

Council Member  
Councillor Martin2019/00464  
PublicReceiving Officer:  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Martin will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council;

Requests the Administration include in the Council's draft 19/20 budget the following initiatives for North Adelaide, along with the estimated cost of;

- i) The development of a master plan for the Melbourne Street Business Precinct
- ii) The development of a master plan for the O'Connell Street Business Precinct.'

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## ADMINISTRATION COMMENT:

1. A master planning approach for both the Melbourne Street and O'Connell Street Business Precincts would consider many aspects of how the streets work as precincts, including (but not limited to) the following:
  - 1.1. Retail and hospitality mix and offer in the city context
  - 1.2. Analysis of day and night people movement and use
  - 1.3. Movement of traffic (including car parking, public transport access)
  - 1.4. Analysis of current and future land use (eg, growth) and potential change in the precinct
  - 1.5. Opportunity to enhance local character, heritage and public art to support appeal and authenticity
  - 1.6. Business improvement grants and programs (such as improvement to shop frontages)
  - 1.7. Analysis of asset condition and opportunities to enhance the street through improvements to footpaths, lighting, greening
  - 1.8. Management of the public space, such as through on-street activities
  - 1.9. 'Quick wins', such as changes to parking conditions, small creative projects, and 'de-cluttering' streets.
2. The plan would identify short, medium and long term actions to guide future investment in the Business Precincts, and development of the project would include engagement with the streets' businesses, as well as the local community.
3. Subject to the passing of the motion above, this item will be included as part of the 2019/20 budget considerations.
4. Administration will work to prepare a one-page scope for Council's consideration.

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- END OF REPORT -

# Rundle Road

**ITEM 11.4** 12/03/2019  
**Council**

**Council Member**  
Councillor Abrahamzadeh

2016/02563  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Abrahamzadeh will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council

- 1) Reinstates the Rundle Road Weekend Closure and On Street Paid Parking.
- 2) Investigate alternate & improved barrier solutions for that area
- 3) To be delivered as part of the 2019-2020 Budget Consideration process.'

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## ADMINISTRATION COMMENT:

1. In 1995 the City of Adelaide sought and was granted approval from the Department of Planning, Transport and Infrastructure to trial centre road parking in Rundle Road on weekends which created an additional 51 parking spaces. The approval was conditional on all traffic control devices being installed as per an agreed traffic management plan.
2. In 2008, due to significant risk and liability issues, Council resolved to remove the centre road parking for the following reasons:
  - 2.1. The parking was ticketed and pedestrians were forced to cross the road to obtain a 'pay and display' ticket, which was deemed unsafe.
  - 2.2. Water fillable barriers and traffic management was required to be installed on a temporary basis each weekend to ensure that the recommended speed of 20km/h could be achieved. These barriers used in excess of 50,000 litres of water. However, when the water restrictions came into effect in 2008 we were no longer able to fill the barriers and they were constantly being moved by motorists or pedestrians.
  - 2.3. Council received numerous residential complaints about the noise levels associated with the installation and removal of the water-filled barriers, which occurred at 5.00am on Saturdays and Mondays respectively.
  - 2.4. To effectively police the parking, Council's Parking and Information Officers had to walk in the traffic lane to navigate around each vehicle. This created an unsafe working environment for our employees.
  - 2.5. Public Transport service (buses) were unable to utilise the road and were required to detour which impacted on their timetables.

- 2.6. The cost to implement the temporary parking was \$125,000 per year.
3. Investigations into alternative methods to retain centre road parking, whilst not widening Rundle Road, were undertaken and included the following;
  - 3.1. Use of concrete barriers in lieu of water filled barriers. Their installation would take considerable time and involve excessive noise as large vehicles would have been required to deliver and set them up, which would have been a concern for local residents with the 5am early morning setup. It was estimated that the costs to install/dismantle concrete barriers each week would have been significantly more.
  - 3.2. 'Centre of road' parking would impact on weekend public transport services.
  - 3.3. Install energy absorbing, retractable bollards in lieu of the water filled barriers. Approximately 56 bollards would have been required at a cost of approximately \$250,000, with an annual operating cost estimated to be \$20,000. This compared somewhat favourably with the annual operating cost of \$125,000 to erect the water filled barriers, however was not considered a desirable solution due to several concerns such as:
    - 3.3.1. Previous experience with removable bollards in that they are a very high maintenance item as a result of regular damage sustained within the public realm.
    - 3.3.2. Weekly set up and removal of the bollards would require an ongoing overtime labour commitment.
4. When the centre road parking was removed in 2008 it was identified that there were six off-street car parking stations between Pulteney Street and East Terrace providing approximately 2500 off-street parking spaces. An audit of the Frome Street and Rundle Street UParks identified that there were 130 car parks available at any given time in the Frome Street car park and 340 parks in the Rundle Street car park on Saturdays and Sundays. Development since 2008 has increased availability to 4700 off-street parking spaces within a 400 metre walkable catchment of Rundle Street.
5. Following the completion of the O-Bahn Extension Project in late 2017, the number of paid parking bays in Rundle Road was increased by 47 bays.
6. The relocation of the Royal Adelaide Hospital which coincided with the completion of the O-Bahn Extension Project and the installation of the additional parking bays, has seen a significant reduction in the demand for parking on Rundle Road resulting in decreased utilisation of these parking bays.
7. Subject to the passing of the motion above, this item will be included as part of the 2019/20 budget considerations.
8. Administration will work to prepare a one-page scope for Council's consideration.

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- END OF REPORT -

Council Member  
Councillor Hyde

2013/00794

Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Hyde will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council:

1. Notes receipt of the Institute of Global Homelessness' (IGH) report written by Dame Louise Casey recommending, among other things, increasing support for the Adelaide Zero Project's backbone work and the development of a business case to create an inner-city social services hub.
2. Notes the City of Adelaide does not have the financial capacity to fully implement the recommendations of this report.
3. Budgets a further contribution of \$200,000 in the 2019-2020 budget consideration process, contingent on State Government funding the remaining requirement to implement other recommendations of the IGH report.'

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## ADMINISTRATION COMMENT:

1. In November 2017, Adelaide was selected as Vanguard City in partnership with Institute of Global Homelessness' A Place Call Home project, recognised for its pioneering efforts towards ending street homelessness.
2. In September 2018, Dame Louise Casey from the IGH and Dr Nonie Brennan, from All Chicago visited Adelaide to conduct a service review of Adelaide Housing and Homelessness sector. A [final report](#), with recommendations for sector improvement and collaboration was released in February 2019 and provided to Council Members via an eNews update.
3. Recommendations included: increasing the availability of social and affordable housing in the City; increasing investment in the Adelaide Zero Project's backbone work; a greater involvement by the South Australian Housing Authority in Adelaide Zero Project strategic governance and the provision of housing solutions; urgent integration of culturally appropriate responses for Aboriginal people sleeping rough and the development of a business case to create an inner- city social services hub.
4. Subject to passing of the motion above, this item will be included as part of the 2019/20 budget considerations.

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- END OF REPORT -

# E-Scooters

**ITEM 11.6** 12/03/2019  
**Council**

**Council Member**  
Councillor Hyde

2019/00464  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Hyde will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

‘That Council:

- Notes the success and popularity of the e-scooter share program trial over the festival period.
- Approves that a second e-scooter trial be undertaken for three months beginning immediately after the cessation of the current trial.
- Undertake an expression of interest for two e-scooter operators for the second trial, including increased provision for safety on footpaths.
- Request Administration work with DPTI to extend the current boundary of the e-scooter regulations to include the whole City of Adelaide and to investigate the viability of allowing e-scooters in bicycle lanes.’

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## ADMINISTRATION COMMENT:

1. An ‘E-scooter Trial Update’ report, Item 8.1 on the Agenda for the Council meeting of 12 March 2019 addresses the matters raised in this Motion on Notice.

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- END OF REPORT -

**Council Member**  
Councillor Khera

2019/00218  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Khera will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council:

- Acknowledges heritage properties as a significant cultural and economic driver in the City of Adelaide.
- Investigates a Heritage Rate Rebate Incentive Scheme for City of Adelaide Rate Payers who invest in and maintain their heritage listed properties
- Consider measures and incentives to promote the occupancy and restoration of vacant and dilapidated properties
- Allocate a budget for this program as part of the 2019-2020 budget considerations.'

## ADMINISTRATION COMMENT:

1. In November 2016, Council resolved a position on heritage that seeks a future heritage system that:
  - 1.1. Enables the full economic, tourism, cultural, community and sustainability value of our built heritage to be realised.
  - 1.2. Provides for consistent and transparent decision making based on merit and that meets community expectations.
  - 1.3. Enables the appropriate conservation, adaptation, sensitive re-use and development of heritage assets.
2. Council has previously in 2001 adopted and instituted a rate rebate scheme. The results of the rate rebate scheme were evaluated in 2002 by a consultant team from the University of South Australia. [Market Research Report on the Heritage Rate Rebate, 2002, Q2001/282.](#)
  - 2.1 Based on interviews with rate payers who owned heritage listed places in the City and others, the research found that the scheme was not successful in furthering the conservation of listed places in the City of Adelaide. It also found that focusing the resources was more likely to result in direct outcomes for heritage conservation and maintenance.
  - 2.2 The study found that:
    - 2.2.1 Only half of the rate payers who responded were aware that they had received a rebate on their rates.
    - 2.2.2 60% did not spend the rebated rate on their property and the 40% that did, may not have directed that money to specific conservation works.

2.2.3 Rate payers who responded were asked from a total of five (5) possible incentive schemes would they prefer including a rate rebate scheme. The respondents chose a scheme that provided a cash rebate for a proportion of work undertaken on their heritage listed property. In essence, heritage owning rate payers chose the then existing Heritage Incentive Scheme model, which is substantially similar to the one that currently operates.

3. Acknowledging that this work was undertaken in excess of 15 years ago, it may be appropriate to revisit the value of a similar scheme. Noting that a scheme such as this may result in the need to vary the form and structure of the Heritage Incentives Scheme.
4. It should be noted that on the basis that Council's Heritage Incentives Scheme has been in place for in excess of 30 years, staff intend to pursue the discussion of the next 30 years of heritage management in the City at a workshop to be held with Council in the near future.
5. The subject of the re-use of vacant buildings has been the topic of consideration by both Council and the State Government. Although the adaptation of buildings to new uses occurs frequently, the under-utilisation of some buildings occurs for complex and often site-specific reasons. Several academic studies are currently being conducted in addition to the State Government focussing on 'adaptive re-use'. The State Government has introduced measures to enable owners to more easily put their buildings to a new purpose, including through the Building Upgrade Finance Scheme and changes to the Building Code to enable the adaptive reuse of buildings constructed prior to 1980. Staff are contributing to these efforts by investigating the means to promote the use of under-utilised buildings in the City including heritage places. Work on this project is continuing.
6. Should Council pass this motion, this decision will be considered as part of the 2019/2020 budget process.

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- END OF REPORT -

# Splash Adelaide Program

**ITEM 11.8** 12/03/2019  
**Council**

**Council Member**  
Councillor Couros

2018/03799  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Couros will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

That Council requests Administration:

- 1) Prepare a report and present at a workshop on Council's past experiences with Splash Adelaide Program. Information provided to include a brief history, budget considerations, examples and community sentiment.
- 2) Deliver a Splash 2.0 - City Activation Program as part of the 2019-2020 budget consideration.'

## ADMINISTRATION COMMENT:

1. The Splash Adelaide program was implemented by COA from 2011 to 2018.
2. The purpose of the program was to:
  - 2.1. Foster creativity and contribute to the city's liveability.
  - 2.2. Facilitate growth in creative business and industries and encourages entrepreneurship.
  - 2.3. Ensure an exciting and broad range of events and activities throughout the year.
  - 2.4. Encourage low cost, flexible options for implementation – lighter, quicker and more economical.
  - 2.5. Engage the community and give power to the people – Council becomes a facilitator and enabler.
  - 2.6. Lead to a change in culture and perceptions of the City and Council – internally and externally.
3. A report can be prepared on the previous Splash Adelaide Program and presented at a workshop. The report and workshop will provide an overview on the history of the Splash Adelaide Program including previous project budgets, examples of activities and community sentiment/engagement.
4. An internal (staff) workshop on reimagining the Splash Adelaide Program and designing Splash 2.0 was held on Wednesday 6 March. A workshop with Council would provide an important opportunity to obtain Elected Members' input and ideas for inclusion in the shaping of Splash 2.0.
5. Subject to passing of the motion above, this item will be included as part of the 2019/20 budget considerations. The administration will work to prepare a one page scope for Council's budget consideration.

- END OF REPORT -



# Greening opportunities in Central and South West precincts

**ITEM 11.10** 12/03/2019  
**Council**

**Council Member**  
Deputy Lord Mayor (Councillor Abiad)

2019/00464  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive Officer

## MOTION ON NOTICE:

**Deputy Lord Mayor (Councillor Abiad) will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council:

- 1) Notes that the canopy of the South West and North West of the City is 11% and 9% respectively;
- 2) Endorsed the increase in the canopy to 20% by 2021;
- 3) Investigates potential partnership funding from the State Government to assist with meeting the tree canopy targets.'

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## ADMINISTRATION COMMENT:

1. The current canopy coverage in the city's CBD as measured for the Adelaide Design Manual Greening (Green City Plan) is 9.21% for the north-west, 18.79% for the south-west, 15.86% for the north-east, and 23.68% for the south-east. North Adelaide (west) has a canopy cover of 33.57%, and North Adelaide (east) has a canopy coverage of 28.62%.
2. The north-west and south-west of the CBD are the areas with the lowest overall canopy cover, and increasing our 'city forest' will provide significant community benefits, including:
  - 2.1. Creating a 'climate-ready' city. Our climate is warming and increasing canopy cover is critical to mitigate urban heat as connected tree canopy cover provides a cooler, shaded street experience and lowers the street's overall temperature.
  - 2.2. Encouraging biodiversity in nature and wellbeing in our community.
  - 2.3. Creating beautiful, green streets for residents, workers and visitors.
  - 2.4. Increasing capture of surface stormwater run-off which reduces pollution into waterways.
3. Implementation of a 'city forest' would require the following considerations:
  - 3.1. Addressing limited footpath widths and competition for space (eg, driveways).
  - 3.2. Seeking community support for possible loss of car parking.
  - 3.3. Limiting factors such as underground services, footpath widths, awnings and power lines.
  - 3.4. As 75% of land in CBD is privately owned the community's contribution to greening is critical.

4. The City of Adelaide's Strategic Plan 2016-2020 street tree planting target of 1,000 additional trees has been exceeded and as such the target was revised to 1,500 street trees in September 2018.
5. Implementing a major street tree planning and greening campaign requires a 'whole-of street' approach and significant local engagement followed by a design process, which would need to begin in 2019/20.
6. State Government grants and funding schemes are available to support delivery of street tree planting works, although these generally seek 'shovel ready' status and we would apply for these in the 2020/21 financial year.
7. Subject to the passing of the motion above, this item will be included as part of the 2019/20 budget considerations.
8. Administration will work to prepare a one-page scope for Council's consideration.

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- END OF REPORT -

# Ongoing measures to cut red tape and the cost of doing business in the City of Adelaide

**ITEM 11.11** 12/03/2019  
**Council**

**Council Member**  
Deputy Lord Mayor (Councillor Abiad)

2018/03799  
Public

**Receiving Officer:**  
Mark Goldstone, Chief Executive Officer

## MOTION ON NOTICE:

**Deputy Lord Mayor (Councillor Abiad) will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council:

- 1) Investigates opportunities to consolidate permits and application processes for businesses.
- 2) Removes the outdoor dining fees for complying businesses as part of the 2019-2020 budget consideration process.
- 3) Investigates other cost reduction measures including waste management services & trades parking permits.'

## ADMINISTRATION COMMENT:

1. We have commenced a review of our permits and associated policies, guidelines, processes and fees with a view to:
  - 1.1. Creating a framework of guiding principles for permits
  - 1.2. Simplifying and consolidating categories including related policies and guidelines
  - 1.3. Developing a consistent fee model, and
  - 1.4. Enhancing the customer experience.
2. We are planning to bring a workshop to an upcoming Committee meeting to discuss our current approach to activating the public realm across all permitted activities, our proposed future approach and to seek Council's feedback and input particularly with regard to Council's preferred principles regarding the permitted use of the public realm and in turn when, why and how we charge for its use.
3. If this motion is supported, we can investigate other cost reduction measures including waste management services as part of the Waste Management Policy and Service Review. We do not currently issue or charge for trades parking permits and so we would seek to understand what opportunities Council is looking to create via a permit of this nature to assist in our investigations.
4. Subject to passing of the motion above, this item will be included as part of the 19/20 budget considerations.

- END OF REPORT -