



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday, 16 May 2023
at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Councillor Couros (Chair)
Councillor Elliott (Deputy Chair)
Councillors Abrahamzadeh, Davis, Giles, Hou, Li, Martin, Noon, Dr Siebentritt and Snape

1. Acknowledgement of Country

At the opening of the Infrastructure and Public Works 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 recognize 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

Nil

3. Confirmation of Minutes - 18/4/2023

That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 18 April 2023, be taken as read and be confirmed as an accurate record of proceedings.

Link to public minutes view [here](#).

4. Presentations/Workshops

4.1	City Operations Presentation - Service Standards	3 - 33
4.2	North Adelaide Golf Course	34 - 49

5. Reports for Recommendation to Council

5.1	Private road adjacent to 11 Eliza Street	50 - 58
5.2	E-scooter Trial Extension and State Government Review	59 - 66

6. Closure

City Operations Cleansing Service Standards

Strategic Alignment - Thriving Communities

Public

Tuesday 16 May 2023
Infrastructure and Public Works

Presenter

Noni Williams, Manager City Presentation

PURPOSE OF WORKSHOP

The purpose of this workshop is to provide an overview of the two cleansing service programming trials which will inform the outcome of the review of the Cleansing Service Standards.

KEY QUESTION

What are Council Members views on the two cleansing services programming trials?

- END OF REPORT -

Thriving Communities

City Operations

Cleansing Service Standards

To provide Council with an overview of the two cleansing service programming trials which will inform the outcome of the review of the Cleansing Service Standards

Noni Williams – Manager City Presentation

Purpose

To provide Council with an overview of the two cleansing service programming trials which will inform the outcome of the review of the Cleansing Service Standards.

Workshop Overview

- April Committee Poll Everywhere Results
- What is a Service Standard
- Cleansing Service Standard
- Cleansing programming Trials
- Next Steps

KEY QUESTION

Cleansing Trials

What are Council Members views on the two cleansing services programming trials?

City Operations – Cleansing Service Standards

April 2023 Committee Meeting – PollEv Results

City Presentation

Cleansing

- Footpath cleanliness
- Cleansing
- Cleanliness of high foot traffic areas
- Clean Gouger Street
- Service levels cleaning streets and service levels cleaning streets
- Rubbish in entertainment precincts

Horticulture

- Pruning and care of trees and vegetation on streets
- Horticulture

Bins/Rubbish

- Rubbish bins do not over flow
- To ensure that each morning the rubbish has disappeared from the City

Graffiti

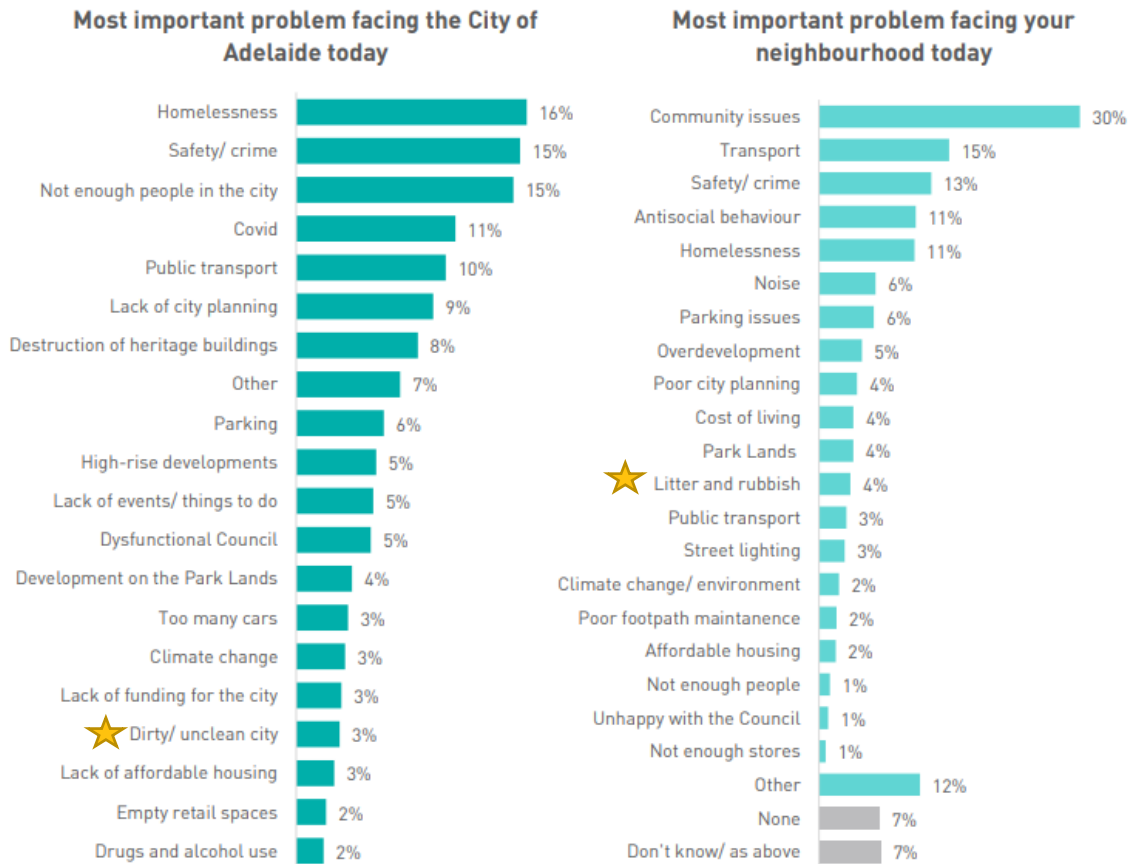
- Graffiti cleaned promptly

City Presentation & City Maintenance

- More staff to deliver better
- Clean buildings in the public realm
- The Park Lands and Squares

City Operations – Cleansing Service Standards

City of Adelaide 2022 Resident Survey Results



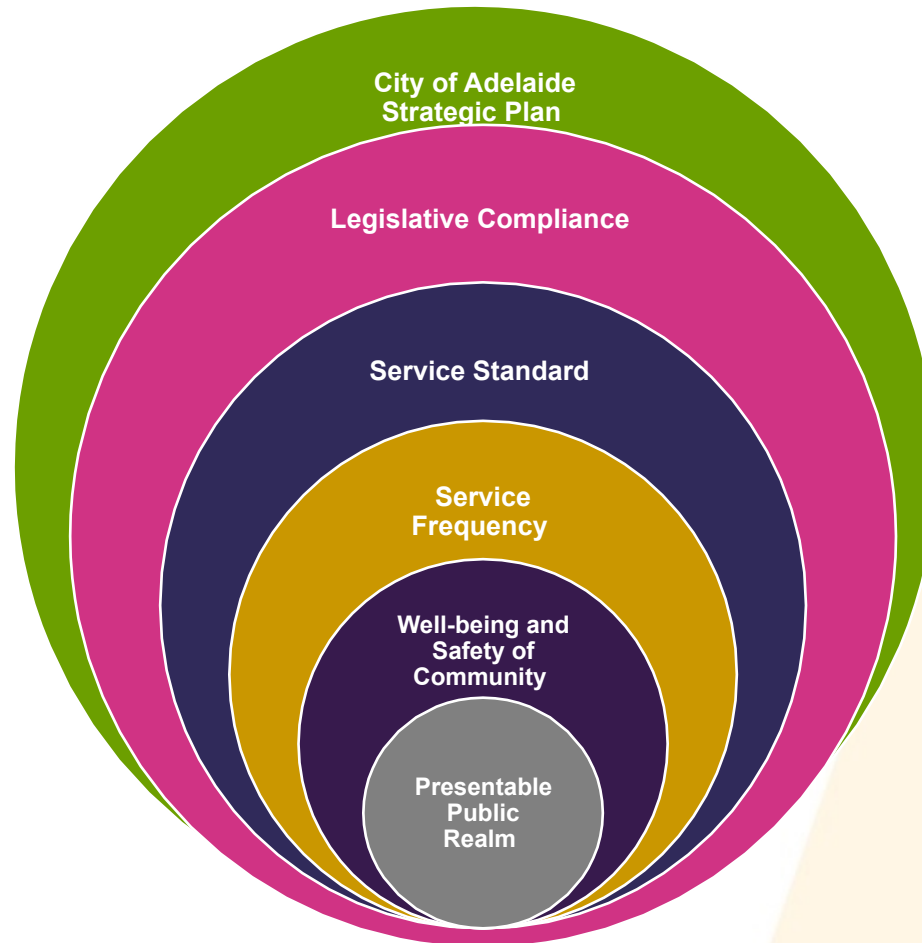
785 people surveyed

- The Service Standard is the document that guides the programming and frequency of work undertaken.
- Outlines the scope of services and benchmarks to which streets, public conveniences and Park Lands furniture are to be maintained.
- Considers responsive work that is required, particularly within a capital city context.
- A review of the Cleansing Service Standards will be undertaken in 2023/24.
- As part of the review of the Cleansing Service Standards it is proposed to implement two cleansing trials.



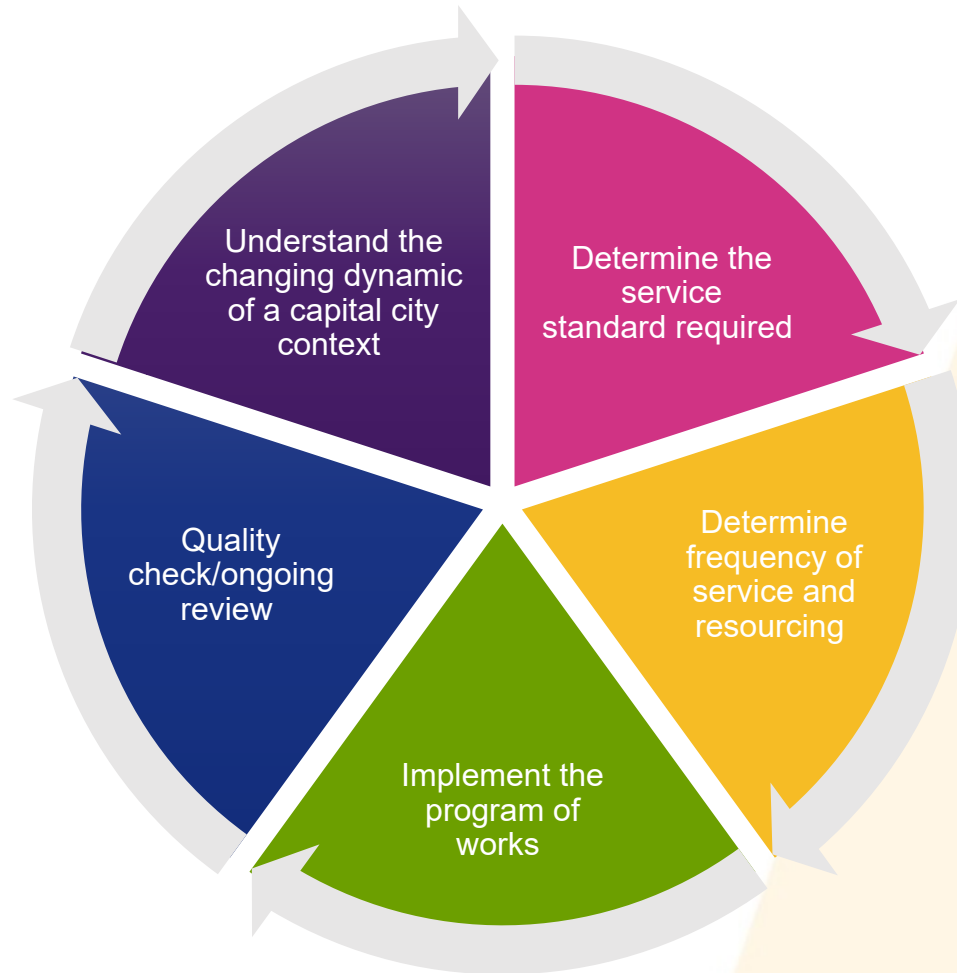
City Operations – Cleansing Service Standards

Effective Governance



City Operations – Cleansing Service Standards

The Process

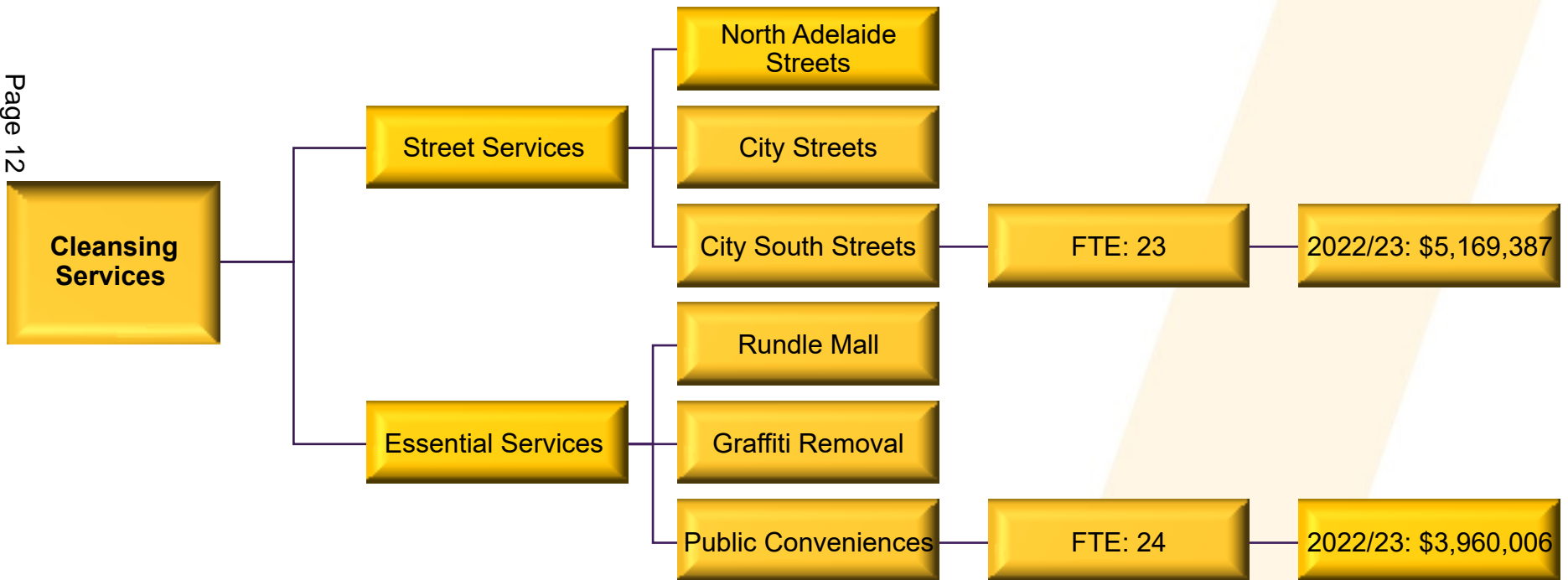


City Operations – Cleansing Service Standards

The Current Approach



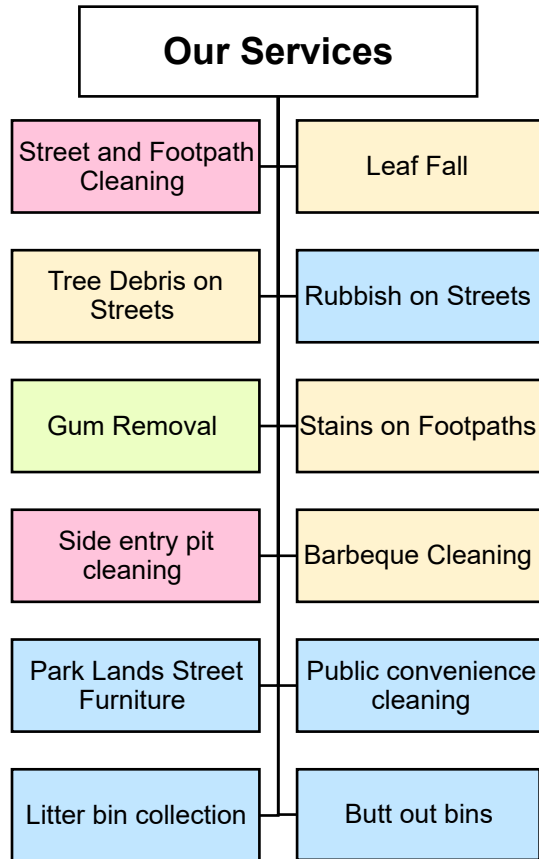
Page 12



City Operations – Cleansing Service Standards

The Current Approach

Page 13



City Operations – Cleansing Service Standards

Customer Requests 2022-2023

These requests form responsive works and are additional to scheduled/programmed works

Topic	Total Requests
BBQ in Parklands needs cleaning	7
Public/Butt Out Bin Clean/Empty (for Repair)	20
Bin on fire/bin enclosure damaged	6
Bus Shelter requires cleaning	4
Footpath/kerb is dirty	101
Hard Rubbish Illegally Dumped	428
Needle found in public place	21
Needle found on private property	1
Needle found in public toilet	7
Road is dirty and needs clean	98
Oil spill on Road	2
Rubbish on Street/Footpath	175
Toilets need cleaning	55
	925

Month	Number of Requests
July	92
August	82
September	95
October	89
November	95
December	84
January	84
February	78
March	107
April	94
May (up to COB 9th)	25
	925

City Operations – Cleansing Service Standards

Programming Current Approach

The following table outlines the frequency of service for each of the functions within the service standard. This is a snapshot of services in three main streets.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Footpath and Road Cleaning Schedule							
Melbourne St	✓			✓			
King William St	✓	✓	✓	✓	✓	✓	✓
Gouger St	✓	✓	✓		✓	✓	✓
Street Bin Service Schedule							
Melbourne St		✓		✓			✓
King William St	✓	✓	✓	✓	✓	✓	✓
Gouger St	✓	✓	✓	✓	✓	✓	✓
Footpath Scrubbing Schedule							
Melbourne St		✓					
King William St	✓						
Gouger St				✓			
Street Furniture Cleaning Schedule							
Melbourne St	✓		✓		✓		
King William St	✓	✓	✓	✓	✓		
Gouger St	✓	✓	✓	✓	✓		

City Operations – Cleansing Service Standards Programming Current Approach

This is an example of the services provided on a less frequent basis ...

- Cleaning up after car accidents
- Cleaning up after environmental spills
- Cleaning up abandoned camps in Park Lands and streets
- Major Events clean up (ie Anzac Day, Christmas Pageant, AFL and AFLW)
- Provide Event waste services
- Illegal hard rubbish collection
- Torrens Lake blue-green algae blooms and waste issues

City Operations – Cleansing Service Standards

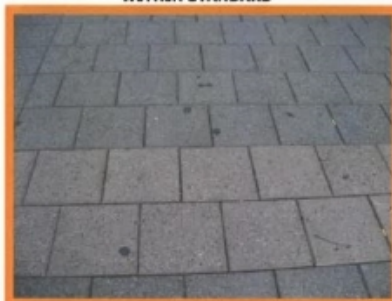
Example – Service Standards



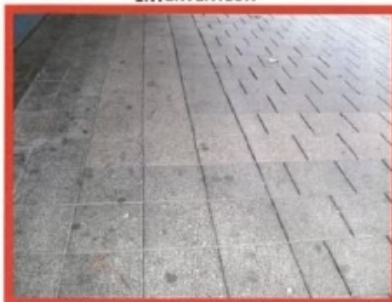
GUM REMOVAL



WITHIN STANDARD



INTERVENTION



COMPULSORY INTERVENTION

- Customer feedback tells us that gum stuck to footpaths is visually unappealing
- Research, experience and community feedback helps us understand the amount of gum that is considered acceptable before intervention is required
- Visitation and pedestrian numbers inform our scheduled auditing and removal program
- We aim to maintain footpaths between 'intervention' and 'within standard'
- We schedule works to avoid high visitation times
- Our staff employ a 'customer centric' approach when interacting with the public
- We also have the capacity to respond to customer requests to remove gum where required

City Operations – Cleansing Service Standards

Example - Graffiti approach



Page 18

Year 2021	Graffiti Works Performed	Hours Spent
1 Emergency (24Hrs)	315	297.74
2 Urgent (14 Days)	335	254.56
3 Important (28 days)	478	327.01
4 Medium (40 days)	622	403.12
5 Normal Maintenance (50 days)	656	561.92
Total	2406	1844.35
Year 2022	Graffiti Works Performed	Hours Spent
1 Emergency (24Hrs)	56	39.19
2 Urgent (14 Days)	250	245.69
3 Important (28 days)	202	149.24
4 Medium (40 days)	715	485.18
5 Normal Maintenance (50 days)	771	711.07
Total	1994	1630.37
Year 2023	Graffiti Works Performed	Hours Spent
1 Emergency (24Hrs)	18	11.93
2 Urgent (14 Days)	72	49.62
3 Important (28 days)	55	38.77
4 Medium (40 days)	167	115.19
5 Normal Maintenance (50 days)	278	273.85
Total	590	489.36
Grand Total	4990	3964.08

- Our main focus is the removal of graffiti, stickers and posters
- We prioritise streets based on visitation and residential amenity
- We focus on City of Adelaide assets, structures, urban elements, public art, statues, monuments, public conveniences, light poles and traffic signal boxes
- We remove graffiti from private property on streets facing the public realm
- We work with our Community Safety team to alert property owners where graffiti has been reported on private assets
- We prioritise racial, sexual and politically offensive graffiti as Emergency or Urgent depending on content

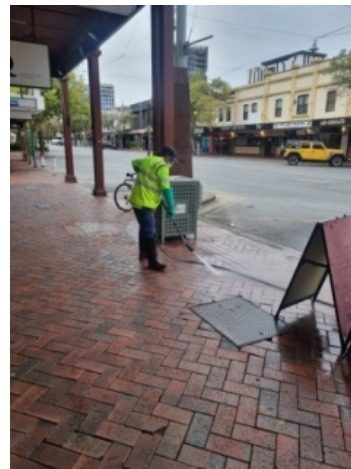
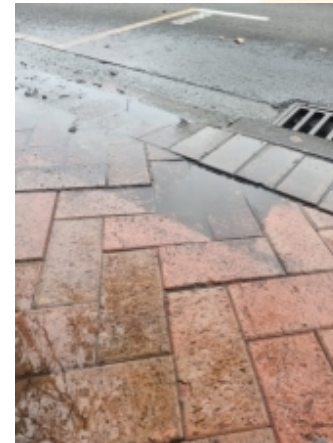


Deep Cleaning of our Streets

These photos provide a before and after visual of the recent deep clean undertaken on Gouger Street.

Services include:

- Footpath scrubbing
- Gum removal
- Pressure cleaning
- Furniture cleaning
- Graffiti removal



City Operations – Cleansing Service Standards

Service Standards Review - Intention

- Is the current Cleansing Standard still relevant and responding to the changing capital city environment, with consideration to:
 - Key strategic drivers for both City of Adelaide and State Government
 - Residential areas
 - High visitation / pedestrian areas
 - Hospitality
 - Tourism
 - Community safety and well-being
 - Benchmarks set within the Standard achieving best practice
 - Legislative compliance

City Operations – Cleansing Service Standards

Service Standards Review - Outcomes

- Deliver an evidence-based framework to set:
 - The services included in the Cleansing Service Standard
 - The benchmark for the services offered within the Cleansing Service Standard
 - The programming of cleansing services provided
 - The budget, resourcing and fleet/equipment required to deliver the services

City Operations – Cleansing Service Standards

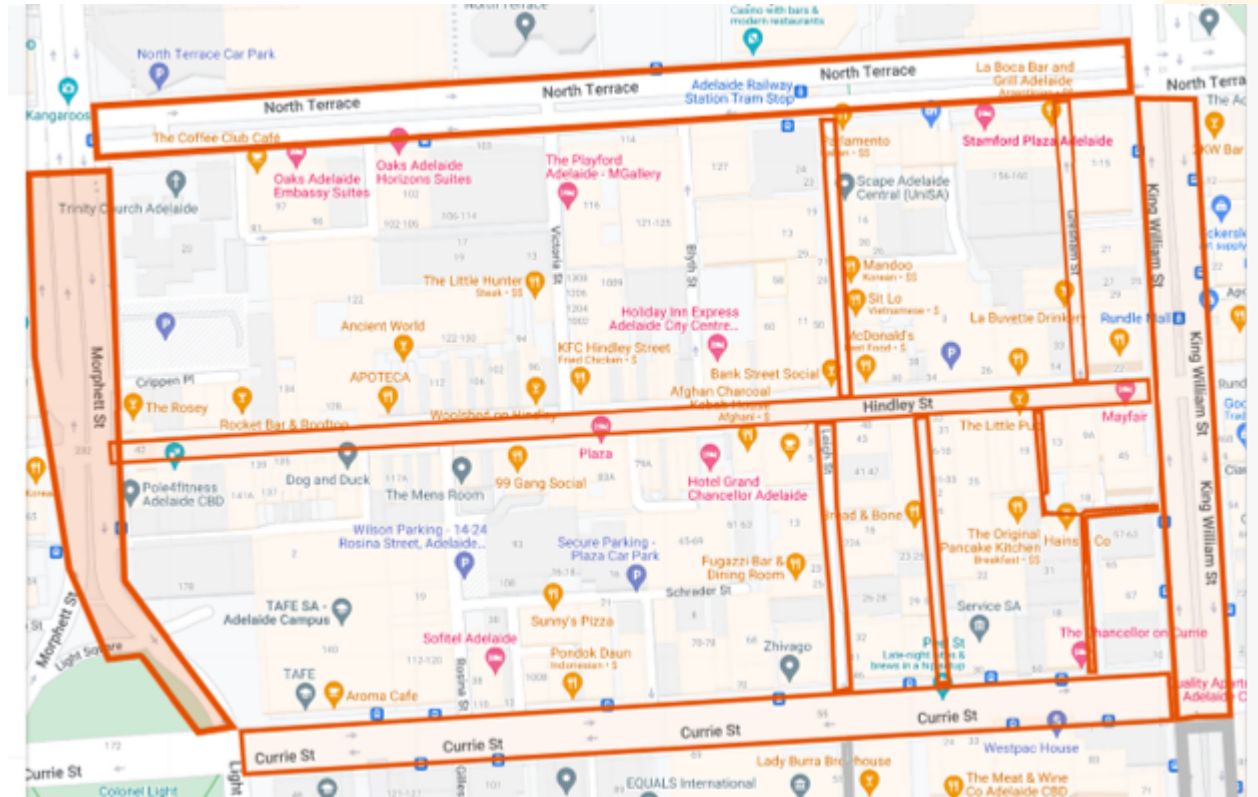
Programming of Trials

Intent	Demonstrate the outcomes different approaches to cleansing programming can achieve and change the experience and perceptions of people utilising the city.
Precinct Chosen	Trial one was chosen based on a mix of uses including hospitality, retail, cultural, tourism and high pedestrian traffic.
Outcome	The outcome of the trial will help inform the review of the Cleansing Service Standards, future levels of services, programming, budget and resources.
Current Program	The outcome of the trial will help inform the review of the Cleansing Service Standards, future levels of services, programming, budget and resources.
Period	July to December 2023.
Cost	Estimated cost of the trials is \$350,000 and includes resourcing, consumer research, marketing and communication. As the trial proceeds the budget forecast will be adjusted to indicate the progress and form part of the quarterly budget reporting.
Precincts	The precincts will be staffed from 10am to 7pm every day from July to December 2023 and will keep the city clean by removing litter, collecting tree debris, spraying and wiping street furniture, deodorising, pressure washing high traffic areas and reporting any occupational health and safety issues.
Opportunity	If successful, the program could be extended beyond the 6 month trial period. The program could be expanded beyond the current proposal.

Trial One: Precinct Cleansing – Zone 1

Entertainment Precinct

The map below shows the streets that will be focussed on during the proposed 6-month trial.



Trial One: Precinct Cleansing – Zone 1

Entertainment Precinct

The table below shows the current service programming and the proposed 6-month trial programming.

Service	Current Service Standards	Trial Service Standards
Footpath Scrubbing	Weekly	Daily
Street Furniture	Daily	Twice daily
Gum Removal	Weekly inspection and removal	Daily (spot clean)
Pressure Cleaning	Weekly inspection and removal	Daily (spot clean)
Graffiti Removal	Weekly inspection and response to reporting where required	Inspection daily and removed as required

Trial One: Precinct Cleansing – Zone 2

Market Precinct

The map below shows the streets that will be focussed on during the proposed 6-month trial.



Trial One: Precinct Cleansing – Zone 2

Market Precinct

The table below shows the current service programming and the proposed 6-month trial programming.

Service	Current Service Standards	Trial Service Standards
Footpath Scrubbing	Weekly	Daily
Street Furniture	Daily	Twice daily
Gum Removal	Weekly inspection and removal	Daily (spot clean)
Pressure Cleaning	Weekly inspection and removal	Daily (spot clean)
Graffiti Removal	Weekly inspection and response to reporting where required	Inspection daily and removed as required

City Operations – Cleansing Service Standards

Trial Two: Main Streets Deep Clean

Hutt Street and O'Connell Street

The table below shows the current service programming and the proposed 6-month trial programming. During the trial period the current services will continue. The additional service is the quarterly intense clean in July, October and December 2023.

Service	Current Service Standards	Trial Service Standards
Footpath Scrubbing	Hutt Street – weekly O'Connell – fortnightly	Intense all-over clean Jul, Oct, Dec
Street Furniture	Hutt Street – twice weekly O'Connell – Daily	Intense all-over clean Jul, Oct, Dec
Gum Removal	Hutt and O'Connell Street – as required	Intense all-over clean Jul, Oct, Dec
Pressure Cleaning	Hutt and O'Connell Street – as required	Intense all-over clean Jul, Oct, Dec
Graffiti Removal	Hutt and O'Connell Street – as required	Intense all-over clean Jul, Oct, Dec

Engagement

- Targeted engagement with key stakeholders (ie local business) in partnership with Place Coordinators
- Broad suite of tools to engage with the local community
 - visuals (before and after pictures)
 - QR codes linking to surveys
 - pin drops on a map
 - quick polls

Evaluation

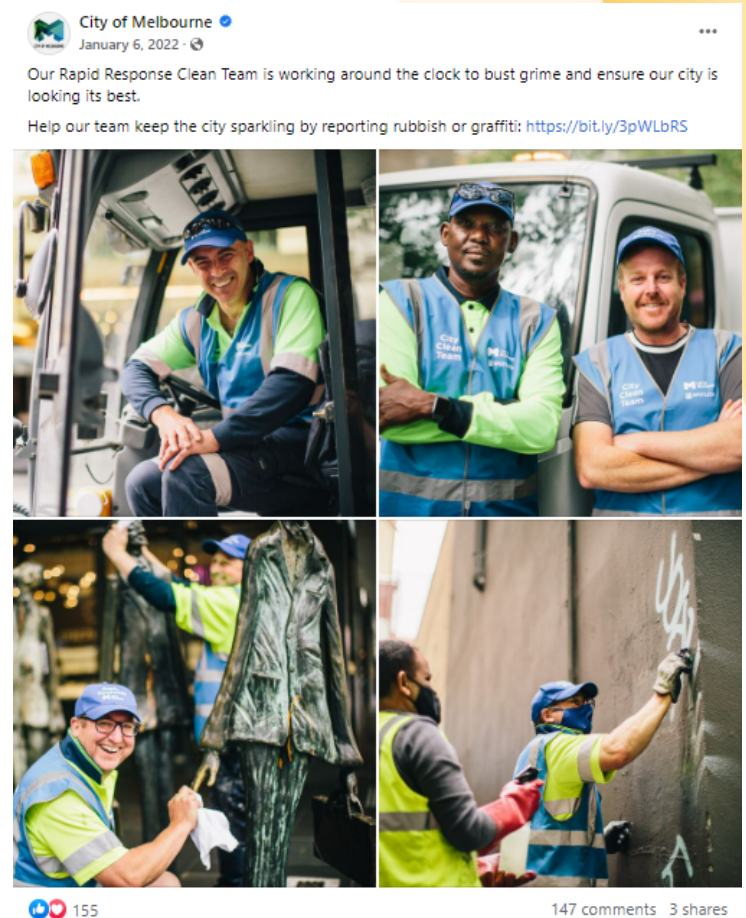
- Benchmarking of community and stakeholder perceptions and satisfaction before and after the trials (ie surveys)
- Identifying changes in foot traffic / pedestrian activity
- Monitoring the customer requests for services
- Monitoring behavioural change within the public realm (less graffiti, less gum on footpaths etc)
- Monitoring behavioural change within private property, on buildings etc

City Operations – Cleansing Service Standards

Trial Marketing

- People focused content to humanise the service
 - Example: Leaf collection [video](#)
- 'Name' given to the extra cleansing team, along with recognisable uniform, ensuring extra services are noticeable within the community (see City of Melbourne example - "Rapid Response Clean Team")
- Paid social media, targeted at specific trial locations
- Letterbox drop with key information to impacted residential and business addresses
- Signage located in trial areas with QR code to community engagement feedback portal

Page 29



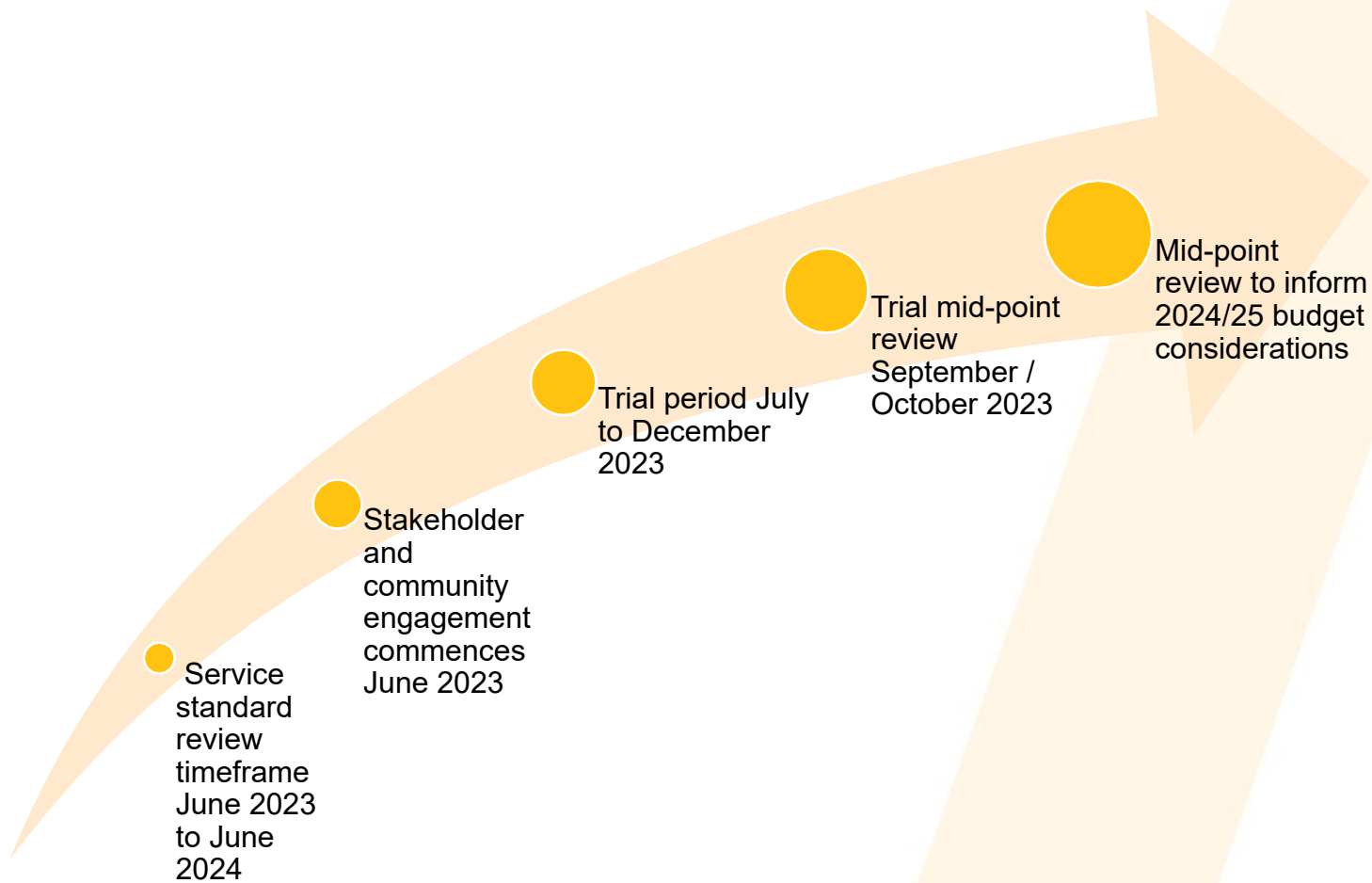
City Operations – Cleansing Service Standards

Future Opportunities

- **Since 1997 there have been various programs** developed with the primary objective of improving the appearance of the city
- **The City Pride initiative** was a program developed that depicted pride in Adelaide,
- There were key programs developed **under the City Pride umbrella** including:
 - City Pride Program for **Council staff**. A program to encourage Council staff to be alert to problems in the built form environment
 - A City Pride property **owners program** to encourage property owners to demonstrate their pride in the city through the appearance of their buildings and property holdings.
 - A City Pride **community program** to encourage community involvement in the creation and implementation of initiatives to enhance the City.
- Following the success of City Pride other similar programs were developed to respond to changing needs of the City.
- The **Adelaide Pride Program** superseded the previous programs.
 - This program **encouraged staff, Precinct Groups, volunteers and the general public** to report graffiti, traffic and light poles which require cleaning, footpaths which require repairs, rubbish removal, overgrown vegetation or unsightly areas in the City.
- The opportunity now exists for the proposed **6 month cleansing service trials to inform the development of a similar program.**
- Any such program **will need to respond** to the dynamic capital city environment, taking into consideration the **24 hour city**, and night time economy.

City Operations – Cleansing Service Standards Review Timeline

The Cleansing Service Standard review will occur between June 2023 to June 2024.
The proposed timeline is detailed below.



KEY QUESTION

Cleansing Trials

What are Council Members views on the three cleansing services programming trials?

North Adelaide Golf Course Update

Strategic Alignment - Thriving Communities

Public

Tuesday 16 May 2023
Infrastructure and Public Works

Presenters

Shaun Coulls, Manager,
Commercial & Property Leasing

PURPOSE OF WORKSHOP

The purpose of this Workshop is to provide Council Members with an update on North Adelaide Golf Course and introduce the Mini Golf Project to recently elected members.

KEY QUESTION

Do members have any feedback on the proposed next steps to progress the Mini Golf opportunity?

- END OF REPORT -

Thriving Communities

North Adelaide Golf Course

The purpose of this Workshop is to provide Council Members with an update on North Adelaide Golf Course and discuss the Mini Golf Project.

Strategic Property and Commercial
Shaun Coulls, Manager, Commercial &
Property Leasing



Attachment A

North Adelaide Golf Course Workshop Outline

- Overview of North Adelaide Golf Course (NAGC)
- History of the decision to progress the Mini Golf project
- Overview of Mini Golf opportunity:
 - Work completed to date
 - Overview of Mini Golf in the modern context
 - Location and potential participation and performance outcomes
 - Detail regarding the Kaurna Cultural Engagement
- Conclusion and Next Steps

KEY QUESTION

Do members have any feedback on the proposed next steps to progress the Mini Golf opportunity?

North Adelaide Golf Course Overview

-\$800k

Cost to maintain
Park 1 as Park Lands

\$40k

Projected Operating
Surplus
FY22/23

100k+

Rounds of Golf
Across 3 courses

300k+

Hours of community
physical activity

80+

Hectares of beautifully
maintained parklands

Net Profit by year



- Golf is a unique sport, participation can occur across all demographics and participation can occur together. There are few sports where participation can not only be so inclusive but create deep connection to community and environment regardless of age, gender and ability.
- Our services appeal to golfers of all abilities and deliver a fun, easy going, entertainment focussed experience.
- Over recent years capital and operating investment has been targeted to, and have delivered, participation and financial uplift.
- 2020-2024 key success factors for NAGC are 90,000+ golf rounds/interactions per year and a consistent cash positive operation. Both are forecast to be achieved in FY22/23.
- NAGC contributes to the following Strategic Outcomes in CoA Strategic Plan:
 - 1.1 Leverage the Adelaide Park Lands to promote health, wellbeing and lifestyle experiences
 - 1.4 Develop diverse places, and facilities with and for young people
 - 3.5 Upgrade major recreational facilities
 - 5.5 Develop new revenue opportunities for Council operations
 - 5.9 Encourage and support new ideas and concepts
- NAGC strategy is available in supporting information

North Adelaide Golf Course Timeline and History

1

2018-2020

In 2018 a consultant team was comprising GHD Woodhead, Evans + Ayers Management Consultants, and Graham Marsh Golf Design were engaged to develop the North Adelaide Golf Course Master Plan to guide the future design and sustainability of the North Adelaide Golf Course (NAGC).

The 2018 plan included constructing a new clubhouse and driving range in the vicinity of the existing Par3 Golf Course

2

2020-2021

A review of the master plan was undertaken and based on the feedback **no further progress was to be made on the 2018 Master Plan/Design.**

Opportunities were then identified to enhance future services offered at the course.

The addition of a **Mini Golf service was identified as the highest priority due to the potential to increase visitation and activation of the parklands.** Progress was put on hold due to COVID-19

3

2022

Investigations were undertaken to understand the key elements to a Mini golf service and the footprint that may be needed.

It was determined that a space of **approximately 3000m2 would be needed based on the assumption that it was connected to the Par3 to avoid any building and carpark construction.**

With that established, consultation with Kaurna and the Park Lands authority was identified as the next step

4

2022-Present

A project overview was presented to Kadaltilla in May 2022 and subsequently noted by Council in June 2022.

Initial Kaurna consultation occurred through Kaurna Yerta Aboriginal Corporation (KYAC). **With KYAC support a Cultural Heritage Assessment (CHA) has been completed** and will be tabled at the next KYAC meeting. The CHA found that there was **positivity regarding the opportunity the Mini Golf project has to celebrate and recognise Kaurna Culture.**

North Adelaide Golf Course 2018 Draft Master Plan

- In 2021 Administration reviewed the draft Master Plan in the context of the 2020 - 2024 Strategic Plan and current operating environment to understand what opportunities remained.
- Noting the high cost to implement, and the impact the proposal would have on culturally significant land along the Riverbank, it was **decided to not proceed with the Master Plan in its current form.**
- The following **over-arching conclusions** were reached:
 - As per the Master Plan findings, significant potential and opportunity exists to leverage the existing business and assets through further investment.
 - There is a need to set aside the Master Plan and devise an approach that reduces the risk to Council, incorporates sensitive and appropriate development options and provides an iterative investment pathway.
- Administration proposed an approach to progress a **staged plan**, that would broadly prioritise the following four key projects in this order:
 1. Mini Golf
 2. Existing Clubhouse Renewal/Upgrade
 3. Driving Range Options
 4. Golf Course upgrade/works/reconfiguration

North Adelaide Golf Course

Priority 1 - Mini Golf

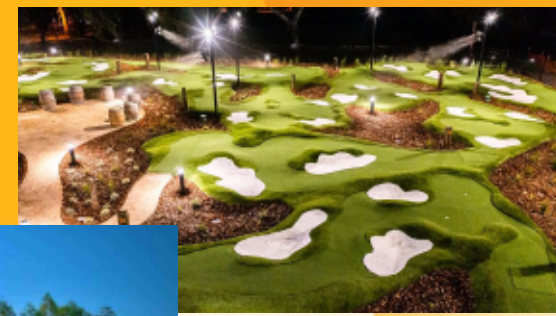
Following the Council Workshop in 2021, the introduction of a Mini Golf service was identified as the first of the significant projects to investigate further. To progress the project the following has been undertaken:

- Engaged Golf Australia (GA) to complete a high-level review of Alternative Golf Formats that would benefit NAGC and the community.
- Commissioned Crafter + Mogford Golf Strategies to build on from the Golf Australia Report to provide a Mini Golf feasibility study.
- Developed a draft business case that would continue to be updated/informed by additional engagement with stakeholders.
- Presented a project overview to Kadaltilla in May 2022. The report can be viewed [here](#).
- Commenced engagement with Kurna. The project has been delayed to ensure a comprehensive engagement with Kurna is undertaken, this included a presentation to Kurna Yerta Aboriginal Corporation (KYAC) in November 2022.
- Following recommendations at the KYAC meeting, engaged Neale Draper and Associates to prepare a Cultural Heritage Assessment Report which included Kurna engagement on both archaeological and anthropological matters.
- An overview of the Cultural Heritage Assessment Report was presented to an informal KYAC meeting on 2 May 2023 and was received positively. The full report will be considered at the next board meeting.
- The business case is now being updated to reflect the latest information and feedback in preparation to be presented to Council in July 2023.

North Adelaide Golf Course

What is Mini Golf?

- Modern Mini Golf design delivers an 18 hole miniature golf course that is **complimentary of its natural surrounds** similar to the images provided.
- The nature of the Mini Golf construction is that it can be quite **flexible in its land requirements**. The size is predominantly driven by demand/visitation requirements and ensuring a good customer experience.
- A good design should be able to overcome many site requirements. **The shape/layout is very flexible and construction is low scale with methods available to reduce disturbance of underlying natural sediments and existing natural landscape such as trees.**
- Target audiences are families and kids with a key focus on an entertainment solution. School based excursions are also considered a key user group which opens **opportunities for additional health, wellness and cultural education to be delivered as part of the service.**



North Adelaide Golf Course

Why Mini Golf?

- The Golf Australia report found that the City of Adelaide's NAGC carries arguably the greatest potential of any publicly owned golf facility in the country.
- The golf course brings extraordinary value to the Park Lands. In 2020/2021 it provided recreation opportunity for 100,000 golfers and many walkers, runners and Park Land users.
- The **Golf Australia** report noted that NAGC in its current format serves the round player, and to a lesser extent, the member, very well. It delivers a great variety of 3 golf courses to accommodate those of skill levels who like to play rounds of golf.
- The **opportunity lies in the development of a facility that can capture those people who are not yet engaged.** The most obvious way to do that is with alternate format facilities, that complement the existing offerings that are at NAGC.
- The feasibility study concluded a well-designed and promoted Mini Golf course at NAGC has a very high likelihood of success and profitability. Mini Golf would deliver additional patronage (40,000+pa), a short payback period (< 5 years) and the ability to make NAGC financially sustainable well into the future.

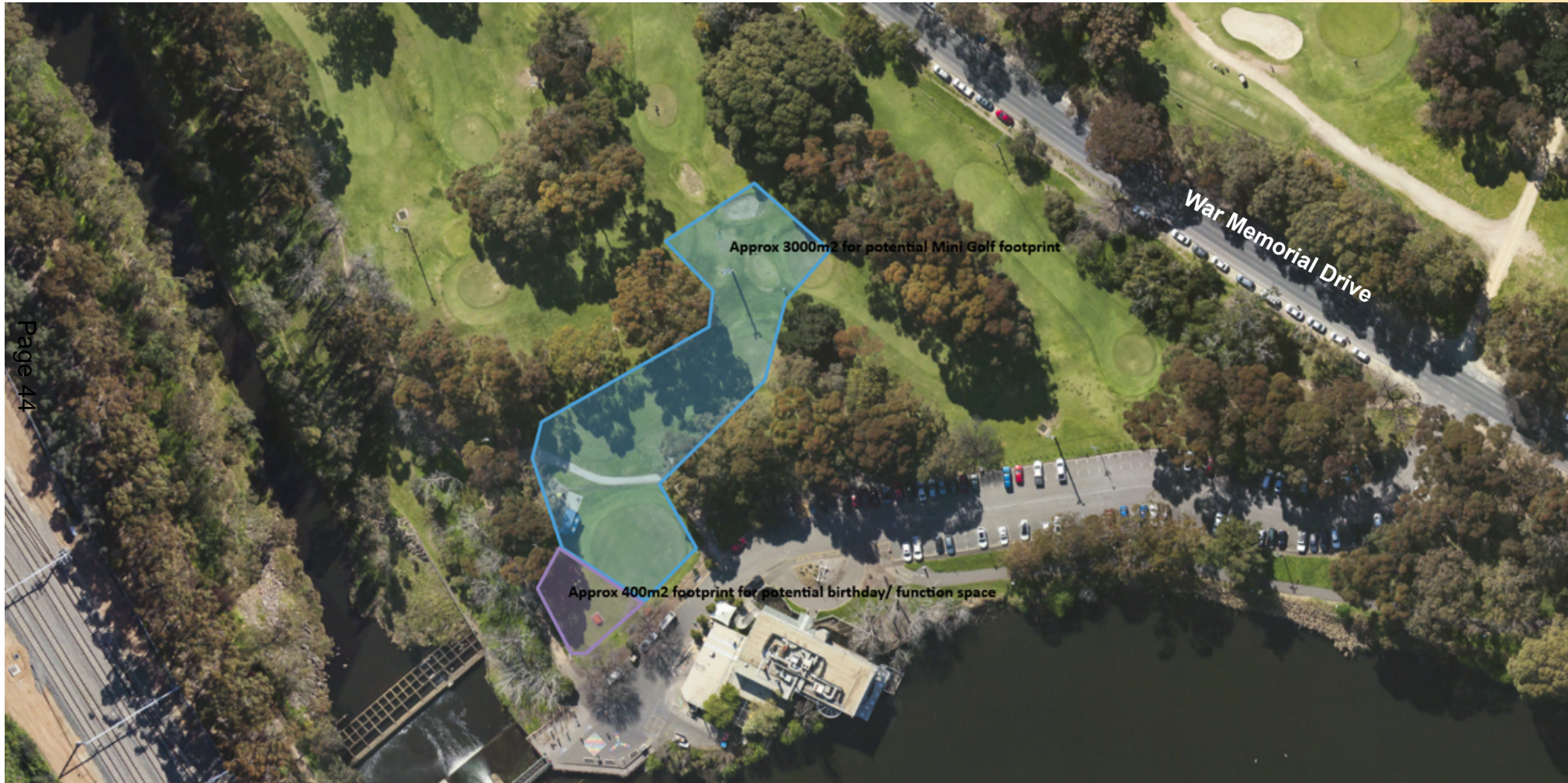


North Adelaide Golf Course Mini Golf Opportunity – Potential Location

The location highlighted below was found to be the most suitable for a mini golf facility in terms of participation, available ancillary services and hence commercial viability.



North Adelaide Golf Course Mini Golf Opportunity – Potential Location



Page 44

The layout is **highly flexible** and the above is **only 1 representation** of a 3000m2 area connected/serviced from the existing building on the site.

Mini Golf Opportunity – An update on Engagement with Kurna

- The proposed location is known to be associated with **significant traditional and historic places for Kurna people** and a potentially significant archaeological record of past activities and continuing cultural associations.
- Council engaged **Neale Draper & Associates Pty Ltd (ND&A)** to conduct a **cultural heritage assessment** (values, impacts, and opportunities) in conjunction with the Kurna Traditional Owners and Native Title holders of the Adelaide Region, facilitated by RAWsa on behalf of KYAC.
- The **cultural assessment process** includes anthropological and archaeological site inspections and **consultation with Kurna representatives** including direct discussions with Kurna and Council representatives on site.
- The report notes that **Kurna Elder representatives** consulted for this cultural heritage assessment have a **very positive view of the capacity of the project** not only to avoid significant heritage impacts but to provide highly important opportunities that build on the principles and priorities of relevant Council strategies.

Mini Golf Opportunity – An update on Engagement with Kaurna

- Some opportunities include:
 - **Promote Kaurna cultural heritage through truth telling** related to the important cultural and historical significance of the location.
 - To enhance and provide **more detailed cultural heritage interpretation** and public education.
 - To include **appropriate Kaurna cultural elements of design**, symbology and artwork to provide positive and easily recognisable visual badging for the project, as well as marketing opportunities.
 - To provide **educational, employment and training opportunities for Kaurna**, particularly young people looking to the future through participation in and contribution to the project, as well as users of its sporting and cultural interpretation facilities.
- The **key recommendations** from the report include:
 - To establish and maintain a **Kaurna Advisory Committee to participate** in the design, planning and implementation process for the project.
 - The preparation of a **Kaurna Cultural Heritage Management Plan (CHMP)** to guide the project construction and implementation should ground disturbing works impact upon buried Aboriginal heritage sites, artefacts or burials.
- Further information on this process will be provided when the matter is presented as a report to Council.

Mini Golf Opportunity – Conclusions and Next Steps

Conclusions

- The introduction of a Mini Golf facility at NAGC supports the NAGC strategy and the Strategic Plan objectives by leveraging the Adelaide Park Lands to promote health, wellbeing and lifestyle experiences and will also create a new revenue stream for Council.
- The engagement with Kaurna to date has highlighted a range of opportunities that could be implemented to celebrate Kaurna cultural heritage through this project.

Next Steps:

A report will be presented to Kadaltilla in June 2023 that will:

- Provide an update on the project following the May 2022 report.
- Ask Kadaltilla to note the Kaurna Cultural Heritage Assessment and associated recommendations.
- Seek endorsement of the project and associated design principles.

A report to Council in July 2023 will seek consideration and endorsement of:

- The Cultural Heritage Assessment Report and associated recommendations.
- The full detailed Business Case which will have been updated to reflect all engagement and feedback to date.
- Recommendations from Kadaltilla following an update report on Mini Golf being presented in June 2023.
- Project/design principles which will inform the concept design and construction methodology.

KEY QUESTION

Do members have any feedback on the proposed next steps to progress the Mini Golf opportunity?

Private Road adjacent to 11 Eliza Street

Strategic Alignment - Strong Economies

Public

Tuesday, 16 May 2023

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Mike Philippou, A/Director City Services

EXECUTIVE SUMMARY

The purpose of this report is to establish if Council wishes to commence a two-stage process to transfer the private road adjacent to 11 Eliza Street to the adjoining owners and authorise the Chief Executive Officer to enter into deeds to facilitate this outcome.

Two further reports will be required in order to transfer the Road to the adjoining owners.

The land shown hatched on **Attachment A** is a private road (the Road). Ownership of the Road is unknown.

Distribution Lessor Corporation (DLC) (SA Power Networks) is the owner of the land-coloured blue on **Attachment A**. DLC wish to acquire the portion of the Road lettered 'A' on **Attachment A** so that it can consolidate its landholdings to meet ongoing electricity needs in the precinct.

The owners of other land adjoining the Road also wish to acquire the portions of the Road lettered 'B', 'C' and 'D' on **Attachment A**. Acquisition of the Road by these adjoining land-owners will allow them to develop their properties more readily.

The acquisition of the Road by the adjoining land-owners can be achieved by Council undertaking a two-stage process. The two-stage process comprises:

- Stage 1 - declaring the Road to be a public road pursuant to section 210 of the Local Government Act 1999 (SA) (thereby taking ownership of it); and then
- Stage 2 - closing and transferring the Road to the adjoining land-owners pursuant to the Roads (Opening & Closing) Act 1991 (SA) (Roads Act).

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL:

That Council

1. Approves commencing a two-stage process to transfer the Road to the adjoining land-owners.
2. Authorises the Chief Executive Officer to negotiate the terms of a Deed (or deeds) with the owners of land adjoining the private road shown hatched on Attachment A to Item 5.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 16 May 2023, the terms of which will require Council to undertake a two-stage process to transfer the road to the adjoining land-owners, the two-stage process being to:
 - a. declare the private road to be a public road pursuant to section 210 of the *Local Government Act 1999 (SA)*.
 - b. close and transfer the (by then) public road to adjoining owners pursuant to the *Roads (Opening & Closing) Act 1991 (SA)*.
3. Authorises the Chief Executive Officer and Lord Mayor to execute and affix the Common Seal to deeds and any other documents to give effect to Council's resolution.

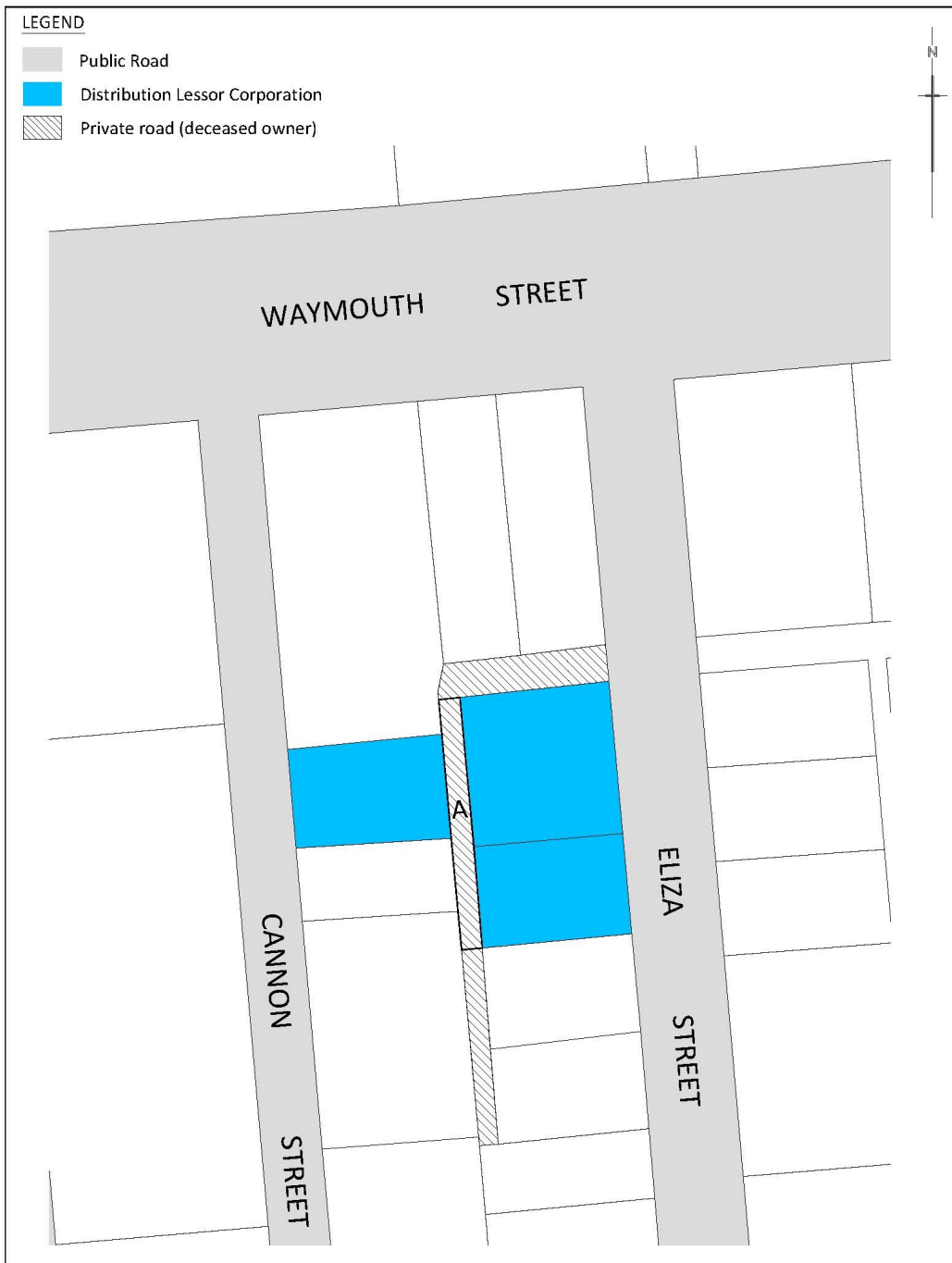
IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Strong Economies The transfer of the private road to the adjoining owners will improve their ability to develop their respective properties.
Policy	The transfer of the private road to the adjoining owners is consistent with the criteria set out in Council's ' <i>Acquisition and Disposal of Land and Assets Policy</i> '.
Consultation	In undertaking the two-stage process to transfer the private road to adjoining owners, we will: <ul style="list-style-type: none"> consult with the public prior to Council making a decision to declare the private road to be a public road (pursuant to section 210 of the <i>Local Government Act 1999 (SA)</i>). consult with parties 'affected' by the proposed closure and transfer of the private road to adjoining owners (pursuant to various sections of the <i>Roads (Opening & Closing) Act 1991 (SA)</i>).
Resource	Resources (both financial and staff time) are required to implement the two-stage process to transfer the private road to adjoining owners.
Risk / Legal / Legislative	There are some risks involved in running the two-stage process to transfer the private road to the adjoining owners; however, these will be mitigated (to the greatest extent possible) via the terms in the (yet to be drafted) deed(s) with the adjoining owners. In undertaking the two-stage process to transfer the private road to the adjoining owners, Council is required to strictly comply with the requirements of section 210 of the <i>Local Government Act 1999 (SA)</i> and the <i>Roads (Opening & Closing) Act 1991 (SA)</i> .
Opportunities	The transfer of the private road to the adjoining owners will improve their ability to develop their respective properties. Council will benefit from income generated from transfer of the road.
22/23 Budget Allocation	Not as a result of this report
Proposed 23/24 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
22/23 Budget Reconsideration (if applicable)	The terms of the Deed(s) will require the four portions of the Road to be transferred for consideration based primarily on market values, but also on other relevant factors.
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

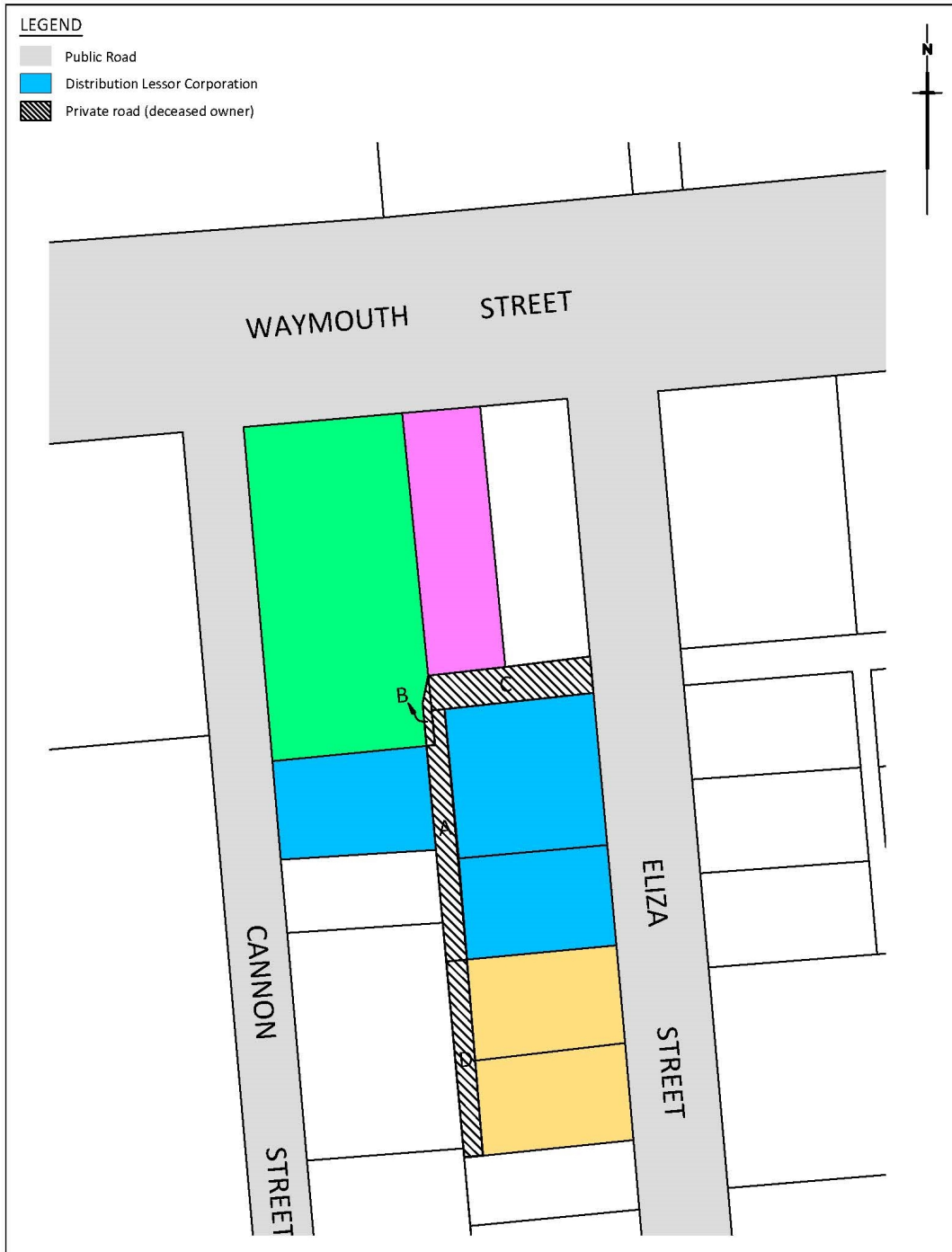
Background

1. In 2015, Distribution Lessor Corporation (DLC) approached the City of Adelaide (CoA), expressing an interest in acquiring a portion of the Road adjacent to Eliza Street (lettered 'A' below):



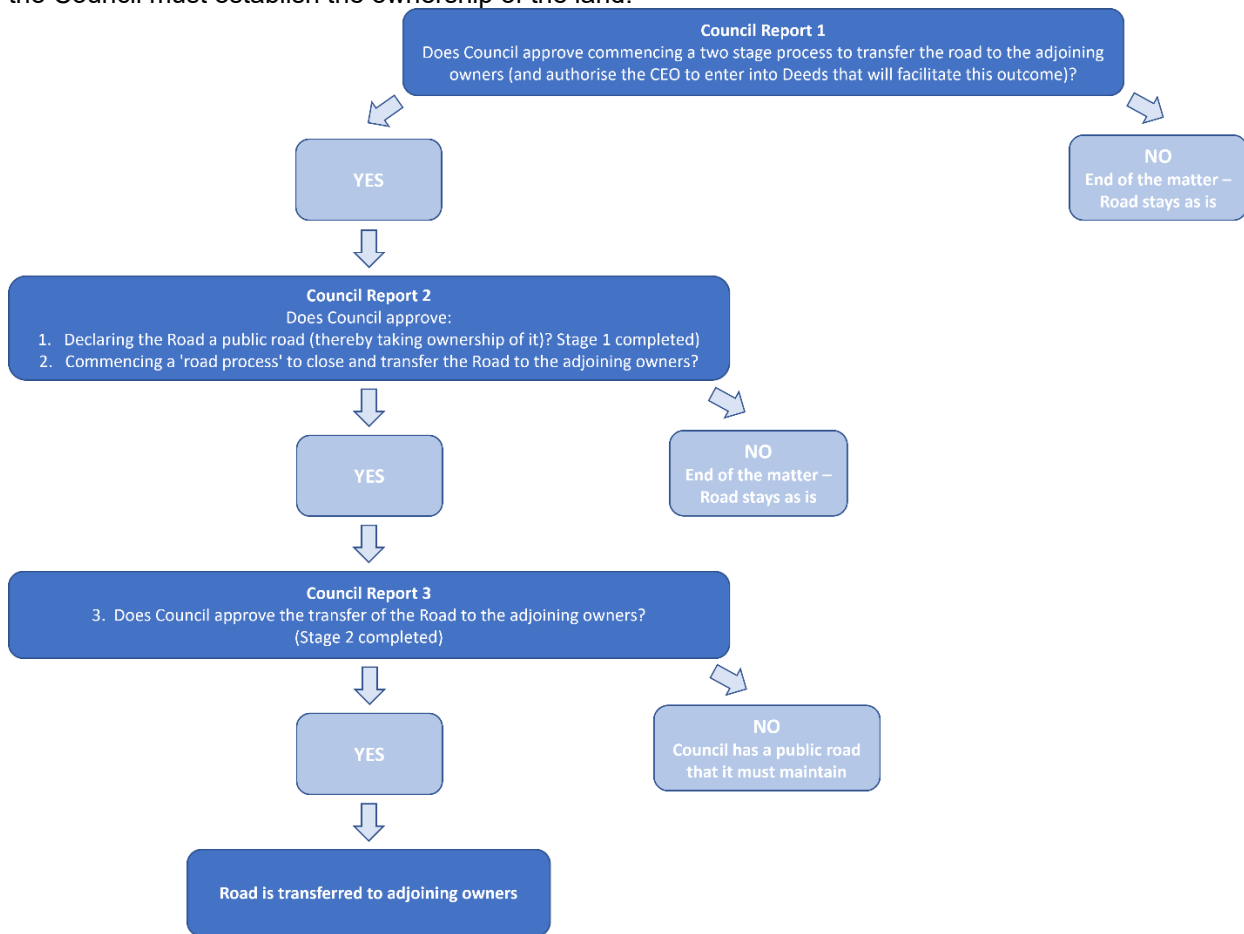
2. In about 1927, DLC, including its predecessors, acquired the land parcel fronting Cannon Street. A substation has occupied that land ever since.
3. In 2014, DLC acquired the land parcels fronting onto Eliza Street with a view to expanding the substation to meet future electricity needs in the area. In total, DLC currently owns land comprising three separate land parcels (in three certificates of title).
4. The current request by DLC would enable them to amalgamate and consolidate their land holdings and make it easier for them to develop the site.
 - 4.1. If this is achieved, DLC would own all of the land coloured blue on the above Map.
5. Following extensive negotiation over a number of years, the following was agreed to:

- 5.1. The portion of Road lettered 'A' on the below Map would be transferred to the owner of the property coloured blue.
- 5.2. The portion of Road lettered 'B' on the below Map would be transferred to the owner of the property coloured green.
- 5.3. The portion of Road lettered 'C' on the below Map would be transferred to the owner of the property coloured purple.
- 5.4. The portion of Road lettered 'D' on the below Map would be transferred to the owner of the property coloured yellow.



Stage One – declaring the Road a public road (pursuant to the Local Government Act)

6. The transfer of the portions of Road to adjoining owners can be achieved by Council undertaking a two-stage process. A flow chart depicting the process is below. In the first stage, before the acquisition can progress, the Council must establish the ownership of the land.



- 7. In order to declare the Road to be a public road, section 210(1)(b) of the *Local Government Act 1999 (SA)* provides that a council may declare a private road to be a public road providing it undertakes 'reasonable enquiries' to find the 'owner'.
- 8. Records at 'Land Services SA' indicate that the owner of the private Road in 1873 was David Randall. However, following an extensive search by CoA lawyers, it is unclear who the 'owner' (as that term is defined in the *Local Government Act 1999 (SA)*) currently is.
- 9. Cowell Clarke lawyers were asked to undertake the required 'reasonable enquiries' to identify parties that are presently entitled to deal with land ie. the 'owner(s)'. None were found.
- 10. Therefore, the Council has fulfilled the obligation under section 210 (1)(b).
- 11. We must consult with the public prior to Council making a decision to declare the private road to be a public road (pursuant to section 210 of the *Local Government Act 1999 (SA)*).
- 12. Section 210(2) of the *Local Government Act 1999 (SA)* requires that prior to Council declaring the Road a public road it must give three months public notice of its intention to declare it public.

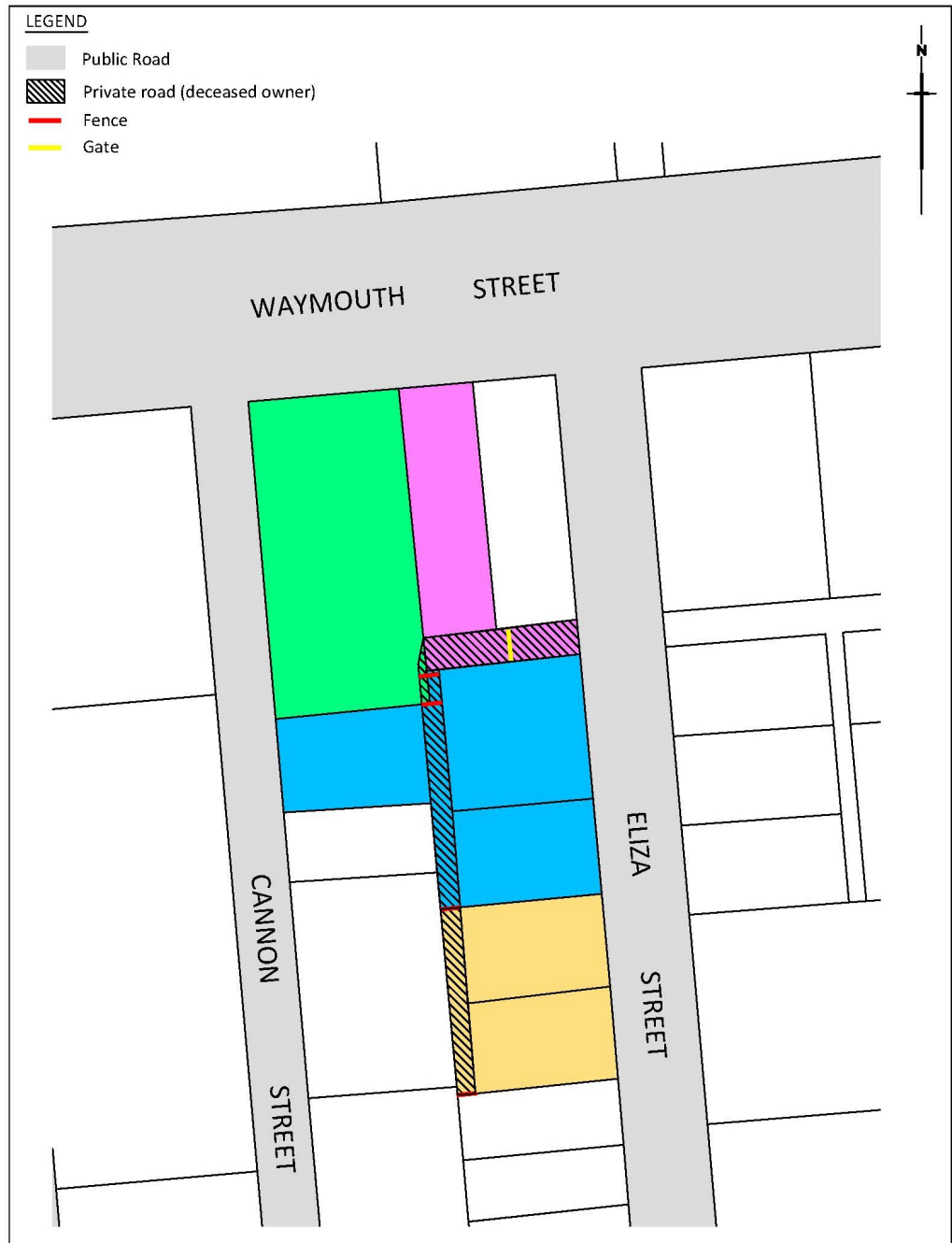
Stage Two - closing and transferring the Road to adjoining owners (pursuant to the Roads Act)

- 13. In relation to the second stage of closing and transferring the Road, if Council resolves to close and transfer a portion of the Road, it would be obliged, pursuant to section 12 of the Roads Act, to also offer it (or portions of it) to the other owners of the properties adjoining the Road.
- 14. A 'road process' is required to be undertaken which includes notifying anyone 'affected' by the proposed closure and transfer. Council can then decide whether to close and transfer the road in question and what easements should be granted over the road.

Council's Obligations Pursuant to Section 16 of the Roads Act

- 15. In deciding whether or not to close and transfer a public road to an adjoining owner pursuant to the Roads Act, Council must take into consideration the requirements of:

- 15.1. Section 16 of the *Roads Act*; and
- 15.2. Council's '*Acquisition and Disposal of Land and Assets Policy*'.
16. Section 16 of the *Roads Act* states that in determining whether to close and transfer a road (the final step in the process), a council must have regard to:
- (a) *any objections made by any person pursuant to this Act; and*
 - (b) *the plans, principles, regulations and other matters to which regard must be had by assessment authorities for determining applications for development authorisation under the Development Act 1993 (SA) in relation to developments in the area to which the proposed road process order relates; and*
 - (c) *whether the land subject to the road process is reasonably required as a road for public use in view of present and likely future needs in the area; and*
 - (d) *alternative uses of the land subject to the road process that would benefit the public or a section of the public; and*
 - (e) *any other matter that the authority considers relevant.'*
17. The requirements of section 16 of the *Roads Act* (as outlined in paragraph 17) should, logically, also be considered by Council, to the extent practicable, when deciding whether or not to commence negotiations and enter into deeds with adjoining owners.
18. In order to determine whether Council should enter into deeds with the adjoining owners to transfer the Road, the points outlined in section 16 of the *Roads Act* have been considered to the extent possible at this time:
- 18.1. Sub Section 16(a) of the *Roads Act* - *any objections made by any person pursuant to this Act*
- 18.1.1. Council will only know what objections there are (if any) if it resolves to, eventually, commence a road process.
- 18.2. Sub Section 16(b) of the *Roads Act* - *the plans, principles, regulations and other matters to which regard must be had by assessment authorities for determining applications for development authorisation under the Development Act 1993 (SA) in relation to developments in the area to which the proposed road process order relates*
- 18.2.1. There are no apparent implications at this stage.
- 18.3. Sub Section 16(c) of the *Roads Act* - *(whether the land subject to the road process is reasonably required as a road for public use in view of the present and likely future needs in the area*
- 18.3.1. There appears to be no reason to retain the Road as a public road at this stage, noting that:
- 18.3.1.1. The Road will only be a public road as a temporary step in order that Council may close and transfer it to adjoining owners pursuant to the *Roads Act*.
 - 18.3.1.2. The north-south portion of the Road is only two metres wide, which is insufficient for a vehicle.
 - 18.3.1.3. Fences have existed for many years in the locations shown as red lines on the below Map and a gate has existed for many years in the location shown as a yellow line on the below Map. The adjoining owners have occupied those portions of the Road that are fenced during that time.



18.3.1.4. Adjoining owners are entitled to seek easements (including Rights of Way) over the Road pursuant to section 13 of the Roads Act if they require access along it. It is at Council's discretion whether it grants this easement and Rights of Way.

18.4. Subsection 16(d) of the Roads Act - alternative uses of the land subject to the road process that would benefit the public or a section of the public

18.4.1. There is no obvious alternative use for the Road.

18.5. Subsection 16(e) of the Roads Act - any other matter that the authority considers relevant

18.5.1. This Report addresses the matters considered to be relevant. The Council is at liberty to take into account any other matter it considers to be relevant at this time.

Council's Obligations Pursuant to its 'Acquisition and Disposal of Land and Assets Policy'

19. If Council proposes to *dispose of* the Road, the 'Acquisition and Disposal of Land and Assets Policy' requires Council to consider the disposal in terms of the following key criteria:

19.1. Council's required ownership of the Land or Asset for essential civic purposes

19.2. Current and future alignment to Council's strategic directions

- 19.3. City shaping or public value add potential
- 19.4. Commercial and financial value of the Land or Asset
- 19.5. Community value of the Land or Asset
- 20. In relation to '*Council's required ownership of the Land or Asset for essential civic purposes*', this was considered in paragraphs 19.3 and 19.4, which found that the Road is not required for '*essential civic purposes*'.
- 21. In relation to the '*Current and future alignment to Council's strategic directions*', closing and transferring the portions of the Road to adjoining owners is aligned with the themes of '*Strong economies*' and '*Enabling Priorities*' in Council's Strategic Plan (2020-2024). The adjoining owners have clearly articulated that the transfer of the portions of Road to them will improve their ability to develop their respective properties.
 - 21.1. Whilst the Strategic Plan states (under the theme of '*Strong Economies*') that Council wants to achieve '*Main Streets and laneways activated for economic growth*', the Road is too narrow to achieve this, being only two metres wide along the north-south portion of it.
- 22. In relation to '*City shaping or public value add potential*', the Road offers no benefit in this regard.
- 23. In relation to '*Commercial and financial value of the Land or Asset*', the four portions of the Road would be transferred for consideration based primarily on market values, but also on other relevant factors.
- 24. In relation to '*Community value of the Land or Asset*', this was considered in paragraphs 19.3 and 19.4.

Next steps

- 25. If the steps outlined in the two-stage processes are completed successfully, two additional reports to Council will be required in order to transfer the Road to the adjoining owners.
- 26. The first report will recommend that Council:
 - 26.1. declare the Road a public road pursuant to section 210(1) of the *Local Government Act 1999 (SA)* (thereby taking ownership of it); and subsequently
 - 26.2. commence a 'road process' (pursuant to section 5 of the Roads Act) to close and transfer the Road to adjoining owners.
- 27. The second report will recommend that Council 'make a road process order' pursuant to section 15 of the Roads Act to close and transfer the Road to the adjoining owners.

ATTACHMENTS

Attachment A – Map showing the Road

- END OF REPORT -

LEGEND

- Public Road
- Private road (deceased owner)



E-scooter Trial Extension and State Government Review

Strategic Alignment - Thriving Communities

Public

Tuesday, 16 May 2023

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Mike Philippou, A/Director City Services

EXECUTIVE SUMMARY

The City of Adelaide (CoA) has been operating an e-scooter trial since February 2019. The current trial period is set to expire on 30 June 2023.

The State Government commenced public consultation on the future of e-scooters and other personal mobility devices in South Australia on 11 April 2023. The consultation is open until Sunday 21 May 2023 and feedback will be used to inform draft legislative changes. The timeframe for changes to existing Acts and/or Regulations is unconfirmed, but may not occur until 2024.

The CoA is finalising a Shared Micromobility Discussion Paper and draft Shared Micromobility Policy (shared e-scooters and cycle share). These documents outline the role and potential ongoing contribution of shared micromobility, including shared e-scooters, to the city.

It is recommended that Council authorise the Lord Mayor to write to the Minister for Infrastructure and Transport to request an extension of the trial for 10 months (to 30 April 2024). This will allow e-scooter operations to continue in the CoA whilst the State Government shared e-scooter trial and wider micromobility review is undertaken and legislative changes are made.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Authorises the Lord Mayor to write to the Minister for Infrastructure and Transport, requesting an extension to the e-scooter trial for a further 10 months until 30 April 2024 whilst the State Government review is undertaken.
2. Authorises the Lord Mayor to write to the Minister for Police, Emergency Services and Correctional Services as part of the State Government's consultation process on personal mobility devices.
3. Notes that the Administration will continue to review and amend the permit conditions as necessary to improve safety and efficiency of the e-scooter operations.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Thriving Communities A safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes.
Policy	The Climate Neutral Strategy and the associated Draft Climate Action Plan includes an action to foster the uptake of electric or active micromobility devices and to advocate to the State Government to provide for their safe use on city streets. A draft Shared Micromobility Policy will be presented to the Committee in June.
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	Further safety, equity and supporting infrastructure opportunities following the finalisation of the Micromobility Policy. Work with the State Government to draft legislation.
22/23 Budget Allocation	Not as a result of this report
Proposed 23/24 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The current Road Traffic (City of Adelaide Scooter Trial) Notice 2023 ceases operation on 30 June 2023.
22/23 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	In 2022/23, e-scooter operators pay a \$1,545 permit fee per week to operate in the City of Adelaide.

DISCUSSION

Background

1. The City of Adelaide (CoA) has been operating an e-scooter trial since February 2019. For e-scooters to operate, ministerial approval is needed under the *Road Traffic Act 1961* and CoA can then issue business permits to fleet operators.
2. At its meeting on 13 December 2022 ([Link 1](#)), Council extended the trial for six months to 30 June 2023.
3. The extension was published in the Government Gazette on 28 December 2022 ([Link 2](#)).
4. Pending Council’s decisions, permits for the current e-scooter operators would be extended.
5. Following the State Government decision about the future of shared e-scooters and personal mobility devices (PMDs) and any legislative changes, tender preparation will commence and CoA will go out to the market for micromobility operators. This way the operators that best meet the operating environment and State requirements can be sought.

Shared Micromobility Discussion Paper and draft Policy

6. The 2022-2023 Annual Business Plan and Budget included the Strategic Annual Priority of “Develop a policy position on micromobility to enhance our advocacy on emerging modes of transport” which aligns with the Strategic Plan Key Action 1.11: Work with the State and Federal Government to future proof infrastructure for emerging modes of transport, and trial smart, sustainable forms of public transport.
7. The Shared Micromobility Discussion Paper and Shared Micromobility Policy (shared e-scooters and cycle share) will be presented to the Infrastructure and Public Works Committee in June 2023.
8. The Discussion Paper and Policy informs CoA’s directions for Shared Micromobility, including requirements for operators and the number of operators to issue permits to.

State Government Review

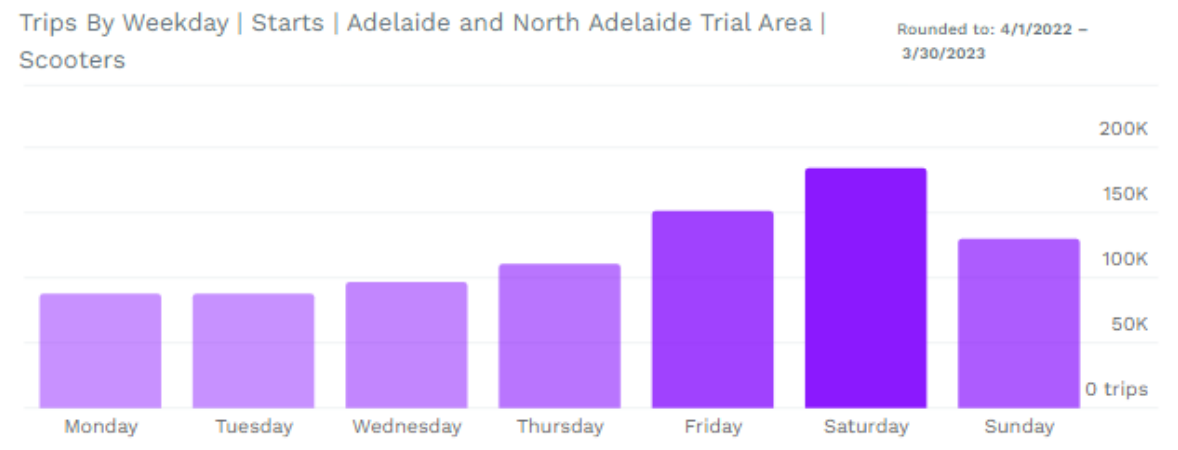
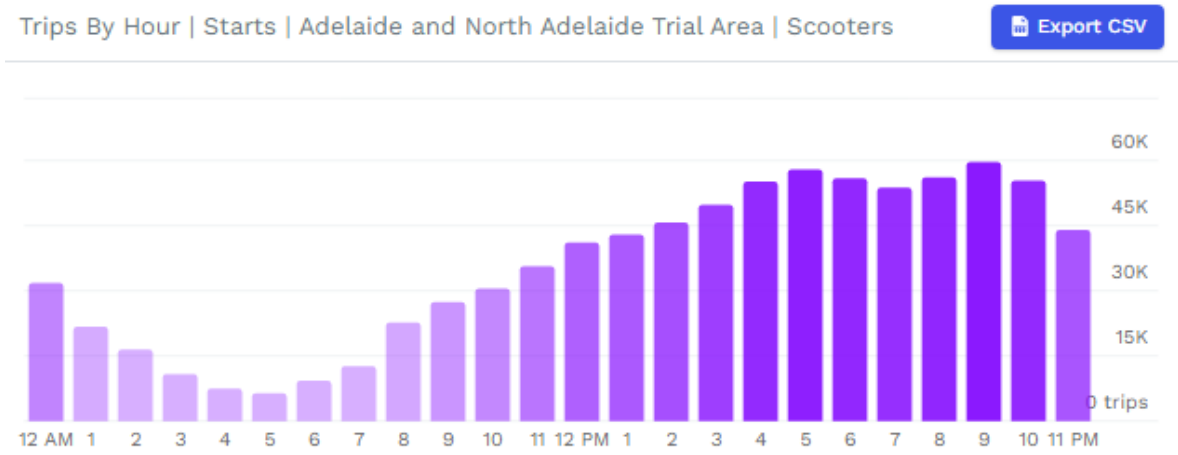
9. A Select Committee of the Legislative Council was established to inquire into and report on Public and Active Travel. Its report was laid on the table of the Legislative Council on 7 February 2023 ([Link 3](#)). The Report of the Select Committee included findings and recommendations about the use of e-scooters, which have been considered by Administration when writing the Shared Micromobility Discussion Paper.
10. The Department for Infrastructure and Transport is currently seeking community feedback on whether people would like the South Australian Government to allow use of e-scooters, e-skateboards and other PMDs on the road network ([Link 4](#)).
 - 10.1. PMDs can be defined as electric personal transporter, with one or more wheels, which is designed for use by one person and propelled by an electric motor.
 - 10.2. The consultation is open until Sunday 21 May 2023.
 - 10.3. Feedback will be used to inform draft legislative changes. The State Government has written to the Lord Mayor to invite the CoA to provide a submission. The submission will highlight Council’s previously raised concerns around the use and parking of e-scooters on footpaths as well as requiring more police enforcement of the laws around e-scooters and other PMDs as Council does not have the authority to do so eg Riding without a helmet or with another person. Motorised mobility devices (eg motorised wheelchairs) and power-assisted cycles are excluded.
11. The transport modes and their area of responsibility are listed below:

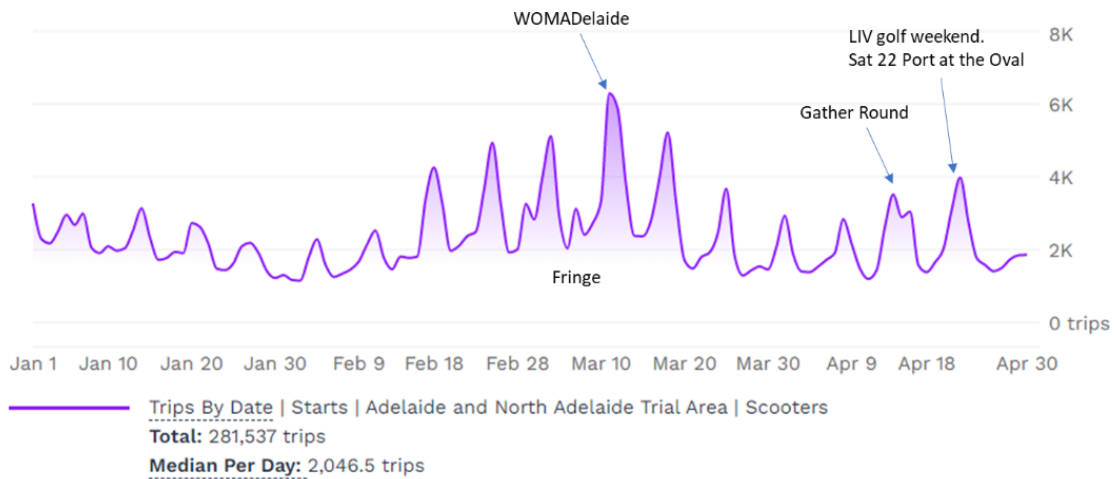
Shared Micromobility (via permit in CoA)		Personal Mobility Device (PMD)
Shared E-Scooters	Cycle Share	E-scooter, e-skateboards, segways, single wheel self-balancing devices
Require approval from Minister for Councils to issue permits to commercial operators. Under the Road Rules, treated as a Personal Mobility Device.	Shared bikes and shared e-bikes are treated as bicycles under the Road Rules and do not require Ministerial approval for permits.	Privately owned PMDs are not currently permitted for use on public roads and paths.

12. The timeline for the State Government’s review and any subsequent changes to Acts and/or Regulations cannot be confirmed but previous advice from DIT is that legislative changes may take upto 12 months.

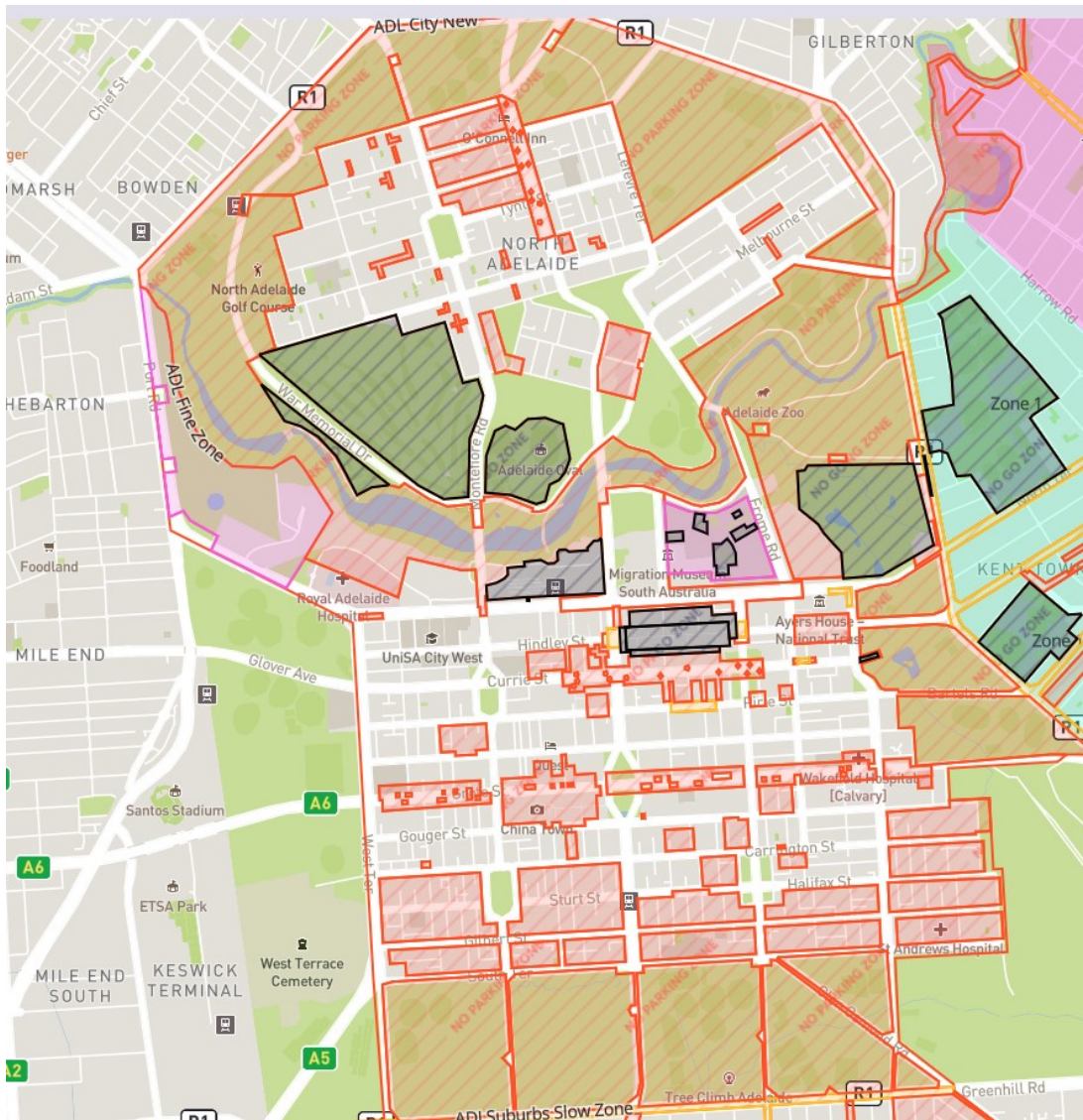
E-scooter trial

- 13. Shared e-scooters continue to provide city residents, workers and visitors with another transport choice for short trips and in combination with public transport.
- 14. In 2022 there were almost 872,000 e-scooter trips (well over 2,000 a day on average) that started within CoA, and over 1,274,000 km travelled.
- 15. An e-scooter rider survey undertaken by Beam for CoA found that 42% of riders surveyed would have otherwise driven their trip.
- 16. Rider trip data suggests e-scooters play an important role transporting people to and from events and key city destinations such as the Adelaide Central Market. Trip data also indicates that shared e-scooter trips support the night-time economy, as shown in the following graphs:





17. The current permits require operators to report on incidents. There has been a small number of crashes and even fewer involving third parties, with only a handful (per year) requiring medical treatment.
 - 17.1. To date in 2023 (to the end of March) there have been eleven reported shared e-scooter injury incidents, which have all been rider only – none involving a third party. Only one was confirmed to require minor medical treatment, with the majority rider self-reported falls. The operators follow up with riders and as riders do not call back, presumably most falls are without injury.
18. The report to Council on 13 December 2022 included the outcomes of the parking trial conducted in 2022.
19. Administration continues to work proactively with the operators to manage identified concerns and issues such as device parking. As noted above Council currently has limited rights for enforcement which is a key issue to be raised with the State Government during and beyond the trial period.
 - 19.1. The use of parking ‘hubs’ with physical infrastructure such as racks on footpaths or a car parking space to create more formal, legible and potentially more ordered parking areas would require additional budget and the trial to no longer be in place and instead permanent.
 - 19.2. Beam has implemented the following parking controls as demonstrated in the map below:
 - Red - No Park Zone
 - Black - No Ride Zone
 - Pink - Fine Zone
 - Yellow - Slow Zone



20. Neuron has implemented designated parking areas along:
 - 20.1. Currie Street and Grenfell Street
 - 20.2. O'Connell Street
 - 20.3. Grote Street and Wakefield Street
21. The current permit conditions allow Administration to request operators implement additional geofenced areas to manage parking, no ride zones and 'go slow' (reduced speed 10km/h) zones. Administration and operators continue to collaborate on this to seek better outcomes for all city users. However, 10km/h zones are not recommended across the city, but additional zones may be created based on the type of street and its uses and users.
 - 21.1. Neuron has introduced 'go slow' zones along parts of Waymouth Street, Pirie Street, North Terrace and East Terrace at various times.
 - 21.2. Beam has introduced 'go slow' zones along Pirie Street, Grenfell Street, North Terrace and East Terrace at various times.
22. The permit conditions require operators to report on measures to increase sustainability of operations, including use of different vehicles such as cargo bikes to swap batteries.
23. There are three other Councils participating in the trial:
 - 23.1. The City of Unley has been operating an e-scooter trial since 14 February 2022. At its meeting on 23 January 2023, the City of Unley extended the trial to 14 February 2024.
 - 23.2. The City of Norwood Payneham & St Peters (NPSP) has been operating an e-scooter trial since 13 May 2021 and its current trial runs to 30 June 2023. Officers from NPSP have advised they are also preparing a council report to seek Council support for a further extension.

23.3. The City of Charles Sturt is the only Council continuing to participate in the Western Alliance Councils Scooter Trial Extension, the Notice for which ceases operation on 31 October 2023.

DATA AND SUPPORTING INFORMATION

Link 1 – Council, 13 December 2022

Link 2 – The South Australian Government Gazette, 28 December 2022

Link 3 – Report of the Select Committee on Active and Public Transport

Link 4 – YourSAy page for State Government consultation on personal mobility device use in South Australia

ATTACHMENTS

Nil

- END OF REPORT

