



THE COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday 2 April 2019
at 5:30 pm

in the Colonel Light Room.
Adelaide Town Hall

Members - The Right Honourable the Lord Mayor [Sandy Verschoor];
Councillor Martin (Chair)

Councillors Abiad (Deputy Lord Mayor), Abrahamzadeh, Couros, Donovan, Hou, Hyde, Khera, Knoll,
Moran (Deputy Chair) and Simms.

1. Acknowledgement of Country

At the opening of the Committee Meeting, the Chair will state:

‘Council acknowledges that we are meeting on traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’

2. Apologies and Leave of Absence

Apologies – The Right Honourable the Lord Mayor [Sandy Verschoor] and Councillor Knoll.

3. Confirmation of Minutes – 18/3/2019, 19/3/2019 & 23/3/2019 [TC]

That the Minutes of the meeting of The Committee held on 19 March 2019, and the Special meetings of The Committee held on 18 March 2019 and 23 March 2019, be taken as read and be confirmed as an accurate record of proceedings.

4. Items for Consideration and Recommendation to Council

Strategic Alignment – Green

4.1. Procurement of Electricity Contract [2018/00908] [Page 3]

Strategic Alignment - Creative

4.2. Extension of loan of *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping [2019/00493] [Page 13]

Strategic Alignment – Corporate Activities

4.3. Local Government Reform Ideas

To be distributed separately

4.4. Local Government Association Ordinary General Meeting Agenda [2014/04834] [Page 22]

5. Discussion Forum Items

Strategic Alignment – Corporate Activities

5.1. Strategic Risk and Internal Audit Group and Audit Committee [2014/05026] [Page 26]

Strategic Alignment – Smart

5.2. On-Street Parking within the Adelaide Central Business District (CBD) [2016/02632] [Page 39]

Strategic Alignment – Liveable

5.3. Bikeway Network [2018/04366] [Page 53]

6. Council Member Discussion Forum Items

7. Closure

Procurement of Electricity Contract

ITEM 4.1 02/04/2019
The Committee

2018/00908
Public

Program Contact:
Michelle English, AD
Sustainability 8203 7687

Approving Officer:
Ian Hill, Director Growth

EXECUTIVE SUMMARY:

The City of Adelaide's three (3) electricity contracts for its operations expire on 31 December 2019. This report summarises the outcomes of the recent Request for Expression of Interest process for the procurement of 100% renewable electricity for Council's operations and seeks Council's approval to proceed to the Request for Tender stage.

RECOMMENDATION:

THAT THE COMMITTEE RECOMMENDS TO COUNCIL:

That Council:

1. Receives and notes the outcomes of the Request for Expression of Interest Evaluation Report for the procurement of 100% renewable electricity contract(s) contained in Attachment A to Item 4.1 on the Agenda for the meeting of The Committee held on 2 April 2019.
2. Approves proceeding to a select tender stage for the procurement of 100% renewable electricity contract(s).
3. Notes that the outcomes of the Request for Tender process will be brought back to Council.

IMPLICATIONS AND FINANCIALS:

City of Adelaide 2016-2020 Strategic Plan	Strategic Alignment – Green <i>“By June 2020, the energy requirement for all Council buildings will be sourced from low carbon or renewable energy sources where possible.”</i>
Policy	Carbon Neutral Strategy 2015-2025 <i>“That Council has zero net carbon emissions from its operations by 2020.”</i> Carbon Neutral Adelaide Action Plan 2016-2021 <i>“Enter into direct power purchase agreements for the supply of low carbon and renewable electricity for use in Government and Council operations.”</i>
Consultation	Not in relation to this report.
Resource	Energetics have been engaged as energy markets experts to provide advice on future cost-effective renewable electricity options.
Risk / Legal / Legislative	Procurement Partners have been engaged as the probity advisors on the project and Minter Ellison have been engaged as the legal representatives on the project to provide risk and legal advice on the project. A prudential report will be undertaken as part of the project following the Request for Tender procurement stage of the project.
Opportunities	Decreased electricity costs for the organisation and possible other co-benefits such as local employment and investment attraction. Procuring 100% renewable electricity is the single most cost-effective action that the City of Adelaide can undertake to significantly reduce its carbon emissions and make progress towards becoming a carbon neutral organisation by 2020.
18/19 Budget Allocation	Funding of up to \$115,000 from the Climate Change Action Initiatives Fund project.
Proposed 19/20 Budget Allocation	Funding for specialist advice will be allocated from the Climate Change Action Initiatives Fund project and/or operational budgets. Electricity costs will be funded through CoA operational budgets.
Life of Project, Service, Initiative or (Expectancy of) Asset	Ten (10) years.
18/19 Budget Reconsideration (if applicable)	Not in relation to this report.
Ongoing Costs (eg maintenance cost)	Not in relation to this report.
Other Funding Sources	Not in relation to this report.

DISCUSSION

1. The City of Adelaide (CoA) consumes approximately 20 gigawatt hours of electricity per annum.
2. The CoA's electricity consumption is split between metered large and small facilities and unmetered traffic and street lighting.
3. To date the CoA has used a conventional procurement approach for electricity that involves fixed-price forward contracting (price and volume fixed over the contract term), usually for a two (2) or three (3) year contract period. While this procurement approach has provided short term budget certainty, it has resulted in CoA being subject to volatile electricity pricing and a significant increase in electricity costs.
4. CoA's three (3) current electricity contracts are due to expire on 31 December 2019. A new contract(s) will be required from 1 January 2020.
5. Due to the sustained volatility in the South Australian electricity market and the CoA's aim for its operations to be carbon neutral by 2020, energy market consultants *Energetics* were engaged in June 2017 to provide advice on future cost-effective renewable electricity options.
6. The three (3) key drivers underpinning the selection of procurement options for CoA's next electricity contract include:
 - 6.1. CoA's role and expertise under the *Local Government Act 1999* (SA);
 - 6.2. cost; and
 - 6.3. zero carbon emissions.
7. Additional drivers for the procurement of renewable electricity include potential local economic benefits and reputation.
8. The use of renewable energy Power Purchase Agreements (PPAs) by corporations and governments (local and state) has grown significantly over the last two (2) years to deliver price certainty and savings on future energy costs and to progress environmental and social objectives.
9. On 24 April 2018, Council approved "assessing the electricity retail market for a Supply-linked Power Purchase Agreement for 100% renewable electricity" for all three (3) of CoA's electricity supply contracts. Subsequent market feedback indicated that it is worthwhile pursuing a PPA for the next electricity contract.
10. At its meeting on 11 December 2018, Council approved the quarterly forward procurement plan for Q3 2018/19. This included the release of a Request for Expression of Interest (REOI) for the procurement of a supply PPA for renewable energy.
11. A three-stage procurement process is being undertaken to deliver an electricity contract by 1 January 2020, the first stage being a Request for an Expression of Interest (REOI).
12. The REOI opened on 31 January 2019 and closed on 21 February 2019 with an industry briefing held on 8 February 2019.
13. The REOI mandatory evaluation criteria where Proponents were assessed as being compliant or non-compliant included:
 - 13.1. Proponent proposes to commence the sale of electricity (renewable or otherwise) by 1 January 2020 and commence the sale of renewable electricity and supply of large-scale generation certificates* (LGCs) by 1 July 2020 at the latest. **Note: LGCs are created by large-scale renewable energy generators under the Federal Government's Renewable Energy Target.*
 - 13.2. Proponent proposes renewable electricity source(s) eligible to create LGCs under the *Renewable Energy (Electricity) Act 2000*.
 - 13.3. Proponent proposes renewable electricity source(s) that are connected or are planning to be connected to the National Electricity Market (i.e. the grid).
 - 13.4. Proponent is a non-tax exempt Australian company or subsidiary under the *Corporations Act 2001* (Cth) or a wholly or majority owned Commonwealth or Australian state or territory government body.
14. The REOI documentation contained the following key preferences:

- 14.1. The CoA primary preference is for a long-term PPA for the sale of electricity to meet the electricity requirements and the supply of LGCs from a retailer or a renewable electricity generator in collaboration with a retailer.
- 14.2. The PPA is to include a variable volume of electricity to meet the electricity requirements and a fixed volume of LGCs to offset carbon emissions associated with the electricity consumed by the City of Adelaide.
- 14.3. The sale of electricity (renewable or otherwise) is to commence from 1 January 2020 with a contract term of ten (10) years or less (i.e. ultimately to 31 December 2029), with the sale of renewable electricity and the supply of LGCs to commence from 1 July 2020 at the latest.
- 14.4. If the commencement of the sale of electricity and supply of LGCs from the nominated large-scale renewable electricity project(s) does not commence from 1 July 2020 at the latest (or there is no reasonable prospect of the nominated large-scale renewable electricity project(s) commencing sale of electricity and supply of LGCs from 1 July 2020), the City of Adelaide reserves the right to terminate the PPA (i.e. a sunset date).
- 14.5. LGCs supplied under the PPA must be sourced from the nominated large-scale renewable electricity project(s).
- 14.6. The PPA is to limit the CoA's exposure to the electricity spot market and electricity market derivatives and instruments that may trigger hedge accounting obligations for the CoA.
15. The REOI documentation stated that the CoA did not have any preferences in relation to the following:
 - 15.1. New or existing renewable electricity projects (i.e. new and/or existing renewable electricity projects may be proposed).
 - 15.2. The geographical location of the renewable electricity projects.
 - 15.3. Proponents should note that the CoA intends to include South Australian Industry Participation Policy requirements as part of the procurement process.
 - 15.4. The type or combination of renewable electricity technology (e.g. solar, wind, hydro, biomass, etc.).
 - 15.5. The 'tier' of generator or retailer for the PPA (e.g. large or small retailers or generators may apply)
16. The REOI documentation noted that the CoA is open to considering other arrangements for a PPA provided that the above-mentioned objectives are still achieved.
17. The ten (10) submissions received were evaluated against the above criteria and all ten (10) Proponents were recommended to the Project Control Group (which includes the Director of Growth and Director of Finance) for approval to proceed to the Request for Tender (RFT) procurement stage. The evaluation report for the REOI is provided in **Attachment A**.
18. The REOI also requested that Proponents provide information about their description of offer to inform any preferences for the RFT procurement stage and specifications. Information provided by the Proponents included:
 - 18.1. Contract models and counterparties;
 - 18.2. Pricing models;
 - 18.3. Timelines;
 - 18.4. Description of the renewable electricity source(s), including status of all relevant permits and approvals;
 - 18.5. Key service features;
 - 18.6. Description of proposed subcontractors;
 - 18.7. Other value add/differentiating features; and
 - 18.8. Capability and experience in undertaking renewable electricity projects and supplying renewable electricity to clients.

19. This report seeks the approval of Council to proceed with a formal, select RFT with the ten (10) Proponents shortlisted as part of the REOI procurement process.
 20. The RFT is due to be released to shortlisted Tenderers in May 2019, subject to Council endorsement. A report will be brought back to Council to note the outcomes of the RFT procurement process and to seek approval for the final stage of the procurement.
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ATTACHMENTS

Attachment A – Request for Expression of Interest Evaluation Report.

- END OF REPORT -

Evaluation Report

100% Renewable Electricity for Council's Operations

E2019 0005

Date: March 2019

1. Background

This report details the procurement and evaluation processes followed in respect of the Request for Expressions of Interest (**REOI**) process for the procurement of 100% renewable electricity for Council's operations. This report provides a recommendation for the remaining stages of the procurement process.

2. Procurement Process

The City of Adelaide issued an open REOI on Thursday, 31 January 2019 via the SA Tenders and Contracts website.

Upon issuing the above-mentioned REOI, the City of Adelaide notified thirty-three (33) potential proponents via email advising of this REOI opportunity. These potential proponents were identified as a result of:

- The Australian Energy Regulator's public register of authorised retailers & authorisation applications; and
- Participants from previous procurement processes conducted by the City of Adelaide in relation to procuring electricity.

2.1 Documents Issued

The documentation supplied for the REOI consisted of a single document and contained details regarding the City of Adelaide's specifications, proposed procurement process, response schedules for completion by proponents and the conditions of the REOI.

2.2 REOI Enquiries

Whilst the REOI was advertised on the SA Tenders & Contracts website, the City of Adelaide received one (1) enquiry that directly related to the REOI which was responded to via an addendum notice on the SA Tenders and Contracts website (aside from enquiries addressed as a result of the industry briefing session).

Other enquiries received related to assistance being sought from interested parties in utilising the functionality of the SA Tenders and Contracts website.

2.3 REOI Briefing

The City of Adelaide held an industry briefing session at 2:00 PM (ACDT), Friday, 8 February 2019, at the City of Adelaide's Colonel Light Centre (CLC6), 25 Pirie Street, Adelaide, South Australia 5000. The City of Adelaide also arranged a webinar via Skype for interested parties that could not attend in person.

The purpose of this industry briefing session was to ensure that the interested parties understood the preferences/requirements of the City of Adelaide and to assist potential proponents in preparing suitable REOI responses. The session was facilitated by Marnie Hope, Manager – Carbon Neutral Adelaide with questions and answers noted and responded to via an addendum notice, including the industry briefing session presentation slides, on the SA Tenders & Contracts website on Wednesday, 13 February 2019.

3. Receipt of Tenders & Evaluation

3.1 Receipt of Tenders

At 2:00 PM (ACDT), Thursday, 21 February 2019, the REOI process closed and ten (10) REOI responses from Proponents were received.

The REOI responses were opened after 3:00 PM (ACDT), Thursday, 21 February 2019 by two City of Adelaide procurement representatives via the SA Tenders & Contracts website. No late tenders were received.

3.2 Evaluation Panel

The evaluation panel consisted of:

- Michelle English, Associate Director – Sustainability;
- Tracie Dawber, Associate Director – Finance and Procurement;
- Chris Miller, Manager – Procurement and Contract Management; and
- Anita Stadler, Associate – Energetics (external).

Two (2) additional non-voting City of Adelaide staff members were included in the evaluation process for the purpose of managing the project and procurement process in addition to Procurement Partners as the probity advisor:

- Marnie Hope, Manager – Carbon Neutral Adelaide (Sustainability); and
- Sam Schreiner, Sustainable Procurement Consultant (Procurement and Contract Management).

3.3 External Advisors

The following external advisors will be providing assistance to the evaluation team throughout the procurement process:

- Minter Ellison – legal advice;
- Procurement Partners – probity advice; and
- Energetics – energy market advice.

3.4 Evaluation Criteria

The REOI responses were evaluated in accordance with the following agreed evaluation criteria:

3.4.1 Mandatory Criteria

	Criteria			
REOI Response	Proponent proposes to commence the sale of electricity (renewable or otherwise) by 1 January 2020 and commence the sale of <u>renewable</u> electricity and supply of LGCs by 1 July 2020 at the latest.	Proponent proposes renewable electricity source(s) eligible to create LGCs under the <i>Renewable Energy (Electricity) Act 2000</i> .	Proponent proposes renewable electricity source(s) that are connected or are planning to be connected to the National Electricity Market (i.e. the grid).	Proponent is a non-tax exempt Australian company or subsidiary under the <i>Corporations Act 2001</i> (Cth) or a wholly or majority owned Commonwealth or Australian state or territory government body.

3.5 Evaluation Process

The evaluation panel undertook an individual and independent assessment of the REOI responses in accordance with the following:

3.5.1 Initial Examination and Assessment

The evaluation panel noted any non-conformances, errors and/or discrepancies within the REOI responses against the REOI requirements that may require clarification from the Proponents or may deem the REOI response non-conforming.

3.5.2 Detailed Evaluation of Submissions

The evaluation panel assessed each REOI response against each of the mandatory criteria (outlined above), specifying whether the REOI response complies or does not comply with each criterion.

Each evaluation panel member completed a spread sheet containing a record of their evaluation. The evaluation panel was also instructed to make comments against the following framework for the purpose of determining further procurement specifications:

Contract Model	<ul style="list-style-type: none"> • Power contract with retailer (thus avoid risk of derivative accounting obligations) • LGC contract with retailer or generator • Contractual (and operational) simplicity • Tenure
Pricing Model – Electricity	<ul style="list-style-type: none"> • Budget certainty (near vs LT) • If spot exposed, must include proposal to manage risk • Future market exposure / frequency of resets • Operational simplicity
Pricing Model – LGCs	<ul style="list-style-type: none"> • Escalated or sub-CPI escalation would be preferable in a falling market
Counterparties including sub-contractors	<ul style="list-style-type: none"> • Supplier track record in the renewable electricity sector • Australian experience / client base • Minimise CoA exposure to sub-contractor risk • Sustainability record
Timeline	<ul style="list-style-type: none"> • Contingencies allowed for to meet the eligibility dates as specified by CoA
Project features	<ul style="list-style-type: none"> • Renewable electricity source(s) and development status (no preference) • Status of all relevant permits and approvals • Location (preferably in South Australia) • Size / utility scale
Service features	<ul style="list-style-type: none"> • Flexibility • Billing capabilities • Commitment to response timeframes • Commitment to reporting frequency, format and accessibility
Other value add / differentiating features	<ul style="list-style-type: none"> • LGCs to be linked to a specified project • Volume flex range • Flexibility to adjusted volume with advanced • Brand association with a specified project • Community benefits (e.g. open day site visits, data access for universities, etc.)

3.5.3 Evaluation Meeting

The evaluation panel convened in a meeting at 1:30 PM, Friday, 1 March 2019 to discuss their evaluation against the mandatory criteria and their comments in relation to the above-mentioned framework.

The evaluation panel confirmed that all REOI responses received complied with the mandatory criteria. All REOI responses were deemed compliant and no Proponents were disqualified.

The evaluation panel agreed that another meeting was required to discuss comments against the framework (outlined in 3.5.2 above). The evaluation panel subsequently met at 9:30 AM, Wednesday, 6 March 2019 to discuss their comments against the framework and to begin formulating further preferences/requirements for procurement specifications.

4. Recommendation

As a result of the evaluation process, the evaluation panel recommends that the City of Adelaide proceed with a select Request for Tender process with all ten (10) Proponents.

5. Next Steps

The City of Adelaide will continue to develop its procurement specifications for the select Request for Tender process.

Item 4.1 - Attachment A

Extension of loan of *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping

ITEM 4.2 02/04/2019
The Committee

Program Contact:
Sean McNamara, AD Community
& Culture 8203 7640

2019/00493
Public

Approving Officer:
Clare Mockler, Director
Community

EXECUTIVE SUMMARY:

Since 8 December 2003, the Art Gallery of South Australia has loaned the works of art entitled, *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping located in Light Square to the City of Adelaide for an initial term of five (5) years. At the conclusion of the five (5) year loan in December 2008, the City of Adelaide and Art Gallery of South Australia entered a bridging agreement for the works until signing a new deed of loan.

On 18 May 2009, the Art Gallery Board and the City of Adelaide entered into a deed to further extend the loan of the works *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping for a term of ten (10) years. Discussions have been held with the Art Gallery of South Australia and the Gallery recommends Council extends the term of the loan for a further period of ten (10) years.

RECOMMENDATION:

THAT THE COMMITTEE RECOMMENDS TO COUNCIL

That Council:

1. Approves the further extension of the term for the loan of the works of art *The Knot* and *The Eternal Question* for a further ten (10) years to 2029; and
2. Authorises the Lord Mayor and the Chief Executive Officer to affix the Common Seal to the Deed of Extension as included in Attachment A to Item 4.2 on the Agenda for the meeting of The Committee held on 2 April 2019.

IMPLICATIONS AND FINANCIALS:

City of Adelaide 2016-2020 Strategic Plan	Strategic Alignment – Creative Partner with cultural institutions to increase visitations in the City and Park Lands; Surprise, delight and attract people by continuing to encourage and support dynamic and changing urban public spaces, heritage, art, laneways, streets, facilities and activities.
Policy	Public art is central to the aspirations in the Cultural Strategy and objectives of the Public Art Plan to showcase high quality contemporary public art; to develop and strengthen partnerships and build Adelaide’s creative cultural reputation; to pursue bold new opportunities and to facilitate broad cultural engagement and audience engagement.
Consultation	Consultation with Art Gallery of South Australia; City of Adelaide’s Asset Management and the Public Art Round Table.
Resource	Not in relation to this report.
Risk / Legal / Legislative	Section 41 of the <i>Law of Property Act 1936</i> requires that a body corporate (including a Council) affix the common seal when executing a deed and other specific property related agreements. For a Council, Section 38(1) of the <i>Local Government Act 1999</i> provides that the common seal of a council must not be affixed to a document except to give effect to a resolution of the council.
Opportunities	The opportunity exists to continue adding value to the cultural identity of the City without the cost of commission or to remove the work. This opportunity is the continuation of a collaborative working relationship between the Art Gallery and the City.
18/19 Budget Allocation	Not in relation to this report.
Proposed 19/20 Budget Allocation	The ongoing costs to maintain the sculpture is covered by Asset Management and factored in their annual maintenance budgets.
Life of Project, Service, Initiative or (Expectancy of) Asset	An extension of the loan agreement is for the term of ten (10) years until 2029
18/19 Budget Reconsideration (if applicable)	Not in relation to this report
Ongoing Costs (eg maintenance cost)	The ongoing costs to maintain the sculpture is covered by Asset Management and factored in their maintenance budgets on an annual basis for ten (10) years.
Other Funding Sources	Not in relation to this report.

DISCUSSION

1. Public artworks, *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping accompany other significant public artwork on loan from the Art Gallery to Council, with both artworks in Light Square.
2. The Art Gallery has confirmed that the effective date of the current loan is the date of signing of the first extension, being 18 May 2019.
3. *The Knot* is a stainless-steel tubing sculpture created in 1975 by well-known Adelaide artist, Bert Flugelman, better known as the creator of *Spheres* (“the Mall’s balls”) in Rundle Mall. *The Knot* was originally commissioned by the ‘Works in Public Places Fund’ for the Art Gallery of South Australia where it stayed from 1975 to 1995. *The Knot* was then removed due to developments at the gallery and relocated to the picturesque northern end of Light Square in 2003 and has been on loan to the City of Adelaide since.
4. *The Eternal Question* by Richard Tipping is a granite sculpture made for the Adelaide Festival of Arts in 1982 and installed on the banks of the River Torrens. Consisting of six (6) large blocks of hewn black granite in a circle. Each block has two (2) words carved into its sides, saying IS or IT or IF with a central block having a spiral question mark carved into it. After the festival, the sculpture was set to become a part of the breakwater being built at Robe but was saved in 1983 by Ron Radford then Director of the Art Gallery of SA, who selected it for an exhibition of recent sculpture. The work was then donated to the Art Gallery by the artist’s mother and step-father in 1984. The work was later placed in the western side of Light Square in 2003 and has been on loan to the City of Adelaide since.
5. The proposed extension of the loan has been considered by the Public Art Round Table (PART), with a favourable recommendation to extend the loan of *The Knot* and *The Eternal Question*. PART members acknowledged the importance of maintaining the presence of significant public artworks such as *The Knot* and *The Eternal Question*, and their ongoing contribution to the vitality of Council and its community reflecting Adelaide’s unique cultural identity.
6. Associate Curator, Russell Kelty, commented on the loan in correspondence “The ongoing collaboration between the Art Gallery and Adelaide City Council has enabled the Gallery to present significant public artworks to become a part of the fabric of the city of Adelaide. This reflects the shared ambition to ensure that Adelaide has an engaged, collaborative, knowledgeable and connected cultural community that facilitates productive cultural connections for bold outcomes that facilitate broad cultural engagement and audience engagement.”
7. Council holds responsibility for maintenance (including associated costs such as cleansing) for *The Knot* and *The Eternal Question* under the terms of the existing and proposed extended loan agreement. Council’s Asset Management representative commented in correspondence that the work is considered in good condition with no current concerns around maintenance.
8. Asset Management confirmed that the extension of the loan of *The Knot* and *The Eternal Question*, would be a continuation of ‘business as usual’ for Asset Management with no additional cost expected, noting that the art work is robust with little need for any ongoing investment due to the materiality of the work. Maintenance needs are covered in current maintenance budgets and the pieces are identified in the Council’s Maintenance Guidelines.
9. The Art Gallery of South Australia has prepared a Deed of Extension. For Council to execute a deed, the Common Seal of the Corporation of the City of Adelaide must be affixed, and the Lord Mayor and the Chief Executive Officer must attest to the affixation.

ATTACHMENTS

Attachment A - Extension of Loan Agreement from the Art Gallery of South Australia

- END OF REPORT -

DATED**DAY OF****2019**

DEED OF EXTENSION

BETWEEN**ART GALLERY BOARD****("AGSA")****AND****THE CORPORATION OF THE CITY OF ADELAIDE****A.B.N. 20 903 762 572****("Borrower")****Government
of South Australia****CROWN SOLICITOR****Level 9, 45 Pirie Street, Adelaide SA 5000**

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ANNEXURE Copy of Principal Deed

DEED OF EXTENSION dated _____ day of _____

BETWEEN:

THE ART GALLERY BOARD a body corporate established under the Art Gallery Act 1939 for the Art Gallery of South Australia of North Terrace Adelaide, SA ("**AGSA**")

AND

THE CORPORATION OF THE CITY OF ADELAIDE A.B.N. 20 903 762 572 of 25 Pirie Street Adelaide, 5000, South Australia ("**Borrower**")

BACKGROUND:

- A. AGSA and the Borrower entered into a deed dated 28 February 2009 for the loan of works of art known as "Knot" and the "Eternal Question" ("**Works of Art**") to the Borrower for display in Light Square, Adelaide, for a Further Term of 10 years ("**Principal Deed**").
- B. The parties have agreed to extend the Further Term for a further period of 10 years and to record that extension in this Deed.

IT IS AGREED:

1. DEFINITIONS AND INTERPRETATION

1.1 In this Deed:

- 1.1.1 "**Deed**" means this deed of extension between the parties
- 1.1.2 All words and expressions defined in the Principal Deed shall have the same meanings in this Deed.
- 1.1.3 The parties agree that the matters referred to in the Background under this Deed are true and correct in every material particular and that the Background shall form part of this Deed.

2. EXTENSION OF TERM OF THE PRINCIPAL DEED

The Principal Deed is extended for a Further Extended Term of 10 years to expire, unless further extended or earlier terminated, on 27 February 2029, on the same terms and conditions as are expressed or implied in the Principal Deed subject to the following variation:

2.1 Clause 3.2 and 3.3 in the Principal Deed are deleted.

3. CONFIRMATION OF THE PRINCIPAL DEED

Subject only to the variations contained in this Deed and such other alterations (if any) as may be necessary to make the Principal Deed consistent with this Deed, the Principal Deed remains in full force and effect and will be read and construed and be enforceable as if the terms of this Deed were inserted in the Principal Deed by way of addition or substitution (as the case may be).

4. OPERATION OF THE DEED

The extension and variations effected by this Deed shall operate from 28 February 2019.

EXECUTED AS A DEED

THE COMMON SEAL of **THE ART**)
GALLERY BOARD was affixed by the)
undersigned two members of The Art Gallery)
Board who testify that the common seal of)
The Art Gallery Board has been affixed to this)
document with the authority of the Board:)

.....
Name Position

.....
Signature Date

.....
Name Position

.....
Signature Date

THE COMMON SEAL of the)
CORPORATION OF THE CITY)
OF ADELAIDE)
 was hereunto affixed in the presence of:)

.....
 Witness
 [Print name:]

Item 4.2 - Attachment A

ANNEXURE**Copy of Principal Deed**

Item 4.2 - Attachment A

2019 Local Government Association Ordinary General Meeting Agenda

ITEM 4.4 02/04/2019
The Committee

Program Contact:

Jacki Done, AD People &
Governance 8203 7256

Approving Officer:

Steve Mathewson, Director
Services

2014/04834
Public

EXECUTIVE SUMMARY:

The 2019 Local Government Association (LGA) Ordinary General Meeting (OGM) is to be held at the Adelaide Entertainment Centre, Hindmarsh, on Friday 12 April 2019 commencing at 11.00am.

The OGM agenda has been published by the LGA and is provided for noting by Council ([Link 1](#)). Presentation of the agenda offers Council the opportunity to provide guidance to Council's voting delegate and to confirm Council's position on items of interest on the agenda.

RECOMMENDATION:

THAT THE COMMITTEE RECOMMENDS TO COUNCIL

That Council:

1. Notes the 2019 Local Government Association Ordinary General Meeting agenda.
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IMPLICATIONS AND FINANCIALS:

City of Adelaide 2016-2020 Strategic Plan	Strategic Alignment - Corporate Activities This report contributes to Council's 2016-2020 Strategic Plan by providing an opportunity for Council to collaborate with Local Government entities to shape the future of the city.
Policy	Not as a result of this report.
Consultation	Not as a result of this report.
Resource	Not as a result of this report.
Risk / Legal / Legislative	Not as a result of this report.
Opportunities	Attendance at the Ordinary General Meeting provides an opportunity for Council to participate in decision making on LGA policy and local government matters.
18/19 Budget Allocation	Not as a result of this report.
Proposed 19/20 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report.
18/19 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

DISCUSSION

1. The 2019 Local Government Association (LGA) Ordinary General Meeting (OGM) will be held on Friday, 12 April 2019 at the Adelaide Entertainment Centre, Hindmarsh.
2. In January 2019, the LGA called for the appointment of a voting delegate and for notices of motions to be submitted for the OGM.
3. At its meeting held on 12 February 2019, Council appointed Councillor Dr Donovan as Council's Delegate and Councillor Hyde as Council's Deputy Delegate for the 2019 LGA OGM.
4. In addition to appointing voting delegates, Council also resolved on 12 February 2019 to submit two Business Items to the Greater Adelaide Regional Organisation of Councils (GAROC) to consider their inclusion on the OGM agenda.
5. GAROC approved the items submitted by the City of Adelaide with minor non-substantive amendments, which now recommend at:

Item 8.2, Social Infrastructure that promotes liveable and healthy communities (Adelaide):

- 5.1. That the Ordinary General Meeting requests that the LGA:
 - 5.1.1. supports and encourages councils to improve planning for community, sporting and cultural facilities and services/programs (social infrastructure) including through research, innovation, collaboration, skills and capacity development
 - 5.1.2. liaises with the South Australian Government to ensure councils are engaged and informed regarding social infrastructure planning associated with urban development and planning processes, with reference to implementation of the Planning, Development and Infrastructure Act 2016 (SA) (PDI Act) and the 30-year Plan for Greater Adelaide, and
 - 5.1.3. requests that the South Australian government investigates opportunities to promote a more consistent and place-based approach to social infrastructure planning in the state, including development of a contemporary social infrastructure guideline/design standard for SA, and

Item 8.3, Movement and Transport Planning (Adelaide):

- 5.2. That the Ordinary General Meeting requests that the LGA:
 - 5.2.1. Establishes a Local Government Movement and Transport Planning Network with the intent to:
 - keep informed of current and future trends in movement and transport strategies, with relevance to metropolitan Adelaide and regions across the state
 - identify priority movement and transport projects, with a key focus on mobility sharing, cycling, walking and public transport
 - identify strategic, capital and operational funding opportunities at all levels of government as well as seek partnerships to deliver strategies and projects
 - ensure movement and transport strategies are aligned and cohesive across council areas, and
 - discuss opportunities to partner on projects, cross-promote and share information, ideas, and learnings.
 - Membership could include all councils who elect to sign up to the group, the LGA, as well as representatives from the State Government (e.g. DPTI and ODASA).
 - 5.2.2. The scope could include discussion of a metropolitan Adelaide without boundaries, and assisting councils and other key stakeholders (e.g. RAA, Bike SA, BISA, AILA, Engineers Australia, Property Council, etc) to create, influence and implement:
 - Major projects
 - Climate change adaptation

- Green infrastructure provision
 - Customer centricity
 - Business cases and the process for Infrastructure Australia (IA)
 - Consistent approaches to design and infrastructure
 - Consistent approaches to transport mode integration
6. The agenda for the 2019 LGA OGM can be viewed here ([Link 1](#)).
 7. The Administration will prepare briefings for the City of Adelaide voting delegates based on Council's previously endorsed positions regarding those motions on the LGA OGM agenda which are considered likely to significantly impact the City of Adelaide.
 8. Further, item 6.1 of the OGM agenda recommends that the Ordinary General Meeting:
 - 8.1. notes its report on the positions adopted by the sector through the LGA on Local Government reform and
 - 8.2. commits to working with the Parliament of South Australia to deliver sensible and effective reforms to drive downward pressure on council rates, improve financial sustainability of councils, and deliver lasting benefits to South Australian communities.Councils are not asked to approve the report on Local Government reform.
 9. Local Government Reform is the topic of a separate report that is to be considered by Committee on 2 April 2019. That separate report canvasses Council's position regarding the LGA's views on Local Government reforms per item 6.1 of the LGA OGM agenda. In order to avoid duplication this topic has not been included for consideration here.

ATTACHMENTS

Nil

- END OF REPORT -

Strategic Risk and Internal Audit Group

Workshop Purpose:

Information session on the functions of the Strategic Risk and Internal Audit Group

PROGRAM: People and Governance

AUTHOR: Rudi Deco

The Committee Meeting - Agenda - 2 April 2019

City of Adelaide Risk Culture

Audit Committee

- Independent membership
- Elected Member membership

Strategic Risk & Internal Audit Group (SRIA)

- Risk escalation process
- Executive participation/ oversight
- Reporting to Audit Committee & Council

Executive Leadership Team

- Leading a positive risk culture
- Promoting risk escalation

Audit

- External Audit (BDO)
- Internal Audit (KPMG)

Legislative Compliance Review

- Ongoing monitoring of compliance and reporting into SRIA

Staff awareness

- Risk induction training
- Ongoing risk awareness training

2018/20 Internal Audit Plan

- KPMG audits
- Internal audits completed by Senior consultant Risk & Audit

Strategic Risk Register

- 6 monthly workshops with ELT and reporting into SRIA

LGRS Insurance Schemes

- Risk transfer
- Risk evaluation process

Internal controls

- 6-monthly monitoring process (Promapp) and reporting to Audit committee
- Training and awareness

Risk Management Operating Guidelines

- ISO3100:2018
- Waterline principle

Internal Governance & Risk Committees

- Project Control Group
- Business Systems Committee

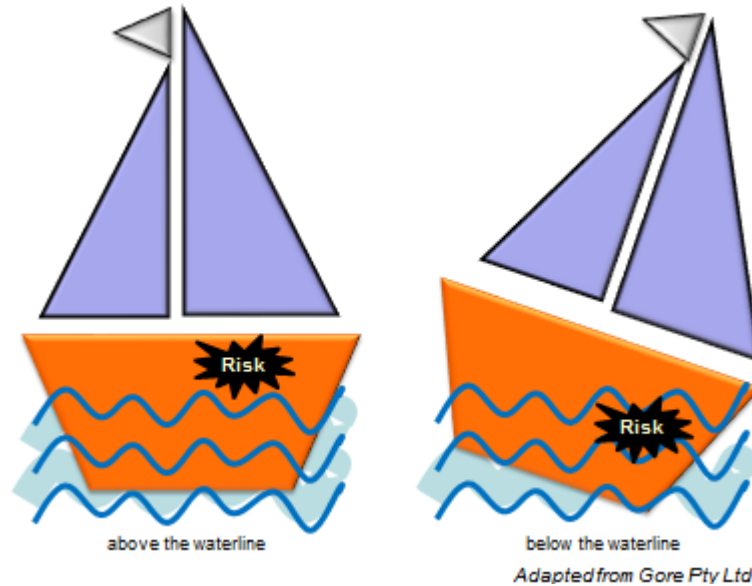
- The Council's Risk Management model is contingent on a strong executive oversight on emerging issues and strategic risks, as well as enabling well informed decisions.
- In 2009, the (then) executive leadership group approved the creation of the Strategic Risk and Internal Audit Group (SRIA). The first meeting was held in September 2009.
- SRIA monitors the CoA risk culture and promotes risk escalation at all levels of the organisation.
- Council's Risk Management model continues to be recognised as a mature and best practice model by the independent members of Council's Audit Committee.

- The Role of SRIA
 - Develop and oversee Risk Management
 - Ensure early, quick and clear escalation of strategic risks and emerging issues
 - Ensure appropriate controls are in place to manage and monitor strategic risks and emerging issues
 - Ensure that sufficiently mitigated matters return to operations
 - Identify and communicate key learnings and ensure that relevant processes are reviewed for continuous improvement
- Membership:
 - Executive Leadership Team
 - Associate Directors of People and Governance, Property, Finance and Infrastructure
 - General Manager of Council subsidiaries
 - 1 rotational Associate Director to be turned over every 6 months
 - Senior Representative from Council's Media Team
 - Manager MySafety
 - Senior Consultant Risk and Audit
 - Manager of Governance (chair)

- Frequency:
 - Every second Wednesday of the month for 90 minutes (no meeting in January due to the Christmas holiday)
- Functions:
 - Drive a positive risk management culture promoting risk escalation
 - Provide guidance and direction on risk controls and mitigation strategies
 - Monitor ongoing consideration of risks
 - Provide input, comment and feedback on the Internal Audit Program
 - Review and provide feedback and approve the Risk Management Operating Guideline

- Internal Audit (scopes and reports)
- Strategic Risk and Opportunity Registers
- New Emerging Risks
- Watch List
- Significant or high-risk projects
- Strategic Issues
- Risk celebration
- Emergency management
- Items for information only:
 - FOI Report
 - Litigation Report
 - Ombudsman / Safework SA / HRC/ EOC / Coroner / EPA / SBCO and other external investigations
 - New Legislation Report
 - Section 270 LG Act Review (grievances)

- SRIA's key relationship is with the Audit Committee.
- Reports to Audit Committee on a quarterly basis, to provide an update on the activities of the SRIA Group
- Risk and Audit Team
 - Promotes risk awareness internally via workshops every 6 months
 - Conducts one-on-one risk awareness sessions with all People Leaders (as part of induction)
 - Is the central point of contact for risk management services



“The biggest risk of all is taking no risk at all; great organisations do take calculated risks to realise opportunity, but they avoid taking risks that could blow holes below the waterline”

Audit Committee

Workshop Purpose:

Information session on the functions of an Audit Committee

PROGRAM: People and Governance

AUTHOR: Dawn Curran
The Committee Meeting - Agenda - 2 April 2019

Functions of an audit committee include -

- Reviewing annual financial statements to ensure that they present fairly the state of affairs of the council;
- Proposing, and providing information to, a review of the council's strategic management plans or annual business plan;
- Proposing, and reviewing, the exercise of powers under section 130A
- Liaising with the council's auditor;
- Reviewing the adequacy of the accounting, internal control, reporting and other financial management systems and practices on a regular basis.

126—Audit committee

- (1) A council must have an audit committee.
- (2) The membership of an audit committee—
 - (a) may include persons who are not members of the council; and
 - (b) may not include an employee of the council (although an employee may attend a meeting of the committee if appropriate); and
 - (c) may include, or be comprised of, members of an audit committee for another council; and
 - (d) must otherwise be determined in accordance with the requirements of the regulations.
- (4) The functions of an audit committee include—
 - (a) reviewing annual financial statements to ensure that they present fairly the state of affairs of the council; and
 - (ab) proposing, and providing information relevant to, a review of the council's strategic management plans or annual business plan; and
 - (ac) proposing, and reviewing, the exercise of powers under section 130A; and
 - (b) liaising with the council's auditor; and
 - (c) reviewing the adequacy of the accounting, internal control, reporting and other financial management systems and practices of the council on a regular basis.

- Members of the Audit Committee are appointed by Council. The Committee shall consist of five (5) members:
 - The Lord Mayor
 - One (1) Councillor Martin and
 - Three (3) external independent Members (David Powell, Ross Haslam, Sean Tu).
- Audit Committee meetings are held quarterly as a minimum, however a special meeting may be called in accordance with the Act.
- Roles of the Audit Committee:
 - Financial Reporting
 - Internal Control and Risk Management Systems
 - Whistle Blowing
 - Management Plans and Business Plans
 - Value and Efficiency
 - Internal Audit
 - External Audit

Terms of Reference	Report	Frequency	Timing				Legislative Requirement	Legislative Ref (LG Act 1999 / LG (Financial Management) Regulations 2011)
			Feb 2019	May 2019	July 2019	Oct 2019		
Financial Reporting	<ul style="list-style-type: none"> Review of Business Plan & Budget and Strategic Management Plan including LTFP 	Annually					Annual	s.126(4)(ab)
Internal Control & Risk Management	<ul style="list-style-type: none"> Results of the LGA Risk Management Review 	Biennially					-	-
	<ul style="list-style-type: none"> Emergency Management Framework 	Biennially					-	-
	<ul style="list-style-type: none"> Activity of Strategic Risk & Internal Audit Group 	Quarterly					-	-
Whistle Blowing & Review of Council Decision	<ul style="list-style-type: none"> Whistle Blowers Policy & Operating Guidelines 	Biennially					Council	-
	<ul style="list-style-type: none"> Section 270 Internal Review of Council Decisions Policy & Procedure 	Biennially					Council	-
Internal Audit	<ul style="list-style-type: none"> Strategic Internal Audit Plan 	Annually					-	s.126(4)(c)
	<ul style="list-style-type: none"> Confidential Meeting with Internal Auditors 	Annually					-	s.126(4)(b)
	<ul style="list-style-type: none"> Internal Audit Progress Report 	Quarterly					-	s.126(4)(c)

Terms of Reference	Report	Frequency	Timing				Legislative Requirement	Legislative Ref (LG Act 1999 / LG (Financial Management) Regulations 2011)
			Feb 2019	May 2019	July 2019	Oct 2019		
External Audit	• End of Financial Year Audit Approach & Reporting Timetable	Annually					-	-
	• External Audit Interim Management Letter	Annually					-	-
	• Annual Financial Statements (Special Meeting)	Annually					-	s.126(4)(a)
	• Report on Financial Results (Special Meeting)	Annually					Council	Reg 10
	• Confidential Meeting with External Auditors (Special Meeting)	Annually					-	s.126(4)(b)
	• Matters arising from the External Audit (Special Meeting)	Annually					-	s.126(5a)(b)
Other Business	• Annual Report from the Presiding Member	Annually					Terms of Reference	-
	• Audit Committee Self-Assessment Results	Annually					Terms of Reference	-
	• Audit Committee Meeting Schedule and Work Plan	Annually					-	-
	• Review of the Terms of Reference	Annually					Terms of Reference	s.41(b)
	• Value and Efficiency	6 Monthly					-	-

On-street parking within the Adelaide Central Business District (CBD)

Workshop Purpose:

To provide Council Members with the current status of the number of available parking bays within the CBD, options for conducting an audit and avenues for increasing on-street parking availability.

A SMART CITY WITH
A GLOBALLY
CONNECTED AND
OPPORTUNITY RICH
ECONOMY

SMART

PROGRAM: **Customer**

AUTHOR: Lisa Loveday | APPROVING OFFICER: Vanessa Godden
The Committee Meeting - Agenda - 2 April 2019



KEY QUESTION

How would Members like to proceed?

IMPLICATION

COMMENT:

Policy

It is articulated in Council's Strategic Plan 2016-2020 that "Achieving a good balance between the full suite of transport options including vehicles, public transport, cycling and walking is seen as vital to a prosperous city."

Consultation

Will be required as a result of any proposed changes to on-street parking in line with current practices.

Resource

Not as a result of this report.

Risk / Legal / Legislative

Any changes to on-street parking need to meet legislative requirements in line with the Department of Planning, Transport and Infrastructure and be in line with the Australian Standards.

Opportunities

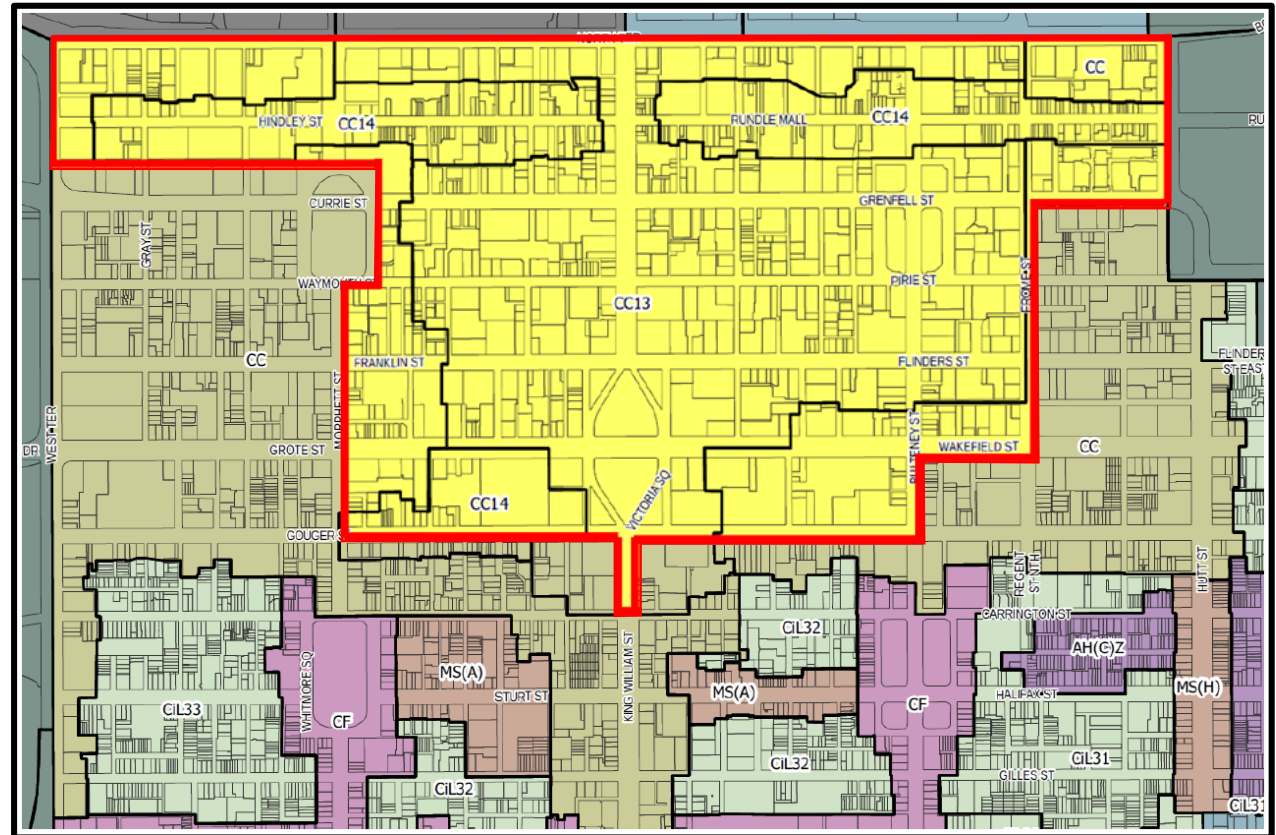
To continue to improve the availability of on-street parking within the CBD.

IMPLICATION	COMMENT:
18/19 Budget Allocation	Not as a result of this report.
18/19 Budget Reconsideration (if applicable)	If the option to engage an independent traffic consultant is supported a budget reconsideration of \$40-\$50k will be required.
Proposed 19/20 Budget Allocation	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Included in operational budget.
Life of Project or Life Expectancy of Asset	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

ON-STREET PARKING WITHIN THE ADELAIDE CBD CENTRAL BUSINESS DISTRICT (CBD) AREA

For the purpose of this workshop, the Adelaide Central Business District (CBD) area is defined to include the Central Business and Main Street areas considering the Adelaide (City) Development Plan Zone Map (Gazetted 30 May 2017).

Figures in this workshop relate to the area outlined in red on the adjacent map.



ON-STREET PARKING WITHIN THE ADELAIDE CBD CURRENT STATUS SNAPSHOT AND COMPARISON

The below table displays the current status and the previous years data of the number and types of available on-street parking bays within the CBD.

	Jan-19	Jan-18	Jan-17	Jan-16	Delta	
Parking (inc Paid and time limit)	1,382	1,468	1,483	1,500	-118	-8%
Loading Zones	568	583	569	587	-19	-3%
Disability Parking	35	38	36	36	-1	-2.7%
Passenger Loading	111	111	113	119	-8	-7%
Unrestricted	7	7	7	7	0	0%
Taxi Zone	69	77	68	68	+1	1.5%
Mail Van	14	16	17	17	-3	-17.6%
Permit	150	153	198	199	-49	-24.6%
TOTAL	2,336	2,453	2,491	2,533	-197	-7.8%
Motorcycle	512	541	543	525	-13	-2.5%
Bicycle	69	76	101	107	-38	-35.5%

This overview includes all on-street parking within the CBD area and considers the 'primary' parking control for each zone. Many zones can have up to three controls to accommodate differing parking needs or traffic flow on any day of week, or during any time of the day.



In addition to the on-street spaces listed in the previous table, there are approximately 21,000 off-street parking spaces available in 40 parking stations in the Adelaide CBD (5,300 of these within our UPark car parks).

The Right Balance Between On- and Off-Street Parking

- Ensure on-street spaces in the city centre are used to support the drivers they are intended for – service delivery, short term, convenience in a primary location.
- Encourage longer stays and more flexible parking options in off-street car parks.
- Optimum control requires a combination of price, time restrictions and compliance.
- As long as on-street parking is cheaper than off-street parking (and public transport), there is no incentive to park off-street, or to use other forms of transport.

ON-STREET PARKING WITHIN THE ADELAIDE CBD PROJECTS IMPACTING ON-STREET PARKING



Major projects which resulted in on-street parking impacts in recent years

Current and Upcoming

- Gawler Place Upgrade
- King William Tram Upgrade (Halifax Stop upgrade, minimal to CBD)
- Union Street Upgrade

2017/18

- Tram Extension
- Relocation of Royal Adelaide Hospital
- Frome Bikeway Upgrades
- O'Bahn Upgrade
- Residential street tree planting
- Market to Riverbank
- Waymouth Street footpath widening
- Grote Street Bus Depo and Pitt Street
- Electric Vehicle Charging Stations

2016/17

- Anzac Walk – Kintore Avenue
- Grenfell/Currie Bus Lane

Ongoing

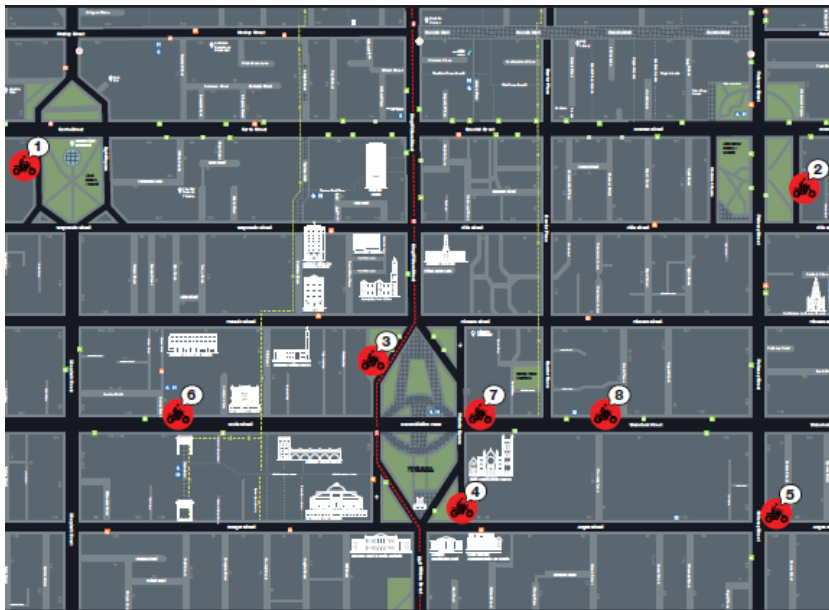
- Parklets and placemaking
- Large private development

Council Members are notified on a monthly basis via e-News of all

proposed Parking Control Alterations.

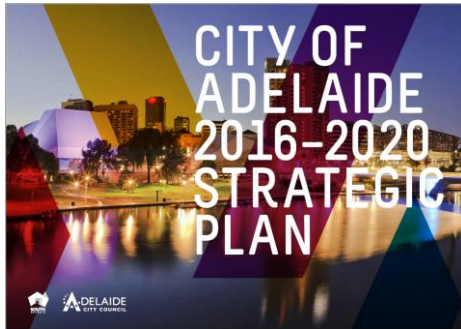


A previous project undertaken between 2008-2012 included the installation of motorcycle parking bays in areas too small for a regular vehicle parking bay. This resulted in an increase of 337 motorcycle parking bays predominantly in the CBD area.



In February 2016 the motorcycle parking on footpaths trial commenced at two designated areas, Victoria Square and Light Square. Due to the success of the trial a total of 140 spaces across 8 locations within the CBD have been installed as shown in the adjacent map.

ON-STREET PARKING WITHIN THE ADELAIDE CBD STRATEGY & POLICY THAT GUIDES ON-STREET PARKING



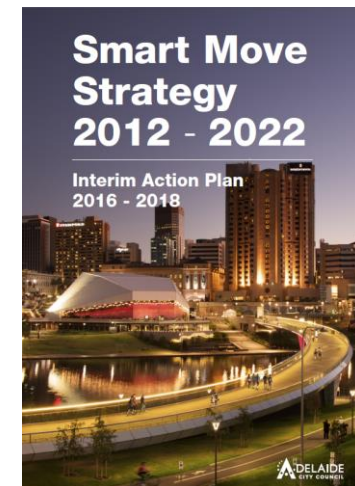
It is articulated in Council's *Strategic Plan 2016-2020* that *"Achieving a good balance between the full suite of transport options including vehicles, public transport, cycling and walking is seen as vital to a prosperous city."*

In 2017, Council endorsed a revised On-Street Parking Policy. A key objective of the policy is to *"optimise the use of on-street space available for parking that best meets local needs"*.



Council's current Smart Move Interim Action Plan highlights a number of Parking actions. Relevant Parking projects underway include implementing Smart Parking technology, finalising and implementing the North Adelaide Parking Review, commencing the South Ward Local Area Traffic and Parking Management Plan and identifying opportunities to increase motorcycle/scooter parking.

In addition, the following action is included within the Interim Action Plan: *'Review line-marking of on-street parking spaces as part of road resurfacing works to identify opportunities to increase parking supply, and ensure compliance with Australian Standards and Australian Road Rules'*. This work happens as part of our business as usual operations, and where additional parking can be identified this is already implemented.



ON-STREET PARKING WITHIN THE ADELAIDE CBD CURRENT METHODS OF REVIEWING & OPTIMISING AVAILABLE KERBSIDE SPACE

SMART
OUTCOME



The efficient management of parking makes it easier to access business and therefore supports the economic prosperity of our City, while also ensuring compliance with our legislative requirements.

On-street parking is a shared community asset for which demand regularly exceeds supply, particularly in the CBD. This resource requires careful management to ensure a wide range of competing users have fair and reasonable access.

Council's On-Street Parking Policy aims to ensure pedestrian and motorist safety and supports traffic flow, while optimising the use of on-street space available for parking that best meets local needs and complements the role of available off-street parking.

The On-Street Parking Management Team currently provide advice and support in the initial planning stages of projects which will impact kerbside space. Any parking control changes must meet the required Australian Standards without impacting on a driver's ability to access existing loading zones, bus zones, bike lanes, traffic lanes and/or footpath width. Due to the high demand for on-street spaces, this is done with the objective of ensuring maximum suitable parking is maintained and managed in a way that best suits the often conflicting needs of the area.



Periods of construction or temporary works are also managed to ensure minimal possible losses and impact.

Due to high demand for on-street spaces, there will likely be only minimal locations where additional parking could be provided that has not already been identified.

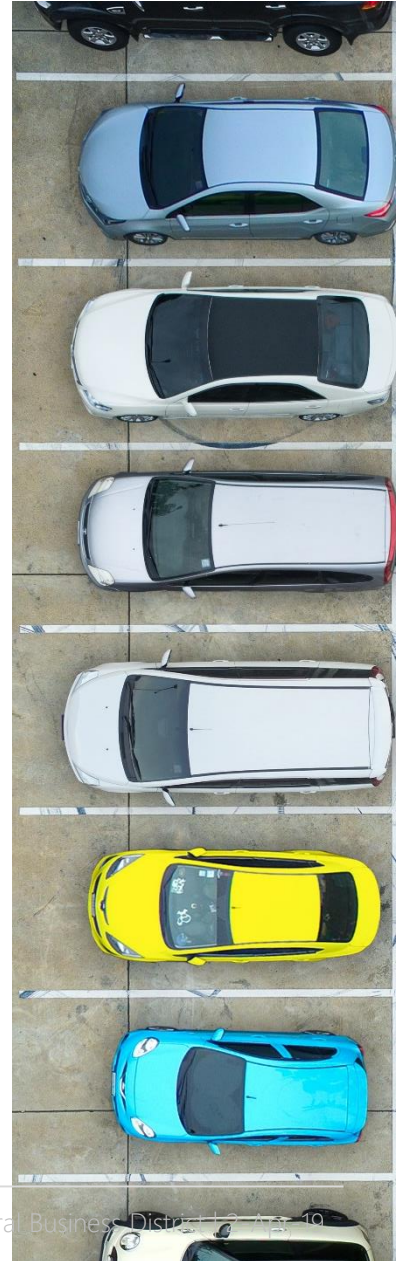
ON-STREET PARKING WITHIN THE ADELAIDE CBD OPTION TO UNDERTAKE A MORE DETAILED INTERNAL AUDIT OF CURRENT PARKING CONTROLS

We could undertake a detailed audit of current parking controls which will provide greater information and insights which are not available in the snapshot provided on slide 4, these include:

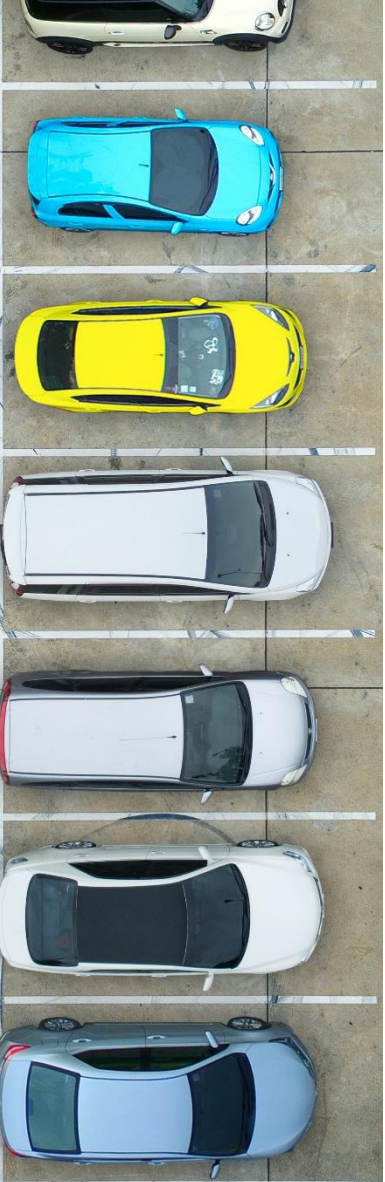
- Parking availability by street and location,
- Controls which change function throughout the day to accommodate multiple parking needs,
- Parking which is available only during the off-peak period to ensure access and traffic flow is maintained during peak traffic periods,
- Reasons for parking control changes which resulted in an increase or reduction of available parking.



During the 2019-2020 Integrated Business Plan & Budget process Council Members will be asked to consider a project bid for the development of a new Integrated Transport and Movement Strategy. We recommend that the learnings from this Internal Audit could assist in discussions of the strategic role of on-street parking in the CBD.



ON-STREET PARKING WITHIN THE ADELAIDE CBD OPTION TO ENGAGE AN INDEPENDENT TRAFFIC CONSULTANT



If a more thorough audit of parking spaces within the CBD is required, this would be best undertaken through the engagement of an independent and qualified traffic consultant with a view to identifying new opportunities of increasing available on-street parking. This will ensure that the audit is objective and not biased by pre-existing knowledge of the street.

The audit should be informed by a set of guidelines to ensure that the consultants' efforts are focussed on ideas and approaches that would be supported by Council Members. The recommended guidelines to be employed in the assessment of increasing on-street parking in the CBD area should include:

- All parking must comply with the Department of Planning, Transport and Infrastructure's Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices.
- Any on-street parking changes will need to consider any impact on the following:
 - Road Safety
 - Traffic flow and capacity
 - Public transport access
 - Bike lanes
 - Footpath width
 - Greening
 - Parklets

This proposed method would require the engagement of Council's Procurement Team to seek quotes to undertake the audit. Indicative estimates are in the vicinity of \$40-50K.

KEY QUESTION

How would Members like to proceed?

BIKEWAYS NETWORK

Summary of progress, context and possible next steps

Workshop Purpose:

To provide a briefing on the Bikeways project to date and provide an opportunity to consider the East-West Bikeway and separated bike lanes on King William Street, as per the Motion on Notice on 26 February 2019.

PROGRAM: STRATEGY + DESIGN

AUTHOR: Anna McDonald | APPROVING OFFICER: Daniel Bennett

The Committee Meeting - Agenda - 2 April 2019

A BEAUTIFUL
DIVERSE CITY
WITH AN
ENVIABLE
LIFESTYLE THAT IS
WELCOMING TO
PEOPLE AT ALL
STAGES OF LIFE

LIVEABLE

KEY QUESTION

Do Council Members have views on the revised Bikeways network as presented on slide 15?

KEY QUESTION

Do Council Members have views on Flinders-Franklin corridor as the preferred route for the East-West Bikeway?

KEY QUESTION

Do Council Members have views on the consideration to reroute or find new funding to support a separated bikeway as part of the tram upgrade on King William Street (south)?

KEY QUESTION

Do Council Members have views on the proposed consultation strategy to be used as a framework for future cycling infrastructure works?

At the Council meeting on 26 February 2019 the following Motion on Notice was endorsed:

That Council Administration:

1. Provide a workshop briefing to Councillors by 31 March 2019 which contains:
 - 1.1. A summary of the Bikeways project to date
 - 1.2. An overview of Bikeways as part of Council's Integrated Transport Strategy
 - 1.3. Opportunities to discuss options for the dedicated East-West bikeway, and
 - 1.4. Pays consideration to reroute or find new funding to support a separated bike way as part of the Tram Upgrade on King William Street
 - 1.5. A proposed consultation strategy for businesses, property owners, residents and visitors to the City, that may be used as a framework for future cycling infrastructure works.

2. Table for the Next Capital City Committee Meeting an item to discuss Smart Move 2.0 in partnership with the State Government.

1.1 A Summary of the Bikeways project to date

At its meeting in July 2016 Council approved \$6 million to match \$6 million from the State Government to implement the City Bikeways project over a 2 year period. The project includes construction of:

- North-South Bikeway along the Frome corridor (\$5.5 million)
- East-West Bikeway (\$5.5 million)
- Initiation of a bike share scheme (\$1 million)

The bikeway infrastructure will be supplemented by complementary streetscape improvements and asset renewal where necessary to improve the experience for all street users.

The project also included re-working the previous bikeway on Frome Street/Regent Street North, to add landscaping and trees, improve the legibility of the street and increase traffic capacity during peak hours.

Council and the State Government have agreed to extend the funding agreement to 30 June 2019.



CITY BIKEWAYS PROJECT

1.1 A summary of the Bikeways project to date

57

LIVEABLE
OUTCOME 

North-South Bikeway – completed activities

July 2016	Council endorsed \$6 million budget to match \$6 million funding from State Government (\$12 million total budget for NS and EW Bikeways and point-to-point bike share).
September 2016 – November 2016	Initial design ideas developed.
October 2016	Lord Mayor’s Bike Summit.
November 2016	Construction of a full-scale trial site of the initial bikeway design ideas in the Park Lands.
November 2016 – January 2017	Engagement with the community, including key stakeholders and Frome Street/Regent Street North property owners and occupiers, on initial design ideas.
March 2017	Council endorsed the design and engagement approach for the North-South Bikeway.
March 2017 – September 2017	Design work and engagement with adjacent ratepayers for Frome Street/Regent Street North (North Terrace – Carrington Street) and North Adelaide.
September 2017 – August 2018	Construction of bikeway and complementary streetscape upgrades on Frome Street and Regent Street North (Rundle Street – Carrington Street).
September 2018 – January 2019	Design and consultation with adjacent ratepayers for shared path sections in Park 6 and Park 12.
February 2019 onwards	Planning, design, engagement and construction activities to continue as a rolling program until the North-South Bikeway is complete.

North-South Bikeway Update

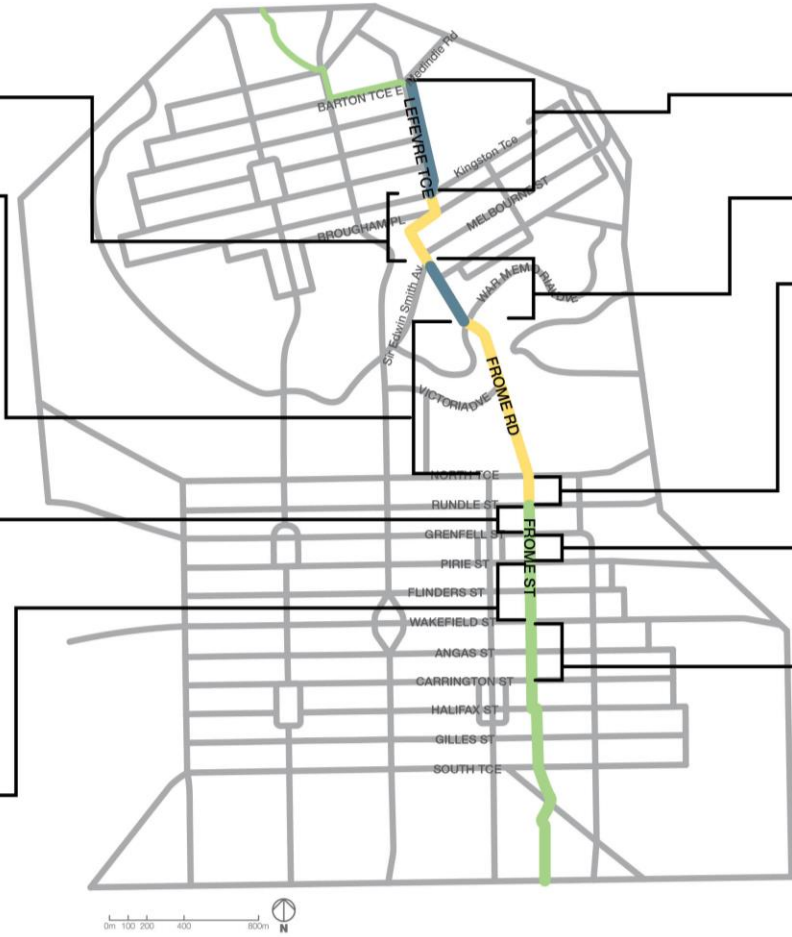
Brougham Gardens
Kingston Terrace to Sir Edwin Smith Avenue
Status: Design under consideration.

Frome Road
War Memorial Drive to North Tce
Status: Master plan to be prepared 2019/20

Rundle St to Grenfell St
Status: Complete



Pirie St to Wakefield St
Status: Complete



Park 6
Medindie Rd to Kingston Terrace
Status: Construction mid 2019.

Park 12
Sir Edwin Smith Avenue to War Memorial Drive
Status: Construction mid 2019.

North Tce to Rundle St
Status: Concept design complete. Finalise design and consult early 2019.

Grenfell St to Pirie St
Status: Complete



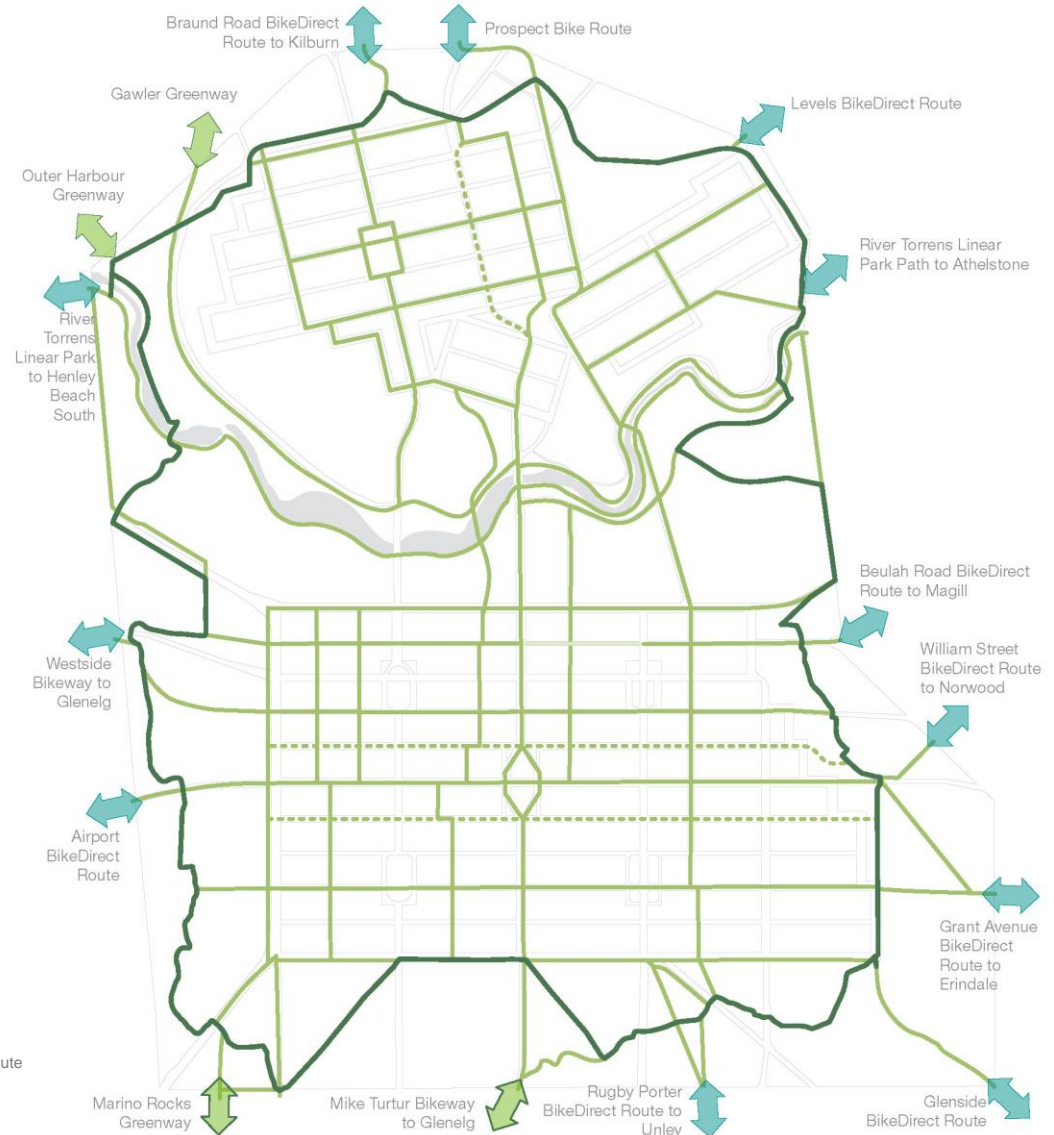
Wakefield St to Carrington St
Status: Complete



BIKEWAYS NETWORK 2012

The Bikeways network was developed to encourage cycling to and within the City by providing safe and low-stress bicycle routes catering for the needs and abilities of all levels of cyclists (new and existing).

It was included in the City of Adelaide's *Smart Move: Transport and Movement Strategy 2012-22*.



INFRASTRUCTURE COMPLETED SINCE 2012

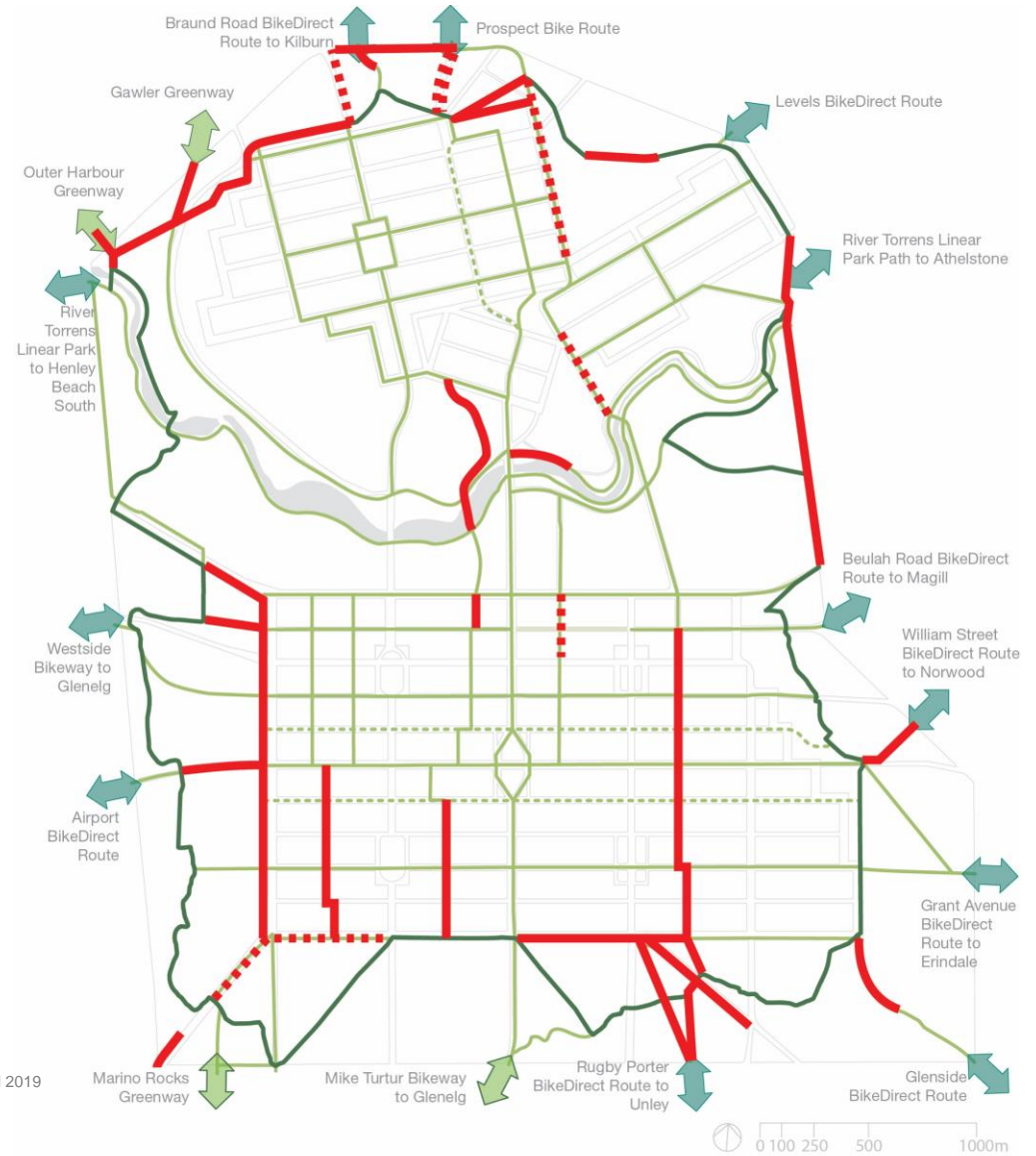
Infrastructure that has been installed or upgraded on the Bikeways network since 2012 includes:

By CoA:

- North-South Bikeway
- City West Quietway
- Owen/Russell/Compton Streets
- South Terrace shared use path
- Park 19 park upgrade
- Park Lands Trail (sections)
- Sir Donald Bradman Drive shared use path

By DPTI:

- Hackney Road shared use path (Obahn works)
- Outer Harbour Greenway underpass
- Gawler Greenway underpass
- Marino Rocks underpass



CURRENT BIKE RIDERS

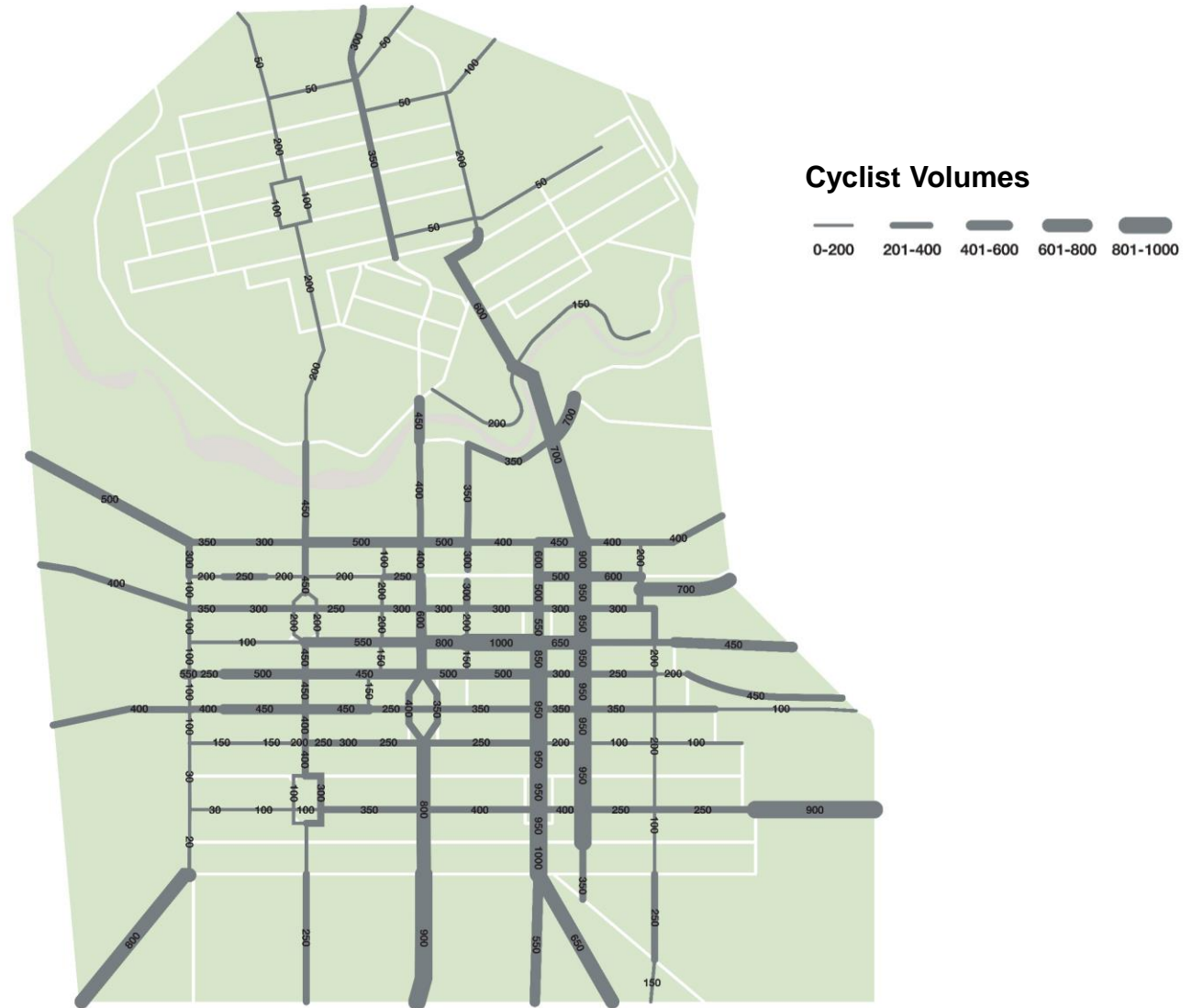
The most popular entry points to the city for bike riders are:

- Victoria Park
- Anzac Highway (on shared path)
- Peacock Road / King William Street (south)
- Park 19 / Pulteney Street
- Botanic Park / Frome Road
- Rundle Road

The most popular streets for riding within the city are:

- Pirie Street
- Pulteney Street
- Frome Street / Road
- King William Street
- Rundle Street

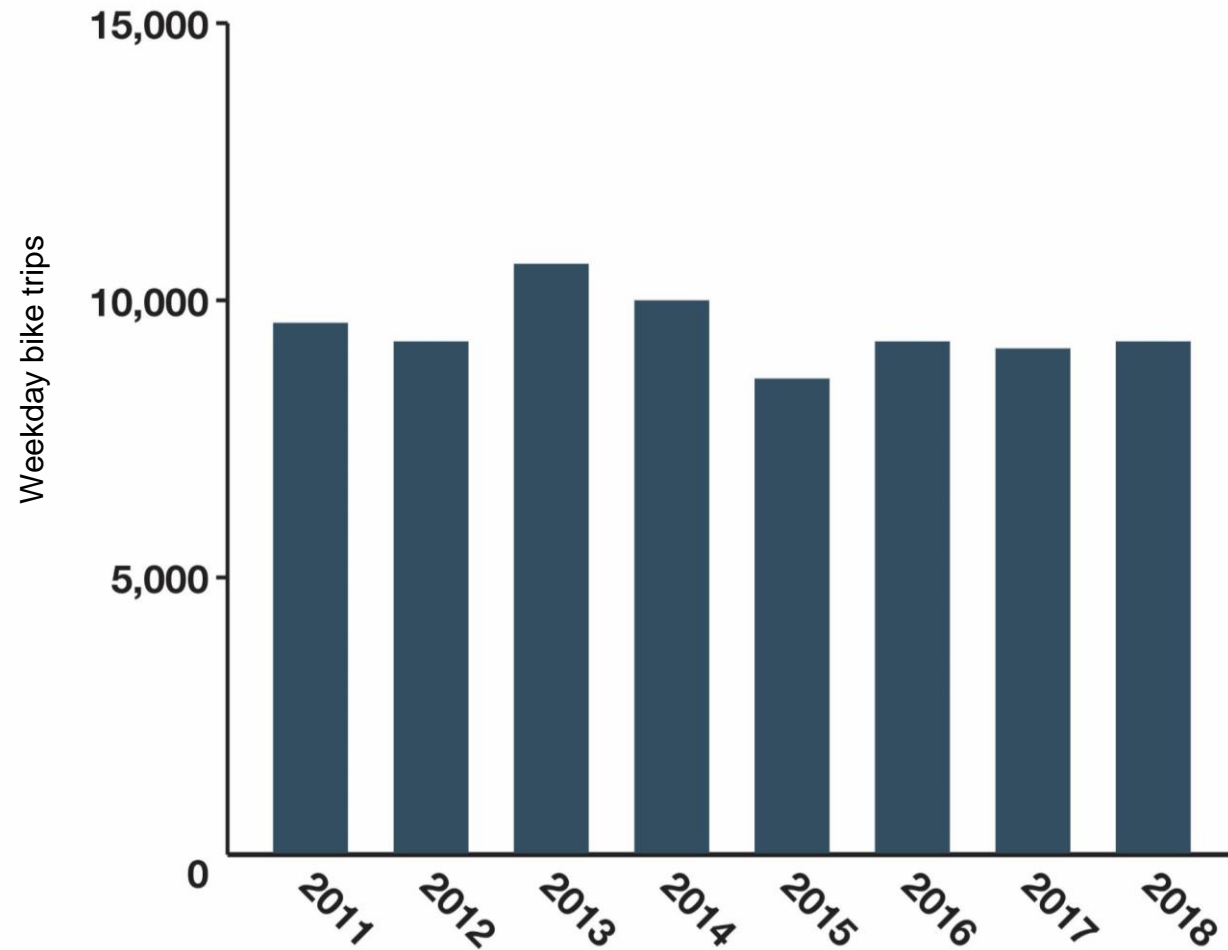
DRAFT





TRIPS BY BIKE INTO/OUT OF CITY

The total number of trips by bike into / out of the city on a weekday has remained constant at around 10,000 bike trips per day since 2011.



Source: CoA/DPTI Annual
Bicycle/Pedestrian Cordon Counts

1.2 An overview of Bikeways as part of Council's Integrated Transport Strategy

WHERE WILL THEY RIDE

Strong and fearless riders will ride on any street and are generally happy to mix with traffic.

Enthusied and confident riders prefer marked bike facilities and are generally confident enough to ride on streets with lower traffic speeds and volumes.

The 60% of people that are *interested but concerned* in bike riding will not ride unless safe, separated bike facilities, such as the bikeway on Frome Street, are provided.



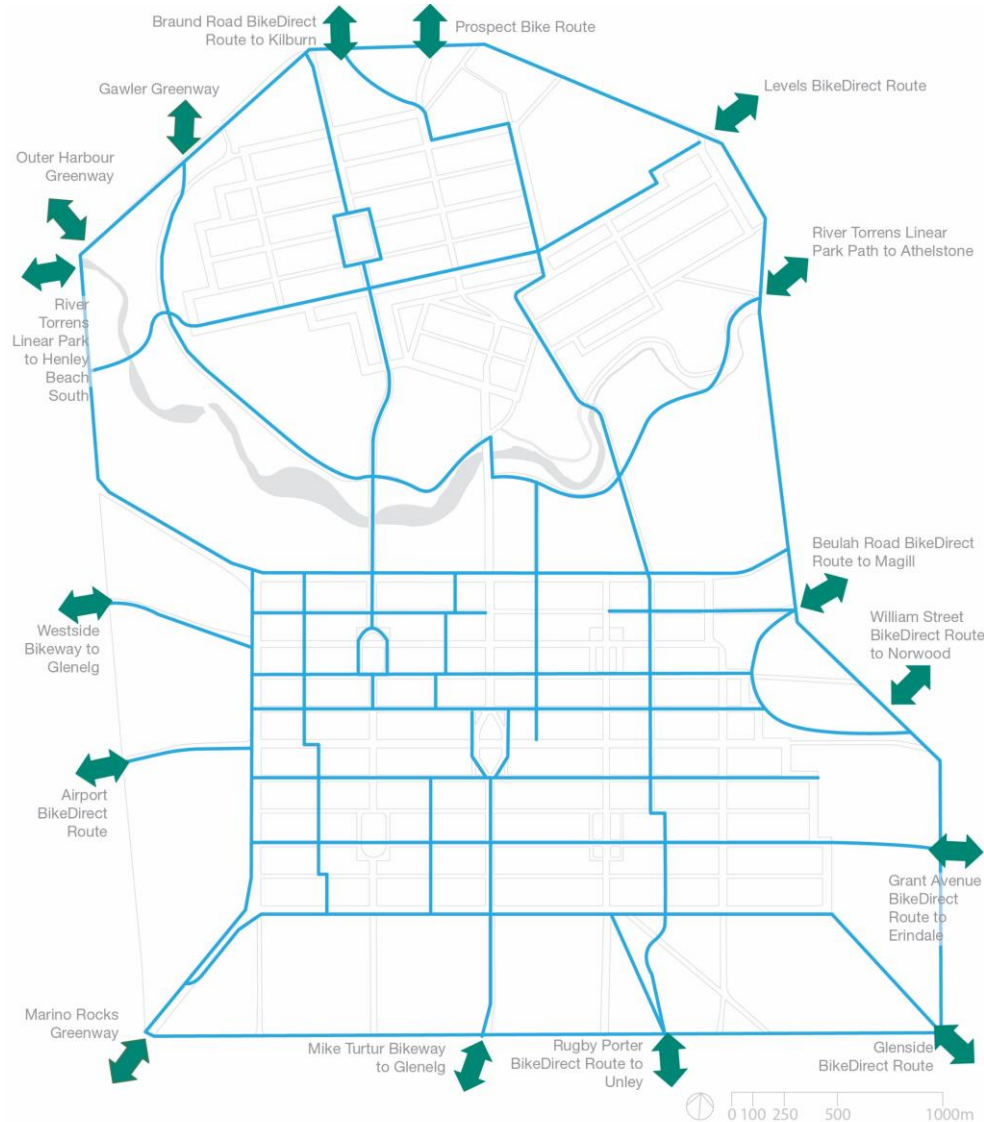
PROPOSED BIKEWAY NETWORK

The bikeway network adopted in 2012 has been amended to reflect land use and transport changes, including:

- Land use changes and developments, such as Royal Adelaide Hospital move to North Terrace West
- Construction of infrastructure by State Government and neighbouring local Councils
- Feedback from customers

Key changes include:

- Port Road included to connect NRAH
- Paths around Park Land edge added
- North Adelaide routes simplified
- King William Rd/O'Connell St removed
- Morphett Street added





Proposed Bikeway Principles

- Bicycle infrastructure will be **integrated into the whole street environment** and will be designed to ensure a **safe operating environment**, whilst **maintaining amenity for all street users** including people on foot, riding bikes and driving motor vehicles.
- Bikeways will provide **continuous and connected bike riding facilities** that **minimise interactions** with heavy and fast traffic, buses and on-street parking.
- Bikeways will be designed to **provide a low-stress riding experience** – such that an average high school student would feel comfortable to ride.
- The design of Quietways will **calm traffic** and provide a **pleasant and safe walking and bike riding experience away from the main city street grid**.

1.2 An overview of Bikeways as part of Council's Integrated Transport Strategy

CoA BIKEWAYS DESIGN GUIDE

Bikeways will be designed in line with the CoA Bikeways Design Guide, acknowledged by Council as the basis of a 'Reference Design' for the North-South Bikeway at its meeting on 7 March 2017.



City of Adelaide Bikeways Design Guide

Flush separation bike lane

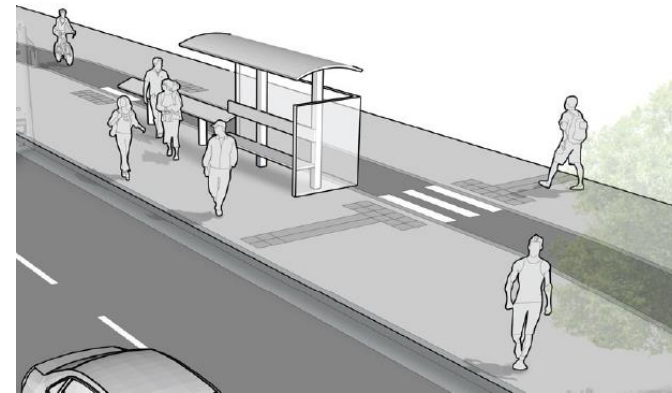
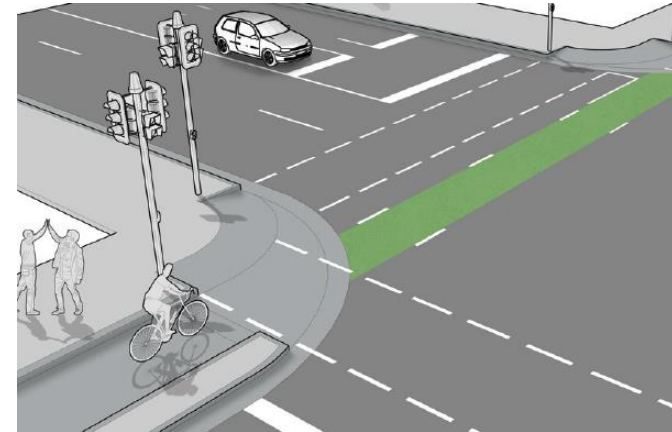
The flush buffer in this treatment provides a distance separation from traffic while maintaining the existing stormwater and drainage system.

Application
This treatment can only be applied where the width of the bike lane is 2.5m or greater.

Key design elements:

- The bike lane, buffer and traffic lanes are all at the same level.
- The footpath is 100-140 mm higher than the bike/traffic lanes, depending on the existing kerb height.
- The buffer could incorporate paving, lines, low landscaping and parking control signage.
- The bike lane could be further distinguished from the road space with a contrasting surface treatment material.
- Minimum height clearance required above the bike lane is 2.4m.
- Cross fall minimum of 2% and maximum of 5%.

- Lighting required to comply with the City of Adelaide's standards.
- Signage and pavement markings must be approved by DPTI as required.
- Bike lane surface treatment is to be consistent with the material selection.
- Minimum clearance of 0.2m to hard elements either side of the bike lane.
- Where the water table is separate from the bike lane, the water table should be maximum of 300mm in width to reduce impact on rollers.
- Side Entry Pits (SEP) are to use bicycle-friendly drainage gates.
- The colour of bike lane material shall be different to the road surface and the footpath to improve legibility of the street and create a safer environment. Reducing accidental use of the bike lane.



The bikeways network will comprise of separated bike lanes, shared paths and quiet traffic streets to create safe and comfortable conditions for people riding bikes.

Separated bike lanes



Shared paths



Quiet streets



BIKEWAYS WITHIN THE TRANSPORT NETWORK

1.2 An overview of Bikeways as part of Council's Integrated Transport Strategy

INTEGRATED TRANSPORT AND LAND USE PLAN

In 2015 the Government of South Australia launched their *Integrated Transport and Land Use Plan*, which includes a series of actions relating to bikeways for Inner Adelaide.

**BUILDING A
STRONGER
SOUTH
AUSTRALIA**



THE INTEGRATED TRANSPORT
AND LAND USE PLAN

July 2015



Action 17

Partner with Adelaide City Council to complete the Gawler Greenway alignment following War Memorial Drive.

Action 20

Partner with local Councils to complete the Belair-City Bikeway, including crossings of arterial roads.

Action 21

Partner with local Councils to extend the Crafers Bikeway from the Tolgate to the City, including crossings of arterial roads.

Action 24

Partner with Adelaide City Council to complete North-South and East-West Bikeways through the City.

Action 25

Partner with local Councils to upgrade the Levels-City Bikeway from regency Road to the City.

BIKEWAYS WITHIN THE TRANSPORT NETWORK

1.2 An overview of Bikeways as part of Council's Integrated Transport Strategy

STRATEGIC PLAN 2016-2020

The City of Adelaide's Strategic Plan 2016-2020 includes the following actions relating to cycling infrastructure under the *Liveable* theme.

Plan and deliver priority walking and cycling routes throughout and beyond the City and Park Lands, including the provision of East-West and North-South cycleways and connections

Plan and seek partnerships for major City infrastructure projects, including cycling corridors, major transport routes and laneways

Work with neighbouring councils and the State Government to enhance the facilities, attractions, landscapes and movement networks in the Park Lands to meet the needs and expectations of growing high density communities living in and near the City



CITY OF
ADELAIDE
2016-2020
STRATEGIC
PLAN

BIKEWAYS WITHIN THE TRANSPORT NETWORK

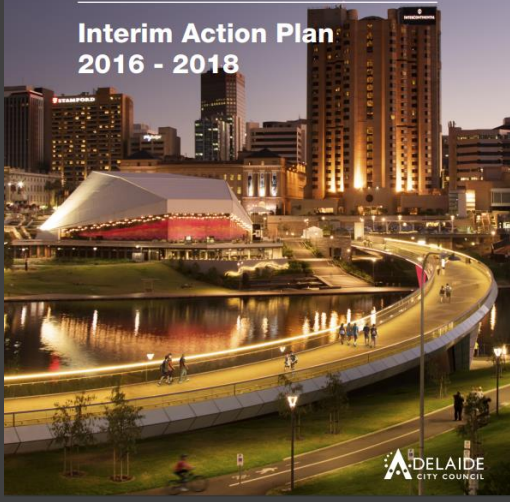
1.2 An overview of Bikeways as part of Council's Integrated Transport Strategy

SMART MOVE INTERIM ACTION PLAN 2016-2018

The Interim Action Plan included a series of actions relating to bikeways and bike riding more generally.

Smart Move Strategy 2012 - 2022

Interim Action Plan
2016 - 2018



North-South Bikeway

Design and implement the Frome Street, Frome Road and Lefevre Terrace bikeway route, including reconstruction of the existing Frome Bikeway to accommodate four lanes of traffic during peak periods in collaboration with DPTI.

East-West Bikeway

Assess east-west bikeway route options; and select, design and implement a preferred route in collaboration with DPTI.

Bikeways network implementation plan

Research, plan and prioritise a City of Adelaide Bikeways Network to guide future bikeway projects.

End of trip bike facilities

Install racks and/or on-street bike parking nodes where demand is high and impact on car parking and pedestrians is low.

Cycling education and promotion

Promote and encourage safe cycling via a range of activities and events, including annual cordon counts

Public bike share scheme study

Undertake a feasibility study to research, identify and assess point to point public bike share options, whilst continuing to operate the Adelaide Free Bike scheme.

East-West Bikeway – completed activities

July 2016

Council endorsed \$6 million budget to match \$6 million funding from State Government (\$12 million total budget for NS and EW Bikeways and point-to-point bike share).

January 2017 –
August 2017

Assessment of route options and preparation of initial design ideas.

September 2017

Council endorsed the Flinders Street – Franklin Street corridor as the route of the East-West Bikeway.

November 2017

Council requested that Administration put on hold the East-West Bikeway Engagement Strategy and design activities and undertake a survey of impacted ratepayers.

February 2018

Work on the East-West Bikeway is postponed whilst Administration focuses on the North-South Bikeway.

1.3 Opportunities to discuss options for the dedicated East-West Bikeway

EAST-WEST BIKEWAY ROUTE SELECTION

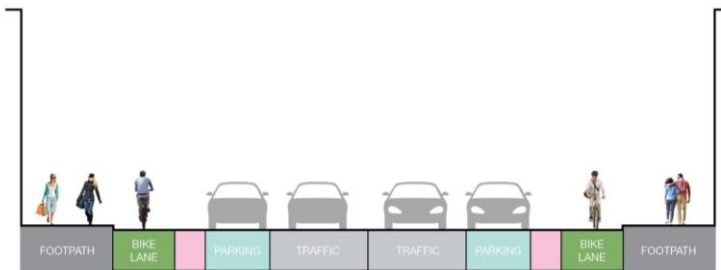
At its meeting on 12 September 2017, Council endorsed the Flinders Street – Franklin Street corridor as the route of the East-West Bikeway.

This route was selected as it has the width to accommodate separated bike lanes, traffic and parking lanes and will provide a lower stress and more comfortable experience for bike riders which better connects to established and developing bike routes.

It would have a lower impact on motor vehicle traffic and bus passengers and offers significant opportunities to improve safety and streetscape outcomes.

The Pirie Street – Waymouth Street and Grote Street- - Wakefield Street corridors were also considered.

Design and engagement work on the East-West Bikeway is currently on hold.



Typical street cross-section with separated bike lanes – minimum 16.6 metres between kerbs required for this layout

1.3 Opportunities to discuss options for the dedicated East-West Bikeway

PIRIE STREET – WAYMOUTH STREET

September 2017

The minimum kerb-to-kerb dimension on Waymouth and Pirie streets was 13 metres. There are high pedestrian volumes and numerous eateries with outdoor dining, particularly within the central section of this street corridor.

At the time a minimum street width of 16.6 metres was recommended to include separated bike lanes, two traffic lanes and two parking lanes. This does not fit in the Pirie-Waymouth corridor.

Update – April 2019

Further consideration of dedicated bike facilities on the Pirie-Waymouth corridor is possible, if greater design flexibility is accepted for the various street elements, such as footpath width, on-street parking and traffic lanes. Consideration could also be given to the design changing along the the corridor in response to the various street activities and intensities.

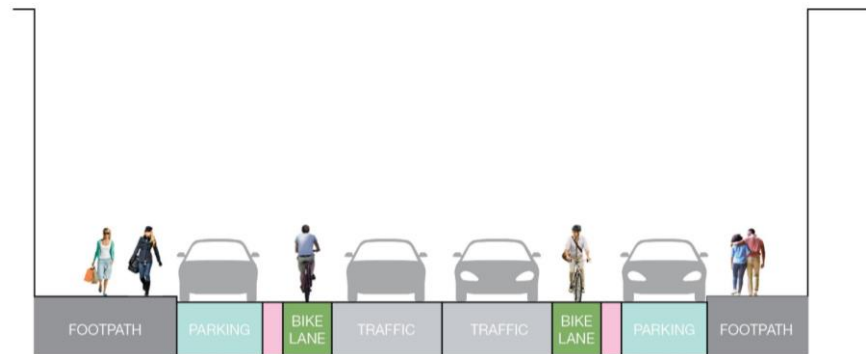
Recent works on Waymouth Street have reduced the minimum kerb-to-kerb width to 10.7 metres.



Pirie Street



Waymouth Street



Typical existing cross-section

1.3 Opportunities to discuss options for the dedicated East-West Bikeway

FLINDERS STREET – FRANKLIN STREET

The corridor will provide a low-stress experience for people riding bikes that is close to where people want to go and has fewer interactions with motor traffic and bus passengers.

There is significant potential for improving safety for all street users, increasing trees and landscaping and creating a more consistent experience for people driving cars.

There will be impacts to on-street parking and are likely to be impacts to outdoor dining areas and uncontrolled right turns.

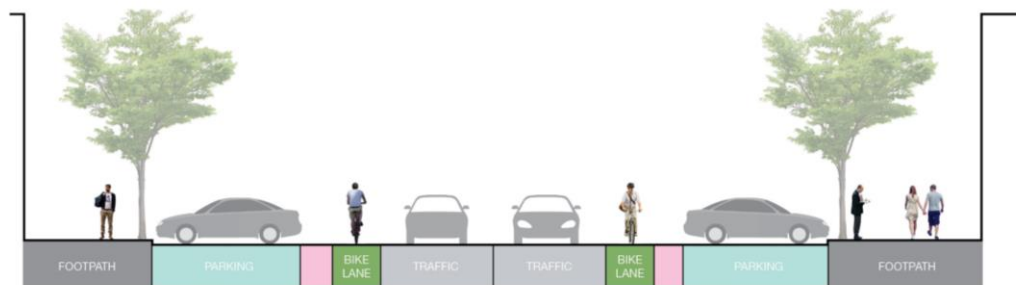
In September 2017 it was proposed that the street could be reconfigured to include separated bike lanes, traffic lanes and off-peak parallel parking (apart from the section to the west of Morphett Street which would include full-time parallel parking).



Flinders Street



Franklin Street



Typical existing cross-section

EAST-WEST BIKEWAY

1.3 Opportunities to discuss options for the dedicated East-West Bikeway

GROTE STREET – WAKEFIELD STREET

This corridor would provide a lower level of service for people riding bikes due to it being further from most of the places that people want to go.

In addition bike riders would face delays as they give way to bus passengers boarding/alighting at bus stops.

There would be a reduction in on-street parking spaces and 5,000 bus passengers each day would interact with bike riders, creating potential for conflict between these user groups.

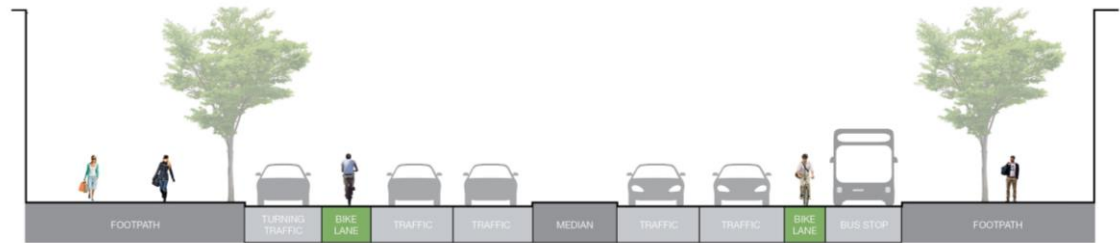
The generous street width would allow separated bike lanes to be installed with two traffic lanes in each direction, full-time parallel parking on both sides of the street and a median.



Grote Street



Wakefield Street



Existing cross-section

KING WILLIAM STREET

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1.4 Pays consideration to reroute or find new funding to support a separated bikeway as part of the Tram Upgrade on King William Street

LIVEABLE
OUTCOME 

CITY SOUTH TRAM STOP UPGRADE

The State Government is currently developing the design for the upgrade of the City South tram stop on King William Street (south) at Sturt/Halifax street.

The current plans include a line-marked bike lane between parallel parked cars and a traffic lane.

Consideration of separated bike lanes is not currently within the scope of works for the State Government project.

King William Street (south) connects via Peacock Road to the Mike Turtur Bikeway to Glenelg.

There are currently 800-1,000 bike trips each weekday along King William Street (south).

Redirection of funding from the East-West Bikeway to separated bike lanes on King William Street (south) would require the support of the State Government and an amendment to the City Bikeways funding deed.



King William Street (south)



King William Street (south)

CONSULTATION STRATEGY

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1.5 A proposed consultation strategy for businesses, property owners, residents and visitors to the City, that may be used as a framework for future cycling infrastructure works



Proposed Draft Consultation Approach

	Target Audience	What	Why	When	How
Stage 1 Bikeways Network Consultation	City businesses and residents, property owners, precinct groups, advocacy groups and the general community.	Build awareness: Consult widely on the proposed Bikeways network to communicate benefits and their role within the broader transport network, proposed bikeway routes, infrastructure approaches and possible construction priorities.	Extensive engagement process with the community to gain feedback on proposed network and bikeway routes. Ensure the community understand the concept and benefits.	Could be undertaken as part of the proposed CoA Transport and Movement Plan.	TBD, but could include: <ul style="list-style-type: none"> Your Say Adelaide website CoA social media Paid media Fact sheets / FAQs E-Newsletters to relevant stakeholders <p>Bikeways network to be endorsed by Council prior to proceeding with individual projects.</p>
Stage 2 Select Bikeway projects	City businesses and residents, property owners, precinct groups, advocacy groups and the general community	Prioritise projects: Individual projects selected for design/construction via Council's annual Business Plan process, which includes further input from Council & key stakeholders.	Seek approval for budget to proceed with design and construction for individual bikeway projects.	Annually with Council's Business Plan process.	Via Council's annual Business Plan process, which could include: <ul style="list-style-type: none"> YourSay website CoA social media Fact sheets / FAQs E-Newsletters to relevant stakeholders
Stage 3A Bikeway Project: Issue Identification	Businesses, residents and building owners in the vicinity of the bikeway project, advocacy groups and people who use the street.	Gather information and identify issues: Early engagement with stakeholders / community for each individual bikeway project prior to commencing design.	Ensure that impacted businesses, residents, property owners and street users are involved in identifying issues and priorities and are able to assist in improving the quality of the project.	Prior to commencing design development for individual bikeway projects.	<ul style="list-style-type: none"> Survey of all impacted stakeholders, via letter, email, door-knocking and face-to-face interviews Meetings with individual stakeholders/groups E-Newsletters to registered stakeholders Your Say Adelaide
Stage 3B Bikeway Project: Design Development	Businesses, residents and building owners in the vicinity of the bikeway project, advocacy groups as well as people who use the street.	Gain feedback on design: Share concept design with stakeholders / community for feedback.	Ensure that the design responds to the operational needs of impacted stakeholders. Improve the quality of the design.	During design phase of each bikeway project.	<ul style="list-style-type: none"> YourSay website CoA website / social media Letters / E-mail Door-knocking Individual meetings to work through design details as necessary
Stage 3C Bikeway Project: Construction	Businesses, residents and building owners in the immediate vicinity of the project.	Inform of construction activities: Provide information on construction activities and timelines.	Ensure impacted stakeholders are aware that the construction is occurring and understand the impacts. Minimise construction impacts where possible.	Prior to and during construction.	<ul style="list-style-type: none"> Letter drops to impacted residents, businesses and property owners Individual conversations and meetings as necessary

KEY QUESTION

Do Council Members have views on the revised Bikeways network as presented on slide 15?

KEY QUESTION

Do Council Members have views on Flinders-Franklin corridor as the preferred route for the East-West Bikeway?

KEY QUESTION

Do Council Members have views on the consideration to reroute or find new funding to support a separated bikeway as part of the tram upgrade on King William Street (south)?

KEY QUESTION

Do Council Members have views on the proposed consultation strategy to be used as a framework for future cycling infrastructure works?