which I back into my property which will now be a higher level of difficulty and with little margin for error. Previously I was able to go straight across to my neighbours driveway and reverse in with ease and even if at first I wasn't initially successful, I wasn't restricting or blocking anyone as I had space to get out of the way if needed. No matter the level of skill, I feel this task is now significantly more difficult. I assume the issue is centered around River St and Beasley St, perhaps the residents of those streets would like to see some action taken and there is merit in that as a former Beasley St resident (now Battams Rd resident) however my specific observation as it pertains to my personal situation is that once the median strip extends beyond 7th Avenue the rat running issue is dealt with and therefore no need to extend physically to where its proposed.

- ▶ Over the top, I don't want to cut off turning right onto River and Beasley from Battams road (Coming from the South of Bantams Road).
- ▶ Please consider the large scale maps of the area and note that there are some 40-50 units crammed together at 12-18 Battams Road.

We need a viable route to access Payneham Road and Battams Road itself. Such routes are not available on this plan, except by circumnavigating the largest block in the area - often several times every day.

- ▶ Quote from the letter to residents 12/2/24 regarding previous consultation 2022. "The feedback identified that road closure devices were NOT SUPPORTED BY THE MAJORITY of the respondents". A median strip across an intersection is not a "landscaped island" IT IS A ROAD CLOSURE DEVICE. EVERY side road in this proposal will be substantially blocked except Second, Sixth and Ninth Avenues. THIS proposal ignores community feedback and is NOT a solution - it will be a problem itself.
- ▶ Really bad. People can't turn into their driveway, shops will lose their parking, and I can't turn into my own street from the left. Hate it!
- ▶ Resident parking both sides, bike lane both sides plus rubbish bins. Landscape median strip may look pretty but residents will not be able to get out of there driveways Movement of traffic both directions will be difficult.
- ▶ Restricted access to Beasley Street for residents exiting the suburb to the East - Turn right from Battams Road into Beasley Street should be allowed given the other traffic mitigation you have proposed. This only penalises rate paying residents and will divert traffic into Pollock Avenue and Broad Street.
- ▶ See above- way too many blockages.
- ▶ The blockage of side strees is very problematic - by intention, but very inconvenient for the poor

folk living here. The inability to turn off/into River and Beasley will likely push through traffic onto Caleb and Tippett Sts, which are small and not suitable or safe for the increased. To rat run from Vale Park area to Payneham/Stephens Tce, Beasley - Broad - Dix - Battams - 2nd Ave remains essentially unobstructed.

- ▶ The installation of a significant median strip to the centre of Battams rd will impact resident's ability to turn right and exit the suburb in the direction of Lower Portrush road. The inability to turn right along the length of Battams rd is the largest concern I have with the current design.
- ▶ The landscape median strip all the way along Battams Road seems a little bit excessive and quite annoying if you needed to access properties on the other side of the road to the one that you are travelling on.
- ▶ The median strip proposed will not allow residents & emergency services to enter Pollock Ave via Payneham Road. EG turning right. In addition to this, it is important that residents & emergency services can turn right onto Battams Road (from Pollock Ave) and also cross over into First Ave as well. - Proposal not only forces Pollock Ave residence to use Broad Street to travel North, but encourages general traffic to use Pollock Ave to access Battams Road via Broad Street. Please keep in mind Pollock Ave has heritage listed homes & is the NARROWEST & SHORTEST street in the proposal - The proposal indicates a reduction in parking, whether it be intentional or due to the reduced lane width. Please reconsider this: I. My husband drives a truck for a living, which

uses both Battams Rd, Pollock Ave & First Ave. 2. With numerous units located on Battams & Broad Street, parking to date has also been an issue, especially on bin days where the residents are forced to put their bins on the road, causing hazards for drivers, pedestrians & cyclists. - The proposed median strip encourages extra traffic to use Second Ave round about, therefore naturally increasing the traffic flow for Second Ave. A street which leads directly to East Adelaide Primary School. Sixth Avenue round about will also be congested with extra traffic due the existing bus route & the median strip naturally forcing drivers to use avenues linked directly to roundabouts - Battams Rd continues onto 9th Avenue. Has the Christmas Lights been considered in this proposal, given it's easily one of the busiest streets in Adelaide for the month of December & January. - The proposed median strip may pose a flooding risk to properties. Video footage has already been provided to Rob Bria of Lambert Road flooding due to excessive rain, something which seems to be occurring far more often in winter. By installing a median strip, this will evidently reduce the road surface level for water to disperse and be forced to travel up against and on the footpath into ones properties.

- ▶ The previous plans indicated that we would be able to cross Battams Road from each of the side streets. This appears to no longer be the case, however there is no reasoning provided for why removing the ability to cross is justified. There has also been a Uturn facility marked between Blanden and Beasley, however for the width of the road and the size of the median

strip, turning here will either be dangerous, or difficult for most vehicles.

- ▶ The proposals for Battams Road are simply outrageous! Under your proposal, all traffic from and to Lower Portrush and Stevens Tce will have to go through two roundabouts. This includes all residents of the area, with Battams Road residents severely restricted with access to their properties. There is no need whatsoever for a median strip the length of Battams Road - this is just ridiculous! To gain access to our property from Lower Portrush Road, we will have to make our way through the roundabout, down 6th Ave to Hooking, and then on to Ninth Ave and around to Battams to get home. Conversely, coming from Stevens Terrace, we would similarly need to traverse various roads to get to Ninth Ave and then home. I have a motoring hobby that involves a car trailer which I need to reverse into our property, The proposal for Battams means I will not be able to undertake this activity. What do you expect me to do? Given these measures are supposed to be for the benefit of all Marden, Royston Park, Joslin and St Peteres residents, what proposals are planned for anywhere other than Marden - seems to be very selective so as not to upset the "elite" suburbs and let the Marden end take the brunt of of inconvenience and restricted property access.
- ▶ The proposed median strip is both excessive and unnecessary to the stated aims of this project. The negative impact on residents is massive. We will not be able to access our home when returning from Lower Portrush Road without

making a left turn and going in the opposite direction from River Street to access the Sixth Ave roundabout to turn around and come back along Battams Road to get to our house. Everyone who lives in or uses 7th Avenue or 9th Ave and is returning home or going out along River Street will have to do the same. Every one who lives between 88 Battams Rd and River Street will also have to make a U turn in front of 90- 92 Battams road, rather close to traffic coming around the corner out of 9th Avenue, to access their house. Anyone who comes out of 7th avenue will need to do a U turn in front of 90 -92 to access River street or to access their homes if they live between 9th Avenue and Sixth Avenue. A lot of people park in front of our house (92) to access the linear park which could have people doing their U turns even closer to 9th Avenue. In case you think a no U turn sign at the end of the median strip will fix this problem it won't. Without a U turn there people will be doing them in 9th Avenue instead because there will be no other way to get home. Unless you expect them to get home by driving along 9th Ave to the round about at Lambert and 9th and drive around that as well and then double back again. Everyone who lives on the Royston Park side of the street will have to turn left going in from River street and go around the round about at 6th Ave and double back to get to their house. All this extra travel up and down the road makes Battams road at the western end busier and more dangerous for everyone including the many pedestrians who walk down to the river along here and cyclists. There will be similar issues for residents at the Eastern

end who will need to do the same sorts of doubling back at the 2nd Ave roundabout. The median strip will prevent people from backing trailers and caravans into their property. We occasionally have a need to park our camper trailer in our front yard when preparing for a holiday or returning home. We have had garden maintenance people needing to back trailers or trucks into our driveway. **IT WILL NOT BE POSSIBLE TO DO THIS** for anyone who lives with the median strip in front of their home. To get the right angle you have to use the full width of the road. What will happen when electricity maintenance trucks, tree trimming trucks or road works trucks are at work and need to close half of the street? These are all things that regularly happen. Currently everyone slows down and goes around them because the only thing to navigate is a painted white line. The median strip will mean the whole street will need to be closed while any of these works occur and the tours will be complicated because of the barrier to accessing other options created by the median strip. What happens when the rubbish is being collected every week? Anyone who is on their way to work or a school drop off will have to stop and start and crawl along behind the rubbish truck until they reach one of the two roundabouts because they will no longer be able to pass the stationary rubbish truck or turn off at the other streets. These situations are clearly untenable.

- ▶ The proposed median strip is going to severely restrict access to Battams Road travelling east, from third and fifth avenues.

- ▶ The proposed works appear excessive. The purpose to decrease outside traffic should not cause residents difficulty in navigating where they live. As a resident I am against this plan. I've had to visit places with road impedances than this and they were always frustrating, so the idea to go beyond is negative to me.
- ▶ The whole proposal for Battams Rd seems far too excessive. Any traffic, especially residents, would be stuck on one side or the other, having to travel very far in the opposite direction before they can turn around to cross to the other side of Marden. There's also minimal room for parking for customers of the retail area or visitors to local homes. This could easily lead to road rage issues. Having another raised area further up the road, or a slow point like on the side streets should be sufficient rather than such an excessive change as its proposed.
- ▶ There needs to be adequate provision in the landscaped median strip access for residents to turn into their driveways or this will push more traffic around other smaller streets and load up the Second Ave round about. For example [for travel from the east end of Battams Rd] we would not attempt to cross Payneham Road to travel to the city (safety reasons), we would currently travel down First Avenue however would now go around Pollock Ave, Broad St, Dix Ave to then go down Second Avenue. Many others along this section will do the same (number of units with lots of cars) Also if we come down Battams Road from Payneham Road we need to go to the Second Ave round about to come back to access our driveway.

Medians with no breaks will also impact the ability to back trailers etc. into driveways. It is not fair we are restricted with access.

- ▶ This is a disaster and complete overkill and waste of taxpayer funds. Current proposal will restrict residents access in and out of their properties In Royston Park. Main issues to be fixed/ amended - not being able to turn right from Battams Rd into River St - not being able to turn right from First Ave - Third Ave - Fifth Ave into Battams Rd. Battams Rd needs more access points and should not be blocked to residents as currently proposed.
- ▶ This is a total disaster!!! The volume of traffic travelling down Battams Rd, even at the busiest time of the day would not necessitate any changes. As with River St. traffic going up and down Battams Rd. invariably travels within the 50KPM speed limit.
- ▶ This is a very ill thought out process. I am a civil engineer and I cannot believe this proposal. How does traffic congestion become fixed through the diversion from 6 streets to 2 going into the avenues and 1 onto Addison Avenue? By forcing residents towards the two roundabouts to turn back up to go towards Payneham Road this is only going to lead to more traffic congestion and increase the risk of accidents due to the volume of traffic banking up. Furthermore if the proposal is to reduce speed how is stopping people from turning right from Royston Park onto Battams Road going to fix this problem? To slow speed implement speed bumps. To inhibit numerous residents solely for those on River Street is a severe injustice to the numerous

residents in the area. The other issue is people will still turn off Payneham Road to Battams Road to reach Lower Portrush Road and do you believe by limiting their approach to two streets this will stop them? Does this mean St Peters Street will be closed for all residents to go onto Stephen Terrace? I believe this no right turn from the avenues to Battams Road will only lead to more traffic build up and stress and this idea should be scrapped immediately.

- ▶ This is an overkill. Why so many so close together? Don't agree with anything being required from River St down to Ninth Ave especially that proposed around Seventh Ave. This will cause issues when turning right onto Battams from River St. The cars are already going slow as they have to stop at River Street before slowly turning. So why is there any need to add restrictions designed to slow a fast vehicle?
- ▶ This part of the proposal is a confusing mess to address because some positive ideas are mixed in with downright awful and dangerous ideas. We must address these as a single response in this form so I will try to break it down as much as possible. ZONE 1: BATTAMS RD WEST I am in SUPPORT of kerb protuberances placed to create side friction. These are the least worst aspects of the proposal (#1A and #1D), noting this infrastructure is being proposed without any evidence from the reduced overall neighbourhood road speed from 50kph to 40kph, and therefore may be not required. I would prefer to see NPSP pause this investment until we have evidence of their

need. I recommend STRONGLY AGAINST the proposed central median (#1C) for multiple reasons. This median creates many risks that should be addressed in other ways, notably a testing of the 40kph speed reduction before any such extraordinary works are undertaken. Note that if #1C does not proceed, then #1E (gaps for cyclists) is not required. OBJECTION 1: The landscaped median strip proposed for the length of Battams Rd will funnel all current traffic travelling in six separate Avenues into only two Avenues (Second and Sixth). That's a three-fold traffic increase for residents in those two Avenues and a loss of amenity and likely impact on property values. It would be more logical to split the traffic across a number of Avenues so each has a low number of vehicles rather than creating two Avenues to be higher density traffic corridors. OBJECTION 2: The following right hand turns are all prevented with the Battams Rd plan, which will cause frustration for local residents like myself who are not speeding but can no longer travel through the area. 1. No right turn from River St into Battams Rd 2. No right turn from Battams Rd into First Ave 3. No right turn from Battams Rd into Third Ave 4. No right turn from Battams Rd into Fifth Ave 5. No right turn from Battams Rd into Seventh Ave 6. No right turn from First Ave into Battams Rd 7. No right turn from Third Ave into Battams Rd 8. No right turn from Fifth Ave into Battams Rd 9. No right turn from Seventh Ave into Battams Rd 10. No right turn from Grivell Rd into Battams Rd 11. No right turn from Beasley St into Battams Rd 12. No right turn from Blanden Ave into Battams Rd 13. No right turn from Dix Ave into

Battams Rd 14. No right turn from Pollock Ave into Battams Rd 15. No straight across from Pollock Ave into First Ave

ZONE 2: BATTAMS RD RETAIL AREA I recommend **STRONGLY AGAINST** the median strip (#1B) for the reasons provided in the Battams Rd West response. I am in **SUPPORT** of kerb protuberances placed to create side friction (#1C), noting that NPSP Council should pause this work and wait for the outcomes of reducing the speed limit to 40kph, rather than investing in unnecessary expensive work that delivers no additional value.

ZONE 3: BATTAMS RD CENTRAL I recommend **STRONGLY AGAINST** the median strip (#1A) for the reasons provided in the Battams Rd West response. I am in **SUPPORT** of kerb protuberances placed to create side friction (#1B and #2B), noting that NPSP Council should pause this work and wait for the outcomes of reducing the speed limit to 40kph, rather than investing in unnecessary expensive work that delivers no additional value.

ZONE 4: BATTAMS RD EAST I recommend **STRONGLY AGAINST** the median strip for the reasons provided in the Battams Rd West response. I am in **SUPPORT** of kerb protuberances placed to create side friction (#1A and #2A), noting that NPSP Council should pause this work and wait for the outcomes of reducing the speed limit to 40kph, rather than investing in unnecessary expensive work that delivers no additional value. Specific to #1A, a number of recent Council modifications to roadways have left insufficient room for garbage and recycling trucks to operate successfully in our streets. A number of new kerbs, medians, irrigation systems,

and roundabouts have all been damaged because they simply are not wide enough to accommodate the large trucks that travel these streets each week. This is increasing costs to residents for constant upkeep so NPSP needs to consider large vehicles. Removal of the central median will protect the proposed rain garden.

- ▶ This would majorly slow down the whole road and make this whole road a much longer journey. I would support the addition of I-2 buildout but the current number would majorly slow down the road.
- ▶ Totally against the idea of a median strip down the road as I think this proposed solution is worse for residents' amenity than the original problem. For example, residents living on the city side of Battams Rd between 2nd & 5th Avenues would have to drive down 5th Ave to Lambert Rd to get out on to Payneham Rd. There are many other potential bottleneck problems, including tree trimming trucks, garbage collection trucks and any other Council activity requiring trucks in the street.
- ▶ Totally against the proposal for Battams Road. I live in the area and will be unable to access the streets that I want.
- ▶ Utterly opposed. We usually need to reverse out of our curved driveway which we consider will be made much more difficult with the median strip and the island proposed. We will be restricted to one way of traffic flow (ie. toward ninth avenue). We almost always drive the other way to River St, Payneham Rd or Sixth Avenue. We have no concerns with current traffic flow or

behaviour. Sure there may be the odd person speeding but it is not at problem levels. Overall the battams road plans will cause congestion and frustration at trying to get in and out of our home. something we do now with ease. We have always like the wide street with ample parking. the plans will also add to traffic flow past our residence as it will force traffic toward and from ninth avenue when it otherwise would have entered or left Battams road further south.

- ▶ We need to be able to turn right in and out of side streets like Beasley Street. otherwise residents will be doing lots of U turns.
- ▶ We object to the continuous median landscape. We believe it will significantly increase congestion at the 6th Ave roundabout as cars can not turn right coming from Payneham Road. Access to our property when towing our caravan will be extremely difficult.
- ▶ We support efforts to reduce speeding on, and beautification of, Battams Road. However, we do not support the proposal as outlined in the information pack. The negative effects of building a solid, landscaped median eastwards past our driveway (5 Battams Road) include:
 - a) it will make it impossible for us to pull into our driveway when driving eastwards on Battams Road from First Avenue;
 - b) it will make it impossible for us to pull directly out of our driveway and drive eastwards on Battams Road towards Payneham Road;
 - c) it will make it difficult for us to pull out of our driveway safely since this is already difficult due to reduced visibility when cars are parked along Battams Road near our driveway;
 - d) it will make it

difficult for us to pull into our driveway when driving westward from Payneham Road, as there will be less space to make a 90 degree left turn to enter straight into our driveway due to reduced lane width; and e) it will make it difficult for us to park safely on Battams Road next to our house if the road is narrowed by the addition of a median strip. Any one of these effects by itself would be an inconvenience. Together, these effects would significantly reduce our access, safety and amenity.

- ▶ Whilst I like the idea of the median in principle, I strongly oppose the wholesale blocking of all right turns along Battams Road outside of the existing roundabouts. Residents in the eastern end of Gilding and Hooking Avenues, and the northern end of Third Avenue, will regularly need to turn right from Third Avenue onto Battams Road to reach Payneham Road. The Battams Road treatment will require these residents to detour in the opposite direction of their intended route, either to the Sixth Avenue roundabout or back to Lambert Road.
- ▶ Will be difficult to get your house if you need to turn across the road - will require travel a long way up to u-turn then return to your house. See note below re 'side friction'.
- ▶ Will be unable to turn right when turning in and out of the property.
- ▶ 2. The Landscaped Kerbed Median means that residents can only travel one way to enter their property, and one way when exiting their property. This will significantly increase driving distance, driving time, cost of travel (fuel), cost of

environment (fuel consumption).

- ▶ How are existing home owners to access their properties? it may affect residents further down the road with constant U turns.
- ▶ I also feel for the residents who can no longer turn right into their own driveway.
- ▶ I believe the full length median strip down Battams Road will adversely impact all residents by restricting access to their driveways, increasing the traffic flows on Battams as residents navigate around the median. Many residents, visitors and tradespeople will be forced to undertake U-turns in front of 90 and 92 Battams to access properties between there and Addison Road. This is a particularly dangerous manoeuvre due to conflict with traffic entering from Ninth Avenue. The proposal will significantly increase traffic flows on Battams Rd due to this doubling back. Similar problems will apply along the length of Battams Road. The additional cost of upkeep of nearly 1km of median strip landscaping, and 24 landscaped buildouts on Battams Rd will, I believe, be an excessive drain on council resources, which should be spent in other areas, such as linear park maintenance. It appears that carparking for the café and other businesses will be significantly reduced by the 4 buildouts. I am very concerned about my elderly sister, who will be unable to turn out of her property to access First or Second Ave and the Lambert Road traffic lights. She does not feel safe turning right from Battams into Payneham. Her alternative is to drive up Battams to Pollock, down Broad to Dix, down Dix to Battams and do a right turn

into Second to reach Lambert Rd. She already cannot access on foot her local bus stop opposite the Payneham Tavern due to the traffic on Payneham, meaning she must park near the Lambert and Payneham intersection to walk across to the next stop. The proposal creates a safety hazard, and greatly increases to traffic flow on Pollock, Broad and Dix Streets. There are probably 30 units adjacent to her who may be similarly impacted.

- ▶ I disagree with median strip. Limiting the ability to turn left or right from Battams is effectively closing roads off to residents. Its hard enough to leave our premises each day between 7.30 and approx 9am now due to the slow points on Nineth. Its a constant stream of cars but now its only one direction (morning then afternoon) but I anticipate with the changes it will be both directions each morning and afternoon. If we need to leave during this time we will have to put our vehicle in the street either earlier or the night before which is a ridiculous concept for rate paying residents.
- ▶ I don't support any blockage to right hand turns from any street/avenue into or exiting Battams Road.
- ▶ I object strongly to reducing a beautiful wide street by putting in a landscaped strip all the way down and especially blocking off access to all the streets. It is not fair on those people who live there. It makes it difficult to back out with trailers or caravans etc. I live in the area and to get to my home I will not be able to turn into any of the streets I usually do in order to visit friends etc. locally.

- ▶ No right turn into River street is an issue for locals!! The highest concentration of rate payers deserve the best access to River Street.
- ▶ Not keen on Battams Road median strip and the fact that as a local resident you can't turn left or right onto Battams Road. Would slow points not work along this road?
- ▶ Support landscaped median strip along Battams Road for amenity and traffic calming, but current proposal is over-engineered and looks very expensive. ABSOLUTELY DO NOT support blocking access to residential side streets (i.e. First, Third, Fifth, Seventh, River, Grivell, Beasley, Blanden, Dix, Pollock) using new median strip. These would severely inconvenience local residents simply trying to get to and from their homes.
- ▶ The biggest problem with your planned changes will have a devastating effect on those living in Marden who wishes to turn right onto Battams Rd. and anyone in Royston Park who wishes to turn right onto Battams Rd. as the only places they appear to be able to do this is at the roundabout at Sixth and Battams and the roundabout at Second and Battams. All other right turns will be blocked (other than, perhaps Ninth and Tenth Aves, but is not clear on your schematic). Together with that MOST access to and from River St. to Royston Park will be block. I live on Oaklands Ave. between Sixth and Seventh Ave. If I wish to drive to Lwr. Portrush Rd., which I do several times a day, I would travel down Oaklands Ave to Seventh Ave, turn right into Seventh, then turn right into Battams, then left into River St. Under proposed changes this

would not be possible as I would not be able to turn right from Seventh to Battams, I would have to drive down to Ninth, unless you plan to block that as well. If I want to return home the opposite direction I will not be able to turn right onto Battams from River. If I go the alternate route I would drive up Oaklands to Sixth, turn left at the roundabout then turn right into River St., not possible under proposed changes.

- ▶ The proposal of a median strip for the majority of the road is going to cause issues for residents entering/exiting driveways and, depending on the width of the strip, will cause issues when trying to pass the multitude of parked cars on either side of the road.
- ▶ There is also another important consideration that council planning (in our opinion) should take into account ,that is, the difficulty (with the new kerb protuberances) , that our delivery trucks will have in offloading their goods into our businesses .
- ▶ What I do strongly disagree with/oppose is the lack of access to the streets which would be a great inconvenience to the local residents. One should be able to enter their street without travelling unnecessarily longer distances and inconvenience the resident by having to do U turns down the road. I'm not convinced about the large number of landscaped concrete curbs. Surely a narrowing of the road is sufficient. One would like to see traffic flow smoothly and enable residents to travel directly to their destination without adding time, extra pollution and added petrol costs to their journey.

- ▶ I strongly oppose the median strip which will also make navigating car movements difficult. The combination of that, the protuberance and the neighbours parked cars are going to make this very difficult, my wife finds reversing difficult so all these tasks will likely fall to me, the median strip will and mean we can only go one way and can't turn right into our house.
- ▶ The median strip is also a concern and hindrance across the supply driveway as the many delivery trucks and vehicles utilised by the tenants of the retail area, who will be unable to adequately reverse out of the supply driveway and therefore will impede on the median strip.

Consultation approach

- ▶ Are neighbours aware of this inconvenience? A lot of the ones I spoke to have never had the chance to have their say, so who exactly did you consult? For the sake of clarity the council should be providing the results of their consultation as well as the report from the Traffic Engineer justifying this extreme use of residents Council Rates. To say that they consulted with "residents and road users" is vague & inconclusive.
- ▶ I'm very disappointed to have not been spoken to about this proposal. Again it would've been nice to have been consulted as you've stated you did in the area in 2022.
- ▶ We are concerned the survey relied up on is old and possibly flawed. What were the questions asked? it is one thing to ask an open question about something but quite another to frame it

in the context of if it is sufficiently concerning to warrant drastic action.

Cycling

- ▶ A large percentage of the through traffic at this time currently enter the area from Payneham road and filters down through the Avenues to Stephens terrace. This proposal will funnel the through traffic down First Avenue (to avoid the planned management devices) and increase the risks to cyclists on Battams road.
- ▶ I strongly object to the proposals. The proposed solution is akin to using a sledgehammer to crack a walnut. Battams Road is wide, safe and easy to navigate for cyclists, residents and tradespeople. The proposed buildouts do little to narrow the street, but will force cyclists to move into the traffic zone to pass parked cars, forcing us to weave between the cycle lane at the kerb, and the traffic lane, rather than following a straight route outside the line of parked cars and out of the traffic. I believe it may increase the hazard to cyclists.
- ▶ Terrible. As a cyclist who uses this road to access the linear path this proposal is extremely dangerous. The bits sticking out of the side of the road for cross walks forces us into the middle of the road. The median strip will prevent cars from being able to safely overtake a cyclist. As a busy street already, this is only going to enrage *some* drivers and I am worried for the safety of cyclists in these circumstances. I cannot express how terrible of a decision this is. Especially when cars park on the side of the road, it will only force cars to wait behind cyclists or attempt dangerous moves putting cyclists at risk. This is an extremely popular cycling route to get from linear path to maylands, evandale, stepney and beyond.
- ▶ Any bikes travelling along the road with cars would be very uncomfortable in that thin lane - there's no safe space for cars to pass with 1m clearance for the whole road.
- ▶ Don't plant trees in the build outside that block views on corners like 9th Ave that make cycling dangerous. Surely a bike lane down to linear park would have been a greater asset for the community.
- ▶ I'm concerned that this road will still be unsafe to cycle on, given the lack of separation between cyclists and parked cars, and the irregular width of the road. I'd prefer to see the road narrowed along its entire length, or a separated and protected bike path on the other side of parking.
- ▶ **OBJECTION 3: Risk to cyclists -** A car travelling along Battams Rd will need to follow a bicycle for just over 700m to Payneham Rd (67% of the length of Battams Rd) which will pressure cyclists into riding into the area reserved for car parking (assuming no parked cars or bins). Cyclists are being forced around obstacles into the single lane of traffic approximately every 75-125 (~3-4 houses) and cars won't be able to move across the dotted line to provide the cyclist with one metre of clearance (because of the concrete median) so we can expect the distance between cars and cyclists to reduce, which increases the risk of collision and injury. The proposal states on-street parking is under-utilised and a single vehicle will be able to pass a broken down vehicle. I agree with this statement but it is not inclusive of the mix of traffic (cars and bicycles) using this road where cyclists need to veer in and out of the single lane to avoid landscaped kerb protuberances and parked vehicles and bins.
- ▶ The narrowing of the street will push cyclists into gutters or build-out gaps, then have to then pass parked cars, resulting in frequent swerving. This was raised at the meeting and we were told it wasn't an issue because cars would wait patiently behind slow bikes for the length of Battams road. This is so far out of touch with the reality of car/cycle interaction to be hilarious if it wasn't a clear safety risk. Drivers will not crawl along happily at 25-30kph, but will try and overtake with minimal clearance, probably yelling at the cyclist as they go. This makes a mockery of arguments that this is a safety initiative rather than just an ambience issue for Royston Park/Joslin residents.
- ▶ The proposals will also make Battams road less safe for cyclists because it will force them out into the line of traffic and there will be a lot of people doing a lot more turns and doubling back than what happens now.
- ▶ The street narrowing will also produce higher risk of injury and death to the numerous people, including myself, who enjoy a bike ride down Battams Road as there will be smaller room for maneuverability.
- ▶ Narrowing the road will make it much more dangerous for cyclists. At the moment cyclists

can ride on the pavement side of the white line so well away from moving vehicles and also not too close to people opening doors of parked cars.

Design alternative

- ▶ As residents on Blanden Avenue, we encourage the installation of the U-turn facility between Beasley and Blanden Avenue so that we can access our property without having to drive down to the roundabout at Addison Avenue.
- ▶ Battams Road isn't wide enough to support a 2 metre median. Needs a roundabout at River and one at First and one at Beasley even though roundabouts aren't the flavour of the month, they are the best option when dealing with existing difficulties. I'm contacting the French and letting them know that the roundabout at the Arc de Triomphe isn't going to work.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a reduced speed limit would initial suffice.
- ▶ I think landscaped buildouts with single lane for cars will be more beneficial at Battams Road than landscaped median.
- ▶ I'm concerned that there is a lack of access from one side of the street to another. There are limited areas for u-turns and only roundabouts on 2nd and 6th avenue. I would suggest a gap or roundabout opening at Beasley street.
- ▶ Install Speed Humps instead of all the Informal Pedestrian Crossings and Landscaped Build Outs. Make Median Strip only one metre wide and allow turning at side streets.
- ▶ Maybe the landscaped medium strip needs an extra break in it.
- ▶ The proposal is way over the top. I suggest starting with a few speed restriction changes and assess the impact. It's a long road and navigating the large number of devices proposed is going to be very inconvenient, restrictive and potentially damaging to cars. I suggest 3 or 4 buildouts along the road, not 15 as indicated. People need to live here and not all of us can walk so well anymore.
- ▶ The proposed 24 buildouts are way too excessive in number. A total of 12 would be enough. I would hope that Battams Road doesn't emulate the very poorly designed buildouts in Ninth Avenue. Apart from local drivers, emergency and civic vehicle drivers should be concerned.
- ▶ A simple solution would be to modify the median strip to allow right turns out of River Street but not right turns from Battams Rd into River Street. This would benefit many residents in Ninth and Tenth Ave, while still discouraging rat-runs cutting off the corner between Payneham Rd and Lower Portrush Rd. A similar comment applies to the Beasley St-Battams Rd junction.
- ▶ ** Important to retain continued traffic access at intersection of River St. & Battams Road to allow both left & right turn onto Battams Rd. **
** Otherwise roundabout at Cnr. Addison Ave. & Battams Rd. will become a traffic bottleneck which increases vehicle accident risks. **
- ▶ A speed bump or two I can understand but there are so many additions.
- ▶ Alternatives such as speed bumps and angled slow point are much more cost effect to slow traffic but do not punish residents who live in the avenues nor bike riders.
- ▶ By far the best solution would be to allow a right turn from Battams Rd into First Ave. Alternatively the median strip between Second and First Avenues could be removed, allowing residents to turn right into Battams Rd and then left into Second Ave. This latter solution would also allow us to visit family and friends living at the northern end of Battams Rd, and to access Sixth Avenue and Stephen Tce enroute to the western suburbs without having to use the ungainly circumnavigation of the Pollocks Ave / Broad St / Dix St block.
- ▶ Extra roundabouts would be a better solution.
- ▶ For our portion of Battams Road, a much more effective, and probably cheaper, plan would be to install speed humps on Battams Road between Payneham Road and First Avenue and to install a roundabout at the intersection of Battams Road and First Avenue. A roundabout would be preferred over a solid median since a median strip would reduce our access and amenity.
- ▶ However there is a long stretch of road between 2nd and 6th avenues where it is not possible to u-turn or turn right onto another perpendicular street. This will be very frustrating for local residents. I propose a u-turn section at Beasley Rd, which allows residents more flexibility, but will not allow increased traffic for people driving

down Battams wanting to cut through to the avenues.

- ▶ I am not against a narrower strip for example, 800 mm or so wide median strip down the center would be acceptable. I am totally opposed to blocking right hand turns on Battams Road. I like the wombat crossing near the shops but there needs to be three to four more along the total length of Battams Road and more “Flat top road Bbmps” along this section, with possible road narrowing. I would like to see Median strips at all T intersections to slow traffic and reduce speed around corners. A bicycle lane way needs to be clearly marked between the parked cars and the moving cars.
- ▶ I encourage the inclusion of a break in the median to allow right turns from Third Avenue to Battams Road. Additionally, River Street and Beasley Street are the logical exit corridors from the precinct that allow access to Lower Portrush Road, and these should be directly accessible from Battams Road in either direction. I strongly encourage the addition of “one-way” right turns from Battams Road into these streets to allow residents to reach Lower Portrush Road without excessive detours and rat-running through other streets. The treatment already prevents right turns into Battams Road from most of the southern access roads, which should do enough to discourage its use as a thoroughfare for non-local traffic.
- ▶ I think the total numbers should be halved, in particular, around the corners near Pollock avenue, dix avenue and blanden avenue.

- ▶ I would prefer to see a number of ‘chicanes’ along the road to slow down traffic without a major inconvenience to residents.
- ▶ I would suggest flat top road bumps or roundabouts similar to the one located on Battams Road/Second Avenue or a combination of both. This assists with slowing down traffic without partial road closures suggested for Battams Road and would not severely impact the congestion of Addison Avenue, which flows onto Sixth avenue. Nothing the intersection of Sixth avenue and Stephen Terrace is already a nightmare to negotiate during peak times.
- ▶ Much simpler solution is to not allow the right hand turn down Battams road from Payneham road between 7-9 a.m. Mon to Fri.
- ▶ One buildout at the corner of 1st Ave and Pollock Ave would suffice in this section and would slow down and deter traffic. One informal pedestrian crossing each at Payneham Rd and 1st Ave/Pollock Ave would suffice for this section of Battams Rd, instead of the 7 that are in the proposal. There is also no need for the 13 buildouts proposed for the corners near 5th Ave/Beasley St, Grivell Rd, 7th Ave, 9th Ave and near the corner of Addison Ave/Sixth Ave, which is next to the roundabout that is currently already there. All that is required is one buildout between Blanden Ave and Beasley St, which would serve to slow down and deter the traffic, along with the roundabout which is already currently serving this purpose and the corner of 9th Ave which is already currently a slow point. None of the informal pedestrian crossings are needed at 5th Ave/Beasley St, Grivell Rd, 7th

Ave, or between River St and Addison Ave. An informal pedestrian crossing, not as close to the roundabout as shown in the proposal, between Addison Ave/6th Ave and Grivell Rd would suffice for this area of Battams Rd. Drivers will ratrun through Salisbury Ave and Broad St instead to avoid the devices, if a large number of devices are installed in Battams Rd.

- ▶ Please reconsider reducing traffic flow to one lane.
- ▶ Pollock avenue could be turned into a dead-end street at the Broad Street end stopping traffic from using this street as a thorough fare. I would prefer to see a roundabout on the intersection of Battams, Pollock and First Avenues as currently this is very dangerous intersection and traffic rules of giving way to the right are rarely followed.
- ▶ Put in a few roundabouts if needed to slow cars down but don't block my access. Once again you could just have a 40km speed limit.
- ▶ Roundabout corner of River street too.
- ▶ The alteration to the current proposal presented at the March 2024 community consultation of a U turn point between Pollock Avenue and Payneham Road is a step forward, however the blocking of Pollock Avenue at Broad Street would achieve a similar traffic flow outcome without impeding Pollock Avenue residents or existing city bound traffic movements unnecessarily to other parts of the road network ie Dix Avenue, Second Avenue. I could well understand residents of Dix, Second Avenue and Pollock Avenue all being disgruntled by the

proposal as it stands.

- ▶ To enhance traffic flow, there should be gaps in the median where a street joins Battams Rd so that cars can turn left or right or go across Battams Rd.
- ▶ If necessary put in roundabouts but don't block my access to turn into these streets.
- ▶ If you are looking to block various entry points to some roads, then place a short median strip at those points, and leave the rest of Battams open for residents continued access to their properties.
- ▶ My proposed alternatives: 1. Use of light speedbump throughout Battams Road, similar to the ones used on Rutland Avenue at Lockleys. This helps keep the road wide, doesn't impact parking space, and encourages users to reduce speed. 2. If landscaped median are used (preferably not used), allow gaps for U-turns 3. If landscaped median are used (preferably not used), don't block off intersections at River Street and Seventh Avenue which prevents vehicles from turning right.
- ▶ Use evidence from your counterparts and place median strips that still allow residents to enter their street and implement speed bumps, simple as that.

Effectiveness

- ▶ This will not stop or reduce the traffic flow from Payneham road, but will create restrictions for people who live here.

- ▶ Whiles the proposed traffic management solution appears to be a reasonable proposal, having lived on the street for 20 odd years and noticed a huge increase in traffic prior to 9am and then again 4.00 pm onwards, to the point where entering and exiting our driveway is now a challenge with the number of cars rounding the corner with total disregard. It is an accident waiting to happen. Dont believe it will curtail volume of traffic in the mornings only slow it down.
- ▶ There is no facts behind the proposal indicating that the design will have a positive impact.
- ▶ Also, as expressed, one of the reasons this was being done is to slow down traffic. That is nonsense as there is a roundabout directly on the corner of the shops that slows down the traffic in itself. We were also advised that you had a number of people agreeing to these changes, but, I, my partners and everyone we have spoken to in the businesses and customers and numerous neighbours, have never heard of these proposed changes or been asked to give feedback.
- ▶ Also, whilst the lanes will be narrower than the current Battams rd, I'd argue that the long straight stretches will still allow speeding between roundabouts and the 9th avenue corner - This is a regular occurrence on this stretch.
- ▶ Would all these extra barriers really slow rat racers? I think it will mostly affect the residents

General

- ▶ Indifferent.

General comments against

- ▶ A waste of time and money.
- ▶ I am totally against the proposal for Battams Road. The median strip at 2.6 m wide is ridiculous over large. It's a beautiful wide road, as are many roads in the Joslin/St Peters area. The current proposal is way too cluttered.
- ▶ I do not agree with the proposal.
- ▶ I would prefer no changes to the current situation.
- ▶ No change.
- ▶ Please do not put a divider down Battams Road! It is the broadest and safest street in the suburb - it is a wonderful road home for me.
- ▶ Ridiculous!
- ▶ This is ridiculous and a huge headache for residents please don't do this.
- ▶ This street is one of the best streets in eastern suburbs. I totally oppose to the suggested changes, yes we, do have traffic issues due to cars parked on both sides of the street and only one car can go thru' but that's life ! Let us not please do anything to make it worse and slow the traffic more than current. PLease do not change the traffic flow and we lose the charm of the street.
- ▶ Why so many slow points ? It seems a bit of

expensive overkill.

General comments of support

- ▶ Absolutely required to stop speeding and reduce or stop the rat run traffic from 2 main roads - Payneham & Lower Portrush. Please please implement this. This is a residential street that has become part of peak hour traffic, but the worst is its not only volume, is the speed of cars particularly between second ave roundabout and Beasley St. It's dangerous and quite frankly should not be part of a residential neighbourhood like this. I have lived here for 10 years and over that time the traffic has increase by at least 50%.
- ▶ Agree.
- ▶ All the traffic management proposals look appeasing and will reduce /slow down traffic.
- ▶ Battams Road seems to encourage high-speed due to the widrg and length of the road. Therefore this should reduce the number of cars speeding down the road. I currently have a problem with people visiting the café parking across private driveways. Providing the modifications to the road do not encourage further Parking across the driveway. I am happy.
- ▶ Battams road will benefit from the proposed plans as it still keeps the traffic moving but will slow down drivers as well as improve the streetscape.
- ▶ Brilliant for the whole proposal. The sooner its implemented the better. Considering the large amount of traffic. Most using Battams Rd as a shortcut to Portrush Rd, etc. and exceeding by far the speed limit.
- ▶ Can't wait to see the landscaping.
- ▶ Chops out a lot of Rat Running, yes, excellent.
- ▶ Excellent, well done!
- ▶ Excellent.
- ▶ Excellent proposal.
- ▶ Fantastic ideas.
- ▶ Fantastic- this will slow traffic, and stop the doughnuts.
- ▶ Fine.
- ▶ First Class.
- ▶ Fully support Battams Rd's proposal as well.
- ▶ Fully support changes. Peak afternoon traffic frequently results in near misses on the corner of Battams and First Ave with traffic rat running through the suburbs. The changes will also reduce observed hooning and traffic noise after dark.
- ▶ Fully support these recommendations. This roadway could mirror St Peters Street, St Peters and be a true delight and showpiece in its own right.
- ▶ Fully support. Anything to slow the vehicle traffic is a good thing.
- ▶ Generally happy with proposed plan including planted median traffic island along Battams Rd.
- ▶ Good proposal.
- ▶ Great - way too many fast cars there.
- ▶ Great - will really quieten the traffic in our street (Battams).
- ▶ Great.
- ▶ I agree with the proposed changes.
- ▶ I am happy with the proposal as traffic has become a lot busier and we are having trouble getting out of our driveway.
- ▶ I am in support of the proposals for Battams Road - at the end of First Avenue, which should ease the traffic and speeding currently occurring.
- ▶ I am supportive. I am in the Battams Road East section and still have concerns for the the speed coming from First Avenue to Second Avenue. I realise the roundabout needs to fit trucks but there is a disturbing proportion of irresponsible drivers who do not slow down as they approach Second Avenue. They speed. Also too many "shoot around" into Second Ave very dangerously disregarding pedestrians and cars coming from Second Ave. They also speed along Second Avenue.
- ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible.
- ▶ I fully support this.
- ▶ I like the proposal as I believe it will help to make the road quieter for residents. Currently it is very busy with cars cutting through to Ninth Avenue & Stephen's Terrace I have to often wait for 6 - 10 cars to pass before I can back out

of my driveway, and the cue to turn left onto Payneham road is often 12 - 15 cars deep in the afternoon.

- ▶ I support proposal.
- ▶ I support the long garden bed median strip. This has the potential to enhance the street appeal, decrease rat-running, reduce the speeds, etc.
- ▶ I support the proposal for Battams Rd to improve traffic management and create a safe environment for cafe goers and those attending local shops
- ▶ I think it's fair and necessary. Especially with the recent pedestrian being hit on the roundabout. I totally support this and I love the idea of implementing more landscape that provide habitat for wildlife. I have been finding so many possums hit by cars. It's sad and hopefully this will help with that matter as well.
- ▶ In agreement with this proposal.
- ▶ Landscaping will make a big difference to the environment and calming measures will make it much safer for people out walking, particularly children and older people. Very supportive of proposal.
- ▶ Looks great - support.
- ▶ Looks OK to me
- ▶ Lucky for them to get so much of your attention.
- ▶ Most definitely needed to stop the the crazy speed of traffic between 3pm-6pm.
- ▶ My daughter owns and lives on Battams. Even as a visitor who sometimes stays the night c as

n say how much the traffic has increased. There is a steady stream of traffic and many vehicles travelling at speed.

- ▶ My wife and I fully support the proposed changes to Battams Road. We believe the plans are fantastic and greatly needed as they will prevent the use of First Avenue and Battams Road as a means of a shortcut rather than using Payneham Road or lower Portrush Road. It will greatly assist in the reduction of speeding and noise on our section of Battams Road. Whilst some residents may complain about the plans, we believe that they will be able to get used to the proposed changes. The proposed changes will greatly improve the amenity of the area and in particular our section of Battams Road and first Avenue.
- ▶ No comments. This is great.
- ▶ No issue.
- ▶ Overall support.
- ▶ Pedestrian crossings and traffic speed controls sorely needed and will result in better, more walkable and pedestrian friendly neighbourhoods. In favour of the changes.
- ▶ People drive far too fast along this road; and there are many more cars driving along here than there should be for the houses/ cafe, as it is a cut across/shortcut for Portrush Rd and Payneham Rd. I therefore support any strategy such as that proposed to reduce speed and throughput.
- ▶ Please start asap, cars need to be slowed down.
- ▶ Positive & very pleasing. Safer, less cut through

traffic, thoughtful & beautifying landscaping.

- ▶ Probably a good idea.
- ▶ Provided the median is landscaped, irrigated and regularly maintained to remain green and attractive, this seems like a reasonable solution.
- ▶ Seems beneficial for slowing traffic...but the speedy part is between 2nd and 5th. Control of speed between 2nd to 5th would be adequate.
- ▶ Strongly support all the changes here to lower traffic speeds, discourage through traffic, and make it safer to cycle. Wombat crossing is a great plan to make that are more friendly to visit.
- ▶ Strongly support the changes. I am currently home full time - we frequently hear horns beeping and see near misses with cars driving through from first to pollock or turning right. It would also eliminate the issue of drivers being unclear whom is giving way to whom given pollock and first are offset.
- ▶ Thank you.
- ▶ The proposed changes would help prevent traffic using this as a cut-through to avoid busier roads, making it safer for riders and pedestrians.
- ▶ This is a sensible approach.
- ▶ This looks great! I'm looking forward to the landscaping which will freshen up the street in addition to slowing traffic!
- ▶ Very good.
- ▶ Very happy with this. It should effectively slow and reduce traffic on this road which will hopefully consequently help to reduce traffic

down First Avenue.

- ▶ Very supportive of the median strip on Battams Road. This is the most important element of the entire traffic proposal for the area. A median strip on Battams Road cuts off the 'rat running' problem at the source. By preventing access North-East to South-West across Battams Road, cars will avoid this area all together, as there will be significantly reduced routes between Stephens Terrace to Portrush Road and vice versa. The Wombat Crossings and kerb protuberances are also a significant benefit to reducing traffic speeds down Battams Road, which is a problem for residents. Supportive, in particular with regard to the Battams Road / Payneham Road entry. This intersection causes significant problems and regularly banks up (both on Battams Road and for those who try to turn right from Payneham Road).
- ▶ Very sympathetic design and minimal disruption to residents. Makes my family feel safer.
- ▶ West area treatment great - adds to amenity of area and will slow traffic. Central and east treatments look they will deal with the issues.
- ▶ Yes.
- ▶ Good idea. Happy.

Inconvenience

- ▶ Appalling, will make the road almost unusable, which is your aim I guess.
- ▶ As a frequent commuter between Lower Portrush Rd and the NE end of Tenth Ave, the

inability to turn right (into Battams Rd) out of the SW end of River Street will be particularly inconvenient.

- ▶ If an island was to be placed on Battams Rd, Traffic wouldn't be deterred from using Battams Rd, it's a cut thru street, a lot of people live on this road , consider the amount of units. When you make things stressful, people become idiots on the road, heighten patience, you create more problems, so let's get this right. Just add a few islands on the side of the road , don't restrict parking bec you create problems elsewhere. Ask the bus depot not to allow buses to use this road as a cut thru, I've seen ambulances in my street that park on Battams Rd, restricting space will create people to be stuck behind them , not thinking about cyclist! They'll need to ride in the lane with a car right behind them , think of a small child learning how to ride with a car right up them. Lastly, when you're driving towards a sun going down, on Battams Rd, you are actually blinded by the glare, if I'm coming to a stop bec I can't turn into my drive, god help me that I hope the driver behind can see my blinker.. So, everyone living on the right side of this road has to friken go in a side street to get back to their house or drive down 6th ave around the roundabout.. how ridiculous is that, you're causing more frustration than anything, I'm already wanting to sell my house so that 3 more can be built on there. I love the thought of slowing traffic, but I can tell you where half the people live that drive like hoons and that own that Harley , don't accept this plan bec the person who designed it doesn't even live in the area. I could go on, what is proposed isn't good..

think more about it.. put a few islands in the sides of the road , enough Regards x

- ▶ I'm OK with the speed calming measures, but why is it necessary to prevent right hand turns onto Battams Road. This will significantly inconvenience local traffic by pushing it onto Lambert Road or Battams Road roundabouts.
- ▶ Please don't spend our council rates on making our lives harder.
- ▶ Residents of and visitors to properties on Battams Road would be extremely inconvenienced by the proposal to have a median strip with its restricted openings.
- ▶ Battams Road is a critical street for traffic flow, and I fear it would slow traffic and make the road hard to drive to the point of great inconvenience.

Other priorities in the area

- ▶ Firstly I would be more concern about a group of men that I see walking our streets, homeless? / living in trust homes? they are drunk and looking to open our car doors as they walk Battams Rd in their poor state, swearing, obviously needing help, I feel for these people..
- ▶ You actually have no idea about planning and should focus on footpaths that have been uplifted and dangerous due to poor council planting decisions. Invest in better street lighting as it feels unsafe walking as a female or a teenager when the sun goes down.

Parking

- ▶ [I am the proprietor of a business in Battams Road] My current clientele is a mix of young and old with the majority being the older clientele, many of whom are now reliant upon walking aids and driver services, i.e. family or taxis. I am also required at times to assist the elderly to alight from and enter the vehicles. Should the council proceed with the proposed Traffic Management on Battams Road, it will affect us in two major ways: Firstly, it will reduce the car parking at the front of the salon to zero. Clients would then need to park a fair distance to reach the salon and those with walking aids will make it cumbersome for them. Secondly, those clients in need of transport will be unable to be dropped in front as they do now.
- ▶ Bad plan putting in so many wombat crossings will make have no parking for homes and shops. Cars will be forced to park in other side streets. Already more cars utes anf large 4wd parked on side streets harder to drive out of driveways higher risk not seeing people walking.
- ▶ I am horrified at the images of all the proposed measures, especially the median strip running most of Battams Rd length, which affects me and my family the most of all the proposed measures. They take away so much access to my own neighbourhood and so many parking spots for people to visit family, friends and the local cafe.
- ▶ I drive to the cafe and use the car parks out the front. I noticed these would be removed with the crossing which would be inconvenient.
- ▶ I frequently visit the cafe and use the car parks, i understand that these would be removed with the new proposal, which would make it very difficult for me to meet there.
- ▶ I visit the cafe frequently and use the car-parks in front of the cafe. I understand that the crossing will remove these car parks which will frustrate many.
- ▶ I've been a business owner here for 9 years and loosing parking and while the proposed work takes place will impact my business as well as the others in the complex. Small business is hard enough without making things for difficult for customers to access.
- ▶ On behalf of myself and our next door neighbours: We are against the proposed work done to Battams Road especially on the West side where we reside. Following reasons: 1. The Kerb Protuberances (IA) removes a parking space in front of our house - this is a significant inconvenience to our guests and tradesman.
- ▶ Please DO NOT add any crossings etc that would reduce parking spaces outside Marbella cafe.
- ▶ STRONGLY DISAGREE TO THIS PROPOSAL. This would severely impact on me attending appointments in the shops on Battams Road. Parking is already limited at times and this will make it even harder and more inconvenient for myself, other customers and visitors. It will also cause disruptions to residents as you will be taking away parking spaces and we will therefore need to encroach on their spaces. Money should be spent updating other areas within the catchment not this area that works perfectly fine.
- ▶ The loss of car parks will make it very difficult for me to take my parents/family to the hairdresser and then for a coffee. There is a lovely community feel that the shops bring to the area and making it harder to get to will not only kill business but the community will become less connected. It will also bring added pressure to the residents in the area.
- ▶ The number of median strips and build outs seem excessive - it this to model St Peters St? This reduces parking on an otherwise wide and accessible street, and will encourage people to make turns into driveways and in areas they shouldn't.
- ▶ This will take a lot of parking of this street that contains many multi car units.
- ▶ Too many build-out. They are going to reduce the number of on street parking spaces. Especially near the businesses.
- ▶ Too many car parks lost around Royston Park Café.
- ▶ We have been operating for 8 months and are just finding our feet as far as financial viability. We are extremely concerned any disruption to our business at this time would be very detrimental to our viability. Whilst we agree to slowing the speed of motorist along Battams road, we are very concerned we will lose valuable parking spots for our valued customers and businesses on Battams road .
- ▶ What is proposed is appalling and completely underestimates the demand for parking in

Battams Road. Visiting our daughter and grandchildren, who live in Battams Road, would be made difficult by this proposal, especially as I have mobility issues which would not be helped by a median strip. This is probably the worst traffic management proposal I have ever seen for NPSP, and I have lived in the area for 47 years.

- ▶ The wombat crossing will leave no parking for shops. Cars will be forced into other side streets.
- ▶ Another issue that affects my personal circumstance is the reduced parking capacity due to the kerb protuberances in front of [my property]. In my household of 6 people (4 current drivers and 2 in the near future) this is material notwithstanding my neighbours who already have 4 cars in use. One of the things I love about Battams Rd is its girth - I enjoy its visual amenity and it is ascetically pleasing to my eye. As a resident in the areas for 25 years and for record I am opposed to this particular proposal. I am also aware after discussing with my immediate neighbours on both sides of the road, that they are also opposed to this particular proposal. I do want to stress that I am in favour of efforts to either calm or slow traffic and/or reduce rat running but this solution could be taken as disproportionate to the issue.
- ▶ As well as this, removing parking from in front of the Retail area will redirect these cars to adjacent streets in front on neighbouring dwellings. A lack of parking to this retail area has the potential to drive customers away which would result in a loss of business.

- ▶ Concerned about the lack of parking for the shops on the corner of 6th Ave and it will be more inconvenient for us to exit and enter our property but worth it.
- ▶ How does this median strip impact street parking? there are a number of units with more cars than onsite parking. A loss of street parking will be a problem.
- ▶ I am also concerned that parking for visitors / ambulances etc will be limited for the residents along Battams road causing inconvenience. The Wombat crossing near the retail outlets its too large for the volume of foot traffic and I think will reduce the available parking for these shops far too greatly - parking for elderly people visiting this precinct will be the most impacted resulting in them having to walk further or not visiting at all.
- ▶ I am concerned that on street carparking will be reduced.
- ▶ It is ludicrous that you are planning to do this as there has been no consideration on your part in regards to the detrimental negative affect this would have on the businesses in the form of taking away 6 onstreet carparks from in front of their business. Our tenants and the customers who use and frequent these businesses rely on these carparks to get into and out of these shops (some elderly customers need to park right in front, or be dropped off right in front, as they have walking frames or wheelchairs). There is already a very limited amount of on street parking especially as you have already taken away nearby parking on Sixth Avenue. These

businesses rely on these car parks and in you taking them away will impact heavily on them.

- ▶ It will almost be for any parking on Battams with a median stop as designed. What will be the parking arrangements for customers of the shops on the corner of Sixth Avenue.
- ▶ Living near the Marbella cafe, I find it very annoying having cars park very close to our driveway. It makes it difficult to get out of our driveway. I wish the yellow lines would be further along from the driveway.
- ▶ Reduced amount of parking is also very undesirable.
- ▶ The cars will be forced to park on other side streets and bank them up. there will be no parking for the shops in the street.
- ▶ The crossing also grossly impacts parking for the patrons of the retail space. Of the limited parking for the retail space, this crossing will impact at least 4-6 vital car park spaces. Without these car parks, the tenants of the retail area will be greatly impacted as there are limited parking options in adjacent streets. This will negatively impact the businesses and also surrounding neighbours as patrons seek parking in other residential areas.
- ▶ The proposal indicates a reduction in parking, whether it be intentional or due to the reduced lane width. Please reconsider this: 1. My husband drives a truck for a living, which uses both Battams Rd, Pollock Ave & First Ave. 2. With numerous units located on Battams & Broad Street, parking to date has also been an issue, especially on bin days where the residents are

forced to put their bins on the road, causing hazards for drivers, pedestrians & cyclists.

- ▶ We have 4 cars at present. One is usually pathed out the front where a protuberance is proposed. We will likely have to park two cars in driveway leaning when a car in the garage needs to be used (every work day at least) I may need to move two cars to get that car out. Where will I park these cars while moving cars while moving them around. This will be very inconvenient and add time to my work travel time which is already significant (outer harbour). I also worry about my daughters who work late at night having to park further away.
- ▶ We have 5 adults in our household. We presently have 4 cars. At least I need to be parked on street. The island out the front of our house will restrict parking. We have two young females in our household who work later hours and now may be required to park further from the house upon their return home. We consider this a safety issue.
- ▶ Also by placing build outs on Battams road this would give less car parks and they would then park in Pollock Avenue, reducing parks for the residents of Pollock avenue.
- ▶ Reducing the parking for the businesses on the corner of Battams Rd and Sixth Ave is unacceptable and unfair to those who provide services to the public.

Pedestrian crossings

- ▶ Due to potential for new driveway at 44

Battams Rd, move the crossing to the other side of the existing tree.

- ▶ Definitely don't like the idea of wombat crossing opposite retail shops, need this space for parking.
- ▶ I agree with the crossing near the cafe & hairdresser.
- ▶ I am one of the owners of the retail centre on the corner of Battams Road and Sixth Avenue, Royston Park. I STRONGLY object to the proposed wombat crossing and landscaped kerbed medians that will be placed directly in front of our shops. We DO NOT WANT or NEED this wombat crossing or landscaped kerbed medians in front of our shops, and including the driveway into our shops as people need to get in and out with no obstructions to be able to do deliveries and pick ups and we will strongly object to these coming into effect.
- ▶ I am opposed the construction of a wombat crossing adjacent the group of shops at 59 Battams Road. This wombat crossing will be an obstruction to anyone trying to access the shops in a vehicle/truck, limiting park space and access. Please provide findings/study, for the requirement of a wombat crossing in this scenario.
- ▶ I am strongly against the wombat crossing on Battams Road in the retail area. How will this greatly impact traffic when there is already a roundabout in such close proximity already slowing traffic around the area?
- ▶ I don't mind the Wombat crossing opposite the retail outlets.

- ▶ I support the Wombat crossing, excellent idea.
- ▶ Median strips and wombat crossings are a good idea.
- ▶ Seems a few too many informal crossings.
- ▶ Strongly against the Wombat Crossing. To suggest it is to slow traffic is laughable as there is a Roundabout within 5m of it which naturally slows traffic. Please provide the research around pedestrian numbers crossing in this area daily that suggest this crossing is required. The cost to construct something like this would well outweigh its value to the street.
- ▶ Suggest multiple wombat crossings along Battams Road, e.g. changing the proposed informal crossings between Addison ave and River Street, and the one between River St and Ninth Ave to wombat crossings.
- ▶ Support smaller pedestrian crossing near retail area, but further back from intersection (opposite cafe).
- ▶ Support the pedestrian crossings.
- ▶ Supportive of wombat crossing, and median strip. Kerb protuberances will reduce through traffic - great.
- ▶ The amount of wombat crossings proposed along Battams Rd is excessive. A few informal crossings are appropriate.
- ▶ Will the Wombat crossing be raised? Any additional signage need to be avoided as detracts from the amenity of the residential street scape.
- ▶ And the informal ped crossings on the steeper

end of Battams Road may become a risk on pedestrians due to the geometry of the road.

- ▶ Beasley-Fifth & Dix-Second median crossings should be a wombat or zebra crossing for pedestrian priority.
- ▶ Happy for Wombat crossing on Battams Road near coffee shop.
- ▶ I feel it's a waste of money and totally unnecessary to put a landscaped median strip. If you are worried about the speeding why not add speed humps and just a normal pedestrian crossing. I think the wombat crossing so close to the roundabout is also unnecessary.
- ▶ Maybe a few too many crossing sections.
- ▶ Remove Wombat Crossing in front of shops and keep existing crossing closer to Addison Avenue.
- ▶ Retail area - great except for the Wombat crossing - this seems excessive and not necessary given that the retail precinct is under utilised at most times given the tenancies. As residents for 23 years the retail / pedestrian demand probably doesn't warrant the expense - bit of an overkill.
- ▶ Strongly support the wombat crossing - as its an awkward intersection for pedestrians.
- ▶ The "retail" area is a small number of shops on one corner. The proposed crossing near Addison Ave is positioned immediately after a roundabout, again, creating further unnecessary congestion so that a few people can access a cafe.
- ▶ The wombat crossing proposed close to the

business area on Battams Rd has merit, but I cannot see the sense in placing that crossing so close to a roundabout. This surely presents added frustration to vehicles leaving the roundabout into Battams and consequently compromising the safety of pedestrians.

- ▶ I am in SUPPORT of #1A wombat crossing to support increased pedestrian access to the shops at that location.
- ▶ I do like the addition of a pedestrian crossing near the cafe but I am concerned about the impact of so many build outs on reducing parking which already in high demand in this stretch of the road. The reduced access and car parking may have a negative impact on the businesses in this block of shops.
- ▶ It is unclear why there is a need for a wombat crossing on Battams Rd. I often sit at the cafe and observe that the traffic is not so significant as to make it dangerous or difficult to cross the road. Adding a wombat crossing so close to the roundabout will reduce parking spaces and increase the risk of accidents as traffic could bank up across the roundabout.
- ▶ Pedestrian safety in this area would be better served by a simple pedestrian crossing with refuge in the middle of Battams Road.
- ▶ The impact to shops and businesses with the raised pedestrian crossing directly in front of the shops is ill conceived as shops generate the activity for people/ pedestrians. The crossing will change where pedestrian activity will be generated from.
- ▶ The proposed pedestrian cross over on the

corner of Pollock Ave & Battams road (8 Battams Road) is positioned directly under a gum nut tree which we are forever sweeping to keep the surface safe. In our 28 years, we've witnessed multiples pedestrians slip on the gum nuts. We feel directing pedestrians to this specific point will increase the slipping incidences. We don't want the tree touched and / or car parks removed. It makes sense to have this pedestrian crossover relocated to 6 Battams Road so it's positioned directly opposite the opposing pedestrian crossover.

- ▶ The raised crossing in the retail area is probably the only potential reasonable section.
- ▶ The retail area wombat crossing and kerb protuberances are good additions and should increase amenity for this area.
- ▶ Wombat crossing at retail area is good.

Scope

- ▶ I think it will be good to keep the verge from ninth avenue royston park up until 7th avenue royston park to stop rat running and people turning from those streets onto river street.
- ▶ The lane works at the Payneham Road junction must accommodate both left and right turn lanes - so traffic turning left is not held up by the long delays in turning right.
- ▶ Why is there only a plan for the area between lower portrush and battams rd - when the issue is between lower portrush and stephen terrace it seem we will be significant impacted compared

to what is likely for the rest of the areas in future stages.

- ▶ Will the roundabouts currently at the intersection of Second Ave & Battams Rd & sixth Ave & Battams Rd be removed? If so the new traffic slowing devices look good.
- ▶ If you stopped right hand turns from Payneham Rd to Battams Rd you will stop the "rat run". Problem solved!
- ▶ ONLY issue is the funnels at Sixth Avenue and Second Avenue. These should be off-set or additional rat-running prevention installed.
- ▶ The Council should also be considering taking this traffic plan a step further by preventing a right hand turn on-to Battams Road from Payneham Road during peak hour traffic, as this causes significant traffic congestion on Payneham Road. There is only one reason why people would be turning onto Battams Road from Payneham Road during peak hour, and that is to 'rat run' through the suburbs.
- ▶ Payneham-Battams kerb radius to be reduced to enable room for compliant kerb ramps and reduce vehicle speed. Ideally Payneham-Battams would be a raised threshold treatment to signify pedestrian priority to entering traffic.

Speed limit

- ▶ Strongly support 40km per hr speed reductions on Battams Rd & the St Peters avenues.
- ▶ Too much car speeding on battams road. please put some 50km/hour speed limit signs on to

remind people. Thanks you.

- ▶ Council need to confirm why implementation of an area based 40 km/h speed limit has not been implemented first to then assess the change in traffic volume and travel speeds.
- ▶ If the area speed limit were reduced the buildouts would be unnecessary.
- ▶ Please add a 40km zone.
- ▶ I would suggest a 40 kph speed limit would assist with calming traffic.
- ▶ Once again a 40 kph speed limit needs to be introduced.

Traffic relocation

- ▶ All you are doing is punishing the residence of Marden and Royston Park by implementing this traffic management proposal. Subjecting second and sixth Avenue to ALL the traffic is particularly unfair to the residents on these two avenues.
- ▶ Apart from 'U' turns over painted sections of the proposed median strip at the eastern & western ends and the existing roundabouts at Addison Ave, & Second Ave, in order to access from the South, entries to avenues on the northern side of Battams Road. This will affect the volume of traffic along this road in both directions and add danger to the many informal and wombat crossings.
- ▶ As above lazy drivers coming off Payneham Road will use the upper end of Broad Street instead.

- ▶ Don't think it's the answer. It's just going to divert the traffic to Broad Street and Addison Avenue.
- ▶ I am opposed to the proposed kerb protuberances, same reasoning as per above for Addison Avenue. I am vehemently opposed to the landscaped kerbed median which, in essence, is paramount to partial road closure. This proposed Traffic Management Plan will prevent most traffic using existing side roads from making right hand turns from either north or south of the median. With Addison Road having the only access to pass over Battams Road, or one of the only areas to make a right hand turn from either north to south onto Battams Road, this will definitely increase the traffic at this one intersection.
- ▶ The idea of landscaping appeals. However it will make it difficult for family living on different sides of Battams Road. It is the lesser problem of this whole issue and we will accept this inconvenience but we will not accept leaving Grivell Road open for becoming a rat run.
- ▶ The solid median will split the suburb and channelise traffic to Sixth Avenue and Second Avenue. Unsure of reasoning to channel traffic rather than manage access using all local roads. >> With the design layout and treatment at Batam's there will be a shift of traffic to Addison Avenue. What volume of traffic will shift to Addison Avenue?
- ▶ The solid medians which are proposed for Battams Road will add a level of inconvenience to residents. For example, many of the residents living on the Portrush Rd side of Battams Road

will, when driving down Battams Rd from the Payneham Road end, be forced to drive past their house and do a u-turn or drive to a roundabout so they can get onto the other side of the road in order to access their driveway.

- Why does, in some places, the solid median continue where one of the streets joins Battams Rd? For example, under the proposed plan if you approach Battams from First, Third or Fifth Avenue from the City, you will only be able to turn left y car onto Battams Rd. This will simply encourage more traffic onto Second Avenue where you will be able to turn left or right. The works are then likely to concentrate through traffic on less streets rather than spread the load across all streets.

- ▶ These changes will benefit everyone except for those on Addison and Sixth Avenue who will now get all the traffic.
- ▶ This is a ridiculous idea! Battams Road is such an important thoroughfare that by adding speed humps it will just force traffic to take alternate routes via side streets increasing the traffic in other areas.
- ▶ This is my biggest concern, I believe the work to be executed will send more traffic past my homes on Broad Street. I expect and will demand a full report that states as per the conversation I had with the engineer whom stated they do not believe more traffic will come past my home. As such I have been recording all traffic movement past my home and I will use information as a base line to seek reparations due the loss of property value, I will engage in what ever action is required to ensure my family

is not at a loss. We already have MAJOR issues with excessive parking, I WILL DEMAND A WRITTEN STATEMENT WHICH IDENTIFIES AS PER THE ENGINEERING REPORT THAT THERE WILL BE LESS TRAFFIC MOVEMENT PAST MY PROPERTIES, I WILL BE ASTOUNDED IS ANY OF THESE ENGINEERS WILL PUT THERE NAME TO A DOCUMENT BES=CAUSE THEY KNOW IT IS NOT TRUE!!!! I WILL MAKE MY LIFES MISSION AT ANY COST IF THIS CAUSES MORE TRAFFIC MOVEMENT PAST MY HOMES. IF YOU CHOOSE TO PUSH MORE TRAFFIC FROM A PROBLEM TO CREAT A BIGGER TRAFFIC PROBLEM THERE WILL BE HELL TO PAY.

- ▶ I think there will be lots of people doing a u-turn on Addison and Ninth but will probably find a different route eventually.
- ▶ Although as a resident of Second Avenue, I am concerned that additional traffic will not be routed along this street by locals, given the other avenues are being blocked for right turns. I am not suggesting the design is bad, but it needs to be backed by road treatment on Second Avenue to avoid this avenue being used as a “rat run” opportunity.
- ▶ Lower Broad St and Addison Ave\ Sixth Ave are going to see big increases in traffic..
- ▶ What is proposed will divert ALL traffic down Addison and 6th Avenue, with the round about at the junction of these two roads taking the brunt of the load.
- ▶ This will also cause traffic to only go down Nineth, Sixth and Second avenues causing issues

in other streets and increasing traffic in those three avenues.

Trees and landscaping

- ▶ Buildouts should include WSUD. Median should extend to Ninth Avenue or smaller sections of median for tree canopy. Central median must include tree planting to increase canopy cover. Section between First & Payneham should have smaller sections of planted median for tree canopy.
- ▶ I don't believe it is necessary to have the median strip running down the length of Battams Rd. Once the plants are established they may restrict the view of traffic coming into and out of side streets. Will those business premises be able to get deliveries .
- ▶ Seeing as Battams Road is wide, a median strip would enhance the area especially if planted with greenery.
- ▶ The amendments look good. The green zone will help create a cooler and better looking environment. I love crepe myrtle trees. They are deciduous. This allows for shade in summer. Sun through in winter as the leaves are lost. And when the trees loose their leaves they are an attractive silhouette.
- ▶ The landscaping choice for the median strip needs to be very well considered. Tall plants pose a traffic hazard - particularly for traffic on/off a main arterial route like port rush road. For example, the landscaping in St Peter's on St Peter's street is too high, and blocks a clear view

into the roundabout. The choice should also be aesthetically pleasing and add greenery - the dry grasses on St Peter's street looks untidy and does not fit the character. The plants should require minimal to no maintenance and expensive watering to ensure that council rates are used efficiently.

- ▶ We would also encourage the Council to consider landscaping the road verges along Battams Road. The plans indicate that the median strip and buildouts will be landscaped but the road verges along Battams road will not necessarily be landscaped.
- ▶ Aesthetic improvements could be made by landscaping the footpaths between Payneham Road and Addison Avenue.
- ▶ Also, there are plans for an indentation outside 51-55 Battams Rd, with paving, but this will then take out the garden I have planted on the verge at significant cost, and also cut through my watering system I have placed. I have a permit for this for 99 years, and feel it will be ruined. I hope the indentation can be further up from the garden verge at the junction between 51 and 53, where there is a dying tree and no garden. I think care should be taken to plans to preserve green verges.

Unnecessary

- ▶ A landscaped median strip along almost the full length of Battams Rd is ridiculous and unnecessary, as this street is not wide enough as it currently is, particularly due to the bike

lanes. A painted median strip for a small part of the first section of Battams Rd, near Payneham Rd, would suffice for Battams Rd. Having 37 traffic devices implemented on one narrow, small side street, consisting of 24 buildouts, 12 informal crossings and a wombat crossing, on Battams Rd, is absolutely ridiculous and extreme!, particularly as it already currently has 2 roundabouts at 2nd Ave and 6th Ave/Addison Ave. It is also a ridiculous waste of money to be so heavy handed and will also make accessing my own suburb and streets, where I have driven comfortably and lived happily for over 30 years now, very uncomfortable, inconvenient, challenging and annoying! As there is already currently a roundabout at 2nd Ave, there is absolutely no need for any of the 7 buildouts proposed for 2nd Ave, Dix Ave and 3rd Ave's.

- ▶ Absolutely unnecessary and will be a disaster for local residents. Ridiculous overreach- there is no problem with Battams Rd. Leave it alone.
- ▶ Battams Road looks like a total disaster for local residents. A solid block all the way and for us not being able to access the streets is totally unnecessary. We love the nice wide street as it is.
- ▶ Entrance from Payneham Road looks appropriate. The use of a solid median strip is an unnecessary inconvenience to local residents and a gross waste of money - traffic will have been slowed before they get to Battams Road - existing roundabouts are already effective. If you want to proceed with the median strip, at least delay it until the effect of the other traffic calming devices can be assessed.

- ▶ Happy as it is, we already have roundabouts to slow down the traffic.
- ▶ I don't believe the way that people drive down Battams Road is a danger or causing any issue to anyone.
- ▶ I don't believe that a median strip across Pollock Avenue is needed. Currently residents of the units on Battams road leave their cars on the street and on bin day put their bins on the road in front of their cars reducing the width of the street, if a median strip were to be installed then on bin days this would be unsafe for traffic. The cars parked on Battams from the units and the trees make seeing traffic when leaving Pollock very difficult.
- ▶ I live on Battams road with my wife and 3 adult children and strongly oppose the proposed changes. I see no problem that needs to be fixed. Traffic is light and easy to navigate. This is a real inconvenience. I can't labour enough how much this will impact our wellbeing and the amenity of our home. I also worry about the effect on value. There is nothing to fix here so please leave it alone.
- ▶ The garden strips with crossing seem a waste of money. There is not an issue with crossing this road.
- ▶ There is absolutely no need for this. There are enough roundabouts to control speed and this will only add further issues.
- ▶ There is absolutely no need for traffic management on Battams road. The road is wider than the average suburban street, with wide bike lanes allowing ample distance for

cyclists and pedestrians. Also having been a resident for many years I have never felt unsafe or observed any motorists going too fast. This will be an unnecessary use of government money and will cause more inconvenience for locals than help.

- ▶ This is unacceptable and will impact the trading shops on battens - there is no need to reduce parking area or build out roads. You are proposing a project for project sake and very little to do with a broader benefit. Stop wasting taxpayers money and be effective!
- ▶ This proposal is completely ridiculous and a waste of tax payer money. This road can already get very busy during peak times and especially on weekends with the cafe near sixth avenue. The sheer amount of work proposed is ludicrous and will severely impact residents and local business.
- ▶ This seems over done. No issues.
- ▶ This street is wide enough to continue to be a thoroughfare. Never known of any fatal accidents in over 20yrs of residency.
- ▶ What a joke that that residents won't be able to turn into their driveways from left or right !!!! You're obviously thinking of yourself and not the residents we have never had issues in the past & we have all loved living in this area !!! So I honestly believe a build out is a waste of time NOT Necessary.
- ▶ What a ridiculous proposal! The residents that live along Battams Rd should not tolerate this. This will cause residents to leave the area because they will get so pissed off being forced

in a particular direction when leaving and entering their properties. Cars will be forced into other side streets. All unnecessary and a waste of rate payers money.

Waste collection

- ▶ I think there might be a problem down this street on bin days. With a wide island down the middle, then you have cars parked on the street, bike lane, then the bin are lined up outside the bike lane, there won't be much room to drive down.
- ▶ With a median strip reducing road width I hope you will advise/inform/instruct residents in Battams Rd to no longer put their rubbish bins out on the roadway on the outside of parked cars. They are currently already a road hazard.
- ▶ Most of the residents in the units on Battams Road place their rubbish bins on the road side of the parked cars. Will there be enough room for the rubbish truck to collect the bins.
- ▶ The rubbish bins on the road problem is likely to get worse.
- ▶ Existing waste bin placement for flats/ apartments along Battams East needs to be considered - these are currently placed on the road beyond parked cars creating a cyclist and traffic hazard. A landscaped median may exacerbate this problem.
- ▶ The bin night would be ridiculous, already bins along the units are on the road so it would become a hazard if you tighten the road.

PHONE COMMENTS

- ▶ We will be severely inconvenienced by this project as we will not be able to travel across after landscaped medians go in. Going around Pollock Avenue is not acceptable, especially for senior citizens. Many units with senior citizens between First and Second Avenue will be impacted.
- ▶ Viability of businesses will be placed at risks, as trucks will not be able to back into properties due to the medians reducing road widths. 2.6 metres for landscaping is too wide. All driveways are angled, so they require more of the road widths for access. There are hardly any pedestrians in Battams Road and wombat crossing is not needed, especially considering the loss of parking. Businesses in Battams Road rely on the frontage car parks and will be devalued if car parks are lost. Suggest the landscaping strips need to be significantly narrowed to maintain driveway access. The roundabout already creates a sufficiently slow environment. We do not want the wombat and we do not want the median, because of the truck access and driveway manoeuvres. We also do not support the loss of parking due to the wombat. Not a lot of customers walk here, so the vehicle access will be hampered without benefits. If you can beautify this street for us, go ahead, we will support it. But other than that, we do not want the loss of parking. We would rather a painted median. The street has been operating fine for the last 70 years. Noone drives fast here. Noone needs a wombat. We lived and worked here for years, we can tell you. This is not a busy congested area, none of these things

are needed. Edward Street and Beulah Road in Norwood – see this intersection for a more successful outcome.

- ▶ The median looks great. We do not want low level planting or little trees, we want large trees on Battams Road. All roundabouts other than in Battams Road already have large trees – we want large trees also as part of this project.
- ▶ The intent of the Battams Road median is not clear from the drawings and people will not understand that they cannot turn across this median, it is not explicitly stated.
- ▶ Would have liked to see more information on Battams Road.
- ▶ I would prefer no change. I spoke to many of the local residents and no one is interested in any turn restrictions. I oppose any restrictions to turns in Battams Road. Width of Battams Road is not enough to accommodate cyclists, median and parked cars. I like Battams Road as it is: a nice wide road. I do not want it congested with the median, it will only cause a headache for the locals. I do not believe that landscaped islands will allow trailers to go through. I want my wide lovely street to stay as is and just 40 km/h to be implemented.
- ▶ There are multiple units at 2, 2a, 4 and 6 Battams Road, many people live there. If the median is installed, these people will not be able to go south. The project is totally unfair. We will be trapped. It is not acceptable to be sending us around.
- ▶ The planted median concerns us: we will not be able to turn onto our own street. If there was an emergency, this significantly cripples us. I know

you will also consider doing the same in Lambert Road, which will be very bad for us. We are tax payers, I pay five lots of Council rates.

- ▶ Informal pedestrian crossing at its currently proposed location will prevent me from constructing a driveway into my property in the future. It needs to be moved.
- ▶ I like being able to get around. I do not think that movement restrictions are a good idea, it will make things difficult. I understand the reason for the proposal. It is very hard for semis to negotiate residential streets to deliver construction material. I am not sure about making movements for trucks even more difficult.
- ▶ I think the proposals are very very good and I fully support them. There are people who live on Battams Rd – there are thousands of cars and stink of air pollution. I am very pleased that the Council will do something about this. Battams Road is becoming awful. People are speeding a lot. Pollution is getting so much worse, and cars are speeding. We are so happy that something will finally happen. I can't understand why anyone would object. All of these people take shortcuts, contributing to the problems. It is time to slow down.
It would be great to also get better crossing points. Many trucks drive too fast and clip roundabouts, 'keep left' sign got knocked over now many times, it is becoming a speed trap. Second Avenue is the same – the number of cars going through is a nightmare. A police camera should try and stop of the speedsters. I am not the only person. All of our neighbours are very supportive.

- ▶ I have children and they drive, we need to park around 4 vehicles on the street. The bin collection is also an issue, especially on the eastern end of Battams Road. What about ambulance drivers? A lady next door is visited by an ambulance every week. What about safety and overtaking? I will be inconvenienced on my travels. I will now spend a minute longer on travel. I have to make a three-point turn in side streets to get into my property, I am not happy about it. Battams Road is not suburbia, it is not meant to be a narrow pretty street. We are not Prospect. Hobos in the area are of more concern to me than traffic or speeds. We are overpopulating this area. I am all for slowing down the traffic, but this island will make Battams Road too tight. I suppose if I have to live with it, I will.
- ▶ I do not care about rat running. I must have missed the consultation back in 2022. I will not be able to turn right onto my property and I won't be able reverse a trailer into my property. This will be daily and forever. What about heavy machinery getting in and getting out? There is no rat running past Seventh Avenue. I completely support a speed reduction, but not the median.
- ▶ I live in Battams Road and I am very unhappy about the design. It is lunacy and not a good idea. There are ulterior motives here to serve residents of St Peters. What percentage of the actual residents want this project?
- ▶ I think that Battams Road median is a good project, but understand that it is perceived as a barrier.

GENERAL COMMENTS

SURVEY COMMENTS

Presented by generalised topics/categories in alphabetical order

Budget and spend

- ▶ Has council fully funded the entire scheme? Stage 1 and future stages? Is there a proposed schedule of works allocated by financial year? The stage 1 proposed works are being consulted on, what is proposal for stage 2?
- ▶ I like it how it is but if you insist on doing something for millions of dollars looks reasonably workable.
- ▶ It is a significant proposal, with which I agree, however I am a little concerned about cost implications. If budget is a problem I would like to see works prioritised in River, Beasley and Battams roads.
- ▶ Look at spending money on more important issues rather than making upgrades this substantial unnecessarily.
- ▶ Not much point in commenting, you will carry on blocking the roads and wasting money anyway.
- ▶ Please don't spend our council rates on making our lives harder. Please.
- ▶ Please just leave it alone and maybe put some other control measures in place and allow Right Turns onto Battams Road. Narrowing Battams road with Median Landscapes is an unnecessary cost and will need road closures for maintenance. A cost saving that should be under

taken, better still to remove this feature from your traffic management modeling altogether. Narrowing roads in not in anyone's best interest.

- ▶ See comments above. I believe the money could be spent more efficiently and effectively.
- ▶ Stop wasting resources on things that aren't broken.
- ▶ The council clearly has excess money to spend - use it on green spaces or on community programs. Use it on something that will actually benefit residents and business (who pay premium rates to live/work here) rather than disadvantage them.
- ▶ There is no information provided in the consultation pack about estimated costs or proposed funding sources for this infrastructure. How can ratepayers make an informed judgement whether this project is a spending priority for OUR money without this financial context. Overall, this is a very expensive, over-engineered solution to a problem which does not exist, or at best, has been significantly overstated. Yes, local traffic volumes have increased, but driven by new residents of infill development, not rat-running. Council should focus on the real rat-run precinct, between Stephen Terrace and Harrow Rd in St Peters.
- ▶ The total cost of this exercise is also a moderating consideration for me, as a tax payer and local rates payer. Everything requires compromise. Thank you for the opportunity to comment and for your consideration of these comments.

Consultation approach

- ▶ I gather a lot of concerns have been raised by residents along 1st and 2nd avenues, but they have had no change recommended for their areas. The management plan is listed as Marden and Royston Park, but the only change in Royston park is limited to Battams road, without any obstruction elsewhere. There seems to be an undue imposition of inconvenience on residents of Marden in order to benefit people in other areas. To say that most support has come from residents of the 5070 postcode is massively misleading, as it covers many people in the "benefit with no downside" areas.
- ▶ I understand that the proposals for traffic management for these areas (Marden and Royston Park) are, at this time, satisfactory. I had a consultation with Council staff member to clarify issues I had at the drop-in meeting on the 15/3/24. A one-to-one meeting was very helpful and a relief - to know that my street (148 First Ave) will have strategies put in place in the following stage; to the changes proposed on 15/3/24. Please refer to feedback I provided 10/9/2015.
- ▶ Limiting my comments to the proposal for Pollock Avenue, I feel the previous consultation process was flawed resulting in a flawed proposed solution that should have never been presented. A case in point, the previous consultation (which I did not take part in) highlighted 12 responses from Pollock Avenue Property Owners. This cannot be correct as the street only has 12 dwellings with Pollock Avenue addresses and we did not partake in

the previous consultation process (I sincerely wish we had as I am all but certain we would considering a different solution for Pollock Avenue). Attending the March 2024 session it was noted that many residents had the chance to have their say (listing multiple address and filling out multiple surveys knowing that there were limited checks and balances attached the survey process other than looking for duplicate names/addresses ect). One easy fix for future consultation processes would be to require respondents to list their valuation number which is unique and listed on NPSP Council Rate invoices as a check and balance measure. This would soon limit responses to one per property and present a data set of responses that would be more reliable than the current system.

- ▶ Need diagrams/photos for each of the proposed measures.
- ▶ Only to reiterate my comments above. No resident I've ever spoken to wants these measures and we were never surveyed to see if we wanted traffic management, only about which of a series of unnecessary options we least disliked.
- ▶ Please can the council mark the road to scale so resident have a better idea of the different planned options and no parking spots.
- ▶ The premise that there is a traffic management problem in the area is based on limited and questionable data. Only 332 people responded to the survey. Of these 213 wanted the council to address rat running. There was no data about the number of residences in the area -

this makes the number of responses only that and gives no indication of the percentage of residents wanting action. The proposed plans do place a heavy and disproportional burden on the residents of Marden and much less on the residents of Royston Park, other than those on Battams Road. The benefits of these proposals appear to be not in Marden.

- ▶ Was never consulted on this and have been a resident in the area for more than 25 years!
- ▶ When you do consultation and advise you will provide feedback - feedback is required, at the community drop in session on battams rd when i asked if they were thinking of block battams rd i was told "NO" and there were measures show on the city side of battams rd. I still have seen the results of the first community consultation session - the second consultation round turned of a drop in to a presentation without any notice (you had the contact details from the first time) - I missed most of the session - and there was no introduction at the end.
- ▶ Where can we find the results of these traffic studies and surveys?
- ▶ And finally, stop sending out this type of survey, which most people do not reply to and go straight in the recycling bin (hopefully) and recruit people (students perhaps, or the under employed) to go house to house and ask people directly. Then publish what you find rather than trying to make out that this is driven by the majority of residents. Lift your game please or I will have to attend one of your council meetings, and I can assure you, that would not

be comfortable for staff or elected members.

- ▶ I am also interested to know the proportion of survey responses to residents in the area - this is a meaningless statistic to quote 400 responses unless you can demonstrate representation. There would be close to 400 people living in my development alone. And not once have I seen a traffic survey conducted in this area to support this plan. It seems to be issued in response to a small number of resident complaints.
- ▶ I don't believe this phase of consultation was adequate. When I responded to the original survey, I was living on Grigg St Marden and turning right onto Portrush Rd every day then turning left and driving along the backstreets in the river precinct to visit my sister on the lower end of Battams Rd, to go to Royston Park Cafe/Marbella and to visit friends living in St Peters and Joslin. I was vehemently against cutting off the access into that section of the suburb from Lower Portrush Rd. My house received a postcard in the mailbox seeking feedback. But there were never any posters on my street nor the surrounding streets, even though we were going to be heavily impacted by a proposal to cut off the Lower Portrush access into Royston Park, St Peters etc. The only posters I saw were on the western side of Lower Portrush Rd, never our eastern side, which I thought was unfair and people could easily miss what was happening. I was so dismayed by the initial survey, that I actually did visit the council website periodically to check in on survey findings. I did not hear anything about this second consultation phase until family members alerted me today and

I rushed to complete the survey in time for tonight's deadline! I think there should have been a lot more consultation. I believe if more people knew about the Battams Rd proposal, they would be horrified too. I would have liked to have seen very large pictures at Marbella for cafe customers to see what's being proposed. I think you would have got a lot more feedback. Once it's done, I'm fearful it will never be undone. I hate the proposal so much and am so upset this might be happening to my local area.

Impact

- ▶ All the traffic management proposals look appeasing and will reduce /slow down traffic. My concern is it may shift the issue to Lambert Road with traffic avoiding Broad and Battams Road. How will this be curtailed? Your response would be appreciated.
- ▶ Any traffic management single lane method which stops a vehicle from flowing is not practical. Continuous 2 lane flow which is slowed is ideal and will not bottleneck parts of the road where other roads meet up with River St for example. Trying to get onto River St will become increasingly difficult with single lane traffic management. Please don't use single lane management. Two lanes are required at all times. It is a major thoroughfare and only needs traffic flow to be slowed not stopped.
- ▶ As a result of the propose strategies, traffic will divert onto Dix avenue and others without strategies in place. Cars fly up and down Broad Street and Dix ave. Including an angled slow

point on Dix Ave is simply given the minor narrowing halfway along the street.

- ▶ As discussed if this is to go ahead and the traffic increases in front of homes on Broad Street, I expect and will demand a written statement that's proves the traffic modelling and engineering will not increase traffic flow past my homes. Every engineer has liability insurance and I would expect they also provide a copy of such. Or more importantly YOU FIND AN ENGINEER WHO WILL SIGN OFF ON THE MODELLING THAT SHOWS AND PROOFS NIL EXTRA TRAFFIC WILL COME DOWN BROAD STREET!!!!!! I BET NOT ONE ENGINEER WOULD SIGN IT!!! Just ask the traffic engineer who you have used as consultants.
- ▶ Buildouts don't slow traffic down. You can choke it, but nothing in the plan slows it down. I think it actually will speed it up because travellers have less side traffic to worry about from
- ▶ Closing Battams does not allow emergency services into Marden area at all.
- ▶ Concerns that the works on Beasley and Addison will push traffic onto Grivell Road which is currently has minimal traffic.
- ▶ Current plan make life harder for residents living west of River St, by stopping RH turns from Battams Road, and installing slow points. Stop the "rat run" at its cause.
- ▶ Emergency Services unable to access any streets on Marden side ie Pollock, Dix. This could have life or death consequences. Why is 1st ave closed to rat running in am is that because the petition by Mr Warn put into the council Closing

one road only sends traffic to other streets ie 2nd ave. Your study didn't recognise 1st ave as the 4 highest daily traffic volume. Turning Right on Payneham Rd in AM will lead to increased traffic crashes Your plans will only cause problems for residents of Marden and Royston Park we are rate payers and we have not been looked after

- ▶ Has the council undertaken a survey or similar to ascertain the impact / success of the traffic management changes for St Peter's street. Has it reduced the number of cars and or slowed the traffic down ?
- ▶ I am not convinced these measures are necessary at all.
- ▶ I believe the work to be executed will send more traffic past my homes on Broad Street. I expect and will demand a full report that states as per the conversation I had with the engineer whom stated they do not believe more traffic will come past my home. As such I have been recording all traffic movement past my home and I will use information as a base line to seek reparations due the loss of property value, I will engage in what ever action is required to ensure my family is not at a loss. We already have MAJOR issues with excessive parking, I WILL DEMAND A WRITTEN STATEMENT WHICH IDENTIFIES AS PER THE ENGINEERING REPORT THAT THERE WILL BE LESS TRAFFIC MOVEMENT PAST MY PROPERTIES, I WILL BE ASTOUNDED IS ANY OF THESE ENGINEERS WILL PUT THERE NAME TO A DOCUMENT BES=CAUSE THEY KNOW IT IS NOT TRUE!!!! I WILL MAKE MY LIFES MISSION AT ANY COST IF THIS CAUSES

MORE TRAFFIC MOVEMENT PAST MY HOMES. IF YOU CHOOSE TO PUSH MORE TRAFFIC FROM A PROBLEM TO CREAT A BIGGER TRAFFIC PROBLEM THERE WILL BE HELL TO PAY. Just because we are not as rich as some other residence we are just as important, I have lived on Dix Ave and Broad Street ALL MY LIFE SO I BELIEVE I AM MORE QUALIFIED THAN MOST.

- ▶ I do not wish to see an increase in vehicles using Sixth ave as a through road, its hard enough now to get out each morning. Are you considering lights at corner of Sixth & Stevens? have you carried out a car survey so you know how many cars go down the street each day during peak hour?
- ▶ I have no objections to the above individual traffic taming measures. However, I am very concerned the overall impact will divert a great deal of traffic to Lambert Road. The section of Lambert Road between Payneham Road & First Avenue is already the busiest in the entire area & bears a very substantial traffic load. The above traffic plan will just potentially exacerbate it further. Living there for 30 years, we have observed it increase considerably. It is becoming increasingly difficult & fraught to exit our property (incidentally not helped by the cars encroaching or sometimes obstructing our driveway)! The above proposal will just simply increase the overall amount of traffic cutting through the avenues between Stephen Tce & Payneham Road. Thank you for your consideration of my concerns.
- ▶ "I live on Grivell Road and have done so all

my life. My house is on the W90/91 bus route which already poses risk to traffic when the bus is negotiating turns with parked cars or/and oncoming traffic. The traffic volumes in my area are not of a concern to me. The only change would be 50 kph to 40 kph as per other areas within this council. If there is a choice between your current plan proposal or nothing at all - then I vote for nothing at all.

Surely there is some middle ground, that it is not severely impact the locals and be far cheaper. The road treatment you are currently proposing will only increase traffic down Grivell Road (my street), Caleb St and Tippet Ave. It will also hinder emergency vehicles, especially fire brigade. Residents with trailers and/or caravans will have trouble reversing into their driveways in many of the areas in the proposed design. Currently, I have to contend with the buses constantly coming around my corner. A few years ago, they changed where the buses stop and start from which increased bus volume by 25-30%.

Before any of these road proposals were surveyed, a 40 Kph speed limit should have been implemented as per the majority suburbs in the Norwood/Payneham & St Peters Councils area. It should then have been analysed at a later stage, and if necessary, then review other methods of calming traffic.

I have no problems with "Flat top road bumps" with or without road narrowing, speed humps etc. They work well when installed properly. If people are going the speed limit and their cars are roadworthy there will not be extra noise. We are a house hold of 4 adults, all with cars.

Many house-holds have 2 cars. A lot of the traffic in our area are just locals going about their daily work, school drop offs etc.

To sum up I do not want what you are currently proposing. "

- ▶ I live on Grivell Road and my house is on the W90/91 bus route which already poses risk to traffic when the bus is negotiating turns with parked cars or/and oncoming traffic. The traffic volumes in my area are not of a concern to me but recognise that some locals would like to see improved traffic management in the area. The design you are proposing will increase traffic down Grivell Road, Caleb Street and Tippet Aveue. It will also hinder emergency vehicles, especially fire brigade units, of which there have been several attendances in recent years. Residents with trailers and/or caravans will have trouble reversing into their driveways in many of the areas in the proposed design.
- ▶ I object ALL the traffic management proposals in Marden and Royston park because all the roads and streets are already narrow and implementing these traffic managements will just cause residents to be forced to park in other side streets, it will stop them from being able to turn into there driveways and it will hinder the flow of the traffic. THIS WILL CREATE A PROBLEM NOT A SOLUTION DO NOT AND I OBJECT THE TRAFFIC MANAGEMENT PROPOSALS FOR MARDEN AND ROYSTON PARK!!!
- ▶ I would like the council to consider more in-depth on how the impact of the build-out works will affect the surrounding residents, their quality of

daily life and daily traveling time on the Battams Road. The proposed build out could also bring potential safety hazards during the building time. Also, the expenses on this proposal will be another issue.

- ▶ If the objective is to reduce “rat” running traffic during peak hours, I expect this will have limited impact because it will still be quicker than Payneham road congestion. In the mean time, local traffic is significantly inconvenienced (full time) and could cause issues for emergency services.
- ▶ It is not clear why much of the proposed works are needed and how they will actually help improve overall traffic management in the area (rather than make it worse). To the extent that the works seek to persuade through traffic on the streets on which works are planned, it will simply push that through traffic to other streets in the area. It will not solve the problem, rather it will just move the problem to other streets which are less suited to carry the traffic (Battams Road is perfectly suited to carry through traffic). Issues with through traffic are overstated by a minority of residents. Most residents in the area do not have an issue with the current level of traffic in the area. The buildouts will reduce on street parking. Given the increase in higher density housing in the area, council should be preserving on street park rather than reducing it.
- ▶ It's important to stop rat running and I believe by installing some of the slow angled verges and pedestrian crosses will help but the long verges located along battams road and lambert road

will cause alot of turning issues for the residents who live on the street. The middle verge will make the street considerably smaller in width and cause issues with cars that are parked and cars driving by. Definitely install some of the rat running solutions but the long verges and not being able to turn into streets will be a nuisance.

- ▶ Maybe curb the enthusiasm of road engineers to make mass changes without understanding what it will do to people who need to commute. Living at the bottom of Battams Road this would be a disaster to drive up every day.
- ▶ My wife liked the idea (Heather) but now thinks it's a terrible idea. How will emergency services get into River Street? There is a blue marker in front of 5 River street that was never replaced. There is a sewer outlet in front of 1/5 River street too.
- ▶ Not sure if the traffic management implemented on Battams road will impact the number of parking opportunities as there is a busy cafe and business as well as units that utilise the road for parking .
- ▶ Proceeding with the proposal will affect my business immensely with a substantial loss of business with the greater proportion of my clients being disadvantaged and therefore as a result of this would be more likely to take their business to another salon with better parking and drop-off facilities.
- ▶ Quite often it's local residents who are using these roads to “avoid” the main roads where possible. I understand the need to balance the inconvenience / disturbance to residents who

live down these streets but pushing traffic on to the main roads is surely a worse outcome.

- ▶ The effect this will have on surrounding streets needs to be explained through traffic management surveys, in particular Second Avenue and Lambert Road. Where is the data to show how this will actually reduce through traffic in the area? Rather than just push it to other streets. Wouldn't lowering the speed limit along Battams have the desired effect without the same inconvenience to residents and cost to council?
- ▶ The excessive interventions proposed for Battams Road appear to add little to the overall reductions in traffic speed and flows through Marden. Please let the rest of the residents enjoy the amenity this suburb offers, without the aggravation of finding complicated routes into and out of our suburb and into and out of our residences. The proposal will paradoxically increase traffic flows due to doubling back and re-routing, and will increase traffic conflict at intersections due to more complex and roundabout routes forced on residents.
- ▶ The proposals will encourage drivers to use other side streets to avoid slow points. This will cause even more serious safety issues as these streets are significantly narrower already.
- ▶ The proposals will encourage drivers to use other side streets to avoid slow points. This will cause even more serious safety issues as these streets are significantly narrower already. I catch the bus everyday to school and work, I cannot afford for the bus to be late due to the proposed

changes as I will miss the connecting bus.

- ▶ These are not solutions will cause more problems.
- ▶ This idea of employing kerb protuberances etc placed to 'create side friction and reduce vehicle speeds' is flawed. I suggest you go to the recently redesigned St Peters St/Eighth Ave St Peters during peak times where this technique has been employed. It has not slowed traffic in any way. All it has done is make the roadway narrower, vehicles move at the same speed and now vehicles and cyclists have been brought closer together. A very poor outcome.
- ▶ This is putting a band aid on a removed limb. None of this will reduce the traffic off spill from Payneham road, as even using these 'traffic reduction methods' is easier than dealing with traffic on a poorly designed intersection of Payneham and Portrush.
- ▶ We already experience cars avoiding the dip in Beasley street turning to come down Blanden avenue to cut through to Battams. Could you please consider what could be done to not increase cars coming down Blanden instead of Beasley?
- ▶ With the proposed changes, the only way cars will get from Stephen's terrace to portrush road (and vice versa) is through sixth avenue, so I believe this is only going to make matters worse for our street. I like the idea of the scattered slow points and median strips but believe that the only way to make this work is to somehow slow traffic on sixth avenue as well.
- ▶ Having a continuous landscaped median strip on

most of Battams is particularly egregious and will create localized rat running by frustrated residents.

- ▶ I'm just worried about the separation and lack of access on battams road. It is extremely blocked off and may need some more areas for u turns or access.
- ▶ In short, the Council is not undertaking an evidence based approach. It appears to be reacting to a very small number of complainants, and based on the negligible number of comments on Facebook that refer to *potential* risks of speeders without providing evidence in the form of speeding fines issued nor higher than average accident rates. Council should remember its commitment to all residents and take an evidence-based approach. The State Government accident data is not showing these Streets and Avenues as inherently unsafe, and the Council has already determined to reduce the speed limit, so all these proposed works should be paused and only reconsidered after a period of time (suggested period of 2-3 years) with the reduced speed limit in place. If the reduced speed limit sees a reduction in danger, the Council will have saved ratepayers from significant unnecessary expense. As a final note, this survey is flawed in not permitting respondents to choose multiple statuses for Question 5. I am a regular visitor as pedestrian and driver in the area, as well as travelling through to visit other parts of Marden and Payneham. Being forced to choose only one has underrepresented my experience and knowledge of traffic in these streets. If

you require any clarification on any aspect of my responses, or would like to discuss my knowledge of this area further, please don't hesitate to contact me with my provided details.

- ▶ No additional signage to be installed, as it detracts from the amenity of the residential street scape. Any traffic measures must not create any additional road noise (eg. raised road crossings/'speed bumps').

Inconvenience

- ▶ Aim of the Project is to slow traffic down, not inconvenience residents.
- ▶ Blocking residents from exiting the suburb by disallowing right turn into Beasley street from Battams Road for north west bound traffic is only going to inconvenience rate paying residents and will not add to the mitigation that is otherwise proposed and will divert traffic into Pollock Avenue and Broad Street.
- ▶ Don't make it a pain for your own residents to live here. I will take a few cars over the proposed changes any day of the week. Furthermore these changes don't mean people won't use these roads to cut corners, it just means it will cause the residents more issues when they do.
- ▶ I agree that action is required however it should not compromise the functionality for existing residents.
- ▶ I don't think the people who designed this plan have been to site at peak hour weekdays or quietness on weekend. I'm certain no one who

planned this would want to live here after this plan! Also if Joslin/st Peters are having such a bad problem implement buildouts, crossing, angled slow points for them. We in Marden are always being asked to change - name of suburb, streets change and now this. It sucks!

- ▶ I saw that a median strip is also planned for Lambert, limiting being able to turn left or right depending on your direction. This will be a major inconvenience to many residents (myself included). If there is a build up of traffic on Stevens I often choose to turn off sooner to get home quicker but with a median strip on Lambert that won't be possible. Again unacceptable for paying residents to have to be disadvantaged. Are you considering traffic lights for the corner of Sixth and Stevens? The extra traffic will cause chaos at that corner leaving and entering Sixth Ave. If there is a constant build up drivers will divert themselves down Winchester. I am happy with the slow points but please seriously reconsider the median strips as it's not something that will assist traffic but cause more issues in another area. Also no residents on Sixth that I have spoken to agreed to the median strips so we do not understand why it's being considered.
- ▶ I support the use of traffic management devices in these areas but this has to be done without sacrificing the convenience of the local residents. I believe the local residents living in housing complexes built on the west side of River St are being penalised by the proposed angled slow point installation. I strongly disagree with the use of angled slow point there.

- ▶ I will certainly protest at the fact of having a slow point situated out front of my house. In fact, having a slow point throughout the area will only cause more traffic build up, more noise and make it impossible to get out of our driveways during heavy traffic times, the proposal is most unacceptable and needs a big re-think.
- ▶ Installing so many traffic management devices in Pollock Ave, Beasley St, Addison Ave and River St will only serve to create a bottleneck by pushing the traffic to ratrun through Grivell Rd, Blanden St and Dix Ave instead, as they will not have any of the traffic devices to slow down and deter drivers. Having an absolutely ridiculous amount of devices, 37 in total, in Battams Rd alone, will create a bottleneck and only push drivers to ratrun through Broad St and Salisbury Ave instead to avoid the traffic devices and make driving in and out of my streets and suburb very awkward, annoying and unpleasant. Such heavy handed traffic management is a gross waste of council and resident monies.
- ▶ Making it difficult for residents is not the answer. A new traffic plan needs to be made. Maybe look at the cause of the problem and why the cars are using our area to cut through.
- ▶ No don't do it because it will be extremely inconvenient especially for my elderly grandfather who often needs an ambulance and it will be hard for the ambulance to come through.
- ▶ The area is getting busier, but that is the nature of our world at the moment. We do need to make things as safe as possible, but not by

disadvantaging the residents who live in the space. By redirecting traffic, we are only causing problems in other areas. We need to absorb the extra traffic in a well-managed street environment that is safe, but also is suitable for the residents. For us, being able to access First Ave from Pollock and just doing something to slow traffic on the Broad St entrance would be good. Also it needs to be said that if we should need any services (ambulance/fire), redirecting, slowing and making entrance to some streets difficult, would be disadvantageous

- ▶ The planned proposal is expensive, invasive and puts the residents at a major disadvantage, eg parking in front of own home, accessing the avenues 1-8 caused by blocking off access through Battams Rd and forcing more traffic along Addison, 6th Ave and 2nd Ave. Not forgetting the increased inconvenience to services like, Fire, ambulance, police, rubbish collection, public transport, concrete mixers and building redevelopment.
- ▶ The traffic management plan is unduly focussed on pretty streets at the expense of the day-to-day needs of residents. In particular, the 40 or 50 units between 12-18 Battams Road have apparently not been considered. They do not even appear on the large scale plans available at the meeting last night, making it very difficult indeed to discuss the problem with the various experts available to help. [It is not] OK for this group of residents to routinely circumnavigate the Pollocks Road, Broad Street, Dix Avenue blocks every time they wished to leave home. For me, this is 4 times on the average day,

this is far in excess of the inconvenience to be experienced by other residents of Marden. It should be noted that it is virtually impossible to turn right into Payneham Road from Battams Road - problems of poor visibility across multiple lanes of fast traffic and limited and unpredictable breaks in the traffic. Most of the residents proceeding south along Battams Road can make an alternative right hand turn at Second Ave, but those of us of Second Ave cannot. My present solution is to make a right hand turn into First Ave, but under the proposed plan this will not be available.

- ▶ This traffic management plan is unbalanced for most of us who live in the Marden area. It focuses almost exclusively on controlling through traffic at busy times of day, traffic which is seeking to avoid the pressure on Lower Portrush and Payneham Roads. It largely ignores the competing needs of residents living inside the Marden area, many of whom must make multiple daily trips exiting, entering and moving around the area. In my view the Marden area, and especially the 41 unit holders at 12, 14, 16 & 18 Battams Rd will be significantly more severely disadvantaged than residents of the Royston Park area.
- ▶ We believe this solution will cure very few problems but create significantly more issues in the area, particularly for the local residents.
- ▶ We have lived here for 30 years and have no issue with the current traffic system. We like easy access and the wide roads. This is a major selling point for the area. Don't stuff it up!!!! If residents on some roads want slower traffic, put

in a couple speed humps. Keep the roads wide and uncluttered and do not restrict access.

Other problems in the area

- ▶ CONCENTRATE ON ISSUES THAT ARE IMPORTANT not speed bumps that are an issue .. More street Lights would be great
- ▶ Fix the flooding in Grivell Road! I have emailed about this 3 times now.
- ▶ Stop trying to pacify, what can only be assumed is a very small number of people who are pushing for this. It will inconvenience the general public and certainly many residents of Marden and Royston Park, will cost a lot of money to construct and maintain and will disrupt major thoroughfares during construction. Here's an idea, plant some decent flora in medium streets, get rid of those terrible trees outside so many houses that drop hard little beads which are as dangerous as marbles and plant some suitable trees, fix the deplorable condition of the footpaths around Royston Park, because if I or my wife trip and hurt ourselves, as a number of my neighbours have done, I will sue council as you have know about this for many years and have done nothing about it.
- ▶ As the plans currently stand, I oppose any recommendation that cuts people off, effectively make the avenues one way streets.
- ▶ Spend the money on resurfacing Seventh Avenue .
- ▶ The western end of Battams road does not drain

properly and residents of 92 and 94a and b must sweep water along the gutter to avoid a build up of mud and leaf litter whenever it rains. We have asked many times for this to be fixed to no avail. The money this proposal will cost now and in future would be better spent making sure all our streets are in good enough repair to safely ride a bike down - which I can tell you from personal experience they are not - and to drain properly in winter.

- ▶ This money would be better spent paving the footpaths in the section of Marden that is contained in this proposal. This has already occurred in every street in Royston Park right through to College Park, and actually begs the question, why has this not already been done in the streets of Marden? This money would also be better spent on decent trees in the Marden area. such as the same species of trees already planted in Royston Park through to College Park, being mostly Jacarandas, and the removal of all the awful, ugly trees that are currently planted in the streets of Marden, that have roots that continue to lift and break up the footpaths and then need repairing on a regular basis due to this, along with these trees dropping ugly and messy seed pods and nuts. Both of these issues with these trees are a trip and slip hazard and a health hazard in this area, and this needs to be addressed due to liability claims and keeping people in our neighbourhood safe, as I have myself seen many people trip, slip and roll on the droppings and uneven pavements. It is very dangerous!

Scope

- ▶ 1) I am surprised that there will be no specified speed restrictions. The Unley Council has ruled 40kmh in all of their area, so why can't this be added? 2) Will this stop people from using both Grivell St and Blanden Ave as a rat run? Do those streets also need some ways of slowing down the traffic?
- ▶ Are there alternative solutions or proposals that have been considered? What affect will subsequent stages have on the residents in the area? as this being stage one presumes a minimum of a further stage? Has this proposal modelled the traffic effect at the corner of Ninth and Stephens Tce? This is already a very difficult exit turning right out of Ninth Ave especially during peak traffic times and this might increase that for some time or permanently. I ask this as I use this each morning and find it a terrible experience.
- ▶ As a visitor to residents and businesses in the area, as well as a person that travels through the area, I understand the desire to reduce traffic rat running through the suburbs. Regardless, the Battams Rd proposal in particular seems so excessive. Some of the other solutions could be implemented in the other streets, and maybe some slow points, but I believe blocking traffic from crossing the suburb altogether will be very frustrating for residents as well as visitors. I'm particularly concerned for any cyclists on Battams Rd with the lack of space to safely pass.
- ▶ As soon as funds become available, traffic calming measures need to be extended to include the Avenues. Particularly, First, Second and Ninth.
- ▶ At the first consultation in 2022, we were provided with plans for traffic management on the city side of Battams Rd in Royston Park, Joslin and St Peters. This time this information is missing. Can we please see what is proposed in this area to complete the picture of traffic flows and management?
- ▶ By only placing traffic slowing devices on River St, Addison Ave, and Beasley St it is likely that traffic coming into the area from Lower Portrush Road will choose the streets without slowing devices. The issue of the volume of traffic has not been addressed. If a resident wants to travel in an easterly direction between 7am and 9am how are they going to get through the slow points when there is a constant stream of vehicles heading towards the city. As a resident who walks regularly in the area I have witnessed constant streams of vehicles heading towards the city in the morning. The way to address the issue of the volume of traffic is to not let cars turn into River Street and Beasley Street between 7am and 9am Monday to Friday. This would be a far more effective and much cheaper option. The problem of Salisbury Ave has not been addressed. There have been several crashes at the intersection of First and Salisbury caused by vehicles from Salisbury Ave. not giving way to First Ave vehicles. The proposed plan is very likely to increase the traffic in Salisbury Ave.
- ▶ Can we please get a painted median strip on Arabella Court too where there is the T junction with river street? Lots of people don't turn in/out well as they creep into the other lane. Thanks!
- ▶ Consider making it no right turn from River St into Lower Portrush Rd during morning peak.
- ▶ Consider putting traffic signals on Lower Portrush Road to make entry and exit to Marden Shopping Centre easier, especially at peak hours. Compare with Campelltown Shopping Centre, Ann St and Lower NE rd.
- ▶ Consider the Payneham Rd and Portrush Road Intersection and timing. The easier and quicker for morning and afternoon traffic, people will be less likely to sue the side streets.
- ▶ First Ave is also of particular concern, often getting the overspill from payneham road.
- ▶ Good afternoon, I appreciate all the effort that has gone into investigating the traffic concerns of the area and the time you've taken to listen to our feedback. I am both a property owner and resident and I have made some comments above on a couple of the streets that would impact me the most. Of the streets where I don't have any comments I'd like to put my support behind the opinions of the people who live on those streets. I would like to make further comment about Payneham Road, from Battams Road to the Lower Portrush Road intersection. I would really like to see a turning lane on the Eastern side of Payneham Road to turn right into Battams Road. Currently there is a 'Keep Clear' on the Western side of Payneham Road, however any time anyone wants to turn right into Battams Road from Payneham Road (which is very often) it blocks an entire lane of

Payneham Road traffic, a turning lane would ease a lot of congestion and create a better flow of traffic into the city. I would also really like to see a larger turn right lane at the intersection, from Payneham Road turning right on to Lower Portrush Road. The current turn right lane that is at the intersection is very short, it allows for 4 cars and if there are more than 5 cars in the middle straight lane then you can't access the turn right lane at all. We would daily have to sit through up to 4 sets of lights in the mornings in order to turn right (from Payneham Road onto Lower Portrush Road) to drop our daughter at school. I understand that these comments are likely outside of the scope of Stage 1 however I'm grateful for any consideration. Thank you

- ▶ Humps and speed restrictions work. And as for people saying that they damage cars, well simple advice would be drive more slowly!
- ▶ I believe many of these measures are only band aids measures. The traffic needs to be properly addressed at the major roads where the traffic lights for the RH turn into Payneham Road from Lower Portrush Road causes frustration as it only operates intermittently. This is why traffic use the cut through. How about considering how traffic management was changed at Richmond Road, College Park.
- ▶ I believe that the number of kerb protuberences / build-outs on Battams Road is excessive.
- ▶ I believe there is a need for a roundabout at the intersection of Salisbury and First avenues as the current give way signs aren't adhered to by cars travelling along First avenue and Salisbury

Avenue. This would slow down cars between Battams and Lambert Road.

- ▶ I feel that the current design is a rather heavy handed approach to traffic management. The impact to the residents in the area I feel will be far greater than the impact on the rat running traffic we are wanting to deter from using our streets. I think rate payers would rather see a more considered and step wise approach to reducing the number of vehicles cutting through this area during peak hour. I would suggest the sue of times no right hand turn signs on lower Portrush rd with commensurate policing of abiding to the sign rules, implementation of 40km/h speed limits in the affected areas and installation of angled slow points on all of the above streets would be an adequate start and would cost far less than the proposed design. I do not agree to the current proposal being the best design to alter traffic behaviour in our area.
- ▶ "I hope that the ease of buses travelling along Addison Ave has been considered. Slowing down traffic in Sixth Ave near the Battams Road intersection needs attention, I believe."
- ▶ I think adding extra angled slow points on blanden street will help slow down traffic.
- ▶ I think they could have a slow point on Broad Street between Beasley Street and Blanden Avenue, otherwise traffic will move from Beasley Street to Blanden or Dix Avenues. Battams Road entry "2A Median" - a definite must. A dangerous intersection to cross as a pedestrian. Perhaps drop speed limit to 40 kms.

- ▶ I would like to see another break in the Island on Battams Road.
- ▶ I would like to see similar treatments made to the streets south west of Battams road.
- ▶ I'm a NPSP resident with a family member living on Battams Rd. I am very upset about the traffic management proposal, the money being spent on it, and the ideas that look like they will be implemented. I have never agreed that any traffic slowing measures were needed at all in the area, with a speed limit being enough in my eyes. The only measure I would ever support is speed bumps, I am fine with that if the council is determined to go ahead with some kind of traffic slowing measures (and it appears council is trying to deter people from driving on some of the streets at all which I don't agree with). I am horrified at the images of all the proposed measures, especially the median strip running most of Battams Rd length, which affects me and my family the most of all the proposed measures. They take away so much access to my own neighbourhood and so many parking spots for people to visit family, friends and the local cafe. I am so disheartened that the proposals may happen in my council area. It isn't what I want. I wish I could stop it going ahead.
- ▶ It would be good to have many more yellow painted medians in Marden to keep unauthorized, non-resident parking under control, for residents to drive and park safely when leaving/entering their driveways. Mostly where the streets face Payneham, Lower Portrush. and Ascot.

- ▶ It's fraught and control of Battams from 2nd to 5th would give optimum results. Other is creating problems.
- ▶ Listen to the residents and leave it alone. Focus on the bigger issue being the intersection of port rush and Payneham. Fix that and there will no longer be an issue.
- ▶ One of the most significant issues impacting residents using Battams Road is unaddressed here, which is the intersection with Payneham Road. This is regularly gridlocked during the afternoon rush hour which makes it difficult to access Payneham Road. The current "keep clear" signage on Payneham Road is often not respected, and I have personally witnessed multiple accidents at this intersection involving cars attempting to enter from Battams Road, From the other direction, cars waiting to turn right into Battams Road routinely block the lane on Payneham Road. The current Google Street View images of this intersection dated July 2023 shows a good example of the issue. Ironically, the traffic management alterations in Royston Park are likely to move more traffic back to Payneham Road and increase this problem for local residents. This may be beyond the purview of council, but a solution (such as traffic lights) is desperately needed here.
- ▶ Please consider the residents here by using traffic management systems like speed humps that will not impact the ability of the residents to drive in their area.
- ▶ Please give consideration to a no parking area required on Battams Rd southern side just before Seventh Ave as you turn right out of River Street it is really dangerous when a car is parked at that point. Also same area on opposite side (northern side) in front of units it makes it a blind spot when turning right into Battams heading towards Ninth Ave.
- ▶ Please paint yellow lines along Alexander Lane and Arabella Court to dissuade people parking on the road creating a parking hazard by blocking one lane of traffic. Parking obstructions are particularly dangerous at the entry/exit of Alexander Lane into River Street and Isla Lane into Arabella Court. Please install convex mirror on the blind corner of Alexander Lane.
- ▶ Refer to above re: Battams Rd issues that need to be fixed. Any proposed changes need to benefit residents not restrict access in and out of their properties. This will also restrict emergency services access to properties. I hope that the same proposal is not considered for Lambert Rd in Phase 2 of this study. Please consider the above comments.
- ▶ Should this not alleviate the issue through the avenues of Royston Park, something similar may need to be put in place for Royston Park too. Particularly on First Avenue every day from at around 4.30pm we have an influx of cars driving past and some are speeding up to 80km/hr. It is not only noisy but so unsafe for the community. I worry about our children, our pets, and all our elderly neighbours in their self contained units and those in the nursing home just around the corner.
- ▶ The proposed plans will impact local resident access to streets. Do not see the point of shifting traffic to Addison Ave/ Sixth Ave which is already busy enough. Do not object to some of the angled slow down points but do object strongly to blocking our access to our community.
- ▶ "Three points raised at the community meeting I want to comment on:
 1. Comparing the proposed median strip in Battams Road to the one in St Peters Street is not valid because A/ there are very few driveways onto St Peters Street, so the median there does not impede access to homeowners B/ that median does not block any side roads, they all have roundabouts which both slow and facilitate traffic flows C/ that median strip was already there - it was not imposed on residents after they chose to live there, as this one would be.
 2. The location and size of the pedestrian crossing takes up all the parking in front of the businesses and cafe, which is needed by them for drop off of elderly clients, pick up of takeaways, and loading of delivery vehicles by the delivery drivers of the kitchen etc.. The negative impact of the proposed crossing is massive. The 'formal' crossing 1A would be better located where the 'informal' crossing 1C is proposed. When I said I support a pedestrian crossing I didn't realise that.
 3. "'Build it and they will come'". We, like most people who live here, came because we like it how its built. We do not want a suburb like Unley or Prospect."

- ▶ Very disappointing to charge rate payers for these proposed changes when Main Roads in the area need serious upgrading beforehand... Payneham Rd, Lower Portrush, Stephens Tce
- ▶ We live on first ave and experience high volumes of rat running morning and night. Restricting access to first from Battams is useful, but won't drivers instead now turn down second and then get back on to first (via Salisbury or Lambert)? Should there also be measures in place to prohibit this?
- ▶ We really need to deter vehicles coming and going to the City from using suburban streets, Rat Running. More emphasis on using main anterior roads such as, Lower Port Rush Rd Payneham Rd and Stephen's Tce. To be honest the State Government needs to do more. Get rid off major car parks in the city. Better use of transportation infrastructure. You only have to go to other big cities in the world to see the difference. We are tiny compared to them in population size of a city and they have mastered the art of human transport systems, pedestrian and cycling friendly. You don't have to have a single driver, driving everyday solo of course, taking the vehicle into the city and back.
- ▶ We understand & appreciate the need to slow down & direct traffic for safety reasons. However this can be done with further consideration to the local residents & minimizing permanent inconveniences. We are all for progression & for upgrading infrastructure to suit an evolving community. This is why we are happy we have chosen to invest in these suburbs (5 properties) from St. Peters to Marden. Not only have we resided in Marden for 28 years, I also run business in Royston Park & have to travel this affected route daily. A collective suggestion from residents is to review the need for speed reduction / traffic management at the intersection of First Ave & Salisbury Ave. This intersection is constantly used as a short cut to bypass the traffic on Payneham Road
- ▶ Why not consider round about and speed humps as a cheaper and more cost effective measure.
- ▶ Would like to see additional speed restriction measures implemented at the corner of Battams Rd. & Ninth Ave. Proposed traffic management plan does not address vehicle speed at this corner, which is critical to associated vehicle speed reduction on Battams Rd.
- ▶ Yes, I believe that having no turn right arrow on Payneham Road city bound to Lower Portrush Road in the late afternoon causes motorists to travel over the intersection and turn right onto Battams Road. This causes rat running on Battams road and River Street.
- ▶ Acquire the commercial premises on the corner of 6th and Battams, subdivide into residential lots and sell them. This would be a cost effective way of partly reducing traffic volumes. Upgrade landscaping in selective areas. This would acheive the desired result at minimal cost.
- ▶ Can the boundaries of stage 2 be shared with community The entire scheme will need to be implemented for area based traffic management scheme to be successful for these suburbs and the adjoining suburb of St Peters.
- ▶ I am disappointed that Grivell Road has not been included for the proposed medians, build outs and slow points. Grivell Road is already part of the current 'rat race' problem, which often includes Adelaide Transport Buses as part of the speed problem throughout the street, and the exclusion of any control measures will only increase the problem particularly in the street. There are a number of young families on the street, with ours also expanding, and I'm incredibly concerned that it will only be a matter of time before a young child becomes a road incident statistic.
- ▶ I would like further consideration to be made for Second Avenue to reduce "rat run" opportunities from non-locals.
- ▶ If rat running is truly a problem, greater effort needs to be investigating the reasons. If rat runners are crossing Marden and Royston Park perhaps installing traffic calming infrastructure in the middle of the area would be more appropriate action. This would allow residents to access their properties without inconvenience and discourage the through traffic. The council is at risk of being trapped by a small number of complaints and engaging in squeaky gate decision making. Many thanks for your efforts.
- ▶ Perhaps turning into the area from Payneham Road or Lower Portrush Road during peak hours could be restricted to "Local Residents" and policed to reduce "rat" running impacts. I'm OK with most of the traffic calming measures but not happy with the no right hand turn measures on Battams Road.
- ▶ Slowing measures such as speed humps are

better than slow points in still allowing street parking. Roundabouts at more points along Battams Road would be effective in slowing traffic without the need for a restrictive median strip. I do not see the proposals achieving a reduction in cars using River St as a thoroughfare from Lower Portrush Road to Stephen Terrace. They will instead cause inconvenience to the locals.

- ▶ The exit from Arabella Court is unsafe- that should be a higher priority than angled slow points.
- ▶ There is only one way to slow traffic in the Marden/RoystonPk (and the Richmond St/Eighth/Ninth precinct that is on your radar also) and that is speed humps and other similar 'no other option but to slow down' devices. Just last night drove from Unley Rd to Goodwood Rd and took Park/Mitchell St - speed humps the whole way and immediately wished I'd gone up to Cross Rd. They work. Side Friction is a buzz word fallacy. Best wishes.
- ▶ Whilst supportive of the ideals of the proposal, the current proposal for Pollock Avenue is not something we can support and alternative solutions including closing the Pollock Avenue at Broad Street or leaving Pollock Avenue as is are solutions that would view as preferable outcomes. I stress again that it seems obvious to me that current proposal is based on flawed methodology regarding the views of Pollock Avenue residents being unsupportive to closing Pollock Avenue at Broad Street and a simple initial street meeting with residents of Pollock Avenue initially (given the unique set of

circumstances given residents had previously had to co fund their own street trees/street scape) would have given rise to solutions far in advance of the current proposal for the street.

Speed limit

- ▶ 40km/h speed limit.
- ▶ A 40 kph speed limit would be sufficient.
- ▶ Grossly excessive, and a very poor use of council's limited funds. There are no significant advantages and numerous, costly disadvantages in these proposals, particularly for Battams Road. Why not try reducing the speed limit before committing to these costly, and frankly ridiculous, proposals?
- ▶ Has a 40 kph speed limit generally been considered for the area?
- ▶ I agree the proposal of implementing a 40km per hour speed limit would be beneficial to the area.
- ▶ I am concerned that my street (Grivell Road) will be the rat run alternative. Once a driver is off Broad street there is nothing to prevent speeding on Grivell Road. Also, I am concerned that all the drivers will do is turn left off Payneham Road onto Broad St, hoon down Broad, right into Beasley as well to get to Lower Portrush Road. My concerns with Grivell Road are also for Blanden and Dix Streets also. Please add a 40km zone or speed bumps.
- ▶ I disagree and I think what you have planned is over kill when a cheaper alternative such as a

reduced speed limit would initial suffice.

- ▶ I understand you want to stop Marden as being a thoroughfare for the increasing traffic why not move the traffic lights on Lower Port rush Rd at the Beaseley Rd intersection, so that traffic congestion is reduced. Why don't you make the speed limit at 40km/h like at Stepney and Norwood? That seems to work for those areas.
- ▶ I would love to see speed limits reduced to 40km/h as an additional measure.
- ▶ I would prefer a lower speed limit be signed in this area, perhaps in conjunction with some devices.
- ▶ Instead of the expensive proposals it might be worth first introducing a 40kph speed limit for the area.
- ▶ Just reduce the speed limit to 40kph for several months and see if that works. It appears to work okay for Unley, Maylands, Walkerville.
- ▶ NPSP Council is proposing to undertake a financially expensive activity with no evidence of need to perform the work. In recent months, NPSP has determined that these streets should be reduced to 40kph in the interests of road safety. This change has not yet been introduced and therefore the impact of that speed reduction is unknown. The argument for the reduction to 40kph was that the streets would be safer and the risks of accidents reduced. NPSP Council is now proposing to use residents' rates to additionally undertake significant roadworks that may deliver no value above and beyond the reduction to 40kph. Some commentary on a small social media site about

The Avenues refers to the danger posed to unrestrained pets which are struck by passing vehicles. While I am disappointed to learn of the death of an unknown but presumably small number of pets, I also note the responsibility of pet owners to prevent untethered animals wandering on streets where the likelihood is significant of being struck by a vehicle at any speed. I feel sorrow for both the owner of a deceased pet and the driver of a vehicle that strikes an unrestrained animal on a public roadway due to owner negligence.

- ▶ Perhaps you could also suggest a police presence or speed camera to divert traffic and slow it down.
- ▶ Thanks for listening to my previous comments. I like these proposals much better than road closures.
- ▶ The entire neighbourhood should be a 40kpm speed limit.
- ▶ The following two point solution would be better (1) slow down vehicles on entering the general area (2) Impose a 40km/h zone from Stephen Terrace to Lower Portrush Road and ENFORCE it!! Explore ways for the Council to control the enforcement and retain the revenue? The solid median strips would be just too disruptive. Clearances between parked vehicles and the median strip would be inadequate overall for comfortable general traffic. One large vehicle associated with building work would cause chaos for local residents. Whatever else happens please leave Lambert Road alone. Very little rat running up and down the road apart from

perhaps Payneham Road to First and Second Avenues. The Seventh Avenue dogleg is slow speed and not too busy and is only for a couple hours each working day.

- ▶ The proposed traffic management devices may not be the most effective option. Council should consider propose a number of options including traffic management devices, additional speed limit signs in local street, reduced speed limit on collector road and temporary speed detector and electrical speed signs.
- ▶ The traffic management proposal appears excessive (cracking a nut with a sledge hammer) and no doubt, very costly. I believe the most practical and sensible solution is to trial the reduction of the speed limit in all areas to 40kph with initial policing, either a SAPOL physical presence or cameras to deter speeding drivers and to reenforce in drivers' memories the speed limit change in the area. If success with speed reduction to 40kph has been successful in Unley, Walkerville and Maylands, then this must be tried first before the proposed expensive and disruptive changes to our roads is undertaken.
- ▶ There has been some comments made that reducing the speed limit to 40km per hour would resolve the issue in our area. I don't believe that would be the answer, but only an hinderence to the locals that use the streets to get in and out for their daily routines. Residents would be dissadvantaged because of the influx of non-residents using our streets to avoid the main roads. There are suburbs that have a number plate monitoring system that prevents this sort 'rat run'. I don't want to have to 'crawl' through

MY SUBURB at 40 Km/h because of others!!

- ▶ There is a much simpler solution to any perceived speeding and traffic volumes. Designate to whole area as 40kph. Mount strategically located speed camera devices , liase with SAPOL to regularly monitor traffic speed.
- ▶ Yes. For me this issue is about speeding traffic, not trying to restrict 'rat runners' from driving through, as this only happens twice a day in the morning and evening. The rest of the time, the roads are not overly busy. I would prefer to see a simpler and I imagine less costly solution of reducing the speed limit in the area to say 40kph and policing it diligently with speed cameras, permanently if possible, particularly on Battams and Lambert Rds where the opportunity for speeding is greater. Then, if this doesn't work, it might be time to try other physical barriers.
- ▶ I suggest, to begin with, implementing a speed limit reduction from 50 kph to 40 kph as a starting point, which is also the cheapest option of traffic calming and reduce the risk to pedestrians.
- ▶ Introduce a 40km speed limit or speed humps instead of expensive infrastructure if speed is an issue.
- ▶ I don't have a problem with so called "Rat Runners" who are only trying to find another way to get to where they are going. It would be sensible to just have a 40km speed limit to cover the area. What I also can't understand is why our area is being targeted when people will still have access to the lovely wide streets in St

Peters, Joslin and Royston Park. Overall it seems like a large outlay of public money which in my opinion will only make the traffic management a problem for those other roads to where the “Rat Runners” are being directed. I support a 40km speed limit and minimum slow down areas and even a few more roundabouts but as a local resident I feel I am being penalised with these proposed plans.

- ▶ Perhaps just bring in a 40k zone to slow cars down.
- ▶ Perhaps making BATTAMS RD a 40 km road.
- ▶ Suggest you try the K.I.S.S. method. Drop the speed limit to 40kph, pick up some speeding fine revenue and this could all happen in a matter of weeks rather than months/years. How long does it take to get some 40kph signage put up???
- ▶ The implementation of 40 kph speed limit should calm traffic and reduce the risk to pedestrians.
- ▶ The particular issue of high traffic speed and volumes in Beasley and River Streets during peak hour can be addressed by a simple 40kph in those two streets alone.

Unnecessary

- ▶ Cannot stress enough how utterly opposed we are. We have not come across one person in favour. It is not necessary and in addition to making people’s lives harder will be a waste of rate payer’s funds.
- ▶ Good intentions, but 100% over the top with

additions on Battams road.

- ▶ I am not in favour of the current proposal and would like to see alternative options or see the road maintained as is.
- ▶ I applaud the efforts to reduce “rat-runs” and reduce and calm traffic, and no doubt much thought has gone into all the aspects. I especially appreciate the consideration for cyclists. However the result seems somewhat over-the-top. It will no doubt reduce traffic from rat-runs, but at some inconvenience for many local residents, such as myself. This is to some extent inevitable, even for those of us who are not currently adversely affected by the rat-runners, but who use these streets frequently for access between our properties and the nearest main roads - Lower Portrush Road or Payneham Rd. I trust the research has been done about how much traffic calming is necessary to dissuade a sufficient number of rat-runners, for the benefit to outweigh the inconvenience to local residents. Presumably as traffic volumes and delays inevitably continue to increase over time, people will have more temptation to resort to rat-runs, despite discouragements such as these, so that some “over-engineering” in the first instance is understandable.
- ▶ I attended the briefing at the community center, and was amazed at the traffic survey results for “Rat Runners”. I expected that figure to be much considering for the amount of action being taken. My comment is that the survey called a vehicle entering Marden and leaving Royston park a “Rat Runner”. But surely a resident of Joslin, who resides down 9th 10th and the

areas toward the river are not “Rat Runners” but simply taking a journey to there home. Are these people supposed to drive along Lower Portrush Rd to Payneham Rd the choose a street that goes through to their home. It is not possible for these residents to get to their homes without passing through Royston Park. Which takes you Rat Runner number even lower. To me this entire process seems to be based on a false assumption. I do agree that A lot of traffic passes along Battams road and Sixth Avenue but is it a it a lot more than just residents of the area bounded by Lower Portrush, Payneham and Stephen Terrace and the River?

- ▶ I believe there is absolutely no changes needed to the local area. The community are respectful and drive at the correct speed limit and any attempts at trying to slow down or obstruct motorists from the area come from elderly residents who are misconstruing speed limits and how fast cars appear to be going (I know this from personal experience and interactions!). Please don’t waste government money on inconveniencing our community.
- ▶ I fail to understand why this is required at all, and question - 1. How many pedestrian or cyclist accidents have been reported over say the last 5 years? I would suggest, very few if any 2. If speeding is the concern, then institute enforcement of the speed limits. Residents obey to the best of my understanding, so it is the rat runners that need to comply 3. On most days, there are barely any pedestrians or cyclists using Battams Road. The majority of the traffic comes at peak times in mornings and evenings,

caused by people taking short cuts through our neighbourhood - not ideal, but not that big a problem all the same 4. Battams road is a delightful, wide, tree lined street that we all enjoy. Please don't ruin it for everybody.

- ▶ "I have lived in Marden since 1975 (first in Grivell Rd and now in Willow Bend) I have no problem with the cars driving through (at 40km would be better). As a local resident I am going to be inconvenienced and have access to my home blocked. The lovely wide streets of St Peters, Joslin and Royston Park will not be impacted at all. A 40km speed limit would be better.

I have enclosed a written version of my response to your survey on the planned traffic management designs for Marden and Royston Park. Please be advised that I did fill a survey on line but was unable to save a copy for myself and received no acknowledgement to say that you have received it.

I have lived in Marden since 1975, first in Grivell Road and now in Willow Bend. My home backs on to Beasley Street. My overall impression on the traffic management proposals is that it will block my access to many of my local streets especially the plans for Battams Road. It seems to me that the "problem" is just being shifted to other streets.

I can see sense in some of the proposals e.g. pedestrian island on the corner of River St and Lower Portrush Road and a pedestrian island on the corner of Beasley St and Lower Portrush Road as well as the Wombat crossing near the retail area on Battarns Road. I can even live with some of the angled slow down

points and painted median strips, however the total blocking of Battams Road will impact on those people who live there e.g. backing trailers and caravans etc. as well as access to our local community. "

- ▶ I have lived in the area for 20+ years and have never observed or had an issue with excess traffic through the streets. This whole Traffic Management Device Installation proposal in Marden and Royston Park is a complete waste of rate payers money. It seems that a minority of residents, who probably don't venture out of the neighbourhood have complained about excess traffic through the area. I only see locals and their visitors driving through the area. This proposal will create a problem for locals who generally do the right thing by adhering to road rules when driving. By having all these devices installed, it will just annoy local residents rather than solve a problem, which in my opinion, is not even a problem!
- ▶ Is this area really used as a shortcut through the suburbs? I have noticed excessive speed on that lovely straight road which is Battams road but the other changes seem a bit overdone to me.
- ▶ It seems to me that as a resident in Marden since 1975, initially in Grivell Road and now at Willow Bend, that we are the ones who will find all these measures inconvenient. My place backs on to Beasley Street and I don't have a problem with the amount of traffic coming through. You only need to have a 40km speed limit to assist with traffic management, and perhaps a few extra roundabouts on Battams Road not denying locals the access to our local streets.

Other than the few areas I have mentioned above I can't see the point in spending so much money for a problem which I do not believe will be fixed by all the restrictions that are planned. It will only shift and intensify the problem in the other streets that people will need to use instead of the current situation. The lovely wide streets in St Peters, Joslin and Royston Park are fabulous as they are and they are not affected by plans of slowing down the cars. Why are these measures being directed to this small section of Marden which, other than Battams Road, already has narrow streets. There seems to be negative connotations put on people i.e. "Rat Runners" driving through but all that will happen is that others will be impacted by the proposed solutions. Once again I will point out that reducing the speed limit to 40km would be a more sensible solution. Also, as a resident in Willow Bend, it is hard for our guests to find a park nearby, so I am against further disruption to parking in the proposed areas.

- ▶ Leave it all as is, there are no great problems as is, lots of problems if change.
- ▶ No problem. Leave it alone. Really don't see the rat running but even if there is so what. That's what roads are for. You will just force people onto main roads and make them even more congested. Stephen terrace is already a nightmare especially if you want to turn right.
- ▶ Not sure whose problem you are trying to solve here. If you are trying to reduce traffic on Battams Road - this should not be done at the expense of all of the ratepayers who rely on access from River Street. Have there been any

accidents that would trigger all this work?

- ▶ Overall I think the whole situation is a joke and the streets & roads of Royston park & Marden are Perfectly Fine the way they are I have lived For 24 years and and we never Had an Issue so I OBJECT TO TO ANY ANGLED POINTS SLOW POINTS / BUILDOUTS / WOMBAT CROSSING ETC. in our area
- ▶ The number of changes proposed seem unnecessary and will cause a greater deal of disruption to local residents. Slowing traffic in built up areas also causes congestion, and therefore increasing the difficulty to cross the street or make right-hand turns safely. Creating congestion in one area will then move the problem to another area of the suburb/s - people will find ways to avoid the parts they don't like. Are you going to install "devices" on every street to combat this? Council funds would be better spent addressing dangerous intersections, such as Payneham Rd and Stephen Tce, where there is an accident or close call almost every week. The most recent was only last night - 14 March around 5pm. Please find more constructive ways to utilise council funds.
- ▶ There is simply no need for this. The money could be spent elsewhere and if we gauge the current condition of the new refurb median strip on St. Peter's St it would end up look worst then it currently does. The median strip on St. Peter's St has become full of weeds and rubbish.
- ▶ This is a complete outrage and i'm disgusted to even see and hear about this traffic

management plan. You clearly have taken no consideration for the locals and whatever learning challenged people came up with to this plan are a complete disgrace. LEAVE THE AREA ALONE.

- ▶ This proposal is, simply put, absolutely ridiculous and I cannot believe that our tax paying dollars are being wasted on this rubbish. Deal with the street that is making the complaints, and don't punish the rest of us. If they're not happy, they can sell and buy a house elsewhere. Why are we dealing with an issue that doesn't exist? There have been no accidents on these streets, nor mishaps so what is the issue other than people using the roads for what they're supposed to be used for? TRAVELLING!!!! This bandaid fix will not solve issues - only create more. Do better.
- ▶ Traffic is fine. As a local resident, I have no concerns that require intervention.
- ▶ Traffic nuisance is part of the life here and we can learn and adjust our life accordingly. Because of few incidents let us not try to solve a problem that is minimal. FYI I had one of my cars parked in front was hit by a motorist travelling thru' because drug abuse and has got nothing to do with the traffic and I am not in favour of changes just try and discourage passing motorist to use Battams road. Thank you Kindly.
- ▶ What percentage of the total number of residents affected by these proposals do the previous respondents to community consultation represent? We have been told the decision to vote for proceeding to this point in council was based on a "narrow majority being

in favour of traffic management changes" in the previous round of consultation. I do not believe that those who participated represent a majority of residents. Nowhere have we been informed of how many people actually respond to these surveys and consultations. I believe this proposal stems from a vocal minority who have for years been lobbying for restricted access to these suburbs by people they perceive to be "rat racers" taking short cuts to avoid the problems posed by the major intersection of Portrush and Payneham Roads. What does not seem to be considered is the impact of a very large urban infill development along River Street and the contribution of that increased local population to increased traffic volume in the area, particularly between River Street and Second Avenue during peak hour. Wherever the traffic is coming from the streets are only busy for a short period of the day and it does not pose enough of a problem to warrant the draconian level of over engineered traffic management structures proposed, especially along Battams Road, where access by residents to their houses and to every street except 6th and 2nd Avenues will be blocked by the median strip. I am deeply concerned that the repeated need to double back on every trip into and out of the area and the number of people who will have to do U turns to reach their homes will exacerbate traffic congestion not ease it. I am also concerned by the squandering of council rates on the building and maintenance of numerous garden beds on these roads when there are many roads in the area that need a surface upgrade.

- ▶ Why spend our money for something that

doesn't need to be fixed.

- ▶ I live on Beasley St which is listed as one of the higher traffic areas, and I rarely have to wait for more than one car when trying to back out of my drive. This is a solution for a problem that locally doesn't exist. If 1st Ave people are unhappy, then multiple speed bumps along that street would be the easiest solution. Making build-outs on wide roads where there is 2-way traffic (9th, 6th, 32nd, 1st Aves) would make more sense than obstructing already narrow streets, but there are no controls outside of Marden being proposed. Utterly ridiculous. There is apparently a plan for introduction of 40kph residential limits at the end of the year city-wide, making many of the safety/calming concerns even less valid.

General comments of support

- ▶ 1) This is only MARDEN area traffic management - it will not calm traffic speeds through-out the connected areas of Royston Park, Joslin and St Peters, bounded by Payneham Rd and Stephen Tce. It is mis-leading to call this "Marden & Royston Park Traffic Management Stage 1" 2) GET A MOVE ON - it is 2024 - there has been traffic issues for 10+ years. Council needs to move with the times and better allocate capital to where it is needed. 3) The "painted" medians are a waste of time and ugly. Garden beds improve separation, provide
- ▶ Although a resident of St Peter's I am affected by the huge volume of passing through traffic that goes down First Avenue where we live. I

think this plan is an excellent way to overcome this and would love to see it implemented tomorrow!!

- ▶ As a former resident of the area, I am impressed by the Council's proactive approach to traffic management in this area. The proposal makes these areas attractive places for residents and others to utilise, given the landscaped median, careful consideration to traffic management, and pedestrian / cyclist friendly walkways. With so many families and children around (particularly given the schools) it is important that the Council continues to foster a safe and welcoming environment.
- ▶ Excellent plan and the Council should be congratulated.
- ▶ Excellent proposal. After moving into the area in December 2023, we have noticed significant through traffic from Payneham Road down Battams Road through Beasley Street and River Street to bypass the traffic lights on Payneham Road and Lower Portrush Road. We welcome any measures to mitigate and reduce the through traffic. We noticed that this was Stage 1 of the plans - are there tentative plans for Stage 2 and beyond that can be shared to local residents?
- ▶ Fully support all changes. While they will result in minor inconveniences for resident motorists, they will improve the livability of the suburb for families, pedestrians and cyclists. Based on the concept art should also improve the aesthetics of the area. It would be good if this opportunity could also be taken to extend the paved

footpaths to the end of Battams Rd / Payneham Rd intersection.

- ▶ Fully support the changes despite minor inconveniences. Further consideration of completing paving on battams would be appreciated. Hopefully the vehicle data will be repeated post any changes.
- ▶ Generally I think the Council have done a good job with the planning to prevent the 'rat-run' from major roads, and appreciate the effort to prevent the problem. I attended the meeting at the Payneham Community Centre and noticed quite a few of the 'wingers' don't even live on Battams Road, Beasley Street, or River Street, where the traffic problem is?
- ▶ Given that residents don't want River Street closed to through traffic, the proposal for angled slow point landscaped with single lane for vehicles is an excellent compromise.
- ▶ Glad this is being worked on. The speed and volume of cars rat running on River St is extremely high. And the drivers are aggressive and rude when you maintain speeds appropriate and reasonable for a residential street. Drivers have yelled profanities at us when we are driving too slow for their liking on River St. This is a super project that is much needed for safety.
- ▶ Happy with current proposal, regardless something needs to be done in our area urgently.
- ▶ I am in favour of all suggested changes outlined in the Information pack - Marden and Royston Park Traffic Management Stage 1.

- ▶ I am urging that these proposals are adopted in full, and that construction begins as soon as possible. The traffic situation is unbearable for residents of Beasley during peak traffic periods. During other times it is nothing more than a racetrack.
- ▶ I believe these changes would have real impact on through traffic and I support the proposals as set out.
- ▶ I have been noticing a clear division among those who support this and those who don't. The ones that don't seem to be misinformed and do not understand fully the benefits of this change, other than to slow down the traffick. There are all these other positive outcomes from it that should be expressed by the council to help with this transition. Moreover, I hope traffick management during roadworks will be well regulated because parking on battams street is hard as it is and I feel road works may make that a bit more challenging.
- ▶ I like it a lot - to reduce through traffic, which is excessive and noisy (as I live at Battams/Beasley corner!).
- ▶ I look forward to seeing this completed. It is needed in this lovely residential area that is no place for speeding drivers. It is not safe for children. Thank you.
- ▶ I really like the plan, which I think will have a positive impacct on reducing traffic in our suburb.
- ▶ I repeat all in Battams Rd section. I implore you (and politely beg) to have this plan implemented. No plan to deal with what is a definite traffic problem comes without 'cons' (opposed to just pros). People need to understand this and live with compromise. I am more than happy to live without being able to turn right out of my driveway (which is currently 90% of time) to receive the obvious benefits of the proposal. Lastly, please remember the haters always scream the loudest. They are often a misrepresentation of the view of the whole. The no voice is loud while those who are agreeable will not speak up and with the same energy. Thank you for all you have put into this.
- ▶ I support proposal.
- ▶ I support the greening of the area also, akin to Ninth Ave and St Peter's St. The greening with plants and flowers in these areas has significantly improved the appearance of these areas, and I hope the same can be done for Marden and Royston Park.
- ▶ I support the plan.
- ▶ I think the other improvements would be beneficial however the buildouts in Battams road would majorly slow down traffic
- ▶ I think the overall proposal is a great idea.
- ▶ In general I'm in favour of the proposed management conditions.
- ▶ Increasing the amount of mature trees on Battams Road will be more aesthetically pleasing, and more to the standard of the avenues.
- ▶ It's great to see changes being proposed to increase rider and pedestrian safety in the suburb.
- ▶ Keep up the good work.
- ▶ Long awaited for and will make others want to relocate to our area. Currently it feels like a racetrack, rat run and very unsafe especially at peak hour times. Hope the works progress as quickly as possible.
- ▶ Look I think these solutions (except for the emu crossing) are a good attempt to deal with the long standing traffic issues. My current concern is that the retail area owners and current tenants appear to be coordinating submissions to knock down the idea of planted median strips and crossings - this does not really take account of the reality of Battams Road given that they are in location for a limited number of hours. Hopefully there submissions will not have a greater weighting than those of residents. Thanks for everyones work.
- ▶ Looking forward to a new landscaped Battams Rd and slower traffic in our area.
- ▶ Love it. Appreciate the work being done to reduce car dependency and increase walkability and cyclability. Don't listen to the nimbys.
- ▶ No more comments & totally agree with all the proposals.
- ▶ Please build these proposed slow points ASAP, since we have been waiting them for 5 years. By installing them you will save lots of native birds, since speeding cars hit and kill hundreds of them each year. Kind Regards and big thanks.
- ▶ Proceed asap.
- ▶ Sooner the work starts to solve the issues the better.

- ▶ Thank you for listening to the residents.
- ▶ Thank you for trying to alleviate the dangers and noise of speeding drivers.
- ▶ Thank you. We as I'm sure many in the area are excited for this to proceed.
- ▶ The large volume of traffic along Second Ave and Battams Rd, as estimated by Council, over 3000 cars and trucks is having an effect on residents health (air pollution) I have a lung condition which aggravate it. At certain times we cannot open our windows. Most cars speed down Second Ave, having no regard to safety, and lastly the roundabout corner of Battams and Second is an accident waiting to happen. A restriction suggesting an angle slow point on Second and First Ave East of Lambert Road would slow down traffic and restrict it considerably.
- ▶ The whole of the proposed plan is appropriate and will greatly alleviate the use of first Avenue and Battams Road and other streets in the area as a shortcut to avoid the use of Payneham Road and lower Portrush Road. We believe the plans are ideal and overcome the current problems of excess speed and noise.
- ▶ There are too many speeding cars and trucks in the area taking short cuts from the intersections. Needs to be managed better than it is now.
- ▶ These measures, along with the proposed 40kph limit would greatly improve safety and reduce unnecessary through traffic, but the speed limit would need to be actively policed when introduced and then at irregular intervals ongoing. Hopefully the easier and quicker parts

of the plan will be implemented quickly, things like concrete centre line sections to stop corner cutting. This has been a problem for many years, it is great to finally see it happening, the sooner the better.

- ▶ Very supportive of making streets safer for children and older people. Current speeding cars on these roads are very dangerous. More trees and plants will be great for the environment. Please go ahead with plans as soon as possible!
- ▶ We look forward to the changes, anticipating big reducing in the hoons that speed down Battams Rd from 2nd ave roundabout and screech into Beasley Street.
- ▶ Yes to the proposal. Sooner the better.
- ▶ Overall I welcome these changes. I supported this proposal in 2022. These changes will hopefully make the environment more hospitable to live in and more attractive too. It would seem some drivers are not very considerate to how they drive through someone's neighbourhood. My parents live on First Avenue, Royston Park I hope they get some improvements as well.

General comments against

- ▶ Absolutely terrible decisions when residents of this area have been complaining about the same problems for years and we are yet to have them fixed. It is ridiculous.
- ▶ Scrap the Battams Road proposal and amend.

PHONE COMMENTS

- ▶ In an information pack, including examples of similar devices built elsewhere in Adelaide would be beneficial. All information should be provided in hard copies.
- ▶ This is the first time we are hearing about this project and we did not receive any notifications in 2022. This project only benefits residents in Joslin and any residents outside of the immediate area should not have been consulted. Hard copies of the consultation materials should be provided to all residents.
- ▶ Interested in technical background to this study.
- ▶ I want to see what residents actually wanted this project? It is not plausible that anyone would want these devices. Movements of the residents will be restricted, you are hammering and compressing them. We should not be penalised, we are not the problem. The project will cause traffic increase in Grivell Road and this is of major concern.
- ▶ People have a difficulty reading extensive technical information, they do not really understand the drawings. The speed or volumes of traffic are not really an issue. Speed reduction to 40 km/h and mobile speed cameras would solve all the issues. I oppose installation of devices.
- ▶ I am very supportive of the proposal – how fast can this be implemented? I am very keen to see this completed. This is so great that Council is proceeding with local traffic management, it is about time traffic was calmed in our area.

Everything is connected – of course we need changes to Battams Road for the whole scheme to work. I recognise that roundabouts are not great for cyclists. There are general safety issues in this area and sometimes cars travel here at 80 km/h. Traffic calming will be great.

- ▶ I am fully supportive and think that inconvenience is minor compared with the benefits. Well done to Council, obviously a lot of thought has gone into this.
- ▶ I am very confused about the leaflet received, which ridicules the proposal – why is traffic calming not supported? The proposal will slow down the traffic and will make the area better, people should not be winding up others against it. I am supportive of the proposals.
- ▶ You also need to address annual Christmas congestion associated with Christmas lights, it is impossible to get through and the situation will get worse. I am a cyclist and a motorcyclists and I will much prefer additional roundabout in the area, like in St Peters, not the median or slow points.
- ▶ I was at the information evening last night . I just wanted to say that I thought you handled it really well, given what I thought was not a very good atmosphere from residents. You certainly did a great job and I think it's a great traffic management idea except for one thing in Battams Road. Well done, OK? I just wanted to send my support.
- ▶ I am supportive of the proposal. Something needs to be done: cars are going so far, they are screaming now. Cars are just screaming past.

- ▶ Wanted to find out about implementation of 40 km/h – what is the timescale, is it a confirmed project, when will it go ahead, can it halt if LATM project does not go ahead. Some people drive at 80 km/h down the street. Can the Council not enforce the speed limit? Arabella Court near Tippett Avenue – these residents drive very fast and do not slow down at all. It's them we need to worry about.
- ▶ I have great concern about the traffic changes in Grivell Road Marden. All you are doing is creating a rat run along some streets by forcing traffic from other areas. The cost of all this change is enormous when there is an effective way of managing traffic by reducing the speed limit to 40kph which has been effective in other suburbs. As well, the raised humps are another option. The cost of your extravagant proposal is ridiculous when apparently funds are scarce. I oppose this change vehemently as it will convert what is now a peaceful and relatively quiet street to a very busy short cut.
- ▶ The community does not give a damn about any changes. We do not find people speeding here, so people are driving under 40 kph. Council will implement stuff here no matter what, won't they? They won't listen to us. Most people here are not interested. I hope the Council will make the right decision here. I hope they will leave it as it is. Hardly anyone crosses Battams Road. If they do, they look both ways.

WRITTEN SUBMISSIONS

This section contains received written submissions. Those provided in editable formats have been integrated into the report. Submissions in PDF or other non-editable formats have been appended at the conclusion of the section.

Note that personal information was redacted from the written submissions wherever possible. Redactions in the report are denoted by the following symbol: [...].

Sent: Monday, March 11, 2024 11:11 PM

To:
Cc: Townhall <townhall@npsp.sa.gov.au>
Subject: Royston Pk Marden traffic plan consultation feedback

I am writing to provide my feedback on the proposed Marden and Royston Pk traffic management plan. I am strongly AGAINST the proposed package.

I have lived ...[in] Royston Pk for 6 years so I am directly impacted by this proposal. Before that I lived for a number of years on Dix Avenue, Marden and I have lived in NPSM my whole life. I [...] make frequent trips within our local community including twice daily to school (Walkerville primary). Along with our elderly neighbours, parking out the front of our houses and ambulance access is very important to us.

Along with many residents, I did not support

blocking off River St at Lower Portrush Rd as I believed that would be too great an inconvenience to local residents including myself. I agreed with the proposal of landscaped traffic slowing devices at that time, but when I read this latest information package I was shocked at the extent of the proposal. It feels incredibly heavy handed for the “rat running” problem and will cause major inconvenience to myself and other local residents. Also I voted for traffic SLOWING devices, not BLOCKING devices that prevent turning. These are two quite different propositions in my opinion. I am also concerned by the number of parking spaces lost.

I am not opposed to installation of some landscaped kerb protrusions and one lane angle slow points. However the proposals that I am most strongly opposed to are the blocking of almost all right hand turns along the length of Battams Road, and the loss of parking spaces along Battams Road. These two things will be a MAJOR inconvenience and frustration and feel hugely out of proportion to the problem being addressed.

I am surprised that some alternative options don't appear to be being considered eg:

- median strip down some of Battams Rd with roundabouts rather than blocking off right hand turns (similar to St Peters Street)
- 40kmph zone within the suburb and then reassess traffic once this has been implemented
- Consideration of not allowing right hand turns from Lower Portrush Rd to River Street from 7-9am on weekdays via a sign rather than physical blockade, with policing of this. And then reassess after some months. I would not block

Beasley St as well, I think residents have to have at least one option to get into their own suburb rather than having to join a long queue at the Portrush/Payneham intersection

Our pocket of Royston Park and where I previously lived at Dix Ave Marden is already somewhat difficult to get to with limited options to turn in off Lower Portrush and Payneham Roads. I think “rat running” could be addressed via only a few single lane slow points (say two in River St and one on Beasley St) and a 40kmph zone, rather than this much more restrictive and obstructive proposal. If this package were implemented it would be a big inconvenience to residents and I would be quite concerned about ease of access for emergency vehicles. I realise the document says multiple measures work in concert with one another but as a package it feels much too heavy handed and I am opposed to it.

I sincerely hope my feedback will be taken into account.

Sent: Wednesday, February 28, 2024 2:45 PM

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS SURVEY

5. Please share your comments regarding the traffic management proposal for Battams Road.

Thank you for the opportunity to comment on the Marden and Royston Park Traffic management designs survey. [...]

In formulating this report we have consulted the tenants of the retail centre who are in agreement with the following points.

Please be aware that the centre operates as an important community gathering point due to the tenancy mix. We are of the opinion that the TMP in relation to the 3 points outlined below will disrupt this vibrant social and trading hub in a negative way.

I would like to direct your attention to the following concerns that I will further elaborate on, namely:

- The proposed location of the wombat crossing
- A section of the proposed landscape kerbed median
- Rubbish collection constraints

1. The proposed location of the wombat crossing

means the removal of 6 car parks, which is extremely detrimental to the continued operation of the retail centre. These car parks are used by retail customers who frequent the shops. These car parks are also used by some service vehicles to load goods through the front of the shops. We believe the majority of customers drive to this location based on our tenants.

Our current tenancy mix is: Café, Hairdresser, Beautician, Eyebrow Technician and Maryannes Kitchen (Meal delivery service). These tenancies rely heavily on customers that frequent the centre by vehicle and require these retail spaces to park in. Included are elderly customers that are mobility impaired and rely on these close short term parks to access the hairdresser and beautician.

Included are Meal delivery vehicles which require these car parks for quick loading and dispatch of their food to their elderly clients in the area.

There are no other retail centre car parks in the area. None on Addison and none on Sixth Avenue. There is currently no retail parking within the shopping centre as these parks are used by the tenants to avoid crowding the retail street parking.

The roundabout already causes a restriction in speed due to its natural function, so a wombat crossing is not necessary. This area also has very little pedestrian traffic in general.

Alternative: No wombat crossing in proposed location as it removes the retail car parks and is unnecessary for slowing down traffic. If it is still required move it further South to T3.

2. The proposed landscape kerbed median (8m section) immediately in front of the retail centre driveway. This will inhibit service vehicles (trucks) loading and unloading goods via the retail centres driveway / loading area on Battams Road. They use the width of the existing lane including median strip (where a section of the proposed landscape median will be) to manoeuvre and reverse into the driveway.

There is also a stobie pole on the edge of the driveway. I am concerned that service trucks will have difficulty avoiding the stobie pole when reversing into or out of the retail centres driveway should there be a 2.6 metre wide median strip located at this entry/exit point. The reduction in road width will dramatically affect their manoeuvrability.

Alternative: Instead of a landscaped kerbed median, have a flat painted median in its place for approximately 8m to allow the reversing and manoeuvring of trucks in and out of the retail centre driveway (loading area) on Battams Road.



3. Rubbish collection constraints on Battams Road.

Please be aware that the centres rubbish bins are collected on Mondays and that there are as many as 10 wheely bins on the footpath. This service will be severely hampered by the construction of the 2.6 median strip and the wombat pedestrian crossing.

Sent: Friday, February 23, 2024 2:00 PM

Here is my thoughts on the Proposed traffic management solutions for Battams Road Royston Park.

I would assume that you and your company did not come up with this plan all by yourself without some input by the NPSP council.

The proposed plan is not what we were originally shown in 2021 and 2022. They were unacceptable then and more-so now.

I have lived in Royston Park all my 66.5 years and have seen Battams Rd from dirt to bitumen and many changes over the years, mostly for the good. I currently reside in [...].

I have spoken to many people since the letter drop came to us explaining the new proposal and haven't seen anyone agreeing to this current proposal. This proposal has just impacted and severely hampered Royston Park residents on how they can use Battams Road, all for the sake of Rat Runners and some speedsters.

I agree in some part on what you would like to do on Battams rd but not allowing people to do any Right turns onto or from Battams Rd is unacceptable. You pride yourself on your Holistic Street Design and considerations, but unfortunately for Royston Park and Marden residents this falls well short. This Traffic Management Solution you have proposed was never mentioned to residents before or proposed off in a drawing that I can remember, only closing off Battams Rd and River Street was proposed and all I spoke to were not in favour of it then. I am unsure how the council, in their words exactly (400 survey responses relating to this stage of the community consultation and the majority of the respondents were in support of traffic management devices in order to address

safety concerns.) I'm sure the majority of residents in Royston Park and Marden wouldn't agree to any currently proposed road closures or any closures to manage this so-called Rat Runners issue or Speedsters.

What has also been misleading to residents is, again in their exact words. The Council is now at the stage of installing these devices. So, for us to review your proposed traffic management designs and provide comments is not going to do us any good, there mind is set now. This consultation with the Council has been misleading/dishonest from the get-go and by rights the local member of government should be informed. Maybe this might be a next step if the installation issue is not halted before a proper consultation meeting with residents is undertaken.

Many voters/residents are not in a position to make email responses or access the internet to get more information or respond. Why was there not a proper package sent out to all residents with the full proposed design not just a bit of it. Since the council letter was given out, all the people I have spoken to were not aware of the major road access closures and I have had to explain it to them along with other issues. To put it bluntly THEY ARE NOT HAPPY.

As said, I live in [...] and this problem of speedsters past my place is virtually non-existent. Yes I do get the occasional one, but so does every area, only noisy motor bikes and cars doing quick throttle ups to legal speed is more the problem. Rat Runners do not worry me as it is low volume.

Where are the actual figures for;

1. Where did most of the complaints come from. No Names Please.
2. What are the actual numbers for and against.
3. How many voters agreed with the road closures.
4. How many voters agreed to the speed restrictions.
5. How many voters agreed to Angled slow point-landscaped with Single-Lane for Vehicles, buildout-landscaped.

Most resident in the new housing units on River Street have complained about the speedsters and Rat Runners, and if they did their homework before buying into this area would have known that River Street is a commonly used road for traffic along with Beasley Street to access Lower Portrush Road, Marden, Royston Park, Joslyn and St Peters to Stephens Terrace.

All people Rat Run, who wouldn't. It's common to bypass traffic lights in busy periods down, side streets into suburbs or to get from A to B quickly. Anyone to say they don't do it are being deceitful.

I worked as a heavy diesel mechanic for 23 years and then moved into the DIT Radio Room for 25 years till I retired just over 3 years ago. In that job I had to issue traffic signal and road lighting faults out to Contractors statewide and Department Technicians daily for Council Sites and DIT sites along with many other duties. Part of my duties was reading Intersection connection charts, duct drawings and signal drawings, road drawings. I also organised having them updated if required along with personally updating our asset register systems for all DIT road assets.

I have seen some bad designs in that time and many good complex drawings of intersections from Prelim to As Built such as the ACH, T2T, Northern Expressway, Northern Connector, Southern Expressway (stage 1 @ 2 to current) etc. I know Battams Road is not a DIT road and is a Council Road. But I think this is kneejerk proposal that only suits the residents of River Street. From the Northern side they will have no issue accessing their homes from Lower Portrush road or via Broad Street. Access from the Southern side will be via Ninth Avenue up Battams Road to River Street. Or down Sith Avenue to Addison Rd left onto Tippet Ave to River Street. Everyone else suffers.

You have now closed any R/T traffic into River Street from or to Battams or from Seventh Avenue.

You have effectively now created another headache, By.

1. Having "So-called" Rat Runners that turn into River Street from Lower Portrush Road go down Broad Street into Addison Avenue increasing their traffic flow exponentially.

2. Having "So-called" Rat Runners that turn into Beasley Street from Lower Portrush Road turn right onto Broad Street or Caleb Street Across Grivell Road to Addison Avenue, now increasing those residents traffic flow exponentially as well.

3. If I was a resident there, I would be livid. You need to keep River Street open at Battams Road along with Beasley Street, No Exceptions.

I have no issues with slowing down speedsters but what you have done in Stage 1 of proposed 3 stages is unacceptable and will devalue houses not, increase value due to side road access issues from Battams Road or to Battams Road.

The proposed plans will inconvenience the many residents of Marden Royston Park more-so than the very few Speedsters and Rat Runners. Just imagine trying to back a trailer, boat or caravan into a driveway if these changes are made on Battams Road.

If you go ahead with the proposed traffic management solutions for Battams Road once motorists have crossed over Battams Road onto Sixth Ave or Second Ave roundabout all bets are off for speedsters. Will Lambert Road be the next victim to this madness.

Would be very interesting to see how many River Street residents complainers come off Stephens Terrace along side streets to access their homes or even Hooking Avenue to Stephens Terrace, rather than going along Payneham Rd down Lambert Road or Battams Rd. To me that is being hypocritical. If I can make a solution, Do nothing, I'm happy the way things are at the moment. Or if it must be done??

1. Install the Wombat Crossing (No Flashing Lights), That's a good Idea for older people accessing the coffee shop.
2. Put in Angled slow point-landscaped with Single-Lane for Vehicles. Also see dot point 6.
3. If Possible, Remove Angled slow point-landscaped

with Single-Lane for Vehicles in Beasley Street, that street is narrow as it is. that street needs to have heavy vehicle access. Installed slow points will impact those vehicles that are required for Building materials, and Semi-trailer deliveries.

4. If Possible, make larger Angled slow point-landscaped with Single-Lane for Vehicles in River Street that can handle heavy vehicle access and Semi-trailer deliveries. Vehicles that are required for Building materials into building sites.

5. Remove the Median Landscape at the Payneham Rd Battams Road intersection, that will be dangerous just have Median-Painted. That is a busy turn into Battams Rd.

6. Install 100mm x 6m raised pedestrian crossings between some side streets with Buildout-landscaped. Make sure they are far enough away from the intersection as to not impact turning semis and long heavy trucks turning into or from Battams Rd.

7. Make sure Buses are not impacted when doing Buildouts-landscaped.

8. Install mobile speed cameras operate in this area signs.

9. Install Appropriate Speed Signs, preferably 50k but 40k maybe best with all the 100mm x 6m raised pedestrian crossings installed.

10. Don't over complicate the Proposed traffic management design and follow the KISS principle.

11. We do not need an overpriced high maintenance expensive Median Landscape on Battams Road with side roads blocked!!

12. Keep the side Street Right Turns accessible from Battams Rd and vice versa!

Letter received on 14 March 2024

Marden and Royston Park Traffic Management Plan

[...]

We have lived in River Street since 2014.

Since moving to River Street, we have noticed that it has a high flow of traffic, given that it is one of only two roads linking the suburb of Marden with Lower Portrush Road and has a high number of medium density housing units on its northwestern side. Although we have noticed that drivers sometimes speed through the street between Battams Road and Lower Portrush Road, the inattentive and careless driving by our neighbours within the housing units northwest of River Street is more concerning to us than through traffic.

I note that, as part of the Marden and Royston Park Traffic Management Plan, an angled slow point is proposed to be placed directly in front of my property. I wish to submit a strong objection to this proposal for the following reasons.

1. Parking

Locating a slow point outside our property will mean that my wife and I will be unable to park outside our house. Our dwelling has only a single garage and over the course of the day both my wife and I come and go frequently due to various school and work commitments, and it is more convenient for us to park on our driveway and within the parking bay outside our house instead of entering and exiting the garage for short visits to our home. Also, we

have three young children, one of whom has special needs (receiving NDIS support) and we need to park as close to our property as possible to ensure their safety. Our daughters have a tendency to run away and on more than one occasion one has run onto the footpath and road (given that they outnumber us) and the prospect of having to park across the road or further down the road raises serious safety concerns for us.

2. Safety

The design of the proposed slow point will direct all through traffic to use the section of the road directly in front of our driveway, given the angled nature of the device. This concerns us because we have to reverse out onto River Street, potentially into the path of all vehicles. This places us in danger every time we exit our property. Also, given that between 400 and 600 vehicles use River Street in peak hour, statistically this leaves us with only 6 seconds to reverse into a gap in traffic (but probably less of a time gap between cars given that they will have to slow down to drive through the proposed device and will expect us to give way to them). I honestly don't see this as safe or workable from an accessibility perspective.

I note that the design of the slow point includes a bicycle bypass. As a real estate agent, I am no expert on the design of traffic control devices, however I have done some internet research into best practice for bypass design at slow points and have come across direction from Western Australia ("Planning and Designing for Active Transport in Western Australia - Providing for Bike Riding in Local Area Traffic Management Schemes") which states that

"cycle bypasses should terminate after a motor vehicle has straightened (my emphasis) and is back in its normal position on the road". The photo below from this document illustrates the hazard. The proposed design for River Street appears to be inconsistent with this design advice and this may constitute a significant risk for Council should the design illustrated in the consultation concept plans be adopted.

Source: Main Roads WA (2019).

Source: Main Roads WA (2019).



3. Amenity

The proposed slow point will require vehicles to slow and accelerate adjacent our property, which will create noise impacts (braking and exhaust) as well as potential for crashes and loss of control (of vehicles). All of this will impact our sense of safety and the enjoyment of our property.

4. Property value

As a real estate agent, I know full well that

availability of on street parking significantly contributes to property value. By removing parking, the Council will devalue my property with no compensation proposed. This is deeply concerning to me and, should the Council resolve to proceed with this scheme, I will investigate all legal avenues available to me to redress any loss incurred.

My family therefore has multiple reasons to oppose the proposed traffic management scheme for River Street and I urge the Council and its consultants to have regard to the following statement contained within the "Traffic Management in Marden and Royston Park - Community Consultation and Recommendations" document:

"Local area traffic management initiatives need to consider all street users, including all types of vehicles, access/service requirements".

I don't feel that the proposed scheme considers the impacts to my family (including our access requirements) and alternative options should be considered.

Please feel free to contact me if you'd like to discuss this matter further.

Letter received on 29 February 2024

As was mentioned in our phone call, I am concerned about a pedestrian crossing being installed at the front of my property. This is because I currently have no driveway to access the front of my property, and was considering putting a driveway, - next to my neighbours fence [...]. A pedestrian crossing would prevent me from doing so.

RECEIVED

15 MAR 2024

CITY OF NORWOOD
PAYNEHAM & ST PETERS14th March 2024

Chief Executive Officer
City of Norwood Payneham & St Peters
175 The Parade
Norwood
South Australia.

Dear [REDACTED]

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT STAGE 1

Thank you for once again allowing the community to 'vent' their anger; against what paid consultants think, as opposed to what long standing members of the community know.

I am now in my forty-sixth (46th) year of residence in First Avenue, and in Second Avenue one has [REDACTED] whose residence eclipses that of mine in Royston Park. Our combined knowledge of the area is far greater than any paid consultant.

Except for Pollock Avenue, Addison Avenue and Part Broad Street (Adelaide Metro Bus Routes) the comments made in this submission relate to the total area being covered.

MEDIAN STRIPS

As I mentioned in my submission of 29th April 2022 **I am against any form of Median strips whatsoever.** What I said then is repeated below.

"We are talking about residential streets, and in these areas there exist many properties where there exist a trailer or caravan or both; have you ever tried reversing a trailer across a median strip?"

There are times that one requires the full width of the road to successfully maneuver a caravan or trailer through a gateway. The depth of gutter and curvature of the road are also significant factors in maneuvering successfully.

The length of a caravan, and / or trailer, are also factors.

Median Strips reduce the space for reversing these vehicles".

The current handout on the "Battams Road West" page indicates that a 3.2m lane width allows for a reverse parallel parking manoeuvre. That is insufficient space for reversing a long caravan or a long boat trailer through a gateway!

On another note I have had expressed to me, from other people, that a Median Strip in Battams Road is separating Royston Park from Marden. [*It could be described as a 'Mini Berlin Wall'!* Ed]

SPEED LIMIT - 40 KPH

What has happened to the downgrading of the speed limit to **40 Kilometres per Hour** not just for the surveyed area but for the total area bounded by **Lower Portrush Road, Payneham Road, Stephen Terrace, and the River Torrens?**

This MUST BE THE FIRST OPTION, before we waste money on other options unnecessarily!

It also MUST BE POLICED in First Avenue and in Second Avenue for the first two weeks between 0700 and 0900 hours for Adelaide bound traffic, and 1600 and 1800 hours for traffic exiting Adelaide. These are the peak periods.

So what is the hold-up? Why do we not see any progress?

POLLOCK AVENUE

The short Pavement Bar at the junction of Broad Street and Pollock Avenue to reduce turning speeds is a good idea, as I have seen a number of vehicles “cut” that corner. I had a Double Layout installed at the junction of First Avenue and Battams Road many years ago, and that successfully both stopped the corner being ‘cut’ and reduced the speed of cornering.

The proposed landscaped one lane slow point at the junction of Pollock Avenue and Battams Road is **NOT REQUIRED** Firstly it goes against Council Policy of Greening the suburbs by the removal of two trees, and secondly as First Avenue and Pollock Avenue are not directly opposite, a roundabout at that intersection would be more effective than what has been proposed

ADDISON ROAD AND PART BROAD STREET

These roads form part of some Adelaide Metro bus routes, and it proposed that they have installed Landscaped Buildouts opposite each other. Will the gap between one Buildout and its directly opposite Buildout be sufficient for an Adelaide Metro bus to pass unscathed, both now and in the future? One must also consider that Adelaide Metro sometimes use articulated vehicles on these routes.

Another consideration is that the Landscaping of these Buildouts cannot have large plants, such as trees, that their future growth will cause safety problems for Adelaide Metro.

LANDSCAPED ROUNDABOUTS (aka TREE ISLANDS)

I support the installation of **Roundabouts in Battams Road** at each junction with First Avenue, Blanden Avenue, Beasley Street, Grivell Road, and River Street. There already exists one at Second Avenue, and one at Sixth Avenue. This means that we only require an additional five roundabouts.

(Fourth Avenue does not connect with Battams Road; Third Avenue and Fifth Avenue provide minimal amounts of traffic).

First Avenue would incorporate Pollock Avenue because they are so closely aligned. Blanden Avenue has a fast turn right going downhill into a fast straight road and needs entry speeds reduced.

Beasley Street has a single layout on both sides of its entrance that does little to slow entering turning traffic.

Grivell Road, only because there is plenty of room, and will further slow downhill traffic.

River Street to control the speed of traffic emanating from the close intersection of Seventh Avenue, from which most of the evening traffic emanates.

Roundabouts **DO SLOW** the speed of the traffic, and provide for safer intersections.

Roundabouts **DO NOT DIVIDE COMMUNITIES**, as does a Median Strip!

Roundabouts are consistent with the precedent set by St Peters Street, and by Winchester Street that has a roundabout at each intersection with the "Avenues". That has proven itself over the years to be a good measure to calm the speed of vehicles, and to provide a measure of safety.

LANDSCAPED SINGLE LANE SLOW POINTS AND BUILDOUTS

Single Lane Slow Points and Buildouts that are Landscaped are preferred as we are talking about residential streets, and if the location is correctly chosen can complement a resident's footpath garden that exists presently.

I think that the local community has been playing their individual part in greening their footpath verges. For example the lady at 152 First Avenue Royston Park has led the way in making footpath gardens; she not only established her own, as well as her next door neighbours, and she has now also established gardens on the other side of the road.

I have also seen copies of her gardens in other locations, and my neighbour directly opposite me has established her own footpath garden.

Warning: Should Bicycle Bypasses be provided at Single Lane Slow Points, one must remember that the bicycles of today are often motorised and attain considerable speed. Should the gap provided be too wide then that may permit fully-fledged motor bikes to access those gaps without having their speed calmed, at all!

MANHOLES

Has any one made a survey of Man Holes that exist in Battams Road? Well I have taken a drive down the hill.

What I found is that there exist three (3) Manholes between Second Avenue and First Avenue that lay in the centre of the road, or very close to centre. I also observed that below Second Avenue there exist a number of Manholes which could be considered too close to the proposed Median. There is nothing mentioned in the Handout about Manholes.

These Manholes will no doubt increase the costs of installing the proposed Median.

AUSTRALIA POST

Close to the corner of Grivell Road, in Battams Road there exists an Australia Post 'Pillar Box' which is cleared on a regular basis. The driver of the vehicle who clears that box has a Security Route that they have to follow. Should a Median Strip prevent them to follow their Security Route, then it is possible that Australia Post may remove such box entirely. That would then be a calamity to the local community.

People are aware of Adelaide Metro routes and the roads upon which they run, but few will be aware of the Security Routes that Australia Post utilises.

Obviously no-one has bothered to check.

PAINTED MEDIANS - (aka DOUBLE LINES)

The Artist's impression of the entry to Battams Road from Payneham Road portrays some double white lines, over which no vehicle may trespass! So what are the residents in the Royston Park houses supposed to do if they wanted to turn left on to Payneham Road? Drive downhill until they can turn at the Second Avenue Roundabout, or simply just drive across the painted lines and hope the hell that no Traffic Police are passing at the time!

As well as the houses, this includes the Air Conditioning firm on Payneham Road because its Customer car park is entered and exited via Battams Road.

Note: River Street will also have double white lines, over which no vehicle may trespass!

IMPROVED STREET LIGHTING

This is essential where Roundabouts and Landscaped Single Lane Slow Points, and Buildouts have been installed, otherwise the night-time driver may not see them.

IMPROVED STORMWATER DRAINAGE

I am not aware of any existing problems, however we need to be mindful when we install Roundabouts, Landscaped Single Lane Slow Points, or Buildouts that we do not create a problem where none existed hitherto.

STOPPING THE RAT-RUNNERS

There is nothing in the handout to stop the rat-runners. To hinder those people, all that has been suggested is to install some Angled Slow Points in River Street and in Beasley Street.

By only choosing those two streets, the rat-runners will only divert to other streets that do not have Angled Slow points.

All of the streets that connect Battams to Broad need the same protection, and those streets are Dix Avenue, Blanden Avenue, and Grivell Road; they too need to be considered for Angled Slow Points..

(That just slows the rat-runners, it does not get rid of them. The only way to stop the rat-runners is to close certain key streets!)

Why are we only installing landscaped slow points in part of the Marden area? Why are we not installing landscaped slow points in First and Second Avenues in Joslin and Royston Park?

We too, in Joslin and Royston Park, want the Rat-Runners slowed!

MIS-INFORMATION

On various “Key Plans”, Willow Bend is shown as having a road connection to Lower Portrush Road. That is not true. There is, however, a footpath that passes through a green park that connects with Lower Portrush Road.

“Battams Road – retail area – Key Plan” has a notation of a “U-turn facility (between Beasley St and Blanden Ave)”. When one turns the page to “Battams Road – central” there is no information of a U-turn. Will there be one, or not?

IN SUMMARY

* Many years ago there was an attempt to change that part of Marden between Lower Portrush Road and Battams Road (formerly known as West Marden) to Royston Park. Unfortunately that attempt was defeated because the residents of Royston Park were afraid that their property valuations would decrease. This left an ill feeling by the residents of Marden against those in Royston Park.

The current proposal to install a Median Strip down Battams Road has reignited some of those former bad feelings.

Council should be seen to be keeping peace between its neighbouring suburbs, not reigniting bad feeling. As I expressed earlier, are we building a “Mini Berlin Wall”?

* I believe that Council could have done better by employing a consultant to door knock all of the Residents in Battams Road as to their preference for Roundabout or Median Strip! It may have been cheaper, and let us face it, **those people, are those most mal-affected.**

* A letter dated 12 February 2024 told us that... “The Council is now at the stage of installing these devices and you are invited to review the proposed traffic management designs in Marden and Royston Park...”, and invited us to a “Drop-in Session”. At the Drop-in Session there was no specific information whatsoever concerning Royston Park, and according to some of the people in Marden, they see the people of Royston Park as not contributing to a solution!

* The period of Consultation was stated from Friday 16 February 2024 to Friday 15 March 2024 being a period of 29 days, with a Drop-In Session on day 20 of the consultation period. I believe that that session should have been earlier in the consultancy period. It was the first time that those of us who attended saw for the first time the detail what was proposed. I attended that session, and asked questions of a lady (I later became aware that she was the ‘Project Lead’) who failed to answer, and moved to a group of other people. After the session had finished I felt that it was not a ‘Consultancy’; but a ‘Hard-Sell’.

IN CONCLUSION

* **I SUPPORT** The INSTALLATION OF A SHORT PAVEMENT BAR AT THE JUNCTION OF BROAD STREET AND POLLOCK AVENUE, (or a DOUBLE LAYOUT) to reduce turning speeds is a good idea, as I have seen a number of vehicles “cut” that corner.

* **I SUPPORT** The INSTALLATION OF ROUNDABOUTS AT

FIRST AVENUE	WITH BATTAMS
BLANDEN AVENUE	WITH BATTAMS
BEASLEY STREET	WITH BATTAMS
GRIVELL ROAD	WITH BATTAMS
RIVER STREET	WITH BATTAMS,

as it will be a cheaper alternative in the long term, and one that the residents will accept, as it will appear to be in line with the proven precedent set by St Peters Street and by Winchester Street.

* **I DO NOT SUPPORT** the installation of any Median Strip **WHATSOEVER** in Battams Road, (Marden or Royston Park, whichever), as it will be a defining barrier between the people of Marden and the people of Royston Park! Expressed in short as a modern **‘Berlin Wall’!**

Without prejudice.

Yours faithfully



E.& O.E



City of
Norwood
Payneham
& St Peters

YOUR SAY SURVEY

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS

Before completing this survey, please review traffic management designs presented in the information pack via our consultation webpage:

https://www.npsp.sa.gov.au/our_community/community_consultation

ABOUT YOU

First name

Last name

Street address

Suburb

Email address

Are you a...
(please tick all that apply to you):

Resident of Marden/Royston Park

Property owner in Marden/Royston Park

Visitor to Marden/Royston Park

Worker in Marden/Royston Park

Travel through Marden/Royston Park

Your
age group

YOUR FEEDBACK

1. Please share your comments regarding the traffic management proposal for River Street:

I would like to have a 40 kph speed limit for River Street and suggest, in fact, all off Marden, Royston Park, Joslin, & St Peters should be the same.

River Street between Lower Portrush Road & Broad Street:

1) I agree with 3A, landscaped pedestrian island.

2) I do not agree with 3B, instead I would like to see two "Flat top road bumps" installed along this section.

Perhaps combined with possible road narrowing.

I would like to discourage traffic wanting to enter this road.

I do not want angled slow points on River Street, between Broad Street and Battams Road. If vehicle thoroughfare is made too difficult in one street, it will only divert the traffic to the next easiest street to traverse. Instead I would suggest a combination of raised speed bumps combined with road narrowing, up to three bumps along this section.

I would like to see median strips at all T intersections to slow traffic.



MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS SURVEY

2. Please share your comments regarding the traffic management proposal for Broad Street:

As stated for River Street (section 1), I would like to see similar traffic calming all the way along Broad Street, right up to Payneham Road. Cars come down the top of Broad Street way too quick and need to be slowed. Once again, I would like to see median strips at the Broad Street and Beasley Street intersection combined with a 40 kph speed limit to slow traffic



3. Please share your comments regarding the traffic management proposal for Beasley Street:

As stated for River Street, I would like to see similar traffic calming all the way along Beasley Street, right up to Battams Road.

I would like to see at least four "Flat top road bumps" along this section, with possible road narrowing.



4. Please share your comments regarding the traffic management proposal for Addison Avenue:

The traffic treatment along Addison Avenue is reasonable, but you should consider also putting in "Flat top road bumps"

5. Please share your comments regarding the traffic management proposal for Battams Road:

I am totally against the proposal for Battams Road. The median strip at 2.6 m wide is ridiculous over large. It's a beautiful wide road, as are many roads in the Joslin/St Peters area. The current proposal is way too cluttered.

I am not against a narrower strip for example, 800 mm or so wide median strip down the center would be acceptable.

A bicycle lane way needs to be clearly marked between the parked cars and the moving cars.

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS SURVEY

I am **totally opposed** to blocking right hand turns on Battams Road.

I like the wombat crossing near the shops but there needs to be three to four more along the total length of Battams Road and more "Flat top road Bumps" along this section, with possible road narrowing.

I would like to see Median strips at all T intersections to slow traffic and reduce speed around corners.

Once again a 40 kph speed limit needs to be introduced.



Please share your comments regarding the traffic management proposal for Pollock Avenue:

I don't agree with the Marden and Royston park Traffic Management Designs as proposed. I suggest two "Flat top road Bumps" with road narrowing would be a better option.

6. Do you have any further comments about traffic management in Marden or Royston Park?

I live on Grivell Road and have done so all my life. My house is on the W90/91 bus route which already poses risk to traffic when the bus is negotiating turns with parked cars or/and oncoming traffic. The traffic volumes in my area are not of a concern to me. The only change would be 50 kph to 40 kph as per other areas within this council. If there is a choice between your current plan proposal or nothing at all – then I vote for **nothing at all**.

Surely there is some middle ground, that it is not severely impact the locals and be far cheaper. The road treatment you are currently proposing will only increase traffic down Grivell Road (my street), Caleb St and Tippet Ave. It will also hinder emergency vehicles, especially fire brigade. Residents with trailers and/or caravans will have trouble reversing into their driveways in many of the areas in the proposed design.

Currently, I have to contend with the buses constantly coming around my corner. A few years ago, they changed where the buses stop and start from which increased bus volume by 25-30%.

Before any of these road proposals were surveyed, a 40 Kph speed limit should have been implemented as per the majority suburbs in the Norwood/Payneham & St Peters Councils area. It should then have been analysed at a later stage, and if necessary, then review other methods of calming traffic.

I work [REDACTED] and depending upon what route I take home I come across many road calming devices through the back streets. I have no problems with "Flat top road bumps" with or without road narrowing, speed humps etc. They work well when installed properly. If people are going the speed limit and their cars are roadworthy there will not be extra noise.

We are a house hold of 4 adults, all with cars. Many house-holds have 2 cars. A lot of the traffic in our area are just locals going about their daily work, school drop offs etc.

To sum up **I do not want what you are currently proposing**. The implementation of 40 kph speed limit should calm traffic and reduce the risk to pedestrians.

Regards

[REDACTED]



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

Telephone 08 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials @cityofnpsp

City of
Norwood
Payneham
& St Peters

*Thank you for your time in
completing this survey, it is
much appreciated!*

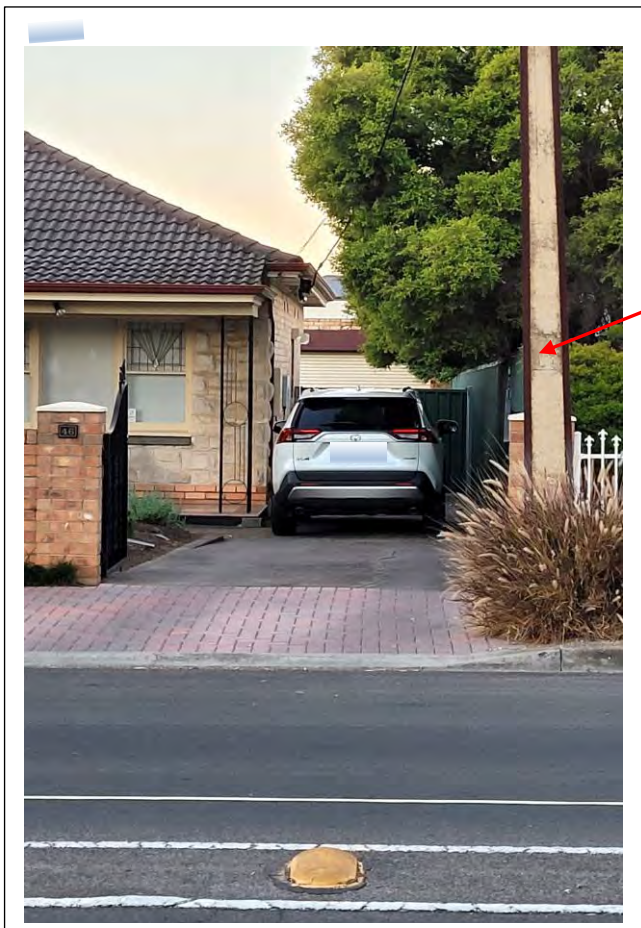
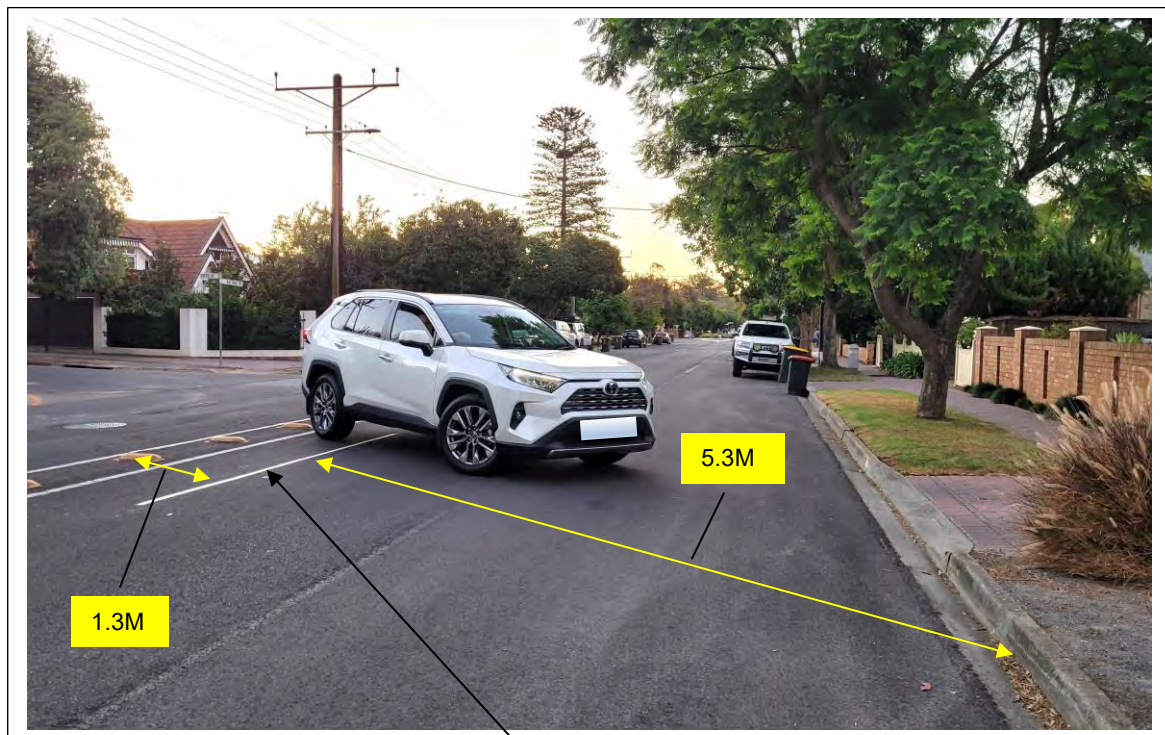


Photo No.: 1 – looking north.
View of driveway exit of 46 Battams Rd.
Note position of stobie pole in line with fence boundary.



Photo No. 2 – looking west towards 6th Avenue.
View of vehicle reversing out of driveway. Only when front of car is in line with stobie pole can turning steering wheel to the left start.



White tape showing boundary location of proposed 2.6M wide landscaped kerbed median.

Photo No. 3 – looking west towards 6th Avenue.

View of vehicle reversed out of driveway. Note that rear wheels have already “breached” the proposed new boundary. An additional reverse/forward manoeuver may be needed to negotiate the narrower street width. This would be a safety concern.

APPENDIX: CONSULTATION MATERIALS DISTRIBUTED IN THE STUDY AREA

The consultation materials comprised a ten-page information pack and a survey, both accessible online and in hard copy. Hard copies were distributed to residents upon request, either through hand delivery or made available for collection at the information session.





City of
Norwood
Payneham
& St Peters

Monday, 12 February 2024

Dear Resident,

TRAFFIC MANAGEMENT DEVICE INSTALLATION IN YOUR NEIGHBOURHOOD UPDATE

We are writing to advise you about the Council's proposal to install traffic management devices in your neighbourhood.

As you may recall, these devices were requested by the community following an extensive consultation process in Marden and Royston Park.

For those citizens who did not take part in the community consultation, or may be new to the community, please see a short background summary for your information below.

Background

In 2021, the Council engaged Traffic Engineering Consultants to investigate safety concerns caused by high traffic speed and volumes in some streets of Marden, Royston Park, Joslin and St Peters, which were raised by residents. Analysis of traffic data verified these concerns and identified that traffic management devices were required.

As a result, extensive community consultation was undertaken in 2022 to find out what type of traffic management devices would be preferred by residents in the identified areas.

The Council received more than 400 survey responses to this stage of community consultation, and the majority of the respondents were in support of traffic management devices in order to address safety concerns.

The feedback identified that road closure devices were not supported by the majority of the respondents, instead, slow points and landscaped islands were supported.

It is important to understand that traffic management devices strategically work together in a network which means each device relies on each other to have effect.

These traffic management devices aim to reduce traffic speed, improve walking and cycling amenity, discourage non-local through traffic and increase landscaping opportunities.

Looking ahead

The Council is now at the stage of installing these devices and you are invited to review the proposed traffic management designs in Marden and Royston Park (between Lower Portrush Road and Battams Road) and provide comments by Friday, 15 March 2024.

To see detailed concept plans of each traffic management device in your neighbourhood, please visit the Council's website www.npsp.sa.gov.au/our_community/community_consultation and/or come along to the Community Information Evening.

175 The Parade
Norwood SA 5067
PO Box 204
Kent Town SA 5071

Telephone
8366 4555

Facsimile
8332 6338

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au



100% Australian Made
Recycled Paper

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

Have Your Say

You are invited to share feedback on the proposed traffic management device designs by completing the survey online or by speaking with us.

Community Information Evening:

Payneham Community Centre, 374 Payneham Road, Payneham
 Wednesday, 6 March, 6.00pm to 8.00pm

Online survey:

Provide your comments by Friday, 15 March 2024.

Visit our website:

www.npsp.sa.gov.au/our_community/community_consultation or scan the QR code below.

Hard-copy survey:

Please visit one of our Citizen Service Centre, Libraries or contact the below for a hard copy to be delivered.

Contact:

Intermethod

Project Lead, [REDACTED]

Telephone: [REDACTED]

Council's Citizen Services

Telephone: 8366 4555



For more information or to visit the website scan the QR Code.



Information pack

Marden and Royston Park Traffic Management Stage 1

The City of Norwood Payneham & St Peters invites the local community to review the proposed traffic management designs and provide suggestions for potential refinements by Friday 15 March 2024.

About this project

In 2021, the Council initiated a project to improve traffic management in Marden and Royston Park. After consulting residents and road users in 2022, and evaluating various street redesign options, the Council is now advancing Stage 1 works.

Stage 1 is the area bounded by the O-Bahn corridor, Lower Portrush Road, Payneham Road, and Battams Road, as indicated on the map below. The focus is on creating a calmer and safer local environment, aligning with community feedback and best practice.

This information pack provides details on all proposed new design elements within the study area, including the locations indicated by property numbers on the aerial maps. Artist's impressions have

been incorporated to visualise anticipated appearance of the proposed traffic management designs.

About consultation

The consultation period spans four weeks: from Friday 16 February to Friday 15 March 2024. Residents are encouraged to share feedback on the proposed traffic management layout either through the survey or by submitting written comments to the Council.

Have your say

Survey

www.npsp.sa.gov.au/our_community/community_consultation

Please contact the Council's Citizen Services to request a printed copy of the survey to be

mailed to you by phoning 8366 4555.

Community drop-in session

You are invited to discuss this project with us at:

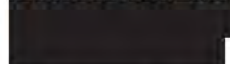
Payneham Community Centre

374 Payneham Road, Payneham

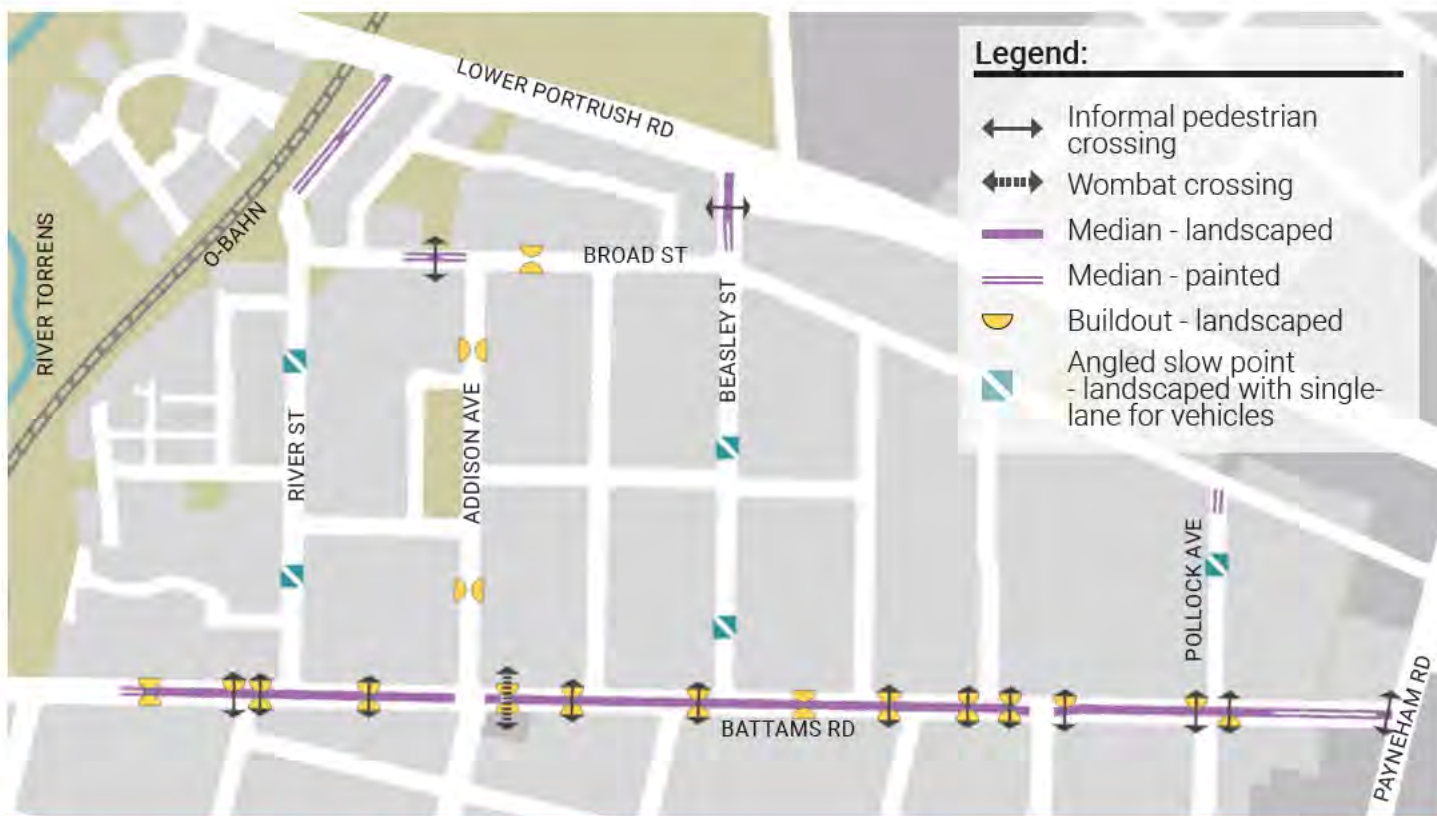
Wednesday 6 March, 6:00 pm to 8:00 pm

Speak with us

Project Lead (Intermethod)



Council's Citizen Services
T: 8366 4555



River Street



1 Angled slow point



2 Angled slow point

1-2

- Landscaped one lane angle slow points to reduce vehicle speeds.
- Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area.
- Additional parking restrictions will be needed.
- Bicycle bypasses are provided.
- Lighting levels to be checked to ascertain whether additional lighting is required.

3A

Landscaped pedestrian island to create a gateway to the suburb, to reduce vehicle speeds and to provide a two stage pedestrian crossing. Island forms part of a continuous median treatment.

3B

Landscaped island to reduce vehicle speeds. Any vehicle size can pass this device. Used with a painted median treatment.



3 Median

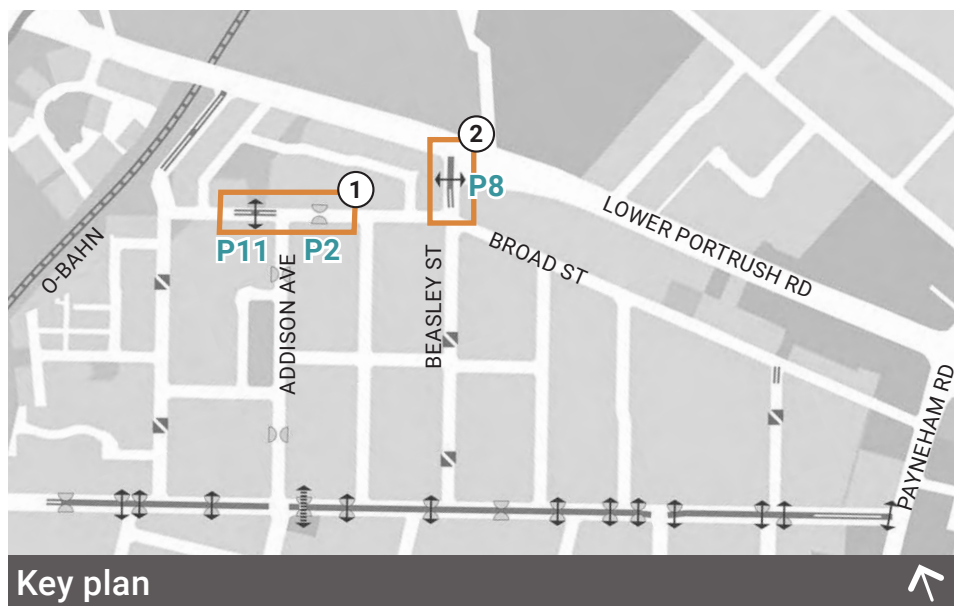
1:750 @ A4



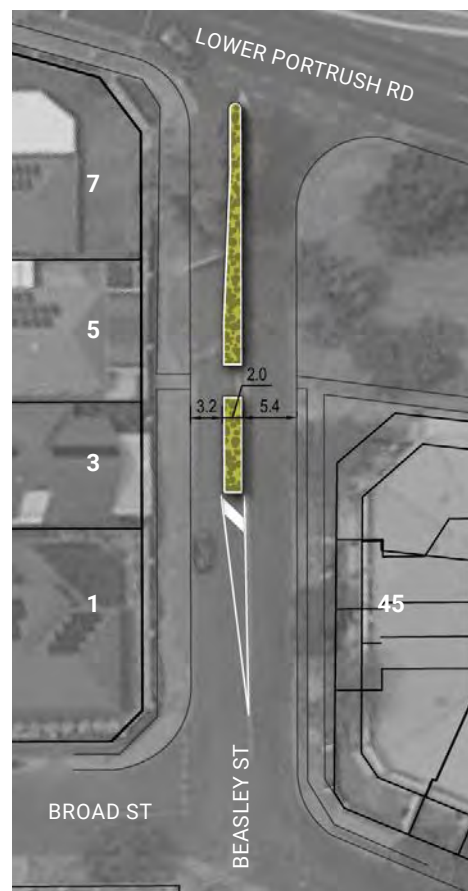
Legend

- Landscaped with concrete kerbs
- Painted median
- P38, P5, P4** Number of parking spaces removed related to specific locations (P4=4 parking spaces)

Broad Street and Beasley Street north



Key plan



2 Beasley Street median

1A
Landscaped pedestrian island to provide side friction, slowing traffic speeds, and to provide a two stage crossing for pedestrians, located near Willow Bend Reserve.

1B
Landscaped buildouts to narrow road width to 5.5m.

2
Landscaped island with pedestrian crossing to slow vehicle speeds, provide a gateway treatment and to improve crossing opportunities and safety.



1 Broad Street islands and buildouts

1:750 @ A4



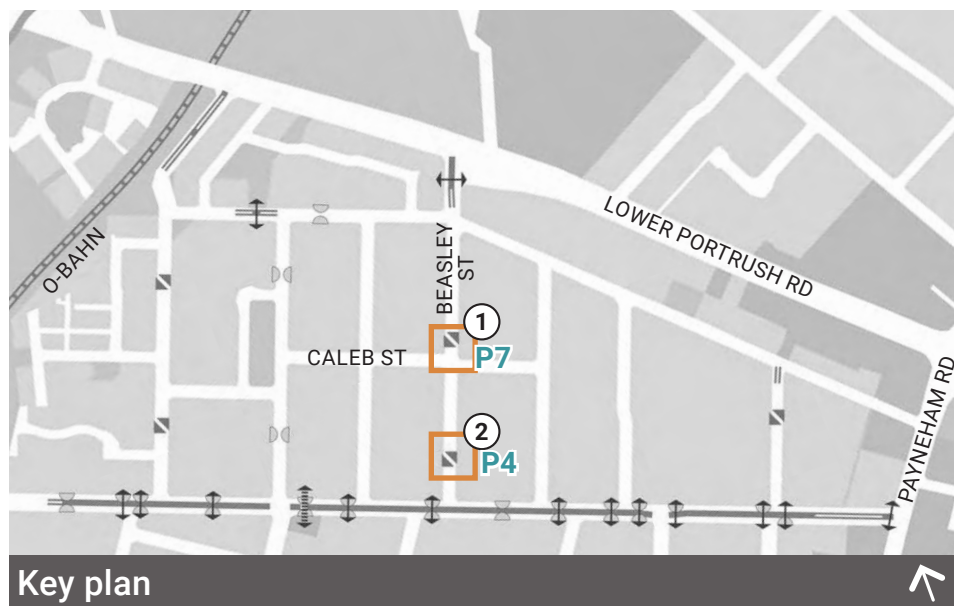
Legend

Landscaped with concrete kerbs

Painted median

P11, P8, P2 Number of parking spaces removed

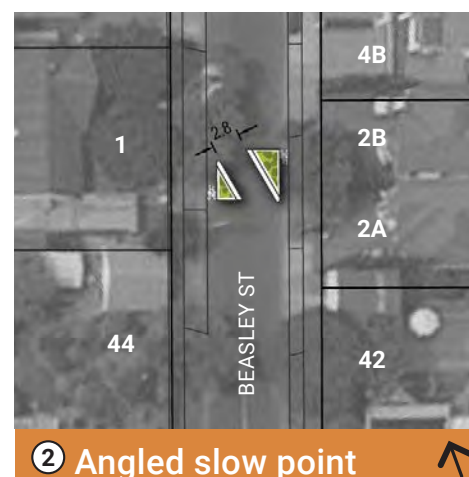
Beasley Street south



Key plan



1 Angled slow point



2 Angled slow point

1:750 @ A4



Legend

-  Landscaped with concrete kerbs
- P7, P4** Number of parking spaces removed

- 1 2
- Landscaped one lane angle slow points to reduce vehicle speeds.
 - Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area.
 - Additional parking restrictions will be needed.
 - Bicycle bypasses are provided.

1

Additional street lighting will be required.



1 Existing

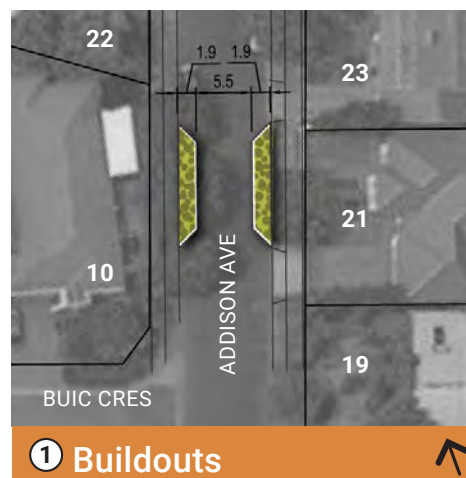


1 Proposed

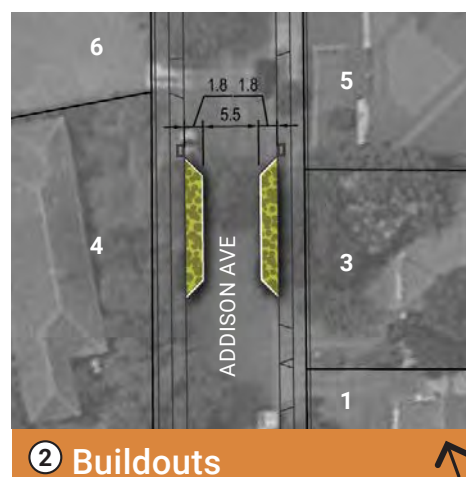
Addison Avenue



Key plan



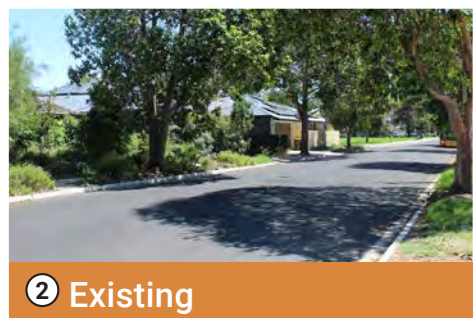
1 Buildouts



2 Buildouts

1-2
Landscaped kerb extensions to narrow road width to 5.5m.

- Legend**
- Landscaped with concrete kerbs
 - P4** Number of parking spaces removed



2 Existing



2 Proposed

1:750 @ A4
0 10 20 30

Battams Road west



Key plan

Legend

- Landscaped with concrete kerbs
- Pavement - concrete to match existing
- P4, P2** Number of parking spaces removed

- 1A** Kerb protuberances placed every 75m to 125m to create side friction and reduce vehicle speeds.
- 1B** 3.2m lane width allows for a reverse parallel parking manoeuvre.

- 1E** 1.5m gaps to allow cyclists to turn right.
- 1C** Landscaped kerbed median to provide side friction and to dissuade unwanted through traffic. Width varies from 2.6m to 2m.
- 2A**

- 1D** Kerb protuberances at informal pedestrian crossing locations.
- 2C**
- 2B** On-street parking is under utilised and therefore will not hinder a vehicle passing a broken down vehicle.

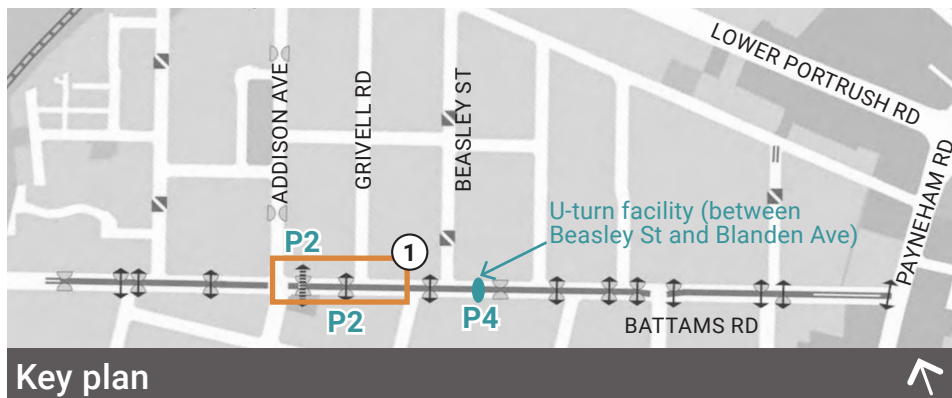


1 Median and buildouts



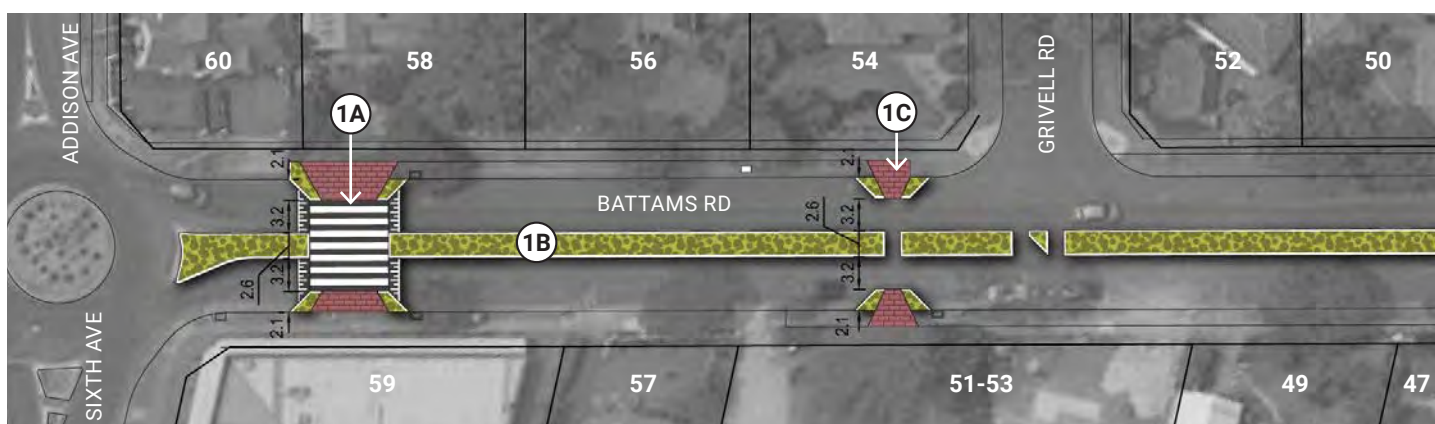
2 Median and buildouts

Battams Road - retail area



Legend

- Landscaped with concrete kerbs
- Pavement - brick to match existing
- P4, P2** Number of parking spaces removed



1 Wombat crossing, median and buildouts

1A
Wombat crossing opposite retail outlets.

1B
2.6m wide landscaped kerbed median to create side friction and reduce speeds

1C
Kerb protuberances at informal pedestrian crossing location, near retail outlets and post box. Offset from existing location to allow for domestic crossover.

1:750 @ A4
0 10 20 30

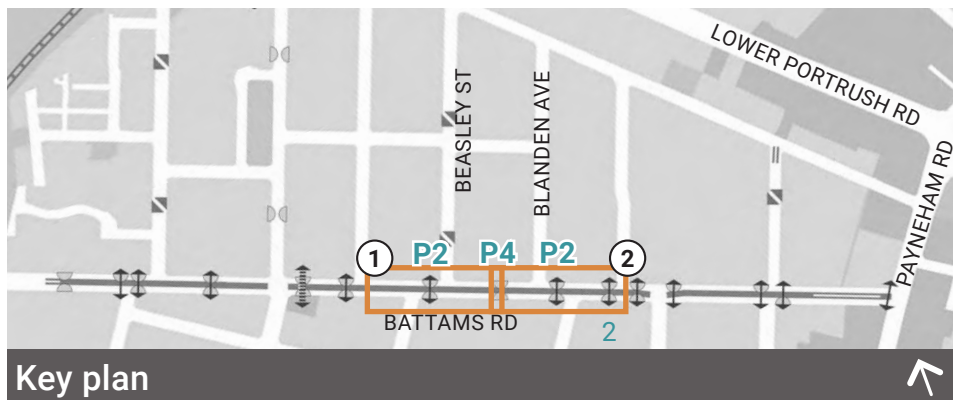


1 Existing



1 Proposed

Battams Road - central



Legend

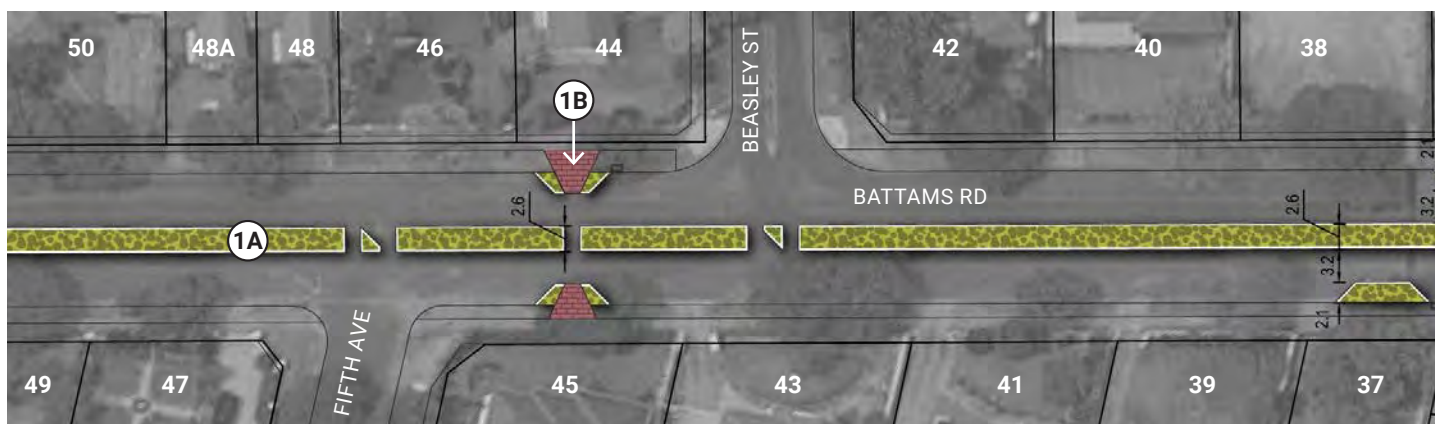
- Landscaped with concrete kerbs
- Pavement - brick to match existing
- P4, P2** Number of parking spaces removed

Key plan

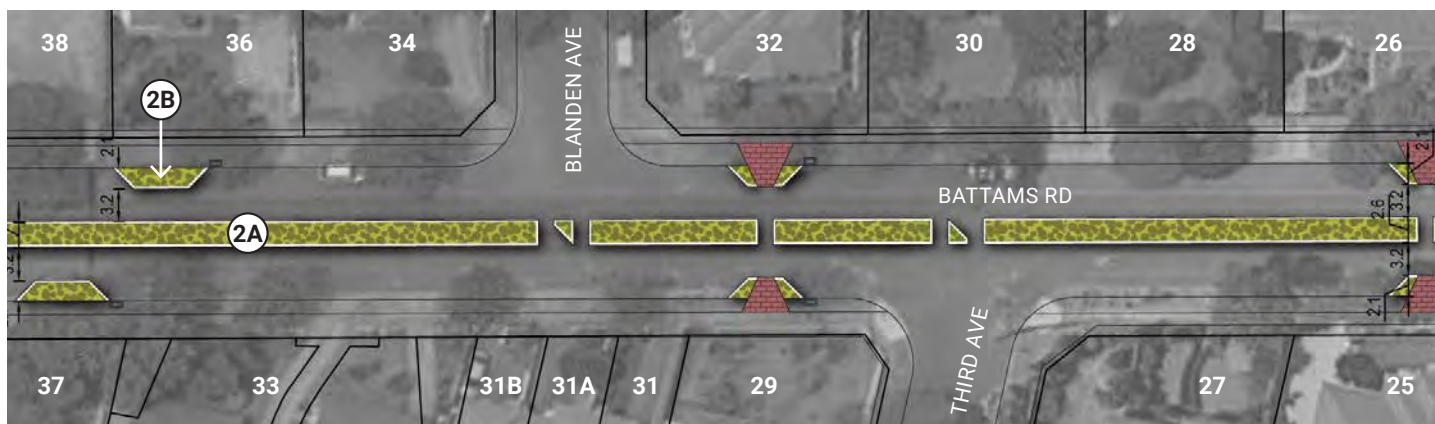
1A-2A
2.6m wide landscaped kerbed median to create side friction and reduce speeds.

1B
Kerb protuberances at informal pedestrian crossing location, along Beasley-Fifth desire line.

2B
Kerb protuberances placed every 75m to 100m to create side friction and reduce vehicle speeds.

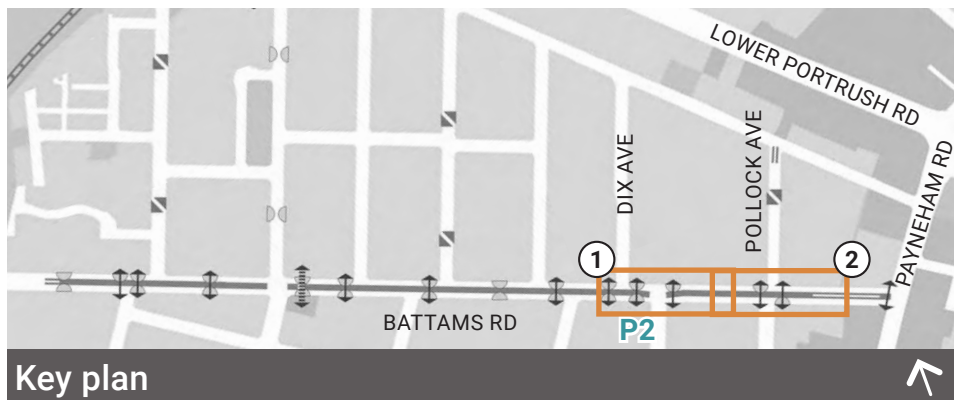


1 Median and buildouts



2 Median and buildouts

Battams Road - east



Legend

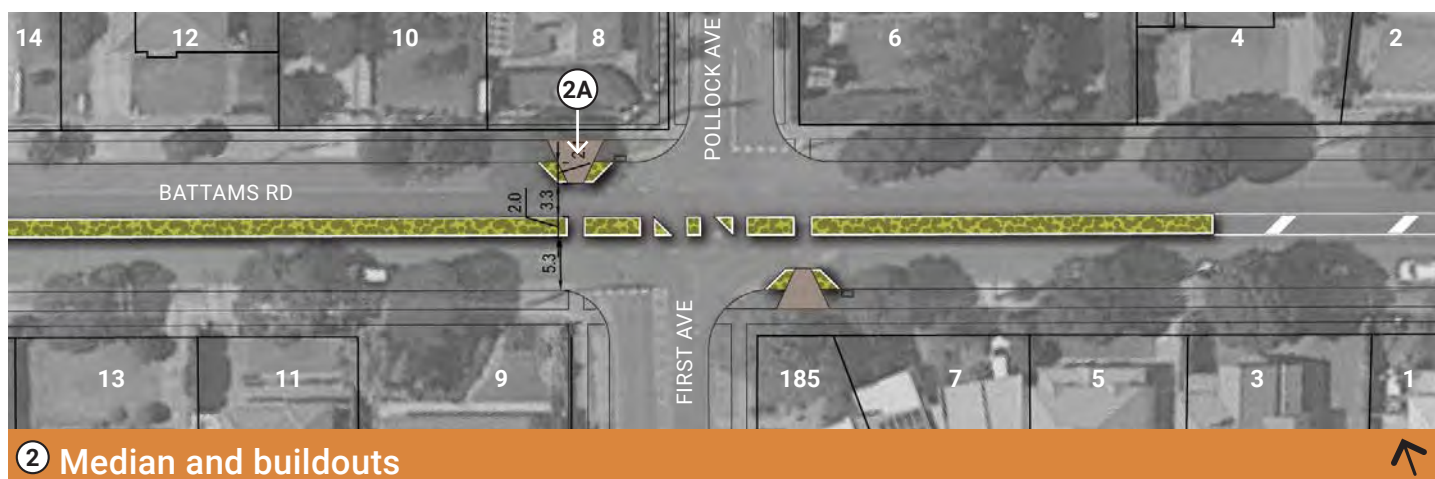
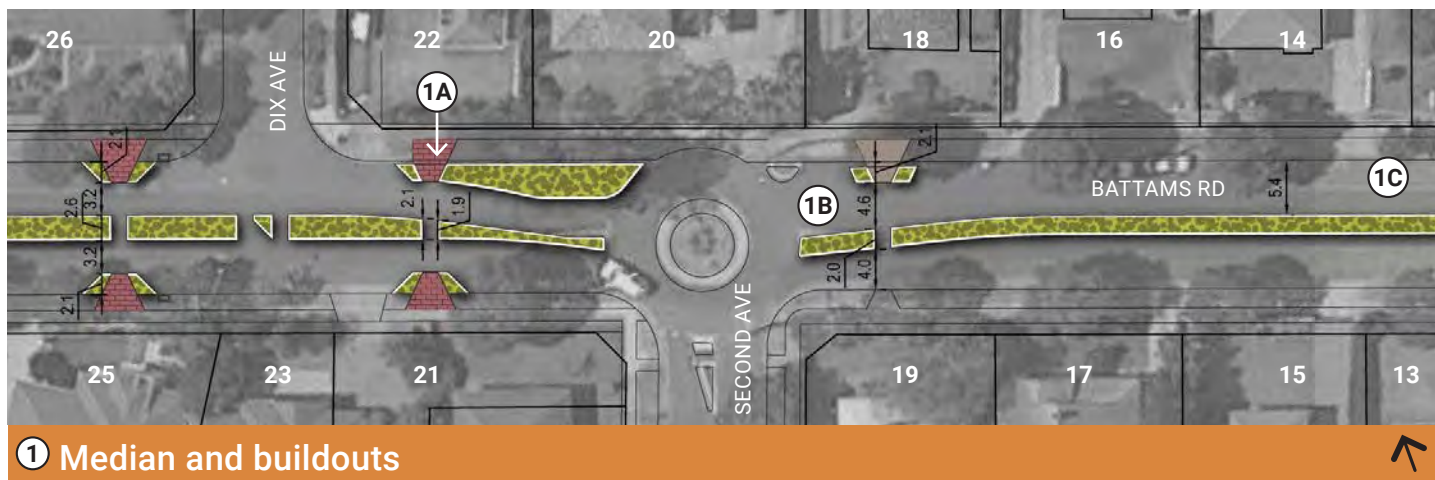
- Landscaped with concrete kerbs
- Pavement - brick to match existing
- Pavement - concrete to match existing
- P2** Number of parking spaces removed

Key plan

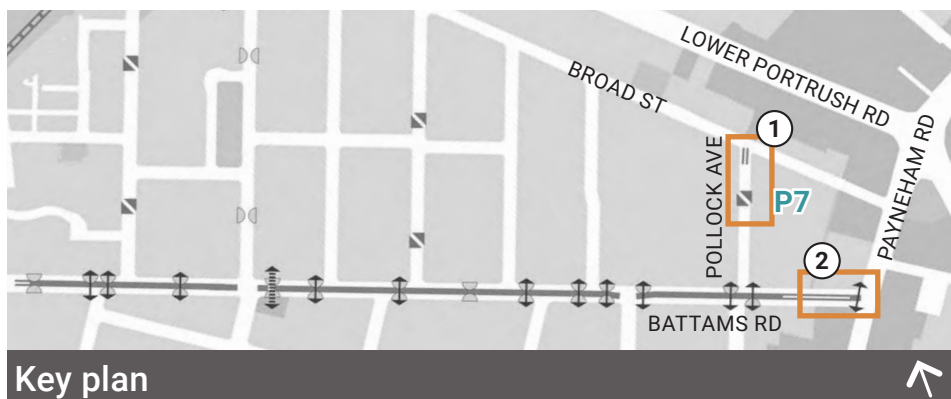
- 1A** Reconstruct rain garden to incorporate an informal pedestrian crossing along Dix-Third desire line.
- 1B** Wide lanes at roundabout to accommodate heavy vehicle movements.

- 1C** Under-utilised on-street parking provides passing places for broken down vehicle scenario. Parking survey may be required to gauge exact parking utilisation.

- 2A** Kerb protuberances at informal pedestrian crossing location, along Pollock-First desire line.



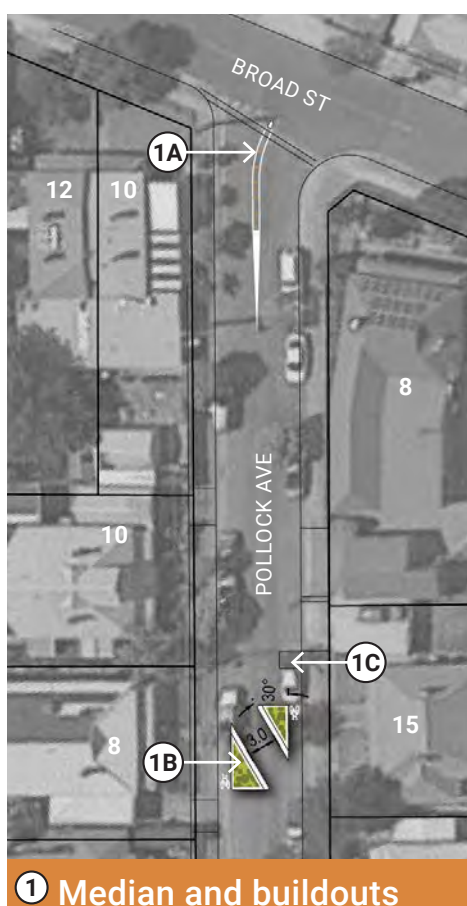
Battams Road entry and Pollock Avenue



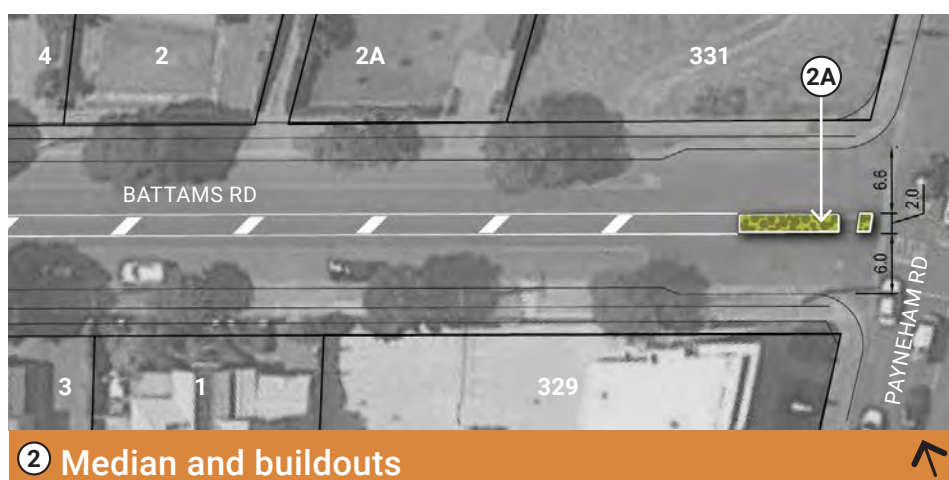
Legend

- Landscaped with concrete kerbs
- Painted median
- P7** Number of parking spaces removed

Key plan



1 Median and buildouts



2 Median and buildouts

- 1A**
- Short pavement bar median to reduce turning speeds.
 - Pavement bars placed to avoid spoon drain and pedestrian crossing desire line.
 - Parking restrictions extended to improve compliance with Australian Road Rules 208 parking adjacent to a continuous dividing line.

- 1C**
- Existing tree planters will need to be removed to allow cyclists to bypass the device.

- 2A**
- Median to provide a gateway to the traffic calmed area and a two stage crossing for pedestrians.

- 1B**
- Landscaped one lane angle slow point to reduce vehicle speeds.
 - Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area and additional parking restrictions will be needed.
 - A bicycle bypass is provided.
 - Lighting levels to be checked to ascertain whether additional lighting is required.

1:750 @ A4
0 10 20 30



City of
Norwood
Payneham
& St Peters

YOUR SAY SURVEY

MARDEN AND ROYSTON PARK

TRAFFIC MANAGEMENT DESIGNS

B139

Before completing this survey, please review traffic management designs presented in the information pack via our consultation webpage:
https://www.npsp.sa.gov.au/our_community/community_consultation

ABOUT YOU

Are you a...
(please tick all that apply to you):

First name

Last name

Street address

Suburb

Email address

Resident of Marden/Royston Park

Property owner in Marden/Royston Park

Visitor to Marden/Royston Park

Worker in Marden/Royston Park

Travel through Marden/Royston Park

Your age group

Under 18
18-24
25-34
35-44
45-54
55-64
65-74
75+

YOUR FEEDBACK

1. Please share your comments regarding the traffic management proposal for River Street:

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS SURVEY

2. Please share your comments regarding the traffic management proposal for Broad Street:

3. Please share your comments regarding the traffic management proposal for Beasley Street:

4. Please share your comments regarding the traffic management proposal for Addison Avenue:

MARDEN AND ROYSTON PARK TRAFFIC MANAGEMENT DESIGNS SURVEY

5. Please share your comments regarding the traffic management proposal for Battams Road:

6. Please share your comments regarding the traffic management proposal for Pollock Avenue:

7. Do you have any further comments about traffic management in Marden or Royston Park?



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

Telephone 08 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials [@cityofnpsp](#)

Thank you for your time in completing this survey, it is much appreciated!

Attachment C

Outcome of Community Consultation on Proposed Traffic Management Devices in Marden and Royston Park





C1

15/3/2024

Mayor Bria,
Councillors Holfeld and Knoblauch,

Please accept the enclosed petition opposing the proposed Median Strip in Battams Road. At the Community meeting to discuss the proposed traffic management plans for this area it became apparent that you often hear from some dissatisfied residents about increased traffic flows and speeding in the area.

Of course you do not have people who are satisfied with the level of traffic on roads into and within our suburbs, regularly ringing or writing to say they are content with how things are going, or how much they enjoy the easy access to their homes, businesses and parks by car, bicycle and on foot that is afforded by the wide streets in our suburbs because people only act when they have a problem.

Mr. Knoblauch indicated to me that he would give more weight to a letter against the proposal if it was from more than one person, so I placed this petition in the Marbella Cafe during the final week of the community consultation period and collected 35 signatures for your consideration in future discussions of this matter.

I understand that in order to satisfy the complaints you have received, to respond to concerns about the speed of some drivers, and to utilise the efforts and financial investment expended on design and consultation some traffic management in the area will be required.

The community feedback in 2022 indicated that the majority of respondents were not in favour of road closure devices. The proposed unbroken median strip across every intersection except 2nd 6th and 9th Avenues amounts to a road closure device, not the 'landscaped islands' that respondents were positive about.

Most residents of Battams Road will not have access to their homes or anything on the other side of the street without driving around additional blocks to get to their side of the road. This will increase traffic flows on both 2nd Avenue and 6th Avenue and other side streets, not decrease them.

People with a caravan or similar vehicle will not be able to reverse it into their driveway. Loss of parking particularly in central Battams Road which is already in short supply will have a negative impact on the businesses there.

Lack of any ability to overtake cyclists, (who are forced into the path of traffic), pass a rubbish truck, or go around any maintenance of street trees or power lines without taking a detour because there will be no room in Battams Road to pass the trucks, will all cause delays and frustration to residents and danger to cyclists.

I am one of many residents who sincerely hope this part of the proposed traffic management strategy will be rejected. It will be a burden on residents, it will be impractical, not result in less traffic, and will be very expensive to install and maintain.

Yours sincerely

Anna Mycko



Marden



We the undersigned residents of Marden and Royston Park hereby inform NPSP Mayor and our Council Representatives that we are opposed to the installation of an unbroken median strip in Battams Road.

By blocking every side road except Sixth Avenue and Second Avenue this road treatment will cause significant inconvenience and disruption to residents accessing their homes and will result in increased traffic flows on Sixth Avenue, Second Avenue, Pollock Avenue, Broad Street, Dix Streets, and Hooking Avenue as all direct routes are blocked off and residents are forced to find other routes to enter their homes and to exit and enter our suburbs.

We hereby ask you to vote against the installation of this road treatment in future Council meetings.

Name	Address	Signature
Deanna Avery	[Redacted] Royston PK	[Redacted]
Anna Mycke	[Redacted] Marden	[Redacted]
Danielle Angelino	[Redacted] Royston PK	[Redacted]
Amanda Nestrov	[Redacted] Royston PK	[Redacted]
Sarah Nestrov	[Redacted] Royston Park	[Redacted]
Pattarakat Gummy	[Redacted] Royston PK	[Redacted]
TH TAN	[Redacted] Royston Park	[Redacted]
Gipien, chris	[Redacted]	[Redacted]
L. STACTARI	[Redacted]	[Redacted]
anna DOTTO	[Redacted]	[Redacted]
Nicolas Pichon	[Redacted] PARADISE	[Redacted]
Corinna Koch	[Redacted] Royston Park	[Redacted]
Michael Janitz	[Redacted] Marden 5070	[Redacted]
Margaret Janitz	[Redacted] Marden 5870	[Redacted]
David Andersen	[Redacted] 5069	[Redacted]
Debra Rhodrya	[Redacted] Valley View	[Redacted]
John Lyons	[Redacted] Hemstead Hills	[Redacted]
Sam Andersen	[Redacted] Evandale	[Redacted]
grace perrotta.	[Redacted]	[Redacted]
Carmine Junotter	[Redacted]	[Redacted]
Chris Cooper	[Redacted]	[Redacted]
HOWARD NORRIS	[Redacted]	[Redacted]
Teresa Mitolo	[Redacted] Vale Park	[Redacted]
Frank Mitolo	[Redacted] Vale Park	[Redacted]
Mingjun Wei	[Redacted] Adelaide	[Redacted]
Cate Lewis	[Redacted] W/Vale	[Redacted]
● RAY LEWIS	[Redacted] W/VALE	[Redacted]
● Tom Avery	[Redacted] Broadview	[Redacted]
● Chris Angelina	[Redacted] Marden	[Redacted]
Avaqueni	[Redacted] Marden	[Redacted]
Julia Orsenta	[Redacted] St MORRIS	[Redacted]

Name

Address

Signature

Peter J.

[Redacted Address]

[Redacted Signature]

Sandy Paskin

[Redacted Address] *Marden*

11.3 CODE OF PRACTICE – ACCESS TO MEETINGS & DOCUMENTS

REPORT AUTHOR: Manager, Governance
GENERAL MANAGER: General Manager, Governance & Civic Affairs
CONTACT NUMBER: 8366 4593
FILE REFERENCE:
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of the report is to present the *draft Code of Practice – Access to Meetings and Documents* to the Council for endorsement prior to its release for consultation on 15 July 2024.

BACKGROUND

Policies and Codes of Practice are important components of a Council's governance framework as these documents set out directions, guide decision making and informing the community about how the Council will normally respond and act to various issues.

When a decision is made in accordance with a Council policy or code, both the decision-maker and the community can be assured that the decision reflects the Council's overall aims and principles of action.

Accordingly, policies and codes can be used in many contexts to:

- reflect the key issues and responsibilities facing a Council;
- provide a policy context and framework for developing more detailed objectives and management systems;
- guide staff and ensure consistency in delegated and day-to-day decision-making; and
- clearly inform the community of a Council's response to various issues.

The *Code of Practice - Access to Meetings & Documents* (the Code), is required in order to satisfy the provisions of Section 92(1) of the *Local Government Act 1999* (the Act).

As a result of the substantial legislative changes that have been made to the Act as part of the *Statutes Amendment (Local Government Review) Act 2021*, a new version of the Code has been prepared which replaces the previous *Code of Practice – Access to Meetings and Documents*. While the legislative reform process did not significantly amend the provisions regarding public access to Council and Committee Meetings, there were significant amendments to the Elected Member Information and Briefing Sessions provisions which have warranted the preparation of a new Code.

A copy of the draft *Code of Practice – Access to Meetings & Documents* is contained within **Attachment A**.

DISCUSSION

The objective of the Code is to inform and educate the community about the principles, policies, procedures and practices that relate to public access to Council and Committee Meetings, Meeting documents and Information and Briefing Sessions.

The legislative provisions covered by the Code (Sections 90 and 91 of the Act) specifically relate to public access to the Council and Committee Meetings (including Meeting Agendas and supporting documentation) and the Minutes of these meetings, as well as the release of Meeting documents (where these have been considered in confidence). The Code is also required to cover the legislative provisions of Section 90A of the Act, which relates to Information and Briefing Sessions (which replaced the previous Informal Gathering requirements).

Specifically, the Code summarises the Council's approach to the use of the confidentiality provisions of Section 90(3) of the Act, the review of Confidentiality Orders made under section 91(7) of the Act and the release of Confidential Meeting documents. The Code also includes information on the legislative reporting that the Council is required to provide on the use of Section 90(2) and 91(7) of the Act as part of the Council's Annual Report.

The Council's Code can be altered, or replaced with a new Code, at any time however, Section 92(5) of the Act requires the Council to undertake community consultation prior to the adoption, alteration or substitution of its Code.

The draft Code therefore is required to be endorsed by the Council only at this stage for the purpose of conducting community consultation prior to the Council's final consideration and adoption of the Code.

OPTIONS

There are no options associated with this issue. The Code is a mandatory requirement and has been prepared to meet the provisions of the Act.

Prior to adoption, alteration to or substitution of the existing Code, the Council must consult with the community. It is therefore recommended that the draft *Code of Practice for Access to Meetings & Documents* (**Attachment A**) is endorsed for community consultation.

CONCLUSION

This draft Code represents the practices and procedures that the Council applies to ensure ongoing legislative compliance and demonstrated commitment to open, transparent and informed decision-making while encouraging community participation in the affairs of the Council.

COMMENTS

Nil

RECOMMENDATION

That the draft Code of Practice – Access to Meetings and Documents (Attachment A), be endorsed for the purpose of undertaking community consultation.

Attachments – Item 11.3

Attachment A

Code of Practice Access to Meetings & Documents





NAME OF POLICY: Code of Practice – Access to Meetings & Documents

POLICY MANUAL: Governance

1. Introduction

- 1.1. Section 92 of the *Local Government Act 1999* (the Act), requires the Council to prepare and adopt a Code of Practice for Access to Meetings and Documents (the Code).
- 1.2. In fulfilling the role of an effective Council that is responsive to the needs of its community and which operates within the legal framework prescribed by the Act, the Council is committed to the principle of open and accountable government.
- 1.3. The Council endorses and fully supports Council and Committee Meeting procedures which contribute to open, transparent and informed decision-making and encourages appropriate community participation in the affairs of the Council. The Council does however also recognise that on some occasions it may be necessary in the broader community interest and in accordance with legislative provisions, to restrict public access to meeting discussions and/or documents.
- 1.4. Public access to the Council and Committee Meetings and related documents is one of the primary means by which our community can gain access to information about the business of the Council. This Code provides information to the community on:
 - 1.4.1. accessing Council and Committee Meeting Agendas and Minutes;
 - 1.4.2. the purpose and on what basis the Council may apply the legislative provisions to restrict public access to meetings and meeting documents;
 - 1.4.3. the process for reviewing confidentiality orders, releasing information from confidence and reporting on confidential matters.

2. Definitions

The definitions of key terms used in the Code are set out below:

Clear Days - The calculation of clear days excludes the day on which the notice is given and the day of the meeting, but includes Saturday, Sunday and Public Holidays. Three (3) clear days' notice is given on the Thursday (by 5:00pm) for a meeting on the following Monday.¹

Committee - Means a Committee of the Council established under Section 41 of the Act, including any Sub-Committee. This includes Council's Audit and Risk Committee.²

Information or Briefing Session - A session where more than one Member of the Council or a Committee is invited to attend for the purposes of providing information or a briefing on a matter.³

Members - Refers to both Council and Committee Members except where used in a different context (e.g. members of the public).

Notice of Meeting - The document required which provides the date, time and place of the respective meeting and accompanies the Meeting Agenda.

¹ *Local Government (Procedures at Meetings) Regulations 2013*, Regulation 3(2)

² Council's website has further information on [Council's committees](#).

³ *Local Government Act 1999*, Section 90A

Principal Office – Pursuant to Section 45 of the Act, the Council must nominate a place as its Principal office for the purposes of the Act. The Council's Principal Office is the Norwood Town Hall located at 175 The Parade, Norwood.

3. Access to the Agenda for Meetings

- 3.1. At least three (3) clear days before the Meeting (unless it is a Special Meeting) the Chief Executive Officer must give written notice of the Council or Committee Meeting to the respective Members, setting out the date, time and place of the meeting. The Notice is accompanied by the Agenda for the meeting which provides a list of items to be considered at the meeting (described accurately and in reasonable detail), together with any documents and reports relating to these matters.⁴
- 3.2. For Special Meetings, the Chief Executive Officer will provide notice of the meeting at least four (4) hours before the commencement of the meeting.⁵
- 3.3. Agenda papers that are provided to Members may include an indication from the Chief Executive Officer that the meeting may need to determine to consider an item in confidence, with the public to be excluded from the meeting during discussion on that item. Where such an indication is made, the Chief Executive Officer must specify the basis under which the confidentiality order could be made in accordance with Section 90(3) of the Act.
- 3.4. The Notice, Agenda and supporting documentation, excluding any matters that the Chief Executive Officer has indicated may need to be considered in confidence, will be made available for public inspection via the Council's website (www.npsp.sa.gov.au), at the same time as they are forwarded to the Members.⁶
- 3.5. The Notice of Meeting will be placed on public display at the Principal Office of the Council and kept on public display until the completion of the relevant meeting.⁷
- 3.6. A copy of the Agenda list and any non-confidential reports, may be obtained from Council's Principal Office on payment of a fee (if any) fixed by the Council. Council encourages viewing the agenda online to minimise the environmental impact of printing.
- 3.7. Should there be a document or report that is supplied to Members at the meeting itself, these will be uploaded to the Council's website as soon as possible and copies of such documents will be available in the meeting.⁸
- 3.8. Should the Council or Committee **not** resolve to exclude the public from the meeting for the consideration of an item where the Chief Executive Officer had indicated the meeting may need to determine to consider an item in confidence, a copy of the document will be made available to the public via the website the next working day after the meeting.

4. Public Access to Meetings

- 4.1. Council and Committee meetings are open to the public and attendance is encouraged and welcomed.
- 4.2. There are, however, times where the Council or a Committee, believes it is necessary in the broader community interest to exclude the public from the discussion of a particular matter in accordance with Section 90(3) of the Act.
- 4.3. The public will only be excluded when the need for confidentiality outweighs the principle of open decision making.
- 4.4. As the Council encourages public attendance at meetings, details of meeting dates and times can be obtained from Council's website at www.npsp.sa.gov.au or by contacting the Council offices on 8366 4555 or townhall@npsp.sa.gov.au.

⁴ Local Government Act 1999, Section 83(1), (3) and (4)

⁵ Local Government Act 1999, Sections 83(1a), (2) and 132(1)(a)

⁶ Local Government Act 1999, Section 84(2) and (5)(a)

⁷ Local Government Act 1999, Sections 84(3), 132(1)(a)

⁸ Local Government Act 1999, Section 84(5)(b)

5. Information or Briefing sessions

- 5.1. An Information or Briefing Session may be held pursuant to Section 90A of the Act. These sessions provide a valuable opportunity to enhance Council decision-making processes by providing opportunities for Members to become better informed and to seek clarification of issues.
- 5.2. Information and Briefing Sessions are used solely for the purpose of information sharing and not for the purpose of obtaining, or effectively obtaining, a decision on a matter outside a formally constituted meeting of the Council or committee.
- 5.3. These sessions provide a forum for discussing issues and options in an informal environment, which enables Members to question, clarify and develop greater understanding of the issues that are under consideration, which supports and contributes to informed decision making in the appropriate forum (i.e. a Council or Committee Meeting).
- 5.4. The co-ordination of these sessions is managed by the General Manager, Governance & Civic Affairs, to ensure they are conducted in accordance with legislative requirements and the purpose for which they have been arranged.
- 5.5. While Members may be provided with background information ahead of an Information or Briefing Session, no agendas or documents are published on the website or made publicly available in relation to an Information or Briefing Session.
- 5.6. An Information or Briefing Session on a matter that will be included on a Council or Committee Meeting Agenda must be open to the public. However, the Chief Executive Officer or the Council may order that the session is closed to the public, if the matter listed for discussion falls within the confidentiality provisions of Section 90(3) of the Act.
- 5.7. Whether or not an Information or Briefing session has been open to the public, the following information must be published as soon as practicable after the holding of the session:
 - 5.7.1. the place, date and time of the session;
 - 5.7.2. the matter discussed at the session; and
 - 5.7.3. whether or not the session was open to the public.⁹
- 5.8. If an order is made to close the Information or Briefing session to the public, a record must be made of the following and this record will be added to the general information above:
 - 5.8.1. the grounds on which it was made;
 - 5.8.2. the basis on which the information or matter falls within the grounds provided above;
 - 5.8.3. (where relevant), why receipt, consideration or discussion of the information matter in public would be contrary to the public interest.¹⁰

6. Approach to the use of Confidentiality Provisions

- 6.1. The Council strongly supports the principle of open, accessible and accountable government. Confidentiality provisions will only be utilised after careful consideration and when considered proper and necessary.
- 6.2. The circumstances in which the Council or a Committee may order the public to be excluded from a meeting are detailed in Section 90(3) of the Act and included at Appendix 1. When using these provisions, the factual reasons will be summarised succinctly in plain English, and referencing how the relevant grounds from Section 90(3) apply, need to be provided with the item indicated to be considered in confidence.

⁹ *Local Government (General) Regulations*, Regulation 8AB

¹⁰ *Local Government Act 1999*, Section 90A(5)

- 6.3. Where a person provides information to the Council or Committee and requests that it be kept confidential, the Council or Committee is not able to consider this request unless the matter is one which falls within the ambit of Section 90(3) of the Act. If this is the case, the Council or Committee will be able to consider the request on its merits.
- 6.4. In the respective meeting, the decision to exclude the public for each agenda item listed for consideration in confidence, will be determined separately and consider the grounds and basis relevant to each item. The meeting will not consider items together 'en bloc'. The decision on whether to order the exclusion of the public must be made in public.
- 6.5. For the convenience of the public, items that are indicated to be heard in confidence are usually placed towards the end of the agenda so they can be considered once all other business has been dealt with.
- 6.6. There may be circumstances where, during the meeting, it becomes apparent that a matter should be considered in confidence. In those cases, members of the public will be asked to leave the meeting whilst the matter is discussed (subject to an appropriate resolution of the meeting to order the exclusion of the public at that time).
- 6.7. Where the Council or Committee, is considering making an order that the public be excluded, it is irrelevant that discussion of a matter in public may:
 - 6.7.1. cause embarrassment to the Council or Committee concerned, or to members or employees of the Council; or
 - 6.7.2. cause a loss of confidence in the Council or Committee; or
 - 6.7.3. involve discussion of a matter that is controversial within the Council area; or
 - 6.7.4. make the Council susceptible to adverse criticism.¹¹
- 6.8. If a decision to exclude the public is taken, a note in the minutes of the making of the order is required which specifies:
 - 6.8.1. the grounds on which it was made;
 - 6.8.2. the basis on which the information or matter falls within the grounds provided above;
 - 6.8.3. (where relevant), why receipt, consideration or discussion of the information matter in public would be contrary to the public interest.¹²
- 6.9. Once the meeting has determined to exclude the public, the public must then leave the room. This means that all members of the public (including employees) unless exempted by being named in the resolution as entitled to remain while the item is considered, are required to leave the room. The Members of the Council or the Committee are not required to be explicitly named in the resolution.
- 6.10. Once the Council or Committee has made the order, it is an offence for a person, knowing that an order is in force, to enter or remain in a room in which such a meeting is being held. A Council employee or SAPOL may use reasonable force to remove the person from the room.¹³
- 6.11. Once the meeting has discussed/resolved the confidential item, the meeting will then consider if it is necessary to make an order to keep all or part of the documents related to the relevant agenda item (including the resolution) confidential pursuant to Section 91(7) of the Act.
- 6.12. The meeting can only resolve to keep Minutes and/or documents confidential under section 91(7) if they were considered in confidence at the meeting pursuant to Section 90(2) and 90(3) of the Act.

¹¹ *Local Government Act 1999*, Section 90(4)

¹² *Local Government Act 1999*, Section 90(7)

¹³ *Local Government Act 1999*, Section 90(5)

- 6.13. When making an order pursuant to Section 91(7) of the Act, the Council is mindful of the provisions in Section 91(8) which prescribe certain information which cannot be kept confidential. This includes:
- 6.13.1. employee remuneration or conditions of service;
 - 6.13.2. successful tenderers;
 - 6.13.3. contract amounts payable by the Council once a contract has been entered into by all parties to the contract; or
 - 6.13.4. land that has been acquired or disposed of by the Council.
- 6.14. The resolution ordering that a document(s) will be kept confidential will include:
- 6.14.1. the grounds for confidentiality (as per Section 90(3) of the Act);
 - 6.14.2. the duration of the order or the circumstances in which the order will cease to apply, or a period after which the order must be reviewed, noting any order that operates for a period exceeding 12 months must be reviewed at least once in every year.
 - 6.14.3. where applicable whether the power to revoke the order will be delegated to an employee of the Council.¹⁴
- 6.15. The Council is committed to ensuring information considered in confidence will be made publicly available as soon as possible.
- 6.16. Once the order under Section 91(7) of the Act has been made, the public are permitted to re-enter the meeting. If the meeting did not resolve to make such an order, then the decision and information in relation to the matter will be made publicly known via the minutes of the meeting which will be available via Council's website within five (5) days of the meeting.¹⁵

7. Review of confidentiality orders

- 7.1. To assist with reviewing and reporting on the confidentiality orders that are made by the Council, a register of the confidential orders will be maintained by the Council. It is the practice of the Council to review all confidentiality orders twice a year, with the aim to make the information available to the public at the earliest opportunity.
- 7.2. The Register of Confidential Items contains the following information:
- 7.2.1. title of the item;
 - 7.2.2. date of the meeting;
 - 7.2.3. the legislative provision to which it applies;
 - 7.2.4. date of order expiry; and
 - 7.2.5. items which the order applies to.
- 7.3. A confidentiality order made under Section 91(7) of the Act, must specify the duration of the order or the circumstances in which the order will cease to apply, or a period after which the order must be reviewed. In any event, any order that operates for a period exceeding 12 months must be reviewed at least once in every year.
- 7.4. An order will lapse if the time or event specified has been reached or carried out. There is no need for the Council to resolve for the confidential order to be lifted. Once the order has lapsed, the minutes and/or documents automatically become public.
- 7.5. In reviewing orders, an assessment on whether the grounds for non-disclosure are still relevant will be made. The conduct of the annual review is delegated to the Chief Executive Officer and sub-delegated to an employee of the Council. The outcome of a review cannot be the making of a new order (including on different grounds to the original order). Possible review outcomes of a delegate review may be:

¹⁴ *Local Government Act 1999*, Section 91(9)

¹⁵ *Local Government Act 1999*, Section 91(3), Section 132(1) and Schedule 5

- 7.5.1. do nothing;
 - 7.5.2. revoke the confidentiality order in its entirety (assuming this power has been delegated); or
 - 7.5.3. partially revoke the confidentiality order (assuming the power to revoke an order has been delegated).
- 7.6. Prior to an original order lapsing, if circumstances require the duration of the order to be extended so that the documents will be maintained as confidential, the reviewer will prepare a report to the Council making recommendations with respect to each item to be retained in confidence. The decision on whether to extend the duration of an order can only be made by the Council or Committee which made the order.
- 7.7. The Council may resolve to exclude the public from a meeting to discuss and undertake consideration of the recommendations arising from the annual review in confidence, subject to the application of the relevant ground under Section 90(3) of the Act. Section 90(3) of the Act must be applied separately to each item within the scope of the review and will not be considered en bloc.

8. Public access to documents

- 8.1. Minutes of Council and Committee Meetings are provided to Members within five (5) days after the meeting. Copies of the Minutes, excluding confidential information, are made available to the public via the Council's website.
- 8.2. The Council is required to make a wide range of other documents publicly available. Most of these documents are set out in Schedule 5 of the Act.
- 8.3. These documents are published on the Council's website (www.npsp.sa.gov.au). On request at the Council's Principal Office, a printed copy of a document can be provided. This may require the payment of a fee (if any) set by Council (information on the Council's fees and charges can be accessed [here](#)).
- 8.4. Requests to access documents that are not otherwise publicly available, can be made under the *Freedom of Information Act 1991*. Inquiries in relation to the process for seeking access to documents held by the Council should be directed to the Freedom of Information Officer via 8366 4555 or via townhall@npsp.sa.gov.au.

9. Reporting

- 9.1. A report on the use of Sections 90(2) and 91(7) of the Act by the Council and Committees must be included in the Council's Annual Report as required by Schedule 4 of the Act and Regulation 35 of the *Local Government (General) Regulations 2013*. The report will include the following information:
- 9.1.1. the total number of orders made under Section 90(2) and 91(7) of the Act;
 - 9.1.2. the date and subject of each of those orders made;
 - 9.1.3. in relation to the report on Section 90(2) orders, the number of each times each grounds as per Section 90(3) was utilised;
 - 9.1.4. in relation Section 91(7) orders – the number of orders made that expired, ceased to apply or were revoked in the financial year, as well as the number that remained operative at the end of the year (not including orders made before 15 November 2010).

10. Review of Council Decisions

- 10.1. Should a person be aggrieved about public access to either a Council or Committee meeting, or document(s), they can lodge an application for consideration under Council's Review of Decisions Policy and Procedure which can be accessed via the Council's website (www.npsp.sa.gov.au) or from the Norwood Town Hall via townhall@npsp.sa.gov.au or during normal office hours.

11. Availability of the Code

11.1. The public may inspect a copy of this Code via the Council's website (www.npsp.sa.gov.au). On request at the Council's Principal Office, a printed copy of the Code can be provided. This may require the payment of a fee (if any) set by Council (information on the Council's fees and charges can be accessed [here](#)).

11.2. Queries with the Code may be directed to Governance@npsp.sa.gov.au or via 8366 4593.

12. Review of the Code

12.1. The Council must review the operation of this Code within twelve (12) months of the next Local Government General Election. This review is delegated to the Chief Executive Officer and subdelegated to an employee.

12.2. The Council may at any time alter the Code or adopt a new Code.

12.3. Before the Council adopts, alters or substitutes this Code, the Council must undertake public consultation on the proposed Code, alterations or substitute Code as the case may be. The Council must follow the relevant process set out within the Council's Community Consultation Policy.¹⁶

13. Adoption of the Code

The Council reviewed and amended this Code of Practice on XXXXXX 2024.

¹⁶ *Local Government Act 1999*, Section 92(5)

Appendix A – Matters for which Council or a Committee Meeting can order that the public be excluded

In accordance with Section 90(3) of the *Local Government Act 1999* (the Act), Council or a committee may order that the public be excluded from attendance at a meeting in order to receive, discuss or consider in confidence any information or matter as follows:

- (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
- (b) information the disclosure of which—
 - (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and
 - (ii) would, on balance, be contrary to the public interest;
- (c) information the disclosure of which would reveal a trade secret;
- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (ii) would, on balance, be contrary to the public interest;
- (e) matters affecting the security of the council, members or employees of the council, or council property, or the safety of any person;
- (f) information the disclosure of which could reasonably be expected to prejudice the maintenance of law, including by affecting (or potentially affecting) the prevention, detection or investigation of a criminal offence, or the right to a fair trial;
- (g) matters that must be considered in confidence in order to ensure that the council does not breach any law, order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty;
- (h) legal advice;
- (i) information relating to actual litigation, or litigation that the council or council committee believes on reasonable grounds will take place, involving the council or an employee of the council;
- (j) information the disclosure of which—
 - (i) would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the council, or a person engaged by the council); and
 - (ii) would, on balance, be contrary to the public interest;
- (k) tenders for the supply of goods, the provision of services or the carrying out of works;
- (m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the *Planning, Development and Infrastructure Act 2016* before the draft instrument or amendment is released for public consultation under that Act;
- (n) information relevant to the review of a determination of a council under the *Freedom of Information Act 1991*;
- (o) information relating to a proposed award recipient before the presentation of the award.

The Act provides a definition of “personal affairs” which includes a person’s:

- financial affairs;
- criminal records;
- marital or other personal relationships;
- personal qualities, attributes or health status;
- that person’s employment records, employment performance or suitability for a particular position, or other personnel matters relating to the person,

but does not include the personal affairs of a body corporate.¹⁷

¹⁷ *Local Government Act 1999*, Section 90(9)

Section 2 – Corporate & Finance
Reports

11.4 ADOPTION OF THE 2024-2025 ANNUAL BUSINESS PLAN AND BUDGET AND DECLARATION OF RATES FOR 2024-2025

REPORT AUTHOR: Chief Finance Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4548
FILE REFERENCE:
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to present to the Council, the Draft 2024-2025 Annual Business Plan, Annual Budget and Rates Policy for consideration and adoption.

BACKGROUND

Pursuant to Chapters 8,9,10 of the *Local Government Act 1999* (the Act), the Council is required to adopt both the Annual Business Plan and Annual Budget, after 31 May but before 15 August each year.

Part 2 of the Act, “*Annual Business Plans and Budgets*”, requires the Council to consider its budget in conjunction with the Council’s Annual Business Plan and adopt it following the adoption of the Annual Business Plan.

The Draft 2024-2025 Annual Business Plan and Budget have been considered by the Council at meetings held on 8 April 2024 and 6 May 2024.

Public submissions have also been sought in respect to the Draft 2024-2025 Annual Business Plan, and thirty-three (33) citizens attended the Public Meeting that was held on 27 May 2024 and thirty (30) written submissions have been received by the Council in respect to the draft Plan and Budget. All of the submissions that have been received, have been considered by the Council at its Special Meeting held on 11 June 2024. Following the Council’s consideration of the submissions, the Council resolved to not to amend the Draft Annual Business Plan and Budget.

This report presents the Draft 2024-2025 Annual Business Plan and Budget, based on rates modelling undertaken up to 17 June 2024 (the cut-off date for 16 June 2024).

A copy of the Draft 2024-2025 Annual Business Plan and Budget is contained within **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Council’s Long Term Strategic directions are outlined in the Council’s Strategic Management Plan, *City Plan 2030 – Shaping our Future*. The Draft 2024-2025 Annual Business Plan (Draft Plan) and supporting Draft 2024-2025 Budget (Draft Budget), sets out the proposed services and programs and initiatives for the 2024-2025 Financial Year and explains how the Council intends to finance its continuing services, programs and initiatives which are to be undertaken during the year.

The Council’s Long Term Financial Plan (LTFP), is a key document in the Council’s Planning Framework. It is the primary financial management tool which links the Councils Strategic Plan, *City Plan 2030 – Shaping our Future*, Whole-of-Life Assets Management Plans and the Annual Business Plan and Budget.

The adoption of the Draft 2024-2025 Annual Business Plan and Budget will contribute to the Council achieving its goals and objectives as set out in the suite of Strategic Planning documents set out above.

FINANCIAL AND BUDGET IMPLICATIONS

The Draft Budget has been prepared in line within the Council’s Budget Guidelines that were endorsed by the Council on 22 January 2024 and incorporates the “*in principle*” decisions which have been made by the Council at its meetings held on 12 March 2024, 8 April 2024 and 6 May 2024.

The Draft Budget, as presented for consideration in this report, is based on a Rate Revenue increase of 8.5%. With valuation growth, the Rate-in-the-Dollar has increased by 2.52% and in turn the average rate of 7.0%.

EXTERNAL ECONOMIC IMPLICATIONS

Nil

SOCIAL ISSUES

The *Local Government Act 1999*, provides a number of measures which the Council can provide rate relief to eligible ratepayers. Relief options includes, automatic rate capping, postponements of rates, remissions and payment plans.

CULTURAL ISSUES

Nil

ENVIRONMENTAL ISSUES

Nil

RESOURCE ISSUES

Nil

RISK MANAGEMENT

Financial Management and Annual Business Plan preparation processes are governed by the *Local Government Act 1999* and Regulation 6 of the *Local Government (Financial Management) Regulations 2011*. The 2024-2025 Annual Business Plan and Budget has been prepared in accordance with the relevant statutory requirements to ensure the legislative provisions of the *Local Government Act 1999* and associated Regulations have been met.

CONSULTATION

- **Elected Members**
Elected Members have been involved throughout the preparation of the Draft 2024-2025 Annual Business Plan and Budget process and have considered the various components of the Draft 2024-2025 Annual Business Plan and Budget at meetings held on 12 March 2024, 8 April 2024 and 6 May 2024 and made “*in principle*” decisions as appropriate to arrive at a Draft Annual Business Plan and Budget before it was released for consultation.
- **Audit & Risk Committee**
The Council’s Audit & Risk Committee considered the 2024-2025 Draft Budget at its Special meeting held on 22 April 2024. Mayor Bria and Councillors Clutterham and Piggot are Members of the Council’s Audit & Risk Committee.
- **Community**
In line with the requirements of the Act, public submissions on the Draft 2024-2025 Annual Business Plan were sought. Thirty (30) written submissions were received and considered by Council at the Special Council Meeting held on 11 June 2024.
- **Staff**
The review of Operating Expenditure and Special Projects and the Draft Annual Business Plan process, has been completed with the involvement of the Chief Executive Officer, Chief Financial Officer, Executive Leadership Team and the various Responsible Officers.
- **Other Agencies**
Not Applicable.

DISCUSSION

As detailed in Table 1 below, based on 8.5% increase in Rate Revenue, the Draft Operating Surplus is estimated to be \$229,418, which is based on a Recurrent Operating Surplus of \$1.140 million and an Operating Deficit relating to Operating Projects of \$911,172. It should be noted that the Draft Operating Surplus includes the Council's share of the Net loss from its Regional Subsidiaries (\$262,666) but does not include Carry Forward expenditure relating to projects that have been approved in prior financial years which have yet to be completed once 2023-2024 results are finalised.

The Budget Papers, which are set out in the prescribed format, are contained in **Attachment A – Appendix 1**.

TABLE 1: 2024-2025 PROPOSED BUDGETED STATEMENT OF COMPREHENSIVE INCOME

	Recurrent Budget	Recurrent Budget - Impact of Capital Projects	Operating Projects	Proposed Budget
	2024-2025	2024-2025	2024-2025	2024-2025
	\$	\$	\$	\$
INCOME				
Rates	47,195,360			47,195,360
Statutory Charges	2,180,953			2,180,953
User Charges	4,006,054		500	4,006,554
Grant Subsidies, Contributions	2,676,675			2,676,675
Grants, Subsidies and Contributions - capital	444,393			444,393
Investment Income	77,965			77,965
Other Income	496,163			496,163
Net gain - equity accounted Council businesses	-			-
Total Income	57,077,563	-	500	57,078,063
EXPENSES				
Employee Expenses	19,435,860		49,336	19,485,196
Materials, Contracts & Other Expenses	20,784,523		862,336	21,646,859
Depreciation, Amortisation & Impairment	13,078,887		-	13,078,887
Finance Costs	170,775	2,204,262	-	2,375,037
Net Loss - Joint Ventures & Associates	262,666		-	262,666
Total Expenses	53,732,711	2,204,262	911,672	56,848,645
OPERATING SURPLUS / (DEFICIT)	3,344,852	(2,204,262)	(911,172)	229,418
Net gain (loss) on disposal or revaluation of assets	-	36,000		36,000
Amounts specifically for new or upgraded assets	-	5,924,000		5,924,000
NET SURPLUS (DEFICIT)	3,344,852	3,755,738	(911,172)	6,189,418

Budgeted Capital Projects Including Capital Works

At the Special Council Meeting held on 6 May 2024, the Council endorsed “*in principle*” the Draft Capital Works Program with a combined value of \$58.792 million excluding the expenditure required to finalise the 2023- 2024 Capital Projects which are not anticipated to be completed by 30 June 2024 and staff costs of \$1.101 million which are capitalised and included in the final cost of the asset. The Draft Capital Budget expenditure is offset by Capital Funding which incorporates Grant funding of \$5.924 million, which will result in a net cost to the Council of \$52.868 million which will be funded through borrowings and Rate Revenue.

The funding allocation includes \$20.294 million for the Council’s *Whole-of-Life Capital Works Program* as detailed in Table 2 below:

TABLE 2 – WHOLE-OF-LIFE CAPITAL WORKS PROGRAM

Item	Expenditure \$'000
Road Resealing	4,177
Footpath Reconstruction	951
Kerbing Reconstruction	1,552
Stormwater Drainage Program (including Trinity Valley Stormwater Upgrade Project)	11,642
Other Infrastructure Asset Renewal	1,972
TOTAL Whole-of Life	20,294

It should be noted that expenditure as part of the Council’s Whole-of-Life Capital Works Program, is offset by \$3.684 million of grant funding, which comprises mainly of the third instalment for the delivery of the Stormwater Drainage Program.

On a full accrual basis, the Capital Expenditure will not affect the Operating Result before Capital Revenues, except through future years’ depreciation and financing costs on any associated loan borrowings. Grant income that is received and which relates to Capital Projects will, however, be included as Capital Income within the Budgeted Income Statement after the Operating Surplus/(Deficit) as required by the Model Financial Statements prescribed by the *Local Government Act 1999*.

Borrowings

Proposed capital expenditure of \$58.792 million is proposed to be funded as follows:

- Use of depreciation recovered through rate revenue \$11.669 million
- Grant Funding \$ 5.924 million
- Long Term Borrowings \$41.199 million

In determining the timing and the level of borrowings that are required to fund the Capital Program, consideration has been given to the cash flow requirements and to intergenerational equity between current and future users (that is, an asset is funded from loan borrowings which is paid off over the life of the asset rather than raising rate revenue from current rate payers to pay for the asset). Whilst these considerations have formed part of the budget model, these will be reviewed and reconsidered before the decision is made to lock in borrowings.

Given the nature of the major projects which are proposed to be undertaken, which in some cases will be delivered over a number of financial years, to minimise the interest costs and debt servicing needs, it has been determined to utilise the Cash Advance Facilities to fund the cashflow that is required during the construction phases as opposed to the utilisation of the standard fixed period debenture loans. However, staff will continue to review and evaluate the borrowing options to ensure that these remain aligned with evolving financial needs, market conditions and strategic priorities. Adjustments to borrowing strategies will be made as necessary to optimise financing outcomes and mitigate risks.

As detailed in the Budgeted Cash Flow Statement (**Attachment A - Appendix 3**), the closing cash balance is projected to be \$500,000 at the end of the financial year, after the loan Principal repayments of \$1,034,000.

Fees and Charges

At the Council Meeting held on 4 March 2024, the Council adopted “*in-principle*” the Fees and Charges to be applied for 2024-2025, subject to the following amendments:

- That the fee for Park and Reserve Gatherings and Events for Not-for-Profit/Community Events be ‘Nil’ per day.

The 2024-2025 Schedule of Fees & Charges has been amended in accordance with the Council's decision.

A copy of the contained 2024-2025 Schedule of Fees and Charges in **Attachment B**.

Rates Modelling

The rate modelling information which formed part of the Draft 2023-2024 Annual Business Plan and Budget which was placed on public consultation, was based on property valuations as at 16 April 2023. Final valuations as at 16 June 2024, are now available and these valuations will now be used. The Rating Strategy, as summarised in Table 3 below, is based on a Rate Revenue increase of 8.5%.

TABLE 3: RATING STRATEGY

	Adopted Budget 2023-2024	Draft Budget 2024-2025
Proposed Rate Revenue Increase	8.5%	8.5%
	\$'000	\$'000
Gross General Rate Revenue	\$42,939	\$46,589
Net Increase on Previous Year	\$3,369	\$3,650
Operating Surplus/(Deficit) after rate revenue increases	\$1,387	\$229
Residential Rate		
Rate Payable per Average Residential Property	\$1,891	\$2,040
Average Rate Difference	\$89	\$149
Increase from previous year	4.04%	7.01%
Rate-in-the-Dollar	0.0018285	0.0018746
Increase/(Decrease) from previous year	-5.21%	2.52%
Commercial Rate		
Rate payable per Average Commercial Property	\$3,164	\$3,430
Average Rate Difference	\$612	\$267
Increase/(Decrease) from previous year	18.19%	7.21%
Rate-in-the-Dollar	0.0021942	0.0022495
Increase/(Decrease) from previous year	-5.22%	2.52%
Minimum Rate	\$1,228	\$1,277
Percentage of Assessment on Minimum Rate	32.66%	32.82%

For the 2024-2025 financial year, the “*average residential property*” has a value of \$1,020,048, compared to the 2023-2024 “*average residential property*” value of \$961,000. For the 2024-2025 financial year, the Capital Value of the “*average residential property*” has increased by 7.10%. Table 4 sets out the details of the impact of the rates modelling on the rates payable across the residential ratepayers.

TABLE 4: RATES PAYABLE FOR RESIDENTIAL LAND USE

Change in Rates Payable	Residential Properties	
	Number	%
Reduction	142	1%
Increase greater than 0% and less than 6%	8,219	46%
Increase greater than 6% and less than 10%	5,836	33%
Increase greater than 10% and less than 15%	2,810	16%
15% increase or greater (<i>eligible for Rate Capping</i>)	489	3%
Increase greater than 15% (<i>ineligible for Rate Capping</i>)	378	2%
Total	17,874	100%
Value of Rates Payable		
\$0 to \$1,500*	7,678	43%
\$1,500 to \$2,000	3,634	20%
\$2,000 to \$3,000	4,200	23%
\$3,000 to \$5,000	1,991	11%
over \$5,000	371	2%
Total	17,874	100%

Includes 6,825 properties on minimum rate of \$1,277

REGIONAL LANDSCAPES LEVY (formally known as the NRM Levy)

In 2024-2025, the Council will be required to collect \$1.595 million on behalf of *Green Adelaide* for the payment of the State Government Regional Landscape Levy. In this respect, Local Government acts as the revenue collector for the *Green Adelaide Board* (the Board) and the eight (8) Regional Landscape Boards and as such, the Council does not retain this revenue. The property owners within the City of Norwood Payneham & St Peters will contribute 4.7% of the total quantum of the Levy which is collected on behalf of the Board for 2024-2025 Financial year.

Councils may also charge the Regional Landscape Boards for the administrative cost associated with collecting the Regional Landscape Levy. For 2024-2025, the fee has been calculated using a fixed fee of \$3,013 plus \$0.30 per rateable assessment. The proposed collection fee, which has been incorporated within the draft Budget, for this Council is \$10,000.

Draft 2024-2025 Rating Policy

As part of its Annual Business Plans, Councils are required to adopt a Rating Policy, which formally documents the Council’s Rating Strategy. The Draft 2024-2025 Rating Policy (based on a rate revenue increase of 8.5%), which has been updated to include the proposed rate-in-the-dollar is contained in **Attachment A – Appendix 5**.

For 2024-2025, the Capital Value has increased (as advised by the Valuer-General) across the City of Norwood Payneham & St Peters by 6.7%. Table 5 details the Capital Value movements by land use for all property classes within the City of Norwood Payneham & St Peters.

TABLE 5: VALUATION INCREASE FROM 2023-2024 BY LAND USE

Land Use	2023-2024 \$'000	2024-2025 \$'000	Valuation Increase	% Increase
Residential	17,018,205	18,232,335	1,214,130	7.1%
Commercial	3,101,791	3,317,687	215,896	7.0%
Industrial	162,131	169,597	7,466	4.6%
Vacant Land	228,250	185,297	-42,954	-18.8%
Other	449,896	496,712	46,816	10.4%
Primary Production	962	1,008	45.5	4.7%
Total Rateable	20,961,236	22,402,636	1,441,400	6.9%
Non-Rateable	440,772	442,308	1,536	0.3%
Total	21,402,007	22,844,944	1,442,936	6.7%

Pursuant to Regulation 6(1)(ec) of the *Local Government (Financial Management Regulations) 2011*, the Council is now required to express the increase in rate revenue for each land use, as the average change in the expected rates for the financial year (expressed as a whole number of dollars) for each land use category declared, compared to the expected rates for each category for the previous financial year. This is expressed as the Average Rate and is calculated by dividing the rate revenue by the number of assessments. Table 6 below details the Average Rate (based on the Rate Revenue increase of 8.5%) and the change for each land use category compared to the 2023-2024 financial year.

TABLE 6: AVERAGE RATE BY TOTAL LAND USE

Land Use	Average Rate	Increase (Decrease)	% change
Residential	2,040	149	7.0%
Commercial	3,430	267	7.2%
Industrial	2,820	184	7.8%
Vacant Land	2,210	267	5.5%
Other	4,938	803	12.8%
Primary Production	2,266	156	7.4%
TOTAL	2,211	166	7.0%

OPTIONS

The Council has a number of options in respect to progressing adoption of the Draft 2024-2025 Budget. For the purposes of simplicity, the following options are put forward for the Council’s consideration:

1. Adopt the Draft 2024-2025 Annual Business Plan and Budget, which plans to deliver an Operating Surplus of \$229,418 and an overall Net Surplus (including Capital Income) of \$6.189 million, as contained in **Attachment A**, which:
 - is in line with the components which have been adopted “in principle” by the Council at its Meetings held on 12 March 2024, 8 April 2024 and 6 May 2024;
 - incorporates the adjustments approved “in principle” at those meetings; and
 - is based on a rate revenue increase of 8.5%.

2. Amend the Draft 2024-2025 Annual Business Plan and Budget by either:
 - increasing or decreasing rate revenue; and/or
 - amending the Capital works or Operating Projects expenditure; and/or
 - amending the Recurrent Income and Expenditure Budget.

The Council is required to adopt a budget which it believes is fair and reasonable, while also positioning the Council to achieve and maintain on-going financial sustainability. For the purposes of the recommendation, Option 1 has been proposed, as this option maintains existing, services, programs and activities and best positions the Council to ensure that it can continue to deliver on its financial goal now and into the future and is consistent with the decisions made to date by the Council.

CONCLUSION

Through the adoption of the *Long-term Financial Plan*, the Council has a clear strategy of achieving financial sustainability. Financial sustainability means having a financial position capable of meeting long term service and infrastructure levels and standards, which are acceptable to the community plus having the financial capacity to meet its financial obligations from cash generated from operations or cash reserves.

The Draft Annual Business Plan and Budget, as contained in **Attachment A**, aims to ensure that the Council’s emerging and continuing priorities are appropriately funded.

COMMENTS

Nil

RECOMMENDATION

That in exercise of the powers contained in Chapters 8, 9 and 10 of the *Local Government Act 1999* and in respect to the Financial Year ending 30 June 2025, the following recommendations be adopted by the Council.

1. Adoption of 2024-2025 Annual Business Plan

- (a) Pursuant to and in accordance with the provisions of Section 123 of the *Local Government Act 1999* and Regulation 6 of the *Local Government (Financial Management) Regulations 2011*, and having considered all submissions received in accordance with Section 123 (6) of the *Local Government Act 1999*, the Annual Business Plan for the 2024-2025 Financial Year, as contained within **Attachment A** and the Council's Rating Policy as contained within **Attachment A – Appendix 5**, be adopted.
- (b) That the Chief Executive Officer be authorised to make any required editorial changes to the 2024-2025 Annual Business Plan as contained within **Attachment A** prior to the final publication.

2. Adoption of 2024-2025 Annual Budget

That having adopted the 2024-2025 Annual Business Plan and having considered the Budget for the 2024-2025 Financial Year in conjunction with, and determined it to be consistent with, the 2024-2025 Annual Business Plan:

Pursuant to and in accordance with Section 123 of the *Local Government Act 1999* and Regulation 7 of the *Local Government (Financial Management) Regulations 2011*:

- (a) the Budgeted Income Statement, Budgeted Balance Sheet, Budgeted Cash Flow Statement, the Budgeted Statement of Changes in Equity as contained within **Attachment A**, be adopted;
- (b) the statement regarding the Operating Surplus Position contained within **Attachment A**, be adopted;
- (c) the Uniform Presentation of Finances as contained within **Attachment A**, be adopted; and
- (d) the Financial Indicators as contained within **Attachment A**, be adopted.

3. Adoption of Valuation

Pursuant to the provisions of Section 167(2) (a) of the *Local Government Act 1999*, the Council adopts, for rating purposes, the Valuer-General's Valuation of Capital Values applicable to land within the area of the Council for the 2024-2025 Financial Year totalling \$22,844,943,680 - (an increase of 6.7%) and that 1 July 2024, is specified as the date on which such valuations are adopted.

4. Rate Capping

That pursuant to Section 153(3) of the *Local Government Act 1999*, the Council determines to fix a maximum increase on rateable land within its area that constitutes the principal place of residence of a principal rate payer for the Financial Year ended 30 June 2025. For the purpose of the 2024-2025 the maximum increase will be set at 17%.

5. Declaration of Rates

Having taken into account the general principles of rating contained in Section 150 of the *Local Government Act, 1999* and the requirements of Section 153 (2) of the *Local Government Act, 1999*, in exercise of the powers in Section 153(1)(b) and pursuant to Section 156(1)(a) of the *Local Government Act 1999*, the Council declares differential general rates, based on the Capital Value of rateable land, such differential rates varying according to the use of the land as designated in Regulation 14(1) of the *Local Government (General) Regulations 2013*, for the

Financial Year ending 30 June 2025, as follows:

Residential	0.18746 cents-in-the-dollar
Commercial – Shop	0.22495 cents-in-the-dollar
Commercial – Office	0.22495 cents-in-the-dollar
Commercial – Other	0.22495 cents-in-the-dollar
Industry – Light	0.22495 cents-in-the-dollar
Industry – Other	0.22495 cents-in-the-dollar
Primary Production	0.22495 cents-in-the-dollar
Vacant Land	0.22495 cents-in-the-dollar
Other	0.22495 cents-in-the-dollar

6. Minimum Rate

Pursuant to the provisions of Section 158(1) (a) of the *Local Government Act 1999* and in accordance with the provisions of Section 158 (2) of the *Local Government Act 1999*, the Council fixes \$1,277 as the minimum amount payable by way of general rates for the Financial Year ending 30 June 2025.

7. Separate Rate

Pursuant to the provisions of Section 154(1) of the *Local Government Act 1999* and Section 69 of the *Landscape South Australia Act 2019*, in order to reimburse to the Council the amount contributed to The Green Adelaide Board, the Council declares a separate rate based on the value of the land the subject of the rate of 0.007273 cents-in-the-dollar on the Capital Value of rateable property within the area of the Council and of the Board for the Financial Year ending 30 June 2025.

8. The Parade Precinct Development Separate Rate

For the Financial Year ending 30 June 2025, pursuant to the provisions of Section 154 of the *Local Government Act 1999* and Regulation 14 of the *Local Government (General) Regulations 2013*, in order to support and improve business viability, profitability, trade and commerce, being an activity that is intended to be of particular benefit to the land in that part of the Council's area comprising the following geographical boundary:

- Urban Corridor (Main Street) Zone surrounding The Parade, Norwood between Portrush Road to the east and Osmond Terrace to the west
- Suburban Main Street surrounding The Parade, Norwood between Osmond Terrace to the east and Eastry Street to the west
- Suburban Business on The Parade, Norwood between Elizabeth Street to the east
- Business Neighbourhood Zone between Harris Street, Norwood and Webbe Street, Norwood
- Business Neighbourhood Zone on The Parade Norwood between Eastry Street to the east and Fullarton Road to the west.

where such zones are identified in the SA Property and Planning Atlas:

- the Council declares pursuant to sections 154(7) and 156(1)(a) of the Act a differential separate rate of 0.04569 cents-in-the-dollar on the Capital Value of all land classified as Category 2 – Commercial Shop, Category 3 – Commercial Office Category 4 – Commercial Other and Category 5 - Industrial Light.
- the Council grants a discretionary rebate of 50% of The Parade Precinct Development Separate Rate under Section 166(1) (a) of the Local Government Act 1999, to all properties that fall within the geographical boundary described above and which have a land use of Category 3 – Commercial Office.

9. Payment of Rates

Pursuant to Section 181 of the *Local Government Act 1999*, all rates, for the Financial Year ending 30 June 2025, shall be payable in four (4) equal or approximately equal instalments, falling due on 6 September 2023, 6 December 2023, 7 March 2024 and 6 June 2024 provided that in cases where the account requiring payment of rates is not sent out at least 30 days prior to the due date for payment, the authority to fix the date by which rates must be paid in respect to those assessments, be determined by the Chief Executive Officer.

10. Loan Borrowings

- (a) The Council of the City of Norwood Payneham & St Peters approves Loan Borrowings for the 2024-2025 Financial Year up to a maximum of \$41,200,000 in addition to the borrowing already in place for the purposes of capital expenditure funding.
- (b) The Chief Executive Officer is authorised to negotiate the most beneficial financial terms for the Council with a lending authority after obtaining competitive written quotes at a time considered appropriate by management and arrange the drawdown of the loan.
- (c) The Chief Executive Officer is authorised to sign all documentation associated with the Loan Borrowings referred to in (a) and (b) above. Further, where any such documentation is executed under seal that in accordance with the *Local Government Act 1999*, the Mayor and Chief Executive Officer will attend to the affixation of the common seal.

11. Fees & Charges

Pursuant to Section 188 (1) of the *Local Government Act 1999*, the Schedule of Fees and Charges for the 2024-2025 Financial Year detailed in **Attachment B** be adopted.

Attachments – Item 11.4

Attachment A

Adoption of the 2024-2025 Annual Business Plan and Budget and Declaration of Rates for 2024-2025





Annual Business Plan

2024–2025



City of
Norwood
Payneham
& St Peters

Our Vision

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

A progressive City which is prosperous, with a strong community spirit.

Contents

Mayor's Message	3
Executive Summary	4
Consultation - Have your say!	5
Strategic Direction	6
Strategic Planning Framework	7
Long-term Financial Plan	8
Objectives & Key Initiatives	9
City Snapshot	10
Budget Overview	12
Revenue & Expenditure	16
Your Rates Explained	18
How the Council Spends Your Rates & Charges	22
Major Projects	24
Outcome 1	26
Outcome 2	32
Outcome 3	36
Outcome 4	40
Corporate Management	44
Appendices	46



Mayor's Message

The City of Norwood Payneham & St Peters' 2024–2025 Annual Business Plan and Budget, is a crucial component of the Council's ongoing commitment to financial sustainability.



The 2024–2025 Annual Business Plan and Budget sets out the revenue and how we propose to allocate our budget and resources to deliver key major projects, infrastructure upgrades, programs and services.

As in previous years, the Council's focus and challenge is to balance the need to generate sufficient revenue to meet the ever increasing demand for services and improvements to infrastructure, as well as the repayment of loan borrowings, which are used to fund capital works, against a reasonable rate increase for ratepayers.

The Council also acknowledges and has taken into account the current economic challenges of inflation and interest rates, both of which are contributing to cost-of-living pressures on households and individuals.

This scenario underscores the need to provide value for money in the infrastructure, services and programs which the Council delivers for our community.

Just like our community, the Council will continue to face challenges of escalating costs to assist in its

strategic planning. The Council's Long-term Financial Plan (LTFP) sets out a ten-year horizon for the Council in terms of the revenue it will need to continue to operate in a sustainable way without compromising the standard of service delivery. Importantly, the LTFP is reviewed each year to make the necessary adjustments in response to changing conditions.

Careful consideration of these factors has resulted in the Council adopting a 7.01% residential (average) rate increase, or an extra \$149 compared to last year.

The Council welcomes State and Federal Government grants, which are used as part of multi-million investments in projects, which will have ongoing economic benefits, including creating local jobs, in our City and community as well as improving the City's infrastructure.

Over the coming 12 months, the Council will implement its annual Capital Works Program.

This includes the upgrade of various playgrounds and the reconstruction of the Joslin Reserve tennis courts.

While the budget focuses on the 2024–2025 financial year, it is worth looking at some of the highlights achieved this current financial year. These include:

- completion of Stages 2 and 3 of the \$20m Trinity Valley Drainage Upgrade Project;
- completion of the St Peters Street Streetscape Upgrade (\$4.45m);
- redevelopment of Burchell Reserve, St Peters (\$4.2m);
- completion of the Dunstan Adventure Playground Upgrade (\$1.45m);

- completion of the \$1.5m Cruickshank Reserve Facilities Upgrade;
- completion of Stage 2 of the River Torrens Linear Park Shared Path Enhancement Project;
- 2024 AFL Gather Round; and
- the upgrade and widening of the pedestrian and cycling path along Linear Park at a cost of \$3m.

In 2024–2025, construction of the Council's largest project undertaken to date, the redevelopment of the \$60m Payneham Memorial Swimming Centre is continuing and the final two stages of the Trinity Valley Drainage Upgrade Project will be completed.

Work will also commence on the George Street Upgrade Project as Stage 1 of the implementation of The Parade Masterplan. The redevelopment of George Street will build upon the current character and 'sense of place' established throughout The Parade and will create spaces for urban greening, widening and re-paving of the footpaths for improved accessibility and amenity for pedestrians, improved public lighting and new street furniture.

In addition, the Council will implement a 40km/h speed limit in the Hackney to Marden Precinct.

All of these projects will provide benefits to our community and help improve their quality of life.

To find out more about the 2024–2025 Major Projects please see pages 24 and 25.

**Robert Bria
Mayor**

Executive Summary

The City of Norwood Payneham & St Peters' Annual Business Plan is a key document in the Council's overall Planning Framework. It sets out the Council's proposed projects, services and programs for the 2024–2025 financial year.



The Annual Business Plan supports the Council's long term strategic directions which are outlined in the Council's strategic management plan: *CityPlan 2030: Shaping Our Future*, as well as the Long-term Financial Plan and Whole-of-Life Asset Management Plans.

The vision for the City continues to be underpinned by the four outcomes of Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability.

In line with *CityPlan 2030: Shaping Our Future*, and in developing this Annual Business Plan, the Council continues to work towards these outcomes, through the deliver of the programs, services and projects.

The accompanying Budget details the Council's revenue and how it proposes to fund the programs and initiatives which it intends to provide to the community during the 2024–2025 financial year.

The City of Norwood Payneham & St Peters' Annual Business Plan and Budget is required to be prepared in accordance with State Government legislation.

At its meeting held on 8 April 2024, the Council unanimously agreed that, subject to further consideration of the draft

2024–2025 Budget by the Council, following the receipt and consideration of any public submissions in respect to the draft 2024–2025 Annual Business Plan that:

- a Rate Revenue increase, of 8.5%, be endorsed 'in principle' from \$42,939 million in 2023–2024 to \$46,589 million in 2024–2025;
- an average residential rate increase of 7.01% be endorsed 'in principle';
- an average commercial rate increase of 7.21% be endorsed 'in principle'; and
- a rate cap on residential properties of two times the rate revenue increase of 8.5% be adopted 'in principle' for the 2024–2025 Financial Year and be applied to all eligible assessments without the requirement for an application to be made (as per the Council resolution made at its meeting held on 10 October 2005).

In addition, pursuant to the *Local Government Act 1999* and the Local Government (Financial Management) Regulations 2011, as detailed in the Statement of Comprehensive Income, the projected Operating Income is sufficient to meet the projected Operating Expenditure for the 2024–2025 financial year.

Consultation on the 2024–2025 Annual Business Plan & Budget



Pursuant to the *Local Government Act 1999*, the Council undertook community consultation on the 2024–2025 Draft Annual Business Plan & Budget.

The consultation commenced on 10 May 2024 and concluded on 31 May 2024. The Council promoted the consultation via:

- a Latest News Item on the Council’s website;
- Social Media posts via Facebook, LinkedIn and Instagram;
- A4 posters at the Council’s Customer Service Centres; and
- a Public Notice published in The Advertiser.

The Draft Plan was also available for viewing at the Norwood Town Hall and at each of the Council’s three Libraries.

Citizens were provided with the opportunity to provide comments on the Draft 2024–2025 Annual Business Plan & Budget by:

- attending the Public Meeting which was held on Wednesday, 27 May 2024;
- completing an on-line form via the Council’s website; and
- completing a hard copy Feedback Form.

30 written submissions were received by the closing date on 31 May 2024.

33 citizens attended the Public Meeting, which was held on 27 May 2024.

The submissions were subsequently considered by the Council at its meeting held on 11 June 2024.

Following consideration of the submissions, no changes were made to the draft 2024–2025 Annual Business Plan & Budget.

Strategic Direction

The Council's strategic direction is guided by four outcomes or Pillars which contribute to the realisation of the Council's Vision and are based on the four Pillars of the Quadruple Bottom Line (QBL) framework. The four outcomes are Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability.

We exist to improve the Well-being of our citizens and our community, through:

Social Equity

Cultural Vitality

Economic Prosperity

Environmental Sustainability



For our City, adding the fourth Pillar of culture to the traditional Triple Bottom Line (TBL) of environmental, social and economic sustainability highlights the importance of protecting and enhancing our City's unique character and sense of place.

The objectives set out in *CityPlan 2030: Shaping Our Future*, which outline the priorities for what needs to happen to achieve the four outcomes, reflect the community's aspirations, the policy commitments of the Council and the likely trends and issues which our City will face over the course of *CityPlan 2030*.

CityPlan 2030 plays a pivotal role in guiding the City of Norwood Payneham & St Peters towards the community's vision for the future. Achieving the strategies contained in *CityPlan 2030*, requires transparent and accountable governance structures and processes which are both flexible and responsive to the future opportunities and challenges that will present themselves.

It will also require a positive 'can-do attitude' and approach to ensure that we realise the future which we want for ourselves and the next generation, rather than just 'letting things happen'.

Strategic Planning Framework

In working towards our vision, all of the programs, projects and services which the Council delivers are structured into four key outcome areas, referred to as the 'Four Pillars' of Community Well-being.



Long-term Financial Plan

The City of Norwood Payneham & St Peters is driven by the need to deliver programs and services to our citizens through the most efficient and effective means possible. The ability to deliver on this and the strategic directions outlined in *CityPlan 2030: Shaping Our Future* is dependent on the Council's responsible management of its financial resources over the long-term.



The Local Government Act 1999, requires Councils to prepare a Long-term Financial Plan covering a period of at least ten years.

The Plan is a key document in the Council's Strategic Planning Framework. It is the primary financial management tool which links the Council's Strategic Plan, *CityPlan 2030*, 'Whole-of-Life' Asset Management Plans and the Annual Business Plan and Budget.

In line with *CityPlan 2030*, the Long-term Financial Plan focuses on these four strategic outcomes.

The Long-term Financial Plan is an important planning tool for the Council as it:

- reflects the future financial position based on delivering the services, activities, programs and initiatives undertaken by the Council;

- allows the costs of long-term strategic decisions to be quantified and debated; and
- assesses the financial sustainability of service levels.

A City that delivers on our Strategic Outcomes by managing our financial resources in a sustainable and equitable manner.

To ensure that we deliver on our financial goal, the Council has committed to achieving the financial outcomes set out below;

- Outcome 1: A Balanced Budget
- Outcome 2: Rate Stability
- Outcome 3: Infrastructure and Asset Management
- Outcome 4: Debt Management

Objectives and Key Initiatives

In preparing the 2024–2025 Annual Business Plan and Budget, the Council has considered the strategic directions set out in *CityPlan 2030: Shaping Our Future* and has determined to undertake initiatives which respond to the Council’s vision and contribute to the overall well-being of our City and its community.



The services, programs and initiatives which the Council proposes to undertake during 2024–2025, must meet the objectives of at least one of the four key outcome areas of *CityPlan 2030*: Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability.

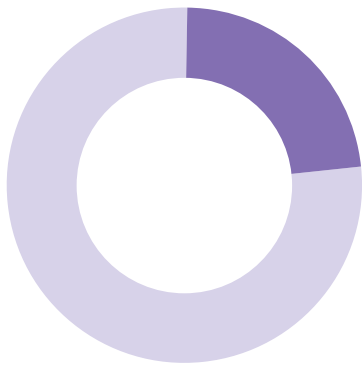
In some cases, projects and initiatives may contribute towards more than one of the four key outcomes. Projects and initiatives have been listed against the outcome with which it has the strongest alignment.

Other priorities which have influenced the preparation of the 2024–2025 Annual Business Plan and Budget include:

- an increase in operating expenditure taking into account the Local Government Price Index and Consumer Price Index (CPI) as well as the cost of building new and/or renovating facilities and infrastructure;
- ensuring the maintenance and renewal program for existing infrastructure assets, across the city including roads, footpaths, Council owned facilities and parks and reserves, are consistent with the Whole-of-Life Infrastructure and Asset Management Plans;
- consideration of financial commitments to major projects which span more than one financial year; and
- sensible and prudent financial management to ensure ongoing financial sustainability for our City.

City Snapshot

The City of Norwood Payneham & St Peters enjoys a reputation as one of Adelaide's most desirable places to live, work and visit.

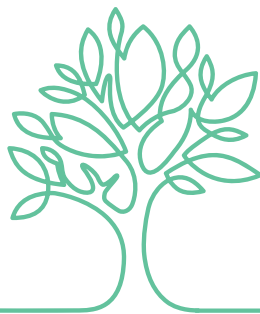


30.2%

of people in the City of Norwood Payneham & St Peters were born overseas, compared with 26.3% in Greater Adelaide.

341km
of footpaths

363km
of kerbing



local businesses

7,800*

Our business community values the City's unique and diverse business mix with strong connections and ability to work together.

171km of roads

20,000+ street trees



2 Swimming Centres[^]



1 Child Care Centre & Pre-School



3 Libraries

Source: Australian Bureau of Statistics 2019 Estimated Resident Population

* Approximate figure

[^] See Major Projects page 24

Top 5 origins of birth in the City

65.5%

Australia

4.2%

China

4.0%

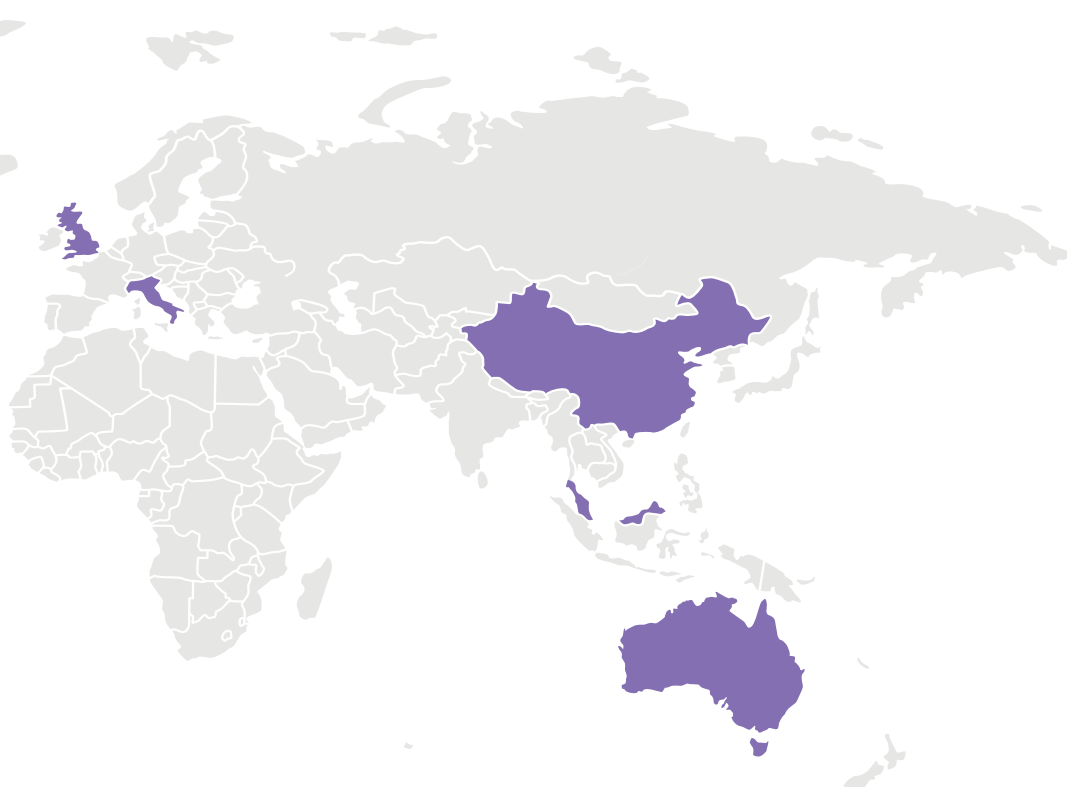
England

43.5%

Italy

1.1%

Malaysia



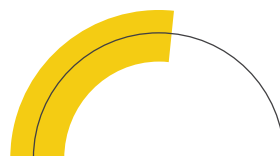
residents

37,487#

The median age of people is 41 years.
Children aged 0–14 years make up 17% of the population and people aged over 65 years make up 20.1%.



48% male



52% female



29 playgrounds



72 parks and reserves



180 hectares of open space

Budget Overview

2024–2025

The Council's financial goal is to deliver on the strategic outcomes which are set out in *CityPlan 2030: Shaping our Future*, by managing financial and indeed all resources in a sustainable and equitable manner.

The 2024–2025 Budget has been developed within the Council's planning framework and sets the strategic direction over the medium and long term, converting these into annual actions and outputs.

The development of the Budget has been undertaken in consultation and review by the Council's Elected Members, Council staff and in consultation with the community.

As South Australia, together with the rest of the nation, continues to deal with cost of living pressures and inflation, the focus has been on developing an Annual Business Plan & Budget, which ensures that the Council maintains the standards for its existing range of services which are aimed at supporting the delivery of the Strategic Objectives outlined in the Council's Strategic Management Plan *CityPlan 2030: Shaping Our Future*, and that those services receive the appropriate funding.

The Council is supporting both the State's and the local economic recovery and improving the quality of the City's infrastructure by continuing its commitment to a number of large infrastructure projects, some of which commenced in 2023–2024, with the aim to be delivered this financial year.

The 2024–2025 Budget is also focused on the future and aims to ensure that the Council's emerging and continuing priorities are appropriately resourced and to this end, the Budget is built upon the strategic outcomes set out in the Councils' Asset Management Plans and Long-term Financial Plan.

The key driver is to ensure that the Budget priorities not only contribute to the Council's broader strategic objectives, but also to the Council's long term financial objective of managing its financial resources in a sustainable manner. The focus continues to be on initiatives which have been identified to support the delivery of the strategic objectives outlined in *CityPlan 2030: Shaping Our Future* and to ensure that our services are delivered in the most efficient and effective manner, thereby satisfying community needs and expectations.

The 2024–2025 Budget builds on the principle of financial sustainability. This is demonstrated by adherence, over the term of the Long-term Financial Plan, to the overarching principles that require the Council to:

- achieve long term revenue, expenditure and cash flow neutrality while keeping rates growth within the average for the sector; and
- ensure the Council’s long term Capital Works Program is fully funded to achieve asset renewal requirements asset renewal requirements.

In this respect, a number of significant factors have influenced the preparation of the 2024–2025 Budget, namely:

- impact of the Consumer Price Index (CPI) and the Local Government Price Index increases;
- maintenance and renewal program for existing infrastructure assets, including roads, footpaths, kerbing Council owned properties and open spaces (parks and reserves);
- Enterprise Bargaining Agreements, which provide for employee wage and salary increases of 3% from November 2024 for SA Municipal Offices Award and 3.5% for Local Government Employees; and
- commitment to major projects which span more than one year.

Table 1 provides a comparison of the financial targets included in the Council’s Long-term Financial Plan and how they are met by the 2024–2025 Budget.

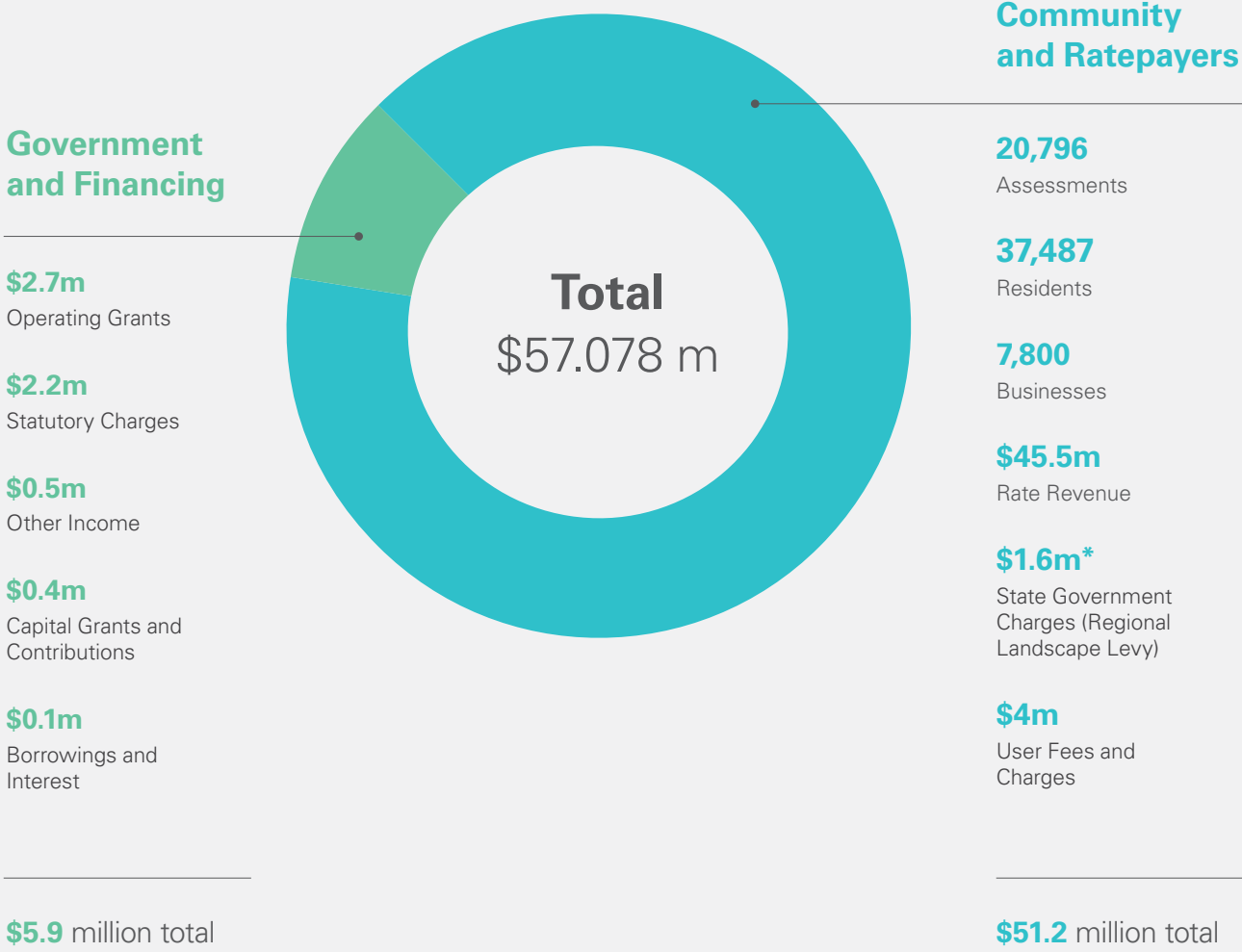
Table 1

Outcome	Indicator	LTFP Target
A balanced budget	Operating Surplus	\$0
	Operating Ratio	0–10%
Rate stability	Annual Rate Revenue increases	Between 4%–8%
Infrastructure and Asset Management	Asset Sustainability Ratio	Between 90%–110% on a rolling three year average
Debt Management	Net Financial Liabilities	less than 100%
	Debt Servicing Ratio	less than 15%

Budget Overview

2024–2025

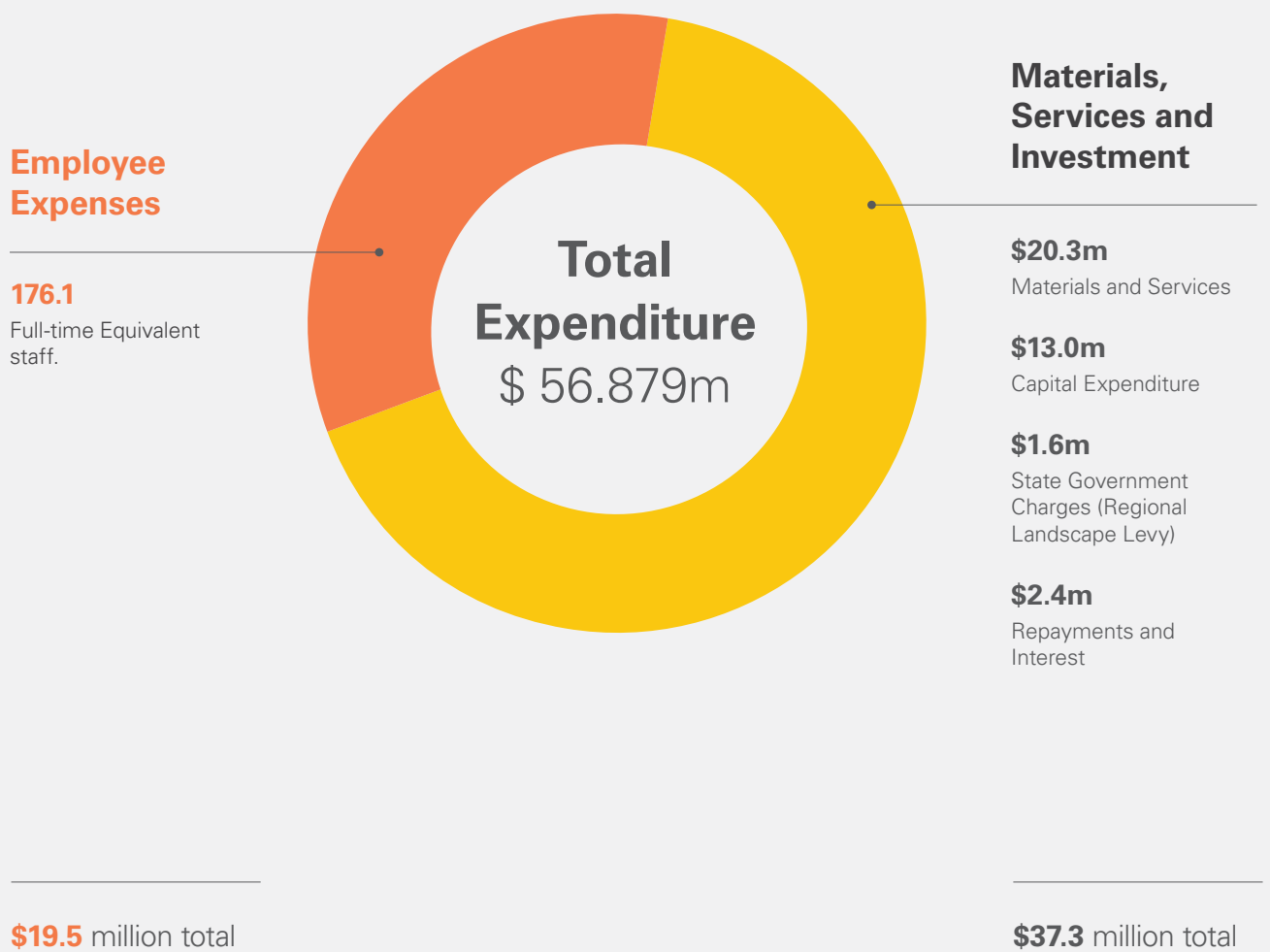
Operating Income



*In 2024–2025, the Council will collect \$1.6 million for the payment of the Regional Landscape Levy. The Council is acting as a revenue collector and as such does not retain this revenue, but simply forwards it through to the Green Adelaide Board.

The Budget shapes the projects, services and events held each year. The revenue from the community, Government and financing allows the Council to deliver services, programs and events and will enable the delivery of special projects.

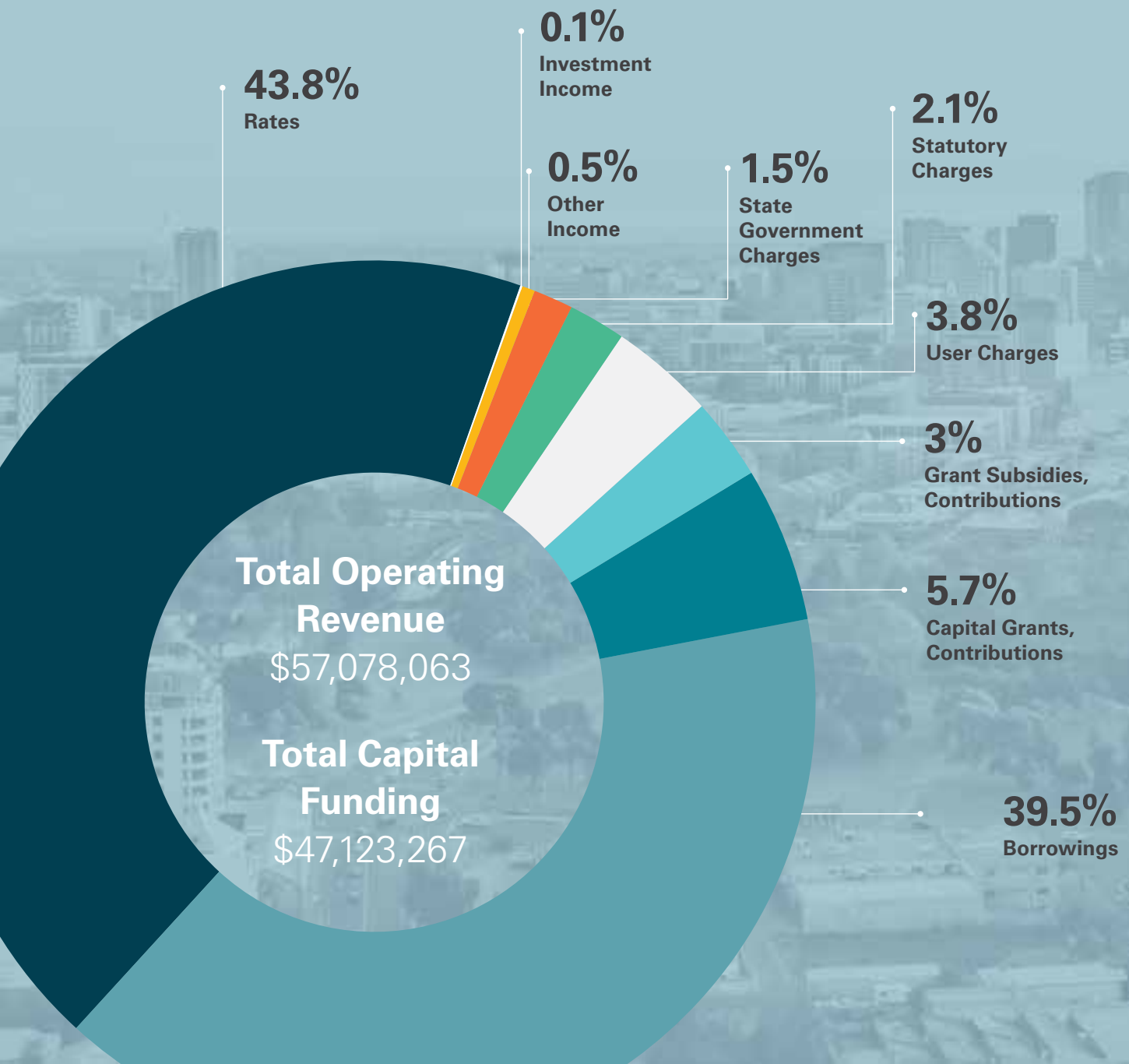
Operating Expenditure



Revenue & Expenditure

The 2024–2025 Annual Business Plan & Budget focuses on ensuring that the Council can maintain and improve its existing service standards while appropriately funding new projects and initiatives in a sustainable way.

How Council services are funded

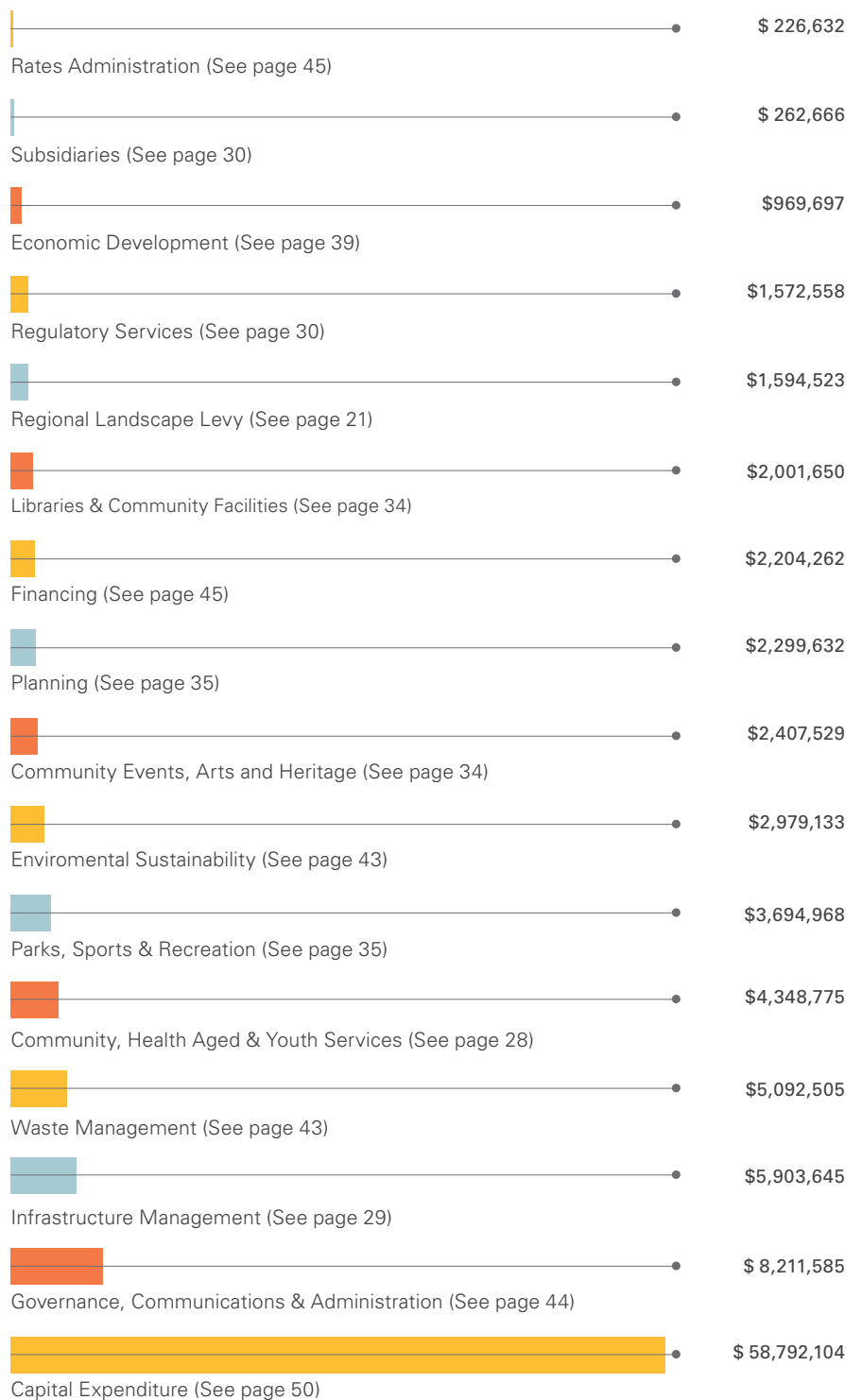


How the funds are spent

Total Expenditure \$102,561,862

Total Operating Expenditure (Excludes Depreciation) \$43,769,758

Total Capital Expenditure \$58,792,104



Your Rates Explained

Council rates are a form of property taxation and are the main source of income for the City of Norwood Payneham & St Peters. They fund essential services such as the management of infrastructure, public health and safety, as well as major capital projects, the provision of community programs, events and festivals.

The City of Norwood Payneham & St Peters is committed to financial sustainability and continuing to provide excellent services for our community.

The Annual Consumer Price Index (CPI) inflation in the March 2024 Quarter was 3.6% across Australia, and for Adelaide the annual increase was 4.3%. South Australia continues to experience high levels of inflation, and the Council is not immune from these price increases, in particular, increase in the cost of insurance and financial services (11% increase year-on-year in March 2024), electricity (13.5% increase year-on-year in March 2024), transport and fuel and the ever-increasing cost of construction to create, maintain or replace the City's assets.

Taking into consideration these rising cost pressures and the Council's commitment to its citizens to maintain the quality of its services, the Council is proposing a rate revenue increase of 8.5%. This rate revenue increase is based on a number of influencing factors such as General CPI increase, Council's commitments and Growth.

In preparing the Annual Business Plan & Budget, one of the key objectives for the Council is to ensure that rate revenue is kept to a responsible level, reflective of the service level of the City's infrastructure, services and programs provided and to ensure that rates are applied across the community as fairly and equitably as possible.

The State Government has recently made amendments to the *Local Government Act 1999*, which are intended to create consistency across all councils in South Australia when it comes to informing ratepayers about annual changes to their rates.

For the 2024–2025 financial year, a total of \$46.6 million will be collected through General rates, an increase of 8.5% or \$3.65 million compared to 2023–2024.

The General Rate revenue is collected from property owners by applying a rate-in-the-dollar to the capital value of individual properties.

The Council supplements revenue with funding from other sources, such as fees and charges, State and Federal Government grants, investment incomes and loan borrowings.

Method Used to Value Land

The Valuer-General is South Australia's independent statutory authority responsible for valuations for all properties in South Australia in accordance with the *Valuation of Land Act 1971*. All properties are required to be valued every five years, however to ensure equitable property-based rates and taxes, a General Valuation is undertaken annually.

The Council has continued to use the Capital Value as the basis for valuing land within the City of Norwood Payneham & St Peters. This method of valuing land provides the fairest method of distributing the rate revenue across all ratepayers as:

- property value is a good indicator of wealth and Capital Value, which closely approximates the market value of a property, therefore providing the best indicator of overall property value; and
- the equity principle of taxation requires that ratepayers of similar wealth pay similar taxes and ratepayers of greater wealth pay more tax than ratepayers of lesser wealth.

Through the Office of the Valuer-General (State Government), any property owner or occupier who does not agree with their valuation may lodge an objection to have their property valuation reviewed. An objection must be lodged within 60 days of receiving the first Rate Notice for the financial year.

Differential General Rates

The *Local Government Act 1999*, allows Councils to apply differential rates based on the use of the land, the locality of the land or the use and locality of the land. The City of Norwood Payneham & St Peters applies differential rates on the basis of land use.

Definitions of land use are prescribed by regulation and are categorised as follows for rating purposes:

- Residential
- Commercial - Shops
- Commercial - Office
- Commercial - Other
- Industrial - Light
- Industrial - Other
- Primary Production
- Vacant Land; and
- Other

The City of Norwood Payneham & St Peters applies differential rates on the basis of land use whereby non-residential properties have an increased rate-in-the-dollar of an additional 20% of the rate-in-the-dollar which is applied to residential properties.

Based on information provided by the Valuer General to date, the payment of rates will be distributed across the different categories as detailed in *Figure 1*.

Rate Revenue by Land Use

Figure 1



79.28%

Residential



16.54%

Commercial



0.84%

Industrial



0.94%

Vacant Land



2.40%

Other

Minimum Rate

Pursuant to the *Local Government Act 1999*, a Council may impose a minimum amount which is payable by way of rates. Where two or more adjoining properties have the same owner and are occupied by the same occupier, only one minimum rate is payable by the ratepayer. Where a Council imposes a minimum rate, it must not apply to more than 35% of properties in the Council area.

For the 2024–2025 financial year, the Council has set a minimum rate of \$1,277. The minimum rate will be applied to 6,825 (32.82%) rateable properties.

In determining the minimum rate, the Council is ensuring that all rateable properties make a base level contribution to the cost of:

- administering the Council's activities;
- the provision of the physical infrastructure that supports each property and is available for use by all ratepayers; and
- services provided that are available for use by all ratepayers (e.g. Libraries, parks and gardens).

Separate Rate for The Parade Precinct

The Council has endorsed the continuation of the Separate Rate for The Parade Precinct during the 2024–2025 financial year. The Separate Rate is based upon achieving a total revenue of \$225,000 from the 400 tenancies located within The Parade Precinct.

Prior to resolving to extend the Separate Rate for a further year, the Council consulted and engaged with the business and property owners within The Parade Precinct.

The Separate Rate model for The Parade has been designed to ensure that The Parade remains viable in an increasingly competitive market, whilst minimising the additional cost to the property owners and businesses.

The Separate Rate collected in 2024–2025 will continue to be used for the purpose of marketing and promoting The Parade as South Australia's Premier Main Street.

The Separate Rate will again be reviewed by the Council in early 2025, and consultation will be undertaken with the business and property owners within The Parade Precinct.

Proposed Rate Increases for 2024–2025

To fund the activities proposed within the 2024–2025 Annual Business Plan and to ensure that the Council continues to provide the level of services required and expected by the community, the Council estimates that it will require an additional \$3.65 million or 8.5% in general rate income compared to 2023–2024.

Based on the valuations which have been received from the Valuer-General in June, this will in principle result in a proposed increase in the 'rate-in-the-dollar' by 2.52%.

For the 2024–2025 financial year, the average rate per property by land use is shown in Table 2.

The actual rates payable by a rate payer will vary according to individual property valuations, the land use, and whether there has been any new development or capital improvement on the land.

The average residential property will be required to pay \$2,040 and the average commercial property will be required to pay \$3,430.

Table 2

**Average rate per property by land use
2024–2025 financial year**

Land Use	Average Rate \$	Increase (Decrease) \$	% Change on 2023–2024
Residential	2,040	149	7.01%
Commercial	3,430	267	7.21%
Industrial	2,820	184	7.76%
Vacant Land	2,210	267	5.51%
Other	4,938	803	12.78%
Primary Production	2,266	156	7.37%
All properties	2,211	166	6.96%

**State Government Regional
Landscape Levy**

Pursuant to the *Landscape South Australia Act 2019*, the Council is required to collect funds on behalf of the State Government, for the operations of the Green Adelaide Board.

The Council collects the funds through a Separate Rate that is levied as the Regional Landscape Levy and is applicable to properties within its area of the Green Adelaide Region.

In 2024–2025, the Council will be required to collect \$1.6 million from property owners as part of the Regional Landscape Levy. The Council is acting as a revenue collector and as such does not retain this revenue, but simply forwards it through to the Green Adelaide Board.

Rate Capping

Rate Capping is provided in the form of a Rebate or Remission of Rates that are above an approved threshold. As part of the 2024–2025 Budget, the Council has determined that rate increases will be capped (subject to meeting certain conditions) at two times the rate revenue increase as set in the Annual Budget. This means that the maximum increase in rates for individual residential properties for the 2024–2025 Financial Year will be capped at 17%.

Remission and Postponement of Rates

Section 182A of the *Local Government Act 1999*, provides the option for State Senior Card Holders to apply to postpone part of their Council Rates on a long term basis. The deferred amount is subject to a monthly interest charge, with the accrued debt being payable on the disposal or sale of the property.

Financial Hardship

If a ratepayer is experiencing financial difficulties and foresees challenges in paying council rates, it is recommended that they initially reach out to the Council's Rates & Revenue Officer for advice.

The Council has established a dedicated Financial Hardship Policy, and for more information, please refer to the policy document. All inquiries are strictly confidential.

Statement on Expected Rate Revenue

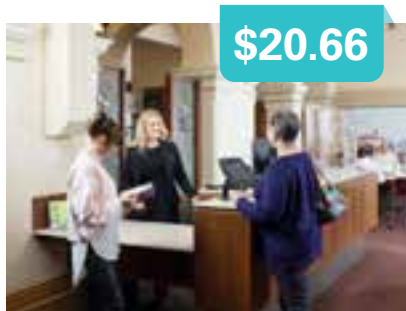
A copy of the Expected Rate Revenue can be found in Appendix 4.

Rate Policy and Rate Rebate Policy

A copy of the Council's Rate Policy and Rate Rebate Policy can be found in Appendix 5 and 6.

How the Council spends your rates and charges

For every \$100 paid in rates, the breakdown in Council expenditure is as follows:



Governance, Communications & Administration

- Corporate governance
- Financial management
- Information management
- Customer services
- Organisational development
- Volunteer services
- Internal and external communications
- Media liaison
- Marketing
- Administration management



Waste & Recycling Services

- Kerbside collection of
 - Household waste
 - Recyclables
 - Green organics
- Hard waste collection and disposal
- Public litter bins
- Illegal dumping
- E-waste collection and disposal



Infrastructure Management

- Asset management
- Civil infrastructure management
- Streetscape maintenance
- Public lighting
- Stormwater drainage network
- Traffic management



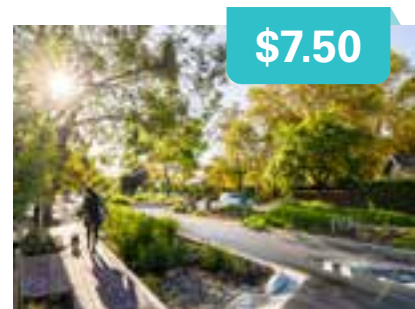
Community, Health, Aged & Youth Services

- Community support and development
- Community programs
- Youth services
- St Peters Child Care Centre & Preschool



Parks, Sport & Recreation

- Reserve and open space maintenance
- Sports and recreational facilities
- Swimming centres



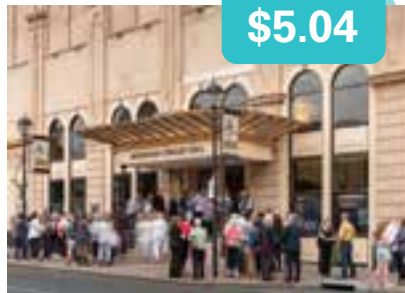
Environmental Sustainability

- Street sweeping
- Tree management
- Creek maintenance
- Street trees



Community Events, Arts and Heritage

- Community events
- Community arts
- Cultural heritage
- Public Art



Libraries & Community Facilities

- Library services
- Lifelong Learning Programs
- Children's programs
- Facility hire (casual and long term)
- Norwood Concert Hall



Regulatory Services

- Environmental health services
- On-street parking management
- Animal management
- Abandoned vehicles
- Pest management
- Building inspections



Planning

- Urban planning
- Health inspections
- Development assessments



Economic Development

- Management of business precincts
- Strategic projects
- Economic development



Subsidiaries

- ERA Water (water irrigation)
- Highbury Landfill (landfill)
- East Waste (waste management)
- Eastern Health Authority (health inspections)

Major Projects



Payneham Memorial Swimming Centre Concept

Payneham Memorial Swimming Centre Redevelopment



The transformation of the Payneham Memorial Swimming Centre into a contemporary aquatic leisure centre has already begun with on-site work well underway at 194 OG Road, Felixstow.

The Council awarded the construction contract to South Australian-based Badge Constructions, creating 100 Full Time Equivalent jobs in the construction phase.

The Project—which is estimated to cost \$60 million—is the single biggest investment in the City's infrastructure.

Funding for the project includes a \$5.6 million grant from the State Government's Local Government Infrastructure Partnership Program.

The Centre has been shaped by extensive community and stakeholder consultation and the Payneham Memorial Swimming Centre redevelopment will include:

- a 10 lane, 50 metre outdoor pool;
- an 8 lane, 25 metre indoor pool;
- an 11 x 20 metre indoor learner's pool;
- a 14 metre tall tower with two waterslides;
- a zero-depth waterplay area;
- multiple male, female and unisex all-access changerooms with showers, toilets and lockers;
- multipurpose meeting rooms; and
- shade shelters and picnic seating.

Each pool will have an all-access entry via a ramp or lift, and aquatic wheelchairs will be available for public use.

The Payneham Memorial Swimming Centre redevelopment is expected to be completed by 2026.

Funding for the Payneham Memorial Swimming Centre redevelopment is proposed to be spread over two financial years.



The Parade Masterplan, including George Street Upgrade

The Parade Masterplan forms part of the long-term strategic framework for the planning, redevelopment and activation of South Australia's Premier Mainstreet, The Parade.

The Masterplan focuses on protecting the identity and appeal of The Parade and how this significant economic, social and cultural asset can enhance the experience of people who choose to live, work and socialise in and around the precinct.

When the Masterplan was endorsed in 2019, the Council allocated \$800,000 for the implementation of the George Street Upgrade. This funding has been carried forward whilst detailed design has been undertaken.

In 2024–2025, the Council also allocated an additional \$1.56 million for the George Street Upgrade Project.

Pedestrian safety and movement is the key objective of The Masterplan. Proposed changes include:

- wider footpaths;
- removal of on-street car parking between Edward and George Street;
- additional street trees and landscaping;
- new pedestrian crossings and;
- new street furniture, public art and lighting.

The implementation of The Parade Masterplan is currently proposed to be staged over a number of years commencing in 2025, with the upgrade to the section of George Street between The Parade and Webbe Street also scheduled to commence in the financial year.



Trinity Valley Drainage Upgrade

The Trinity Valley Drainage Upgrade involves the installation of a new stormwater drainage network in the suburbs of St Morris, Trinity Gardens, Maylands and Stepney—known collectively as the Trinity Valley.

The works are designed to:

- increase capacity of stormwater infrastructure;
- alleviate future flooding where possible;
- increase protection of residences and businesses from future one in-100-year stormwater events;
- utilise Council reserves to act as detention areas; and
- address upstream flooding to reduce pressure on the downstream system.

The Trinity Valley Drainage Upgrade is being delivered over a number of financial years, with the final stage commencing in early 2025.

In 2022, the City of Norwood Payneham & St Peters was successful in receiving \$9.9 million from the Federal Government's Preparing Australia Program, which targets local projects across the nation, with a focus on improving resilience against natural disasters. This money was set aside for the Trinity Valley Drainage Upgrade and has been matched by the Council.

The Trinity Valley Drainage Upgrade also includes an upgrade to St Morris Reserve with a new playground, basketball court, barbeques and other amenities.



Outcome 1 Social Equity

An inclusive, connected, accessible and friendly community.

2023–2024 Achievements

Payneham Memorial Swimming Centre

Awarded the construction contract of the Centre to Badge Constructions and on-site work began in early in 2024.

Biennial Community Survey

The Council undertook its Community Survey in 2023 with results from 400 citizens and 200 business operators.

Access & Inclusion Strategy

Undertook a second round of consultation for the Access & inclusion Strategy and sought more diverse feedback from a wider sector of the community.

Dunstan Adventure Playground

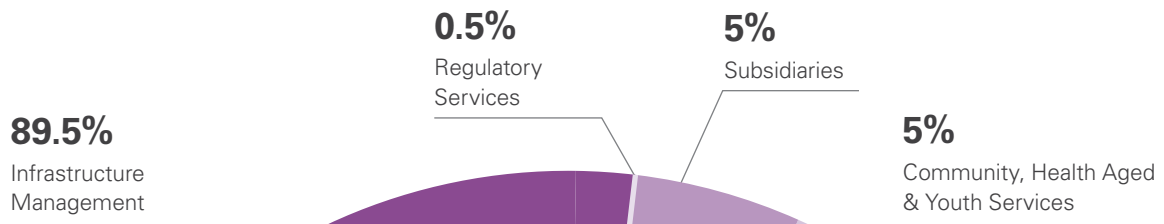
The much-loved and iconic playground was officially opened in February 2024 following a \$1.45 million redevelopment.

Annual Business Plan Objectives

- Continue to deliver services which are relevant, community focussed and in a cost effective manner.
- Continue to maintain and renew the City's infrastructure in line with the Council's whole-of-life framework for infrastructure.
- Deliver programs and activities which engage our young people in the City's future.
- Provide a variety of events and programs which engage all citizens regardless of age and ability.
- Ensure fair and equitable rates for all ratepayers.

Proposed key initiatives for 2024–2025

- Deliver the annual Capital Works Program in accordance with the respective infrastructure and asset management plans, including civil infrastructure (roads, footpaths and kerbing), buildings and open space assets.
- Continue construction work of the Payneham Memorial Swimming Centre.
- Officially open Burchell Reserve following its \$4.2 million redevelopment.
- Analysis and review of the results of the 2023 Community Survey.



Function	Income	Expense	(Surplus)/Net Cost
Community, Health Aged & Youth Services	(4,071,951)	4,348,775	276,824
Infrastructure Management	(1,004,393)	5,878,645	4,874,252
Regulatory Services	(1,478,800)	1,505,222	26,422
Subsidiaries	-	262,666	262,666

Community, Health, Aged & Youth Services

Services Provided

- Community Visitors Scheme
- Domestic care
- Environmental health inspections
- Health and fitness programs
- Home and Community Care
- Home modifications
- Immunisations
- Personal care
- Social inclusion programs
- St Peters Child Care Centre & Preschool
- Transport
- Volunteer services
- Youth programs

Community Services

Community Services which are offered by the Council include the Community Visitors Scheme that provides Volunteers to visit socially or culturally isolated residents living in Federal Government subsidised aged care homes. Community Visitors are Council Volunteers who visit on a one-to-one basis.

Other programs provided include:

- health and fitness programs; and
- a range of social support activities designed to improve social connectedness and quality of life.

Home and Community Care Services

The Council's Home and Community Care (HACC) services is funded by the Federal and State Government to provide community care services for our City's frail aged and younger residents with a disability and their carers.

The services are designed to prevent social isolation, and provides individuals with assistance to maintain their independence and remain in their own homes for as long as possible. The range of services, which are available to help the frail and aged, people with a disability and their carers, who live within the community, include:

- home maintenance and safety and security assistance;
- personal care and cleaning; and
- transport services.

Youth Development

The Council is committed to providing opportunities for young people aged 12–25 years to be visible, valued and involved in shaping the current and future direction of the community. Services and programs delivered include Youth FM, Young Achievers Program and Eastern Region Youth Projects.

Volunteer Services

Volunteers play a vital role in ensuring that the Council can deliver a range of important services to our community. Volunteer Services is responsible for the development and promotion of volunteering opportunities across the Council's range of services and activities, includes the recruitment, recognition, training and retention of Council Volunteers.

St Peters Child Care Centre & Preschool

The Council owns and operates the St Peters Child Care Centre & Preschool. The Centre is licensed to provide child care and preschool services for 105 children between the ages of six weeks and five years of age. The St Peters Child Care Centre & Preschool provides a preschool program under the Government's Universal Access Program.

Environmental Health Services

These services are provided on behalf of the Council by the Eastern Health Authority (EHA) which is a Regional Subsidiary established under Section 43 of the *Local Government Act 1999*. Through EHA, the Council aims to enhance public health by managing the registration of all premises as required under the *South Australian Public Health Act 2011* and the Council's immunisation program.

Infrastructure Management

Services Provided

- **Asset management**, which includes project management services for the annual Capital Works Program, which includes;
 - road reseals;
 - footpaths;
 - kerbing and watertable; and
 - stormwater drainage network system.
- **Civil infrastructure maintenance** which includes programmed and responsive maintenance of the Council's civil infrastructure assets
- **Road and traffic management**
- **Street lighting**
- **Streetscape maintenance**

Infrastructure Maintenance

Infrastructure Maintenance involves both the programmed and responsive maintenance of the Council's civil infrastructure assets, so that these are maintained to the required standard.

Also included in this program is the management of the City-wide Street Cleansing and The Parade Footpath Sweeping Program.

Services undertaken by Civil Infrastructure Maintenance also includes:

- Footpath, Kerb & Watertable
- Road & Traffic Management
- Stormwater Drainage Network
- Streetscape Maintenance
- Street Lighting

Asset Management

The Council's Asset Management Unit is responsible for the maintenance, construction, renewal and disposal of Council's facilities and assets, including the preparation and implementation of the annual Capital Works Program. This unit is also responsible for the expenditure of external infrastructure grants such as the Federal Governments Roads to Recovery Program and project specific grants.

Specific areas which are mandated by the Asset Management Unit include:

- **Capital projects** - This includes the provision of capital works construction and contract management associated with Council assets, in particular, the delivery of road, kerb, footpath, water table and stormwater drainage capital works renewal projects. The unit manages external contracts associated with building maintenance services for Council buildings including cleaning, plumbing, carpentry, electrical, air conditioning, painting, general maintenance and renewal.
- **Open space planning and delivery** - This includes the development and implementation of open space policies and strategies; development of public open space asset; undertake project management for capital works relating to open space improvements; provides internal technical advice and provide assistance to local community groups.
- **Assets and special projects** - This involves maintenance of the Council's Whole-of-Life Asset Management Plans and prepares scope of works associated with major capital works projects.

Regulatory Services

Regulatory Services

Responsible for administration of the Council's by-laws, policies and other legislation which the Council is charged with administering. Specific areas covered by Regulatory Services include:

- **Animal Management** - With more than 3,000 dogs residing in our City, it is important that provisions surrounding their care and control are in place. Regulatory Services staff administer the provisions of the *Dog & Cat Management Act 1995* which includes annual dog registration, managing barking and noise complaints and ensuring dogs are not found wandering at large where they pose a significant threat to their own safety, as well as to that of other members of our community who may not be familiar with the best way to handle a distressed or wandering dog.
- **On-street Parking Management** - The Council is responsible for ensuring that the parking provisions (Part 12) of the Australian Road Rules as well as the *Private Parking Areas Act 1986*, are observed by motorists. In addition this area leads the management of resident parking permits in line with the Council's Resident Parking Permit Policy.

Regulatory Services is also responsible for the management of abandoned vehicles and the investigation and enforcement of alleged breaches of Council's local laws including issues associated with kerbside trading, amenity and litter control and flammable growth.

Regional Subsidiaries

Regional collaboration is a key area of focus for the Council and it continually seeks and explores opportunities to work with other councils to establish networks, while it strives to fulfil its role as a responsible leader and provide best value.

Eastern Health Authority

The Eastern Health Authority (EHA) provides public and environmental health services on behalf of its Constituent Councils - the City of Norwood Payneham & St Peters, City of Burnside, Campbelltown City Council, the City of Prospect and the Town of Walkerville.

A wide range of environmental health functions and services are performed to maintain appropriate public health standards and to prevent and control disease, including:

- regularly inspecting food premises
- investigating disease outbreaks in conjunction with SA Health;
- investigating incidents of environmental health concern;
- provision of immunisation via public clinics;
- ensuring appropriate water quality standards are maintained in public swimming pools and spas; and
- providing advice and information to the general public.

East Waste

The Eastern Waste Management Authority (East Waste) is a Regional Subsidiary established under Section 43 of the *Local Government Act 1999* providing at-cost kerbside waste collection services to its Constituent Councils.

The membership base (owners) of East Waste comprise of the Town of Walkerville, the City of Burnside, the City of Norwood Payneham & St Peters, the Campbelltown City Council, the City of Mitcham, City of Prospect, City of Unley and the Adelaide Hills Council. East Waste provides the following services:

- waste management and recycling;
- co-ordinating waste education programs on behalf of its Constituent Councils; and
- working with the Local Government Association of South Australia to expand the delivery of waste education and messaging via the My Local Services App across all South Australian Councils.

ERA Water

ERA Water is a Regional Subsidiary established under Section 43 of the *Local Government Act 1999*. ERA Water is responsible for construction and operation of a stormwater and reuse scheme on behalf of its Constituent Councils; the Cities of Burnside and Norwood Payneham & St Peters and the Town of Walkerville.

- ERA Water is responsible for implementing the Waterproofing Eastern Adelaide Project.
- The project is to reduce reserve irrigation and green our suburbs and enhance the quality of water that is discharged to our gulf.
- Importantly, through the constructions of wetlands and bio-filters at locations such as Felixstow Reserve the project has also centralised the City's environmental sustainability as well as reducing reliance on mains waste for irrigation purposes.

Highbury Landfill Authority

The Highbury Landfill Authority is responsible for the post-closure management of the Highbury Landfill previously used by the Councils through East Waste as their waste landfill. Significant ongoing activities undertaken by the HLA, include the monitoring and harvesting of landfill gases and the monitoring of groundwater contamination and leachates from the landfill.

The HLA has completed the construction of a synthetic clay capping for the landfill, which allows for more efficient monitoring and harvesting of landfill gases and reduces the risk of groundwater contamination to allow for further site remediation and revegetation.



Outcome 2 Cultural Vitality

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

2023–2024 Achievements

The Gallery

Opened a dedicated space for artists to exhibit their work at St Peters, called The Gallery and held multiple exhibitions there.

Hosted Popular Events

Art on Parade
Movie in the Park
Twilight Carols
St Peters Fair
Concerts in the Park series
Tour Down Under Stage 2.

Events for Youth

The Council's Co-ordinator Youth Programs delivered a range of youth events and activities to a suit a diverse audience of age and abilities in our City.

AFL Gather Round & Norwood Food & Wine Festival

For the second year, the Council worked with the AFL and the State Government and hosted Gather Round at Norwood Oval.

Annual Business Plan Objectives

- Promote the City's cultural diversity through the use of public art and events that complement the City's cultural heritage and enhance its sense of place.
- Provide opportunities for the community to contribute to the social and creative life of the City through events, activities, arts and cultural initiatives.
- Provide a variety of events and programs which engage all citizens, regardless of age, ability, gender or cultural background.

Proposed key initiatives for 2024–2025

- Host the AFL Gather Round and associated events.
- Deliver a number of programs and activities which are focussed on achieving the objectives set out in the Council's Youth Strategy.
- Continue to host the Concerts in the Park series.
- Continue to explore heritage protection opportunities through the Council's Built Heritage Strategy.
- Development of a Public Art Masterplan.
- Curate an annual exhibition program and artist led activations at The Gallery, St Peters Town Hall Complex.
- Digitise the Council's heritage collection to improve community access.



42%
Parks, Sport & Recreation

20%
Community Events, Arts and Heritage

21%
Planning

17%
Libraries & Community Facilities

Function	Income	Expense	(Surplus)/Net Cost
Community Events, Arts and Heritage	(476,400)	2,078,655	1,602,255
Libraries & Community Facilities	(571,075)	1,990,050	1,418,975
Planning	(576,550)	2,299,632	1,723,082
Parks Sport & Recreation	(278,716)	3,694,968	3,416,252

Community Events, Arts & Heritage

Services Provided

- **Community Events** - are hosted by the Council across a diverse range of areas including festivals, concerts, performances and activities.
- **Community Arts** - initiatives are delivered in accordance with the Council's Public Art Policy.
- **Cultural Heritage** - activities and services which recognise the heritage of the City.

Community Events

A number of events are held by the Council which cater to the wide demographic of our community and include:

- The Norwood Christmas Pageant;
- Twilight Carols and Christmas Market;
- St Peters Fair;
- Concerts in the Park;
- Australia Day Celebrations;
- Citizenship Ceremonies; and
- Tour Down Under.

Community Arts

As a culturally rich and socially diverse community, the City of Norwood Payneham & St Peters has a long tradition of valuing creativity and artistic expression. This area supports the Council's Public and Community Arts Programs which are informed by the Council's Public Art Policy.

Cultural Heritage

The Council's Cultural Heritage Program assists the community to understand, celebrate and benefit from the City's rich and distinctive history through the provision of a number of specialist historical services and activities.

Libraries & Community Facilities

Services Provided

- **Libraries** - Library services are provided by the Council across three locations and include;
 - free use of computers and access to internet;
 - training programs;
 - home library service;
 - infant and children programs; and
 - book groups.
- **Norwood Concert Hall** is a versatile event space that is available for hire for musical theatre productions, functions and events.
- **Community Facilities** - are provided by the Council and are available to hire, from rooms to entire buildings, on a casual basis or under a long-term lease.

Libraries

The Council operates three Libraries at Norwood, St Peters and Payneham. The services provided include free access to educational and recreational resources including books, magazines, DVDs and CDs, online databases, public internet access, programs and events, local history services and inter-library loans.

Community Facilities

The Council has a number of buildings and facilities available for casual hire or long-term lease. The cost of the managing these facilities is set out below.

Norwood Concert Hall

The Norwood Concert Hall caters for events of all sizes, including Adelaide Festival productions, international acts, product launches, school concerts, cabaret acts, balls and weddings.

Planning

Services Provided

- City planning (including Development Assessment and planning policy)
- Health inspections
- Building Control

City Planning

Responsible for the development of strategic policy and planning across the City, this area issues planning approvals, controls the use and development of land, land divisions, liquor licenses, administers heritage controls and advice, and sustainable urban design advice.

Building Control

This area issues building permits and administers and enforces the building code and legal requirements concerning building safety.

Environmental Management

Delivery of projects which are aimed at achieving a sustainable environment for the City. This incorporates the support of a range of programs and events which are designed to engage the community on issues such as climate change and includes strategic planning in the areas of water, greenhouse emissions and climate change adaptation

Environmental Management also includes the management of First, Second, Third and Fourth Creeks and environmental pests such as European wasps and noxious weeds.

Parks, Sport & Recreation

Services Provided

- **Sporting and recreational facilities** include recreational and sporting facilities such as sporting fields and tennis courts
- **Swimming Centres** include the Norwood Swimming Centre and the Payneham Memorial Swimming Centre

Projects and Service Initiatives

- Recreation and Open Space Works Program
- Commencing redevelopment of Payneham Memorial Swimming Centre
- Undertaking the Burchell Reserve Upgrade
- Completion of the redevelopment of Dunstan Adventure Playground
- Completion of the Cruickshank Reserve Upgrade

Further details are provided in Appendix 1.

Sporting and Recreational Facilities

The Council provides a wide variety of recreational, sporting and leisure facilities such as sporting fields and tennis/netball courts, which are available for either casual hire or seasonal hire or leased to home sporting clubs within the City.

This also includes administration of the hire of the Council's sporting facilities, as well as managing the ongoing maintenance of the infrastructure which is provided at these facilities.

Swimming Centres

The Council owns and operates two Swimming Centres, the Norwood Swimming Centre and Payneham Memorial Swimming Centre.

The Payneham Memorial Swimming Centre is currently being redeveloped.



Outcome 3 Economic Prosperity

A dynamic and thriving centre for business and services.

2023–2024 Achievements

Raising the Bar

Held the highly regarded Raising the Bar event with a range of guest speakers and presenters in various venues, which provided a boost to the local economy.

Eastside Business Awards

Hosted the seventh Eastside Business Awards and introduced the inaugural Legends Award for businesses which have won the same category three times.

Business Initiatives and Competitions

Supported local businesses through a range of initiatives and competitions such as Shop to Win and a Day of Fashion.

Food Secrets and Eastside Wine & Ale Trail Tours

Hosted Food Secrets together with Eastside Wine & Ale Trail Bus Tours around our City.

Business Networking

Hosted networking events to improve engagement amongst the business community and connectivity between Council staff and business operators.

Annual Business Plan Objectives

- Support the development of a prosperous local economy.
- Continue to engage, network and explore opportunities to grow local businesses.

Proposed key initiatives for 2024–2025

- Implement the eighth annual Eastside Business Awards to recognise the best small businesses, including retailers, restaurants, cafes, bars, venues, cultural experiences and entertainment venues in the City.
- Host Raising the Bar Adelaide in various venues, creating an environment of academia, learning and fun in laid back casual settings throughout the City.
- End of Year Business Networking event.
- Continue to implement initiatives from the Economic Development Strategy.

100%

Economic Development



Function	Income	Expense	(Surplus)/Net Cost
Economic Development	(8,250)	679,697	671,447
Precinct Management	(225,000)	225,000	-



Economic Development

Services Provided

- Marketing The Parade and other business precincts throughout the City
- Ongoing promotion of the Food Secrets + Eastside Wine & Ale Trail
- Business networking events

Projects and Service Initiatives

- **Eastside Business Awards** is an annual awards program that recognises the best small businesses, restaurants, cafes bars, venues and boutiques within the City.
- **Raising the Bar** activates venues within the City as they are transformed into relaxed and fun learning environments with the aim of making education part of popular culture.

Futher details are provided in Appendix 1.

Economic Development

Provision of services programs, events and initiatives which facilitate economic development throughout the City.

Precinct Management

Services Provided

- Marketing The Parade and other business precincts throughout the City.
- Invest in NPSP website directory
- Social media and EDMs

Projects and Service Initiatives

- Business Advisory Service
- Shop the Parade & Win and other competitions
- Business networking events

Precinct Management

The City of Norwood Payneham & St Peters currently supports all of its business precincts, through the delivery of various initiatives, marketing and promotion.



Outcome 4 Environmental Sustainability

A leader in environmental sustainability.

Electric Charging Vehicles

Installed 6 electric vehicle charging stations across the City.

Smart City Plan

Continued implementation of the Smart City Plan.

St Peters Streetscape Upgrade Project

Completed St Peters Streetscape Upgrade Project to improve connection with the River Torrens and upgrade existing infrastructure.

Corporate Emissions Strategy

Continued implementation of the Corporate Emissions Reduction Strategy.

Tree Strategy

Continued implementation of the Tree Strategy 2022–2027.

Annual Business Plan Objectives

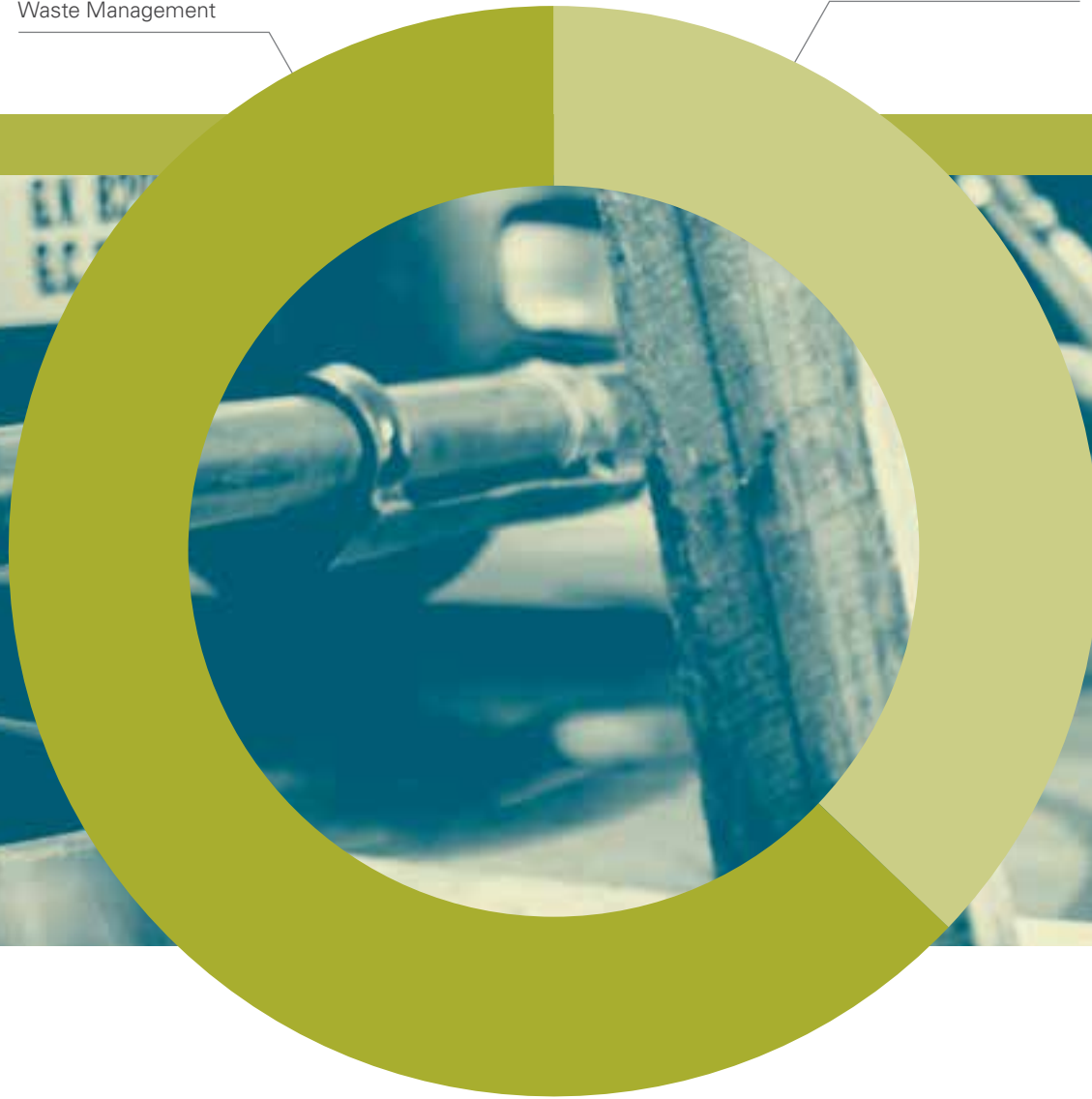
- Ensure any urban development that is undertaken enhances the environmental, social, cultural character and unique 'sense of place' of the City.
- Maximise use of the City's open space by providing a range of active and passive open space recreation opportunities.
- Promote recycling and environmentally sustainable practices throughout the City.

Proposed key initiatives for 2024–2025

- Continued support of Resilient East which aims to strengthen the resilience of the Council and its community in respect to the impacts of climate change.
- Continuation of the Urban Greening Program.
- Education program to encourage the community to adopt a tree.
- Installation of Smart Parking meters at the Webbe Street Carpark, Norwood.

64%
Waste Management

36%
Enviromental
Sustainability



Function	Income	Expense	(Surplus)/Net Cost
Enviromental Sustainability	(5,603)	2,829,133	2,823,530
Waste Management	(40,000)	5,092,505	5,052,505

JAZZ *in the* PARK

SAT 11 FEBRUARY
4PM - 8PM



FIND OUT MORE
www.npsp.sa.gov.au



City of
Norwood
Paracham
& St Pius



JOLT

Waste Management

This service includes management of external contracts responsible for kerbside recyclables, illegally dumped rubbish, hard and green waste collection, and rubbish bin collection on streets and at parks.

Environment Sustainability

Services Provided

- **Environmental management**
- **Reserve maintenance** includes parks, gardens and reserves
- **Street trees** include the management of the City's 23,000 street trees

Environmental Management

Delivery of projects which are aimed at achieving a sustainable environment for the City. This incorporates the support of a range of programs and events which are designed to engage the community on issues such as climate change and includes strategic planning in the areas of water, greenhouse emissions and climate change adaptation

Environmental Management also includes the management of First, Second, Third and Fourth Creeks and environmental pests such as European wasps and noxious weeds.

Reserve Maintenance

The Council has more than 180 hectares of reserves, parks gardens

Street Trees

Approximately 23,000 street trees are located throughout the City with several thousand more trees located on reserves, parks and gardens. The costs associated with the management of the Council's street trees, which includes inspection, condition assessment and ongoing maintenance such as watering, pruning, planting and removal.

Corporate Management

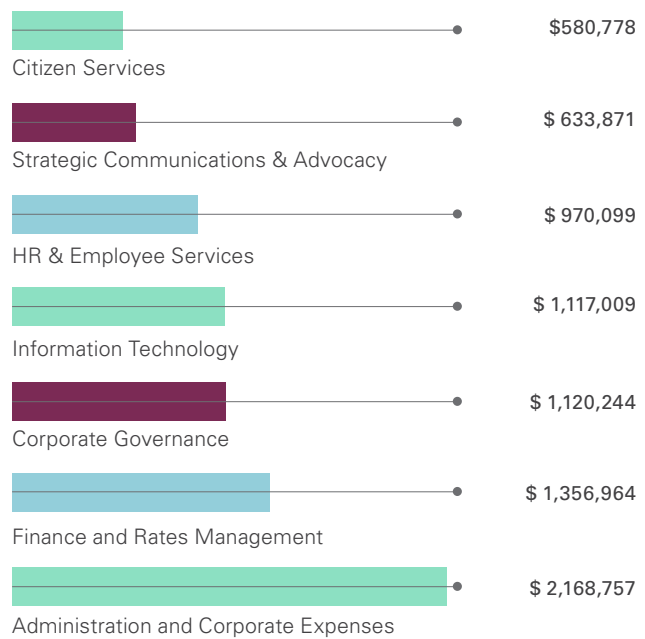
In addition to the Outcomes, the City of Norwood Payneham & St Peters also has costs associated with the corporate management and administration of operating the Council

Governance, Communications & Administration

Services Provided

- Financial management and services
- Customer service
- Human resources and employee services
- Communications and public relations
- Information management
- Rates administration
- Governance
- Elected Members
- Risk management

Corporate Management Expenses



Governance

Corporate Governance ensures that the Council’s decision-making processes and legislative compliance seeks to minimise risk to enable the Council to meet community needs and legislative requirements.

This area provides administrative support and assistance to the Mayor and Elected Members and handles enquiries and complaints from the public. Corporate Governance also includes the Chief Executive’s Office which provides executive leadership through the coordination of policy development, communication of strategic directions and performance monitoring.



Strategic Communications & Advocacy

The Communications Unit manages the Council's internal and external communications including public relations, social media and preparation of publications.

Council Administration

Financial Management

Financial Management includes the provision of strategic financial management advice, budgeting and financial performance monitoring, preparation of annual financial statements and treasury management. Financial management also includes the Council's annual business planning, provision of project management support and advice and undertakes long-term financial planning and reporting.

Financial Services incorporates financial activities, including;

- accounts payable and accounts receivable services;
- monitoring the application of financial internal controls;
- payroll services;
- administration of the Council's insurance program;
- administration the Council's leased vehicle fleet; and
- asset reporting.

Rates

Rates staff maintain the Council's property rating database, facilitates the collection of rates and charges from residents and ratepayers and provides property information to the citizens.

Citizen Services

Citizen Services is the primary interface between the Council, the community and the delivery of services. Citizen Service staff provide information to the City's citizens via direct telephone, service desk and online and provide over the counter payment options for the payment of rates and other fees and charges for Council services and administers the Council's electronic payment options.

Information Management and Services

This area provides support to deliver on organisational priorities and improved service delivery to the community through information and communication technology. Information management incorporates the maintenance of the Council's corporate records.

Human Resources, Organisational Development and Work Health & Safety

These functions are managed through the Chief Executives Office and support the Council's management and staff by providing advice in the areas of human resources, organisational development, performance and work health and safety .

Appendix 1

2024–2025

Operational Projects & Initiatives

Capital Projects

Operational Projects & Initiatives

Project Name	Project Description	Approved Projects	Grant Funding	Rates Funding	Borrowing Funding
CityPlan 2023 Outcome: Social Equity					
St Peters Billabong Engineering Review	The banks of the St Peters Billabong are experiencing various degrees of erosion. The Engineering Review includes geotechnical assessments, such as on-site soil sampling and testing. This will determine the extent of the degradation and the development of options to manage the situation.	\$100,000		\$100,000	
Electronic Permits (E.g. Outdoor Dining)	The project involves developing a digital process to enable requests for Residential Parking Permits, Outdoor Dining and Outdoor Trading Permits, to be submitted in digital format rather than the current paper based system. This will increase the convenience for citizens and improve the quality and accuracy of information provided for permit renewal requests.	\$20,000		\$20,000	
Regulatory Service - Additional Admin Staff 0.6 Fte	Increase in administrative support to enable the Regulatory Services staff to reply to citizen enquiries, on-street parking reviews and other enforcement matters in a timely manner as well as, to 'follow up' on dog registrations that have not been completed.	\$47,336		\$47,336	
CityPlan 2023 Outcome: Cultural Vitality					
AFL Gather Round	To meet the costs of events and activities associated with the 2025 ALF Gather Round should Norwood Oval be selected as a venue to host matches as part of 2025 AFL Gather Round.	\$200,000		\$200,000	
Tour Down Under	The Tour Down Under, a nationally and internationally recognised cycling event that attracts interest from all over the world, therefore providing an excellent platform for the Council to market the City as a tourism destination and showcase the Norwood Parade Precinct to an international audience. The funds are used to host a stage of the 2025 Tour Down Under.	\$60,000		\$60,000	

Project Name	Project Description	Approved Projects	Grant Funding	Rates Funding	Borrowing Funding
CityPlan 2023 Outcome: Cultural Vitality					
Art & Culture Plan	Following the endorsement of the Council's Arts & Culture Plan 2024–2027, the funds will be used to implement Year 1 initiatives. The Public Art Masterplan provides a strategic framework for future public artworks in the City. This includes guiding the selection of locations for public art installations such as the iconic quadrennial artworks; site specific installation and integration within streetscape designs; First Nations led public art opportunities; interactive and digital installations, art trails and functional artworks.	\$68,874		\$68,874	
Music Month in the Libraries	Good Music Month is a new annual, State-wide, open access live music festival held in November, to elevate the profile of live music in South Australia by providing a platform for artists, venues and industry professionals to showcase their talents. The festival encompasses a diverse range of original live music experiences, ranging from blues bands in local pubs to grand scale ticketed music festivals, opera, and orchestral concerts.	\$3,800		\$3,800	
Culturally Diverse Early Literacy Project	The project is aimed at providing bi-lingual early literacy sessions that have diverse content through employing the provider 'Chinese School of Music and Arts' to conduct sessions at the library service. These sessions will include bi-lingual stories, songs and crafts, that will build community knowledge of a range of cultures and languages.	\$3,300		\$3,300	
Firstival Festival	Firstival is a festival of new experiences, introduced by the Public Libraries SA in 2023. The aim of the festival is to increase citizen engagement with libraries and drive visitation and membership among non-library users. The project will deliver a program of workshops, events and activities for all ages across the Council's three library branches, premised upon the Firstival Festival theme of 'For all who seek new experiences'.	\$4,000		\$4,000	
CityPlan 2023 Outcome: Economic Prosperity					
Eastside Business Awards	These Awards recognise the best small businesses—retailers, restaurants, cafes, venues, professional services and food and beverage manufacturers within the City of Norwood Payneham & St Peters as voted by customers.	\$40,000		\$40,000	
Raising the Bar Adelaide	The annual event provides the opportunity to showcase the hotels within the City, raise the awareness of the City's night time offering, whilst creating a one-of-a-kind, knowledge driven event.	\$25,000		\$25,000	
Project Name	Project Description	Approved Projects	Grant Funding	Rates Funding	Borrowing Funding

CityPlan 2023 Outcome: Environmental Sustainability

Urban Greening Program	To encourage the community to plant trees on their property to increase, enhance and add value to the City green cover including canopy as well as biodiversity and habitat.	\$10,000	\$10,000
Development of Tree Inventory Contractor	Cost of inputting data into the Council's tree management software—Forestree (software program)—which will then be integrated into the Council's Asset Management System.	\$20,000	\$20,000
Heavy Vehicle Study	Engagement of a Traffic Engineering Consultant to prepare the 'Glynde Heavy Vehicle Traffic Study'. The study will include: Traffic data analysis, traffic volume, speed and percentage of each classification of heavy vehicle. Consultation will also be undertaken with businesses and property owners.	\$25,000	\$25,000
Upgrade of Verges	To financially assist residents with the cost of removing dolomite or quartz gravel and growing greenery in verges.	\$20,000	\$20,000

Corporate Management: Operations

IT Contract Staff	To employ staff on a fix-term contract to assist the Council's Information Services Unit.	\$40,000	\$40,000
Authority App	Purchase and installation of Authority ACTUS App. Authority ACTUS is a suite of Mobile Applications that allows tasks to be viewed, opening new tasks, and completing tasks from the Council Customer Relations Management (CRM) System, Applications and Registers Modules in Authority. It is designed for mobile use on tablets and mobile phones, allowing field workers to update and complete tasks real live time from any location.	\$43,862	\$43,862
IT Strategy	Preparation of the Council's Information Services (IT) Strategy. A number of the organisation's technology systems and software have been in place for some time and are not meeting the needs of the organisation and the community. A strategy is required to ensure that that Council has a roadmap upon which to base future investment decisions.	\$180,000	\$180,000

Total	\$911,172	\$911,172
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Capital Projects

Project Name	Project Description	Approved Projects	Grant Funding	Rates Funding	Borrowing Funding
CityPlan 2023 Outcome: Social Equity					
Renewal Program Including Trinity Valley Stormwater Drainage Projects	Delivery of the 2024–2025 Capital Works Program for the replacement and upgrade of the City's infrastructure, recreation & open space and building assets, in accordance with the Council's Asset Management Plans.	\$20,294,262	\$3,684,000	\$9,730,996	\$6,879,267
Truck	Replacement of plant required to deliver the maintenance services associated with the City's infrastructure.	\$130,000		\$130,000	
Payneham Memorial Swimming Centre	Redevelopment of the Payneham Memorial Swimming Centre (Year 2).	\$35,000,000	\$2,240,000		\$32,760,000
Salary Capitalisation	Wages and salaries incurred by the Council's staff who are involved in the delivery of the projects involving physical assets.	\$1,101,342		\$1,101,342	
Traffic Management Marden & Royston Park - Detailed Design	Preparation of detailed design for Stage 1—Traffic Management Devices—which are to be installed in Marden (excluding Battams Road), which was endorsed by the Council at its meeting held on 3 April 2023.	\$30,000		\$30,000	
Traffic Management Marden & Royston Park - Construction Stage	Preparation of detailed design and subsequent construction of slow points and traffic islands in River Street, Broad Street, Beasley Street, Addison Road and Pollock Avenue. Some of these works will be undertaken in conjunction with the Council's Capital Works Program to ensure efficiencies.	\$250,000		\$250,000	
Traffic Management In Payneham South, Firle & Trinity Gardens - Detail Design	Progress some of the high priority traffic management devices that were identified in the Glynde, Payneham, Firle, Trinity Gardens and St Morris Traffic Study and endorsed by the Council at its meeting held on 3 April, 2023. This funding submission does not include detail design or construction for ALL of the high priority traffic management devices that were identified in the Traffic Study, but only within the suburbs of Payneham South, Firle, Trinity Gardens and St Morris.	\$70,000		\$70,000	

Project Name	Project Description	Approved Projects	Grant Funding	Rates Funding	Borrowing Funding	
CityPlan 2023 Outcome: Social Equity						
Richmond St, Hackney & Eighth Ave, St Peters - Detailed Design	To address safety concerns regarding high traffic volumes and speed on Richmond Road, Hackney, including an assessment of options: Detailed Design of road safety improvements for Richmond Street and Eighth Avenue in 2024–2025, so that any construction works could be integrated with the Capital Works Program in 2025–2026.	\$50,000		\$50,000		
40km Speed Limit Hackney to Marden	Implementation of a 40km/h speed limit in residential streets in the suburbs of Hackney to Marden was endorsed by the Council at its meeting held on 4 December 2023. Funding is now required to manufacture and install the 40km/h signage.	\$70,000		\$70,000		
Staff Bike Parking Webbe St	Construct a safe and secure bicycle storage facility for Council staff who work at the Norwood Town Hall.	\$30,000		\$30,000		
Installation of speed cushions at Langman Grove	The installation of road cushions on Langman Grove, Felixstow, to improve road safety by reducing traffic speed, while also reducing traffic volumes by discouraging non-local through traffic.	\$150,000		\$150,000		
George Street Upgrade - Additional Funding	As part of the 2020–2021 Annual Business Plan, the Council endorsed the allocation of \$800,000 to redevelop the section of George Street between The Parade and Webbe Street. Given the escalation of building costs and unforeseen delays, the current budget allocation is insufficient to deliver the George Street Upgrade.	\$1,560,000			\$1,560,000	
CityPlan 2023 Outcome: Cultural Vitality						
Quadrennial Public Artwork	Concept design for the future installation of a public artwork within the City as part of the Council's Fifth Quadrennial Public Artwork.	\$9,000		\$9,000		
Corporate Management: Operations						
Upgrade Of Equipment	Purchase of new audio visual equipment for the Don Pyatt Hall and the upgrade of the Audio Visual equipment at the St Peters Gallery.	\$47,500		\$47,500		
		Total	\$58,792,104	\$5,924,000	\$11,668,838	\$41,199,267

2024–2025 Civil Whole-of-Life Infrastructure Renewal Program

Street	From	To	Re-seal	Kerb & Water Table	Footpath
College Park					
Baliol Street	North Terrace	Rugby Street	✓	✓	-
Goss Court	Harrow Road	End	✓	✓	-
Evandale					
Alexander Street	Janet Street	End	✓	✓	-
Belinda Street	Janet Street	Bakewell Road	✓	✓	-
Felistow					
Ashleigh Avenue	Redden Avenue	Fisher Street	✓	✓	✓
Forsyth Grove	OG Road	End	✓	-	-
Fraser Avenue	Reid Avenue	Shirley Avenue	✓	-	-
Thrower Avenue	Reid Avenue	Briar Road	✓	✓	-
Glynde					
Henry Street	Avenue Road	Barnes Road	-	-	✓
Joslin					
Lambert Road	Payneham Road	First Avenue	✓	✓	-
Lambert Road	Tenth Avenue	End	✓	✓	-
Kensington					
Hughes Avenue	End	Bridge Street	✓	✓	-
Regent Place	The Parade	End	✓	✓	-
Kent Town					
Grenfell Street	The Parade West	Fullarton Road	✓	✓	-
Marden					
Beasley Street	Battams Road	Caleb Street	✓	✓	✓
Duke Street	Payneham Road	End	✓	✓	-
Peter Court	Marden Road	End	✓	✓	-
Norwood					
Austral Place	Harris Street	End	✓	-	-
Boskenna Avenue	North Street	Charles Street	-	-	✓
Charles Street	Kensington Road	William Street	✓	✓	-
Edward Street	Beulah Road	Magill Road	✓	✓	-
Fisher Street	Fullarton Road	Charlotte Place	✓	✓	-
Harris Street	Edward Street	George Street	✓	✓	-
Prosser Avenue	George Street	Queen Street	✓	✓	-
Sheldon Street	Sydenham Road	Osmond Terrace	✓	✓	-
Wadham Lane	Fullarton Road	Clarke Street	✓	-	-

Street	From	To	Re-seal	Kerb & Water Table	Footpath
Payneham					
Arthur Street	Henry Street	Payneham Road	-	-	✓
Charles Street	Arthur Street	End	✓	✓	-
John Street	Arthur Street	Ashbrook Avenue	✓	✓	-
Rosella Street	Portrush Road	George Street	-	-	✓
Payneham South					
Second Avenue	Ashbrook Avenue	Pam Street	✓	✓	-
Royston Park					
Fifth Avenue	Lambert Road	Battams Road	-	-	✓
Sixth Avenue	Lambert Road	Battams Road	-	-	✓
St Morris					
Breaker Street	Fifth Avenue	Seventh Avenue	-	-	✓
Seventh Avenue	Gage Street	Green Street	✓	✓	
St Peters					
Eighth Lane	Stephen Terrace	Winchester Street	✓	✓	-
First Avenue	St Peters Street	Stephen Terrace	✓	✓	-
Seventh Lane	Stephen Terrace	End	✓	✓	-
Sixth Lane	Winchester Street	End	✓	✓	-
Third Lane	St Peters Street	Stephen Terrace	✓	✓	-
Trinity Gardens					
Amherst Avenue	Albermarle Avenue	Aberdare Avenue	✓	✓	
Ashbrook Avenue	Albermarle Avenue	Aberdare Avenue	-	-	✓
Avonmore Avenue	Albermarle Avenue	Aberdare Avenue	-	-	✓

2024–2025 Stormwater Drainage Whole-of-Life Infrastructure Renewal Program

Location	Nature of Works
Trinity Valley	Stormwater Capacity upgrades in St Morris, Stepney and Maylands
Payneham	Design to upgrade Third Creek culverts between Lewis Road and Henry Street

Appendix 2

Measures of Success

The measure of the Council's success is driven by the achievement of the objectives contained in *CityPlan 2030*.

A series of performance indicators have been developed to monitor the Council's progress against these objectives and are reported on in our Annual Report. In addition to the indicators contained in the Council's strategic management plan *CityPlan 2030*, the Council also measures its achievements and outcomes through the following non-financial and financial Indicators;

Non-Financial Indicators

Program Delivery

To ensure that the Council delivers the Strategic Objectives set out in *CityPlan 2030*, various projects and initiatives are required to be delivered.

For 2024–2025, the Council has proposed 18 Operating Projects and Initiatives and 13 Capital Projects. Progress on these projects will be reported in the 2024–2025 Annual Report and 2025–2026 Annual Business Plan.

Financial Indicators

When evaluating activities undertaken during any given financial year, the Council considers a number of factors, one being the ongoing financial sustainability of the Council.

A series of financial indicators have been developed by Local Government to assist in determining whether a Council is financially sustainable or moving to a position of financial sustainability.

Financial indicators which are used by the Council to measure performance and financial sustainability are:

Operating Surplus/(Deficit) Ratio

The Council's long-term sustainability is dependent upon ensuring that, on average over time, the operating expenses are less than the associated revenues.

As the major source of income for the Council is rates revenue, the Operating Surplus ratio measures operating surplus/ (deficit) as a percentage of total operating revenue. This indicator represents the percentage by which the major controllable income source varies from the day-to-day operating expenditure.

In 2024–2025, the forecast operating surplus of \$229,418 which will result in an Operating Surplus Ratio of 0.4%

Net Financial Liabilities Ratio

A Council's indebtedness must be managed to ensure its liabilities and associated costs are met without impacting on the financial sustainability of the Council.

The Net Financial Liabilities Ratio measures the extent of what is owed by the Council, less any liquid assets (i.e. cash or receivables) of the Council, are met by its Operating Revenue.

Where the Ratio is increasing, it indicates a greater amount of the Council's Operating Revenue is required to service its financial obligations. For 2024–2025, it is anticipated the net Financial Liabilities Ratio of the Council will be 150.9%.

Debt Servicing Ratio

The Debt Servicing Ratio measures the extent of the Council's commitment to interest costs and loan repayments, is met by general Rate Revenue. For 2024–2025, it is anticipated that 7.2% of the Council's General Rate Revenue will be committed to servicing the interest and principal repayments on its borrowings.

Asset Renewal Funding Ratio

The Asset Renewal Funding Ratio measures whether the Council is renewing or replacing existing physical assets (roads, footpaths, buildings, etc.) at the same rate that the asset is 'wearing out'. The Ratio is calculated by measuring capital expenditure on renewal or replacement of assets, relative to the planned expenditure outlined in the Council's Asset Management Plans.

In 2024–2025, the Council has planned to spend \$20 million on asset renewal including the Trinity Valley Drainage Project, compared to the Asset Management Plan spend of \$12 million.

The Council can accelerate or reduce expenditure on asset over time to compensate for prior events, or invest in assets by spending more now so that it costs less in the future to maintain. On a three (3) year rolling average, the Asset Renewal Funding Ratio is 128.5%.

Details on these ratios over the 10 year planning horizon are contained in the Council's Long Term Financial Plan.

Financial Ratios

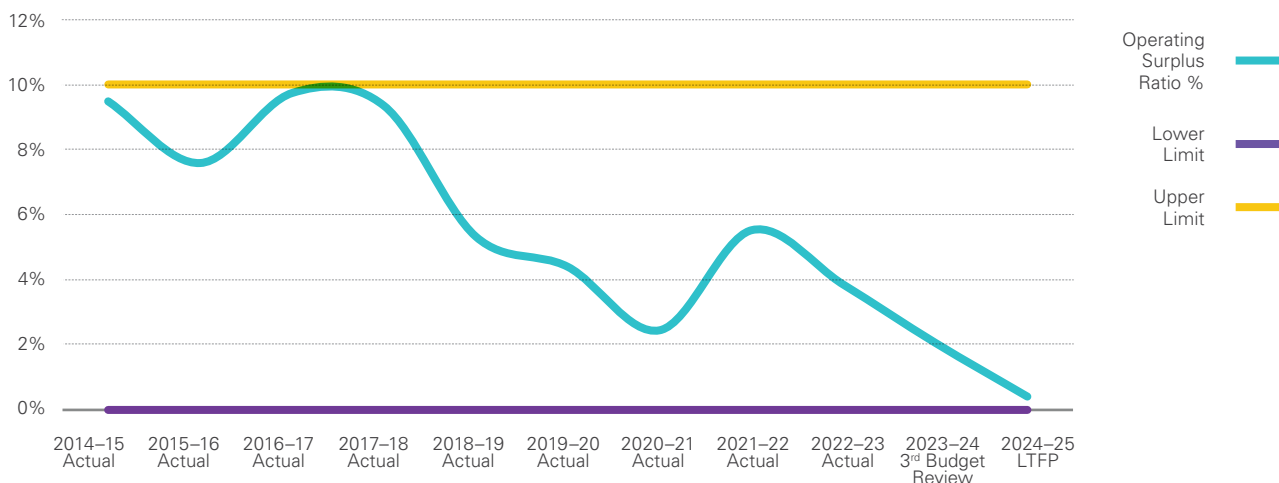
To ensure that it delivers on its financial goals, the Council has committed to achieving a number of financial outcomes.

The Council’s performance against these outcomes since the 2014–2015 financial year of Council is detailed below.

Outcome 1: A balanced budget

The Council’s services and programs, including depreciation of infrastructure and assets, are fully funded and the costs are shared equitably between current and future ratepayers.

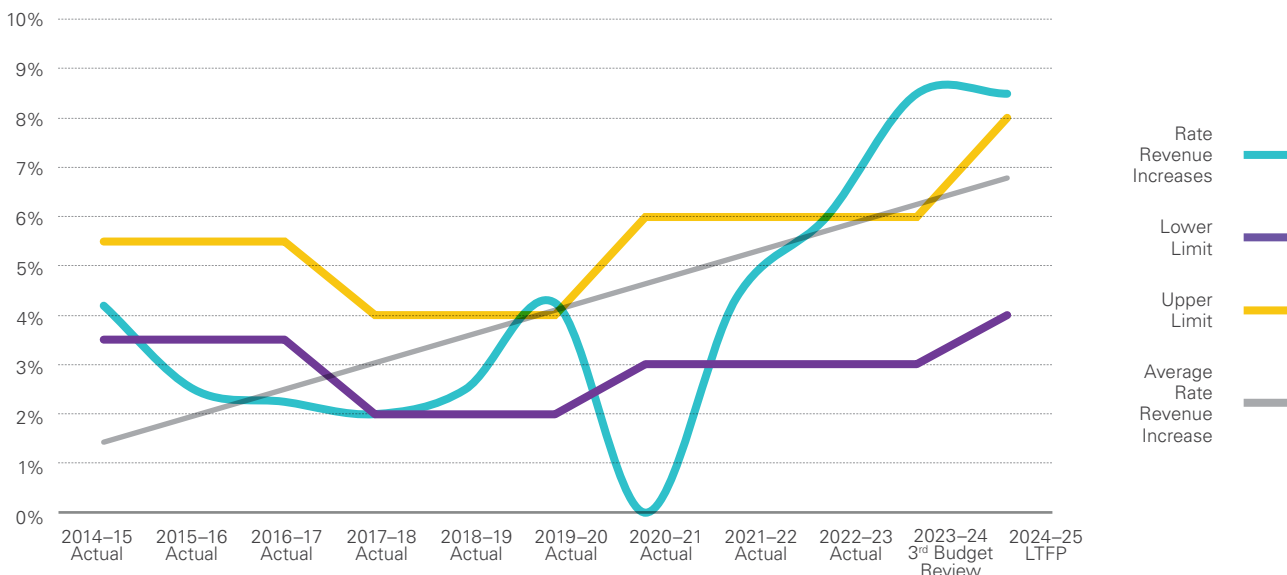
Operating Surplus Ratio %



Outcome 2: Rate Stability

Annual rate collections are fair and equitable for residents and ratepayers with the aim to keep rate revenue increases stable over the medium term.

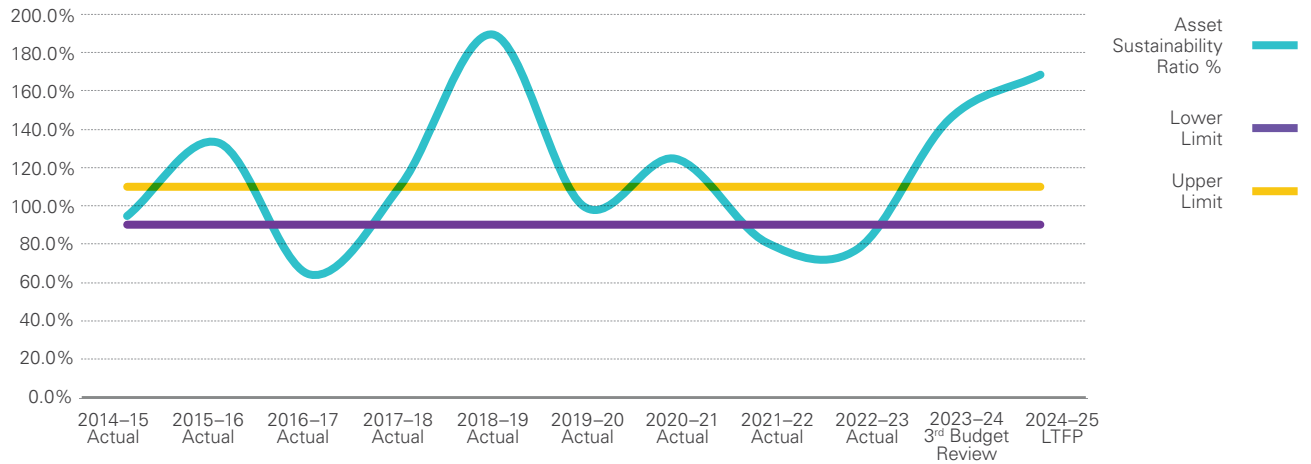
Rate Revenue Increase



Outcome 3: Infrastructure and Asset Management

Maintain infrastructure and assets in line with the Council’s Whole-of-Life Infrastructure Framework to achieve the outcomes and objectives, as set out in *CityPlan 2030*.

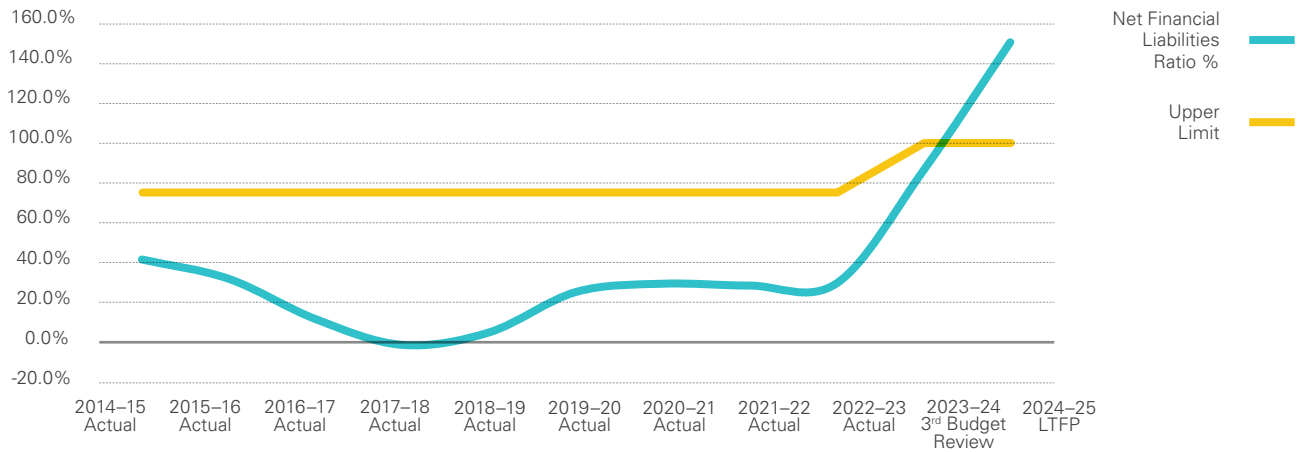
Renewal Funding Asset Ratio %



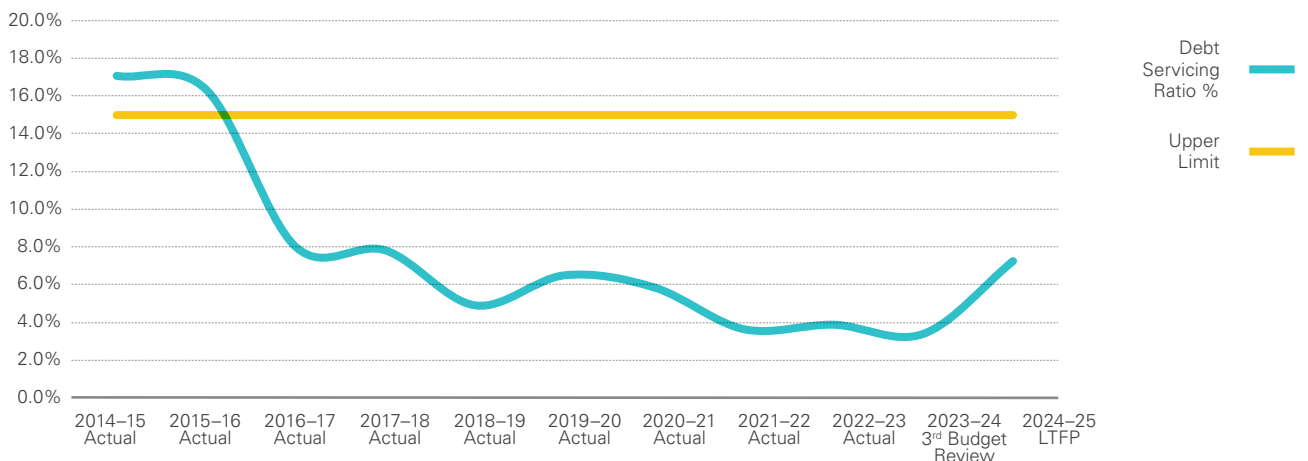
Outcome 4: Debt Management

Prudent use of debt to invest in new long term assets, to ensure intergenerational equity between current and future users.

Net Financial Liabilities Ratio %



Debt Servicing Ratio %



Appendix 3

Financial Statements

Statement of Comprehensive Income for the year ended 30 June 2025	Actual 2020–2021	Actual 2021–2022	Actual 2022–2023	3rd Budget Review	Proposed 2024–2025
	\$'000	\$'000	\$'000	\$'000	\$'000
Income					
Rates	36,288	37,938	39,974	43,421	47,230
Statutory charges	1,751	2,003	2,039	2,100	2,181
User charges	3,506	3,561	3,668	3,837	4,007
Grants, subsidies and contributions	2,921	3,433	3,540	2,655	2,677
Grants, subsidies and contributions			553	444	444
Investment income	19	24	171	120	78
Other income	771	848	852	803	461
Net loss joint ventures and associates	217	122	50	-	-
Total Income	45,473	47,930	50,846	53,380	57,078
Expenses					
Employee costs	14,448	14,126	14,531	17,347	19,485
Materials, contracts & other expenses	19,165	19,832	21,983	21,757	21,647
Depreciation, amortisation & impairment	9,968	10,766	11,562	12,462	13,079
Finance costs	454	346	458	456	2,375
Net loss Joint Ventures & Associates	327	214	357	263	263
Total Expenses	44,363	45,284	48,892	52,284	56,849
Operating Surplus (Deficit)	1,110	2,645	1,954	1,096	229
Net gain (loss) on disposal or revaluation of assets	(1,145)	(2,371)	(1,502)	25	36
Amounts specifically for new or upgraded assets	3,303	2,341	640	6,626	5,924
Physical resources received free of charge	-	-	-	-	-
Non Operating Items - Joint Venture and Associates	-	-	-	-	-
Net Surplus (Deficit) transferred to Equity Statement	3,268	2,615	1,092	7,747	6,189
Other Comprehensive Income					
Changes in revaluation surplus - infrastructure, property, plant and equipment	12,046	34,462	49,031	7,244	5,508
Share of other comprehensive income - joint ventures and associates	5	(5)	(12)	-	-
Total Other Comprehensive Income	12,051	34,457	49,019	7,244	5,508
Total Comprehensive Income	15,320	37,072	50,112	14,991	11,697

Pursuant to Section 123 (10)(b) of the *Local Government Act 1999* and Clause 7 of the Local Government (Financial Management) Regulations 2011, as detailed in the Statement of Comprehensive Income, the projected Operating Income of \$57.078m is sufficient to meet the projected Operating Expenditure (\$56.849m) for the 2024–2025 Financial Year.

Statement of Financial Position for the year ended 30 June 2025	Actual 2020–2021	Actual 2021–2022	Actual 2022–2023	3rd Budget Review	Proposed 2024–2025
	\$'000	\$'000	\$'000	\$'000	\$'000
Assets					
Current Assets					
Cash and cash equivalents	7,071	11,393	4,317	150	500
Trade and other receivables	3,699	2,675	2,193	2,425	2,493
Total Current Assets	10,770	14,068	6,511	2,575	2,993
Non-current Assets					
Financial assets	104	113	104	121	131
Equity accounted investments in Council businesses	2,207	1,931	1,949	1,949	1,686
Infrastructure, property, plant and equipment	507,904	543,710	594,771	640,807	692,845
Other non-current assets	2,509	4,324	5,707	5,706	5,706
Total Non-current Assets	512,725	550,078	602,531	648,583	700,368
Total Assets	523,495	564,146	609,041	651,158	703,361
Liabilities					
Current Liabilities					
Trade and other payables	8,006	13,031	8,819	10,418	10,758
Borrowings	972	1,021	1,097	1,034	1,081
Short-term provisions	3,326	3,004	3,872	3,200	3,200
Total Current Liabilities	12,304	17,056	13,789	14,652	15,039
Non-current Liabilities					
Long-term borrowings	9,392	8,527	7,522	33,113	73,231
Long-term provisions	1,328	1,280	288	960	960
Liability – equity accounted Council businesses	1,164	904	952	952	952
Total Non-current Liabilities	11,884	10,712	8,763	35,026	75,144
Total Liabilities	24,188	27,767	22,551	49,678	90,183
Net Assets	499,306	536,379	586,490	601,481	613,178
Equity					
Accumulated Surplus	60,099	62,709	63,789	71,536	77,225
Asset Revaluation Reserve	439,208	473,670	522,701	529,945	535,453
Total Equity	499,306	536,379	586,490	601,481	613,178

Statement of Cash Flows for the year ended 30 June 2025	Actual 2020–2021	Actual 2021–2022	Actual 2022–2023	3rd Budget Review	Proposed 2024–2025
	\$'000	\$'000	\$'000	\$'000	\$'000
Cash Flows from Operating Activities					
Receipts					
Rates - general and other	36,672	37,859	39,979	42,120	47,420
Fees and other charges	1,613	2,010	2,039	2,187	2,176
User charges	3,113	4,592	3,668	3,990	3,997
Investment receipts	19	24	171	132	79
Grants utilised for operating purposes	2,756	3,440	3,540	2,877	2,676
Other income	998	913	1,120	864	547
Payments					
Employee costs	(14,547)	(15,627)	(15,075)	(17,294)	(19,483)
Contractual services and materials	(18,074)	(17,515)	(25,105)	(18,896)	(21,640)
Finance payments	(447)	(156)	(448)	(473)	(2,385)
Net Cash provided by (or used in) Operating Activities	12,102	15,540	9,888	15,507	13,388
Cash Flows from Investing Activities					
Receipts					
Amounts specifically for new or upgraded assets	2,626	5,785	753	6,382	5,924
Grants utilised for capital purposes				444	444
Sale of replaced assets	47	50	0	25	36
Repayments of loans by community groups	11	6	-	-	-
Capital Distributions from associated entities	-	-	-	-	-
Payments					
Expenditure on renewal/replacement of assets	(9,652)	(8,937)	(11,193)	(23,224)	(20,240)
Expenditure on new/upgraded assets	(5,508)	(6,941)	(5,168)	(28,029)	(39,368)
Capital contributed to associated entities	(81)	(170)	(289)	(800)	-
Net Cash provided by (or used in) Investing Activities	(12,556)	(10,208)	(15,897)	(45,202)	(53,204)
Cash Flow from Financing Activities					
Receipts					
Proceeds from Borrowings	-	-	-	26,517	41,199
Payments					
Repayments of Borrowings	(1,653)	(1,010)	(1,067)	(989)	(1,034)
Net Cash provided by (or used in) Financing Activities	(1,653)	(1,010)	(1,067)	25,528	40,165
Net Increase (Decrease) in cash held	(2,107)	4,322	(7,076)	(4,167)	350
Cash and cash equivalents at beginning of period	9,177	7,071	11,393	4,317	150
Cash and cash equivalents at end of period	7,071	11,393	4,317	150	500

Statement of Changes in Equity for the year ended 30 June 2025	Actual 2020–2021	Actual 2021–2022	Actual 2022–2023	3rd Budget Review	Proposed 2024–2025
	\$'000	\$'000	\$'000	\$'000	\$'000
Accumulated Surplus					
Balance at end of previous reporting period	56,825	60,099	62,709	63,789	71,536
Net Surplus/(Deficit) for year	3,268	2,615	1,092	7,747	6,189
Other comprehensive Income	-	-	-	-	-
Share of other Comprehensive Income- joint venture and associates	5	(5)	(12)	-	-
Balance at end of period	60,099	62,709	63,789	71,536	77,726
Asset Revaluation Reserve					
Balance at end of previous reporting period	427,162	439,208	473,670	522,701	529,945
Gain on revaluation of infrastructure, property, plant and equipment	12,046	34,462	49,031	7,243	5,508
Balance at end of period	439,207	473,670	522,701	529,945	535,453
Total Equity at end of reporting period	499,306	536,379	586,490	601,481	613,178
Uniform Presentation of Finances for the year ended 30 June 2025					
	Actual 2020–2021	Actual 2021–2022	Actual 2022–2023	3rd Budget Review	Proposed 2024–2025
	\$'000	\$'000	\$'000	\$'000	\$'000
Income	45,473	47,930	50,846	53,380	57,078
<i>less</i> Expenses	(44,363)	(45,284)	(48,892)	(52,284)	(56,849)
Operating Surplus(Deficit)	1,110	2,645	1,954	1,096	229
less Net Outlays on Existing Assets					
Capital expenditure on renewal and replacement of existing assets	3,652	8,937	11,193	23,224	20,240
Depreciation, amortisation and impairment	(9,968)	(10,766)	(11,562)	(12,462)	(13,079)
Proceeds from sale of replaced assets	(21)	(48)	(0)	(25)	(36)
	(6,338)	(1,876)	(369)	10,738	7,125
less Net Outlays on New and Upgraded Assets					
Capital expenditure on new & upgraded assets	11,507	7,216	5,168	28,029	39,368
Amounts received specifically for new & upgraded Assets	(2,810)	(2,341)	(753)	(6,336)	(5,924)
Assets received free of charge	(26)	(2)	-	-	-
	3,652	4,873	4,414	21,694	33,444
Net Lending/(Borrowing) for Financial Year	(1,224)	(351)	(2,091)	(31,336)	(40,340)

Financial Indicators for the year ended 30 June 2025	Actual	Actual	Actual	3rd budget	Proposed	Proposed
	2020–2021	2021–2022	2022–2023	review 2024	2024–2025	2024–2025
	Indicator	Indicator	Indicator	Indicator	Indicator	\$'000

Operating Surplus / (Deficit) Ratio						
Operating Surplus/(Deficit)	2.4%	5.5%	3.8%	2.1%	0.4%	229,418
Total Operating Revenue						57,078,063

This ratio expresses the Operating Surplus as a percentage of total Operating Revenue.

Net Financial Liabilities Ratio						
Net Financial Liabilities	29.3%	28.3%	29.5%	86.3%	150.9%	87,069,141
Total Operating Revenue						57,078,063

This Ratio expresses the extent of Operating Revenue required to meet all monies which are owed by the Council. Net financial liabilities are defined as total liabilities less financial assets (excluding equity accounted investments in Council businesses).

Asset Renewal Funding Ratio						
Net Asset Renewals	124.5%	80.4%	77.1%	145.1%	168.6%	20,240,262
Infrastructure & Asset Management Plan required expenditure						12,004,179

This Ratio measures the extent which existing assets are being renewed compared to the Infrastructure & Asset Management Plan. Net asset renewals is defined as capital expenditure on the renewal and replacement of existing assets and excludes new capital expenditure on the acquisition of additional assets.

Rolling three-year average	137.0%	98.8%	89.2%	104.1%	128.5%	
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Debt to Total Income Ratio						
Debt Servicing	5.8%	3.6%	3.8%	3.3%	7.2%	3,408,916
Rate Revenue						47,230,089

The Debt to Rate Revenue Ratio measures the extent of rate revenue covers the loan repayments (interest and principal)

Appendix 4

Rate Revenue

Statement on Rate Revenue

	2023–2024	2024–2025	Change	Comment
	\$	\$	%	
Rates Revenue				
General Rates Revenue				
General Rates (GROSS)	42,939,053	46,589,340	(c)	8.5
Less Mandatory Rebates	(1,040,716)	(1,110,794)	(d)	6.7
General Rates (NET)	41,898,337	45,478,546	(e)	8.5
Other Rates (inc. service charges)				
Regional Landscape Levy	1,523,277	1,594,523	(f)	4.7
Separate and Special Rates	215,000	225,000	(g)	4.7
	1,738,277	1,819,523		
Less Discretionary Capping	(118,573)	(67,980)	(h)	-42.7
Expected Total Rates Revenue	43,518,041	47,230,089	(i)	8.5

For the 2024–2025 financial year, the Council will collect an additional \$3.6 million in generate Rate Revenue before discretionary rebates and remissions as determined by the Council.

The Regional Landscape Levy is a State tax, it is not retained by the Council.

The Council has determined to raise a Separate Rate, for the purposes of promoting and maintain The Parade Precinct. This separate rate is paid by property owners within The Parade Precinct and is will only be used for this purpose.

Including the Regional Landscape Levy and minus Mandatory & Discretionary Rebates.

Growth in number of rateable properties

Number of rateable properties	20,430	20,536	(l)	0.5
	<i>Actual</i>	<i>Actual</i>		

'Growth' is defined in the regulations as where new properties have been created which has added rateable properties to the Council's ratepayer base. Growth can also increase the need and expenditure related to infrastructure, services and programs which support these properties and residents.

Average General Rates per rateable property after mandatory rebates

Average per rateable property	2,045	2,211	(l)	7.0
	<i>Actual</i>	<i>Actual</i>		

Councils use property valuations to calculate each rateable property's contribution to the required Rate Revenue that is required to be raised. Councils do not automatically receive more money because property values increase but this property value may alter how rates are apportioned (or divided) across each ratepayer (ie. some people may pay more or less rates, this is dependent on the change in value of their property relative to the overall valuation changes across the council area).

The total General Rates paid by all rateable properties will equal the amount adopted in the budget.

The annual change in the rates that are payable by an individual ratepayer, will vary according the change in the individual property value, the land use and whether there has been development or improvements to the property.

Statement on Rate Revenue

	Total Expected Revenue			No. of Rateable Properties		Average Per Rateable Property			
	2023–2024	2024–2025	% Change	2023–2024	2024–2025	2023–2024	2024–2025	\$ Change	
Land Use (General Rates - Net)									
Residential	33,608,277	36,534,343	8.7%	17,709	17,874	1,891	2,044	(/)	149
Commercial	7,016,847	7,663,183	9.2%	2,218	2,234	3,164	3,430	(/)	267
Industry	366,435	389,169	6.2%	139	138	2,636	2,820	(/)	184
Vacant Land	528,363	435,277	-17.6%	272	197	1,943	2,210	(/)	267
Other	376,304	454,308	20.7%	91	92	4,135	4,938	(/)	803
Primary Production	2,111	2,266	7.4%	1	1	2,111	2,266	(/)	156
Total Rateable Value	41,898,337	45,478,546	8.5%	20,430	20,536	2,045	2,211	(/)	166

The *Local Government Act 1999* allows the Council to apply differential rates. The Council has a differential rating system based on Land Use where by non-residential properties have a cent-in-the-dollar which is 20% higher than residential properties.

	No. of properties to which the minimum Rate will apply		Rate		
	2024–2025	% of total rateable properties	2023–2024	2024–2025	\$ Change
Minimum Rate	6,825	32.8	1,228	1,277	(m) 49

The *Local Government Act 1999* allow for Council's to apply a minimum amount which is payable by way of rates. By applying a minimum rate, the Council is ensuring that all rateable properties, irrespective of their valuation make a base level contribution to the costs of administering Councils activities and services that are available to all rate payers (eg libraries, parks and reserves) and the provision of physical infrastructure that supports each property that is available to all rate payers.

Adopted valuation method

The Council has the option of adopting one of three valuation methodologies to assess the properties in its area for rating purposes:

Capital Value - the value of the land and all improvements on the land;

Annual Value - a valuation of the rental potential of the property.

The Council uses Capital Value as the basis for valuing land within the Council area, as it is considered that this method provides the fairest way for distributing the rates across all ratepayers.

Notes

(d) Councils are required under the *Local Government Act 1999* to provide a rebate to qualifying properties under a number of categories:

- Health Services - 100%
- Community Services - 75%
- Religious purposes - 100%
- Public Cemeteries - 100%
- Royal Zoological Society of SA - 100%
- Educational purposes - 75%

The rates which are foregone via Mandatory Rebates are redistributed across the ratepayer base (ie. all other ratepayers are subsidising the rates contribution for those properties which receive the rebate).

(e) Presented as required by the Local Government (Financial Management) Regulations 2011 Reg 6(1)(ea)
Please note: The percentage figure in (e) relates to the change in the total amount of General Rates revenue to be collected from all rateable properties, not from individual rateable properties (ie. individual rates will not necessarily change by this figure).

(f) Councils are required under the *Landscape South Australia Act 2019* to collect the levy on all rateable properties on behalf of the State Government. The levy helps to fund the operations of regional landscape boards who have responsibility for the management of the State's natural resources.

(h) A council **may** grant a rebate of rates or service charges in a number of circumstances. The rates which are foregone via Discretionary Rebates are redistributed across the ratepayer base (ie. all other ratepayers are subsidising the rates contribution for those properties who receive the rebate).

(i) Expected Total Rates Revenue excludes other charges such as penalties for late payment and legal and other costs recovered.

(j) 'Growth' as defined in the *Local Government (Financial Management) Regulations 2011* Regulation 6(2)

(l) Average per rateable property after mandatory rebates calculated as General Rates for category, including any fixed charge or minimum rate (if applicable) but excluding any separate rates, *divided* by the number of rateable properties within that category in the relevant financial year.

(m) Where two or more adjoining properties have the same owner and are occupied by the same occupier, only one minimum rate is payable by the ratepayer.

Appendix 5

Rating Policy



City of
Norwood
Payneham
& St Peters

NAME OF POLICY: Rating Policy

POLICY MANUAL: Governance

BACKGROUND

Section 123 of the *Local Government Act 1999* (The Act) requires Councils, as part of the Annual Business Plan, to have a rating policy which must be prepared and adopted each financial year in conjunction with the declaration of rates. The Council's power to raise rates and the framework within which the Council must operate is outlined in Chapter 10 of the Act.

Scope

The purpose of the Policy is to outline the Council's approach to determining and collecting rates from the community. In determining the Policy, the Council is committed to the principles that apply to the imposition of taxes on the community.

Equity: Ratepayers with the same property value should pay the same level of tax.

Benefit: Ratepayers should receive some benefit from the tax paid, but not necessarily to the extent of tax paid. Rates are not a fee-for-service.

Simplicity: The tax must be understandable and easy to collect.

Consistent: Taxes should be internally consistent, based on transparent and predictable rules.

Economic Efficiency: The tax imposed should not distort economic behaviour. For example, a tax which is designed to change behaviour, and that behaviour changes, then the tax is considered efficient.

These principles may be in conflict with each other, therefore the Council must strike a balance between the:

- application of the principles of taxation;
- policy objective of levying rates;
- need to raise revenue; and
- the effect of the tax on the community.

The Council has considered each principle when determining its Rating Policy.

POLICY

Strategic Focus

The Council must balance its service levels, the needs and expectations of the community and the levying of rates to ensure it is adequately resourced to fulfil its roles and responsibilities. In determining rates for the financial year, the Council gives primary consideration to strategic directions, budget considerations, the current economic climate and the likely impacts on the community.

The resources required to successfully achieve this outcome are documented in the Annual Business Plan and Annual Budget. The Annual Budget directly supports and reflects the delivery of the Council's Strategic Plan, *City Plan 2030*.

The Council's major source of revenue is Rates Revenue, derived as a tax on land within the Council area. Rate levels are determined after consideration of expenditure priorities in relation to the Council's Strategic Plan *City Plan 2030*, the Long-Term Financial Plan, Asset Management Plans, the Annual Business Plan, ongoing service delivery requirements and community needs.

The Council recognises the importance of supporting and encouraging a diverse and healthy commercial sector and this is reflected in its strategic plans. As a result, specific business development initiatives are being introduced to support and attempt to broaden the City's economic base. Strategic and Business Planning for various precincts are an example of the work being progressed in this area.

Rating Structure

All land within a Council area is rateable, except for land specifically exempted under Section 147(2) of the Act. This includes:

- unalienated Crown land;
- land used or held by the Crown or an instrumentality of the Crown for a public purpose (including an educational purpose), except any such land—
 - that is held or occupied by the Crown or instrumentality under a lease or licence; or
 - that constitutes domestic premises;
- land (not including domestic or residential premises) occupied by a university established by statute;
- land that is exempt from rates or taxes by virtue of the *Recreation Grounds Rates and Taxes Exemption Act 1981*;
- land occupied or held by the Council, except any such land held from a Council under a lease or licence;
- land occupied by a subsidiary where the land is situated in the area of the Council that established the subsidiary or a constituent Council (as the case may be);
- land occupied or held by an emergency services organisation under the *Fire and Emergency Services Act 2005*;
- land that is exempt from Council rates under or by virtue of another Act.

Method Used to Value Land

Pursuant to Section 151 of the Act, the Council may adopt one of three valuation methodologies to value the properties. The valuation methodologies are:

- Capital Value – The value of the land and all of the improvements on the land.
- Site Value – The value of the land and any improvements which permanently affect the amenity of use of land such as drainage works, but excluding the value of buildings and other improvements.
- Annual Value – The valuation of the rental potential of the property.

The Council adopts Capital Value as the basis for valuing land within the Council area.

The Council considers the Capital Value method of valuing land, is the fairest method of distributing the rate burden across all ratepayers, on the following basis:

- property value is a good indicator of wealth. Capital Value, which closely approximates the market value of a property, provides the best indicator of overall property value;
- the equity principle of taxation requires taxpayers of similar wealth pay similar taxes, so taxpayers of greater wealth pay more tax than taxpayers of lesser wealth.

Adoption of Valuations

The Council adopts the Capital Valuations as assessed by Land Services SA, effective at 1 July as the Capital Value of each property.

If a ratepayer is dissatisfied with the valuation made by Land Services SA, the ratepayer may object to Land Services SA in writing, within sixty (60) days of receiving the first notice of the valuation, explaining the basis for the objection provided the ratepayer has not:

- (a) previously received a notice of this valuation under the Act, in which case the objection period is sixty (60) days from the receipt of the first notice; or
- (b) previously had an objection to the valuation considered by Land Services SA.

Note: The sixty (60) day objection period may be extended by the Valuer-General where it can be shown there is reasonable cause. Contact details to lodge an objection are included on the Rates Notice sent by the Council.

The Council has no role in the assessment of objections. It is important to note that the lodgement of an objection does not alter the due date for the payment of rates. Rates must be paid in accordance with the Rate Notice unless otherwise notified by the Council.

Differential General Rates

Pursuant to Section 153 of the Act, the Council can impose a general rate on all rateable land/or a differential rate based on location of land and/or the use to which the land is put. In applying the equity and benefit principles, the Council will apply a differential rate based on the use of the land.

Definitions of land use are prescribed by regulation and are categorised as follows for rating purposes:

- Residential;
- Commercial – Shop;
- Commercial – Office;
- Commercial – Other;
- Industrial – Light;
- Industrial – Other;
- Primary Production;
- Vacant Land; and,
- Other

If a ratepayer believes a particular property has been incorrectly classified as to its land use, then an objection may be made to the Council within sixty (60) days of being notified of the land use classification. It is important to note that the lodgement of an objection does not alter the due date for the payment of rates. Rates must be paid in accordance with the Rate Notice unless otherwise notified by the Council.

For the 2024-2025 financial year, the Council has determined that the following differential rates will be applied to all of its rateable assessments:

Land Use	Differential Rate Cents-in-the-Dollar	% of Rate Revenue
Residential	0.18746	79.3%
Commercial	0.22495	16.5%
Industrial	0.22495	0.8%
Primary Production	0.22495	0.01%
Vacant Land	0.22495	0.9%
Other	0.22495	2.4%

Minimum Rate

A Council may impose a minimum rate to properties within the Council area in accordance with Section 158 of the Act.

The minimum rate is imposed so that all rateable properties make a base level contribution to the costs of:

- administering the Council's activities;
- the provision of the physical infrastructure that supports each property and is available for use by all ratepayers;
- services provided that are available for use by all ratepayers e.g. Library and Parks and Gardens.

Where two or more adjoining properties have the same owner and are occupied by the same occupier, only one minimum rate is payable by the ratepayer.

The minimum rate will increase at the same percentage increase in general rate revenue. Pursuant to Section 158(2) (d), the minimum rate will not be applied to more than 35% of properties in the Council area.

For 2024-2025, the minimum rate is set at \$1,277. The minimum rate has been applied to 6,825 assessments or 32.82% of all rateable properties within the Council area.

The Parade Separate Rate

For the purposes of promotion, enhancing business viability and profitability of the businesses and traders along The Parade, pursuant to Section 154 of the Act, the Council has previously declared The Parade Separate Rate. The revenue raised from The Parade Separate Rate may only be used for the purpose of promotion and enhancing business viability for those businesses located within The Parade Precinct.

The Council declared a differential separate rate of 0.04569 cents-in-the-dollar will be levied against all properties which fall within The Parade Precinct with a land use classified as Category (b) – Commercial Shop or Category (c) – Commercial Office or Category (d) – Commercial Other or Category (e) - Industrial Light.

Pursuant to Section 166(1)(a) of the Act, the Council will grant a discretionary rebate of 50% of The Parade Separate Rate to all properties that fall within the geographical boundary described above and which have a land use of Category (c) – Commercial Office and Category (d) – Commercial Other land use classified as Professional Services.

Regional Landscape Levy

The Regional Landscape Levy is a State Government tax which the Council is required to collect under the *Landscape South Australia Act 2019*, in order to make a specified contribution to the funding of the operations of the Green Adelaide Board. Revenue collected from this levy is not retained by the Council and the Council does not determine how the revenue raised is allocated by the State Government.

The Council's contribution to the Green Adelaide Board is collected from property owners through a separate rate, the Regional Landscape Levy, based on Capital Value. The rate is fixed and calculated to raise the equivalent amount as Council's share to be contributed to the Green Adelaide Board, taking into account any rebates/remissions under Section 159-166 of the Act.

The Regional Landscape Levy is separate to the General Rates levied by the Council.

For the 2024-2025 Financial year, the Council will collect \$1.6million for the payment of the State Government Regional Landscape Levy. The Regional Landscape Levy has been set at 0.007273 cents-in-the-dollar against all rateable properties.

Private Laneways Separate Rate

Within the City of Norwood Payneham & St Peters, there are a number of Private Laneways which provide pedestrian and vehicular access to residential properties and businesses, and access routes to adjoining roads and destinations.

The Council recognises the difficulties that face residents and businesses that rely upon Private Laneways for access to their properties, and acknowledges that the Council is often the only authority which has the capacity to provide a solution. As such, the Council has determined to progressively assume responsibility for selected Private Laneways within the City, through implementation of the statutory process set out in Section 210 of the *Local Government Act 1999* (the Act), to convert Private Laneways to Public Roads, whereby its ownership will vest in the Council.

For the purposes of recovering the cost of converting a Private Laneway to a Public Road, the Council may declare a Separate Rate over the relevant part of the Council area amounting to a rates liability against each Adjoining Allotment to the laneway.

Pursuant to Section 154 of the Local Government Act 1999, the Council has not declared a Separate Rate for this purpose in 2024-2025.

Payment of Rates

Council rates will be due in four (4) instalments - 6 September 2024, 6 December 2024, 7 March 2025 and 6 June 2025. The total outstanding balance of rates may be paid in full at any time.

The Council provides various methods to enable the payment of rates. Payment methods are detailed on the Rates Notice. In addition, regular pre-payments of Council Rates are allowed of \$30 or more at any time and can be made at any Council office, via BPay, via Australia Post BillPay or by the Council website.

Any ratepayer who may, or is likely to, experience difficulty with meeting the standard arrangements should contact the Council's Rates & Revenue Officer on 8366 4554 to discuss alternative payment arrangements. Such enquiries are treated confidentially by the Council.

Late Payment of Rates

The Council has determined that penalties for late payments will be imposed in accordance with the provisions of Section 181(8) of the Act and relevant Council procedures.

Late payment fines are levied in accordance with the provisions of Section 181(8) of the Act.

Any ratepayer who may, or is likely to, experience difficulty with meeting the standard instalments and due dates can contact the Council to discuss alternative payment arrangements. Fines and interest are still levied in accordance with the Act while there is an arrears balance.

The Council will consider applications for remissions of fines in certain extenuating circumstances. A request for waiver of fines should be made in writing, setting out detailed reasons why a fine remission has been requested, or may be submitted on the Application for Remission of Rates and/or Fines Form.

When the Council receives a payment in respect of overdue rates, the Council will apply the money received as follows:

- First – to satisfy any costs awarded in connection with court proceedings;
- Second – to satisfy any interest costs;
- Third – in payment of any fines imposed;
- Fourth – in payment of rates, in chronological order (starting with the oldest account first).

Recovery of Rates

The Council will issue one (1) Reminder Notice for payment of rates when rates remain unpaid by the due date. Rates, which remain in arrears for a period exceeding 30 days, will be subject to recovery action in accordance with the Council's Credit Policy.

Sale of Land for Non-payment of Rates

Section 184 of the Act provides that a Council may sell any property where the rates have been in arrears for three (3) years or more.

Before a Council sells land in pursuance of this section, it must send a notice to the principal ratepayer at the address appearing in the assessment record stating:

- a) the period for which the rates have been in arrears; and
- b) the amount of the total liability for rates presently outstanding in relation to the land; and
- c) that if that amount is not paid in full within one (1) month of service of the notice (or such longer time as the Council may allow), the Council intends to sell the land for non-payment of rates.

Except in extraordinary circumstances, the Council will enforce the sale of land for arrears of rates.

Remission and Postponement of Rates

Application for remission of rates and charges or postponement of rates will be considered under the discretionary provisions of Sections 181 and 182 of the Act.

Requests must be lodged in writing or may be submitted on the Application for Remission or Postponement of Rates and/or Fines form. All requests must provide evidence of financial hardship. Monthly interest at the prescribed rate will be applied to rates postponed under the Section 182.

Such enquiries are treated confidentially by the Council.

Postponement of Rates for Seniors

Section 182A of the Act sets out the criteria that applies for a senior ratepayer to be eligible for the postponement of payment of rates.

Applications must be lodged in writing and must provide evidence of eligibility plus other evidence as required. Requests must be lodged on the Application Form for Postponement of Rates. Monthly interest at the prescribed rate will be applied to rates postponed under Section 182A.

Where an application for postponement under Section 182A is granted, a presumption of ongoing annual postponement will be assumed. If an entitlement of postponement ceases to exist, the owner of the land must inform the Council in writing of that fact.

Ratepayers requesting postponement of rates will initially be referred to the availability of reverse mortgage loans through financial institutions. Seniors granted postponement of rates are required to pay a minimum of \$500 of rates and charges levied in each financial year in compliance with the Local Government (General) Regulations.

Such enquiries are treated confidentially by the Council.

Rebate of Rates

Rebates of rates will be only granted when the applicant satisfies the requirements for Mandatory Rebates pursuant to Section 159 to Section 165 of the Act.

Applications for discretionary rebates lodged under Section 166 of the Act, will be considered under Council's Rate Rebate Policy.

Rate Capping Rebate

Pursuant to Sections 153(3) and 153(4) of the Act, the Council will grant a rebate of General Rates to the principal ratepayer of a residential assessment where there is a significant increase in the rates payable as a result of a rapid change in the property value, and where that property is their principal place of residence.

For the 2024-2025 financial year, the rebate will be automatically applied where the increase in rates payable from one financial year to the next financial year is greater than 17%.

Where this rebate is not automatically applied, ratepayers who consider they are eligible for the Rate Cap Rebate may lodge an application form, which will be assessed against the eligibility criteria. The application must be lodged by 30 June in the financial year that the rates are declared.

The rebate will not apply where:

- (a) any such increase is due in whole or in part to an increase in valuation of the land because of improvements made to it are worth more than \$30,000, or
- (b) any such increase is due in full or part to the use of the land for rating purposes on the date the Council declared its General Rates for the 2024-2025 financial year being different than the land use on the date the Council declared its General Rates for the 2023-2024 financial year, or
- (c) any such increase is in whole or part because of a change in the zoning of the land; or
- (d) the ownership of the property has changed since 1 January 2023.

Disclaimer

A rate cannot be challenged on the basis of non-compliance with this policy and must be paid in accordance with the required payment provisions.

Where a ratepayer believes that the Council has failed to properly apply this policy, it should raise the matter with the Council. In the first instance contact the Rates and Revenue Officer on 8366 4554 to discuss the matter. If, after this initial contact, a ratepayer is still dissatisfied, they should write to the Chief Executive Officer.

REVIEW PROCESS

The Council will review this Policy within 12 months of the adoption date of the Policy.

INFORMATION

The contact officer for further information at the City of Norwood Payneham & St Peters is the Council's Rates and Revenue Officer, telephone 8366 4554.

ADOPTION OF THE POLICY

The Rating Policy was adopted by Council on 3 July 2006.
The Rating Policy was adopted by Council on 2 July 2007.
The Rating Policy was adopted by Council on 7 July 2008.
The Rating Policy was adopted by Council on 6 July 2009.
The Rating Policy was adopted by Council on 5 July 2010.
The Rating Policy was adopted by Council on 4 July 2011.
The Rating Policy was adopted by Council on 2 July 2012.
The Rating Policy was adopted by Council on 1 July 2013.
The Rating Policy was adopted by Council on 7 July 2014.
The Rating Policy was adopted by Council on 6 July 2015.
The Rating Policy was adopted by Council on 4 July 2016.
The Rating Policy was adopted by Council on 3 July 2017.
The Rating Policy was adopted by Council on 2 July 2018.
The Rating Policy was adopted by Council on 1 July 2019.
This Policy was reviewed by the Audit Committee on 25 May 2020.
The Rating Policy was adopted by Council on 6 July 2020.
This Policy was reviewed by the Audit Committee on 24 May 2021.
The Rating Policy was adopted by Council on 5 July 2021.
This Policy was reviewed by the Audit Committee on 23 May 2022.
The Rating Policy was adopted by Council on 4 July 2022.
The Rating Policy was adopted by the Council on 10 July 2023.

TO BE REVIEWED

May 2025

Appendix 6

Rate Rebate Policy



City of
Norwood
Paynham
& St Peters

NAME OF POLICY: Rate Rebate Policy

POLICY MANUAL: Governance

BACKGROUND

The purpose of this Policy is to assist the Council in determining applications for rate rebates and to provide guidance to the community about the grounds upon which they may be entitled to a rebate of rates in accordance with the requirements of the *Local Government Act 1999* (the Act).

In accordance with the Act, this Policy sets out the type of use of land which the Council must grant a rebate of rates and the quantum of the rebate and those types of land uses where the Council has discretion to grant a rebate of rates.

KEY PRINCIPLES

The Act provides:

- for a mandatory rebate of rates in specified cases and specifies the amount of that rebate
- that where the Council must grant a rebate of rates under the Act, and the amount of that rebate fixed by the Act is at less than 100%, the Council may increase the amount of the rebate; and
- pursuant to Section 166, for the Council to provide, at its discretion, a discretionary rebate of rates in the cases set out in that Section (see Clause 2.0 below).

POLICY

1. Mandatory Rebates

- 1.1. Pursuant to Chapter 10, Division 5 – Rebates of rates, the Council will grant a 100% rebate on the rates payable for the following specified land use:
 - a. Land being predominantly used for service delivery or administration by a hospital or health centre incorporated under the South Australia Health Commission Act 1976 (Section 160);
 - b. Land containing a church or other building used for public worship (and any grounds), or land solely used for religious purposes (Section 162);
 - c. Land used for the purpose of a public cemetery (Section 163)
 - d. Land (other than land used as domestic premises owned by, or under the care, control and management of, the Royal Zoological Society of South Australia Incorporated (Section 164)
- 1.2. Pursuant to Chapter 10, Division 5 – Rebates of rates, the Council will grant a 75% rebate on the rates payable for the following specified land use:
 - a. Land that is predominantly being used for service delivery or administration (or both) by a community services organisation. (Section 161).
 - To be eligible for the Community Services Rebate applied under Section 161, the Community Services Organisations must meet the definition of a “community services organisation” as defined in Section 161 (2), (3).and (4) of the Act.
 - Community Services Organisations must meet all criteria set out in the definition of a Community Services Organisation to be eligible for the rebate.
 - b. Land occupied by a government school under a lease or licence and being used for educational purposes (Section 165 (1)(a)).

- c. Land occupied by a non-government school registered under Education and Early Childhood Services (Registration and Standards) Act 2011 and being used for educational purposes (Section 165 (1) (b)).
 - d. Land being used by a University or University Collage to provide accommodation or other forms of support for students on a not-for-profit basis (Section 165 (2)).
- 1.3. Where the Council is satisfied from its own records or from other sources, that a person or body meets the necessary criteria for a Mandatory Rebate, the Council will automatically apply the eligible rebate.
 - 1.4. Where a person or body is entitled to a rebate of 75%, the Council may, pursuant to Section 159(4) of the Act grant the further rebate of up to 25%. In its determination to grant a further mandatory rebate of up to 100%, the Council will take into account those matters set out in Section 166 of the Act.
 - 1.5. Persons who or bodies which are eligible for a mandatory rebate and seek additional rebate of up to 25%, are required to submit an application to the Council and provide the Council such information as stipulated on the application form and any other information that the Council may reasonably require.
 - 1.6. Persons who or bodies which have not received an automatic rebate and believe the criteria for a mandatory rebate have been met, can submit an Application for Rate Rebate to the Council.

2. Discretionary Rebates

- 2.1. Upon application, the Council may, pursuant to Section 166 of the Act, grant a Discretionary Rebate of rates. The granting of a rebate and the amount of the rebate will be at the absolute discretion of the Council.
- 2.2. In assessing an application for a Discretionary Rebate, the Council will consider the criteria set out in Section 166 of the Act.
- 2.3. Persons who or bodies which seek a discretionary rebate are required to submit an application form to the Council and provide to the Council such information as stipulated on the application form and any other information that the Council may reasonably require to assess the application.

3. Application for Rebates

- 3.1. The Council will inform the community of the provisions for Rate Rebates under the *Local Government Act 1999*, by the inclusion of suitable details on the Annual and Quarterly Rates Notice and within the Council's Rating Policy which is available on the Council's website. www.npsp.sa.gov.au
- 3.2. Persons or bodies who seek a rebate of rates (and/or service charges) must make a written application to the in the manner and form determined by the Council and supplying such information as the Council may reasonably require to assess the eligibility for a rebate.
- 3.3. Application forms are available on the Council's website www.npsp.sa.gov.au or may be obtained from the Council's Principal Office located at 175 The Parade, Norwood.
- 3.4. In considering applications for rebates, the Council will take into account the matters set out in Division 5 – Rebate of rates of the Act.
- 3.5. The Council may also take into account other matters which are considered relevant by the Council including, but not limited to, the following –
 - the outstanding rates balance at the time of the application;
 - the need for financial assistance through a rebate;
 - the appropriateness of the extent of the rebate (percentage and dollar amount) being sought;
 - the extent of financial assistance, if any, being provided to the applicant and/or in respect of the land by Commonwealth or State agencies;
 - whether, and if so to what extent, the applicant is or will be providing a service within the City of Norwood, Payneham & St Peters;
 - whether the applicant is a public sector body, a not-for-profit body, a commercial body or community service organisation;
 - whether there are any relevant historical considerations that may be relevant for all or any part of the current Council term;
 - consideration of the full financial consequences of the rebate for the Council;
 - the timeliness the application is received;
 - any other matters, and policies of the Council, which the Council considers relevant.

The Council has delegated its power, pursuant to Section 44 of the Act to determine applications and to grant a discretionary rebate of rates to the Chief Executive Officer.

The Council may, for proper cause, determine that an entitlement to a rebate of rates under the Act no longer applies. Where an entitlement to a rebate of rates ceases or no longer applies during the course of a financial year, the Council is entitled to recover rates or rates at the increased level (as the case may be), proportionate to the remaining part of the financial year.

The Council will, in writing, advise an applicant for a rebate of its determination of that application.

REVIEW PROCESS

This Policy will be reviewed within 24 months of the adoption date of the Policy, subject to any amendments to the relevant sections of the *Local Government Act 1999*.

INFORMATION

The contact officer for further information at the City of Norwood Payneham & St Peters is Council's Rates and Revenue Officer, telephone 8366 4554.

ADOPTION OF THE POLICY

The Rate Rebate Policy was endorsed by the Audit Committee on 28 July 2014.

The Rate Rebate Policy was adopted by the Council on 4 August 2014.

The Rate Rebate Policy was endorsed by the Audit Committee on 26 July 2016.

The Rate Rebate Policy was adopted by the Council on 1 August 2016.

The Rate Rebate Policy was endorsed by the Audit Committee on 23 July 2018.

The Rate Rebate Policy was adopted by the Council on 6 August 2018.

The Rate Rebate Policy was endorsed by the Audit Committee on 27 July 2020.

The Rate Rebate Policy was adopted by the Council on 3 August 2020.

The Rate Rebate Policy was endorsed by the Audit Committee on 25 July 2022.

The Rate Rebate Policy was adopted by the Council on 1 August 2022.

The Rate Rebate Policy was adopted by the Council on 10 July 2023.

TO BE REVIEWED

May 2025

Council Facilities

The Council's Principal Office is located at:

Norwood Town Hall
175 The Parade, Norwood

Additional sites of operation include:

Council Works Depot
Davis Road, Glynde

Norwood Library
110 The Parade, Norwood

St Peters Library
101 Payneham Road, St Peters

Cultural Heritage Centre
101 Payneham Road, St Peters

**Payneham Library & Community
Facilities Complex (Tirkandi)**
2 Turner Street, Felixstow

Payneham Community Centre
374 Payneham Road, Payneham

Norwood Swimming Centre
Phillips Street, Kensington

The Council also operates two unique entities:

St Peters Child Care Centre
42–44 Henry Street, Stepney

Norwood Concert Hall
175 The Parade, Norwood



The 2024–2025 Annual Business Plan can be viewed
online at www.npsp.sa.gov.au

Further information

For more information about the City of Norwood Payneham & St Peter's 2024–2025 Annual Business Plan and Budget, please contact the General Manager, Governance & Civic Affairs on 8366 4555 or email townhall@npsp.sa.gov.au

For further information, visit www.npsp.sa.gov.au

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

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



City of
**Norwood
Payneham
& St Peters**

Attachment B

Adoption of the 2024-2025 Annual Business Plan and Budget and Declaration of Rates for 2024-2025



CITY OF NORWOOD PAYNEHAM & ST PETERS

Fees and Charges



Table Of Contents

City of Norwood Payneham & St Peters	4
Council Licenses Permits and Authorisations	4
Authorisation to Alter and Use a Public Road / Footpath	4
Mobile Food Vendor Permit Fee	4
Stallholders Permit Fee	4
Permit for Commercial Filming & Photography on Council Land	4
Authorisations – Temporary Public Space Occupancy.....	4
Footpath Occupation (Outdoor Dining)	4
Parking Permits – Resident & Visitor Permit (New/Renewal)	4
Resident Only Parking Areas	4
Time Limited Parking Areas	5
Council Documents Prescribed to be Made Available – Local Government Act 1999	5
Printing	5
Dog & Cat Management Act 1995	5
Rebates Applicable on Dog Registrations Listed Above	5
Statutory Fees	5
Freedom of Information Act 1991	5
Property Searches.....	6
Council Documents (Hard Copy)	6
Planning Development and Infrastructure Act 2016	6
Additional Annual Bin Service	6
Reinstatements	6
Directional Signage (as per Directional Signage Policy)	6
Possum / Cat Trap	7
Hall Hire	7
Payneham Community Centre	7
Payneham Community Facilities – Payneham Library Complex.....	8
St Peters Library.....	9
St Peters Youth Centre	10
Don Pyatt Community Hall	11
Norwood Concert Hall.....	12
Park and Reserve Hire	12
Gatherings and Events	12
Short-Term Hire	13
Common Fees and Charges	13
Tennis Courts Hire	13
Payneham Oval – Tennis Courts – General Public	13
Tennis Courts – Joslin Reserve.....	13
Swimming Centres	13
Child Care	14
St Peters Child Care Centre	14
Community Services	14
Donne E Benessere.....	14

Table Of Contents [continued]

- Over 50s Fitness (Strength & Balance) (Commonwealth Home Support Programme).....14
- Home Maintenance Commonwealth Home Support Programme.....14
- Home Modification Commonwealth Home Support Programme14
- Community Bus.....15
- All Libraries..... 15**
- Photocopying15
- Other Library Fees15
- Library Services & Lifelong Learning.....15

Name	GST	Year 24/25 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 Permit	N	\$210.00	per month
Mobile Food Vendor Permit - Per Week Permit	N	\$55.00	per day

Stallholders Permit Fee

General	N	\$69.50	per day
Not-for-profit / Community	N	\$69.50	per day

Permit for Commercial Filming & Photography on Council Land

General	N	Nil	
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Authorisations – Temporary Public Space Occupancy

Public Space Occupancy	N	\$3.90	per square metre
Public Space Occupancy – urgent or after hours processing fee	N	\$66.00	per application
Public Space Occupancy – Application Fee (New)	N	\$39.00	per application
Public Space Occupancy – Skip Bin Authorisations	N	\$71.50	per application
Work Zone Parking Bays Occupancy	N	\$3.90	per square metre

Footpath Occupation (Outdoor Dining)

The Parade Core Sydenham to Portrush – Enclosed/Licensed	N	\$134.00	per chair per annum
The Parade Core Sydenham to Portrush – Open/Licensed	N	\$89.00	per chair per annum
The Parade Core Sydenham to Portrush – Enclosed/Unlicensed	N	\$89.00	per chair per annum
The Parade Core Sydenham to Portrush – Open/Unlicensed	N	\$45.00	per chair per annum
Other Areas – Enclosed/Licensed	N	\$89.00	per chair per annum
Other Areas – Open/Licensed	N	\$64.00	per chair per annum
Other Areas – Enclosed/Unlicensed	N	\$64.00	per chair per annum
Other Areas – Open/Unlicensed	N	\$28.50	per chair per annum
Installation of New Outdoor Dining Areas Bollards	Y	10% of cost	per annum for 10 years
Replacement of Existing Outdoor Dining Areas Bollards	Y	5% of cost	per annum for 10 years
Application Fee	N	\$57.50	per application

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

Resident Only Parking Areas

Residential Parking Permit – First Permit	N	\$25.00	per year
Residential Parking Permit – Second Permit	N	\$50.00	per year

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Resident Only Parking Areas [continued]

Residential Pensioner and Full time Student Permit – First Permit (50% Rebate)	N	50% rebate	per year
Residential Pensioner and Full time Student Permit – Second Permit (50% Rebate)	N	50% rebate	per year
Residential Replacement Permit	N	\$10.00	per year
Visitor Parking Permit Booklet	N	\$10.00	per 25 page permit booklet

Time Limited Parking Areas

Residential Parking Permit – First Permit	N	Free	per year
Residential Parking Permit – Second Permit	N	\$25.00	per year
Residential Pensioner and Full time student permit – First Permit (50% Rebate)	N	Free	per year
Residential Pensioner and Full time student permit – Second Permit (50% Rebate)	N	50% rebate	per year
Residential Replacement Permit	N	\$10.00	per year
Visitor Parking Permit Booklet	N	\$10.00	per 25 page permit booklet

Council Documents Prescribed to be Made Available – Local Government Act 1999

Printing

Dog & Cat Management Act 1995

Accredited Assistance Dog Registration	Y	Free	per year / per dog
Standard Dog (Desexed & Microchipped)	N	\$40.00	per year / per dog
Non Standard Dog Registration	N	\$80.00	per year / per dog
Dog Impounding Fee	N	Impounding 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, per disc	N	\$10.00	per dog

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

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Freedom of Information Act 1991 [continued]

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
Property Search Fees (Certificate of Title to Land under the Real Property Act 1886) within 24 hours	N	Not Applicable	
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)

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	\$16.30	per ward
Assessment Records Copy	N	\$4.00	per entry
Archived Material Retrieval – Normal 48 Hours	Y	\$30.00	per search
Archived Material Retrieval – Urgent 24 hours	Y	\$60.00	per search

Planning Development and Infrastructure Act 2016

Public Notice on Land	N	\$224.00	per Plan
Document Lodgement Fees	N	\$87.00	per lodgement

Additional Annual Bin Service

Household Bin	Y	\$165.50	per bin
Recycling Bin	Y	\$99.50	per bin
Green Organics Bin	Y	\$99.50	per bin
Additional Green Organics Compostable Bags	Y	\$10.00	per bundle
2nd Hard Waste Additional Collection	Y	\$52.50	per collection

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

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Possum / Cat Trap

Bond	N	\$50.00	per trap
Hire Fee in excess of 2 weeks	Y	\$0.00	per week

Hall Hire

Payneham Community Centre

Tier 1: Community Rate (80% of Full Fee) Activities Open To The Community To Attend & Not Affiliated With A Business, Not For Profit Organisation Or Club

Main Hall

Daily Rate	Y	\$34.00	per day
Hourly Rate	Y	\$8.40	per hour

Small Hall

Daily Rate	Y	\$25.50	per day
Hourly Rate	Y	\$6.30	per hour

Rooms

Daily Rate	Y	\$21.00	per day
Hourly Rate	Y	\$5.30	per hour

Meeting Room

Hourly Rate	Y	\$5.30	per hour
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Tier 2: Non-Profit Group – Non-Local Community Group

Main Hall

Daily Rate	Y	\$84.00	per day
Hourly Rate	Y	\$21.00	per hour

Small Hall

Daily Rate	Y	\$63.00	per day
Hourly Rate	Y	\$15.80	per hour

Rooms

Daily Rate	Y	\$42.00	per day
Hourly Rate	Y	\$10.60	per hour

Meeting Room

Hourly Rate	Y	\$5.30	per hour
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Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Tier 3: NPSP Based Commercial & Business Hires and Local Resident Private Functions (20% Of Full Fee)

Main Hall

Daily Rate	Y	\$134.50	per day
Hourly Rate	Y	\$34.00	per hour

Small Hall

Daily Rate	Y	\$101.00	per day
Hourly Rate	Y	\$25.50	per hour

Rooms

Daily Rate	Y	\$67.50	per day
Hourly Rate	Y	\$17.00	per hour

Meeting Room

Hourly Rate	Y	\$8.40	per hour
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Tier 4: Full Fee – Commercial & Business Hirers Located Outside Of NPSP; Non-Resident Private Functions & State Government Departments

Main Hall

All Other Hires – Daily (Monday to Friday)	Y	\$168.00	per day
All Other Hires – Hourly (Monday to Friday)	Y	\$42.00	per hour

Small Hall

All Other Hires – Daily (Monday to Friday)	Y	\$126.00	per day
All Other Hires – Hourly (Monday to Friday)	Y	\$31.50	per hour

Rooms

All Other Hires – Daily (Monday to Friday)	Y	\$84.00	per day
All Other Hires – Hourly (Monday to Friday)	Y	\$21.00	per hour

Meeting Room

Hourly Rate	Y	\$10.60	per hour
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Payneham Community Facilities – Payneham Library Complex

Tier 1: Community Rate (80% of Full Fee) Activities Open To The Community To Attend & Not Affiliated With A Business, Not For Profit Organisation Or Club

Payneham Hall

Daily Rate	Y	\$134.50	per hour
Hourly Rate	Y	\$34.00	per hour

Torrens & Trinity Room

Daily Rate	Y	\$34.00	per day
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Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Torrens & Trinity Room [continued]

Hourly Rate	Y	\$8.40	per hour
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Tier 2: Non-Profit Organisations, Schools and Sporting & Recreation Clubs (50% Of Full Fee)

Payneham Hall

All Other Hires – daily rate	Y	\$336.00	per day
All Other Hires – hourly rate	Y	\$84.00	per hour

Torrens & Trinity Room

All Other Hires – daily rate	Y	\$84.00	per day
All Other Hires – hourly rate	Y	\$21.00	per hour

Tier 3: NPSP Based Commercial & Business Hires and Local Resident Private Functions (20% Of Full Fee)

Payneham Hall

Daily Rate	Y	\$538.00	per hour
Hourly Rate	Y	\$134.50	per hour

Torrens & Trinity Room

Daily Rate	Y	\$134.50	per day
Hourly Rate	Y	\$34.00	per hour

Tier 4: Full Fee – Commercial & Business Hirers Located Outside Of NPSP; Non-Resident Private Functions & State Government Departments

Payneham Hall

All Other Hires – daily rate	Y	\$672.00	per day
All Other Hires – hourly rate	Y	\$168.00	per hour

Torrens & Trinity Room

All Other Hires – daily rate	Y	\$168.00	per day
All Other Hires – hourly rate	Y	\$42.00	per hour

St Peters Library

Tier 1: NPSP Community Groups – Monday to Sunday

Banquet Hall

Daily Rate	Y	\$67.50	per day
Hourly Rate	Y	\$17.00	per hour

Meeting Room 1, 2 & 3

Daily Rate	Y	\$21.00	per day
Hourly Rate	Y	\$5.30	per hour

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Tier 2: Non-Profit Organisations, Schools and Sporting & Recreation Clubs (50% Of Full Fee)

Banquet Hall

Daily Rate	Y	\$168.00	per day
Hourly Rate	Y	\$42.00	per hour

Meeting Room 1, 2 & 3

Daily Rate	Y	\$31.50	per day
Hourly Rate	Y	\$7.90	per hour

Tier 3: NPSP Based Commercial & Business Hires and Local Resident Private Functions (20% Of Full Fee)

Banquet Hall

Daily Rate	Y	\$269.00	per day
Hourly Rate	Y	\$67.50	per hour

Meeting Room 1, 2 & 3

Daily Rate	Y	\$50.50	per day
Hourly Rate	Y	\$12.60	per hour

Tier 4: Full Fee – Commercial & Business Hirers Located Outside Of NPSP; Non-Resident Private Functions & State Government Departments

Banquet Hall

All Other Hires – Daily	Y	\$341.00	per day
All Other Hires – Hourly	Y	\$84.00	per hour

Meeting Room 1, 2 & 3

Daily Rate	Y	\$63.00	per day
Hourly Rate	Y	\$15.80	per hour

St Peters Youth Centre

Tier 1: Community Rate (80% Of Full Fee) Activities Open To The Community To Attend & Not Affiliated With A Business, Not For Profit Organisation Or Club

Monday to Friday

Daily Rate	Y	\$55.00	per day
Hourly Rate	Y	\$13.80	per hour

Weekend & Public Holiday

Tier 2: Non-Profit Organisations, Schools and Sporting & Recreation Clubs (50% Of Full Fee)

All Other Hires – Daily Rate (Monday to Friday)	Y	\$136.50	per day
All Other Hires – Hourly Rate (Monday to Friday)	Y	\$34.50	per hour

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Tier 3: NPSP Based Commercial & Business Hires And Local Resident Private Functions (20% Of Full Fee)

Daily Rate	Y	\$218.50	per day
Hourly Rate	Y	\$55.00	per hour

Tier 4: Full Fee – Commercial & Business Hirers Located Outside Of NPSP; Non-Resident Private Functions & State Government Departments

All Other Hires – Daily Rate (Monday to Friday)	Y	\$273.00	per day
All Other Hires – Hourly Rate (Monday to Friday)	Y	\$68.50	per hour

Common Fees and Charges

Security Deposit	N	\$473.00	per booking
Audiovisual Equipment Security deposit (Payneham Community Facilities – Payneham Library Complex)	N	n/a	
Key Deposit	N	n/a	per key/card set
Booking Deposit	N	n/a	per booking
Bump In (min 2hrs)	Y	Bump in (min 2 hrs)	
Security Guard	Y	\$68.50	per hour

Don Pyatt Community Hall

Community Organisations

Tier 1: Community Rate (80% Of Full Fee) Activities Open to The Community To Attend & Not Affiliated With A Business, Not For Profit Organisation Or Club

Daily Hire	Y	\$55.00	per day
Hire Hourly Rate	Y	\$13.80	per hour

Tier 2: Non-Profit Organisations, Schools And Sporting & Recreation Clubs (50% Of Full Fee)

Daily Hire	Y	\$136.50	per day
Hire Hourly Rate	Y	\$34.50	per hour

Tier 3: NPSP Based Commercial & Business Hires and Local Resident Private Functions (20% Of Full Fee)

Daily Hire	Y	\$218.50	per day
Hire Hourly Rate	Y	\$55.00	per hour

Tier 4: Full Fee – Commercial & Business Hirers Located Outside Of NPSP; Non-Resident Private Functions & State Government Departments

Daily Hire	Y	\$273.00	per day
Hire Hourly Rate	Y	\$68.50	per hour

Common Fees and Charges

Security Deposit	N	\$473.00	per day
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Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Norwood Concert Hall

Commercial Organisations – Payment Received in Advance

Wedding Receptions	Y	\$3,270.00	per day
Concerts	Y	\$3,060.00	per day
Cabarets & Dinner Dances	Y	\$3,235.00	per day
Meetings – Day Hire	Y	\$2,490.00	per day
Meetings – 9am-2pm	Y	\$1,105.00	per day
Meetings – 5pm-10pm	Y	\$1,470.00	per day
Trade Sales	Y	\$2,730.00	per day
Pre-School Day Time Concerts	Y	\$3,060.00	per day

Non-Profit Organisations

Concerts	Y	\$2,745.00	per event
Cabarets & Dinner Dances	Y	\$2,920.00	per event
Meetings – Day Hire	Y	\$2,250.00	per day
Meetings – 9am-2pm	Y	\$982.00	per day
Meetings – 5pm-10pm	Y	\$1,305.00	per day
Pre-School Day Time Concerts	Y	\$2,595.00	per day

Community Organisations

Concerts	Y	\$2,335.00	per day
Cabarets & Dinner Dances	Y	\$2,435.00	per day
Meetings – Day Hire	Y	\$1,865.00	per day
Meetings – 9am-2pm	Y	\$846.00	per day
Meetings – 5pm-10pm	Y	\$1,135.00	per day
Pre School Day Time Concerts	Y	\$2,195.00	per day

Common Fees and Charges

Security Deposit	N	50% of hire rate	per booking
Front House Staff	Y	\$71.50	per hour
Security	Y	\$79.00	per hour
Rehearsal/Bump-in (other than day of hire)	Y	\$168.00	per hour
Technician	Y	\$84.00	per hour
Technician (1am to 7am)	Y	\$168.00	per hour

Park and Reserve Hire

Gatherings and Events

Not-for-profit / Community

Gathering without Hired Equipment	Y	Nil	
Gathering with Hired Equipment	Y	\$69.50	per day
Event	Y	Nil	per day

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Private / Commercial

Gathering without Hired Equipment	Y	Nil	
Gathering with Hired Equipment	Y	\$147.00	per day
Event	Y	As negotiated	

Short-Term Hire

Not-for-profit / Community

Sports Group Hire	Y	Nil	
Dog Obedience Hire	Y	Nil	
Fitness Group Hire	Y	Nil	
Other	Y	Nil	

Private / Commercial

Sports Group Hire	Y	\$12.60	per session
Dog Obedience Hire	Y	\$12.60	per week
Fitness Group Hire	Y	\$12.60	per week
Other	Y	As negotiated	
Long-Term Hire	Y	As negotiated	

Common Fees and Charges

Key Bond (refundable)	N	\$58.00	per key
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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	

Swimming Centres

Adult	Y	\$8.40	per person
Concession	Y	\$6.30	per person
2-4 years	Y	\$3.20	per person
Family Pass	Y	\$25.00	per pass
Schools – 45 minutes	Y	\$3.10	per person
Schools – 60 minutes	Y	\$3.60	per person
Schools – 90 minutes	Y	\$4.20	per person
Schools Recreation Swim	Y	\$4.80	per person
School Recreation Swimming + 120 min	Y	\$6.10	per person
Vac Swim	Y	\$5.10	per person

Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Swimming Centres [continued]

Season Pass 7 Day	Y	\$375.00	per pass
Season Pass Family	Y	\$819.00	per pass
Season Pass Concession	Y	\$278.50	per pass
20 Visit Pass	Y	\$123.00	per book
10 Visit Pass	Y	\$70.50	per book
Centre Hire (per hour) – Norwood Pool	Y	\$315.00	per hour
Centre Hire (per hour) – Payneham Pool	Y	\$399.00	per hour
Lane Hire (per hour) – School or Other Groups (See also Pool entry with lane/pool hire below)	Y	\$25.00	per hour
Swimming Club Lane Hire (per hour) (See also Pool entry with lane/pool hire below)	Y	\$14.80	per hour
Pool entry with lane/pool hire (See also cost of lane hire by School/ Swimming Clubs & Other Groups above)	Y	\$5.50	per person
Swim Lessons	N	\$20.00	per lesson
Water Polo	Y	\$210.00	per hour
Spectators	Y	\$4.80	per person
Cancellation Fee 40% hire cost	Y	40% of hire fee	

Child Care

St Peters Child Care Centre

Daily	N	\$125.00	per day
Late fee – first 15 minutes	N	\$38.00	per 15 minutes
Late fee – each 10 minutes thereafter	N	\$31.00	per 10 minutes
Place Holding Deposit	N	\$100.00	

Community Services

Donne E Benessere

Each Session	Y	\$7.00	per session
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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

Labour	N	\$16.00	per hour
Gutter cleans	N	\$17.00	per hour
Specialist Gutter Cleaning	N	\$22.00	per hour
Window Cleaning	N	\$16.00	per hour
Materials	N	Cost of materials	per material
Material removal	N	\$13.00	per trailer load

Home Modification Commonwealth Home Support Programme

Labour	N	\$16.00	per hour
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Name	GST	Year 24/25 Fee (incl. GST)	Unit (if applicable)
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Home Modification Commonwealth Home Support Programme [continued]

Materials	N	Cost of materials	per material
Lunch @the Pub (CHSP)	N	\$15.00	per session
Domestic Assistance (CHSP)	N	\$9.00	per hour
Domestic Assistance (CHSP) Cancellation fee	N	\$7.00	per session
Personal Care (CHSP)	N	\$9.00	per hour
Personal Care (CHSP) Cancellation fee	N	\$7.00	per session
Community Concerts (CHSP)	N	Free	per session
Community Transport Car (CHSP)	N	\$8.00	per person
Shopping List (CHSP)	N	\$9.00	per person
Escorted Shopping (CHSP)	N	\$10.00	per person
Excursions – Movies (CHSP)	N	\$4.00	per person
Excursions (CHSP)	N	\$9.00	per person

Community Bus

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	\$114.50	per day
Fixed Fee – Part Day Hire	Y	\$84.00	per part day
Variable Hire fee	Y	\$1.00	per kilometre

All Libraries

Photocopying

A4 black & white copied by client	Y	\$0.10	per page
A3 black & white copied by client	Y	\$0.25	per page
A4 colour	Y	\$1.05	per page
A3 colour	Y	\$2.10	per page

Other Library Fees

Assumed Lost Notice Fee	N	\$3.20	per notice
Replacement Item Processing Fee	N	\$6.50	per notice
Printing (not photocopy)	Y	\$0.10	per page
Colour printing	Y	\$2.10	per page
USB Storage Device	Y	\$5.30	per device
Earphones	Y	\$5.00	per item
Library Bags	Y	\$3.00	per bag
Academic / Specialist Library Inter Library Loan Fee (outgoing)	Y	\$17.00	per item
Academic/Specialist Library Inter Library Loan Fee (incoming)	Y	\$11.20	per item

Library Services & Lifelong Learning

Book discussion group annual membership fee	N	\$21.00	per year per member
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**Section 3 – Governance & General
Reports**

11.5 LAND MANAGEMENT AGREEMENT - 81 OSMOND TERRACE, NORWOOD

REPORT AUTHOR: Manager, Development & Regulatory Services
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4567
FILE REFERENCE:
ATTACHMENTS: A - B

PURPOSE OF REPORT

To seek a waiver of Clause 7.2 of the Land Management Agreement applicable to the land identified as 81 Osmond Terrace, Norwood, to enable contracts of sale to be entered into for each individual allotment.

The waiver is to be conditional upon each allotment being used for residential purposes and a new Land Management Agreement being entered into to require residential use of the allotments into the future.

BACKGROUND

On 11 September 2012, the Council entered into a Land Management Agreement (LMA) (**Attachment A**) which applies to the land at 81 Osmond Terrace, Norwood (**Attachment B**). In accordance with the 1994 *Kensington & Norwood Heritage Survey*, the building at the property was recommended for listing as a Local Heritage Place and this was subsequently approved. The property is presently used for office accommodation.

The Local Heritage Place is described in the 1994 *Kensington & Norwood Heritage Survey* report as:

“A large and attractive two-storey Victorian sandstone mansion with attached library and rear stables. The main house has a hipped corrugated iron roof with front feature gablet and front verandah. Notable for its attractive design, the cast-iron work on the front verandah, its front bay window and its relative intactness. The adjacent library has a hipped tiled roof with feature front gablet and attractive stone front window. The rear stables building is a one and two storey sandstone and red brick building with truncated hipped roofs and is notable for its high quality of construction. The complex appears in good condition.”

A Land Division Application 008/D009/2011, sought approval to sub-divide the property. Only the “mansion” component is listed specifically as a Local Heritage Place, but the complex, including the “library” and “stables”, form an important part of its heritage value. The division of land separated the “mansion” from the “library” and “stables”.

The intent of the LMA is considered to primarily involve:

- the retention and adaptive reuse of the buildings which contribute to the heritage value of the property;
- to ensure the property maintains a sufficient level of car parking to accommodate the existing commercial uses at the property; and
- to ensure that individual allotments are not converted to residential purposes, unless and until, that occurs for the entire land comprising all four (4) allotments.

The current owner has approached the Council to advise that they intend to sell the properties (in this case, to sell each of the allotments individually to separate purchasers). 81 Osmond Terrace, Norwood, consists for four (4) individual allotments identified as follows:

- Allotment 101, Osmond Terrace, Norwood (Certificate of Title 6158 / 814) – Contains the “mansion”;
- Allotment 102, Osmond Terrace, Norwood (Certificate of Title 6158 / 815) – Contains the “library”;
- Allotment 103, Gloucester Terrace, Norwood (Certificate of Title 6158 / 816) – Contains a majority of the car park area; and
- Allotment 104, Gloucester Terrace, Norwood (Certificate of Title 6158 / 817) – Contains the “stables”.

Clauses 7.1 and 7.2 in the LMA state the following:

- 7.1 *Subject to clause 14 of this Deed, the Owner covenants to not change the use of any portion of the Land to a residential land use pursuant to an application submitted under the Act unless the Owner concurrently seeks to change the use of the whole of each of the four (4) allotments proposed in the Land Division Plan to a residential land use; and*
- 7.2 *Enter into a contract of sale for any of the four (4) allotments proposed in the Land Division Plan, until such time as the use of the whole of the Land has been lawfully changed to a residential land use by way of an application that has been approved and implemented under the Act unless that contract of sale is for the transfer of the whole of the four allotments proposed in the Land Division Plan to a single purchaser.*

In an effort to comply with Clause 7.1 of the LMA the owner is currently preparing a Development Application that will seek to convert each of the four (4) properties to a residential use. That application is expected to be lodged shortly. The Applicant does not intend to construct what is approved, but intends to sell the properties with the approval such that it can be implemented (or amended) by a future purchaser.

Clause 7.2 cannot be complied with because it requires the whole of the land to be converted to residential purposes (which would not only require an approval, but also implementation of that approval) prior to a contract of sale being entered into. The current property owner wishes to sell the allotments as is, allowing purchasers to either implement the approval they obtain, or to implement an amended design for their own dwellings / conversions of existing buildings to dwellings.

Accordingly, the property owner is seeking a waiver of compliance with Clause 7.2. The waiver would enable contracts of sale to be entered into for each of the four (4) allotments by separate purchasers.

The waiver would be conditional upon the following:

- the land only being used for residential purposes; and
- prior to settlement of each contract of sale, a new Land Management Agreement being entered into and registered on the applicable Certificates of Titles for each land parcel comprising 81 Osmond Terrace, Norwood requiring each land parcel to only be used for residential purposes until such time as all land parcels are used for residential purposes.

As no delegation to Council staff exists with respect to Land Management Agreements, the Council must agree to any waiver and must delegate authority to the Mayor and Chief Executive Officer to execute, under common seal, a varied Land Management Agreement to replace the current Land Management Agreement.

The Council has the ability to waive compliance with Clause 7.2 of the Land Management Agreement via clause 20 of the Land Management Agreement.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Built Heritage Strategy

Relevant parts of the **Built Heritage Strategy** are as follows:

Objective 1.1: Support owners of heritage places and buildings in historic areas.

Initiative 1.1.4: Facilitate appropriate and sensitive building improvements and adaptive reuse.

Objective 2.4: Appropriate and sensitive development outcomes.

Initiative 2.4.1: Development assessment decisions and policy development which seek to conserve heritage places and areas.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable – costs associated with this matter, including the preparation and lodgement of a revised Land Management Agreement, will be met by the Applicant.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

The primary risk with waiving compliance with a clause(s) in a Land Management Agreement relates to undermining the intent of the Land Management Agreement, such that it is either rendered ineffective, or no longer serves its original purpose.

In this circumstance, the original intent of the Land Management was to ostensibly:

- retain the buildings which contribute to the heritage value of the site for adaptive re-use; and
- ensure the site maintained a sufficient level of car parking to accommodate the commercial uses of the land.

The Land Management Agreement did not seek to prevent the residential use of the property but did seek to coordinate it, such that the residential use of the property should only occur once each of the land parcels has converted / used for that purpose, thereby ensuring the heritage value of the land was maintained and the car park was no longer required.

The recommendation below enables this to occur, while also:

- enabling the Applicant to enter into contracts of sale for the land with some confidence that such contracts can be fulfilled; and
- safeguards the Council's position such that the Council is assured of an outcome that all allotments will be converted to residential use, such that the existing use no longer requires the on site car parking.

There are no other applicable risks.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

The entirety of the subject land (81 Osmond Terrace, Norwood) falls within the *Established Neighbourhood Zone*. The Desired Outcomes for this zone are set out below:

DO 1 – A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.

DO 2 – Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

Osmond Terrace has a predominantly residential character, with some complementary uses such as offices. While other uses are scattered throughout the street, Osmond Terrace is considered to primarily be a residential boulevard with significantly high levels of amenity, comprising substantial and architecturally significant built form and well-established vegetation.

The conversion of 81 Osmond Terrace to residential purposes is consistent with the applicable zoning and complementary to the established residential character of the locality. Accordingly, the proposal is supported.

As previously set out in this report, the primary intent of the Land Management Agreement is to:

- retain the buildings which contribute to the heritage value of the site for adaptive reuse; and
- ensure the site maintains a sufficient level of car parking to accommodate the commercial uses of the land.

To achieve these aims, the LMA expressly prohibits contracts of sale being entered into for each individual allotment, until such time as the whole of the land has been converted to residential purposes.

Whilst the aim of this particular aspect of the LMA is understood, it results in unintended consequences potentially preventing the attainment of the conversion of the property to residential use, in that it does not reflect the practical reality of property transactions and the subsequent implementation of planning approvals.

Accordingly, the owner is seeking a waiver of Clause 7.2 of the LMA to enable contracts of sale to be entered into for each allotment on an individual basis. The owner has advised they have no intent to undermine the obligations of the LMA and have provided assurances to Council they will undertake the following:

- lodge and seek approval for the conversion of each allotment to residential purposes;
- include clauses in the contracts of sale, noting that each land parcel can only be used for residential purposes; and
- procure and have drafted a revised Land Management Agreement, at their cost, which requires the allotments be converted to residential purposes prior to any further occupation of the buildings, and to have the revised LMA registered against each title prior to each contract of sale settling (Council; administration will have a role to review and authorise the revised Land Management Agreement).

It is considered that this approach is reasonable and appropriate. It will enable the land to be converted to residential use (which is in accordance with the applicable zoning) and will still ensure that other aspects of the Land Management Agreement (such as the retention of the buildings of heritage value) are maintained. In addition, the revised Land Management Agreement ensures that each allotment can and will only be used for residential purposes until all allotments are used for residential purposes (noting of course, nothing would stop a future owner seeking a waiver at a future point – but that would be subject to Council consideration and approval at that time).

The primary risk to the Council relates to the current owner settling on any purchase contract prior to the revised Land Management Agreement being registered against the applicable title. However, this risk is mitigated through:

- enforcement options being available to the Council should the conditions of the waiver not be complied with (enforcement notice or the seeking of court orders through civil enforcement proceedings);
- clear written undertakings from the applicant;
- the applicant reviewing and agreeing to the contents of this report; and
- the zoning primarily supports residential uses.

Accordingly, a recommendation has been set out below which provides the following:

- the waiving of compliance with Clause 7.2 of the Land Management Agreement (in accordance with Clause 20 of the Land Management Agreement);
- conditions which protect the Council's position; and
- delegated authority to the Mayor and Chief Executive Officer to endorse a revised Land Management Agreement requiring residential use of the allotments into the future.

OPTIONS

The Council has the following options in respect to this matter progressing. It can either:

- a. endorse the recommended approach;
- b. endorse a varied approach (for example, add additional conditions on which the waiver is based, or require additional inclusions in any subsequent Land Management Agreement); or
- c. refuse to grant a waiver of clause 7.2 of the Land Management Agreement.

Option 1 is recommended for the reasons set out in this report.

Option 3 is not recommended, as it will result in the allotments not being able to be sold individually and the land use will likely remain as is. While the current land use is not necessarily problematic, it does not align precisely with the current zoning, nor necessarily contribute to the established residential character of Osmond Terrace. It may also mean the stables and library remain under-utilised and may deteriorate rather than be restored and adaptively reused.

CONCLUSION

The recommendation below will enable the sale and development of the land for purposes which align with the current zoning, noting that any development which is different to that proposed by the current owner will require separate applications and assessment by the relevant authority.

The waiver of Clause 7.2 in the Land Management Agreement, is conditional upon protections being in place to safeguard Council's position, and the revised Land Management Agreement will ensure the residential use of the land into the future, together with the on-going protections of the buildings that have heritage value.

COMMENTS

Nil.

RECOMMENDATION

1. That pursuant to Clause 20 of the Land Management Agreement applicable to 81 Osmond Terrace, Norwood, the Council hereby waives compliance with Clause 7.2 of the Land Management Agreement, for the purposes of allowing for contracts of sale to be entered into for each of the properties.
2. That the Council notes that this waiver is conditional upon the following:
 - (a) the subject land (inclusive of each individual allotment) being converted to residential use (which is to be confirmed in the contracts of sale for each of the properties);
 - (b) prior to settlement of each contract of sale, a new Land Management Agreement is entered into and registered on the applicable titles for each land parcel comprising 81 Osmond Terrace, Norwood, requiring each land parcel to only be used for residential purposes until all allotments are used for residential purposes.
3. That the Council authorises the Mayor and Chief Executive Officer to sign and seal the revised Land Management Agreement which replaces the “Background” section together with Clauses 7.1 and 7.2 and any consequential amendments, with confirmation that each allotment may only be used for residential purposes until all allotments are used for residential purposes.

Attachments – Item 11.5

Attachment A

**Land Management Agreement
81 Osmond Terrace, Norwood**



LANDS TITLES REGISTRATION
OFFICE
SOUTH AUSTRALIA

FORM APPROVED BY THE REGISTRAR-GENERAL

**BELOW THIS LINE FOR OFFICE &
STAMP DUTY PURPOSES ONLY**

Orig. **AG 11858756**



11:52 3-Dec-2012
1 of 1 Fees: \$144.00

Prefix
AG
Series No.

BELOW THIS LINE FOR AGENT USE ONLY

CERTIFIED CORRECT FOR THE PURPOSES
OF THE REAL PROPERTY ACT 1886

Registered Conveyancer
Brian O'Halloran

AGENT CODE

Lodged by: **BRIAN O'HALLORAN** **BTH1**

Correction to: **BRIAN O'HALLORAN** **BTH1**

TITLES, CROWN LEASES, DECLARATIONS ETC. LODGED WITH
INSTRUMENT (TO BE FILLED IN BY PERSON LODGING)

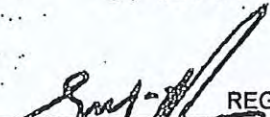

1. *C/T 6082/264, 265 & 266*
2.
3.
4.

PLEASE ISSUE NEW CERTIFICATE(S) OF TITLE AS FOLLOWS

1.
2.
3.
4.

DELIVERY INSTRUCTIONS (Agent to complete)
PLEASE DELIVER THE FOLLOWING ITEM(S) TO THE
UNDERMENTIONED AGENT(S)

ITEM(S)	AGENT CODE
<i>2 COPIES OF AG</i>	<i>BTH1</i>
<i>C/T 6082/264 265 & 266</i>	<i>NAB 58</i>

CORRECTION	PASSED
REGISTERED	07 DEC 2012
 REGISTRAR-GENERAL Pro. 	

TO THE REGISTRAR-GENERAL

1. **THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS (Council)** of 175 The Parade Norwood SA 5067 has entered into the attached Land Management Agreement dated the 11th day of September 2012 (**Agreement**) with **81 Osmond Terrace Pty Ltd** of 206 Magill Road Norwood SA 5067 pursuant to s57A (1) of the Development Act 1993 (**Act**).
2. The Agreement relates to the whole of the land comprised in Certificates of Title Volume 6082 Folios 264, 265 and 266 (formerly the whole of the land comprised in Certificate of Title Volume 6002 Folio 111) (**Land**)
3. The Council applies pursuant to s 57A (14) of the Act to note the Agreement against the Land

Date: the 30th day of NOVEMBER 2012

The Common Seal of **THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS** was affixed in the presence of:

Signature of Mayor

Signature of Chief Executive Officer

ROBERT BRIA

Name of Mayor (Print)

MARIO BARONE

Name of Chief Executive Officer (Print)

Dated *11th* day of *September* 2012

Between

**THE CORPORATION OF THE CITY OF NORWOOD
PAYNEHAM AND ST PETERS**

and

81 OSMOND TERRACE PTY LTD

LAND MANAGEMENT AGREEMENT BY DEED

**BOTTEN LEVINSON
PO Box 6777, Halifax Street
ADELAIDE SA 5000**

Phone: 08 8212 9777
Fax: 08 8212 8099

This Deed is made the 11th day of September 2012

DATE

BETWEEN

THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
of 175 The Parade, Norwood SA 5067 ("the Council")

and

81 OSMOND TERRACE PTY LTD of 206 Magill Road, Norwood SA 5067
("the Owner")

BACKGROUND

- A. The Owner is the proprietor of an estate in fee simple in the Land. The Land is within the area of the Council.
- B. The Land is currently comprised in three allotments and is improved with buildings, car parking, landscaping and ancillary structures as depicted on the aerial image in **Schedule 1** of this Deed.
- C. By Development Application numbered 8/D009/11 ("**the Development Application**") the Owner has sought Development Plan consent, Land Division consent and Development Approval pursuant to the Act from the Council, to develop the Land by undertaking the division of the Land in accordance with the Plan in **Schedule 2** of this Deed ("**the Land Division Plan**").
- D. A two storey Victorian sandstone mansion ("**the Mansion**") currently exists on the north eastern portion of the Land. An extension of the Mansion has been constructed more recently than the original building on its rear or western side as depicted on Schedule 1 ("**the Later Extension**"). The Mansion is listed as a Local Heritage Place. The Council acknowledges that the Later Extension does not contribute to the heritage value of the Mansion and does not form part of the Local Heritage Place.
- E. A former library building ("**the Library**") currently exists on the south eastern portion of the Land as depicted in Schedule 1, and is connected to the Mansion by a more recently constructed annex ("**the Annex**"). Neither the Library nor the Annex are listed as Local Heritage Places.
- F. A former stables building ("**the Stables**") exists on the north western portion of the Land as depicted in Schedule 1. The Stables is not listed as a Local Heritage Place. A free standing brick toilet building exists south of the Stables as depicted in Schedule 1 ("**the Brick Toilet**"). An addition to the Stables described as "GI Annex" is located to the south west of the Stables ("**GI Annex**").
- G. The Council considers that the Library and the Stables both exhibit attributes of heritage character that warrant their retention and adaptive reuse, notwithstanding that they are not Local Heritage Places, or subject to any other

protection on the basis of their character, and the Owner is prepared to retain those buildings.

- H. The Council acknowledges that the Annex connecting the Mansion to the Library, the GI Annex connected to the Stables and the Brick Toilet do not contribute to the heritage value of the Mansion and do not form part of the Local Heritage Place.
- I. The Council further acknowledges that in the event that the Owner was to submit applications under the Act to demolish the Later Extension, the Annex, the Brick Toilet or the GI Annex connected to the Stables then such applications would be assessed on their respective merits.
- J. The Owner acknowledges that any proposal for demolition of the Annex would need to include a detailed proposal to make good the façade of both the Mansion and the Library that would be exposed by such demolition.
- K. The Land is located in the Norwood Policy Area of the Residential Zone of the Norwood Payneham and St Peters Development Plan as at the date of the Development Application and as at the date of this Agreement.
- L. The Council acknowledges that the Land is currently lawfully used for commercial purposes in the form of offices.
- M. The Council wishes to ensure that the Library and the Stables are retained and, together with the Mansion, adaptively reused as dwellings if such opportunity reasonably arises in the future.
- N. The Council also wishes to protect the views to the Mansion and the Library from Osmond Terrace and ensure that any fencing erected and landscaping established between those buildings and Osmond Terrace are sensitive to the character values of the buildings.
- O. The Owner and the Council are willing to enter into this Deed pursuant to section 57A of the Act relating to the management preservation and conservation of the Land.

AGREED TERMS

DEFINITIONS AND INTERPRETATION

1. Definitions

In this Deed:

Act means the *Development Act 1993 (SA)*.

"the Annex" means the existing building located on the Land which connects the Library to the Mansion and is depicted in Schedule 1.

"the GI Annex connected to the Stables" means the addition constructed more recently to the south west side of the Stables as depicted on Schedule 1.

"the Brick Toilet" means the free standing brick toilet building located to the south of the Stables on the Land as depicted in Schedule 1.

"the Later Extension" means the extension of the Mansion which has been constructed more recently than the Mansion that is located to the rear or on the western side of the Mansion as depicted in Schedule 1.

"the Library" means the existing building located on the Land formerly used as a library that is located on the south eastern portion of the Land as depicted in Schedule 1.

"the Mansion" means the two storey Victorian sandstone mansion which is located on the north eastern portion of the Land and is depicted in Schedule 1.

"the Stables" means the building formerly used as a stables located on the north western portion of the Land as depicted in Schedule 1.

"Business Day" means a day that is not a Saturday, Sunday or public holiday in South Australia.

"the Land" means the whole of the land comprised in Certificate of Title Register Book Volume 6002 Folio 111 and any part or parts of it.

"the Land Division Plan" means the plan of division depicted in Schedule 2.

"Relevant Authority" has the meaning given to those words under the Act.

2. Interpretation

In this deed, unless the context otherwise requires:

- 2.1 headings do not affect interpretation;
- 2.2 singular includes plural and plural includes singular;
- 2.3 words of one gender include any gender;
- 2.4 a reference to a party includes its executors, administrators, successors and permitted assigns;
- 2.5 a reference to the Owner includes each person registered or entitled to be registered as a proprietor of an estate in fee simple of the Land;
- 2.6 a reference to a person includes a partnership, corporation, association, government body and any other entity;
- 2.7 an agreement, representation, warranty or indemnity by two or more parties (including where two or more persons are included in the same defined term) binds them jointly and severally;
- 2.8 an agreement, representation, warranty or indemnity in favour of two or more parties (including where two or more persons are included in the same defined term) is for the benefit of them jointly and severally;

- 2.9 a reference to legislation includes any amendment to it, any legislation substituted for it, and any subordinate legislation made under it;
- 2.10 a provision is not construed against a party only because that party drafted it;
- 2.11 the meaning of general words is not limited by specific examples introduced by 'including', 'for example' or similar expressions;
- 2.12 an expression defined in the Act has the meaning given by the Act at the date of this Deed.

3. Background

The Background forms part of this Deed and is correct.

4. Legislation

The requirements of this Deed are to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

OWNER'S COVENANTS

5. Demolition of Buildings

Subject to clause 14 of this Deed, the Owner covenants:

- 5.1 to retain the Mansion, the Library and the Stables on the Land;
- 5.2 not to demolish or seek to demolish or permit the demolition of the Mansion, the Library or the Stables on the Land; and
- 5.3 that if the Owner seeks to demolish the Annex, the Owner will submit as part of such a development application detailed proposals to the Council to make good and ameliorate the resultant visual appearance of the southern façade of the Mansion and the northern façade of the Library that would be exposed by such demolition.

6. Fencing and Landscaping

Subject to clause 14 of this Deed, the Owner covenants:

- 6.1 not to erect any fencing on that portion of the Land between the eastern facades of the Mansion and the Library and the Osmond Terrace frontage of the Land except fencing on the boundary of the Land and Osmond Terrace which said fencing shall at all times be in accordance with clause 6.2 herein;
- 6.2 that if the Owner erects fencing on the boundary of the Land and Osmond Terrace then such fencing shall be a traditional or contemporary interpretation of a traditional masonry pillar and plinth wall with cast, wrought or welded metal infill panels and any final design shall be compatible with the character of the Mansion and the Library and shall be to the Council's reasonable satisfaction expressed in writing;

- 6.3 that any fencing that is erected on the boundary of the Land and Gloucester Terrace shall incorporate:
- 6.3.1 a side fence return extending along the Gloucester Terrace boundary from the north eastern corner of the Land for a distance which equals the distance from the Osmond Terrace boundary of the Land to the eastern facade of the Mansion, which side fence return shall be a traditional or contemporary interpretation of a traditional masonry pillar and plinth wall with cast, wrought or welded metal infill panels; and
 - 6.3.2 other than the side fence return described in clause 6.3.1 herein, side fencing that:
 - 6.3.2.1 complements the style of the said side fence return; or
 - 6.3.2.2 is solid masonry; or
 - 6.3.2.3 is traditional corrugated metal sheeting in a colour that is either natural galvanised or dark colorbond;
- 6.4 Subject to compliance at all times with clause 6.2 and 6.3 herein any other fencing that is erected on the Land shall be:
- 6.4.1 traditional profile corrugated metal sheeting, either post and rail or double sided "good neighbour" type fencing and shall be of a colour that is either natural galvanised or dark colorbond; or
 - 6.4.2 a masonry or rendered masonry fence;
- 6.5 that if the Owner establishes landscaping on that portion of the Land between the eastern facades of the Mansion and the Library and the Osmond Terrace frontage of the Land that is new or different from the landscaping that exists at the date of this Deed then such landscaping shall be designed to be similar to landscaping typical of the era of the construction of the Mansion to the reasonable satisfaction of the Council;
- 6.6 to plant a one (1.0) metre wide landscaping strip in the form of screening trees/shrubs along the south western corner of proposed allotment 101 as depicted in the Land Division Plan, which said planting shall be planted at a height of at least 1.5 metres, spaced at 1.5 metre centres, and thereafter maintained at all times to the reasonable satisfaction of the Council.

7. Conversion to Residential Use

- 7.1 Subject to clause 14 of this Deed, the Owner covenants to not change the use of any portion of the Land to a residential land use pursuant to an application submitted under the Act unless the Owner concurrently seeks to change the use of the whole of each of the four (4) allotments proposed in the Land Division Plan to a residential land use; and

- 7.2 enter into a contract of sale for any of the four (4) allotments proposed in the Land Division Plan, until such time as the use of the whole of the Land has been lawfully changed to a residential land use by way of an application that has been approved and implemented under the Act unless that contract of sale is for the transfer of the whole of the four allotments proposed in the Land Division Plan to a single purchaser.

RESTRICTION ON LEASING AND OTHER DEALINGS

8. The Owner must not grant any lease licence easement or other right which may give any person the right to possession or control of or entry on to the Land which right would enable such person to breach any of the obligations imposed on the Owner by this Deed unless such grant:
- 8.1 is expressed in writing;
- 8.2 is made with the previous written consent of the Council which will not be unreasonably withheld; and
- 8.3 contains as an essential term a covenant by the grantee not to do or omit to do (or suffer or permit any other person to do or omit to do) any act matter or thing which would constitute a breach by the Owner of the Owner's obligations under this Deed.

COUNCIL'S POWERS OF ENTRY

9. The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter the Land for the purpose of:
- 9.1 inspecting the Land and any building or structure on the Land;
- 9.2 exercising any other powers of the Council under this Deed or pursuant to law.
10. If the Owner is in breach of any provision of this Deed, the Council may, by notice served on the Owner, specify the nature of the breach and require the Owner to remedy the breach within such time as may be nominated by the Council in the notice (being at least 28 days from the date of service of the notice). If the Owner fails so to remedy the breach, the Council or its servants or agents may carry out the requirements of the notice and in doing so may enter and perform any necessary works upon the Land and recover any costs thereby incurred from the Owner.
11. If in a notice referred to in clause 10 the Council requires the removal of a building or structure from the Land, the Council and its servants or agents are authorised and empowered by the Owner to enter and remove the building or structure from the Land and to dispose of it in any manner determined by the Council provided that if the building or structure has any monetary value then the Council must use its best endeavours to realise that monetary value and must after the disposal account to the Owner and pay to the Owner the realised value less all expenses incurred.
12. The Council may delegate any of its powers under this Deed to any person.

NOTING OF THIS AGREEMENT

13. Each party must do and execute all acts documents and things necessary to ensure that as soon as possible after the execution of this Deed by all necessary parties this Agreement is noted by the Registrar-General on the Certificate of Title for the Land pursuant to section 57A(14) of the Act.

OPERATION OF THIS AGREEMENT

14. The parties to this Deed expressly declare and agree that the provisions of this Deed shall not be binding nor impose any obligation upon them unless and until all of the consents necessary for the approval of the Development Application 8/D009/11 (including a notice of approval pursuant to Regulation 46(1) of the *Development Regulations, 1993*) have been obtained under the Act and are operative within the meaning ascribed to the phrase "the operative date" by Regulation 48(4) of the Regulations made under the Act.

SUNSET CLAUSE

15. In the event that:
- 15.1 the Library and the Stables are both listed as Local Heritage Places under the Act, and all avenues of legal challenge against the said listing have been exhausted; and
- 15.2 the whole of the Land has been lawfully changed to a residential land use;

THEN the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of and incidental to the preparation, stamping and noting of the Deed of Rescission on the relevant Certificate of Title will be borne by the Owner.

RESCISSION

16. In the event that:
- 16.1 any development authorisation sought by the Development Application is not granted, or if granted, lapses or expires by virtue of the provisions of the Act without being implemented by the Owner; or
- 16.2 the Registrar-General does not deposit the plan for the proposed division in the Land Titles Registration Office;

THEN the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of and incidental to the preparation, stamping and noting of the Deed of Rescission on the relevant Certificate of Title will be borne by the Owner.

CONSENTS

17. The Owner warrants that no person (other than itself) has a legal interest in the Land or any part thereof, except the persons whose consents to this Deed are in Schedule 3.

GENERAL PROVISIONS**18. Alteration**

This Deed may be altered only by a supplementary Deed signed by each party.

19. Entire agreement

This Deed:

- 19.1 constitutes the entire agreement between the parties about its subject matter; and
- 19.2 supersedes any prior understanding, agreement, condition, warranty, indemnity or representation about its subject matter.

20. Waiver

The Council may waive compliance by the Owner with the whole or any part of the obligations on the Owner's part under this Deed provided that no such waiver shall be effective unless expressed in writing and signed by the Council.

21. Exercise of power

- 21.1 The failure, delay, relaxation or indulgence by a party in exercising a power or right under this Deed is not a waiver of that power or right.
- 21.2 An exercise of a power or right under this Deed does not preclude a further exercise of it or the exercise of another right or power.

22. Survival

Each indemnity, obligation of confidence and other term capable of taking effect after the expiration or termination of this Deed, remains in force after the expiration or termination of this Deed.

23. Governing law

- 23.1 This Deed is governed by the law of South Australia.
- 23.2 The parties irrevocably submit to the non-exclusive jurisdiction of the courts of South Australia.

NOTICES**24. A notice, demand, consent, approval or communication under this Deed (Notice) must be:**

- 24.1 in writing, in English and signed by a person authorised by the sender; and
- 24.2 hand delivered or sent by pre paid post or facsimile to the recipient's address or facsimile number specified below, as varied by any Notice

given by the recipient to the sender, or affixed in a prominent position on the Land.

25. At the date of this Deed, the addresses and facsimile numbers for Notices are:

THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Address: 175 The Parade, NORWOOD SA 5067
 Facsimile no: 08 8332 6338
 Attention: Chief Executive Officer

81 OSMOND TERRACE PTY LTD

Address: 206 Magill Road, NORWOOD SA 5067
 Facsimile no: 08 8331 1900
 Attention: Mr Dennis Sims

26. A Notice is deemed to be received:
- 26.1 if hand delivered or affixed in a prominent position on the Land, on delivery or affixing;
- 26.2 if sent by prepaid mail, two Business Days after posting (or seven Business Days after posting if posting to or from a place outside Australia);
- 26.3 if sent by facsimile, at the time and on the day shown in the sender's transmission report, if it shows that the entire Notice was sent to the recipient's facsimile number last Notified by the recipient to the sender,

Provided however that if the Notice is deemed to be received on a day that is not a Business Day or after 5:00pm, the Notice is deemed to be received at 9:00am on the next Business Day.

27. If two or more people comprise a party, Notice to one is effective Notice to all.

COSTS

28. The Owner must pay to the Council on demand the Council's reasonable costs and expenses (including legal costs and expenses) of preparing, stamping and noting this Deed.

SEVERANCE

29. If any term or condition of this Deed should for any reason be invalid or unenforceable then that term or condition shall be severed from this Deed without affecting the validity or enforceability of the remainder of the Deed.

EXECUTED as a Deed

The common seal of THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS was affixed in the presence of:



[Handwritten signature of Robert Brind]

Signature of Mayor

ROBERT BRIND

Name of Mayor (print)

[Handwritten signature of Mario Barone]

Signature of Chief Executive Officer
(Please delete as applicable)

MARIO BARONE

Name of Chief Executive Officer (print)

Executed by 81 OSMOND TERRACE PTY LTD pursuant to section 127 of the Corporations Act 2001(Commonwealth)

[Handwritten signature of Dennis Sims]

Signature of Director

Dennis Sims

Name of Director (print)
or

[Handwritten signature of Bernard Harding Booth]

Signature of Director/Company Secretary
(Please delete as applicable)

BERNARD HARDING BOOTH

Name of Director/Company Secretary (print)

Signature of Sole Director and Sole Company Secretary

Name of Sole Director and Sole Company Secretary (print)



SCHEDULE 1
AERIAL IMAGE



SCHEDULE 2
PLAN OF DIVISION

PURPOSE:	DIVISION	AREA NAME:	NORWOOD	APPROVED:	SHEET 1 OF 2 <small>25934_text_01_v01</small>
MAP REF:	6628/42/K	COUNCIL:	THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST. PETERS	DEPOSITED/FILED:	
LAST PLAN:		DEVELOPMENT NO:			

AGENT DETAILS:	VESKA & LOHMEYER PTY LTD 3 ALEXANDRINA ROAD MOUNT BARKER SA 5251 PH: 08 8398 3050 FAX: 08 8398 3850	SURVEYORS CERTIFICATION:
AGENT CODE:	LVS1	
REFERENCE:	10157	

SUBJECT TITLE DETAILS:

PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CT	6002	111		ALLOTMENT(S)	94	F	100127	ADELAIDE	
				ALLOTMENT(S)	95	F	100127	ADELAIDE	
				ALLOTMENT(S)	96	F	100127	ADELAIDE	

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

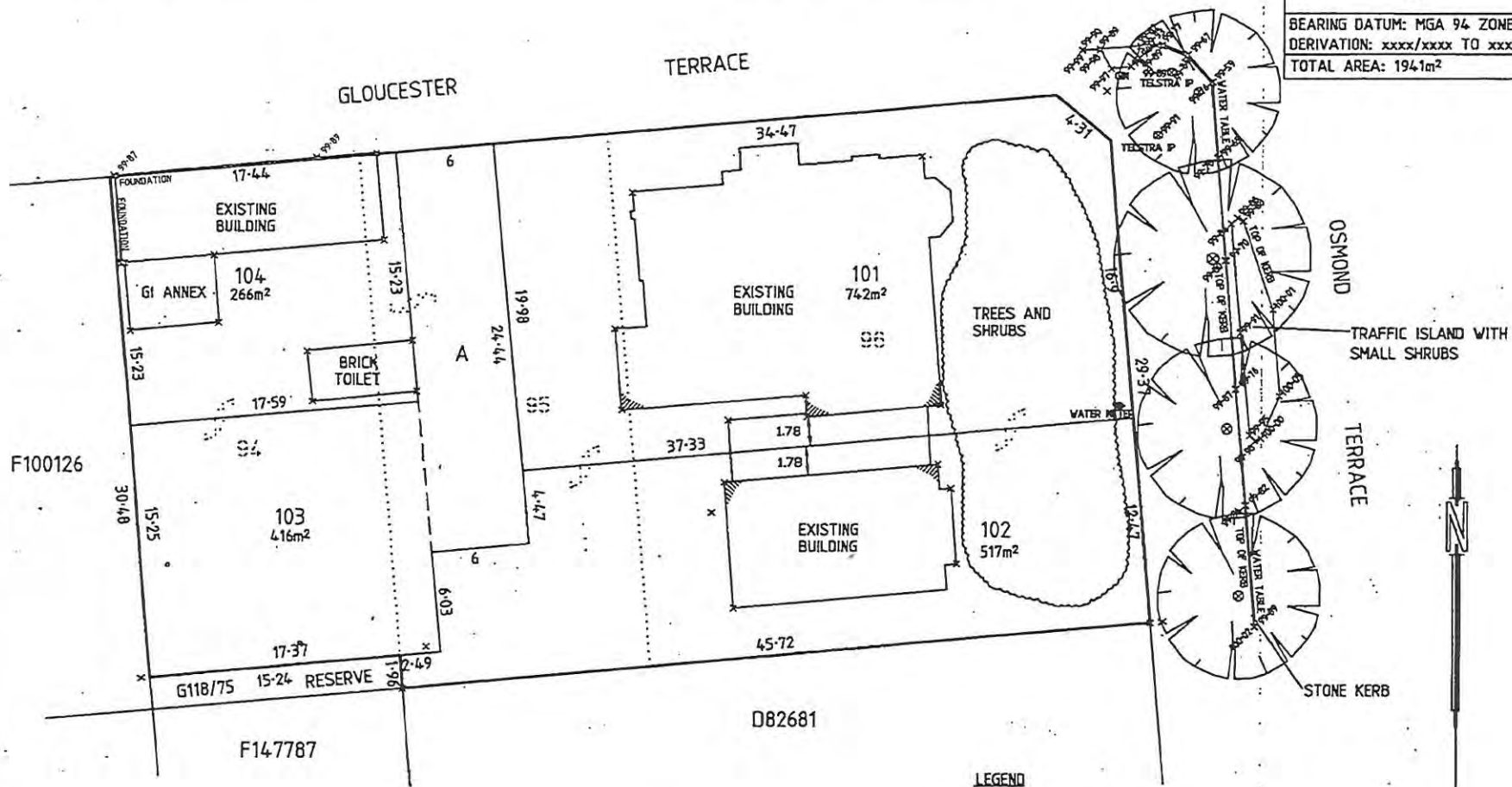
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
NEW	103	SHORT	FREE AND UNRESTRICTED RIGHT(S) A OF WAY			101.102.104	

ANNOTATIONS: SUBJECT TO SURVEY & APPROVAL BY THE LTO

AMENDED PLAN
5/03/2012
NUMBER OF PROPOSED ALOTMENTS NOW 4

ALL DATA IS APPROX. ONLY
SUBJECT TO SURVEY

SHEET 2 OF 2
V01
BEARING DATUM: MGA 94 ZONE 54
DERIVATION: xxxxx/xxxxx TO xxxxx/xxxxx
TOTAL AREA: 1941m²



F100126

F147787

D82681

LEGEND

⊗ - EXISTING TREE

0 5 10 15 20 25
SCALE METRES

VESKA & LOHMEYER PTY. LTD.
SURVEYING CONSULTANTS
3 ALEXANDRINA ROAD - MOUNT BARKER 5251
Ph: 8398 3050 Fax: 8398 3850 ABN: 18 007 839 410
Email: admin@veskaldohmeyer.com.au

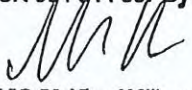
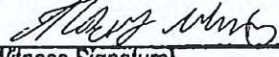
DATE 5/03/2012	FLD DC/BC	DRNDC/LDC	REV 07
REF No 10157	CHK LDC/KH	10157AP R07.dwg	

THIS PLAN HAS BEEN PREPARED FOR A PLANNING APPLICATION AND
UNLESS WRITTEN PERMISSION HAS BEEN GRANTED BY VESKA & LOHMEYER SURVEYORS
IT SHOULD NOT BE USED FOR ANY OTHER PURPOSE ESPECIALLY CONTRACTS

SCHEDULE 3

Consents of persons having a legal interest in the Land (*Development Act, 1993* section 57A(12))

NATIONAL AUSTRALIA BANK LIMITED as mortgagee pursuant to Mortgage number 10996841 consents to the Owner entering into this Deed.

NATIONAL AUSTRALIA BANK LIMITED	
ACN 004 044 937 By its Attorney	
	Narelle Hunter
of 22-28 King William Street, ADELAIDE	
Level 3	Attorney
In the State of South Australia	
PIA No. 10664492	
In the presence of	
	
(Witness Signature)	
Robert Lindon Whitby	
(Print Full Name)	
L10, 22 King William St - Adelaide SA	
(Print Address)	
(Phone No.)	8407 6848

KOJO PRODUCTIONS PTY LTD as lessee pursuant to Lease numbered 10996842
consents to the Owner entering into this Deed.



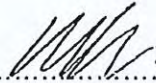
Handwritten signature and date: 23/8/12

KOJO PRODUCTIONS PTY LTD as lessee pursuant to Lease numbered 10996842
consents to the Owner entering into this Deed

EXECUTED by **KOJO PRODUCTIONS PTY LTD** in accordance with Section 127 (1) of
the Corporations Act 2001:



.....
Director



.....
Director/Secretary

Attachment B

**Land Management Agreement
81 Osmond Terrace, Norwood**





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11.6 APPOINTMENT TO THE EASTERN WASTE MANAGEMENT AUTHORITY INCORPORATED BOARD (EAST WASTE) – DEPUTY BOARD MEMBER

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA111240
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of the report is to seek the Council's appointment of a Deputy Board Member to the Eastern Waste Management Authority (East Waste) Board of Management.

BACKGROUND

The Eastern Waste Management Authority Incorporated (East Waste) is a Regional Subsidiary, established under Section 43 of the *Local Government Act 1999*, to provide at-cost kerbside waste collection services to its Constituent Councils. The membership base of East Waste comprises the Corporation of the Town of Walkerville, the City of Burnside, the City of Norwood Payneham & St Peters, the Campbelltown City Council, the City of Mitcham, the City of Prospect, the Adelaide Hills Council and the City of Unley.

East Waste is governed by a Board of Management which comprises Members appointed by each of the Constituent Councils.

Clause 21 of the Eastern Waste Management Authority Inc Charter (the Charter), sets out that the Board shall consist of nine (9) Directors appointed as follows:

21.1.1 one person appointed by each Constituent Council which person may be an officer, employee, elected member of a Constituent Council or an independent person who will be appointed for a three-year term; and

21.1.2 one independent person (who shall be the Chair) appointed jointly by Absolute Majority of the Constituent Councils for a three-year term (and at the expiration of the term is eligible for re-appointment) who is not an officer, employee or elected member of a Constituent Council, but who has expertise in:

- (a) corporate financial management and/or*
- (b) general management and/or*
- (c) waste management and/or*
- (d) transport fleet management and/or (e) public sector governance and/or*
- (f) marketing and/or*
- (g) economics and/or*
- (h) environmental management.*

In addition, the Charter requires each Constituent Council to appoint a Deputy Board Member.

At its meeting held on 16 January 2023, the Council appointed Cr Claire Clutterham as the Board Member of East Waste and Cr Victoria McFarlane as the Deputy Board Member of East Waste.

On 5 June 2024, Cr McFarlane tendered her resignation from her position as Deputy Board Member. due to ongoing competing priorities.

Therefore, in accordance with the Charter, the Council is required to appoint a new Deputy Board Member.

As set out above, the person appointed by the Council can be an Elected Member, staff member or an independent person.

The East Waste Board comprises the following Members:

- Mr Fraser Bell, Independent Chairperson;
- Cr Lucy Huxter, Adelaide Hills Council;
- Cr Ted Jennings, City of Burnside;
- Mr Paul Di Iulio, Chief Executive Officer, Campbelltown City Council;
- Mayor Heather Holmes-Ross, City of Mitcham;
- Cr Claire Clutterham, City of Norwood Payneham & St Peters;
- Mr S Dilena, Director, City Works and Presentation, City of Prospect;
- Mr Claude Malak, General Manager, City Development, City of Unley; and
- Mayor Melissa Jones, Corporation of the Town of Walkerville.

There are five (5) ordinary Board Meetings scheduled each year. Board Meetings are currently held at the Norwood Townhall on a Thursday, commencing at 5.30pm.

The next meeting of the Board will be held on Thursday, 26 September 2024, 5:30pm.

The Council's Chief Executive Officer has advised that he is willing to be appointed to the position as the Deputy Board Member.

RELEVANT POLICIES & STRATEGIC DIRECTIONS

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

As no sitting fees are payable to Board Members (other than the Independent Chairperson of the Board), there are no financial implications associated with this matter.

RECOMMENDATION

That _____ be appointed as the Deputy Board Member of the East Waste Management Authority Inc Board of Management for a term of three (3) years.

11.7 EASTERN HEALTH AUTHORITY – REVIEW OF CHARTER

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA69175
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to advise the Council of the proposed amendments to the Eastern Health Authority (EHA) Charter and to seek the Council's position on the proposed amendments, so that the review of the Charter can be finalised.

BACKGROUND

The Eastern Health Authority (EHA) is a Regional Subsidiary established pursuant to Section 43 of the *Local Government Act 1999*, for the purpose of providing environmental health services to the Constituent Councils. This Council, together with the Cities of Burnside, Campbelltown and Prospect and the Town of Walkerville are members of EHA (ie the Constituent Councils).

Pursuant to Clause 19 of Schedule 2 of the *Local Government Act 1999*, a Regional Subsidiary is required to have a Charter which is prepared by the Subsidiary's Constituent Councils. The Charter is required to be reviewed every four (4) years. The last review of the Eastern Health Authority Charter was finalised in May 2016. A review of the current Charter commenced in June 2020.

An initial review of the current EHA Charter was undertaken by the Authority, including seeking and considering advice in relation to what aspects of the Charter need to be amended from a legal and best practice perspective. The proposed changes were considered by the EHA Board, at meetings held on 2 December 2020 and 25 February 2021.

At its meeting held on 25 February 2021, the EHA Board was advised that at its meeting held in December 2020, that the EHA Audit Committee, had requested that the EHA Board give consideration to whether the Chair of the EHA Board should be an Independent Member. The EHA Board considered this recommendation from the EHA Audit Committee, however the EHA Board was of the view that the current arrangements, where the Chair is selected from the Constituent Council Board representatives is suitable, taking into consideration the size and structure of EHA and the regulatory nature of the services provided by EHA. The EHA Board therefore resolved, that the draft revised Charter and amended "Summary of Charter Amendments" document be provided to Constituent Councils for consideration and comments.

On 11 March 2021, the Authority's Chief Executive Officer sought feedback from the Constituent Councils regarding the proposed changes to the Charter and invited Constituent Councils to provide any additional comments or suggestions in relation to the review of the Charter that they would like considered.

At that time (between April and June 2021), the majority of the proposed changes were unanimously endorsed by all Constituent Councils. There were however a number of clauses where Constituent Councils had differing or opposing views. These included the following:

- 1.7 *Area of Activity;*
- 2.1 *Board of Management – Functions;*
- 2.2 *Membership of the Board;*
- 2.5 *Chair of the Board;*
- 3.3 *Telephone and video conferencing; and*
- 8.1 c) *Business Plan.*

On 7 July 2022, EHA forwarded a letter to the Constituent Councils providing an update on the review of the Charter, a revised Summary of Amendments and requesting a meeting of the Constituent Council Chief Executive Officers in order to progress and finalise the review of the Charter.

On 15 August 2022, a meeting was held with the Chief Executive Officers of the Constituent Councils to consider the various clauses of the Charter which remain unresolved.

On 26 May 2023, EHA forwarded the final draft Charter to the Council for consideration and endorsement.

At its meeting held on 3 July 2023, following consideration of the draft Charter, this Council resolved to advise EHA that:

1. The Council endorses the proposed changes to the EHA Charter, as contained in Attachment A to this report, subject to the inclusion of the additional new Clauses regarding the following matters in accordance with the Local Government Act 1999:
 - the provisions of clauses 2.2 a) (a) and (b) of the Charter dealing with the amended composition of the EHA Board, will take effect at the 2026 Local Government Election; and
 - the provisions of clauses 2.5 of the Charter dealing with the Independent Chairperson of the EHA Board, will take effect at the 2026 Local Government Election; and
 - the provisions of Section 105 of the Local Government Act 1999, extend to the Eastern Health Authority as if it were a Council, requiring the Chief Executive Officer to keep, maintain and publish on the website of the Authority, a Register of Salaries containing the information prescribed in Section 105 in relation to each position held by an employee of the Eastern Health Authority; and
 - the provisions of Section 119A of the Local Government Act 1999, extend to the Eastern Health Authority as if it were a Council, requiring the Chief Executive Officer to keep, maintain and publish on the website of the Authority, a Register of Gifts and Benefits containing the information prescribed in Section 119A in relation to each position held by an employee of the Eastern Health Authority.
2. That the Authority's Chief Executive Officer write to the Constituent Councils advising of the City of Norwood Payneham & St Peters' position regarding the draft EHA Charter and new Clauses regarding transition provisions and Sections 105, 119A and Schedule 5 of the Local Government Act 1999, and in particular requesting that the City of Burnside and the Town of Walkerville re-consider their positions regarding their objections to the proposed changes to Clauses 2.2 and 2.5 of the draft Charter on the basis of the transition provisions endorsed by the City of Norwood Payneham & St Peters.

A letter dated 10 July 2024, was subsequently forwarded to EHA advising the Council's position as set out above.

Unfortunately, since that time, there has been little progress in terms of finalising the Charter due to the inability to reach agreement by the Constituent Councils.

On 2 May 2024, the Council received a letter from the Chief Executive Officer of EHA, advising that the lack of agreement by the Constituent Councils ostensibly relates to Clauses 2.2 and 2.5 of the draft Charter.

As such and in order to finalise the matter, EHA have incorporated all agreed amendments to the draft Charter and have removed the proposed amendments to Clauses 2.2 and 2.5.

A copy of the final draft Charter is contained within **Attachment A**.

A 'marked up' copy of the Charter which highlights the proposed changes, is contained in **Attachment B**.

Amendments to the EHA Charter can only be made by unanimous resolution of the Constituent Councils and it is therefore necessary for the Council to consider and endorse any proposed amendments to the Charter.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

The requirement for the Charter has been undertaken in accordance with the provisions of the *Local Government Act 1999*.

CONSULTATION

- **Elected Members**
Cr Sue Whittington and Cr Kester Moorhouse are the Council's appointees on the Authority's Board of Management and are aware of the various stages of the Charter review process.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

EHA have advised that in order to finalise the Charter review process the following needs to occur:

- the Cities of Prospect and Norwood Payneham & St Peters need to formally confirm that they agree to amend their position in respect to Clause 2.2 and Clause 2.5; and
- the Cities of Prospect and Burnside and the Town of Walkerville, need to confirm their agreement to the inclusion of the Register of Salaries and Register of Gifts & Benefits within the Charter; and
- the City of Campbelltown needs to reaffirm its agreement to the revised Charter as presented.

In respect to this Council's position regarding Clauses 2.2 - Membership of the Board and 2.5 - Chair of the Board, during the original consultation phase of the draft Charter, the Town of Walkerville suggested reducing the number of Board Members from two (2) per Constituent Council to one (1) per Constituent Council, with an Independent Chairperson.

The EHA Audit Committee supported the proposal that the Chairperson should be an Independent Member. The EHA Audit Committee's rationale was that:

- in its view, the appointment of an Independent Chairperson reflects best practice and good governance;
- an Independent Chairperson is primarily free of Conflicts of Interest (Risk Management);
- is able to act as a conciliatory element when and if elements of the Board differ; and
- the Independent Chairperson is best placed to manage other Board Members' Conflicts of Interest.

The EHA Board considered the comments from the Audit Committee and were of the collective opinion, that the current arrangements, where the Chair is selected from the Constituent Council Board Members was suitable, considering the size and structure of EHA and the regulating nature of the business that is transacted at Board meetings.

However, the draft Charter was amended at that time to reflect the appointment of an Independent Chairperson and one (1) Member and one (1) Deputy Board Member from each of the Constituent Councils.

As Elected Members will recall, this Council, as was the case for the other Constituent Councils, was required to consider and appoint new Board Members to the EHA Board following the conclusion of the 2022 Local Government Election.

At that time, the Council appointed Crs Whittington and Moorhouse to the EHA Board for a two (2) year term.

Taking into account the proposed changes to the membership arrangements as set out in the draft Charter and the current membership arrangements, from a practical perspective it was this Council's position that the Council supported the proposed membership arrangements on the basis of a transitional period to the new arrangements.

This meant that the new arrangements, whilst set out in the Charter, would be implemented at a time determined in the future which would allow the current Board Members to see out their current terms.

It was also this Council's view that the transition period could conclude at the conclusion of the term of the current Board Members or at an alternative date (ie at the next Local Government Election).

As stated previously, EHA have requested that the Council reconsider its position in respect to *Clause 2.2 Membership of the Board* and agree to maintain the current Membership arrangements of the Board as follows:

a) *Each Constituent Council must appoint:*

- (a) *one Elected Member; and*
- (b) *one other person who may be an officer, employee or Elected Member of that Constituent Council or an independent person*

to be Board Members and may at any time revoke these appointments and appoint other persons on behalf of that Constituent Council.

Clause 2.5 of the updated draft Charter sets out the requirements in terms of appointing the Chair of the Board:

2.5. Chair of the Board

- a) *A Chair and Deputy Chair shall be elected at the first meeting of the Board after a Periodic Election.*
- b) *The Chair and Deputy Chair shall hold office for a period of one year from the date of the election by the Board.*

- c) *Where there is more than one nomination for the position of Chair or Deputy Chair, the election shall be decided by ballot.*
- d) *Both the Chair and Deputy Chair shall be eligible for re-election to their respective offices at the end of the relevant one year term.*
- e) *If the Chair should cease to be a Board Member, or resign their position as chair, the Deputy Chair may act as the Chair until the election of a new Chair.*
- f) *In the event the Chair is absent the Deputy Chair shall act as the Chair.*

At its meeting held on 3 July 2023, the Council endorsed the appointment of an Independent Chairperson. However, EHA have requested that the Council reconsiders its position in respect to the appointment of the Chair of the Board, in order to finalise the draft Charter.

The provisions of Clause 2.5, as set out above, have been amended to reflect the current arrangements whereby the Chair is determined at the first meeting of the Board from the existing Members of the Board.

As this clause reflects what is current practice and has worked well to date, it is recommended that the Council supports this provision within the draft Charter as contained within Attachment A.

In summary, given the nature of EHA's functions, there is little to be gained from the appointment of an Independent Chair, other than this concept is based upon a philosophical view.

Next Steps

As set out above, it is a requirement of the EHA Charter, that any amendments to the Charter are unanimously agreed to by all Constituent Councils. If there are any elements of the draft Charter that are not unanimously agreed, it will be necessary to convene additional meeting(s) with appropriate Constituent Council representatives in an attempt to gain an agreed position on all elements of the revised Charter.

To date, all other Constituent Councils (the City of Burnside, Campbelltown City Council, City of Prospect and the Town of Walkerville), have endorsed the draft Charter.

OPTIONS

The Council can either resolve to endorse or not endorse the draft Charter.

If the Council resolves to approve the proposed changes to the EHA Charter, it is important to note that any amendments to the Charter can only be made by the unanimous resolution of the Constituent Councils.

In terms of progressing the EHA Charter, it is recommended that the Council endorses the draft Charter as contained within Attachment A.

CONCLUSION

The requirement for the EHA Charter to be reviewed is a legislative requirement in accordance with the *Local Government Act 1999*.

The proposed changes provide clarity around a number of matters that will enhance the Authority's ability to carry out its responsibilities and activities and the governance arrangements with respect to Board meetings and the role of Board Members and the Authority's Chief Executive Officer.

COMMENTS

Nil.

RECOMMENDATION

That the Council advise the Eastern Health Authority Inc. Board of Management, that the Council endorses the proposed changes to the EHA Charter, as contained in Attachment A to this report.

Attachments – Item 11.7

Attachment A

Eastern Health Authority Review of Charter





Charter

2023



local councils working together to protect the health of the community

- 1. EASTERN HEALTH AUTHORITY3
 - 1.1. Regional subsidiary3
 - 1.2. Constituent Councils3
 - 1.3. Preamble3
 - 1.4. Purpose.....3
 - 1.5. Functions.....3
 - 1.6. Powers4
 - 1.7. Area of activity5
 - 1.8. Common seal6
- 2. BOARD OF MANAGEMENT6
 - 2.1. Functions.....6
 - 2.2. Membership of the Board.....6
 - 2.3. Conduct of Board Members8
 - 2.4. Board policies and codes8
 - 2.5. Chair of the Board8
 - 2.6. Powers of the Chair and Deputy Chair.....9
 - 2.7. Committees9
- 3. MEETINGS OF THE BOARD.....9
 - 3.1. Ordinary meetings9
 - 3.2. Special meetings.....9
 - 3.3. Telephone or video conferencing.....10
 - 3.4. Notice of meetings.....10
 - 3.5. Minutes11
 - 3.6. Quorum.....11
 - 3.7. Meeting procedure11
 - 3.8. Voting12
 - 3.9. Circular resolutions.....12
 - 3.10. Meetings to be held in public except in special circumstances...12
 - 3.11. Public inspection of documents.....12
 - 3.12. Saving provision13
- 4. CHIEF EXECUTIVE OFFICER13
 - 4.1. Appointment13
 - 4.2. Responsibilities13
 - 4.3. Functions of the Chief Executive Officer13
 - 4.4. Acting Chief Executive Officer14
- 5. STAFF OF EHA15
- 6. REGIONAL PUBLIC HEALTH PLAN.....15

6.1.	Implementation of a Regional Public Health Plan	15
6.2.	Review.....	15
6.3.	Reporting.....	15
7.	FUNDING AND FINANCIAL MANAGEMENT	16
7.1.	Financial management	16
7.2.	Bank account.....	16
7.3.	Budget.....	16
7.4.	Funding contributions.....	16
7.5.	Financial reporting.....	17
7.6.	Audit.....	17
7.7.	Liability.....	17
7.8.	Insolvency.....	17
7.9.	Insurance and superannuation requirements	18
8.	BUSINESS PLAN	18
8.1.	Contents of the Business Plan	18
8.2.	Review and assessment against the Business Plan	18
9.	MEMBERSHIP	19
9.1.	New Members.....	19
9.2.	Withdrawal of a member.....	19
10.	DISPUTE RESOLUTION	19
11.	WINDING UP	22
12.	MISCELLANEOUS.....	22
12.1.	Action by the Constituent Councils	22
12.2.	Direction by the Constituent Councils.....	22
12.3.	Alteration and review of charter.....	22
12.4.	Access to information	23
12.5.	Circumstances not provided for.....	23
12.6.	Civil liability Protection for Subsidiary employees	23
12.7.	Register of Salaries	25
12.8.	Register of Gifts.....	26
13.	INTERPRETATION	26
13.1.	Glossary.....	26
13.2.	Interpreting the charter	27
	Schedule 1 – Funding Contribution Calculation Formula	26

1. EASTERN HEALTH AUTHORITY

1.1. Regional subsidiary

Eastern Health Authority (EHA) is a regional subsidiary established under section 43 of the Act.

1.2. Constituent Councils

The Constituent Councils of EHA are:

- a) City of Norwood Payneham & St Peters;
- b) City of Burnside;
- c) Campbelltown City Council;
- d) City of Prospect; and
- e) The Corporation of the Town of Walkerville,

(Constituent Councils).

1.3. Preamble

The field of Environmental health continues to increase in complexity and diversity, making it difficult for small to medium size councils to attract and retain staff who are experienced and fully skilled across the legislative demands placed on Local Government.

EHA's size, structure and sole focus on environmental health puts it in an ideal position to provide high quality, specialist services to the community on behalf of its Constituent Councils. This in turn ensures Constituent Councils are meeting their broad environmental health legislative responsibilities.

1.4. Purpose

EHA is established by the Constituent Councils for the purpose of providing public and environmental health services primarily to and within the areas of the Constituent Councils.

1.5. Functions

For, or in connection with its purpose, EHA may undertake the following functions:

- a) take action to preserve, protect and promote public and environmental health within the area of the Constituent Councils;
- b) cooperate with other authorities involved in the administration of public and environmental health;
- c) promote and monitor public and environmental health whether in or, so far as the Act and the charter allows, outside the area of the Constituent Councils;

- d) assist the Constituent Councils to meet their legislative responsibilities in accordance with the SA Public Health Act, the *Food Act 2001* (SA), the *Supported Residential Facilities Act 1992* (SA), the *Expiation of Offences Act 1996* (SA), the *Housing Improvement Act 1940* (SA) (or any successor legislation to these Acts) and any other legislation regulating similar matters that the Constituent Councils determine is appropriate within the purposes of EHA;
- e) establish objectives and policy priorities for the promotion and protection of public and environmental health within the areas of the Constituent Councils;
- f) provide immunisation programs for the protection of public health within the areas of the Constituent Councils or to ensure that such programs are provided;
- g) promote and monitor standards of hygiene and sanitation;
- h) promote and monitor food safety standards;
- i) identify risks to public and environmental health within the areas of the Constituent Councils;
- j) monitor and regulate communicable and infectious disease control;
- k) licence and monitor standards in Supported Residential Facilities;
- l) ensure that remedial action is taken to reduce or eliminate adverse impacts or risks to public and environmental health;
- m) provide, or support the provision of, educational information about public and environmental health and provide or support activities within the areas of the Constituent Councils to preserve, protect or promote public health;
- n) keep the Constituent Councils abreast of any emerging opportunities, trends and issues in public and environmental health; and
- o) any other functions described in the Charter or assigned by the Constituent Councils to EHA consistent with EHA's purpose.

1.6. Powers

EHA has the powers necessary for the carrying out of its functions, and may:

- a) enter into contracts or arrangements with any government agency or authority, or councils, including the Constituent Councils;
- b) appoint, employ, remunerate, remove or suspend officers, managers, employees and agents;

- c) enter into contracts with any person for the acquisition or provision of goods and services;
- d) receive financial contributions from the Constituent Councils;
- e) publish information;
- f) acquire, hold, deal with and dispose of any real or personal property, subject to the requirements of the Constituent Councils;
- g) open and operate bank accounts;
- h) acquire funds for the purpose of its functions or operations by entering into loan agreements;
- i) invest any of the funds of EHA in any investment with the LGA Finance Authority, provided that in exercising this power of investment EHA must:
 - (a) exercise the care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons; and
 - (b) avoid investments that are speculative or hazardous in nature;
- j) raise revenue by applying for grants and other funding from the State of South Australia or the Commonwealth of Australia and their respective agencies or instrumentalities on behalf of the Constituent Councils or on its own behalf.

1.7. **Area of activity**

- a) EHA may undertake an activity, including in relation to one or more of its functions and powers set out in clauses 1.5 and 1.6 outside the area of the Constituent Councils where that activity has been approved by a resolution supported unanimously by all the Board Members of EHA present at the relevant meeting on the basis EHA considers the activity is necessary or expedient to the performance by EHA of its functions subject to:
 - (a) the relevant activity being included in the EHA business plan;
 - (b) there being no material impact on EHA's ability to undertake its functions set out in clause 1.5;
 - (c) the relevant activity is determined to have a positive impact on EHA and its Constituent Council;

- (d) EHA obtaining the concurrence of the Chief Executive Officers of the Constituent Councils to EHA undertaking the relevant activity.

1.8. **Common seal**

- a) EHA shall have a common seal upon which its corporate name shall appear in legible characters.
- b) The common seal shall be kept in the custody of the Chief Executive Officer or such other person as EHA may from time to time decide.

2. **BOARD OF MANAGEMENT**

2.1. **Functions**

The Board is the governing body of EHA and is responsible for the administration of the affairs of EHA. A decision of the Board is a decision of EHA.. In addition to the functions of the Board set out in the LG Act the Board will:

- a) take all reasonable and practicable steps to ensure that EHA acts in accordance with the Charter;
- b) formulate plans and strategies aimed at improving the activities of EHA;
- c) provide input and policy direction to EHA;
- d) monitor, oversee and evaluate the performance of the Chief Executive Officer;
- e) ensure that ethical behaviour and integrity is maintained in all activities undertaken by EHA;
- f) subject to clause 3.10, ensure that the activities of EHA are undertaken in an open and transparent manner;
- g) participate in the development of the Business Plan, and
- h) exercise the care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons.

2.2. **Membership of the Board**

- a) Each Constituent Council must appoint:
 - (a) one elected member; and
 - (b) one other person who may be an officer, employee or elected member of that Constituent Council or an independent person, to be Board members and may at any time revoke these appointments and appoint other persons on behalf of that Constituent Council.

- b) A Board Member shall be appointed for the term of office specified in the instrument of appointment, and at the expiration of the term of office will be eligible for re-appointment by the Constituent Council that appointed that Board Member.
- c) Each Constituent Council must give notice in writing to EHA of the persons it has appointed as Board Members and of any revocation of any of those appointments.
- d) Any person authorised by a Constituent Council may attend (but not participate in) a Board meeting and may have access to papers provided to Board Members for the purpose of the meeting.
- e) The provisions regarding the office of a board member becoming vacant as prescribed in the Act apply to all Board Members.
- f) Where the office of a board member becomes vacant, the relevant Constituent Council will appoint another person as a Board member for the balance of the original term or such other term as the Constituent Council determines.
- g) The Board may by a two thirds majority vote of the Board Members present (excluding the Board Member who is the subject of a recommendation under this clause g)) make a recommendation to the relevant Constituent Council requesting that the Constituent Council terminate the appointment of a Board Member in the event of:
 - (a) any behaviour of the Board Member which in the opinion of the Board amounts to impropriety;
 - (b) serious neglect of duty in attending to their responsibilities as a Board Member;
 - (c) breach of fiduciary duty to EHA, a Constituent Council or the Constituent Councils;
 - (d) breach of the duty of confidentiality to EHA, a Constituent Council or the Constituent Councils;
 - (e) breach of the conflict of interest provisions of the Act; or
 - (f) any other behaviour that may, in the opinion of the Board, discredit EHA a Constituent Council or the Constituent Councils.
- h) The members of the Board shall not be entitled to receive any remuneration in respect of their appointment as a Board Member including their attendance at meetings of the Board or on any other business of the EHA.

2.3. **Conduct of Board Members**

- a) Subject to clauses 20(6) and 20(7), Schedule 2 to the Act, the provisions regarding conflict of interest prescribed in the Act apply to Board Members.
- b) Board Members are not required to comply with Division 2, Part 4, Chapter 5 (Register of Interests) of the Act.
- c) Board Members must at all times act in accordance with their duties under the Act.

2.4. **Board policies and codes**

- a) EHA must ensure that appropriate policies, practices and procedures are implemented and maintained in order to:
 - (a) ensure compliance with any statutory requirements; and
 - (b) achieve and maintain standards of good public administration.
- b) EHA will adopt a code of conduct for Board Members.
- c) The Board must, as far as it is reasonable and practicable, ensure that EHA's policies are complied with in the conduct of the affairs of EHA and are reviewed at regular intervals to be determined by the Board on the recommendation of the audit committee.
- d) The audit committee will develop a schedule for the periodic review of EHA policies by 30 June each year and provide this to the Board for approval.

2.5. **Chair of the Board**

- a) A Chair and Deputy Chair shall be elected at the first meeting of the Board after a Periodic Election.
- b) The Chair and Deputy Chair shall hold office for a period of one year from the date of the election by the Board.
- c) Where there is more than one nomination for the position of Chair or Deputy Chair, the election shall be decided by ballot.
- d) Both the Chair and Deputy Chair shall be eligible for re-election to their respective offices at the end of the relevant one year term.
- e) If the Chair should cease to be a Board Member, or resign their position as chair, the Deputy Chair may act as the Chair until the election of a new Chair.
- f) In the event the Chair is absent the Deputy Chair shall act as the Chair.

2.6. Powers of the Chair and Deputy Chair

- a) The Chair shall preside at all meetings of the Board and, in the event of the Chair being absent from a meeting, the Deputy Chair shall preside. In the event of the Chair and Deputy Chair being absent from a meeting, the Board Members present shall appoint a member from among them, who shall preside for that meeting or until the Chair or Deputy Chair is present.
- b) The Chair and the Deputy Chair individually or collectively shall have such powers as may be decided by EHA.

2.7. Committees

- a) EHA may establish a committee for the purpose of:
 - (a) enquiring into and reporting to the Board on any matter within EHA's functions and powers and as detailed in the terms of reference given by the Board to the committee; or
 - (b) exercising, performing or discharging delegated powers, functions or duties.
- b) A member of a committee established under this clause holds office at the pleasure of EHA.
- c) The Chair of the Board is an *ex-officio* member of any committee established by EHA.

3. MEETINGS OF THE BOARD

3.1. Ordinary meetings

- a) Ordinary meetings of the Board will take place at such times and places as may be fixed by the Board or where there are no meetings fixed by the Board, by the Chief Executive Officer in consultation with the Chair from time to time, so that there are no less than five ordinary meetings per financial year.
- b) Notice of ordinary meetings of the Board must be given by the Chief Executive Officer to each Board Member and the Chief Executive Officer of each Constituent Council at least three clear days prior to the holding of the meeting.

3.2. Special meetings

- a) Any two Board Members may by delivering a written request to the Chief Executive Officer require a special meeting of the Board to be held.

- b) The request must be accompanied by the proposed agenda for the meeting and any written reports intended to be considered at the meeting (if the proposed agenda is not provided the request is of no effect).
- c) On receipt of the request, the Chief Executive Officer must send a notice of the special meeting to all Board Members and Chief Executive Officers of the Constituent Councils at least four hours prior to the commencement of the special meeting.
- d) The Chair may convene special meetings of the Board at the Chair's discretion without complying with the notice requirements prescribed in clause 3.4 provided always that there is a minimum four hours notice given to Board members.

3.3. Telephone or video conferencing

- a) Special meetings of the Board convened under clause 3.2 may occur by electronic means in accordance with procedures determine by the EHA Board of Management and provided that at least a quorum is present at all times.

3.4. Notice of meetings

- a) Except where clause 3.2 applies, notice of Board meetings must be given in accordance with this clause.
- b) Notice of any meeting of the Board must:
 - (a) be in writing;
 - (b) set out the date, time and place of the meeting;
 - (c) be signed by the Chief Executive Officer;
 - (d) contain, or be accompanied by, the agenda for the meeting; and
 - (e) be accompanied by a copy of any document or report that is to be considered at the meeting (as far as this is practicable).
- c) Notice under clause b) may be given to a Board Member:
 - (a) personally;
 - (b) by delivering the notice (whether by post or otherwise) to the usual place of residence of the Board Member or to another place authorised in writing by the Board Member;
 - (c) electronically via email to an email address approved by the Board Member;

- (d) by leaving the notice at the principal office of the Constituent Council which appointed the Board Member; or
 - (e) by a means authorised in writing by the Board Member being an available means of giving notice.
- d) A notice that is not given in accordance with clause c) will be taken to have been validly given if the Chief Executive Officer considers it impracticable to give the notice in accordance with that clause and takes action that the Chief Executive Officer considers reasonably practicable in the circumstances to bring the notice to the Board Member's attention.
 - e) The Chief Executive Officer may indicate on a document or report provided to Board Members that any information or matter contained in or arising from the document or report is confidential until such time as the Board determines whether the document or report will be considered in confidence under clause 3.10.b).

3.5. Minutes

- a) The Chief Executive Officer must cause minutes to be kept of the proceedings at every meeting of the Board.
- b) Where the Chief Executive Officer is excluded from attendance at a meeting of the Board pursuant to clause 3.10.b), the person presiding at the meeting shall cause the minutes to be kept.

3.6. Quorum

- a) A quorum of Board Members is constituted by dividing the total number of Board Members for the time being in office by two, ignoring any fraction resulting from the division and adding one.
- b) No business will be transacted at a meeting unless a quorum is present .

3.7. Meeting procedure

- a) EHA may determine its own procedures for the conduct of its meetings provided they are not inconsistent with the Act or the charter.
- b) Meeting procedures determined by EHA must be documented and be made available to the public.
- c) Where the Board has not determined a procedure to address a particular circumstance, the provisions of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2000* (SA) shall apply.

3.8. **Voting**

- a) Board Members including the Chair, shall have a deliberative vote. The Chair shall not in the event of a tied vote, have a second or casting vote.
- b) All matters will be decided by simple majority of votes of the Board Members present. In the event of a tied vote the matter will lapse.
- c) Each Board Member present at a meeting, including Board Members attending a meeting by electronic means must vote on a question arising for decision at the meeting.

3.9. **Circular resolutions**

A valid decision of the Board may be obtained by a proposed resolution in writing given to all Board Members in accordance with procedures determined by the Board, and a resolution made in accordance with such procedures is as valid and effectual as if it had been passed at a meeting of the Board..

3.10. **Meetings to be held in public except in special circumstances**

- a) Subject to this clause, meetings of EHA must be conducted in a place open to the public.
- b) EHA may order that the public be excluded from attendance at any meeting in accordance with the procedure under sections 90(2) and 90(3) of the Act.
- c) An order made under clause b) must be recorded in the minutes of the meeting including describing the grounds on which the order was made.

3.11. **Public inspection of documents**

- a) Subject to clause c), a person is entitled to inspect, without payment of a fee:
 - (a) minutes of a Board Meeting;
 - (b) reports received by the Board Meeting; and
 - (c) recommendations presented to the Board in writing and adopted by resolution of the Board.
- b) Subject to clause c), a person is entitled, on payment to the Board of a fee fixed by the Board, to obtain a copy of any documents available for inspection under clause a).
- c) Clauses a) and b) do not apply in relation to a document or part of a document if:

- (a) the document or part of the document relates to a matter of a kind considered by the Board in confidence under clause 3.10.b); and
- (b) the Board orders that the document or part of the document be kept confidential (provided that in so ordering the Board must specify the duration of the order or the circumstances in which it will cease to apply or a period after which it must be reviewed).

3.12. **Saving provision**

- a) No act or proceeding of EHA is invalid by reason of:
 - (a) a vacancy or vacancies in the membership of the Board; or
 - (b) a defect in the appointment of a Board Member.

4. **CHIEF EXECUTIVE OFFICER**

4.1. **Appointment**

- a) EHA shall appoint a Chief Executive Officer to manage the business of EHA on a fixed term performance based employment contract, which does not exceed five years in duration.
- b) At the expiry of a Chief Executive Officer's contract, the Board may reappoint the same person as Chief Executive Officer on a new contract of no greater than five years duration.

4.2. **Responsibilities**

- a) The Chief Executive Officer is responsible to EHA for the execution of decisions taken by EHA and for the efficient and effective management of the affairs of EHA.
- b) The Chief Executive Officer shall cause records to be kept of all activities and financial affairs of EHA in accordance with the charter, in addition to other duties provided for by the charter and those specified in the terms and conditions of appointment.

4.3. **Functions of the Chief Executive Officer**

The functions of the Chief Executive Officer include to:

- a) ensure that the policies, procedures, codes of conduct and any lawful decisions of EHA are implemented and promulgated in a timely and efficient manner;
- b) undertake responsibility for the day to day operations and affairs of EHA;

- c) provide advice, assistance and reports to EHA through the Board in the exercise and performance of its powers and functions under the charter and the Act;
- d) initiate and co-ordinate proposals for consideration by EHA for developing objectives, policies and programs for the Constituent Council areas;
- e) provide information to EHA to assist EHA to assess performance against EHA plans;
- f) ensure that timely and accurate information about EHA policies and programs is regularly provided to the communities of the Constituent Councils;
- g) ensure that appropriate and prompt responses are given to specific requests for information made to EHA and, where appropriate, the Constituent Councils;
- h) ensure that the assets and resources of EHA are properly managed and maintained;
- i) maintain records that EHA and the Constituent Councils are required to maintain under the charter, the Act or another Act in respect of EHA;
- j) ensure sound principles of human resource management, health and safety to the employment of staff by EHA, including the principles listed in section 107(2) of the Act;
- k) ensure compliance with the obligations under *Work Health and Safety Act 2012* (SA) of both EHA and the Chief Executive Officer (as an 'officer' of EHA within the meaning of the WHS Act); and
- l) exercise, perform or discharge other powers, functions or duties conferred on the Chief Executive Officer by the charter, and to perform other functions lawfully directed by EHA;
- m) such other functions as may be specified in the terms and conditions of appointment of the Chief Executive Officer.

4.4. **Acting Chief Executive Officer**

- a) Where an absence of the Chief Executive Officer is foreseen, the Chief Executive Officer may appoint a suitable person to act as Chief Executive Officer.
- b) If the Chief Executive Officer does not make or is incapable of making an appointment under clause a), a suitable person will be appointed by EHA.

5. STAFF OF EHA

- a) EHA may employ any staff required for the fulfilment of its functions.
- b) The Chief Executive Officer is responsible for appointing, managing, suspending and dismissing the other employees of EHA (on behalf of EHA).
- c) The Chief Executive Officer must ensure that an appointment under this clause is consistent with strategic policies and budgets approved by EHA.
- d) The Chief Executive Officer must, in acting under this clause comply with any relevant Act, award or industrial agreement.
- e) Suspension of an employee by the Chief Executive Officer does not affect a right to remuneration in respect of the period of suspension.

6. REGIONAL PUBLIC HEALTH PLAN

6.1. Implementation of a Regional Public Health Plan

EHA is responsible for undertaking any strategy and for attaining any priority or goal which the Regional Public Health Plan specifies as EHA's responsibility.

6.2. Review

EHA will, in conjunction with the Constituent Councils, review the Regional Public Health Plan every five years or at shorter time intervals as directed by the Constituent Councils.

6.3. Reporting

- a) EHA will on a biennial basis, on behalf of the Constituent Councils, coordinate the preparation of a draft report that contains a comprehensive assessment of the extent to which, during the reporting period, EHA and the Constituent Councils have succeeded in implementing the Regional Public Health Plan.
- b) EHA will comply with guidelines issued by the Chief Public Health Officer in respect of the preparation of reports on regional public health plans.
- c) EHA will submit the draft report to the Chief Public Health Officer on behalf of the constituent councils as required.

7. FUNDING AND FINANCIAL MANAGEMENT

7.1. Financial management

- a) EHA shall keep proper books of account. Books of account must be available for inspection by any Board Member or authorised representative of any Constituent Council at any reasonable time on request.
- b) EHA must meet the obligations set out in the *Local Government (Financial Management) Regulations 2011 (SA)*.
- c) The Chief Executive Officer must act prudently in the handling of all financial transactions for EHA and must provide financial reports to the Board at its meetings and if requested, the Constituent Councils.

7.2. Bank account

- a) EHA must establish and maintain a bank account with such banking facilities and at a bank to be determined by the Board.
- b) All cheques must be signed by two persons authorised by resolution of the Board.
- c) Any payments made by electronic funds transfer must be made in accordance with procedures approved by the external auditor.

7.3. Budget

- a) EHA must prepare a proposed budget for each financial year in accordance with clause 25, Schedule 2 to the Act.
- b) The proposed budget must be referred to the Board at its April meeting and to the Chief Executive Officers of the Constituent Councils by 30 April each year.
- c) A Constituent Council may comment in writing to EHA on the proposed budget by 31 May each year.
- d) EHA must, after 31 May but before the end of June in each financial year, finalise and adopt an annual budget for the ensuing financial year in accordance with clause 25, Schedule 2 to the Act.

7.4. Funding contributions

- a) Constituent Councils shall be liable to contribute monies to EHA each financial year for its proper operation.
- b) The contribution to be paid by a Constituent Council for any financial year shall be determined by calculating the Constituent Council's proportion of EHA's overall activities in accordance with the Funding Contribution Calculation Formula (see Schedule 1).

- c) Constituent Council contributions shall be paid in two equal instalments due respectively on 1 July and 1 January each year.
- d) The method of determining contributions can be changed with the written approval of not less than two thirds of the Constituent Councils. Where the method for calculating contributions is changed, the revised methodology will apply from the date determined by not less than two thirds of the Constituent Councils.
- e) If a council becomes a new Constituent Council after the first day of July in any financial year, the contribution payable by that council for that year will be calculated on the basis of the number of whole months (or part thereof) remaining in that year.

7.5. **Financial reporting**

- a) The Board shall present a balance sheet and the audited financial statements for the immediately previous financial year to the Constituent Councils by 31 August each year.
- b) The financial year for EHA is 1 July of a year to 30 June in the subsequent year.

7.6. **Audit**

- a) The Board shall appoint an external auditor in accordance with the *Local Government (Financial Management) Regulations 2011 (SA)*.
- b) The audit of financial statements of EHA, together with the accompanying report from the external auditor, shall be submitted to the Chief Executive Officer and the Board.
- c) The books of account and financial statements shall be audited at least once per year.
- d) EHA will maintain an audit committee as required by, and to fulfil the functions set out in, clause 30, Schedule 2 to the Act.

7.7. **Liability**

The liabilities incurred and assumed by EHA are guaranteed by all Constituent Councils in the proportions specified in the Funding Contribution Calculation Formula.

7.8. **Insolvency**

In the event of EHA becoming insolvent, the Constituent Councils will be responsible for all liabilities of EHA in proportion to the percentage contribution calculated for each Constituent Council for the financial year prior to the year of the insolvency.

7.9. Insurance and superannuation requirements

- a) EHA shall register with the LGA Mutual Liability Scheme and comply with the rules of that scheme.
- b) EHA shall register with the LGA Asset Mutual Fund or otherwise advise the Local Government Risk Services of its insurance requirements relating to local government special risks in respect of buildings, structures, vehicles and equipment under the management, care and control of EHA.
- c) As an employer, EHA shall register with Statewide Super and the LGA Workers Compensation Scheme and comply with the rules of those schemes.

8. BUSINESS PLAN

8.1. Contents of the Business Plan

- a) EHA must each year develop in accordance with this clause a business plan which supports and informs its annual budget.
- b) In addition to the requirements for the Business Plan set out in clause 24(6) of Schedule 2 to the Act, the Business Plan will include:
 - (a) a description of how EHA's functions relate to the delivery of the Regional Public Health Plan and the Business Plan;
 - (b) financial estimates of revenue and expenditure necessary for the delivery of the Regional Public Health Plan;
 - (c) performance targets which EHA is to pursue in respect of the Regional Public Health Plan.
- c) A draft of the Business Plan will be provided to the Constituent Councils for the endorsement of the majority of those councils.
- d) The Board must provide a copy of the adopted annual Business Plan and budget to the Chief Executive Officers of each Constituent Council within five business days of its adoption.

8.2. Review and assessment against the Business Plan

- a) The Board must:
 - (a) compare the achievement of the Business Plan against performance targets for EHA at least once every financial year;
 - (b) in consultation with the Constituent Councils review the contents of the Business Plan on an annual basis; and
 - (c) consult with the Constituent Councils prior to amending the Business Plan.

- b) EHA must submit to the Constituent Councils, by 30 September each year in respect of the immediately preceding financial year, an annual report on the work and operations of EHA detailing achievement of the aims and objectives of its Business Plan and incorporating any other information or report as required by the Constituent Councils.

9. MEMBERSHIP

9.1. New Members

The charter may be amended by the unanimous agreement of the Constituent Councils and the approval of the Minister to provide for the admission of a new Constituent Council or Councils, with or without conditions of membership.

9.2. Withdrawal of a member

- a) Subject to any legislative requirements, including but not limited to ministerial approval, a Constituent Council may resign from EHA at any time by giving a minimum 24 months notice to take effect from 30 June in the financial year after which the notice period has expired, unless otherwise agreed by unanimous resolution of the other Constituent Councils.
- b) Valid notice for the purposes of clause a) is notice in writing given to the Chief Executive Officer and each of the Constituent Councils.
- c) The withdrawal of any Constituent Council does not extinguish the liability of that Constituent Council to contribute to any loss or liability incurred by EHA at any time before or after such withdrawal in respect of any act or omission by EHA prior to such withdrawal.
- d) Payment of monies outstanding under the charter, by or to the withdrawing Constituent Council must be fully paid by 30 June of the financial year following 30 June of the year in which the withdrawal occurs unless there is a unanimous agreement as to alternative payment arrangements by the Constituent Councils.
- e) The withdrawing Constituent Council is to reimburse EHA for any operating costs incurred as a direct result of the withdrawal.
- f) The withdrawing Constituent Council is not automatically entitled to any retained equity upon exit, and any financial distribution shall be unanimously agreed by the remaining Constituent Councils.

10. DISPUTE RESOLUTION

- a) The procedure in this clause must be applied to any dispute that arises between EHA and a Constituent Council concerning the affairs of EHA,

or between the Constituent Councils concerning the affairs of EHA, including a dispute as to the meaning or effect of the charter and whether the dispute concerns a claim in common law, equity or under statute.

- b) EHA and a Constituent Council must continue to observe the charter and perform its respective functions despite a dispute.
- c) This clause does not prejudice the right of a party:
 - (a) to require the continuing observance and performance of the charter by all parties: or
 - (b) to institute proceedings to enforce payment due under the charter or to seek injunctive relief to prevent immediate and irreparable harm.
- d) Subject to clause c), pending completion of the procedure set out in clauses e) to i), a dispute must not be the subject of legal proceedings between any of the parties in dispute. If legal proceedings are initiated or continued in breach of this clause, a party to the dispute is entitled to apply for and be granted an order of the court adjourning those proceedings pending completion of the procedure set out in this clause 10.
- e) **Step 1: Notice of dispute:** A party to the dispute must promptly notify each other party to the dispute of:
 - (a) the nature of the dispute, giving reasonable details;
 - (b) what action (if any) the party giving notice seeks to resolve the dispute.

A failure to give notice under this clause e) does not entitle any other party to damages.
- f) **Step 2: Request for a meeting of the parties:** A party providing notice of a dispute under clause e) may at the same or a later time notify each other party to the dispute that the notifying party requires a meeting within 14 business days.
- g) **Step 3: Meeting of senior managers:** Where a meeting is requested under clause f), a senior manager of each party must attend a meeting with the Board in good faith to attempt to resolve the dispute.
- h) **Step 4: Meeting of chief executive officers:** Where a meeting of senior managers held under clause g) fails to resolve the dispute, the chief executive officers of EHA and each of the Constituent Councils must attend a meeting in good faith to attempt to resolve the dispute.

- i) **Step 5: Mediation:** If the meeting held under clause h) fails to resolve the dispute, then the dispute may be referred to mediation by any party to the dispute.
- j) Where a dispute is referred to mediation under clause i):
 - (a) the mediator must be a person agreed by the parties in dispute or, if they cannot agree within 14 days, a mediator nominated by the President of the South Australian Bar Association (or equivalent office of any successor organisation);
 - (b) the role of the mediator is to assist in negotiating a resolution of a dispute;
 - (c) a mediator may not make a decision binding on a party unless the parties agree to be so bound either at the time the mediator is appointed or subsequently;
 - (d) the mediation will occur at EHA's principal office or any other convenient location agreed by both parties;
 - (e) a party is not required to spend more than the equivalent of one business day in mediation of a dispute;
 - (f) each party to a dispute will cooperate in arranging and expediting the mediation, including by providing information in the possession or control of the party reasonably sought by the mediator in relation to the dispute;
 - (g) each party will send a senior manager authorised to resolve the dispute to the mediation;
 - (h) the mediator may exclude lawyers acting for the parties in dispute;
 - (i) the mediator may retain persons to provide expert assistance to the mediator;
 - (j) a party in dispute may withdraw from mediation if in the reasonable opinion of that party, the mediator is not acting in confidence or with good faith, or is acting for a purpose other than resolving the dispute;
 - (k) unless otherwise agreed in writing:
 - (i) everything that occurs before the mediator is in confidence and in closed session;
 - (ii) discussions (including admissions and concessions) are without prejudice and may not be called into evidence in any subsequent legal proceedings by a party;

- (iii) documents brought into existence specifically for the purpose of the mediation may not be admitted in evidence in any subsequent legal proceedings by a party; and
- (iv) the parties in dispute must report back to the mediator within 14 days on actions taken based on the outcomes of the mediation; and
- (l) each party to the dispute must bear its own costs in respect of the mediation, plus an equal share of the costs and expenses of the mediator.

11. WINDING UP

- a) EHA may be wound up by the Minister acting upon a unanimous resolution of the Constituent Councils or by the Minister in accordance with clause 33(1)(b), Schedule 2 of the Act.
- b) In the event of EHA being wound up, any surplus assets after payment of all expenses shall be returned to the Constituent Councils in the proportions specified in the Funding Contribution Calculation Formula prior to the passing of the resolution to wind up.
- c) If there are insufficient funds to pay all expenses due by EHA on winding up, a levy shall be imposed on all Constituent Councils in the proportion determined under the Funding Contribution Calculation Formula prior to the passing of the resolution to wind up.

12. MISCELLANEOUS

12.1. Action by the Constituent Councils

The obligations of EHA under the charter do not derogate from the power of the Constituent Councils to jointly act in any manner prudent to the sound management and operation of EHA, provided that the Constituent Councils have first agreed by resolution of each Constituent Council as to the action to be taken.

12.2. Direction by the Constituent Councils

Any direction given to EHA by the Constituent Councils must be jointly given by the Constituent Councils to the Board of EHA by a notice or notices in writing.

12.3. Alteration and review of charter

- a) The charter will be reviewed by the Constituent Councils acting jointly at least once in every four years.

- b) The charter can only be amended by unanimous resolution of the Constituent Councils.
- c) Notice of a proposed alteration to the charter must be given by the Chief Executive Officer to all Constituent Councils at least four weeks prior to the Council meeting at which the alteration is proposed.
- d) The Chief Executive Officer must ensure that a copy of the charter, as amended, is published on a website (or websites) determined by the Chief Executive Officers of the Constituent Councils, a notice of the fact of the amendment and a website address at which the charter is available for inspection is published in the Gazette and a copy of the charter, as amended, is provided to the Minister.

12.4. **Access to information**

A Constituent Council and a Board Member each has a right to inspect and take copies of the books and records of EHA for any proper purpose.

12.5. **Circumstances not provided for**

- a) If any circumstances arise about which the charter is silent or which are, incapable of taking effect or being implemented the Board or the Chief Executive Officer may decide the action to be taken to ensure achievement of the objects of EHA and its effective administration.
- b) Where the Chief Executive Officer acts in accordance with clause a) he or she shall report that decision at the next Board meeting.

12.6. **Civil liability Protection for Subsidiary employees**

- a) No civil liability attaches to an employee of EHA for an honest act or omission in the exercise performance or discharge or purported exercise performance or discharge of powers functions and duties of the employee under the Local Government Act 1999 or any other Act.
- b) EHA must indemnify its employees against any civil liability incurred by the employee of for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of powers, functions or duties under the Local Government Act 1999 or any other Act.

12.7 Register of Salaries

- a) The chief executive officer of EHA will ensure that a record (**the Register of Salaries**) is kept in which is entered—
 - (a) the title of each position held by an employee of EHA; and
 - (b) in relation to those positions held by employees who are paid according to salary scales set out in an award or industrial agreement—
 - (a) the classifications of the employees who hold those positions; and
 - (b) the salary scales applicable to each classification (indicating in relation to each scale the number of employees who are paid according to that scale); and
 - (c) details of other allowances or benefits paid or payable to, or provided for the benefit of, any of those employees as part of a salary package; and
 - (c) in relation to each position held by an employee who is not paid according to a salary scale set out in an award or industrial agreement referred to above—
 - (a) the salary payable to the employee who holds that position; and
 - (b) details of other allowances and benefits paid or payable to, or provided for the benefit of, the employee as part of a remuneration package.
- b) The Chief Executive Officer of EHA must ensure that a record is made in the Register of Salaries within 28 days after—
 - (a) a change in the salary, wage or remuneration, or an allowance or benefit, payable to, or provided for the benefit of, an employee; or
 - (b) the payment or provision of an allowance or benefit not previously recorded in the Register, (insofar as may be necessary or appropriate in the circumstances of the particular case).

- c) The Chief Executive Officer of EHA is not required to include in a Register of Salaries details of any reimbursement of expenses incurred by an employee in performing official duties unless that reimbursement occurs by way of the periodic payment of a lump sum that is not calculated so as to provide exact reimbursement of expenses incurred by an employee in performing official duties.
- d) The Chief Executive Officer of EHA must provide the Register of Salaries to the Chief Executive Officers of the Constituent Councils within 60 days of 30 June in each year.

12.8 Register of Gifts

The clause below has been developed requiring EHA to publish on its website a Register of Gifts and benefits.

- (a) The provisions regarding gift and benefits applying to employees of a council apply to employees of EHA as if EHA were a council and the employees of EHA were employees of a council.
- (b) The Chief Executive Officer of EHA must publish the register of gifts and benefits on a website determined by the Chief Executive Officer of EHA.

13. INTERPRETATION

13.1. Glossary

Term	Definition
Act	<i>Local Government Act 1999 (SA)</i>
Board	board of management of EHA
Board Member	a member of EHA board appointed for the purposes of clause 2.2 of the charter.
Business Plan	a business plan compiled in accordance with part 8 of the charter
Chief Executive Officer	The Chief Executive Officer of EHA
Chief Public Health Officer	the officer of that name appointed under the SA Public Health Act
Constituent Council	a council listed in clause 1.2 of the charter or admitted under clause 9.1.
EHA	Eastern Health Authority
Funding Contribution Calculation Formula	the formula set out in Schedule 1 to the charter.
LGA	Local Government Association of SA
LGA Asset Mutual Fund	means the fund of that name provided by Local Government Risk Services
LGA Mutual Liability Scheme	means the scheme of that name conducted by the LGA.
LGA Workers Compensation Scheme	a business unit of the Local Government Association of South Australia.
Minister	South Australian Minister for Health and Aging
Periodic Election	has the meaning given in the <i>Local Government (Elections) Act 1999 (SA)</i> .

Public Health Authority Partner	is an entity prescribed or declared to be a public health authority partner pursuant to the SA Public Health Act
Regional Public Health Plan	the plan prepared under part 6 of the charter for the areas of the Constituent Councils.
SA Public Health Act	<i>South Australian Public Health Act 2011 (SA)</i>
State Public Health Plan	means the plan of that name under the SA Public Health Act
Statewide Super	Statewide Superannuation Pty Ltd ABN 62 008 099 223
Supported Residential Facility	has the meaning given in the <i>Supported Residential Facilities Act 1992 (SA)</i> .

13.2. Interpreting the charter

- a) The charter will come into effect on the date it is published in the *South Australian Government Gazette*.
- b) The charter supersedes previous charters of the Eastern Health Authority.
- c) The charter must be read in conjunction with Schedule 2 to the Act.
- d) EHA shall conduct its affairs in accordance with Schedule 2 to the Act except as modified by the charter as permitted by Schedule 2 to the Act.
- e) Despite any other provision in the charter:
 - (a) if the Act prohibits a thing being done, the thing may not be done;
 - (b) if the Act requires a thing to be done, that thing must be done; and
 - (c) if a provision of the charter is or becomes inconsistent with the Act, that provision must be read down or failing that severed from the charter to the extent of the inconsistency.

Schedule 1 – Funding Contribution Calculation Formula

The funding contribution required from each Constituent Council is based on an estimated proportion of EHA's overall activities occurring within its respective area.

The estimated proportion is determined using the Funding Contribution Calculation Formula which is detailed on the following page.

In the formula, activities conducted by EHA on behalf of Constituent Councils have been weighted according to their estimated proportion of overall activities (see table below).

It should be noted that the weighted proportion allocated to administration is divided evenly between the Constituent Councils.

A calculation of each Constituent Councils proportion of resources used for a range of different activities is made. This occurs annually during the budget development process and is based on the best available data from the preceding year.

The formula determines the overall proportion of estimated use for each council by applying the weighting to each activity.

Activity	Weighted % of Activities
Administration – (5% Fixed and 7.5% Variable)	12.5%
Food Safety Activity	35.0%
Environmental Health Complaints	7.0%
Supported Residential Facilities	6.5%
Cooling Towers	6.5%
Skin Penetration	0.5%
Swimming Pools	2%
Number of Year 8 & 9 Enrolments	15.0%
Number of clients attending clinics	15.0%
Total	100%

Activity Description	Code	Activity weighting	Constituent Council -1	Constituent Council - 2	Constituent Council - 3	Constituent Council - 4	Constituent Council - 5	Total
Administration – Fixed Allocation	A1	5%	5%/ CC	5%/ CC	5%/ CC	5%/ CC	5%/ CC	5%
Administration – Variable Allocation	A2	7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	7.5%
Food Safety Activity.	B	35%	(N/B) x AW	(N/B) x AW	(N/B) x AW	(N/B) x AW	(N/B) x AW	35%
Environmental Health Complaints	C	7%	(N/C) x AW	(N/C) x AW	(N/C) x AW	(N/C) x AW	(N/C) x AW	7%
Supported Residential Facilities.	D	6.5%	(N/D) x AW	(N/D) x AW	(N/D) x AW	(N/D) x AW	(N/D) x AW	6.5%
High Risk Manufactured Water Systems	E	6.5%	(N/E) x AW	(N/E) x AW	(N/E) x AW	(N/E) x AW	(N/E) x AW	6.5%
Skin Penetration	F	0.5%	(N/F) x AW	(N/F) x AW	(N/F) x AW	(N/F) x AW	(N/F) x AW	0.5%
Public Access Swimming Pools.	G	2%	(N/G) x AW	(N/G) x AW	(N/G) x AW	(N/G) x AW	(N/G) x AW	2%
School enrolments vaccinated	H	15.0%	(N/H) x AW	(N/H) x AW	(N/H) x AW	(N/H) x AW	(N/H) x AW	15.0%
Clients attending public clinics	I	15.0%	(N/I) x AW	(N/I) x AW	(N/I) x AW	(N/I) x AW	(N/I) x AW	15.0%
Total Proportion of contribution			Sum A-I	Sum A-I	Sum A-I	Sum A-I	Sum A-I	100%

- N = Number in Constituent Council area.
B through to I = Total number in all Constituent Councils.
AW = Activity weighting.
CC = Number of Constituent Councils (example provided uses five (5) Constituent Councils)

Attachment B

Eastern Health Authority Review of Charter





Charter

2021-2023



local councils working together to protect the health of the community

1.	EASTERN HEALTH AUTHORITY	5
1.1.	Regional subsidiary	5
1.2.	Constituent Councils	5
1.3.	Preamble	5
1.4.	Purpose	5
1.5.	Functions	5
1.6.	Powers	6
1.7.	Area of activity	7
1.8.	Common seal	8
2.	BOARD OF MANAGEMENT	8
2.1.	Functions	8
2.2.	Membership of the Board	9
2.3.	Conduct of Board Members	10
2.4.	Board policies and codes	10
2.5.	Chair of the Board	11
2.6.	Powers of the Chair and Deputy Chair	11
2.7.	Committees	11
3.	MEETINGS OF THE BOARD	12
3.1.	Ordinary meetings	12
3.2.	Special meetings	12
3.3.	Telephone or video conferencing	12
3.4.	Notice of meetings	13
3.5.	Minutes	14
3.6.	Quorum	14
3.7.	Meeting procedure	14
3.8.	Voting	14
3.9.	Circular resolutions	15
3.10.	Meetings to be held in public except in special circumstances ..	15
3.11.	Public inspection of documents	15
3.12.	Saving provision	16
4.	CHIEF EXECUTIVE OFFICER	16
4.1.	Appointment	16
4.2.	Responsibilities	16
4.3.	Functions of the Chief Executive Officer	16
4.4.	Acting Chief Executive Officer	17
5.	STAFF OF EHA	18
6.	REGIONAL PUBLIC HEALTH PLAN	18

[https://easternhealthauthority-my.sharepoint.com/personal/cvello_eha_sa_gov_au/Documents/Documents/Offline Records \(TL\)/Final Adopted EHA ~ GOVERNANCE - Agreements/Eastern Health Authority Charter 2020 - Draft.DOCXC?Users=mlivori/Documents/Offline Records \(TL\)/Final Adopted EHA Charter - all years - GOVERNANCE - Agreements/Eastern Health Authority Charter 2020 - Draft.DOCX](https://easternhealthauthority-my.sharepoint.com/personal/cvello_eha_sa_gov_au/Documents/Documents/Offline Records (TL)/Final Adopted EHA ~ GOVERNANCE - Agreements/Eastern Health Authority Charter 2020 - Draft.DOCXC?Users=mlivori/Documents/Offline Records (TL)/Final Adopted EHA Charter - all years - GOVERNANCE - Agreements/Eastern Health Authority Charter 2020 - Draft.DOCX) 17/06/2022 3:44 PM

- 6.1. Implementation of a Regional Public Health Plan 20
- 6.2. Review..... 20
- 6.3. Reporting..... 20
- 7. FUNDING AND FINANCIAL MANAGEMENT 20
 - 7.1. Financial management..... 20
 - 7.2. Bank account..... 21
 - 7.3. Budget..... 21
 - 7.4. Funding contributions..... 21
 - 7.5. Financial reporting..... 22
 - 7.6. Audit..... 22
 - 7.7. Liability 22
 - 7.8. Insolvency..... 22
 - 7.9. Insurance and superannuation requirements 22
- 8. BUSINESS PLAN 23
 - 8.1. Contents of the Business Plan 23
 - 8.2. Review and assessment against the Business Plan 23
- 9. MEMBERSHIP 23
 - 9.1. New Members..... 23
 - 9.2. Withdrawal of a member 24
- 10. DISPUTE RESOLUTION 24
- 11. WINDING UP 27
- 12. MISCELLANEOUS..... 27
 - 12.1. Action by the Constituent Councils 27
 - 12.2. Direction by the Constituent Councils..... 27
 - 12.3. Alteration and review of charter 27
 - 12.4. Access to information 28
 - 12.5. Circumstances not provided for..... 28
 - 12.6. Civil liability Protection for Subsidiary employees 28
 - 12.7. Register of Salaries 25
 - 12.8. Register of Gifts..... 26
- 13. INTERPRETATION 31
 - 13.1. Glossary 31
 - 13.2. Interpreting the charter 32
- 1. EASTERN HEALTH AUTHORITY 44
 - 1.1. Regional subsidiary..... 44
 - 1.2. Constituent Councils..... 44

1.3.—Preamble.....	44
1.4.—Purpose.....	44
1.5.—Functions.....	44
1.6.—Powers.....	5556
1.7.—Area of activity.....	6667
1.8.—Common seal.....	77
2.—BOARD OF MANAGEMENT.....	77
2.1.—Functions.....	77
2.2.—Membership of the Board.....	7778
2.3.—Conduct of Board Members.....	99
2.4.—Board policies and codes.....	99
2.5.—Chair of the Board.....	1091010
2.6.—Powers of the Chair and Deputy Chair.....	1010
2.7.—Committees.....	1010
3.—MEETINGS OF THE BOARD.....	11101111
3.1.—Ordinary meetings.....	11101111
3.2.—Special meetings.....	11101111
3.3.—Telephone or video conferencing.....	1111
3.4.—Notice of meetings.....	12111212
3.5.—Minutes.....	13121313
3.6.—Quorum.....	13121313
3.7.—Meeting procedure.....	131213
3.8.—Voting.....	13131314
3.9.—Circular resolutions.....	14131414
3.10.—Meetings to be held in public except in special circumstances.....	14131414
3.11.—Public inspection of documents.....	141314
3.12.—Saving provision.....	15141515
4.—CHIEF EXECUTIVE OFFICER.....	15141515
4.1.—Appointment.....	15141515
4.2.—Responsibilities.....	151415
4.3.—Functions of the Chief Executive Officer.....	15141516
4.4.—Acting Chief Executive Officer.....	16151617
5.—STAFF OF EHA.....	17161717
6.—REGIONAL PUBLIC HEALTH PLAN.....	17161717
6.1.—Obligation to prepare.....	17161717
6.2.—Contents.....	17161718
6.3.—Consultation.....	18161818
6.4.—Adoption of a Regional Public Health Plan.....	19161919
6.5.—Implementation of a Regional Public Health Plan.....	19161919
6.6.—Review.....	19161919

6.7.—Reporting.....	<u>19161919</u>
7.—FUNDING AND FINANCIAL MANAGEMENT.....	<u>19171919</u>
7.1.—Financial management.....	<u>19171919</u>
7.2.—Bank account.....	<u>20172020</u>
7.3.—Budget.....	<u>20172020</u>
7.4.—Funding contributions.....	<u>20172020</u>
7.5.—Financial reporting.....	<u>21182121</u>
7.6.—Audit.....	<u>21182121</u>
7.7.—Liability.....	<u>21182121</u>
7.8.—Insolvency.....	<u>21182121</u>
7.9.—Insurance and superannuation requirements.....	<u>21192122</u>
8.—BUSINESS PLAN.....	<u>22192222</u>
8.1.—Contents of the Business Plan.....	<u>22192222</u>
8.2.—Review and assessment against the Business Plan.....	<u>22192222</u>
9.—MEMBERSHIP.....	<u>23202323</u>
9.1.—New Members.....	<u>23202323</u>
9.2.—Withdrawal of a member.....	<u>23202323</u>
10.—DISPUTE RESOLUTION.....	<u>23202324</u>
11.—WINDING UP.....	<u>26232626</u>
12.—MISCELLANEOUS.....	<u>26232627</u>
12.1.—Action by the Constituent Councils.....	<u>26232627</u>
12.2.—Direction by the Constituent Councils.....	<u>26232627</u>
12.3.—Alteration and review of charter.....	<u>26232627</u>
12.4.—Access to information.....	<u>27242727</u>
12.5.—Circumstances not provided for.....	<u>27242727</u>
13.—INTERPRETATION.....	<u>27242728</u>
13.1.—Glossary.....	<u>27242728</u>
13.2.—Interpreting the charter.....	<u>28252829</u>
Schedule 1 – Funding Contribution Calculation Formula.....	<u>2629</u>

1. EASTERN HEALTH AUTHORITY

1.1. Regional subsidiary

Eastern Health Authority (EHA) is a regional subsidiary established under section 43 of the Act.

1.2. Constituent Councils

The Constituent Councils of EHA are:

- a) City of Norwood Payneham & St Peters;
- b) City of Burnside;
- c) Campbelltown City Council;
- d) City of Prospect; and
- e) The Corporation of the Town of Walkerville,

(Constituent Councils).

1.3. Preamble

The field of Environmental health continues to increase in complexity and diversity, making it difficult for small to medium size councils to attract and retain staff who are experienced and fully skilled across the legislative demands placed on Local Government.

EHA's size, structure and sole focus on environmental health puts it in an ideal position to provide high quality, specialist services to the community on behalf of its Constituent Councils. This in turn ensures Constituent Councils are meeting their broad environmental health legislative responsibilities.

1.4. Purpose

EHA is established by the Constituent Councils for the purpose of providing public and environmental health services primarily to and within the areas of the Constituent Councils.

1.5. Functions

For, or in connection with its purpose, EHA may undertake the following functions:

- a) take action to preserve, protect and promote public and environmental health within the area of the Constituent Councils;
- b) cooperate with other authorities involved in the administration of public and environmental health;
- c) promote and monitor public and environmental health whether in or, so far as the Act and the charter allows, outside the area of the Constituent Councils;

- d) assist the Constituent Councils to meet their legislative responsibilities in accordance with the SA Public Health Act, the *Food Act 2001 (SA)*, the *Supported Residential Facilities Act 1992 (SA)*, the *Expiation of Offences Act 1996 (SA)*, the *Housing Improvement Act 1940 (SA)* (or any successor legislation to these Acts) and any other legislation regulating similar matters that the Constituent Councils determine is appropriate within the purposes of EHA;
- e) establish objectives and policy priorities for the promotion and protection of public and environmental health within the areas of the Constituent Councils;
- f) provide immunisation programs for the protection of public health within the areas of the Constituent Councils or to ensure that such programs are provided;
- g) promote and monitor standards of hygiene and sanitation;
- h) promote and monitor food safety standards;
- i) identify risks to public and environmental health within the areas of the Constituent Councils;
- j) monitor and regulate communicable and infectious disease control;
- k) licence and monitor standards in Supported Residential Facilities;
- l) ensure that remedial action is taken to reduce or eliminate adverse impacts or risks to public and environmental health;
- m) provide, or support the provision of, educational information about public and environmental health and provide or support activities within the areas of the Constituent Councils to preserve, protect or promote public health;
- n) keep the Constituent Councils abreast of any emerging opportunities, trends and issues in public and environmental health; and
- o) any other functions described in the Charter or assigned by the Constituent Councils to EHA consistent with EHA's purpose.

1.6. Powers

EHA has the powers necessary for the carrying out of its functions, and may:

- a) enter into contracts or arrangements with any government agency or authority, or councils, including the Constituent Councils;
- b) appoint, employ, remunerate, remove or suspend officers, managers, employees and agents;

- c) enter into contracts with any person for the acquisition or provision of goods and services;
- d) receive financial contributions from the Constituent Councils;
- e) publish information;
- f) acquire, hold, deal with and dispose of any real or personal property, subject to the requirements of the Constituent Councils;
- g) open and operate bank accounts;
- h) acquire funds for the purpose of its functions or operations by entering into loan agreements;
- i) invest any of the funds of EHA in any investment with the LGA Finance Authority, provided that in exercising this power of investment EHA must:
 - (a) exercise the care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons; and
 - (b) avoid investments that are speculative or hazardous in nature;
- j) raise revenue by applying for grants and other funding from the State of South Australia or the Commonwealth of Australia and their respective agencies or instrumentalities on behalf of the Constituent Councils or on its own behalf.

1.7. Area of activity

a) EHA may ~~only~~ undertake an activity, including in relation to one or more of its functions and powers set out in clauses 1.5 and 1.6 outside the area of the Constituent Councils where that activity has been approved by EHA by a unanimous resolution supported unanimously by all the Board Members of EHA currently in office present at the relevant meeting on the basis EHA considers the activity is decision of the Constituent Councils as being necessary or expedient to the performance by EHA of its functions subject to:

(a) the relevant and is an activity being included in the EHA business plan;

(b) there being no material impact on EHA's ability to undertake its functions set out in clause 1.5;

(c) the relevant activity is determined to have a positive impact on EHA and its Constituent Council;

~~(d) EHA obtaining the concurrence of the Chief Executive Officers of the Constituent Councils to EHA undertaking the relevant activity.~~

Commented [ML1]: Clause to b amended to satisfy Burnside comments

1.8. Common seal

- a) EHA shall have a common seal upon which its corporate name shall appear in legible characters.
- ~~b) The common seal shall not be used without the authorisation of a resolution of EHA and every use of the common seal shall be recorded in a register.~~
- ~~c) The affixing of the common seal shall be witnessed by the Chair or Deputy Chair or such other Board member as the Board may appoint for the purpose.~~
- ~~d)~~ b) The common seal shall be kept in the custody of the Chief Executive Officer or such other person as EHA may from time to time decide.

2. BOARD OF MANAGEMENT

2.1. Functions

The Board is ~~the governing body of EHA and is responsible for the administration of the affairs of EHA, managing all activities of EHA. A decision of the Board is a decision of EHA, and ensuring that EHA acts in accordance with the Charter.~~ In addition to the functions of the Board set out in the LG Act the Board ~~The Board~~ will:

- ~~a) take all reasonable and practicable steps to ensure that EHA acts in accordance with the Charter;~~
- ~~a)~~ b) formulate plans and strategies aimed at improving the activities of EHA;
- ~~b)~~ c) provide input and policy direction to EHA;
- ~~c)~~ d) monitor, oversee and evaluate the performance of the Chief Executive Officer;
- ~~d)~~ e) ensure that ethical behaviour and integrity is maintained in all activities undertaken by EHA;
- f) subject to clause 3.10, ensure that the activities of EHA are undertaken in an open and transparent manner; ~~and~~
- ~~e)~~ g) participate in the development of the Business Plan, and assist with the development of the Public Health Plan and Business Plan; ~~and~~

~~f)h)~~ exercise the care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons.

2.2. Membership of the Board

- a) Each Constituent Council must appoint:
- (a) one elected member; and
 - (b) one other person who may be an officer, employee or elected member of that Constituent Council or an independent person, to be Board members and may at any time revoke these appointments and appoint other persons on behalf of that Constituent Council.
- b) A Board Member shall be appointed for the term of office specified in the instrument of appointment, and at the expiration of the term of office will be eligible for re-appointment by the Constituent Council that appointed that Board Member.
- c) Each Constituent Council must give notice in writing to EHA of the elected members persons it has appointed as Board Members and of any revocation of any of those appointments.
- d) Any person authorised by a Constituent Council may attend (but not participate in) a Board meeting and may have access to papers provided to Board Members for the purpose of the meeting.
- e) The provisions regarding the office of a board member becoming vacant as prescribed in the Act apply to all Board Members.
- f) Where the office of a board member becomes vacant, the relevant Constituent Council will appoint another person as a Board member for the balance of the original term or such other term as the Constituent Council determines.
- g) The Board may by a two thirds majority vote of the Board Members present (excluding the Board Member who is the subject of a recommendation under this clause ~~g)g)g)~~ make a recommendation to the relevant Constituent Council requesting that the Constituent Council terminate the appointment of a Board Member in the event of:
- (a) any behaviour of the Board Member which in the opinion of the Board amounts to impropriety;
 - (b) serious neglect of duty in attending to their responsibilities as a Board Member;
 - (c) breach of fiduciary duty to EHA, a Constituent Council or the Constituent Councils;

Commented [ML2]: CEO's have asked that the Board Structure be changed to a 6 persons Board, 1 from each council , with an independent chair and deputy Board Members . Can we simply replicate the East Waste Membership/Chair clauses, renaming director to Board Member/ or is there another way of accommodating this.

- (d) breach of the duty of confidentiality to EHA, a Constituent Council or the Constituent Councils;
 - (e) breach of the conflict of interest provisions of the Act; or
 - (f) any other behaviour that may, in the opinion of the Board, discredit EHA a Constituent Council or the Constituent Councils.
- h) The members of the Board shall not be entitled to receive any remuneration in respect of their appointment as a Board Member including their attendance at meetings of the Board or on any other business of the BoardEHA.

2.3. Conduct of Board Members

- a) Subject to clauses 20(6) and 20(7), Schedule 2 to the Act, the provisions regarding conflict of interest prescribed in the Act apply to Board Members.
- b) Board Members are not required to comply with Division 2, Part 4, Chapter 5 (Register of Interests) of the Act.
- c) Board Members must at all times act in accordance with their duties under the Act.

2.4. Board policies and codes

- a) EHA must, in consultation with the Board Members ensure that appropriate policies, practices and procedures are implemented and maintained in order to:
 - (a) ensure compliance with any statutory requirements; and
 - (b) achieve and maintain standards of good public administration.
- b) EHA will adopt a A code of conduct currently prescribed under section 63 of the Act will apply tofor Board Members as if the Board Members were elected members, except insofar as the prescribed code of conduct is inconsistent with an express provision of the charter or schedule 2 of the Act. In the event of such an inconsistency, the charter or schedule 2 of the Act (as relevant) will prevail to the extent of the inconsistency.
- c) To the extent it is able, tThe Board must, as far as it is reasonable and practicable, ensure that its-EHA's policies are complied with in the conduct of the affairs of EHA and are periodically reviewed and, if appropriate, amendedreviewed at regular intervals to be determined by the Board on the recommendation of the audit committee.

- d) The audit committee will develop a schedule for the periodic review of EHA policies by 30 June each year and provide this to the Board for approval.

2.5. Chair of the Board

- a) A Chair and Deputy Chair shall be elected at the first meeting of the Board after a Periodic Election.
- b) The Chair and Deputy Chair shall hold office for a period of one year from the date of the election by the Board.
- c) Where there is more than one nomination for the position of Chair or Deputy Chair, the election shall be decided by ballot.
- d) Both the Chair and Deputy Chair shall be eligible for re-election to their respective offices at the end of the relevant one year term.
- e) If the Chair should cease to be a Board Member, [or resign their position as chair](#), the Deputy Chair may act as the Chair until the election of a new Chair.
- e)f) [In the event the Chair is absent the Deputy Chair shall act as the Chair.](#)

2.6. Powers of the Chair and Deputy Chair

- a) The Chair shall preside at all meetings of the Board and, in the event of the Chair being absent from a meeting, the Deputy Chair shall preside. In the event of the Chair and Deputy Chair being absent from a meeting, the Board Members present shall appoint a member from among them, who shall preside for that meeting or until the Chair or Deputy Chair is present.
- b) The Chair and the Deputy Chair individually or collectively shall have such powers as may be decided by [the BoardEHA](#).

2.7. Committees

- a) [The BoardEHA](#) may establish a committee for the purpose of:
 - (a) enquiring into and reporting to the Board on any matter within EHA's functions and powers and as detailed in the terms of reference given by the Board to the committee; or
 - (b) exercising, performing or discharging delegated powers, functions or duties.
- b) A member of a committee established under this clause holds office at the pleasure of [the BoardEHA](#).
- c) The Chair of the Board is an *ex-officio* member of any committee [or advisory committee](#) established by [the BoardEHA](#).

3. MEETINGS OF THE BOARD

3.1. Ordinary meetings

- a) Ordinary meetings of the Board will take place at such times and places as may be fixed by the Board or where there are no meetings fixed by the Board, by the Chief Executive Officer in consultation with the Chair from time to time, so that there are no less than five ordinary meetings per financial year.
- b) Notice of ordinary meetings of the Board must be given by the Chief Executive Officer to each Board Member and the ~~C~~chief ~~e~~Executive ~~o~~fficer of each Constituent Council at least three clear days prior to the holding of the meeting.

3.2. Special meetings

- a) Any two Board Members may by delivering a written request to the Chief Executive Officer require a special meeting of the Board to be held.
- b) The request must be accompanied by the proposed agenda for the meeting and any written reports intended to be considered at the meeting (if the proposed agenda is not provided the request is of no effect).
- c) On receipt of the request, the Chief Executive Officer must send a notice of the special meeting to all Board Members and Chief Executive Officers of the Constituent Councils at least four hours prior to the commencement of the special meeting.
- d) The Chair may convene special meetings of the Board at the Chair's discretion without complying with the notice requirements prescribed in clause 3.4 provided always that there is a minimum one-four hours notice given to Board members.

3.3. Telephone or video conferencing

- a) Special meetings of the Board convened under clause 3.2 may occur by telephone or video conference~~electronic means in accordance with procedures determine by the EHA Board of Management or the Chief Executive Officer and~~ provided that at least a quorum is present at all times.
- ~~b) — Where one or more Board Members attends a Board meeting by telephone or video conferencing~~~~electronic means, the meeting will be taken to be open to the public, provided that members of the public can hear the discussion between Board members.~~

- c) ~~Each of the Board Members taking part in a meeting via telephone or video conferencing by electronic means must, at all times during the meeting, be able to hear and be heard by the other Board Members present.~~
- d) ~~At the commencement of the meeting by telephone electronic means, each Board Member must announce their presence to all other Board Members taking part in the meeting.~~
- e) ~~Board Members attending a meeting by electronic means must not leave a meeting by disconnecting the electronic means or telephone, audio-visual or other communication equipment, without notifying the Chair of the meeting in advance.~~

3.4. Notice of meetings

- a) Except where clause 3.2 applies, notice of Board meetings must be given in accordance with this clause.
- b) Notice of any meeting of the Board must:
 - (a) be in writing;
 - (b) set out the date, time and place of the meeting;
 - (c) be signed by the Chief Executive Officer;
 - (d) contain, or be accompanied by, the agenda for the meeting; and
 - (e) be accompanied by a copy of any document or report that is to be considered at the meeting (as far as this is practicable).
- c) Notice under clause ~~b) b)~~ may be given to a Board Member:
 - (a) personally;
 - (b) by delivering the notice (whether by post or otherwise) to the usual place of residence of the Board Member or to another place authorised in writing by the Board Member;
 - (c) electronically via email to an email address approved by the Board Member;
 - (d) by leaving the notice at the principal office of the Constituent Council which appointed the Board Member; or
 - (e) by a means authorised in writing by the Board Member being an available means of giving notice.
- d) A notice that is not given in accordance with clause ~~c) c)~~ will be taken to have been validly given if the Chief Executive Officer considers it impracticable to give the notice in accordance with that

clause and takes action that the Chief Executive Officer considers reasonably practicable in the circumstances to bring the notice to the Board Member's attention.

- e) The Chief Executive Officer may indicate on a document or report provided to Board Members that any information or matter contained in or arising from the document or report is confidential until such time as the Board determines whether the document or report will be considered in confidence under clause ~~3.10.b)3.10.b)3.10.b)~~.

3.5. Minutes

- a) The Chief Executive Officer must cause minutes to be kept of the proceedings at every meeting of the Board.
- b) Where the Chief Executive Officer is excluded from attendance at a meeting of the Board pursuant to clause ~~3.10.b)3.10.b)3.10.b)~~, the person presiding at the meeting shall cause the minutes to be kept.

3.6. Quorum

- a) A quorum of Board Members is constituted by dividing the total number of Board Members for the time being in office by two, ignoring any fraction resulting from the division and adding one.
- b) No business will be transacted at a meeting unless a quorum is present ~~and maintained during the meeting.~~

3.7. Meeting procedure

- a) ~~The Board~~EHA may determine its own procedures for the conduct of its meetings provided they are not inconsistent with the Act or the charter.
- b) Meeting procedures determined by ~~the Board~~EHA must be documented and be made available to the public.
- c) Where the Board has not determined a procedure to address a particular circumstance, the provisions of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2000* (SA) shall apply.

3.8. Voting

- a) Board Members including the Chair, shall have a deliberative vote. The Chair shall not in the event of a tied vote, have a second or casting vote.
- b) All matters will be decided by simple majority of votes of the Board Members present. In the event of a tied vote the matter will lapse.

- c) Each Board Member present at a meeting, including Board Members attending a meeting by electronic means must vote on a question arising for decision at the meeting.

3.9. Circular resolutions

- ~~a)~~ A valid decision of the Board may be obtained by a proposed resolution in writing given to all Board Members in accordance with procedures determined by the Board, and a resolution made in accordance with such procedures is as valid and effectual as if it had been passed at a meeting of the Board where a simple majority of Board Members vote in favour of the resolution by signing and returning the resolution to the Chief Executive Officer or otherwise giving written notice of their consent and setting out the terms of the resolution to the Chief Executive Officer.

A resolution consented to under clause a) is as valid and effectual as if it had been passed at a meeting of the Board.

3.10. Meetings to be held in public except in special circumstances

- a) Subject to this clause, meetings of the BoardEHA must be conducted in a place open to the public.
- b) The BoardEHA may order that the public be excluded from attendance at any meeting in accordance with the procedure under sections 90(2) and 90(3) of the Act.
- c) An order made under clause ~~b)b)b)~~ must be recorded in the minutes of the meeting including describing the grounds on which the order was made.

3.11. Public inspection of documents

- a) Subject to clause ~~c)c)c)~~, a person is entitled to inspect, without payment of a fee:
- minutes of a Board Meeting;
 - reports received by the Board Meeting; and
 - recommendations presented to the Board in writing and adopted by resolution of the Board.
- b) Subject to clause ~~c)c)c)~~, a person is entitled, on payment to the Board of a fee fixed by the Board, to obtain a copy of any documents available for inspection under clause ~~a)a)a)~~.
- c) Clauses ~~a)a)a)~~ and ~~b)b)b)~~ do not apply in relation to a document or part of a document if:

- (a) the document or part of the document relates to a matter of a kind considered by the Board in confidence under clause ~~3.10.b)3.10.b)3.10.b)~~; and
- (b) the Board orders that the document or part of the document be kept confidential (provided that in so ordering the Board must specify the duration of the order or the circumstances in which it will cease to apply or a period after which it must be reviewed).

3.12. Saving provision

- a) No act or proceeding of EHA is invalid by reason of:
 - (a) a vacancy or vacancies in the membership of the Board; or
 - (b) a defect in the appointment of a Board Member.

4. CHIEF EXECUTIVE OFFICER

4.1. Appointment

- a) ~~The Board~~EHA shall appoint a Chief Executive Officer to manage the business of EHA on a fixed term performance based employment contract, which does not exceed five years in duration.
- b) At the expiry of a Chief Executive Officer's contract, the Board may reappoint the same person as Chief Executive Officer on a new contract of no greater than five years duration.

4.2. Responsibilities

- a) The Chief Executive Officer is responsible to ~~the Board~~EHA for the execution of decisions taken by ~~the Board~~EHA and for the efficient and effective management of the affairs of EHA.
- b) The Chief Executive Officer shall cause records to be kept of all activities and financial affairs of EHA in accordance with the charter, in addition to other duties provided for by the charter and those specified in the terms and conditions of appointment.

4.3. Functions of the Chief Executive Officer

The functions of the Chief Executive Officer ~~shall be specified in the terms and conditions of appointment and will include to: terms to the effect that the Chief Executive Officer's functions may:~~

- a) ensure that the policies, procedures, codes of conduct and any lawful decisions of EHA are implemented and promulgated in a timely and efficient manner;

- b) undertake responsibility for the day to day operations and affairs of EHA;
- c) provide advice, assistance and reports to EHA through the Board in the exercise and performance of its powers and functions under the charter and the Act;
- d) initiate and co-ordinate proposals for consideration by EHA for developing objectives, policies and programs for the Constituent Council areas;
- e) provide information to EHA to assist EHA to assess performance against EHA plans;
- f) ensure that timely and accurate information about EHA policies and programs is regularly provided to the communities of the Constituent Councils;
- g) ensure that appropriate and prompt responses are given to specific requests for information made to EHA and, where appropriate, the Constituent Councils;
- h) ensure that the assets and resources of EHA are properly managed and maintained;
- i) maintain records that EHA and the Constituent Councils are required to maintain under the charter, the Act or another Act in respect of EHA;
- j) ensure sound principles of human resource management, health and safety to the employment of staff by EHA, including the principles listed in section 107(2) of the Act;
- k) ensure compliance with the obligations under *Work Health and Safety Act 2012* (SA) of both EHA and the Chief Executive Officer (as an 'officer' of EHA within the meaning of the WHS Act); and
- l) exercise, perform or discharge other powers, functions or duties conferred on the Chief Executive Officer by the charter, and to perform other functions lawfully directed by [the BoardEHA](#);
- l)m) [such other functions as may be specified in the terms and conditions of appointment of the Chief Executive Officer.](#)

4.4. Acting Chief Executive Officer

- a) Where an absence of the Chief Executive Officer is foreseen, the Chief Executive Officer may appoint a suitable person to act as Chief Executive Officer, [provided that the BoardEHA may determine to revoke the Acting Chief Executive Officer's appointment and appoint an alternative person as Acting Chief Executive Officer.](#)

- b) If the Chief Executive Officer does not make or is incapable of making an appointment under clause ~~a)a)a)~~, a suitable person will be appointed by ~~the Board~~EHA.

5. STAFF OF EHA

- a) ~~_____~~ EHA may employ any staff required for the fulfilment of its functions.
- b) ~~_____~~ ~~The Chief Executive Officer is responsible for appointing, managing, suspending and dismissing the other employees of EHA (on behalf of EHA).~~
- ~~conditions on which staff are employed will be determined by the Chief Executive Officer.~~
- c) ~~_____~~ The Chief Executive Officer must ensure that an appointment under ~~this clause~~ is consistent with strategic policies and budgets approved by EHA.
- d) ~~_____~~ The Chief Executive Officer must, in acting under ~~this clause~~ comply with any relevant Act, award or industrial agreement.
- e) ~~_____~~ Suspension of an employee by the Chief Executive Officer does not affect a right to remuneration in respect of the period of suspension.

6. REGIONAL PUBLIC HEALTH PLAN

6.1. ~~Obligation to prepare~~

- a) ~~_____~~ EHA must prepare for the Constituent Councils a draft regional public health plan for the purposes of the South Australian Public Health Act.
- b) ~~_____~~ The draft Regional Public Health Plan must be:
- (a) ~~_____~~ in the form determined or approved by the Minister; and
- (b) ~~_____~~ consistent with the State Public Health Plan.
- c) ~~_____~~ In drafting the Regional Public Health Plan, EHA will take into account:
- (a) ~~_____~~ any guidelines prepared or adopted by the Minister to assist councils prepare regional public health plans; and
- (b) ~~_____~~ in so far as is reasonably practicable give due consideration to the regional public health plans of other councils where relevant to issues or activities under the Regional Public Health Plan.

6.2. ~~Contents~~

The Regional Public Health Plan must:

- a) ~~comprehensively assess the state of public health in the areas of the Constituent Councils;~~
- b) ~~identify existing and potential public health risks and provide for strategies for addressing and eliminating or reducing those risks;~~
- c) ~~identify opportunities and outline strategies for promoting public health in the areas of the Constituent Councils;~~
- d) ~~address any public health issues specified by the Minister; and~~
- e) ~~include information as to:

 - (a) ~~the state and condition of public health within the area of the Constituent Councils and related trends;~~
 - (b) ~~environmental, social, economic and practical considerations relating to public health within the area of the Constituent Councils; and~~
 - (c) ~~other prescribed matters; and~~~~
- f) ~~include such other information or material contemplated by the SA Public Health Act or regulations made under that Act.~~

6.3. ~~Consultation~~

- a) ~~EHA will submit the draft Regional Public Health Plan to the Constituent Councils for approval for the plan to be provided, on behalf of the Constituent Councils, to:

 - (a) ~~the Minister;~~
 - (b) ~~any incorporated hospital established under the *Health Care Act 2008* (SA) that operates a facility within the area of the Constituent Councils;~~
 - (c) ~~any relevant Public Health Authority Partner; and~~
 - (d) ~~any other person prescribed by regulation made under the SA Public Health Act.~~~~
- b) ~~Once approved by the Constituent Councils, EHA will, on behalf of the Constituent Councils, submit a copy of the draft Regional Public Health Plan to the entities listed in clause a) and consult with the Chief Public Health Officer and the public on the draft Public Health Authority Partner.~~
- c) ~~EHA will provide an amended copy of the Regional Public Health Plan to the Constituent Councils which takes into account comments received through consultation under clause b).~~

6.4. ~~Adoption of a Regional Public Health Plan~~

~~Each Constituent Council will determine whether or not to adopt the draft Regional Public Health Plan submitted to it by EHA under clause 6.3.c).~~

6.5.6.1. Implementation of a Regional Public Health Plan

EHA is responsible for undertaking any strategy and for attaining any priority or goal which the Regional Public Health Plan specifies as EHA's responsibility.

6.6.6.2. Review

EHA will, in conjunction with the Constituent Councils, review the ~~current~~ Regional Public Health Plan every five years or at shorter time intervals as directed by the Constituent Councils.

6.7.6.3. Reporting

a) EHA will on a biennial basis, on behalf of the Constituent Councils, prepare coordinate the preparation of a draft report that contains a comprehensive assessment of the extent to which, during the reporting period, EHA and the Constituent Councils have succeeded in implementing the Regional Public Health Plan.

~~b) The reporting period for the purposes of clause a) is the two years ending on 30 June preceding the drafting of the report.~~

~~c)b) EHA will comply with guidelines issued by the Chief Public Health Officer in respect of the preparation of reports on regional public health plans.~~

~~d)c) EHA will submit the draft report to the Constituent Councils for approval for the draft report to be provided to the Chief Public Health Officer by 30 June 2014 on behalf of the constituent councils as required.~~

7. FUNDING AND FINANCIAL MANAGEMENT

7.1. Financial management

- a) EHA shall keep proper books of account. Books of account must be available for inspection by any Board Member or authorised representative of any Constituent Council at any reasonable time on request.
- b) EHA must meet the obligations set out in the *Local Government (Financial Management) Regulations 2011* (SA).
- c) The Chief Executive Officer must act prudently in the handling of all financial transactions for EHA and must provide financial reports to the Board at its meetings and if requested, the Constituent Councils.

7.2. Bank account

- a) EHA must establish and maintain a bank account with such banking facilities and at a bank to be determined by the Board.
- b) All cheques must be signed by two persons authorised by resolution of the Board.
- c) Any payments made by electronic funds transfer must be made in accordance with procedures approved by the external auditor.

7.3. Budget

- a) EHA must prepare a proposed budget for each financial year in accordance with clause 25, Schedule 2 to the Act.
- b) The proposed budget must be referred to the Board at its April meeting and to the Chief Executive Officers of the Constituent Councils by 30 April each year.
- c) A Constituent Council may comment in writing to EHA on the proposed budget by 31 May each year.
- d) EHA must, after 31 May but before the end of June in each financial year, finalise and adopt an annual budget for the ensuing financial year in accordance with clause 25, Schedule 2 to the Act.

7.4. Funding contributions

- a) Constituent Councils shall be liable to contribute monies to EHA each financial year for its proper operation.
- b) The contribution to be paid by a Constituent Council for any financial year shall be determined by calculating the Constituent Council's proportion of EHA's overall activities in accordance with the Funding Contribution Calculation Formula (see Schedule 1).
- c) Constituent Council contributions shall be paid in two equal instalments due respectively on 1 July and 1 January each year.
- d) The method of determining contributions can be changed with the written approval of not less than two thirds of the Constituent Councils. Where the method for calculating contributions is changed, the revised methodology will apply from the date determined by not less than two thirds of the Constituent Councils.
- e) If a council becomes a new Constituent Council after the first day of July in any financial year, the contribution payable by that council for that year will be calculated on the basis of the number of whole months (or part thereof) remaining in that year.

7.5. **Financial reporting**

- a) The Board shall present a balance sheet and the audited financial statements for the immediately previous financial year to the Constituent Councils by 31 August each year.
- b) The financial year for EHA is 1 July of a year to 30 June in the subsequent year.

7.6. **Audit**

- a) The Board shall appoint an external auditor in accordance with the *Local Government (Financial Management) Regulations 2011 (SA)*.
- b) The audit of financial statements of EHA, together with the accompanying report from the external auditor, shall be submitted to the Chief Executive Officer and the Board.
- c) The books of account and financial statements shall be audited at least once per year.
- d) EHA will maintain an audit committee as required by, and to fulfil the functions set out in, clause 30, Schedule 2 to the Act.

7.7. **Liability**

The liabilities incurred and assumed by EHA are guaranteed by all Constituent Councils in the proportions specified in the Funding Contribution Calculation Formula.

7.8. **Insolvency**

In the event of EHA becoming insolvent, the Constituent Councils will be responsible for all liabilities of EHA in proportion to the percentage contribution calculated for each Constituent Council for the financial year prior to the year of the insolvency.

7.9. **Insurance and superannuation requirements**

- a) EHA shall register with the LGA Mutual Liability Scheme and comply with the rules of that scheme.
- b) EHA shall register with the LGA Asset Mutual Fund or otherwise advise the Local Government Risk Services of its insurance requirements relating to local government special risks in respect of buildings, structures, vehicles and equipment under the management, care and control of EHA.
- c) ~~If EHA employs any person it~~As an employer, EHA shall register with Statewide Super and the LGA Workers Compensation Scheme and comply with the rules of those schemes.

8. BUSINESS PLAN

8.1. Contents of the Business Plan

- a) EHA must each year develop in accordance with this clause a business plan which supports and informs its annual budget.
- b) In addition to the requirements for the Business Plan set out in clause 24(6) of Schedule 2 to the Act, the Business Plan will include:
 - (a) a description of how EHA's functions relate to the delivery of the Regional Public Health Plan and the Business Plan;
 - (b) financial estimates of revenue and expenditure necessary for the delivery of the Regional Public Health Plan;
 - (c) performance targets which EHA is to pursue in respect of the Regional Public Health Plan.
- c) A draft of the Business Plan will be provided to the Constituent Councils ~~on a date to be determined~~ for the endorsement of the majority of those councils.
- d) The Board must provide a copy of the adopted annual Business Plan and budget to the Chief Executive Officers of each Constituent Council within five business days of its adoption.

8.2. Review and assessment against the Business Plan

- a) The Board must:
 - (a) compare the achievement of the Business Plan against performance targets for EHA at least once every financial year;
 - (b) in consultation with the Constituent Councils review the contents of the Business Plan on an annual basis; and
 - (c) consult with the Constituent Councils prior to amending the Business Plan.
- b) EHA must submit to the Constituent Councils, by 30 September each year in respect of the immediately preceding financial year, an annual report on the work and operations of EHA detailing achievement of the aims and objectives of its Business Plan and incorporating any other information or report as required by the Constituent Councils.

9. MEMBERSHIP

9.1. New Members

The charter may be amended by the unanimous agreement of the Constituent Councils and the approval of the Minister to provide for the admission of a new Constituent Council or Councils, with or without conditions of membership.

9.2. Withdrawal of a member

- a) Subject to any legislative requirements, including but not limited to ministerial approval, a Constituent Council may resign from EHA at any time by giving a minimum 12-24 months notice to take effect from 30 June in the financial year after which the notice period has expired, unless otherwise agreed by unanimous resolution of the other Constituent Councils.
- b) Valid notice for the purposes of clause ~~a)a)a)~~ is notice in writing given to the Chief Executive Officer and each of the Constituent Councils.
- c) The withdrawal of any Constituent Council does not extinguish the liability of that Constituent Council to contribute to any loss or liability incurred by EHA at any time before or after such withdrawal in respect of any act or omission by EHA prior to such withdrawal.
- d) Payment of monies outstanding under the charter, by or to the withdrawing Constituent Council must be fully paid by 30 June of the financial year following 30 June of the year in which the withdrawal occurs unless there is a unanimous agreement as to alternative payment arrangements by the Constituent Councils.
- e) The withdrawing Constituent Council is to reimburse EHA for any operating costs incurred as a direct result of the withdrawal.
- d)f) The withdrawing Constituent Council is not automatically entitled to any retained equity upon exit, and any financial distribution shall be unanimously agreed by the remaining Constituent Councils.

10. DISPUTE RESOLUTION

- a) The procedure in this clause must be applied to any dispute that arises between EHA and a Constituent Council concerning the affairs of EHA, or between the Constituent Councils concerning the affairs of EHA, including a dispute as to the meaning or effect of the charter and whether the dispute concerns a claim in common law, equity or under statute.
- b) EHA and a Constituent Council must continue to observe the charter and perform its respective functions despite a dispute.
- c) This clause does not prejudice the right of a party:
 - (a) to require the continuing observance and performance of the charter by all parties: or

- (b) to institute proceedings to enforce payment due under the charter or to seek injunctive relief to prevent immediate and irreparable harm.
- d) Subject to clause ~~c)c)c)~~, pending completion of the procedure set out in clauses ~~e)e)e)~~ to ~~i)i)i)~~, a dispute must not be the subject of legal proceedings between any of the parties in dispute. If legal proceedings are initiated or continued in breach of this clause, a party to the dispute is entitled to apply for and be granted an order of the court adjourning those proceedings pending completion of the procedure set out in this clause 10.
- e) **Step 1: Notice of dispute:** A party to the dispute must promptly notify each other party to the dispute of:
- (a) the nature of the dispute, giving reasonable details;
- (b) what action (if any) the party giving notice seeks to resolve the dispute.
- A failure to give notice under this clause ~~e)e)~~ does not entitle any other party to damages.
- f) **Step 2: Request for a meeting of the parties:** A party providing notice of a dispute under clause ~~e)e)~~ may at the same or a later time notify each other party to the dispute that the notifying party requires a meeting within 14 business days.
- g) **Step 3: Meeting of senior managers:** Where a meeting is requested under clause ~~f)f)f)~~, a senior manager of each party must attend a meeting with the Board in good faith to attempt to resolve the dispute.
- h) **Step 4: Meeting of chief executive officers:** Where a meeting of senior managers held under clause ~~g)g)g)~~ fails to resolve the dispute, the chief executive officers of EHA and each of the Constituent Councils must attend a meeting in good faith to attempt to resolve the dispute.
- i) **Step 5: Mediation:** If the meeting held under clause ~~h)h)h)~~ fails to resolve the dispute, then the dispute may be referred to mediation by any party to the dispute.
- j) Where a dispute is referred to mediation under clause ~~i)i)i)~~:
- (a) the mediator must be a person agreed by the parties in dispute or, if they cannot agree within 14 days, a mediator nominated by the President of the South Australian Bar Association (or equivalent office of any successor organisation);

- (b) the role of the mediator is to assist in negotiating a resolution of a dispute;
- (c) a mediator may not make a decision binding on a party unless the parties agree to be so bound either at the time the mediator is appointed or subsequently;
- (d) the mediation will occur at EHA's principal office or any other convenient location agreed by both parties;
- (e) a party is not required to spend more than the equivalent of one business day in mediation of a dispute;
- (f) each party to a dispute will cooperate in arranging and expediting the mediation, including by providing information in the possession or control of the party reasonably sought by the mediator in relation to the dispute;
- (g) each party will send a senior manager authorised to resolve the dispute to the mediation;
- (h) the mediator may exclude lawyers acting for the parties in dispute;
- (i) the mediator may retain persons to provide expert assistance to the mediator;
- (j) a party in dispute may withdraw from mediation if in the reasonable opinion of that party, the mediator is not acting in confidence or with good faith, or is acting for a purpose other than resolving the dispute;
- (k) unless otherwise agreed in writing:
 - (i) everything that occurs before the mediator is in confidence and in closed session;
 - (ii) discussions (including admissions and concessions) are without prejudice and may not be called into evidence in any subsequent legal proceedings by a party;
 - (iii) documents brought into existence specifically for the purpose of the mediation may not be admitted in evidence in any subsequent legal proceedings by a party; and
 - (iv) the parties in dispute must report back to the mediator within 14 days on actions taken based on the outcomes of the mediation; and

- (l) each party to the dispute must bear its own costs in respect of the mediation, plus an equal share of the costs and expenses of the mediator.

11. WINDING UP

- a) EHA may be wound up by the Minister acting upon a unanimous resolution of the Constituent Councils or by the Minister in accordance with clause 33(1)(b), Schedule 2 of the Act.
- b) In the event of EHA being wound up, any surplus assets after payment of all expenses shall be returned to the Constituent Councils in the proportions specified in the Funding Contribution Calculation Formula prior to the passing of the resolution to wind up.
- c) If there are insufficient funds to pay all expenses due by EHA on winding up, a levy shall be imposed on all Constituent Councils in the proportion determined under the Funding Contribution Calculation Formula prior to the passing of the resolution to wind up.

12. MISCELLANEOUS

12.1. Action by the Constituent Councils

The obligations of EHA under the charter do not derogate from the power of the Constituent Councils to jointly act in any manner prudent to the sound management and operation of EHA, provided that the Constituent Councils have first agreed by resolution of each Constituent Council as to the action to be taken.

12.2. Direction by the Constituent Councils

Any direction given to EHA by the Constituent Councils must be jointly given by the Constituent Councils to the Board of EHA by a notice or notices in writing.

12.3. Alteration and review of charter

- a) The charter will be reviewed by the Constituent Councils acting jointly at least once in every four years.
- b) The charter can only be amended by unanimous resolution of the Constituent Councils.
- c) Notice of a proposed alteration to the charter must be given by the Chief Executive Officer to all Constituent Councils at least four weeks prior to the Council meeting at which the alteration is proposed.

d) The Chief Executive Officer must ensure that [a copy of the charter, as amended, is published on a website \(or websites\) determined by the Chief Executive Officers of the Constituent Councils, a notice of the](#)

~~fact of the amendment and a website address at which the charter is available for inspection is published in the Gazette and a copy of the charter, as amended, is provided to the Minister, the amended charter is published in the *South Australian Government Gazette*, a copy of the amended charter is provided to the Minister and a copy is tabled for noting at the next Board meeting.~~

12.4. Access to information

A Constituent Council and a Board Member each has a right to inspect and take copies of the books and records of EHA for any proper purpose.

12.5. Circumstances not provided for

- a) If any circumstances arise about which the charter is silent or which are, incapable of taking effect or being implemented the Board or the Chief Executive Officer may decide the action to be taken to ensure achievement of the objects of EHA and its effective administration.
- ~~b)~~ Where the Chief Executive Officer acts in accordance with clause ~~a) a)~~ he or she shall report that decision at the next Board meeting.

12.6. Civil liability Protection for Subsidiary employees

- ~~a) No civil liability attaches to an employee of EHA for an honest act or omission in the exercise performance or discharge or purported exercise performance or discharge of powers functions and duties of the employee under the Local Government Act 1999 or any other Act.~~
- ~~b) EHA must indemnify its employees against any civil liability incurred by the employee of for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of powers, functions or duties under the Local Government Act 1999 or any other Act.~~

12.7 Register of Salaries

- ~~a) The chief executive officer of EHA will ensure that a record (**the Register of Salaries**) is kept in which is entered—~~
 - ~~(a) the title of each position held by an employee of EHA; and~~

- (b) in relation to those positions held by employees who are paid according to salary scales set out in an award or industrial agreement—
 - (a) the classifications of the employees who hold those positions; and
 - (b) the salary scales applicable to each classification (indicating in relation to each scale the number of employees who are paid according to that scale); and
 - (c) details of other allowances or benefits paid or payable to, or provided for the benefit of, any of those employees as part of a salary package; and
 - (c) in relation to each position held by an employee who is not paid according to a salary scale set out in an award or industrial agreement referred to above—
 - (a) the salary payable to the employee who holds that position; and
 - (b) details of other allowances and benefits paid or payable to, or provided for the benefit of, the employee as part of a remuneration package.
- b) The Chief Executive Officer of EHA must ensure that a record is made in the Register of Salaries within 28 days after—
- (a) a change in the salary, wage or remuneration, or an allowance or benefit, payable to, or provided for the benefit of, an employee; or
 - (b) the payment or provision of an allowance or benefit not previously recorded in the Register. (insofar as may be necessary or appropriate in the circumstances of the particular case).
- c) The Chief Executive Officer of EHA is not required to include in a Register of Salaries details of any reimbursement of expenses incurred by an employee in performing official duties unless that reimbursement occurs by way of the periodic payment of a lump sum that is not calculated so as to provide exact reimbursement of expenses incurred by an employee in performing official duties.

d) The Chief Executive Officer of EHA must provide the Register of Salaries to the Chief Executive Officers of the Constituent Councils within 60 days of 30 June in each year.

12.8 Register of Gifts

The clause below has been developed requiring EHA to publish on its website a Register of Gifts and benefits.

(a) The provisions regarding gift and benefits applying to employees of a council apply to employees of EHA as if EHA were a council and the employees of EHA were employees of a council.

(b) The Chief Executive Officer of EHA must publish the register of gifts and benefits on a website determined by the Chief Executive Officer of EHA.

13. INTERPRETATION

13.1. Glossary

Term	Definition
Act	<i>Local Government Act 1999 (SA)</i>
Board	board of management of EHA
Board Member	a member of EHA board appointed for the purposes of clause 2.2 of the charter.
Business Plan	a business plan compiled in accordance with part 8 of the charter
Chief Executive Officer	The cChief eExecutive Oofficer of EHA
Chief Public Health Officer	the officer of that name appointed under the SA Public Health Act
Constituent Council	a council listed in clause 1.2 of the charter or admitted under clause 9.1.
EHA	Eastern Health Authority
Funding Contribution Calculation Formula	the formula set out in Schedule 1 to the charter.
LGA	Local Government Association of SA
LGA Asset Mutual Fund	means the fund of that name provided by Local Government Risk Services
LGA Mutual Liability Scheme	means the scheme of that name conducted by the LGA.
LGA Workers Compensation Scheme	a business unit of the Local Government Association of South Australia.
Minister	South Australian Minister for Health and Aging
Periodic Election	has the meaning given in the <i>Local Government (Elections) Act 1999 (SA)</i> .

Public Health Authority Partner	is an entity prescribed or declared to be a public health authority partner pursuant to the SA Public Health Act
Regional Public Health Plan	the plan prepared under part 6 of the charter for the areas of the Constituent Councils.
SA Public Health Act	<i>South Australian Public Health Act 2011 (SA)</i>
State Public Health Plan	means the plan of that name under the SA Public Health Act
Statewide Super	Statewide Superannuation Pty Ltd ABN 62 008 099 223
Supported Residential Facility	has the meaning given in the <i>Supported Residential Facilities Act 1992 (SA)</i> .

13.2. Interpreting the charter

- a) The charter will come into effect on the date it is published in the *South Australian Government Gazette*.
- b) The charter supersedes previous charters of the Eastern Health Authority.
- c) The charter must be read in conjunction with Schedule 2 to the Act.
- d) EHA shall conduct its affairs in accordance with Schedule 2 to the Act except as modified by the charter as permitted by Schedule 2 to the Act.
- e) Despite any other provision in the charter:
 - (a) if the Act prohibits a thing being done, the thing may not be done;
 - (b) if the Act requires a thing to be done, that thing must be done; and
 - (c) if a provision of the charter is or becomes inconsistent with the Act, that provision must be read down or failing that severed from the charter to the extent of the inconsistency.

Schedule 1 – Funding Contribution Calculation Formula

The funding contribution required from each Constituent Council is based on an estimated proportion of EHA's overall activities occurring within its respective area.

The estimated proportion is determined using the Funding Contribution Calculation Formula which is detailed on the following page.

In the formula, activities conducted by EHA on behalf of Constituent Councils have been weighted according to their estimated proportion of overall activities (see table below).

It should be noted that the weighted proportion allocated to administration is divided evenly between the Constituent Councils.

A calculation of each Constituent Councils proportion of resources used for a range of different activities is made. This occurs annually during the budget development process and is based on the best available data from the preceding year.

The formula determines the overall proportion of estimated use for each council by applying the weighting to each activity.

Activity	Weighted % of Activities
Administration – (5% Fixed and 7.5% Variable)	12.5%
Food Safety Activity	35.0%
Environmental Health Complaints	7.0%
Supported Residential Facilities	6.5%
Cooling Towers	6.5%
Skin Penetration	0.5%
Swimming Pools	2%
Number of Year 8 & 9 Enrolments	15.0%
Number of clients attending clinics	15.0%
Total	100%

Activity Description	Code	Activity weighting	Constituent Council -1	Constituent Council - 2	Constituent Council - 3	Constituent Council - 4	Constituent Council - 5	Total
Administration – Fixed Allocation (to be shared evenly.)	A1	12.5%	12.5%/ CC	12.5%/ CC	12.5%/ CC	12.5%/ CC	512.5%/ CC	12.5%
Administration – Variable Allocation	A2	7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	(Sum B-I / 87.5%) x 7.5%	7.5%
Food Safety Activity.	B	35%	(N/B) x AW	(N/B) x AW(N/B)x AW	(N/B) x AW(N/B)x AW	(N/B) x AW(N/B)x AW	(N/B) x AW(N/B)x AW	35%2 8.5%
Environmental Health Complaints	C	7%	(N/C) x AW	(N/C) x AW(N/C)x AW	(N/C) x AW(N/C)x AW	(N/C) x AW(N/C)x AW	(N/C) x AW(N/C)x AW	7%11 %
Supported Residential Facilities.	D	6.5%	(N/D) x AW	(N/D) x AW(N/D)x AW	(N/D) x AW(N/D)x AW	(N/D) x AW(N/D)x AW	(N/D) x AW(N/D)x AW	6.5%1 0%
High Risk Manufactured Water Systems	E	6.5%	(N/E) x AW	(N/E) x AW(N/E)x AW	(N/E) x AW(N/E)x AW	(N/E) x AW(N/E)x AW	(N/E) x AW(N/E)x AW	6.5%3 %
Skin Penetration	F	0.5%	(N/F) x AW	(N/F) x AW(N/F)x AW	(N/F) x AW(N/F)x AW	(N/F) x AW(N/F)x AW	(N/F) x AW(N/F)x AW	0.5%2 %
Public Access Swimming Pools.	G	2%	(N/G) x AW	(N/G) x AW(N/G)x AW	(N/G) x AW(N/G)x AW	(N/G) x AW(N/G)x AW	(N/G) x AW(N/G)x AW	2%3%
School enrolments vaccinated	H	15.0%	(N/H) x AW	(N/H) x AW(N/H)x AW	(N/H) x AW(N/H)x AW	(N/H) x AW(N/H)x AW	(N/H) x AW(N/H)x AW	15.0% 15%
Clients attending public clinics	I	15.0%	(N/I) x AW	(N/I) x AW(N/I)x AW	(N/I) x AW(N/I)x AW	(N/I) x AW(N/I)x AW	(N/I) x AW(N/I)x AW	15.0% 15%
Total Proportion of contribution			Sum A-I	Sum A-I	Sum A-I	Sum A-I	Sum A-I	100%

- N = Number in Constituent Council area.
- B through to I = Total number in all Constituent Councils.
- AW = Activity weighting.
- CC = Number of Constituent Councils (example provided uses five (5) Constituent Councils)

11.8 GEORGE STREET UPGRADE PROJECT – STATUS REPORT

REPORT AUTHOR: Chief Executive Officer
GENERAL MANAGER: Not Applicable
CONTACT NUMBER: 83664539
FILE REFERENCE:
ATTACHMENTS: A - D

PURPOSE OF REPORT

The purpose of this report is to provide an update regarding the status of the George Street Upgrade Project, for the Council's information.

BACKGROUND

The George Street Upgrade Project forms part of The Parade Masterplan and is the first stage of the Masterplan's implementation. It is also being progressed as a demonstration to illustrate the quality and urban design features of the approved Masterplan, which will be progressively "rolled out" as the Masterplan is implemented over the next few years.

The Parade Masterplan was considered and endorsed by the Council at its meeting held on 15 May 2019.

The George Street Upgrade concept design was subsequently approved by the Council at its meeting held on 5 September 2022.

A copy of the final George Street Upgrade concept design as approved by the Council is contained within **Attachment A**.

Given the complexity (in terms of its construction) of both the George Street Upgrade Project and the George Street Stormwater Upgrade Project, prior to the commencement of construction, staff consulted with adjoining property owners in respect to the scheduling and sequencing of works, to ensure that business operations are not unnecessarily impeded, including whether this would necessitate night works and road closures and so on.

Based upon these discussions, it was determined that construction of the stormwater drainage works would commence in February 2024 (to avoid the Christmas/New Year period and school holidays) and followed immediately by the streetscape upgrade works associated with the George Street Upgrade Project.

However, through this process, the Chapley Group raised concerns regarding the design of the Project, which culminated in a request from the Chapley Group to meet with Mayor Bria and the Chief Executive Officer.

At this meeting, general discussion took place regarding the design of the George Street Upgrade and whilst the design of the George Street Upgrade had been finalised, Mr Tsapaliaris sought a commitment from Mayor Bria and the Chief Executive Officer, to review a plan which he commissioned and submitted at the meeting, which sought to ostensibly provide for two (2) vehicular lanes from The Parade/George Street to Webbe Street. Without making a commitment to make any changes to the approved design, Mayor Bria and the Chief Executive Officer, advised Mr Tsapaliaris that the proposal which he submitted, would be reviewed and a response would be provided.

A copy of this proposal is contained in **Attachment B**.

Given that the proposal was submitted by Mr Tsapaliaris based on traffic data that was also commissioned by Mr Tsapaliaris, a subsequent meeting was held with Mr Tsapaliaris and his traffic consultant, (CIRQA).

At that meeting, a general discussion ensued, including an acknowledgement that a solution to the issues raised by Mr Tsapaliaris could be better addressed through changes to the sequencing of the traffic signals at the corner of George Street and The Parade, by providing more “green time” to traffic travelling north and south along George Street.

In this respect, it should be noted that this issue has always been a concern, even when the pedestrian scramble crossing was being negotiated with the Department of Infrastructure & Transport.

To re-address this situation, it was suggested that Mr Tsapaliaris join the Council and meet with the Minister for Transport & Infrastructure to advocate for more “green time” for George Street traffic. As Elected Members are aware, this meeting has taken place.

Again, at the conclusion of that meeting, Mr Tsapaliaris was advised and provided with an undertaking, that both the design changes which he was seeking and the traffic data, would be reviewed and that a response would be provided to him.

To ensure that the review that would be undertaken was thorough, Council staff engaged consultants (Landskap and BE Engineering), to review both the proposed design and the traffic data submitted by Mr Tsapaliaris.

Following the completion of this review, a meeting was held with Mr Tsapaliaris to present the results of the review, including the reports that have been prepared by the Council’s consultants.

It should be noted that based on the review which was undertaken, some modifications were made to the Council endorsed design.

In summary, the endorsed design was modified to reflect the recommendations that were made by the Council’s consultants, following a review of the proposals that were submitted by Mr Tsapaliaris at that time.

A copy of the modified design is contained in **Attachment C**.

Since that time, a number of discussions and email correspondence have ensued. In short, through the various discussions, an agreed compromise position could not be reached.

However, on 26 June 2024, the Council received an email from Ms Amanda Price-McGregor, Managing Director, Green Light Planning, on behalf of the Chapley Group, regarding a new revised design which the Chapley Group had commissioned, for the George Street Upgrade Project.

The revised design (for the purpose of clarity herein referred to as Revised Design – June 2024) is based the review of the traffic data by the Chapley Group traffic consultants, CIRQA which has taken into account a three (3) second reduction in the Scramble Crossing phase time from 31 seconds to 28 seconds which was assigned to George Street.

Based on advice forwarded to Ms Price-McGregor, CIRQA (traffic consultants acting on behalf of the Chapley Group) have concluded that the three (3) second reduction in the phase time has improved the operational performance of George Street which has resulted in decreased queuing and delays.

On this basis, the Chapley Group have presented the Revised Design – June 2024 to staff for consideration.

A copy of the email correspondence and supporting documentation, including a copy of the Revised Design – June 2024, is contained within **Attachment D**.

Review of the Revised Design – June 2024

On Thursday 27 June 2024, staff met with the Council's Traffic Consultants to consider and review the Revised Design – June 2024.

The followings items were considered:

1. The Revised Design – June 2024, includes a right turn lane length of 45metres with the inclusion of a non-standard taper. The traffic modelling undertaken by CIRQA has determined that the 45metre length right turn lane will provide adequate storage to accommodate forecast 95th percentile right turn queues.
2. The Revised Design – June 2024, is a concept design only and therefore additional detailed design will be required to address and resolve any impacts associated with the placement of the non-standard lane taper in front of the Parade Central under croft car park exit including:
 - stormwater management in George Street which has been undertaken by the Council to develop its current design; and
 - traffic and road safety.
3. The Revised Design – June 2024 addresses the objectives and strategies which are identified in The Parade Masterplan including:
 - a safe and comfortable pedestrian environment;
 - functions as both a place and a link – *'side streets providing access as well as the opportunity to extend commercial activities which support a broader mixed use precinct'*;
 - all of the active frontages on the eastern side of George Street have equitable public space;
 - widened footpaths; and
 - additional space for tree planting and greening

Based on the assessment of the Revised Design – June 2024, Council staff are of the view that the Revised Design – June 2024 is an acceptable compromise which provides an appropriate balance between road safety, place activation and traffic operations and performance for George Street and therefore meets the objectives of The Parade Masterplan.

RECOMMENDATION

That the report be received and noted.

Attachments – Item 11.8

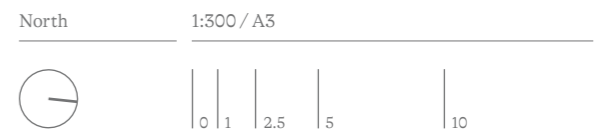
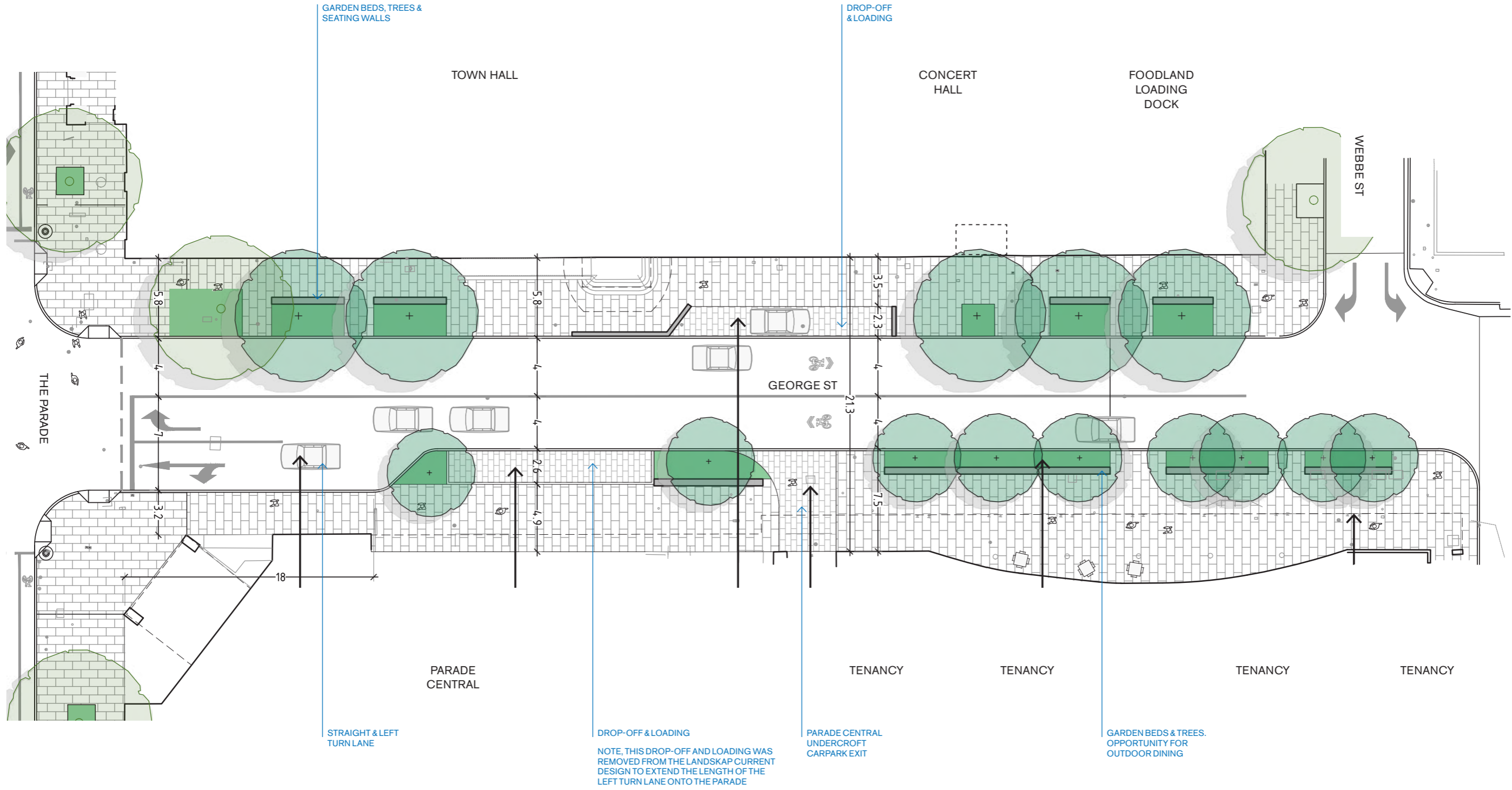
Attachment A

George Street Upgrade Project Status Report



MASTERPLAN DESIGN

NPSP & OXIGEN LANDSCAPE ARCHITECTS, 2019



Attachment B

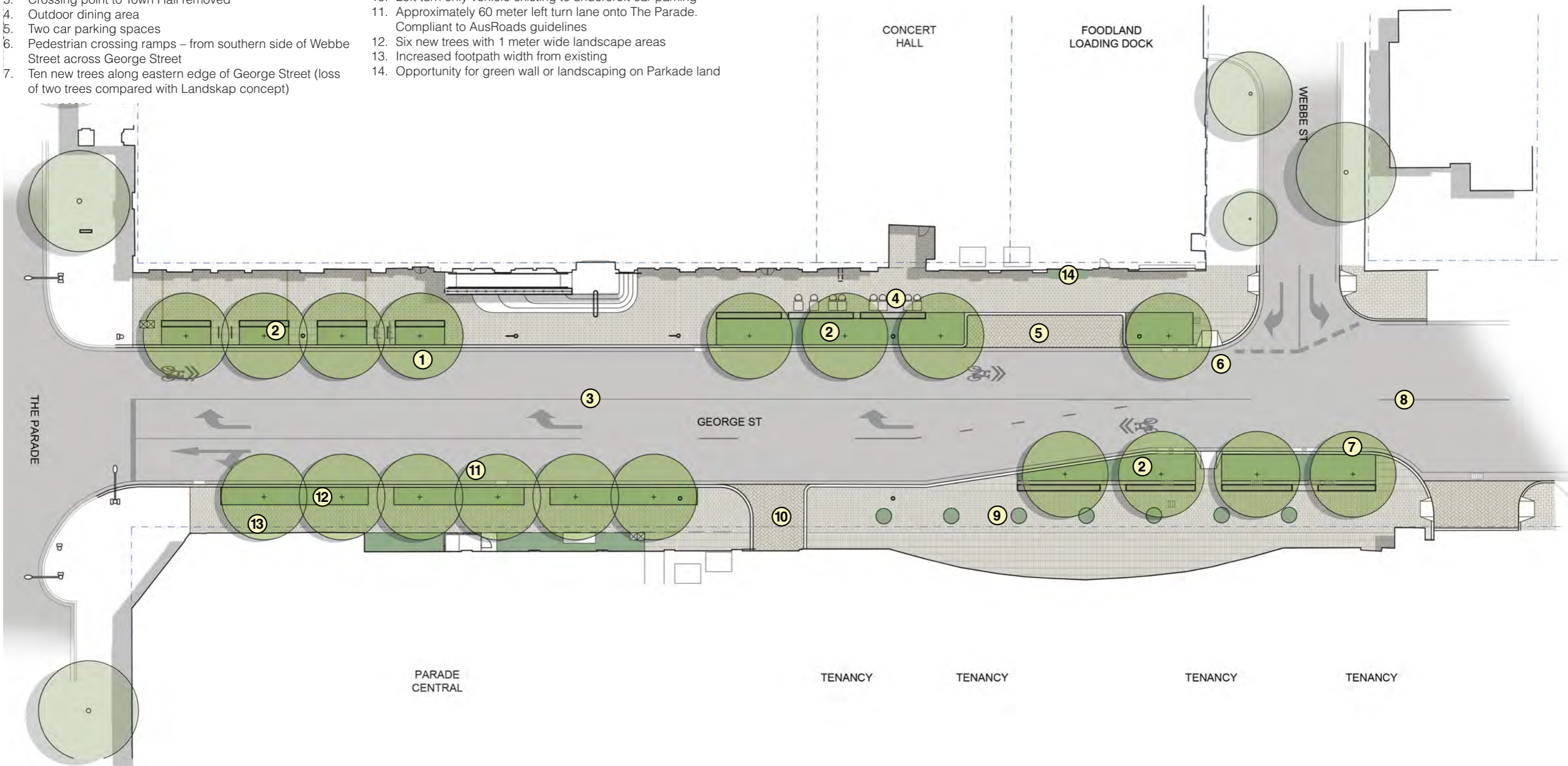
George Street Upgrade Project Status Report



WAX DESIGN - REVISED URBAN DESIGN APPROACH

Urban Design Outcomes

1. Eight new trees along western edge of George Street
2. Removal of existing on-street car parking and establishment of garden beds
3. Crossing point to Town Hall removed
4. Outdoor dining area
5. Two car parking spaces
6. Pedestrian crossing ramps – from southern side of Webbe Street across George Street
7. Ten new trees along eastern edge of George Street (loss of two trees compared with Landskap concept)
8. Shared use of roadway by cyclists
9. Additional garden beds around existing vines to Hoyts building facade
10. Left turn only vehicle existing to undercroft car parking Compliant to AusRoads guidelines
11. Approximately 60 meter left turn lane onto The Parade.
12. Six new trees with 1 meter wide landscape areas
13. Increased footpath width from existing
14. Opportunity for green wall or landscaping on Parkade land

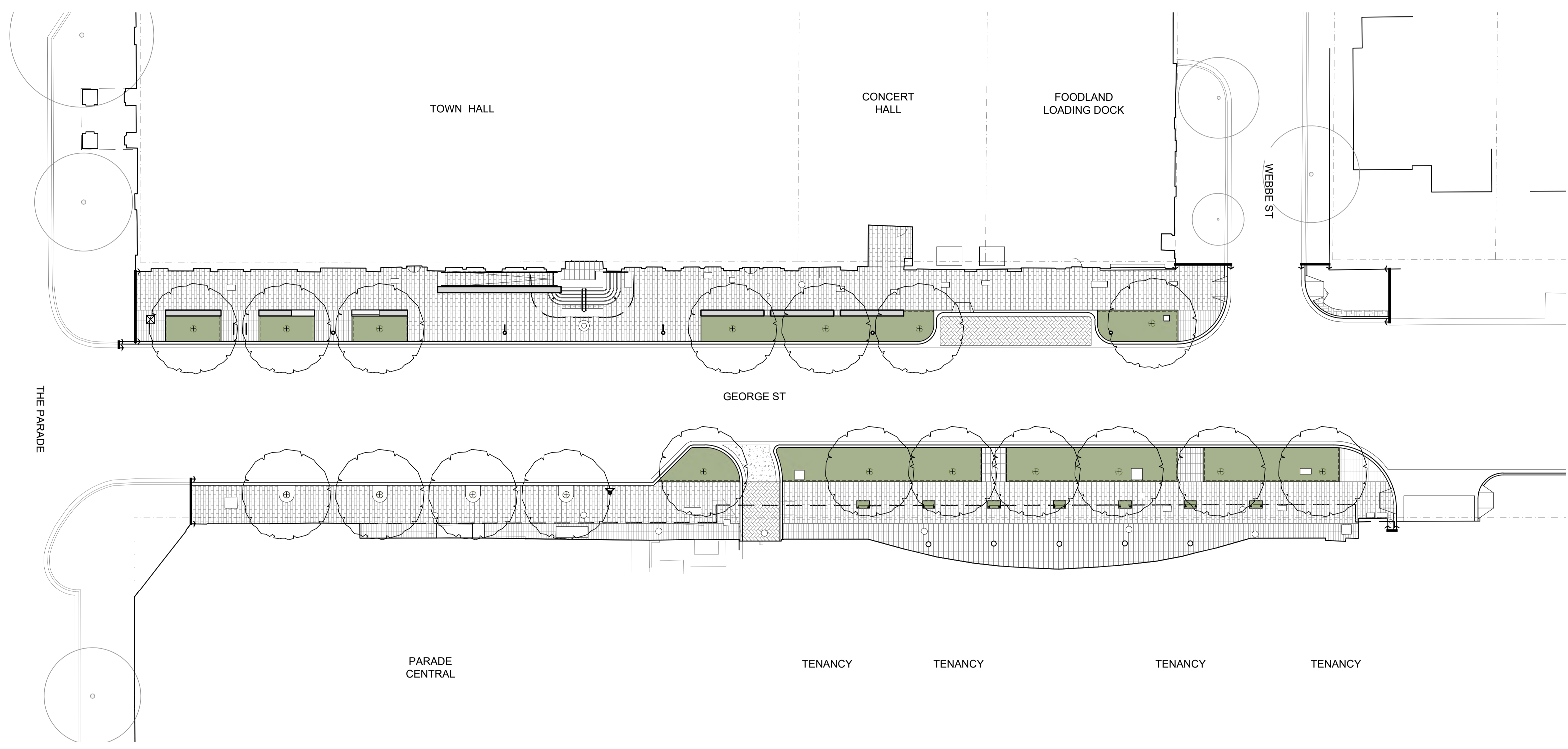


Attachment C

George Street Upgrade Project Status Report



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1:400 / A3

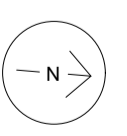


Civil & Stormwater	Irrigation
Dryside Engineering	CIC
Electrical & Lighting	Furniture
Enerven	Remington Matters
Traffic	Structural
BE Engineering	Geared

Project Name
George Street

Client
City of Norwood, Payneham & St Peters

Drawing Title
Simple Plan SK



Project no. **21.060.01** Drawing no. **SK** Revision **C**

Rev	Date	Status	DWN	CHK
A	28.07.22	50% DETAIL DESIGN	JB	AG
B	13.09.23	100% STRINGS	JB	AG
C	24.10.23	100% STRINGS	JB	AG

Attachment D

George Street Upgrade Project Status Report



Lisa Mara

From: Derek Langman
Sent: Thursday, 27 June 2024 12:39 PM
To: Lisa Mara
Subject: Fw: George Street - compromise proposal
Attachments: 21468 Revised George Street Scheme 25Jun24.pdf; 240619 George Street urban design review_23GEO.pdf

Hi Lisa,

For your reference.

I'll print also.

Cheers,

Derek Langman
General Manager, Infrastructure & Major Projects

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone 0434859867
Email dlangman@npsp.sa.gov.au
Website www.npsp.sa.gov.au

From: Amanda Price-McGregor <greenlightplanning@outlook.com>
Sent: 26 June 2024 16:32
To: Derek Langman <DLangman@npsp.sa.gov.au>
Subject: George Street - compromise proposal

Hello Derek,

Thank you for your time today, I found it to be a very positive and constructive meeting and I hope you did too.

Please find **attached** an amended CIRQA traffic report based on their updated modelling and the revised urban design concepts for the amended RHT lane.

In short, we feel a compromise can be reached which addresses the retailers concerns about accessibility, congestion & rat running, while still facilitating the potential for future outdoor dining in the current retail / hospitality zone on the eastern side of George Street and along the western side too.

We wish to propose a compromised design, prepared again by Wax design, which reduces the proposed length of the RHT lane on George Street from 60 metres to 45 metres (excluding a short taper), which aligns with the left out only egress point from the Hoyts cinema complex.

As Mayor Bria has previously suggested and we understand advocated for with the Minister for Transport, if he is successful in gaining the additional 2-3 seconds of green time to the George Street light sequence, this would be most beneficial.

This compromise would require Council to also consider a compromise to their current concept design of the RHT lane from 32.5metres to 45 metres to ensure compliance with AusRoads Guidelines.

We feel this compromise strikes the right balance between public realm and urban design improvements, the potential for future outdoor dining along the eastern side of the street, while ensuring traffic flows to minimise congestion, driver frustration and rat running.

Importantly, this revised proposal does not compromise the urban design outcome adjacent any of the retail tenancies on George Street.

If the Council is willing to consider and ultimately support this compromise design in the ways we discussed today, then I feel quite confident that Norwood Mall and Norwood Place shopping centres will throw their support behind this project.

I trust this is of use to you and I look forward to hearing from you to see how your discussions progress.

Best regards,
Amanda



Amanda Price-McGregor

Managing Director, Green Light Planning, MPIA

m: 0406 124 977 e: greenlightplanning@outlook.com

a: PO Box 158, Kensington Park, SA, 5068

w: www.greenlightplanning.com.au

Revised George Street Scheme Memo

To: Amanda Price-McGregor - Green Light Planning
From: Thomas Wilson – CIRQA Pty Ltd
Copy:
Date: 25 June 2024 **Project no.:** 21468
Project: George Street Alterations – George Street, Norwood

I refer to our recent discussions regarding the City of Norwood Payneham St Peters' (NPSP) George Street Upgrade project. As requested, I have reviewed The Parade/George Street intersection's phase timing provided by NPSP and have updated CIRQA's previous SIDRA Intersection modelling to reflect the revised phase timings. This memo outlines the findings and outcomes of these tasks.

- CIRQA has been provided 'phasing summaries' by NPSP, derived from signal operations on Wednesday 29th March 2023 (am, business and pm peak hours), Saturday 1st April 2023 (business peak) and Wednesday 27th July 2023 (am, business and pm peak hours).
- In comparison to previous phasing summaries derived from signal operations on Friday 16th, Saturday 17th, and Monday 19th of September 2022, the phase time allocation to the scramble crossing phase has reduced from 31 seconds to 28 seconds (a reduction of 3 seconds).
- It is understood that a 28 second allocation to the scramble crossing phase reduces the 'safety buffer' associated with pedestrian crossing movements, particularly those with mobility impairments who may walk at below-average slower speeds. The 31 seconds previously adopted by CIRQA was understood to be the minimum acceptable to DIT at the time the previous analyses were undertaken by CIRQA.
- The three (3) additional seconds has typically been afforded to the George Street signal phase during peak periods.
- It is highlighted that this is done automatically by the SCATs signal phasing system used by DIT to control signal operation throughout metropolitan Adelaide. The system is adaptive based upon traffic demands and flow patterns and will incrementally alter green time allocation based upon a defined set of parameters.
- The re-allocation of three (3) seconds to the George Street signal phase in CIRQA's SIDRA modelling has been determined to improve the operational performance of George Street, resulting in decreased queues and delays for George Street users.

- With regard to the short right-turn lane on the northern approach to The Parade, the modelling has determined that a 45 m length will provide adequate storage to accommodate forecast 95th percentile right turn queues.
- The northern edge of The Parade Central under-croft egress is located approximately 50 m north of The Parade/George Street intersection.
- It is noted that the current Landskap design (September 2023) highlights the potential for outdoor dining opportunities on front of the under-croft tenancies of The Parade Central complex.
- It is also noted that the current Landskap design (September 2023) illustrates a non-standard taper on the northern approach to The Parade/George Street signalised intersection, where the shared left-turn/through lane deviates at the beginning of the right-turn lane.
- Taking these design elements into consideration, it is considered that the 45 m right-turn lane length could comprise a non-standard taper, enabling the commencement of the lane immediately at the northern edge of The Parade Central under-croft egress.
- Accordingly, WAX Design has updated their George Street concept design. Of particular relevance, the updated concept design illustrates future landscaping and dining opportunities in areas which were previously nominated to be road carriageway.
- A copy of the updated WAX Design plans is attached to this memo.

Encl. - Updated WAX Design George Street Urban Design Review plans

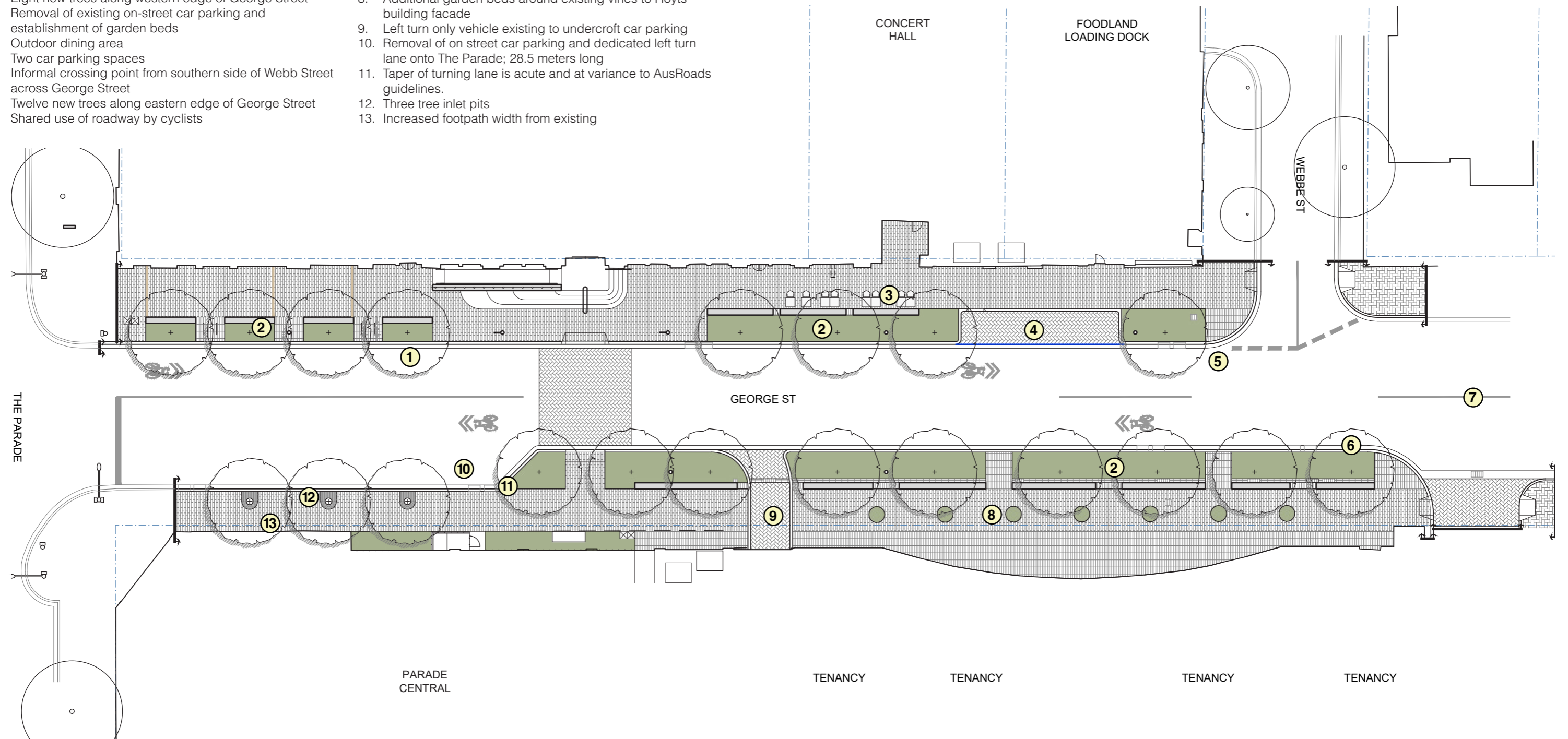
GEORGE STREET

URBAN DESIGN REVIEW

LANDSKAP DESIGN - WAX REVIEW

Urban Design Outcomes

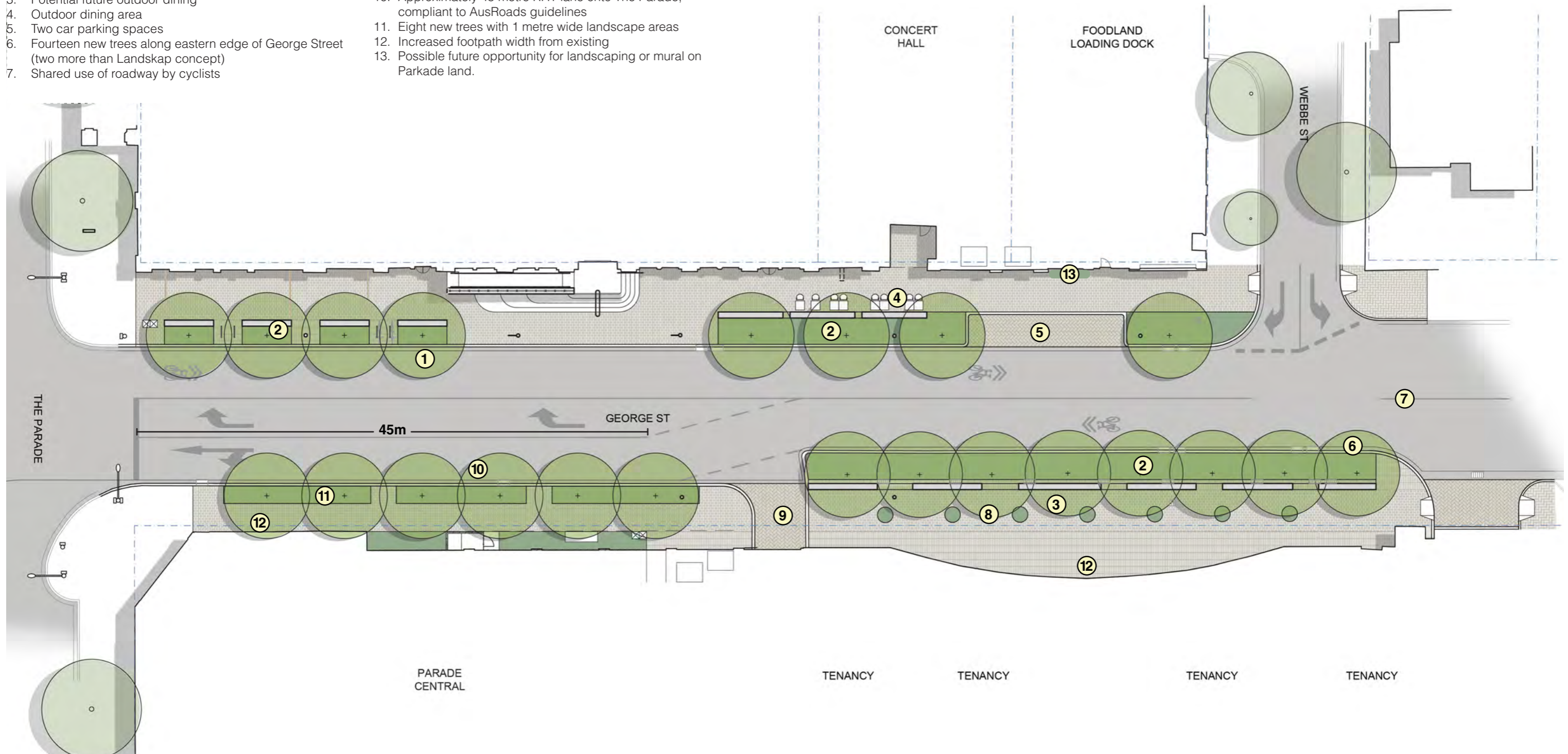
1. Eight new trees along western edge of George Street
2. Removal of existing on-street car parking and establishment of garden beds
3. Outdoor dining area
4. Two car parking spaces
5. Informal crossing point from southern side of Webb Street across George Street
6. Twelve new trees along eastern edge of George Street
7. Shared use of roadway by cyclists
8. Additional garden beds around existing vines to Hoyts building facade
9. Left turn only vehicle existing to undercroft car parking
10. Removal of on street car parking and dedicated left turn lane onto The Parade; 28.5 meters long
11. Taper of turning lane is acute and at variance to AusRoads guidelines.
12. Three tree inlet pits
13. Increased footpath width from existing



WAX DESIGN - REVISED URBAN DESIGN APPROACH

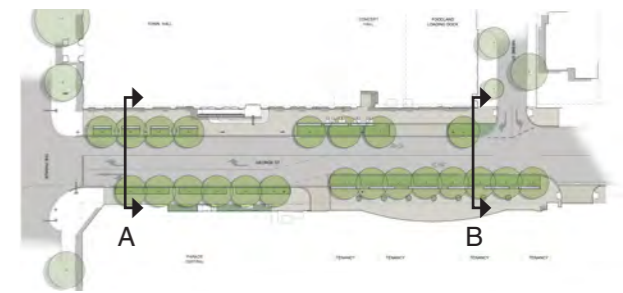
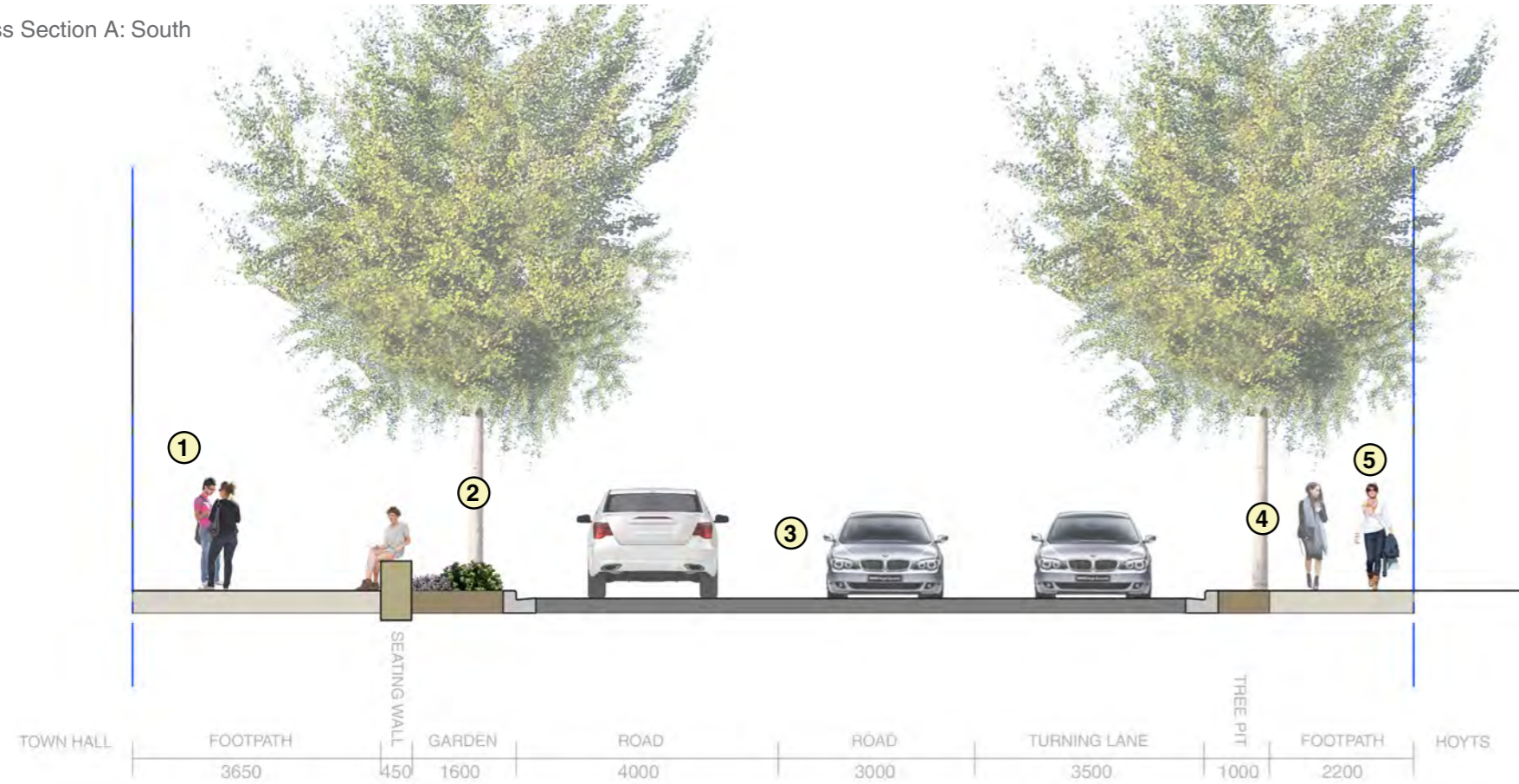
Urban Design Outcomes

1. Eight new trees along western edge of George Street
2. Removal of existing on-street car parking and establishment of garden beds
3. Potential future outdoor dining
4. Outdoor dining area
5. Two car parking spaces
6. Fourteen new trees along eastern edge of George Street (two more than Landskap concept)
7. Shared use of roadway by cyclists
8. Additional garden beds around existing vines to Hoyts building facade
9. Left turn egress from undercroft car parking
10. Approximately 45 metre RHT lane onto The Parade, compliant to AusRoads guidelines
11. Eight new trees with 1 metre wide landscape areas
12. Increased footpath width from existing
13. Possible future opportunity for landscaping or mural on Parkade land.



WAX DESIGN - REVISED URBAN DESIGN APPROACH

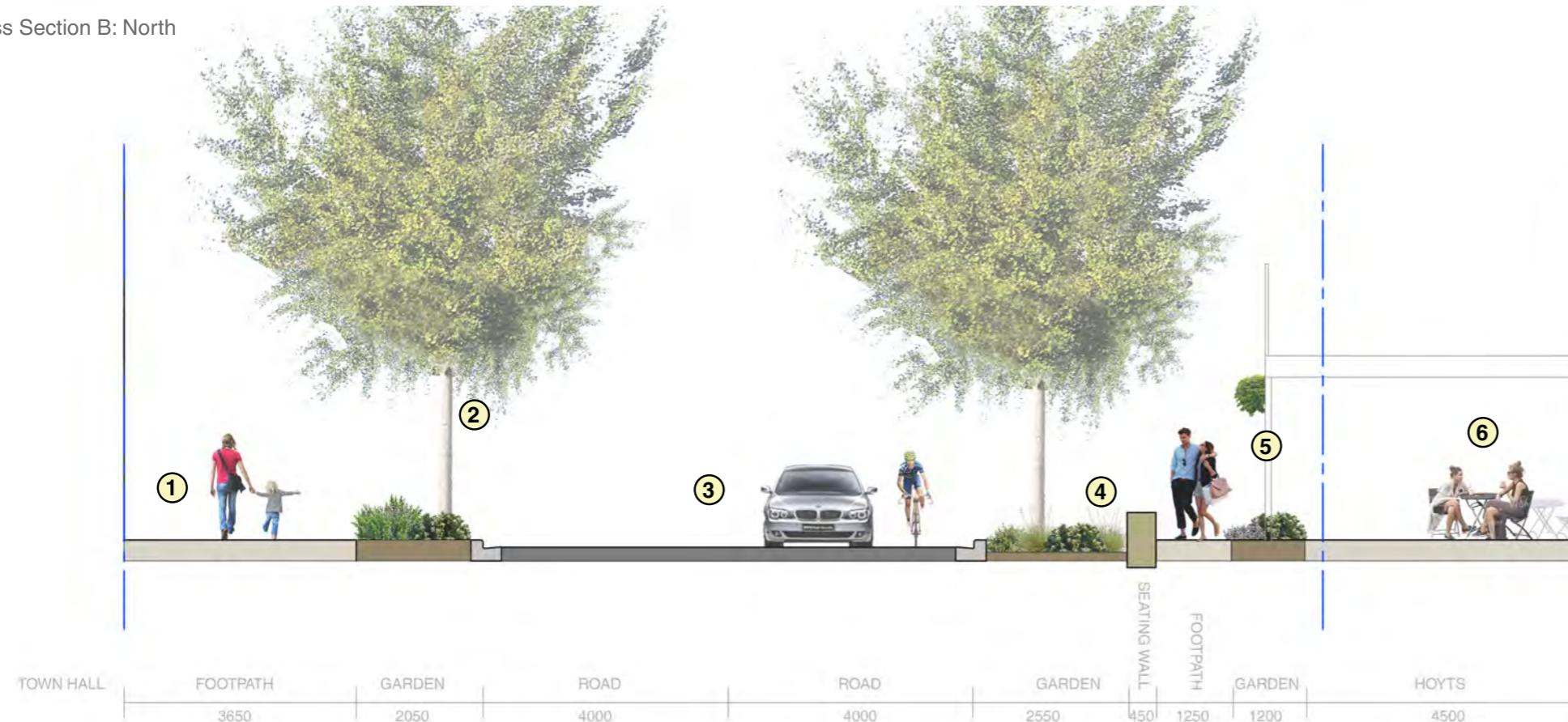
Cross Section A: South



Cross Section A: Urban Design Outcomes

1. Public realm to western edge of George Street consistent with Landskap design
2. Avenue of trees along George Street
3. Road corridor with dedicated right turning lane
4. New trees in tree pit inlets
5. Increased width of footpath

Cross Section B: North



Cross Section B: Urban Design Outcomes

1. Public realm to western edge of George Street consistent with Landskap design
2. Avenue of trees along George Street
3. Road corridor width retained with shared use with cyclists
4. Additional garden beds, trees and seating wall
5. Additional garden bed and retention of existing vines to building facade
6. Additional opportunity to active public realm due to building envelop



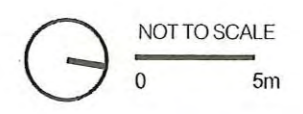
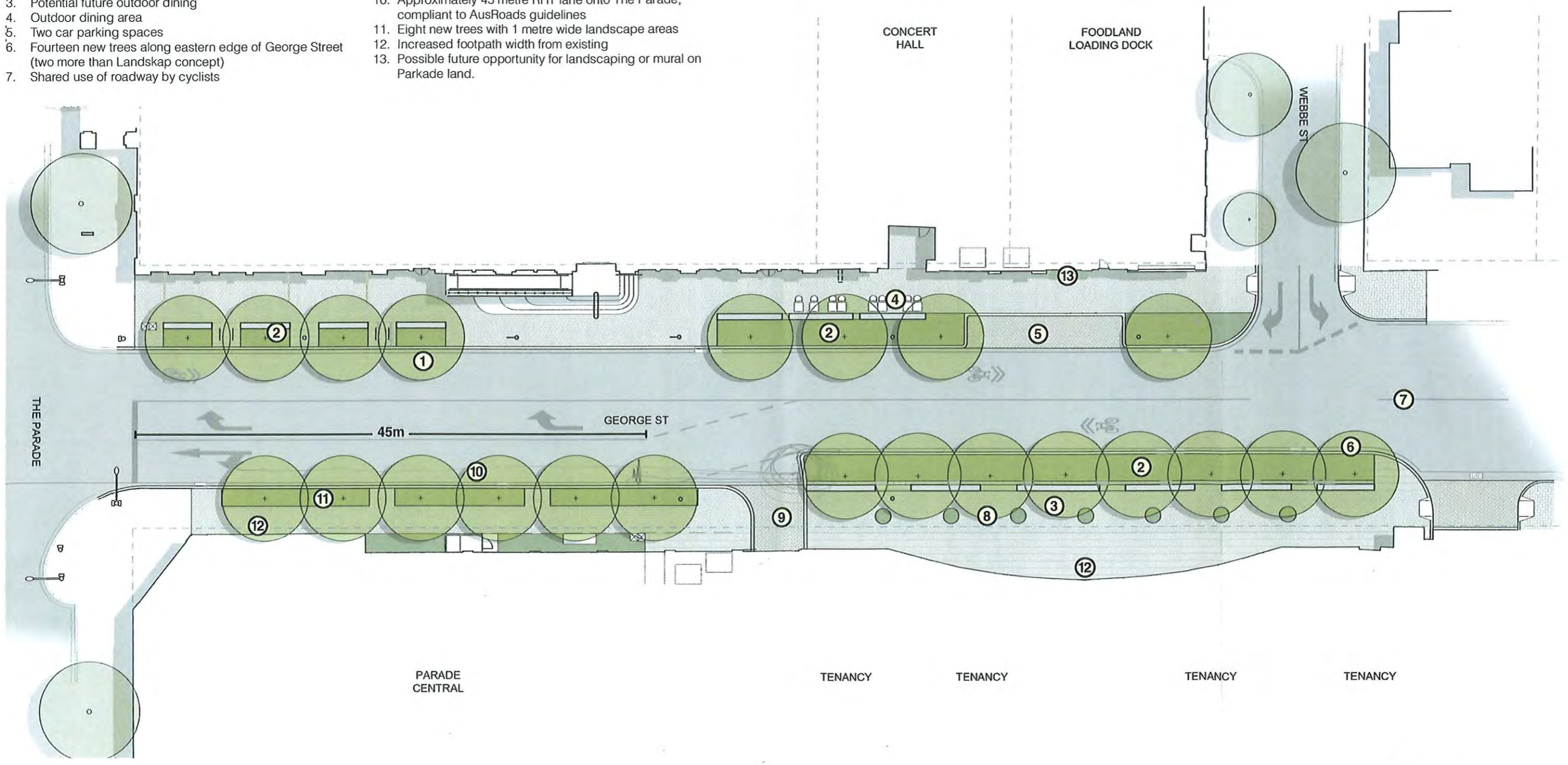
George Street

URBAN DESIGN REVIEW | ISSUED 19.06.2024

WAX DESIGN - REVISED URBAN DESIGN APPROACH

Urban Design Outcomes

- 1. Eight new trees along western edge of George Street
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- 9. Left turn egress from undercroft car parking
- 10. Approximately 45 metre RHT lane onto The Parade, compliant to AusRoads guidelines
- 11. Eight new trees with 1 metre wide landscape areas
- 12. Increased footpath width from existing
- 13. Possible future opportunity for landscaping or mural on Parkade land.



12. ADOPTION OF COMMITTEE MINUTES
Nil

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS
Nil

15. CLOSURE