



THE COMMITTEE MINUTES

for the meeting

Tuesday 2 April 2019

in the Colonel Light Room,
Adelaide Town Hall



Present - Councillor Martin (Chair)
Councillors Abiad (Deputy Lord Mayor), Abrahamzadeh, Couros, Donovan, Hou, Khera, Knoll
Moran (Deputy Chair) and Simms.

Acknowledgement of Country

At the opening of the Committee Meeting, the Chair stated:

'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.'

Apologies and Leave of Absence

Apologies - The Right Honourable the Lord Mayor [Sandy Verschoor] and Councillor Hyde.

Confirmation of Minutes - 18/3/2019, 19/3/2019 & 23/3/2019

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.

Items for Consideration and Recommendation to Council

1. Item 4.1 - Procurement of Electricity Contract [2018/00908] [TC]

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.

During the Item, Councillors Abiad (Deputy Lord Mayor) and Councillor Knoll entered the Colonel Light Room at 5.34pm.

2. Item 4.2 - Extension of loan of *The Knot* by Bert Flugelman and *The Eternal Question* by Richard Tipping [2019/00493] [TC]

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.

3. Item 4.3 - Submission of Local Government Reform Ideas [2014/04834] [TC]

Item 4.3, distributed separately was before The Committee Members.

THAT THE COMMITTEE RECOMMENDS TO COUNCIL:

That Council:

1. Notes the report and discussion of potential ideas for legislative review of the local government sector as set out in Attachment A to Item 4.3 on the Agenda for the meeting of The Committee held on 2 April 2019.
2. Adopts the proposals set out in Attachment A to Item 4.3 on the Agenda for the meeting of The Committee held on 2 April 2019 as the basis for negotiations during the State Government's local government reform process, with the following changes under the heading 'Electoral Matters':
 - a) Amend, a 'requirement for Council members to take leave of absence and have allowances suspended if standing in state or federal election from formal nomination' to add the words, '**with the AEC or ECSA** until conclusion of the election'.
3. Authorises the Lord Mayor to provide a written submission on behalf of Council to Minister Knoll, other Members of the South Australian Parliament as appropriate, and the Local Government Association of South Australia.

Item 4.3, distributed separately to the Agenda is attached for reference at the conclusion of the Minutes of this meeting.

Councillor Abrahamzadeh left the Colonel Light Room at 6.31pm.

4. Item 4.4 - Local Government Association Ordinary General Meeting Agenda [2014/04834] [TC]

THAT THE COMMITTEE RECOMMENDS TO COUNCIL

That Council:

1. Notes the 2019 Local Government Association Ordinary General Meeting agenda.

Discussion Forum Items

5. Item 5.1 - Strategic Risk and Internal Audit Group and Audit Committee [2014/05026]

Discussion Facilitators:

Jess Dillon, Senior Consultant Risk & Audit, City of Adelaide
David Powell, Chair, City of Adelaide Audit Committee

Precis of topic:

To present The Committee with an information session on the functions of the Strategic Risk and Internal Audit Group and the Audit Committee.

During the discussion:

- Councillor Abrahamzadeh re-entered the Colonel Light Room at 6.33pm.
- Councillor Moran left the Colonel Light Room at 6.36pm and re-entered at 6.39pm.

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

Discussion Facilitator:

Vanessa Godden, Associate Director Customer, City of Adelaide

Precis of topic:

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.

During the discussion, Councillor Hou left the Colonel Light Room at 6.48pm and re-entered at 6.49pm.

The PowerPoint presentation utilised during the item is attached for reference at the conclusion of the Minutes of this meeting.

7. Item 5.3 - Bikeway Network [2018/04366]

Discussion Facilitators:

Beth Davidson-Park, Director Operations, City of Adelaide
Daniel Bennett, Associate Director Strategy & Design, City of Adelaide

Precis of topic:

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 decision of Council on 26 February 2019.

The PowerPoint presentation utilised during the item is attached for reference at the conclusion of the Minutes of this meeting.

Closure

The meeting closed at 7.44pm.

Councillor Phillip Martin
The Committee Chair

Documents attached:

Minute 3 – Item 4.3 – Submission of Local Government Reform Ideas, Distributed Separately

Minute 6 - Item 5.2 - On-Street Parking within the Adelaide Central Business District (CBD), PowerPoint presentation.

Minute 7 – Item 5.3 – Bikeway Network, PowerPoint presentation.

Submission of Local Government reform ideas

ITEM 4.3 02/04/2019
The Committee

2014/04834
Public

Program Contact:

Jacki Done, AD People &
Governance 8203 7256

Approving Officer:

Steve Mathewson, Director
Services

EXECUTIVE SUMMARY:

On 7 March 2019, the Hon Minister for Transport, Infrastructure and Local Government Stephan Knoll, MP, wrote to the Lord Mayor [[Link 1](#)] inviting Council to submit ideas for improvement to inform the State Government's legislative review of the local government sector.

Council Members were advised of the Government's legislative review and invited to submit their ideas to the Administration through E-news articles.

This report provides the basis for the Lord Mayor to provide a submission to the Minister, as requested, by the due date of 26 April 2019. The Minister has also flagged ongoing consultation with the local government sector, with proposed development of a consultation paper in mid-2019 to be followed by more discussions with the sector and communities in preparation for development of an amendment bill by early 2020.

RECOMMENDATION:

THAT THE COMMITTEE RECOMMENDS TO COUNCIL

That Council:

1. Notes the report and discussion of potential ideas for legislative review of the local government sector as set out in Attachment A to Item 4.3 on the Agenda for the meeting of The Committee held on 2 April 2019.
2. Adopts the proposals set out in Attachment A to Item 4.3 on the Agenda for the meeting of The Committee held on 2 April 2019 as the basis for negotiations during the State Government's local government reform process.
3. Authorises the Lord Mayor to provide a written submission on behalf of Council to Minister Knoll, other Members of the South Australian Parliament as appropriate, and the Local Government Association of South Australia.

IMPLICATIONS AND FINANCIALS:

City of Adelaide 2016-2020 Strategic Plan	Strategic Alignment - Corporate Activities This report relates to corporate activities which enable the City of Adelaide to achieve its strategic objectives.
Policy	This report will not impact Council policies and procedures. The State Government has undertaken to further consult local government during the development of legislative reforms to the sector. Those reforms may in future require City of Adelaide to develop new or amended policies and procedures.
Consultation	Council Members were advised via eNews articles dated 6 and 15 March 2019 of the request for local government reform ideas, and invited to submit their ideas to the Administration.
Resource	Not as a result of this report.
Risk / Legal / Legislative	Not as a result of this report.
Opportunities	The request provides Council with an opportunity to engage in and positively influence the legislative development of proposed reforms to the local government sector.
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	Minister Knoll has requested that ideas be submitted by Councils before Friday 26 April 2019. The Minister indicates that there will be further consultation beyond this initial due date including consultation papers to be distributed in mid-2019. The Government anticipates developing an amendment bill by early 2020.
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. On 20 February 2019 Council hosted the Premier's Local Government Roundtable for Mayors in the Adelaide Town Hall.
2. The Hon Premier, and the Hon Ministers Knoll, Ridgway, Whetstone and Wade spoke with Mayors in attendance following presentations from the Premier and Minister Knoll.
3. On 7 March 2019 Minister Knoll wrote to the Lord Mayor [\[Link 1\]](#) and to all Council Members, identifying the following four areas of local government and activity that he considers could benefit from sensible reform:
 - 3.1. Stronger council member capacity and better conduct
 - 3.2. Lower costs and enhanced financial accountability
 - 3.3. Efficient and transparent local government representation
 - 3.4. Simpler regulation
4. Council has been invited to submit feedback on the above reform areas or any suggestions for other improvements that should be considered during the State Government's legislative review.

Council engagement

5. Council Members were advised via E-news of the State Government's planned legislative review of the local government sector and invited to submit their ideas to Administration. In addition, the Lord Mayor and Deputy Lord Mayor met with the Chief Executive Officer on 20 March 2019 to discuss potential ideas for legislative reform.
6. The Minister's letter indicates that following the current round of consultation closing on 26 April 2019, consultation papers will be released that discuss ideas within the four reform areas and other reforms that may be raised by the sector and communities. This is intended to enable further discussion of proposals for reform before the State Government develops a Local Government Reform Amendment Bill in early 2020.
7. The Minister also stated that if matters are identified that could bring immediate benefit to councils and their communities, he will consider taking forward an initial reform Bill in mid-2019. Councils are invited to identify any immediate improvements ('quick wins') in their submissions.

City of Adelaide response

8. This report and **Attachment A** are intended to provide the basis for the Lord Mayor to respond to the Minister as requested. The response may also form the basis for further negotiations during the local government reform process, including with other Members of Parliament and the Local Government Association (LGA).
9. It is recommended that the response calls for the City of Adelaide to work closely with Government, given the scope of the reform for our Council is likely to encompass consideration of proposed amendments to the *City of Adelaide Act 1998*.
10. In addition the response should request the Government undertake a cost benefit analysis of the new legislative provisions and amendments proposed through the reform process. This is necessary to ensure that the provisions of the anticipated amendment bill do not impose an undue regulatory burden on councils (which may in turn drive upward pressure on rates). If change is to be implemented, sufficient lead time must also be allowed for system and procedural changes to be implemented by Councils.
11. **Attachment A** sets proposed ideas for reform for Members' consideration, based upon:
 - 11.1. engagement with the Lord Mayor and Deputy Lord Mayor
 - 11.2. recent Council decisions
 - 11.3. suggestions from the Administration to increase the efficiency of Council's operations and activities
 - 11.4. LGA Local Government Reform discussion materials (March 2019), which espouse reforms with the stated aims of driving downwards pressure on council rates, improving the financial sustainability of councils, and delivering lasting benefits to South Australian Communities
12. The proposals, which align with the Minister's four local government reform areas, are summarised as follows.

Reform drivers	Proposal	Source/s LGA alignment
Stronger council member capacity and better conduct	<ul style="list-style-type: none"> ▪ Better conduct ▪ Code of Conduct 	Lord Mayor, Deputy Lord Mayor, Administration LGA aligned
Lower costs and enhanced financial accountability	<ul style="list-style-type: none"> ▪ Downward pressure on rates ▪ Review of mandatory rate rebates and exemptions and flexibility to diversify local government revenue sources ▪ Accountable and transparent financial reporting ▪ Confidentiality provisions ▪ Audit Committee makeup ▪ Benchmarking and service reviews ▪ Review of fees and charges ▪ Industrial relations ▪ Contemporary future-ready consultation and engagement framework 	Lord Mayor, Deputy Lord Mayor, Administration Majority of proposals LGA aligned
Efficient and transparent local government representation	<ul style="list-style-type: none"> ▪ Need for consultation with City of Adelaide due to special provisions under <i>City of Adelaide Act 1998</i> ▪ Electoral reform to enable improved democratic participation ▪ Eligibility ▪ Representation review procedures and decision-making processes 	Lord Mayor, Deputy Lord Mayor, Administration LGA aligned
Simpler regulation	<ul style="list-style-type: none"> ▪ Simplify and clarify conflict of interest provisions ▪ Better manage impact of developments on neighbouring communities and business ▪ <i>Local Nuisance and Litter Control Act 2016</i> 	Administration LGA aligned in part

13. Any other proposals that are not able to be addressed through the State Government's current legislative review process but may be dealt with by other, non-legislative means will be investigated separately.
14. Council approval is sought for the Lord Mayor to communicate regarding the reforms on this basis with the Minister, Local Government Association, and other Members of Parliament.

ATTACHMENTS

Attachment A – State Government Local Government Reform: Draft City of Adelaide Response (April 2019)

- END OF REPORT -

STATE GOVERNMENT LOCAL GOVERNMENT REFORM
DRAFT CITY OF ADELAIDE RESPONSE

REFORM DRIVER

Stronger council member capacity and better conduct

assist all council members to act in the best interests of their communities, and to ensure that their decisions are always made with the highest standards of integrity

Better conduct

The City of Adelaide (CoA) requests an improved framework for managing behaviour and conduct, including development of a Code of Conduct. Consistent with the Local Government Authority's (LGA's) work with the sector to date, reforms should consider:

- Training and prevention strategies
- Deterring vexatious or frivolous complaints
- Clear classifications of misconduct including bullying and harassment
- Limiting escalation of minor behavioural matters to a statutory body
- A range of powers for management of disruptive conduct at meetings (with accountability) and clarity regarding imposition of sanctions
- Strong penalties and sanctions for serious, persistent misconduct
- Powers for an appropriate oversight body to sanction individual council members following investigation
- Possible inclusion of enforcement mechanisms for breach of general duties under section 62 of the *Local Government Act 1999* (LG Act) in the Code of Conduct

COMMENT:

Source: Lord Mayor, Deputy Lord Mayor, Administration

LGA aligned: ✓

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DRAFT CITY OF ADELAIDE RESPONSE

REFORM DRIVER

Lower costs and enhanced financial accountability

provisions to guide all councils' financial accountability to deliver a system of local government that councils' constituents see as robust, sustainable and transparent

Downward pressure on rates

CoA would welcome improved financial accountability within the sector for council rate decisions. Our financial statements are already audited independently and reported through Audit Committee.

CoA would support introduction of financial measures relevant to local government to ensure councils are acting appropriately and efficiently. This could include measures within the long-term financial plan and annual business plan and budget. We are also keen to continue to expand opportunities to encourage and facilitate resource-sharing where appropriate.

Regarding efficiencies, CoA has frozen the rate in the dollar in its last four budgets and is planning to continue to do so in the 2019-20 financial year.

CoA also supports the LGA call to drive downward pressure on council rates by:

- undertaking a review of legislative barriers to commercial operations within local government to better equip Councils to ensure their ongoing financial sustainability by additional means other than rates
- working with the sector and State Government to reduce the Solid Waste Levy, which has currently accumulated around \$120 million in the State's Green Industry Fund, while councils face additional costs of \$8.8 million per year due to the China National Sword Policy (LGA commissioned research)
- increasing State Government grants to councils in SA to the national average.

Rates

CoA asks that the reforms explore diversification of local government revenue sources including review of mandatory rate rebates and exemptions in order to improve rating equity (per the LGA).

A review could also explore initiatives including:

- Enabling Councils to impose higher rates on:
 - long-term vacant properties (as a disincentive to 'land banking')
 - heritage properties which are neglected over lengthy periods sometimes resulting in the loss of heritage values and missed opportunities for adaptive re-use
- Flexibility to provide rate rebates for certain models of social and affordable housing providers during construction/development, rather than on occupancy.

The LGA estimates that the cost to Councils (and thus ratepayers) of rebates and exemptions has risen to \$33 million a year, noting a significant State Government transfer of public housing stock (on which the Government pays rates in full) to Community Housing Providers (eligible for a 75% rate rebate). A review could help recalibrate and equitably apply rate rebates.

COMMENT:

Source: Lord Mayor, Deputy Lord Mayor, Administration

LGA aligned: ✓ in part

COMMENT:

Source: Administration

LGA aligned: ✓

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REFORM DRIVER
Lower costs and
enhanced financial
accountability

Rates (continued)

The reforms, coinciding with the introduction into Parliament of the Landscape South Australia Bill 2019 into Parliament, provide an opportunity to explore removal of the requirement for Councils to collect the State's current NRM levy from landowners through Council rate notices. This incurs a cost burden for councils as the administration fee received from the State does not cover the costs incurred by councils in collecting the fees, and Councils are liable to pay NRM Board any outstanding debts if the landowner fails to pay the levy. CoA's liability for this levy is approximately \$1.6 million per annum.

Accountable and transparent reporting

In discussion of transparent and accountable reporting, the CoA suggests that the Government takes into account councils' existing requirements under the Local Government (Finance and Management) Regulations 2011.

CoA supports retention of our current practices as follows:

- Council approval needed for Members to take overseas travel (prior to travel being taken)
- Council Member reports to Council following overseas travel
- Publication of 6 monthly credit card expenditure at supplier level (LGA states common practice across sector)
- Not limiting components of salaries nor publishing CEOs' contracts, as an 'employer of choice'
- Publication and maintenance of registers including:
 - Gifts and benefits (NB naming should be consistent with section 79 LG Act which refers to 'allowances and benefits')
 - Travel (Members and staff)
 - Salaries, linked to levels rather than identifiable individuals

A cost benefit analysis should be undertaken regarding any new financial/other reporting requirements and timeframes proposed through the reform process to ensure that they do not impose an unreasonable regulatory burden on councils (which can put upward pressure on rates). If change is to be implemented sufficient lead time must be allowed for system and procedural changes to be implemented by Councils.

COMMENT:
Source: Administration

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REFORM DRIVER

Lower costs and enhanced financial accountability

Confidentiality provisions

CoA strongly supports maintenance of existing protections in the LG Act for Councils' and third parties' commercially sensitive information to ensure the best negotiating position for Council which delivers the best value for ratepayers (in opposition to provisions of the recent Local Government (Ratepayer Protection and Related Measures) Bill 2018).

COMMENT:

Source: Administration

REFORM DRIVER

Lower costs and enhanced financial accountability

Audit Committees

CoA supports the LGA proposal for the review to identify a best practice approach without being unnecessarily prescriptive.

COMMENT:

Source: Administration

LGA aligned: ✓

For example, CoA proposes requiring a majority of independent members on Audit Committees, in line with current CoA practice as well as the LGA proposal, as this ensures Committee members have a diverse and appropriate skills sets and knowledge. CoA opposes any proposal to remove Council Members from Audit Committees. Council Members contribute their in-depth understanding of the Council environment and are able to bring additional background regarding Audit matters and decisions to the Chamber.

CoA proposes the Auditor-General establishes a list of persons who may be selected by Councils as independent members of Council Audit Committees. Listing people for a time-limited duration is suggested, in order to maintain diversity and currency of experience. This will ensure members have the appropriate experience (finance, risk etc) to provide effective scrutiny and are able to provide best practice advice and feedback to councils. It is recognised that some flexibility may need to be provided for regional councils.

REFORM DRIVER

Lower costs and enhanced financial accountability

Benchmarking and service reviews

The LGA has highlighted the benefits of developing a platform for benchmarking across the sector.

COMMENT:

Source: Administration

LGA aligned: ✓ noting caution around service review requirements

CoA notes in addition that 25 South Australian Councils have already invested significant resources and effort in the *Australasian LG Performance Excellence Program*, which provides 163 participating councils in Australia and New Zealand with internationally recognised performance benchmarking.

The Performance Excellence Program enables participating local councils to share and compare meaningful data on performance and self-assess their operations and management performance with confidence.

CoA proposes that State Government work with the local government sector to consider whether this Program could be extended across more councils (i.e. with support for those Councils not resourced to

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participate at present). This could provide a sound basis to help improve councils' individual and collective ability to monitor trends, make sound evidence-based decisions, and identify emerging issues.

The CoA also wishes to clarify that any call for service reviews should not result in 'one size fits all' requirements given that some councils have already conducted numerous such reviews in recent years.

REFORM DRIVER

Lower costs and enhanced financial accountability

Review of fees and charges

The CoA supports the LGA proposal to introduce a requirement for Councils to develop a revenue policy to help communities understand which services are user-paid, funded externally, which generate revenue, and which are rate-subsidised in whole or part. There would need to be a transition period to facilitate CoA systems to support such an initiative.

CoA also supports the LGA call for the reforms to incorporate a review of statutory fees and charges, based on the cost recovery model applied by the State Government to its own fees and charges.

This would allow Councils to more accurately reflect the cost to Councils and thereby ratepayers of delivering those services, acknowledging that 'user pays' services are not always possible (ie where there are broader social benefits and inability to pay). LGA research indicates that in many cases the statutory fees councils are permitted to charge for e.g. planning assessments, building and food inspections meet only 20-30% of costs.

REFORM DRIVER

Lower costs and enhanced financial accountability

Industrial relations

The CoA is committed to continuing to collaborate and share information with other councils on a variety of matters including contemporary approaches to industrial relations. Council, however, is cautious in relation to a 'one size fits all' sector-wide industrial relations framework.

REFORM DRIVER

Lower costs and enhanced financial accountability

Public Consultation

CoA has comprehensive and consultative public engagement processes in place already for strategic planning and the annual business plan and budget.

CoA calls for development of a more flexible, contemporary, over-arching public consultation framework for local government that is adaptable for varied council operating environments.

Ideally the review could deliver a contemporary public consultation framework which is outcome based (requiring ie effective engagement with the community), in order to better future-proof legislative provisions

COMMENT:

Source: Administration

LGA aligned: ✓

COMMENT:

Source: Administration

LGA aligned: ✓ -noting caution re- sector-wide industrial framework

COMMENT:

Source: Administration

LGA aligned: ✓

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often slow to keep up with technological advances and changing community expectations (requirements to publish in newspapers being an example).

Consultation requirements should also be scaleable to the level of community impact of and interest in the subject.

REFORM DRIVER

Efficient and transparent local government representation

incorporating a review of the 2018 local government elections

The CoA seeks to have further input to State Government consultation regarding local government elections, noting the *City of Adelaide Act 1988* (CoA Act) makes special provisions for CoA elections (in addition to the LG Act).

Electoral matters

CoA supports improved democratic participation in local government elections and seeks simplification and streamlining of provisions as sought by the LGA. In particular CoA seeks consideration of:

- Electronic voting systems
- Compulsory voting
- Allowing candidates access to an electronic copy of the voters' roll as recommended after the 2014 SA local government election review
- Eligibility to vote extended to businesses (automatic for new businesses), business lessees (tenants), co-working tenants (individuals and businesses) of the same building and those who work in the area
- Compulsory disclosure of political party memberships and donations by candidates prior to elections rather than afterwards
- A requirement for Council Members to take leave of absence and have allowances suspended if standing in a State or Federal election, from nomination until conclusion of the election
- Amendment of section 20(3) CoA Act to remove the restriction on a person holding the office of Lord Mayor for more than 2 consecutive terms of Council, consistent with other Mayors and Council Members
- Amendment of section 86(6) LG Act so that a presiding member at a meeting of Council may have a deliberative vote, rather than only a casting vote

Eligibility of non-Citizens

COMMENT:

Source: Lord Mayor, Deputy Lord Mayor, Councillor Simms' recent MoN, Administration
LGA aligned: ✓ majority

COMMENT:

Source: Member of the Public

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Efficient and
transparent local
government
representation

CoA has considered and does not support a proposal received from an individual who has written to Council proposing prevention of non-Australian Citizens from being able to enrol to vote in Council general elections, noting such a proposal would necessitate amendment of the CoA Act.

Representation review

CoA proposes a review to identify opportunities to simplify and streamline representation review processes and achieve better outcomes for Councils. This could include e.g.:

- Streamlining provisions relating to challenges which presently require that process 're-starts' if challenged. This is a very lengthy and costly process which can happen multiple times, if multiple challenges are initiated.
- Review of procedural and decision-making processes, including composition of council, number of members, division into and the size and boundary areas of wards.

CoA last underwent representation review in 2013 meaning our next representation review is due in April 2020-2021. Due to the length and complexity of the process, preparations will need to commence by mid-2019. CoA therefore requests the Minister defer the due date for the next CoA representation review, to enable the development and implementation of reforms in this area to occur first.

LGA aligned: -

COMMENT:

Source: Lord Mayor, Deputy
Lord Mayor, Administration

LGA aligned: ✓

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REFORM DRIVER

Simpler
regulation

an opportunity to identify statutory requirements whose costs outweigh their public benefits.

CoA seeks other reforms to improve effectiveness of regulation and address public concerns

Conflict of interest

CoA seeks review and amendment of Division 3 of the LG Act (Conflict of Interest provisions). Practical application of these provisions has been difficult, and additional clarity and simplification is desirable.

Examples include:

- Further clarity on the application of the ordinary business exemption prescribed by the regulations (8AAB of the LG (General) Variation Regulations 2016 (Provisions relating to subsidiaries and committees)
- S73(h) LG Act: material conflict – fees received for professional services from a person: not always possible for the Member to know in the event of high volume or online transactions e.g. through online business.
- S73(2) (a) and its application, e.g. being a shareholder of a publicly listed organisation and the application of “substantial proportion of ratepayers of the council area” exemption.
- S73(c) – material conflicts and membership of community boards (body corporate governing body membership).

Impact of developments on neighbouring communities and businesses

Council has identified a need to better support our community when impacted by construction of new buildings and roadworks for developments in the City of Adelaide

The Development Regulations 2008 require consultation for certain categories of development (CAT 2 and 3, but not CAT 1). Any consultation requirements relate to the proposed development, rather than the construction process which generally also has some impact on the public. In the case of large scale developments in particular, construction and associated roadworks can cause significant adverse impacts over lengthy periods for neighbouring businesses, residents and visitors to the area. Recent examples covered by the media include the closure of the Edinburgh Castle Hotel in Currie street – the *Advertiser* (Adelaide Now 3 August 2018) cited the impact of construction of a \$80 million, 772 bed student accommodation complex nearby.

As the State Commission Assessment Panel (SCAP) is the relevant authority for approval of developments worth <\$10 million in the CBD, the CoA Council Assessment Panel has no role in approval of such developments.

Before construction commences developers seek permits from the CoA i.e. permission for alteration to a public road (s221 LG Act) or common law licences and agreements in instances where the LG Act does not

COMMENT:

Source: Administration

LGA aligned: -

COMMENT:

Source: Administration

LGA aligned: -

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apply (eg Crown Developments), or permission for business use of road (s222), although this requirement may be set to change with implementation of relevant provisions of the *Planning, Development and Infrastructure Act 2016* (PDI Act).

Currently Council process requires the Developer to undertake a level of consultation or at least notification prior to a permit being issued, however this is generally not legislated, and permit applications are processed in 2 business days, leaving very limited time for the Developer to meaningfully consult those impacted.

(In the limited number of cases where public consultation is required by law, Council then consults the community regarding the issue of the permit.)

Once a permit is issued, builders proceed with construction activity and road closures that could last for months, with potential adverse impacts on neighbouring businesses and community that are very difficult to manage, particularly with very little or no notice in advance.

Chapter 11 LG Act requires Council to follow steps set out in its public consultation policy and notify relevant agencies as prescribed by regulation, before granting an authorisation or permit (s223) that would result in fencing or impeding a part of the road, or another activity for which public consultation is required under regulations. Chapter 11 also enables Council to grant an authorisation of permit on conditions it considers appropriate. However, there is no requirement that the developer consult nor advise neighbouring residents, businesses, the EPA, Police, DPTI etc, and Council notification and conversations with these groups is conducted within days before works commencing, which does not provide enough time for businesses and residents to query the developers.

These requirements are likely to be undermined with implementation of Part 7 Schedule 6 to the PDI Act. These provisions will mean that where alteration of a public road or use of a public road for business purposes is approved as part of a development authorisation under the PDI Act a separate permission under the LG Act will not be required and Council's role under the LG Act will be more limited. This will give Councils even less power to manage the impacts of construction of such developments that are approved by the SCAP in the CBD and may cause significant disruption for local residents, businesses and visitors including workers.

Should a Developer breach a condition of a permit the ability for Council to undertake enforcement is limited, slow and the expiation fee may not reflect the seriousness of the breach.

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Outcome sought:

Require developers to undertake consultation with and take into account impacts on the community (neighbouring residents, businesses, workers and visitors) of construction of developments and impacts to the public realm, sufficiently in advance of construction works commencing.

CoA proposes a 90 day project be undertaken to allow key stakeholders to identify legislative and other measures that could be used to address these concerns.

90 day project

Measures that could be explored as part of a 90 day project involving all relevant stakeholders, further to discussions already commenced between the CoA and the Small Business Commissioner, could include:

- Review and amendment of the LG Act
- Exploration of other legislative means such as simplification of the many provisions which regulate construction across i.e. the *Development Act 1993*, *PDI Act*, *Local Nuisance and Litter Control Act 2016* and LG Act (as an opportunity for simpler and more effective regulation to better manage adverse impacts to the community).
- Consultation requirements should be tailored to the scale of development and its anticipated impacts analogous to the Development Regulations categories for consultation purposes (but relating to impacts of construction).

The project could also incorporate an improved expiation process, with fines better scaled to reflect the value of the development (a \$250 fine does not match the scale of a multi-million dollar development).

Other options could include a fund set aside from council and developer contributions for affected businesses and / or residents to fund measures to ameliorate or address impacts of the construction e.g. directional signage, marketing assistance and the like.

REFORM DRIVER

Simpler
regulation

Local Nuisance and Litter Control Act 2016

The Local Nuisance and Litter Control Act (LNLC Act) regulates local environmental issues caused by nuisance and littering. Councils are the principal authority for dealing with local nuisance and littering.

The Act prescribes which authorities are able to enforce breaches. For example, under Schedule 1: 'an activity on, or noise emanating from, licensed premises within the meaning of the *Liquor Licensing Act 1997* in respect

COMMENT:

Source: Administration
LGA aligned: -

STATE GOVERNMENT LOCAL GOVERNMENT REFORM DRAFT CITY OF ADELAIDE RESPONSE

of which a complaint may be lodged with the Liquor Licensing Commissioner under section 106 of that Act is not a local nuisance for the purposes of the Act.

This means that Council is in some circumstances unable to use the nuisance provisions of the Act to enforce compliance in relation to licensed premises. Rather, the Liquor Licensing Commissioner is authorised to do so, which is appropriate in circumstances of, for example, a complaint in relation to loud music. In the case of a complaint regarding issues more closely related to planning and development e.g. a loud extractor fan that may be audible in the neighbouring area, the complaint may be best dealt with by Council's authorised officers rather than the Commissioner. However, unless there is some authority for Council to pursue the complaint under the Development Act (i.e. if it breaches a condition of a Development Approval), Council may find itself without authority to act. Anecdotally it does not appear that the Environment Protection Authority has the remit, authority nor resources to undertake such investigation/enforcement actions.

In addition, while the Act provides a suitable suite of powers for authorised officers, expiable amounts are insufficient to encourage compliance. For example, while local nuisance exemptions are available for a fee, such a fee needs to be set lower than the expiation fee for non-compliance otherwise the latter may be seen by some as an acceptable cost of doing business. The fee is therefore set so low that it does not cover the administrative cost of issuing the exemption, which is effectively subsidised by ratepayers. While maximum statutory penalties are adequate, Councils is not in position to routinely prosecute offenders and prosecution takes so long that the nuisance may be resolved before a matter gets to Court (construction is complete, an event is over, etc) meaning that the punitive measure only works as a general community deterrent, rather than to correct individual behaviour.

Outcome sought:

Review of the LNL Act is sought to ensure that the appropriate authority is able to effectively administer its provisions including through compliance and enforcement activities, in order to efficiently address and minimise adverse impacts on the community.

CoA proposes scope of the review to include:

- Mechanisms to better allow for the appropriate authorities to undertake compliance and enforcement activities to prevent and manage breaches of the Act, and
- Penalties in particular expiation fees should be proportionate to the breach/behaviour, to encourage compliance, so that non-compliance is not seen as a 'cost of doing business'.

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.

PROGRAM: **Customer**

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

A SMART CITY WITH
A GLOBALLY
CONNECTED AND
OPPORTUNITY RICH
ECONOMY

SMART



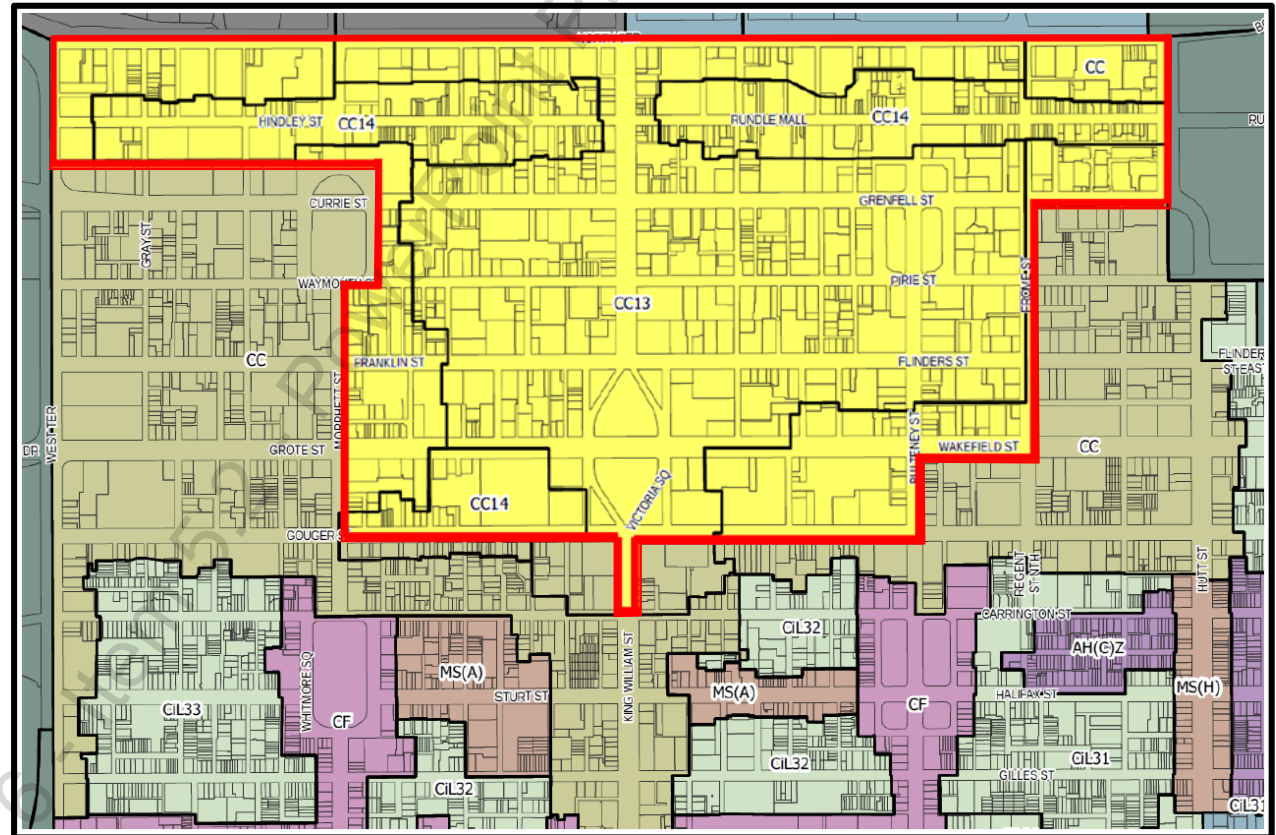
Key messages:

- As articulated in Council's On-Street Parking Policy, we endeavour to "*optimise the use of on-street space available for parking that best meets local needs*" at every opportunity.
- Notwithstanding, there has been a permanent net loss of on-street parking spaces in the CBD over the last 3 years (197 spaces or 7.8%), due to a number of factors (including major projects and other initiatives e.g. street tree planting).
- We do aim to ensure that maximum suitable parking is maintained and that we maximise the use of kerbside space wherever possible, e.g the work conducted in 2008-2012 to identify areas too small for a regular vehicle parking bay which resulted in an increase of 337 motorcycle parking bays (predominantly in the CBD) and the work carried out by our City Works and On-Street Parking Mgt teams in particular, in the initial planning stages of projects.
- Due to the high demand for on-street spaces, there may only be minimal locations where additional parking could be provided that has not already been identified, however, we can continue to focus on this while also focusing on ways to maximise the utilisation of our existing on-street spaces.

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.

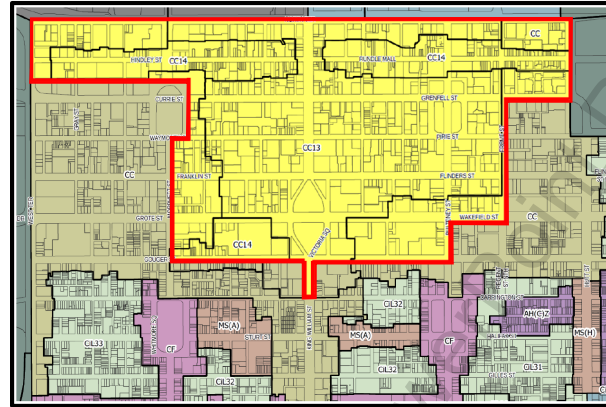
PARKING UTILISATION IN THE CBD WHAT WE KNOW FROM SMART PARKING SENSORS



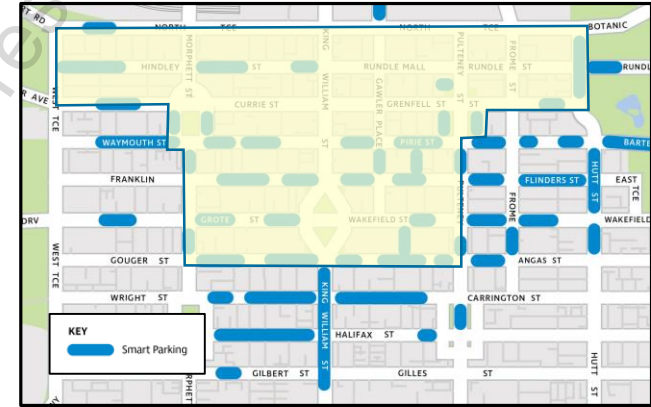
What the data tells us

The adjacent maps display the area used to graph the parking occupancy rates during weekdays and weekends below.

CBD Map

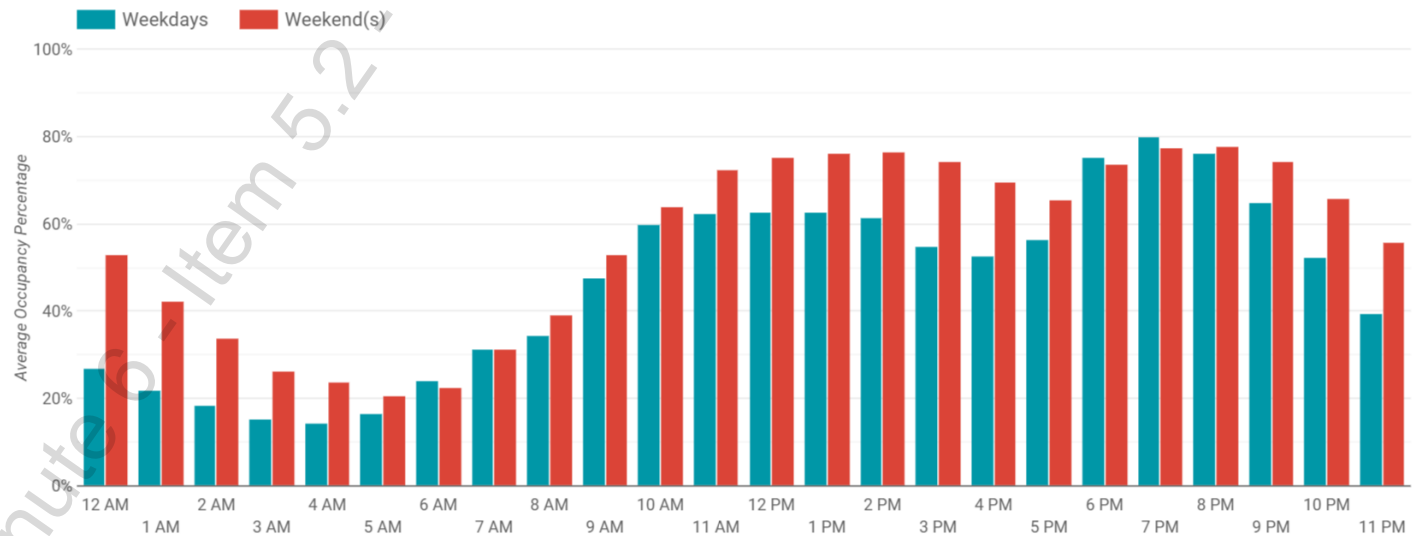


Smart Parking Map



- This shows a peak in on-street parking usage around the lunch and dinner periods.
- On-street parking is utilised more on weekends than weekdays.
- Regardless of the time of the day, there is always some parking available.

Parking Occupancy



- We will continue to focus on identifying additional parking as part of business as usual operations and as articulated in the Smart Move Interim Action Plan 2016-2018.
- We will continue to provide advice and support in the initial planning stages of projects which will impact kerbside space with the view to ensuring maximum suitable parking is maintained and managed in a way that best suits the sometimes conflicting needs of the area.

Optional

- We can undertake a more detailed internal audit of current parking controls within the existing parking bays to provide greater information and insight.
- If a more thorough audit is required, we can engage an independent and qualified traffic consultant with a view to identifying new opportunities of increasing available on-street parking (indicative cost estimates \$40-\$50K).
- Use the development of the new Integrated Transport & Movement Strategy as a mechanism to discuss the role of on-street parking in the CBD.

PARK ADELAIDE LAUNCHED 27 MARCH 2018



To date there has been

Total Users

2,017

Guest Only Users

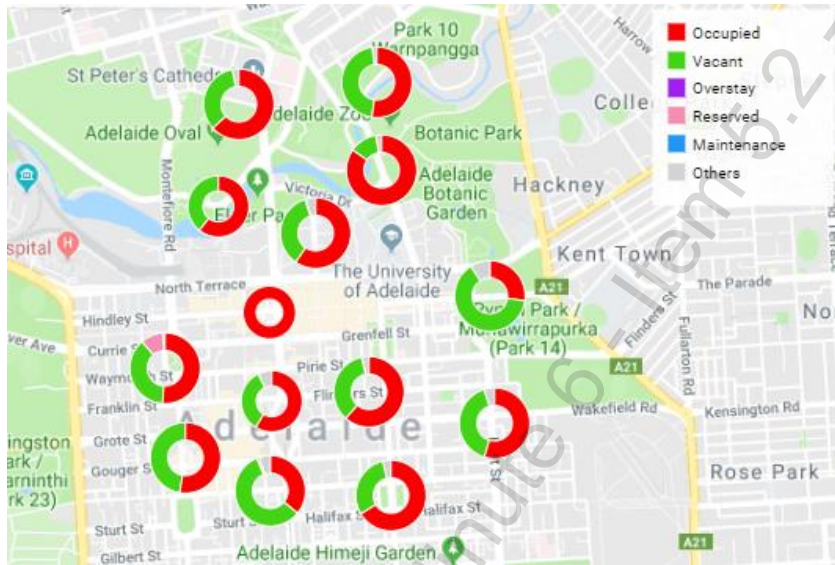
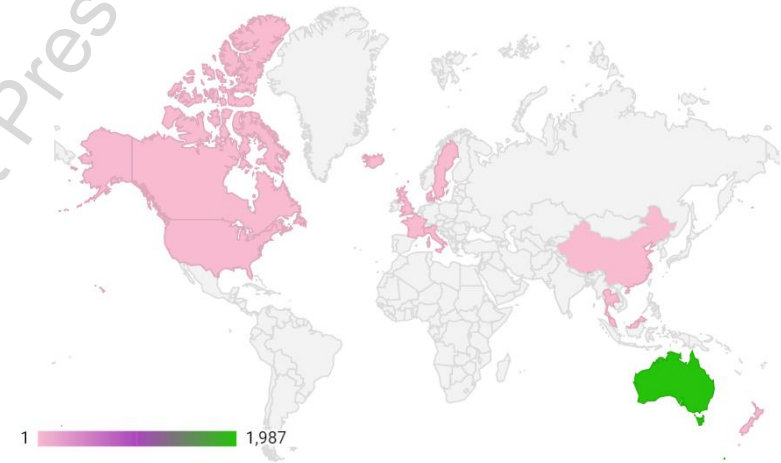
831

Registered Users

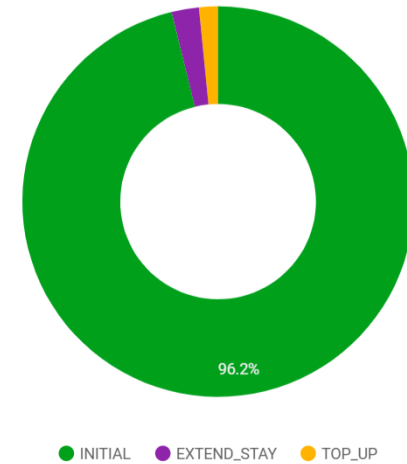
1,186



Users by Country



Nett Revenue (\$)



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.

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

LIVEABLE

PROGRAM: STRATEGY + DESIGN

The Committee Meeting - Minutes - 2 April 2019

AUTHOR: Anna McDonald | APPROVING OFFICER: Daniel Bennett

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WORKSHOP TITLE

KEY QUESTIONS:

KEY QUESTION

Do Council Members have views on the revised Bikeways network as presented on slide 9?

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?

Motion on Notice – East West Bikeway

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.

CITY BIKEWAYS PROJECT

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.



\$12M City Bikeways Project

1.1 A summary of the Bikeways project to date

North-South Bikeway Update

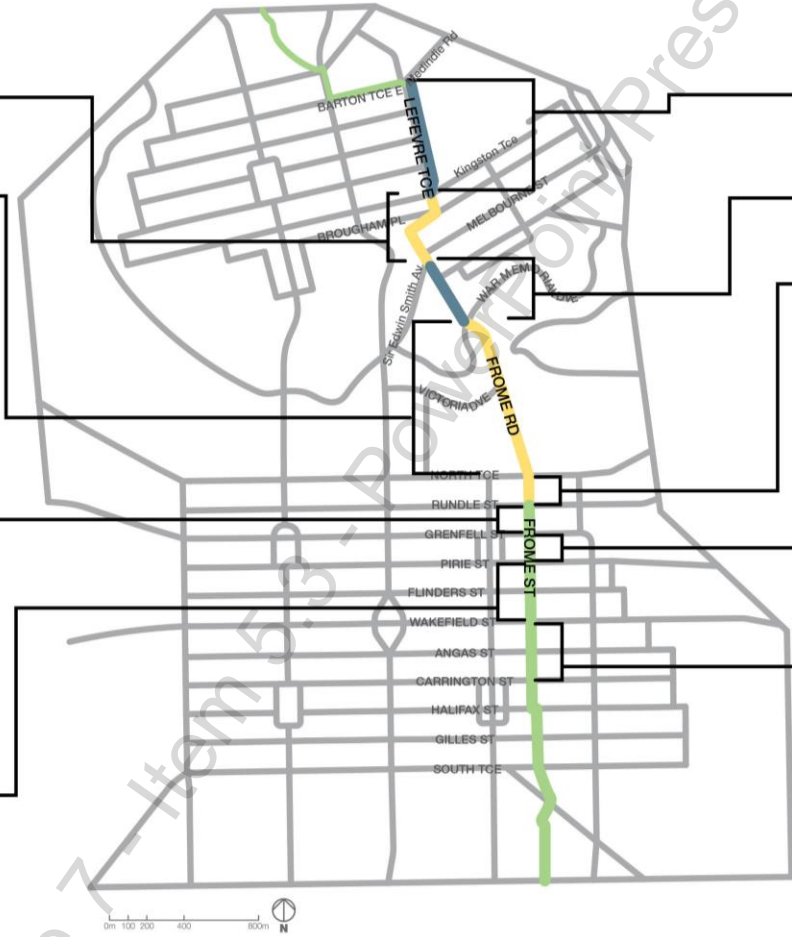
Brougham Gardens
 Kingston Terrace to Sir Edwin Smith Avenue
 Status: Design under consideration.

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



- Construction 2019
- Design Phase
- Completed

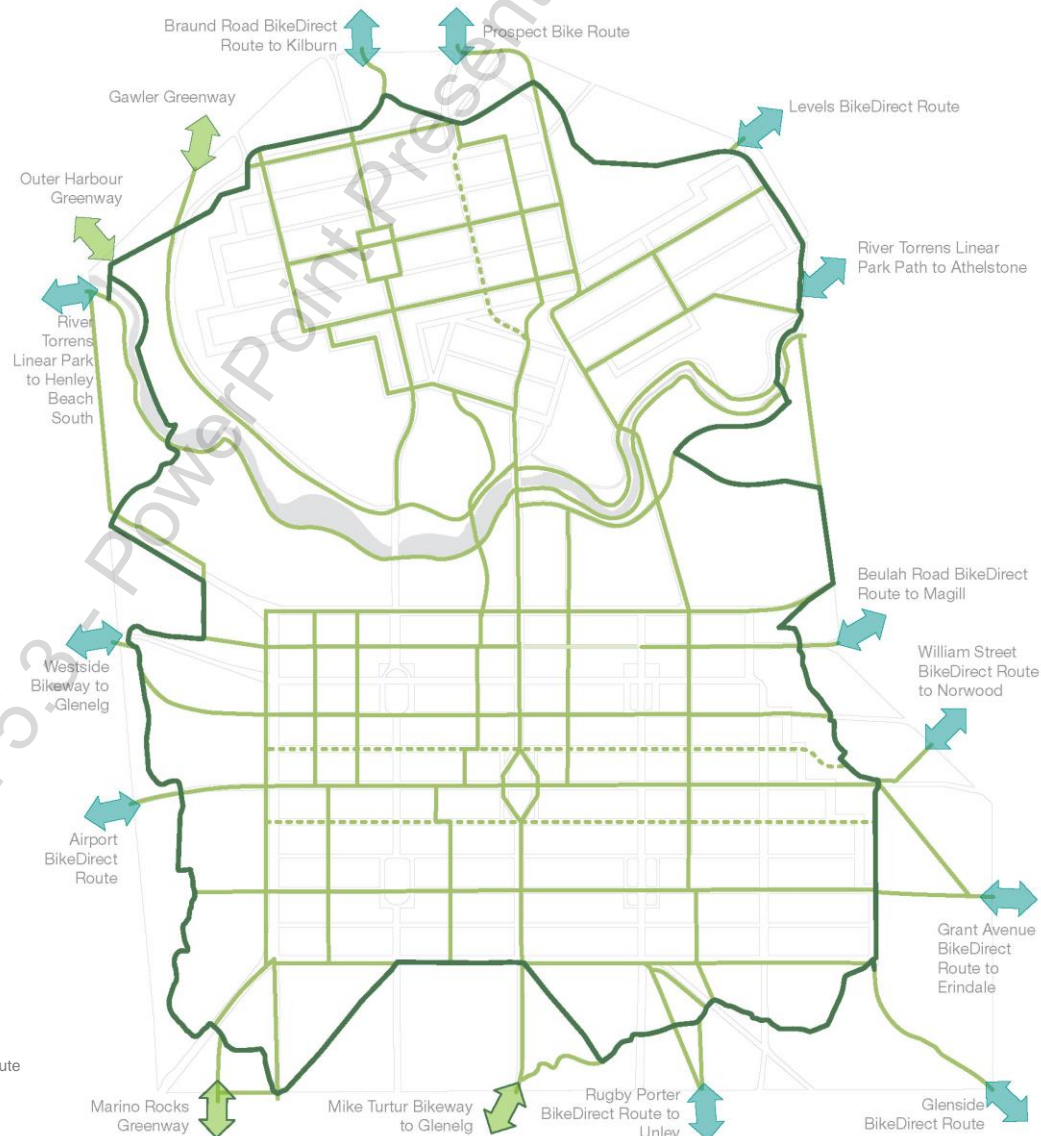
BIKEWAYS NETWORK

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

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*.



BIKEWAYS NETWORK

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

INFRASTRUCTURE COMPLETED SINCE 2012

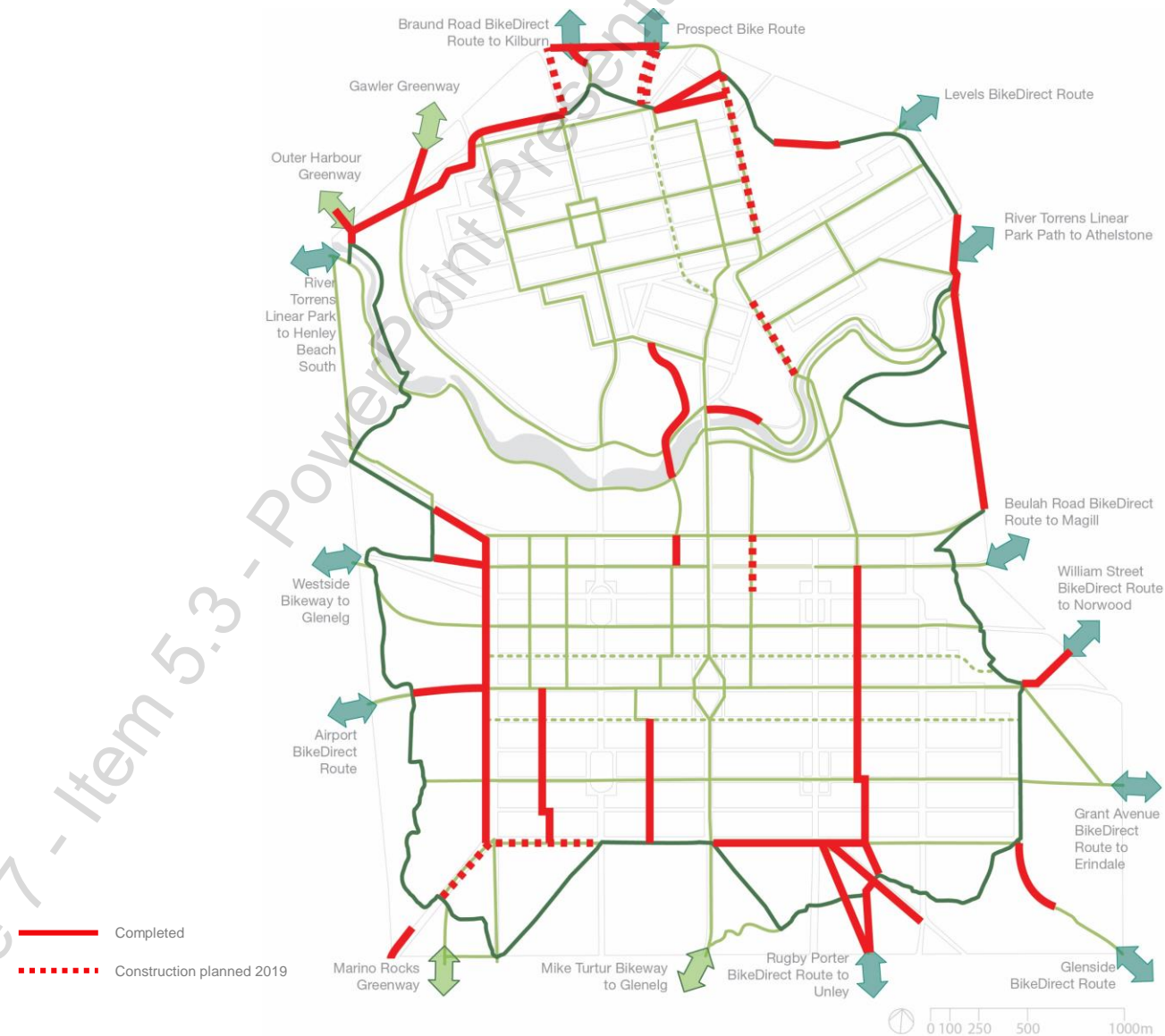
Infrastructure that has been installed or upgraded on the Bikeways network since 2012 includes:

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



BIKEWAYS NETWORK

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

CURRENT BIKE RIDERS

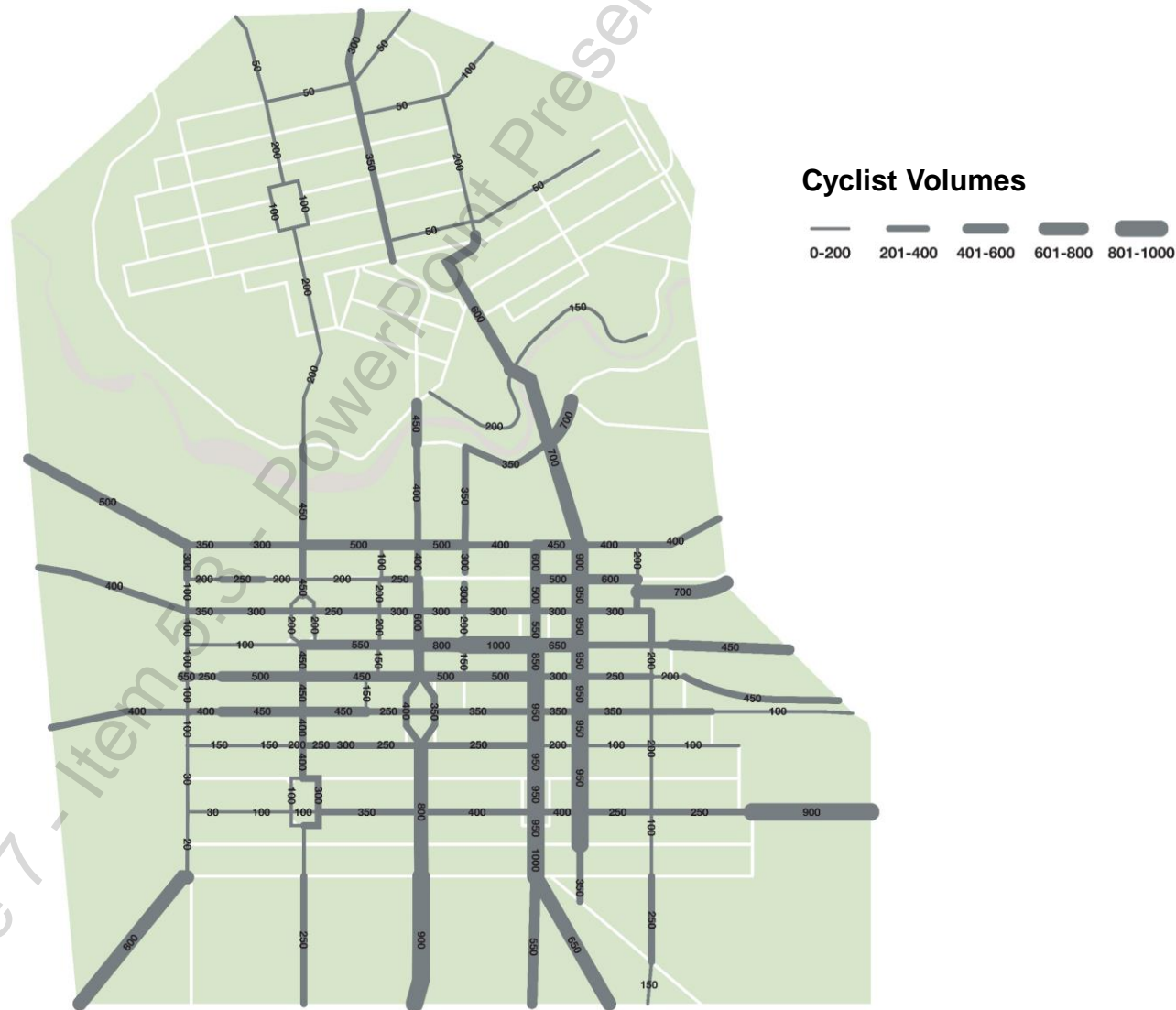
The most popular entry points to the city for bike riders are:

- 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



BIKEWAYS NETWORK

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

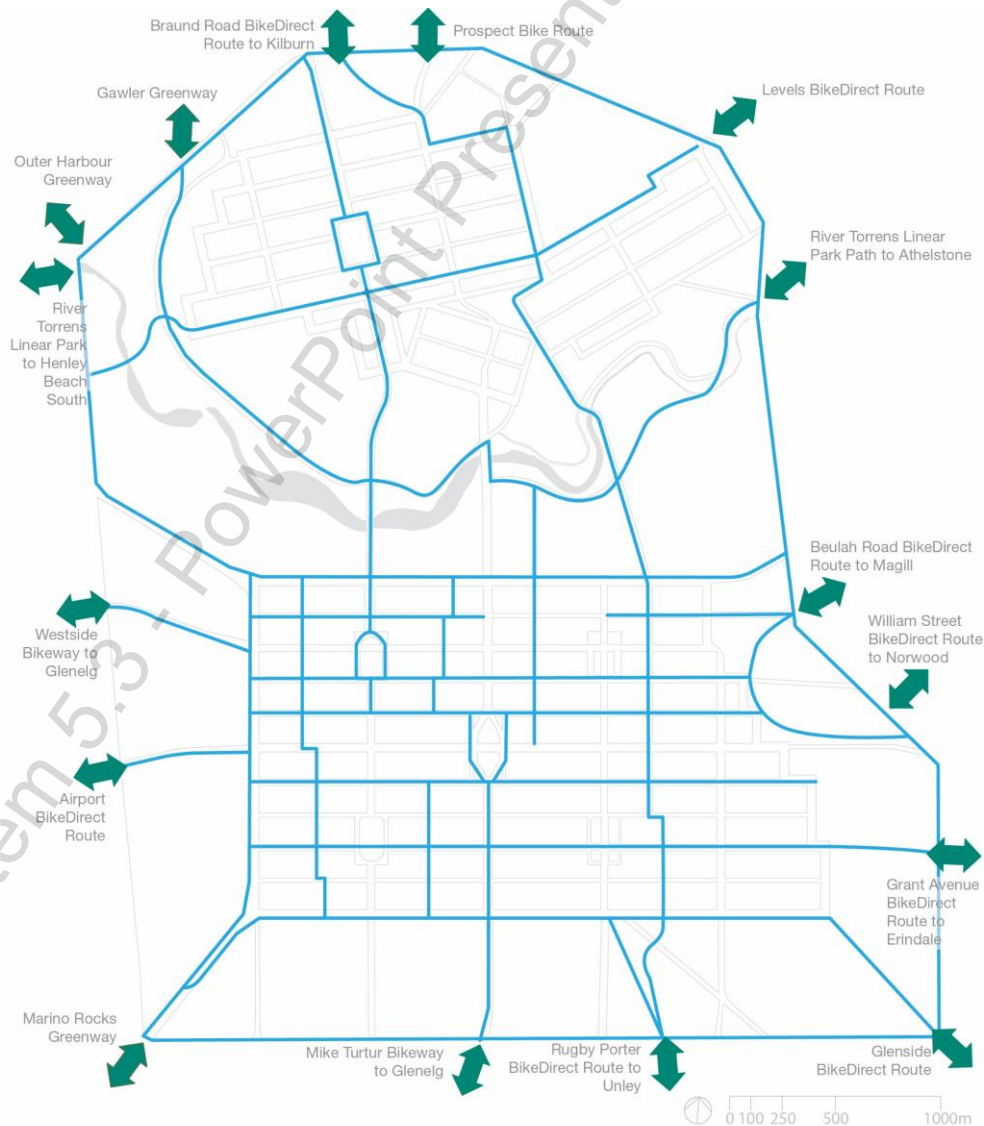
PROPOSED BIKEWAY NETWORK

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



BIKEWAYS NETWORK

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



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**.

BIKEWAYS NETWORK

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

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 NETWORK

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
Design + Strategy

City of Adelaide Bikeways

Design Guide

September 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.

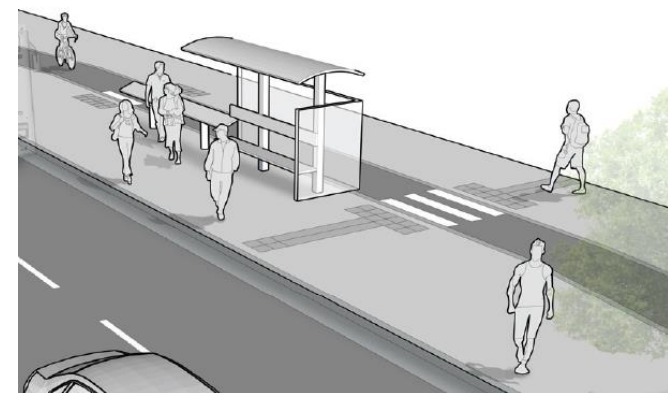
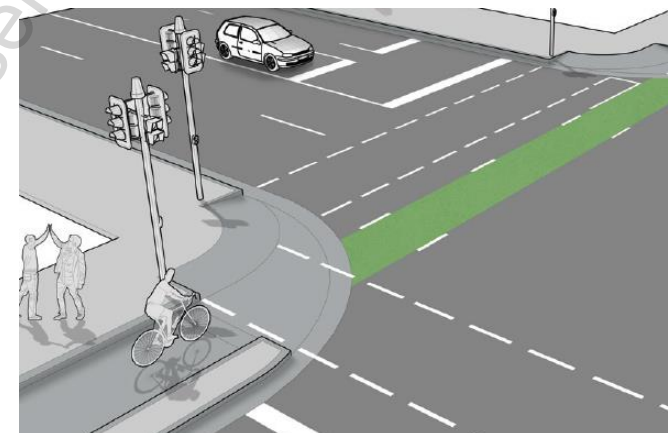
Key design elements:

- 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 riders.
- Side Entry Pits (SEF) are to use bicycle-friendly drainage grates.
- 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.



Flush Separation Bikeway
Detailed Design to be determined with DPTI



BIKEWAYS NETWORK

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

BIKEWAYS TARGET MARKET

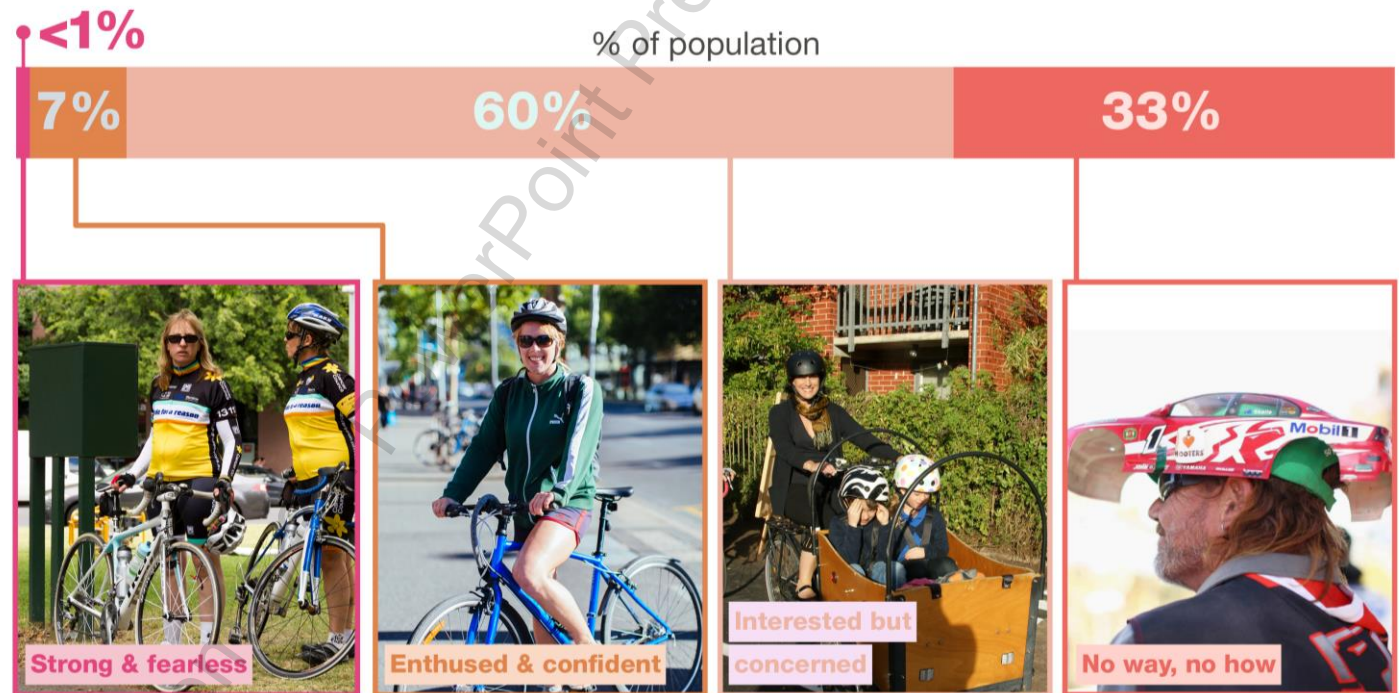
Research has shown that the population can generally be split into categories in relation to their propensity to ride a bike.

Less than 1% of the population can be described as *strong and fearless* bike riders, who are confident riding in traffic on city streets.

A further 7% of the population are *enthused and confident* bike riders, often riding for recreation and sometimes to work, shops etc if the riding conditions are considered to be safe.

60% of the population are *interested but concerned* about bike riding. They might go for a ride on Park Land paths at the weekend, but generally wouldn't ride on city streets as they do not feel safe riding in traffic or line-marked bike lanes.

Around 33% of the population would not consider riding a bike under any circumstances.



BIKEWAYS NETWORK

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.



EAST-WEST BIKEWAY

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

EAST-WEST BIKEWAY ROUTE SELECTION

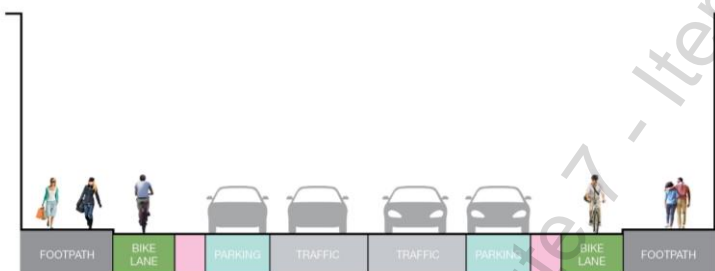
At its meeting on 12 September 2017, Council endorsed the Flinders Street – Franklin Street corridor as the route of the East-West Bikeway.

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



EAST-WEST BIKEWAY

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 corridor in response to the various street activities and intensities.

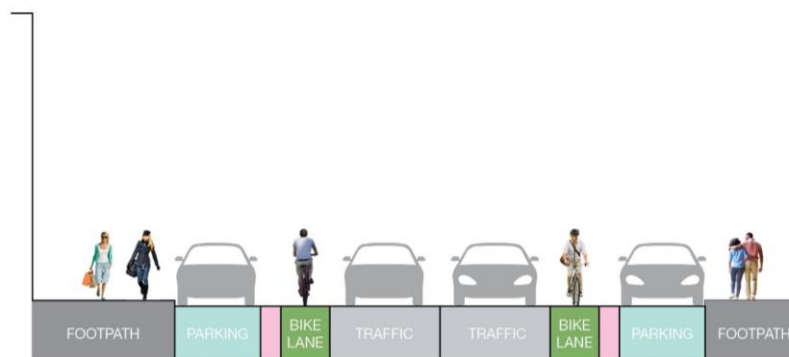
Recent works on Waymouth Street have reduced the minimum kerb-to-kerb width to 10.7 metres.



Pirie Street



Waymouth Street



Typical existing cross-section

EAST-WEST BIKEWAY

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.

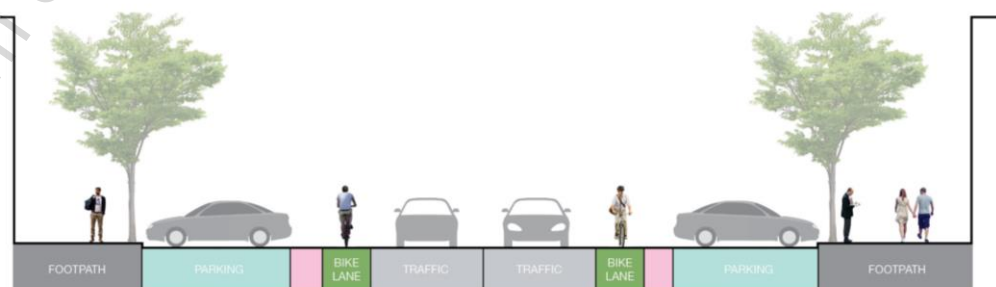
In September 2017 it was proposed that the street could be reconfigured to include separated bike lanes, traffic lanes and off-peak parallel parking (apart from the section to the west of Morphett Street which would include full-time parallel parking).



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.

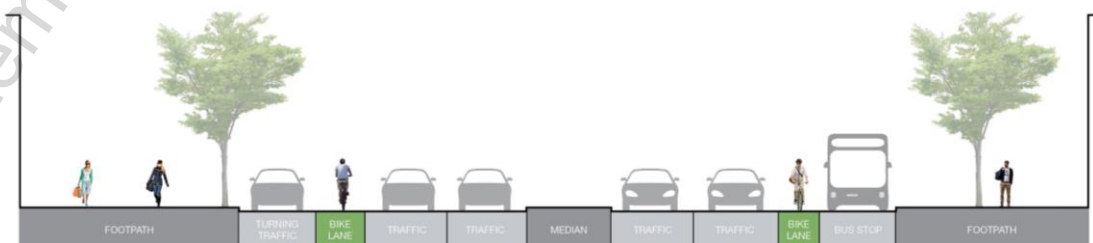
The generous street width would allow separated bike lanes to be installed with two traffic lanes in each direction, full-time parallel parking on both sides of the street and a median.



Grote Street



Wakefield Street



Existing cross-section

KING WILLIAM STREET

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

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.

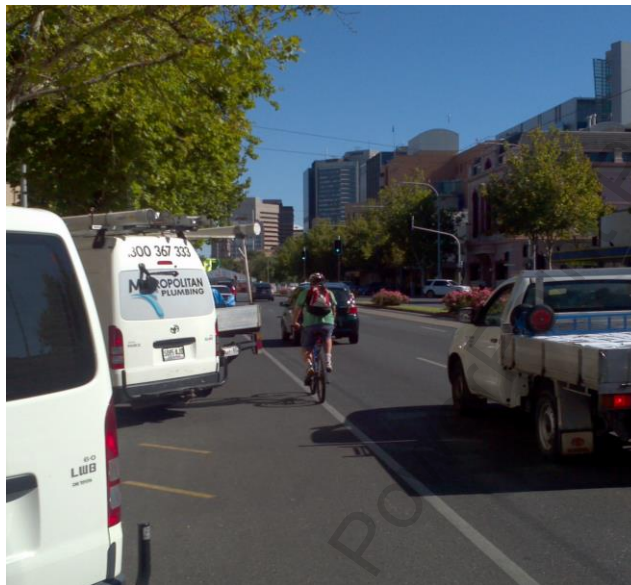
The current plans include a line-marked bike lane between parallel parked cars and a traffic lane.

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)

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 Bikeways network to be endorsed by Council prior to proceeding with individual projects.
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

WORKSHOP TITLE

KEY QUESTIONS:

KEY QUESTION

Do Council Members have views on the revised Bikeways network as presented on slide 9?

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?