

Councillor Martin - QoN - Student Accommodation Parking Impacts

Tuesday, 28 May 2024
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Iliia Houridis, Director City Shaping

QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Could the Administration advise;

1. If the completion of student accommodation towers on North Terrace and in other City locations have had any noticeable impact on demand for nearby on street (paid or unpaid) parking or on the revenue of neighbouring Council owned off street parking and
2. What, if any, impacts it believes there could be on all nearby parking and the Grenfell Street transport corridor if a new student accommodation tower was created on the site of the Crown and Anchor Hotel, together with any likely required mitigating actions?'

REPLY

1. Standard analysis of paid parking performance and expiation trends have not detected any material impacts which are attributed to changes in the supply of student accommodation, noting there has not been a specific study undertaken.
2. Based on the current plans, the proposed student accommodation development in Grenfell Street contains no parking spaces within the site, and 120 bicycle parking spaces.
3. The State Government's Planning and Design Code has no minimum car parking requirement for the North Terrace and Crown and Anchor development sites.
4. On-street parking in the near vicinity of the subject location is typically designed for short-term use, promoting access to the area and turnover of vehicles. The on-street parking in the area is not convenient for long-term vehicle storage and parking.
5. There are a number of off-street parking stations in the area, however an assessment has not been undertaken to determine the potential impacts that an additional student apartment building would have on these stations.
6. Anecdotally, it is noted that residents of purpose-built student accommodation buildings do not always own or use private vehicles which require regular parking. These developments are designed to address the amenity for student accommodation and not long term / permanent housing.
7. Residents in apartment complexes are not eligible for residential parking permits in City of Adelaide's current Operating Guidelines.

8. There are multiple facets to parking demand and availability. It is noted that increasing the residential population in the City while balancing impacts to parking, transport and other public amenities, is a complex challenge.

	To prepare this reply in response to the question on notice took approximately 5.5 hours.
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Councillor Martin - QoN - AEDA Business Advice

Tuesday, 28 May 2024
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Anthony Spartalis, Acting Chief
Operating Officer

QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Noting the role of the Council operated Enterprise Adelaide and the Council funded/AEDA delivered Business SA advice services offered to sole traders and small business operators in the City of Adelaide until 2020 and 2023 respectively, could the Administration advise;

1. How has AEDA replaced or is planning to replace the professional advice that was offered by the former services to business operators, particularly about landlord/lease issues and other financial obligations and
2. In the absence of any replacement service, how has AEDA directed/proposes to direct the funding provided by Council as part of it 23/24 budget and the proposed 24/25 budget?'

REPLY

1. Prior to AEDA's formation, the City of Adelaide entered into an arrangement with Business SA to provide small businesses with basic information and advice. The release of the South Australian Government's Small and Family Business Strategy in mid-2023 included funding for the Office of Small and Family Business to employ staff whose dedicated role is to provide information and advice to small business operators. In addition, the State Government is also funding a range of organisations to deliver business mentoring, support services and workshops for small business operators including those in the City of Adelaide. The State Government continues to fund the Office of the Small Business Commissioner to provide low-cost dispute resolution on matters impacting their day-to-day operations, including landlord/lease issues.
2. Given this changing environment, the AEDA Board resolved to target the 2023-24 Strategic Partnerships program towards initiatives that supported small growth-oriented businesses in the City of Adelaide. The Board considered it important that the activities it supported complemented, rather than duplicated, State funded activities. As advised via e-news on 14 November 2023, funding was provided to the University of Adelaide's Thinclab, MTP Connect and Southstart to deliver these programs. These programs, funded through the 2023-24 budget are currently underway. The Board will consider its future approach through the development of its Strategic Plan and informed by the outcomes achieved through the current programs.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 4.5 hours.
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QUESTION ON NOTICE

Councillor David Elliott will ask the following Question on Notice:

'Noting the approach outlined in the SmartMove Strategy 2012-2022 to install or upgrade bicycle facilities during road renewals and upgrades:

- a) How many city street renewal projects have been delivered by Council Jan 2012 to Apr 2024;
- b) How many city street upgrade projects have been delivered by Council Jan 2012 to Apr 2024;
- c) How many city street renewals Jan 2012 to Apr 2024 have introduced new bicycle facilities (total number and as percentage of renewal projects);
- d) How many city street upgrades Jan 2012 to Apr 2024 have introduced new bicycle facilities (total number and as percentage of renewal projects);
- e) How many kilometres of new bike lanes (where there were no bike lanes before) have been installed on city streets Jan 2012 to Apr 2024;
- f) How many kilometres of upgraded bike lanes (from bike lane to buffered or separated bike lanes) have been installed on city streets Jan 2012 to Apr 2024;
- g) How many separated bikeway trials have been investigated, and how many have been implemented Jan 2012 to Apr 2024;
- h) How much has council spent per financial year on road renewals FY2012/13 to FY2023/24, and how much of that expenditure has been dedicated to the installation of new or upgrade of existing bike lanes (not including reinstating existing facilities like-for-like)?'

REPLY

1. The Smart Move Strategy initiated in 2012 sought to set the direction for creating great streets and places for people making the city safer and easier to access for all users.
2. The Strategy included eight desired outcomes, including "Safe Cycling" which sought many outcomes including:
 - 2.1. separated bike lanes completing a network of continuous, connected and low-stress priority bicycle routes in the City.
 - 2.2. implementing separated bicycle lanes or paths on busy traffic streets.
 - 2.3. improving public end-of-trip bicycle facilities.

- 2.4. improving bicycle routes to and within the Park Lands, particularly the paths that link to key inner suburbs.
- 2.5. Bike Direct routes and greenways; and expanding the Adelaide City Bike hire scheme to encourage greater use by residents, businesses, and visitors.
3. The Question on Notice will require a comprehensive investigation of specific projects over a 12-year period, and therefore is not able to be addressed within the timeframes for this Council Meeting.
4. The Administration will respond to the questions posed once the relevant data is sourced and prepare a report to be presented to a future Infrastructure and Public Works Committee.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 4 hours.
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