

Council Meeting Agenda & Reports

2 April 2024

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

28 March 2024

To all Members of the Council

NOTICE OF MEETING

I wish to advise that pursuant to Sections 83 and 87 of the *Local Government Act 1999*, the next Ordinary Meeting of the Norwood Payneham & St Peters Council, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Tuesday 2 April 2024, commencing at 7.00pm.

Please advise Tina Zullo on 8366 4545 or email tzullo@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone
CHIEF EXECUTIVE OFFICER

City of Norwood Payneham & St Peters
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City of
**Norwood
Payneham
& St Peters**

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VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Council Members

Staff

APOLOGIES

ABSENT

1. **KAURNA ACKNOWLEDGEMENT**
2. **OPENING PRAYER**
3. **CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 4 MARCH 2024**
4. **MAYOR'S COMMUNICATION**
5. **DELEGATES COMMUNICATION**
6. **QUESTIONS WITHOUT NOTICE**
7. **QUESTIONS WITH NOTICE**
Nil
8. **DEPUTATIONS**
Nil
9. **PETITIONS**

9.1 PETITION – PROPOSED TRAFFIC MANAGEMENT DEVICES TO BE INSTALLED IN MARDEN AND ROYSTON PARK

REPORT AUTHOR: Governance Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA146441
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to table a petition which has been received by the Council regarding a proposal to install a median island along Battams Road that formed part of the *'Marden & Royston Park Community Consultation for Traffic Management'*, that was undertaken in March 2024.

BACKGROUND

As part of the *'Marden & Royston Park Community Consultation for Traffic Management'* that was undertaken in March 2024, the community were invited to fill out an on-line or hard-copy survey to provide their views regarding concept designs for the installation of traffic management devices in several streets within the suburbs of Marden and Royston Park (between Lower Portrush Road and Battams Road). The survey will be analysed and documented in a consultation report that will be prepared in April/May 2024.

As part of the traffic management solutions, one of the concepts involves the installation of a central median island along Battams Road, which is the subject of this petition.

A copy of the petition is contained in **Attachment A**.

In accordance with the Council's *Privacy Policy*, the personal information of the petitioners, (i.e. the street addresses) have been redacted from the petition. The names of the signatories and the suburb which have been included on the petition have not been redacted from the petition.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

Objective 1.2: A people friendly, integrated and sustainable transport network.

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

DISCUSSION

The Petitioners are opposed to the installation of a median island along Battams Road because in their view, it would result in adverse impacts as set out below:

- the median island across intersections will cause significant inconvenience and disruption to residents accessing their homes; and
- traffic flows will increase on Second Avenue, Sixth Avenue, Pollock Avenue, Broad Street, Dix Street and Hooking Avenue;

The petition has been signed by a total of 33 people, including the Convenor of the petition.

Of the 33 signatories, 13 signatories do not reside within the City of Norwood Payneham & St Peters however 10 of 33 signatories have indicated that they reside on Battams Road.

In respect to petitions associated with traffic management issues, the Council's policy states as follows:

Petitions

Petitions regarding traffic management issues which are received by the Council, will be referred to the Committee for consideration.

The Committee shall acknowledge the petition and note that Council staff will then investigate the issues which are raised through the petition. The process which will be used by Council staff in addressing the matter shall be the same as that which is set out in the Traffic Management Investigations Section of this Policy.

RECOMMENDATION

That the Convenor of the Petition be advised that this matter will be referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's *Local Area Traffic Management Policy*.

Attachments – Item 9.1

Attachment A

Petition

Proposed Traffic Management Devices to be Installed in Marden and Royston Park

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
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City of
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Payneham
& St Peters**



15/3/2024

Mayor Bria,
Councillors Holfeld and Knoblauch,

Please accept the enclosed petition opposing the proposed Median Strip in Battams Road. At the Community meeting to discuss the proposed traffic management plans for this area it became apparent that you often hear from some dissatisfied residents about increased traffic flows and speeding in the area.

Of course you do not have people who are satisfied with the level of traffic on roads into and within our suburbs, regularly ringing or writing to say they are content with how things are going, or how much they enjoy the easy access to their homes, businesses and parks by car, bicycle and on foot that is afforded by the wide streets in our suburbs because people only act when they have a problem.

Mr. Knoblauch indicated to me that he would give more weight to a letter against the proposal if it was from more than one person, so I placed this petition in the Marbella Cafe during the final week of the community consultation period and collected 35 signatures for your consideration in future discussions of this matter.

I understand that in order to satisfy the complaints you have received, to respond to concerns about the speed of some drivers, and to utilise the efforts and financial investment expended on design and consultation some traffic management in the area will be required.

The community feedback in 2022 indicated that the majority of respondents were not in favour of road closure devices. The proposed unbroken median strip across every intersection except 2nd 6th and 9th Avenues amounts to a road closure device, not the 'landscaped islands' that respondents were positive about.

Most residents of Battams Road will not have access to their homes or anything on the other side of the street without driving around additional blocks to get to their side of the road. This will increase traffic flows on both 2nd Avenue and 6th Avenue and other side streets, not decrease them.

People with a caravan or similar vehicle will not be able to reverse it into their driveway. Loss of parking particularly in central Battams Road which is already in short supply will have a negative impact on the businesses there.

Lack of any ability to overtake cyclists, (who are forced into the path of traffic), pass a rubbish truck, or go around any maintenance of street trees or power lines without taking a detour because there will be no room in Battams Road to pass the trucks, will all cause delays and frustration to residents and danger to cyclists.

I am one of many residents who sincerely hope this part of the proposed traffic management strategy will be rejected. It will be a burden on residents, it will be impractical, not result in less traffic, and will be very expensive to install and maintain.

Yours sincerely

Anna Mycko



Marden



We the undersigned residents of Marden and Royston Park hereby inform NPSP Mayor and our Council Representatives that we are opposed to the installation of an unbroken median strip in Battams Road.

By blocking every side road except Sixth Avenue and Second Avenue this road treatment will cause significant inconvenience and disruption to residents accessing their homes and will result in increased traffic flows on Sixth Avenue, Second Avenue, Pollock Avenue, Broad Street, Dix Streets, and Hooking Avenue as all direct routes are blocked off and residents are forced to find other routes to enter their homes and to exit and enter our suburbs.

We hereby ask you to vote against the installation of this road treatment in future Council meetings.

Name	Address	Signature
Deanna Avery	[Redacted] Royston PK	[Redacted]
Anna Mycke	[Redacted] Marden	[Redacted]
Danielle Angelino	[Redacted] Royston PK	[Redacted]
Amanda Nestrov	[Redacted] Royston PK	[Redacted]
Sarah Nestrov	[Redacted] Royston Park	[Redacted]
Pattarant Gummy	[Redacted] Royston PK	[Redacted]
TH TAN	[Redacted] Royston Park	[Redacted]
Gippen, chris	[Redacted]	[Redacted]
L. STACTARI	[Redacted]	[Redacted]
anna DOTTO	[Redacted]	[Redacted]
Nicolas Pichon	[Redacted] PARADISE	[Redacted]
Corinna Koch	[Redacted] Royston Park	[Redacted]
Michael Janitz	[Redacted] Marden 5070	[Redacted]
Margaret Janitz	[Redacted] Marden 5870	[Redacted]
David Andersen	[Redacted] 5069	[Redacted]
Debra Rhodrya	[Redacted] Valley View	[Redacted]
John Lyons	[Redacted] Hemstead Gals	[Redacted]
Sam Andersen	[Redacted] Evandale	[Redacted]
grace perrotta.	[Redacted]	[Redacted]
Carmine Junotter	[Redacted]	[Redacted]
Chris Cooper	[Redacted]	[Redacted]
Howard Norwood	[Redacted]	[Redacted]
Teresa Mitolo	[Redacted] Vale Park	[Redacted]
Frank Mitolo	[Redacted] Vale Park	[Redacted]
Mingjun Wei	[Redacted] Adelaide	[Redacted]
Cate Lewis	[Redacted] W/Vale	[Redacted]
● Ray LEWIS	[Redacted] W/Vale	[Redacted]
● Tom Avery	[Redacted] Broadview	[Redacted]
● Chris Angelina	[Redacted] Marden	[Redacted]
Avaquena	[Redacted] Marden	[Redacted]
Julia Drisetta	[Redacted] St MORRIS	[Redacted]

Name

Address

Signature

Peter J.

[Redacted Address]

[Redacted Signature]

Sandy Paskin

[Redacted Address] *Mendon*

10. WRITTEN NOTICES OF MOTION

**10.1 WRITTEN NOTICE OF MOTION – 2025 AFL GATHER ROUND – SUBMITTED BY MAYOR
ROBERT BRIA**

NOTICE OF MOTION: 2025 AFL Gather Round
SUBMITTED BY: Mayor Robert Bria
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Mayor Robert Bria.

NOTICE OF MOTION

1. The Council advises the South Australian Government, the Australian Football League (AFL), Norwood Football Club and South Australia National Football League (SANFL), that it would like Norwood Oval to be selected as a venue for matches as part of the 2025 AFL Gather Round and 2026.
2. The Council authorises the Mayor and Chief Executive Officer to engage with relevant stakeholders as required, including but not limited to, the South Australian Government, the Norwood Football Club, the SANFL, the AFL and AFL football clubs, to facilitate matches being played at the Norwood Oval as part of the 2025 AFL Gather Round.
3. The Council notes that a Budget submission seeking an allocation of \$200,000, to meet the costs of events and activities associated with the 2025 Gather Round, should Norwood Oval be selected as a venue to host matches as part of the 2025 Gather Round, will be submitted for consideration as part of the Draft 2024-2025 Budget.

REASONS IN SUPPORT OF MOTION

The success of the 2023 AFL Gather Round captured the imagination of South Australia and the local and wider community. All nine (9) matches sold out and more than 200,000 tickets were sold, including 60,000 to interstate fans and supporters.

Following that success, the City of Norwood Payneham & St Peters expressed an interest in being involved in this year's Gather Round. Following successful negotiations, Norwood Oval will host two (2) matches: Brisbane versus North Melbourne on Friday 5 April and Richmond versus St Kilda on Sunday 7 April). Both matches sold-out within an hour of tickets going on sale, as did the extra ticket allocation that was recently released. As Members are aware, the Council will be hosting a series of events and has worked with the AFL regarding activations in front of Norwood Oval and with the South Australian Tourism Commission for the Norwood Food and Wine Festival.

With increasing interest from other Council's and their affiliated SANFL Clubs, it is important that this Council endorse and register its interest early to continue being involved in Gather Round in 2025 and 2026.

Ordinarily, I would submit this Notice of Motion after Gather Round, when the Council would have had the opportunity to assess the economic impact from Spendmapp data and consider the feedback from stakeholders, in terms of what worked well and where there is room for improvement.

However, given the status of the current budget process, from a transparency process and to ensure a decision is not made following adoption of the draft 2024-2025 Annual Business Plan, I believe it is important for the Council to consider its position now and make a subsequent budget allocation, should it wish to be involved in next year's Gather Round.

In this way, the AFL and the Government of South Australia are also made aware that the Council is already thinking ahead to 2025 and is financially committing itself to the event in order to optimise the chances of Norwood Oval again being selected to host matches.

There is no question that over the past two Gather Rounds, the Council has developed a strong rapport with the AFL and State Government in terms of giving them confidence about what we have been able to deliver regarding activations and events, as well as ongoing investment in infrastructure at Norwood Oval. This is an ongoing relationship, however, our record to date should stand us in good stead in terms of being assessed against other Councils and venues wanting to participate in future Gather Rounds.

Without pre-empting the success of 2024 Gather Round, the national exposure of The Parade and the City of Norwood Payneham & St Peters more generally as part of Gather Round has many benefits for our City, particularly in terms of the visitor economy and economic development generally. The re-establishment of the Norwood Food and Wine Festival, albeit under the auspices of the South Australian Tourism Commission, will only serve to reinforce The Parade reputation as Adelaide's premier main street.

**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

The endorsement to proceed now with discussions regarding the 2025 AFL Gather Round, will assist in ensuring that Norwood Oval is again selected as a venue to host AFL matches.

**10.2 WRITTEN NOTICE OF MOTION – HARD WASTE COLLECTION – SUBMITTED BY
CR CHRISTEL MEX**

NOTICE OF MOTION: Hard Waste Collection
SUBMITTED BY: Cr Christel Mex
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Cr Christel Mex.

NOTICE OF MOTION

That the Council requests East Waste to review, in consultation with Council staff, the process associated with the collection of hard waste, including but not limited to, reducing the lead times from when the collection of hard waste is booked by a resident with East Waste to the time it is collected and the identification of hard waste that is booked for collection as opposed to that which is illegally dumped .

REASONS IN SUPPORT OF MOTION

It has been brought to my attention that concerns are being raised by residents regarding the placement of hard waste on verges, in respect to whether the hard waste has been placed on the verge for collection by East Waste or whether it has been illegally dumped.

This issue was previously managed by East Waste through the issuing of a notice to the resident who has requested their hard waste to be collected, that was attached to the hard waste, that would identify that it was legally placed on the verge and would be collected by East Waste.

A recent incident involving two residents, whereby one resident was given a 'nasty' note by another resident who thought that hard waste had been illegally placed on the verge, illustrates what can occur.

In addition, this scenario, coupled with what appears to be a higher number of illegally placed hard waste, is creating confusion and concern amongst residents who have raised the issue with me.

Given the above, I believe that it would be prudent to request East Waste to review, together with Council staff, the current processes associated with the collection of hard waste.

**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

The motion to request that East Waste review its hard waste collection is timely.

If adopted, Council staff will enact the necessary steps and report back to the Council once the review is completed.

10.3 WRITTEN NOTICE OF MOTION – ENHANCING UTILITY BOXES AT CRUICKSHANK RESERVE, MAYLANDS – SUBMITTED BY CR SCOTT SIMS

NOTICE OF MOTION: Enhancing Utility Boxes at Cruickshank Reserve, Maylands
SUBMITTED BY: Cr Scott Sims
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Cr Scott Sims.

NOTICE OF MOTION

1. That up to \$5,000 be allocated for preparation of a design and installation of a mural or other appropriate artwork on the two (2) new utility boxes situated at Cruickshank Reserve. These boxes have been installed as part of the new Clubroom development.
2. Council acknowledges that the utility boxes cannot be moved and recognizes the community's concerns regarding their visual impact.

REASONS IN SUPPORT OF MOTION

There has been a large amount of community concern regarding the placement of two large SA Power Network boxes near the tennis courts and new clubrooms and near the footpath on Phillis Street, Maylands. Staff have been advised by SA Power Networks that these utility boxes are unable to be moved.

The large metal boxes can be seen as unsightly looking fixtures, therefore, an opportunity exists to beautify and contribute to the attractiveness of the surrounding landscape and new facility. This motion seeks to alleviate community concern and provide an opportunity to celebrate local artists and further improve the amenity of the reserve. See the pictures below.





**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

If adopted, the motion can be implemented.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 REVIEW OF THE COUNCIL'S ON-STREET PARKING POLICY

REPORT AUTHOR: General Manager, Urban Planning & Environment
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4501
FILE REFERENCE: qA64322
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to present the outcome of a review that has been undertaken of the Council's *On-Street Parking Policy*, which was first adopted in November 2021.

BACKGROUND

The *On-Street Parking Policy* was developed to manage (insofar as is reasonably practical) current and future on-street parking needs and requirements and aims to balance and cater for the role of on-street car parking in influencing urban form, transport patterns, investment (both public and private) and its impact on liveability.

Parking plays an instrumental role in supporting broader transport strategies and its demand and supply is a strong driver of choices which are made by both residents and people wishing to conduct business, shop, visit and work within the City of Norwood Payneham & St Peters.

It is both a challenging and complex undertaking to establish and implement parking controls and a parking permit framework that is 'fit-for-purpose' to meet current needs, but also cater to the needs of the future, in terms of promoting, achieving and maintaining liveability, equity, economic prosperity and sustainability. In this context, given that three years have passed since the Policy was first endorsed, it is considered timely for the Policy to be reviewed.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

There are no specific strategies contained in *CityPlan 2030* relating to on-street parking. However, Outcome 1 - Social Equity, Objectives 1.1 and 1.2 are relevant to the extent that the objectives relate to attaining a people friendly, integrated, sustainable and active transport and pedestrian network and maximising access to services and facilities.

Outcome 3 – Economic Prosperity, Objective 3.2 is also relevant to the extent that the Council's objective is to have cosmopolitan business precincts which contribute to the prosperity of the City and promote the City as a visitor destination.

Objective 5 of the Council's *Smart City Plan* is relevant to on-street parking as it encourages the exploration of opportunities to improve parking in the City with smart technology.

The Council's Access and Inclusion Strategy is also of relevance as it promotes equitable access to services available in the City.

FINANCIAL AND BUDGET IMPLICATIONS

If the extent of the changes that are proposed is endorsed by the Council, the draft revised Policy will need to be released for community consultation. The scope of the community consultation is yet to be finalised but will likely include some actions that will incur costs, such as a targeted mail out to all existing parking permit holders informing of the community consultation process and the distribution of information flyers to relevant interest groups and other stakeholders. It is guesstimated that \$3,000 will be required to undertake comprehensive community consultation.

EXTERNAL ECONOMIC IMPLICATIONS

The availability of on-street parking impacts on the economic development of a City. In respect to the City of Norwood Payneham & St Peters, its retail base is essentially focussed on main streets such as The Parade, Magill Road, Kensington Road and Payneham Road. As these main streets have developed over time, together with changes to on-site car parking requirements through changes to planning policies (now almost exclusively controlled by the State Government), there has been a gradual loss of on-site car parking, thereby making the availability and management of on-street parking critical to the sustainability of these precincts. This situation, together with less restrictive parking policies which have been introduced by the State Government, has resulted in and continues to result in, significant competition for on-street parking as some land uses do not accommodate sufficient on-site car parking to meet the demand that is generated by the land use. This situation is heightened in precincts such as The Parade and Magill Road, where both commercial and residential land uses are required to co-exist and compete for limited on-street parking. Achieving a balance is therefore critical, but challenging and complex.

SOCIAL ISSUES

The City's residential areas and its residents also rely on the provision of on-street car parking. In suburbs such as Felixstow, St Peters, etc., the competition for on-street car parking is not as high as in residential areas adjacent to The Parade, Magill Road and Payneham Road and indeed, many of the suburbs west of Portrush Road. As with main streets, tipping the balance totally in favour of residential land uses and residents will impact negatively on the City's main streets. Similarly, tipping the balance in favour of the business sector will impact negatively on residents. As such, a balance needs to be achieved.

CULTURAL ISSUES

Australian cities are still very much "*car-centric*". There are numerous reasons for this continuing reliance on vehicles.

From a cultural perspective, this dependency translates to the expectation that on-street car parking must be provided to each user, irrespective of priority and need. Similarly, there is a growing expectation that individual needs are more important than collective needs and that priorities should be based on the needs of the individual.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Nil.

RISK MANAGEMENT

See the Discussion section of this report.

CONSULTATION

- **Elected Members**

Nil.

- **Community**

If the draft revised Policy is endorsed by the Council, broad community consultation will be undertaken.

- **Staff**

- Chief Executive Officer;
- General Manager, Governance & Community Affairs;
- Manager, Traffic & Integrated Transport;
- Manager, Development & Regulatory Services;
- Team Leader, Regulatory Services; and
- Traffic Engineer.

- **Other Agencies**

Not Applicable.

DISCUSSION

This report sets out the range of issues that have been identified with the Policy, since its adoption in 2021. Some of the issues that are addressed below relate to gaps in the existing Policy and some relate to anomalies or ambiguities that have been identified in the wording contained in the Policy. The recommendations that have been proposed that aim to provide greater clarity to assist in the application and interpretation of the Policy and some recommendations address unforeseen consequences that would arise if aspects of the current Policy are strictly implemented and enforced.

The structure below generally lists the relevant section of the Policy (if applicable), the recommended change and discussion of the issues that may require resolution or at least consideration.

Parking Precincts and Priority of Use

The existing Parking Precinct Map contained on Page 6 of the Policy, shows the respective parking precinct areas across the City and serves as a guide to inform the priority of parking within each precinct. In addition, the existing map shows buffer zones for some, but not all, Arterial Roads within in the City. The buffer zones provide guidance for when specific on-street parking controls may be needed on local streets that abut Arterial Roads to supplement Clearway and Bike Lane parking controls that are often applied on Arterial Roads and regulated by SAPOL. The introduction or alteration of on-street parking controls within the buffer zones seeks to ensure that some on-street parking remains available in close proximity to service retail and commercial land uses located on Arterial Roads.

It is recommended that new buffer zones be included in the Parking Precinct Map for O.G. Road, Dequetteville Terrace, Nelson Street, Stephen Terrace and Fullarton Road, to ensure a more consistent approach for the application of parking controls in buffer zones adjacent to all Arterial Roads within in the City. In addition, it is recommended that the current 50 metre Arterial Road buffer zone distance be increased to 100 metres to enable the provision of more time restricted parking adjacent to Arterial Roads to meet retail and commercial land use requirements.

The proposed changes do not necessarily mean that all on-street parking located within 100 metres of Arterial Roads will be exclusively time restricted to service non-residential land use requirements. Rather, it seeks to provide greater flexibility for Council staff to take a more tailored approach to the implementation of parking controls adjacent to Arterial Roads to more accurately address local conditions.

The proposed changes are considered to strike a better balance of meeting the competing needs of residential and non-residential land uses.

When Intervention is needed & Occupancy Rates

Investigations

The current wording in the Policy infers that intervention (ie. the introduction of new or altered on-street parking controls) should be considered after the following steps are carried out for each investigation:

- defining the precinct boundary;
- identifying the hierarchy of parking uses that should apply to the precinct;
- undertaking parking surveys;
- preparing an inventory of the current parking supply;
- summarising public transport options/cycling facilities in close proximity;
- summarising the perceived issues for the precinct;
- comparing the issues at hand with the actual parking demand recorded in the survey and identifying areas of deficiencies or surplus; and
- recommending what measures are required to rebalance parking to ensure adequacy for visitors and other stakeholders in the precinct.

The extent of investigations that are currently required are workable for addressing precinct wide on-street parking issues but are considered excessive and too resource intensive to address a relatively minor local on-street parking issue. It is therefore recommended that the current wording in the Policy be supplemented to allow for minor changes to existing on-street parking controls to be implemented, where, in the opinion of the Manager, Development & Regulatory Services, the proposed changes will not cause adverse on-street parking issues in the broader locality and provided that regard is given to the Policy objectives and that consultation on the proposed changes is undertaken with (and limited to) persons deemed to be directly impacted by the proposed changes.

The suggested change will streamline investigations into parking issues of a relatively minor nature and will negate the need for staff to undertake unnecessarily detailed investigations such as parking occupancy surveys, which may otherwise be relevant considerations required to address precinct wide on-street parking issues.

Minor interventions will still need to be justified and align with the priorities for the relevant respective precincts. Notwithstanding this, the proposed change will enable staff to address on-street parking issues of a relatively minor nature in a more timely manner.

Occupancy Rates & Intervention

The current Policy includes information about optimum on-street parking occupancy ranges for commercial activity areas and guidance in respect to when intervention (ie. the implementation of on-street parking controls) may be required. However, the Policy is silent with respect to what should be considered as optimum parking occupancy ranges within residential areas to guide initial or additional intervention. Having had regard to academic transportation and parking theory and the advice of the Council's traffic engineering staff, it is recommended that the following content be included in the Policy.

Occupancy Rates

*The Council considers that the ideal maximum occupancy rate for on-street parking is 85% before intervention should be considered, meaning that approximately one in every eight (8) on-street parking spaces should be vacant at any given time. In a practical sense, this approach should enable drivers to find an on-street parking space within reasonably close proximity to their destination, without excessive searching**.*

** Shoup, D. (2007) *Cruising for Parking*. *Transport Policy* 13(6), 479-486.[2].

Introducing or Altering Parking Controls

Parking occupancy surveys will be undertaken during business hours and/or outside of business hours on a weekday or on a weekend depending on the relevant issues that need to be addressed. This will establish on-street parking demand and availability throughout the day. The type of survey may include parking space occupancy, duration of stay, permit holder parking and compliance with the existing controls, depending on the issues being investigated.

Generally, at least three (3) surveys will be conducted throughout the day or on more than one day, to identify the relevant issues and to assist in determining what type of intervention may be required. Where parking occupancy rates are below 85% on average, intervention such as the implementation of additional parking restrictions, will generally not be considered. However, the Council may consider education initiatives, additional signage and enforcement of existing parking controls as alternative types of intervention, where such a requirement is identified.

Intervention where maximum occupancy rates are below 85%, may also be considered, when local conditions and other relevant factors are taken into account. This may also include the implementation of parking controls in areas adjacent to the area where new or altered parking controls are proposed to mitigate against the new parking controls shifting the parking problem to the next street or area.

If there are existing parking controls in a street where surveys identify that there is less than 65% occupancy, the alternation or removal of the controls will be considered.

Where on-street parking occupancy surveys are undertaken, average occupancy rates and other considerations, such as walkability, will be considered. For this, occupancy rates for on-street parking areas will be generally considered in grouped areas of up to 150 metres, which is considered a reasonable maximum distance that a motorist should have to walk to their vehicle within a suburban residential setting – all things being equal. This may mean that parking occupancy rates are high at one end of the street compared to another end of the street that may be separated by a significant distance.

The need or otherwise for the parking controls will take into account, the average parking occupancy rates separately for both ends of the street, rather than grouping them together as this may skew the occupancy survey results.

Where intervention through new, altered or removed parking controls is deemed necessary, the Council will consult over a minimum period of two weeks, with the affected citizens and businesses. The Council will carefully consider all responses that are received on proposed parking controls and use an evidence-based approach in determining and implementing parking management actions.

Residential Parking Permits - Multi-Dwelling Developments

Prior to the introduction of planning controls in South Australia in 1972, many multi-dwelling developments were constructed with minimal, insufficient or no off-street parking.

In more recent decades, multi-dwelling developments have been required to include adequate off-street parking facilities to cater for the likely parking demand generated by occupants and visitors. This approach has minimised the demand for Residential Parking Permits from residents of contemporary multi-dwelling developments. However, as the Council's Assessment Panel or Assessment Manager are not always the relevant planning authority to determine applications for multi-dwelling developments in this City, there is a risk that external planning authorities may approve multi-dwelling developments with insufficient off-street parking facilities.

In such cases, unless the supply of available off-street parking spaces is well managed by the relevant Strata Corporation and property owners, there is a risk that the demand for off-street parking spaces will be greater than the supply within the development site and this will, in turn, increase demand for on-street parking spaces in the locality adjacent to such developments.

To manage this risk, it is recommended that the eligibility criteria for Residential Parking Permits be amended to state that permits will not be issued to residents or owners of dwellings within multi-dwelling developments that are provided with off-street car parking facilities and were constructed and completed for occupation after 1 November 2021. This date has been chosen because it is the date on which the *On-Street Parking Policy* was first adopted. Residents living in these developments are expected to make adequate arrangements for parking within the premises.

The proposed change is less restrictive than the current eligibility criteria, which does not allow owners and occupants of any multi-dwelling developments to access Residential Permits, irrespective of when the multi-dwelling development was constructed.

If the current wording of the Policy is strictly enforced, this would unreasonably leave some existing residents without access to on-street parking spaces and no access to Residential Parking Permit, meaning that the value and liveability of those dwellings would be significantly reduced and compromised. For example, the residents who would no longer be eligible for permits that they have historically been provided would either have to park a significant distance from their dwelling, typically outside of a time-restricted parking area (assuming they can even find a parking space within walking distance to their dwelling), occupy the dwelling without a vehicle or consider moving to more suitable residential accommodation.

The unforeseen impact that would arise if the current wording contained in the Policy is strictly enforced, would lead to unintended and inequitable consequences. For these reasons, this aspect of the Policy has not been actively enforced since its adoption in 2021. The recommended change will not penalise existing residents who reside in multi-dwelling developments that were constructed prior to 1 November 2021 and who have historically been eligible to be provided with Residential Parking Permits. The recommended change is therefore considered to strike a more pragmatic balance between maintaining the status quo for the majority of existing permit holders, whilst at the same time 'future-proofing' the Council area to ensure that the demand for on-street parking spaces is not substantially exacerbated by new multi-dwelling developments.

The On-Street Parking Policy should, as far as is practicable, be a forward-facing document rather than retrospective and any attempts to address historical anomalies should be minimised to ensure that existing residents are not unreasonably disadvantaged.

Residential Parking Permits – Time Limited Parking Areas

The current wording in the Policy states that Residential Permits cannot be used in time limited parking areas of less than two-hour duration, whereas historically, Residential Permits have been used by eligible residents to park in one-hour time limited parking areas.

If staff strictly enforce the above-mentioned change to the Policy that was introduced in 2021, this would have a significant and unforeseen impact on many existing residents. The location of existing one-hour time limited parking areas has been cross-referenced with Residential Permits issued in those locations and this analysis has revealed that ninety-six (96) residents would no longer be eligible to receive a Residential Parking Permit if the current wording of the Policy is strictly enforced. This would primarily affect residents in College Road, Rundle and King William Street, Kent Town; Botanic Street, Hackney; Margaret and Charles Street, Norwood as well as various streets in Payneham, Stepney and Marden.

It should also be noted that the above-mentioned provision of the Policy has not been enforced by staff to date, due to the significant unintended and negative impact it would have, noting that residents using Residential Permits to park in one-hour time limited parking areas has not caused any significant issues in the affected parts of the City.

An alternative approach would be to consider removing or changing time-limited parking areas in the above-mentioned parts of the City. However, this would be problematic given that the parking restrictions are in place to minimise the impacts of all-day parkers and to provide on-street parking opportunities for residents who live in premises that have no or limited off-street parking facilities. In this context, it is recommended that the Residential Permit eligibility criteria be changed to allow residents to park in Resident Only Parking Zones and in time limited parking areas of no less than one hour, which reverts back to arrangements that were in place prior to the adoption of the current Policy in 2021.

If the current wording in the Policy is strictly enforced and the eligibility criteria remains unchanged, ninety-six (96) residents would no longer be issued with Residential Permits and those residents would need to park outside of the time limited parking areas, in areas where there is already significant demand and competition for untimed on-street parking spaces. This unforeseen impact would unreasonably disadvantage a significant proportion of residents who currently use Residential Permits and park in one-hour time limited parking areas.

The suggested change to the Policy to allow Residential Permit holders to continue to park in time limited parking areas of no less than one-hour duration and would overwhelmingly retain the status quo, with eligibility impacts limited to permit holders associated with six (6) properties, which are located adjacent to thirty (30) minute time limited parking zones.

Residential Parking Permits – Other Eligibility Criteria

Proposed changes are recommended with respect to the eligibility criteria for Residential Permits to provide greater clarity on the type of vehicles and objects for which Residential Permits can be used, where vehicle parking is permitted and restricted, how permits should be used, the circumstances for when revocation of permits may be considered and allowing households to access a third Residential Permit where extenuating circumstances apply.

More specifically, the suggested changes to the eligibility criteria for Residential Parking Permits include:

- *allowing eligible residents to access an additional and transferable Residential Permit on application, where extenuating circumstances apply, such as a proven significant medical need.*

The current eligibility criteria does not cater for extenuating circumstances that may arise from time to time. The proposed change will provide an opportunity for residents to access an additional permit when the need arises. For the avoidance of doubt and to limit the number of residents who can access an additional permit, it is recommended that 'extenuating circumstances' be defined in the Policy to include and be limited to situations that are out of a person's control, that has a significant impact and where the timing of the circumstance is relevant to the claimed impact. It is also recommended that where an additional Residential Permit is issued to address an extenuating circumstance, that such permits be transferable to provide greater flexibility for its use by the beneficiaries.

- *permits are only available for registered/roadworthy motor vehicles and are not available for buses, trucks, motorcycles, scooters, motor homes, boats, trailers, caravans or the like.*

The proposed change provides greater clarity as to the type of vehicles or items that are allowed and prohibited with respect to using Residential Permits.

- *permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage, carport or other space that could reasonably be used as an off-street parking space has been converted to an alternative use or used for storage of any kind including, but not limited to, items such as boats, jet skis, trailers, caravans, scooters, motorbikes.*

The proposed change provides greater clarity to assist staff in their assessment of the extent of available parking contained within residential properties when assessing Residential Permit applications.

- *permits cannot be used to park a vehicle on The Parade, Norwood.*

The proposed change will ensure that parking opportunities on The Parade are provided and maintained primarily for shoppers and visitors, as well as for public transport and emergency services vehicles.

- *permits may be revoked where they have been misappropriated.*

The proposed change introduces new criteria for revocation should a person use a Permit dishonestly. It is envisaged that this provision will only be rarely used, however it is proposed as a safeguard, particularly if transferrable and temporary permits are issued, which can more easily be misappropriated than Residential Permits.

Residential Parking Permits – Time Limit for Vehicles

The conditions of use for Residential Permits do not currently include any requirements for permit holders to move their vehicles on a regular basis. Whilst the vast majority of permit holders do move their vehicles regularly, there are some examples across the City where registered vehicles have remained in the same on-street parking space for extended periods of time. In some cases, permit holders have multiple vehicles parked on-street for extended periods of time. Occasionally, the Council receives complaints about these vehicles, due to their poor visual condition and negative aesthetic impacts on streetscapes and to a lesser extent, their impact on traffic safety. Often cars parked for extended periods collect dust, rust and cobwebs, the paint fades etc. which can negatively impact on residential amenity.

If a vehicle is legally registered and the vehicle owner has an entitlement to a Residential Permit or multiple permits (maximum of 2 permits), Council staff currently have no powers to require the vehicles to be moved or to revoke permits.

Some Councils that issue Residential Permits impose time limits for the movement of vehicles. For example, the City of Adelaide, City of Charles Sturt and Town of Walkerville require Residential Permit holders to move their vehicles every twenty-four (24) hours, although it is unknown to what extent this provision is enforced. The introduction of a condition requiring vehicles that are parked under the guise of a Residential Parking Permit to be regularly moved is considered appropriate for this Council, however, a more generous timeframe than twenty-four (24) hours to move a vehicle is considered appropriate within a suburban setting.

Whilst there is no accurate way of determining what a reasonable timeframe would be, it is suggested that vehicles not be permitted to remain stationary in the same position for a period of more than seven (7) days and that vehicles must be moved a minimum distance of four on-street parking spaces if the vehicle is to be parked in the same time restricted parking area for concurrent seven (7) day periods.

The suggested imposition of a time limit restriction is considered to strike a reasonable balance between retaining convenience for the vast majority of permit holders who may, from time to time, need to leave vehicles parked in the same on-street location for reasons such as illness, employment or travel, whilst at the same time empowering staff to take enforcement action and revoke permits or issue expiations to citizens who ignore repeated requests to regularly move their vehicles.

The suggested change would not necessarily address concerns with registered vehicles being parked on-street for extended periods, as legitimate permit holders could choose to move their vehicle every seven (7) days, but it will at least ensure that the location of all vehicles parking on-street changes regularly and it may create a level of inconvenience for some permit holders that may encourage them to move cars that have been parked on-street for extended periods of time to off-street facilities.

If the suggested change is endorsed, it should be noted that enforcement of the time limits to move vehicles through revocation of permits would only be pursued as a last resort of enforcement, with application of this approach limited to cases where citizens are blatantly ignoring repeated requests to move their vehicles and repeat offenders.

Visitor Parking Permits – Eligibility Criteria

Under the current Policy, Visitor Parking Permits cannot be used in parking zones of less than two-hour duration. However, it is recommended that the use of Visitor Permits be allowed in resident only parking areas and time limited parking areas of no less than one (1) hour duration. This will ensure that residents of ninety-six (96) affected properties, which are located adjacent to one-hour time limited parking areas across the City, will retain their eligibility to use Visitor Permits from time to time to meet their domestic needs.

The current Policy restricts the use of Visitor Permits to four hours and states that residents can purchase books of Visitor Permits as needed, but that the number of Visitor Permits may be limited, without stating what that limit is.

To ensure clarity for all affected parties, it is recommended that the Policy be amended to state that the maximum number of Visitor Permits that the Council will provide annually to each household will be limited to fifty (50) and that one additional book containing another fifty (50) Visitor Permits may be provided annually, on request, provided that the resident provides evidence that the first book of Visitor Permits has already been used. It is also recommended that a maximum of two Visitor Permits per household be used at any one time.

The suggested amendments to the Policy will align with information that has been advised to all Residential Permit holders as part of the foreshadowed roll out of Visitor Permit booklets, which will occur for the first time in the 2024/2025 financial year.

Visitor Permits have historically been issued as transferable permits and whilst the four-hour time limit was introduced in 2021, the time limit has not yet been enforced. As such, some residents have historically used Visitor Permits as ‘defacto’ Residential Permits and from time to time – and frequently in some cases – some residents park their vehicles on the street all day in time limited parking areas using a Visitor Permit.

The roll out of Visitor Permit booklets from July 2024, will include enforcement of the four-hour time limits and this will ensure that the Visitor Permits are used for their intended purpose, which in turn should assist to increase turn-over of on-street parking spaces in time limited parking areas. Enforcement of this aspect of the Policy will provide more equitable accessibility to on-street parking for all permit holders. However, it should be noted that the proposed enforcement will raise the ire of some residents who have historically used Visitor Permits as ‘defacto’ Residential Permits and this will need to be carefully managed.

Limiting the use of Visitor Permits to a maximum of two (2) at any one time will ensure that all permit holders will have reasonable access to on-street parking spaces in time-restricted parking areas. If a limit on the number of Visitor Permits that can be used concurrently is not included, there is a risk that a Residential Permit holder could, from time to time, park two vehicles and have several visitors park in resident only parking areas or time limited parking areas and this would be inequitable to other users.

Temporary Parking Permits

The current Policy is silent with respect to the provision of temporary permits to address accessibility issues for local residents during major events and is silent with respect to the issuing of temporary permits for tradespeople.

Notwithstanding these omissions from the current Policy, the suggested inclusion of temporary permits for events reflects the Council’s current practice of managing on-street parking impacts that arise from time to time from the staging of significant events or activities in or adjacent to this City, such as the Adelaide 500 Super Car event and the WomAdelaide Arts Festival.

The inclusion of a new section allowing for the issue of temporary permits for tradespeople in limited circumstances, is aimed at providing convenience for the delivery of materials to residential construction sites and for tradespeople to have faster convenient access to their vehicle to access tools and materials. The current Policy makes no provision to facilitate this type of activity despite that fact that there are several hundred residential developments undertaken across the City in any given year and many of these occur in parts of the City where there are time restricted parking controls in place and high demand for on-street parking spaces, which makes it difficult for tradespeople to do their job efficiently and effectively. Including a maximum number and time for this type of permit will ensure that other Residential Permit holders will still have reasonable access to on-street parking spaces adjacent their properties.

The imposition of a daily fee for this type of permit is not recommended at this time, but could be a consideration for the Council now or at a later time. At the very least, provision should be made for the option of charging a fee in the Policy.

The following new section is recommended for inclusion in the Policy:

Events & Significant Activities

The Council, at its absolute discretion, may provide Temporary Parking permits to occupiers of residential and commercial premises located in parts of the City in which temporary parking controls are implemented from time to time to address accessibility issues for on-street parking arising from the staging of an event or the undertaking of a significant activity.

The aim of the temporary parking controls and permits of this kind, is to enable local residents and businesses to conduct their day-to-day business and activities and maintain reasonable access to on-street parking during the course of a significant event or activity.

The Temporary Parking Permit is transferable between vehicles and will only be issued in relation to significant or major events or activities, as determined by the Manager, Development & Regulatory Services, at his or her absolute discretion.

A Temporary Parking Permit related to significant or major events or activities will only be valid on the days where temporary parking controls are in places in the affected streets.

Parking for Tradespeople

The Council may, at its absolute discretion, provide a maximum of one (1) Temporary Parking Permit per residential property to occupiers or owners of residential properties to allow a tradesperson to park in a time restricted parking area or Resident Only Parking Zone, whilst the property is being renovated or new residential development is being constructed.

Such permits will generally only be issued where a major renovation or construction of residential development valued over \$50,000 is being undertaken and will not be issued in relation to maintenance works of any kind. The permits will only be valid for tradespeople vehicles that are no larger than a sedan, van, ute or SUV and where the total length of the vehicle including any overhanging materials or trailers or the like do not take up more than two on-street parking spaces at any one time.

Temporary Parking Permits issued in relation to tradespeople vehicles will be subject to a daily fee, must be displayed on the Tradesperson's vehicle and may be issued for a minimum of one (1) day up to a maximum of forty-two (42) days.

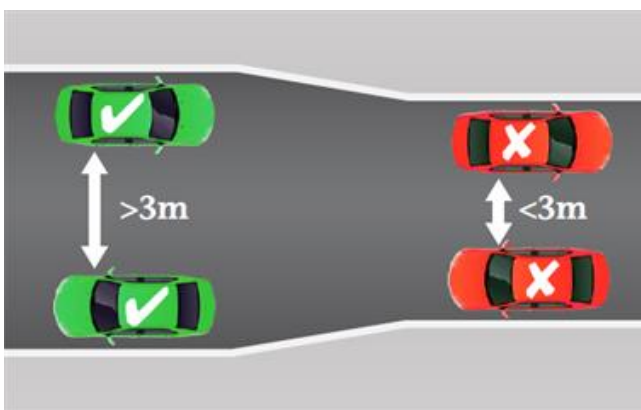
Events & Significant Activities

Narrow Streets

The Council frequently receives complaints about narrow streets, typically about there being inadequate space to pass parked vehicles, blocking of driveways, lack of space to present bins for waste collection and accessibility difficulties for waste collection trucks and emergency services vehicles.

Under the Australian Road Rules, when a vehicle is parked on-street, it must be positioned so that there is at least three (3) metres of the road alongside the vehicle, enabling other vehicles to pass. This is depicted in Figure 1 below:

Figure 1: Australian Road Rule 208 (7) – Minimum carriageway clearance space required between parked vehicles



The current Policy recommends the restriction of on-street parking to one side of the street in narrow streets with widths under 7.2 metres. However, it is recommended that the definition of narrow streets in the Policy be changed from 7.2 metres to 7.0 metres, to be consistent with the definition of a 'Narrow Street', under Australian Standard 'ASNZ 28.90.5 2020 Parking Facilities – On Street Parking'. This Standard was updated in 2020 and resulted in the minimum parallel parking space width changing from 2.1 to 2.0 metres. Therefore, the minimum road width can be 7.0 metres, rather than 7.2 metres to allow a 3.0 metre space between two parked cars.

When intervention is deemed necessary following investigations, the approach contained in the current Policy requires that parking is banned on one side of the narrow street or that on-street parking be staggered to provide safe passing opportunities for vehicles. This approach works in theory but does not recognise that in many parts of the City, the demand for on-street parking spaces in narrow streets is very high and that removing or staggering on-street parking spaces would substantially reduce parking space supply, creating a significant level of inconvenience for local residents and possibly creating a new parking problem by exacerbating demand for off-street parking in adjacent and nearby streets.

An alternative approach could be to apply a staged approach to intervention. For example, if accessibility for waste collection vehicles is problematic in a narrow street, parking restrictions could be implemented or trialed for one or two parking spaces on waste collection days to facilitate safe and convenient waste collection. The initial intervention could be supplemented with a staged approach of educating local residents, which may include the deployment of educational signage about parking requirements or restrictions, followed by a second phase of enforcing non-compliance if education fails and lastly introducing on-street parking controls such as the removal or staggering of existing on-street parking spaces if the first two measures fail.

This alternative approach to addressing parking and traffic issues through a staged approach of education followed by enforcement and finally the imposition of on-street parking controls if the first two are ineffective is consistent with the approach used by the City of Unley for streets with widths of between 5.0 metres and 7.0 metres and is considered to be a more realistic, equitable and balanced approach to addressing on-street parking issues in narrow streets. The alternative approach is recommended.

Parking Controls and Management – Construction

The inclusion of additional information in the Policy is recommended to better outline the Council's information requirements and expectations for parking controls, as they relate to proposed construction sites for major developments.

Parking Restrictions – Waste Collection

It is suggested that the following new information be included in the Policy, regarding the need for short-term parking restrictions to facilitate safe and convenient waste collection.

Demand for on-street parking spaces is high across much of the Council area, particularly in areas located adjacent to the City of Adelaide Central Business District as well as suburbs such as Norwood, where there is a significant mix of traffic generating land uses and Kensington, which contains an historic pattern of development with limited space for the provision of off-street parking facilities and relatively narrow streets.

These conditions result in high demand for on-street parking spaces across the City which, combined with the substantial number of narrow streets in the City, and historic housing stock that has limited or no off-street parking available, creates a conflict from time to time for the safe and convenient collection of waste.

The Council's waste collection service is provided by East Waste, which provides citizens with the following bins and services:

- *red lidded bin (140 litre) for general waste;*
- *yellow lidded bin (240 litre) for recycling;*
- *green lidded bin (240 litre) for food/kitchen organics; and*
- *at call hard waste collection service.*

General waste is collected weekly and alternate fortnightly pick-ups are scheduled for recycling and green organics. East Waste vehicles generally collect waste using a robotic arm that lifts bins into the truck's receptacle. However, from time to time, the waste collection trucks have trouble accessing narrow streets and or struggle to collect bins using robotic arms due to vehicles obstructing the location of the bins. To overcome this issue, many residents place their bins in driveway cross-overs or adjacent to neighbouring properties where access to the bins is more convenient.

In general, these ad-hoc arrangements work reasonably well, however, in some rarer cases, there are very limited opportunities to present bins in suitable and convenient locations for collection and this either results in the affected residents having to present bins a long distance from their property or in some cases, bins not being emptied which causes re-work for East Waste.

This can also cause frustration for the affected residents.

To address this issue, the Council may implement short-term parking controls to facilitate safe and convenient waste collection.

This type of intervention will only be considered where:

- *there is high and regular demand for on-street parking spaces and high occupancy rates, including, but not limited to narrow streets and high density residential areas;*
- *East Waste has verified that the waste collection process has been regularly impeded by vehicles blocking access to bins presented for collection; and*
- *there are not reasonable alternatives available for the affected residents to present their bins for collection.*

If parking controls are required, the restrictions will only apply to the relevant day of collection and will be generally limited to between 7.00am and 5.00pm or other such times as may be required by East Waste or the Council.

The Council does not generally endorse or support the use of stickers on bins to provide visual cues to motorists to avoid parking adjacent the bins on bin collection day. It is acknowledged that this approach is simple and likely to be effective in some cases, however, it placed the burden of addressing the issue on residents rather than the Council, has the potential to lead to confrontation between residents and motorists, has no legal effect and if they are used 'en-masse' and heeded by motorists, this would displace many vehicles that would otherwise park in these areas, potentially shifting demand for on-street parking to adjacent streets.

The suggested approach of implementing parking controls to facilitate safe and convenient waste collection has been implemented in other metropolitan Council areas including the City of Charles Sturt and the City of Unley.

Accessible Parking

It is suggested that the following additional information be included in the Policy, regarding accessible parking in the City.

The City of Norwood Payneham & St Peters is committed to making parking accessible and convenient for persons with a disability. Accessible parking bays are available across the City and are provided adjacent to most community facilities, open space and commercial precincts.

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Accessible parking spaces are sign-posted or have the accessibility symbol painted on the road surface or signs cover the space. When parking in a designated accessible parking space, the time limit on the sign applies (ie. no extra time is allowed).

The Disability Parking Permit that is issued by the South Australian Government, must be clearly displayed to be eligible for the extended time limit described above, either hanging from the rear-view mirror or on the passenger side of the dashboard of the vehicle.

A vehicle correctly and legally displaying a Disability Parking Permit, may be parked in a time limited parking space and be entitled to additional time beyond the signed time limit restriction as follows:

- *for time restricted parking areas less than 30 minutes, the time for a Disability Parking Permit holder will be 30 minutes;*
- *for time restricted parking areas between 30 minutes and one hour, the time for a Disability Parking Permit holder will be two hours; and*
- *for time restricted parking areas where the time limit is more than one hour, the time limit for a Disability Parking Permit holder will be twice the period indicated on the sign.*

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Smart Parking & Technology

It is suggested that the following additional information be included in the Policy regarding Smart Parking initiatives and the use of technology to assist in monitoring and enforcing parking restrictions across the City.

The use of smart technology to assist in the management and enforcement of parking areas and parking restrictions is rapidly expanding across Australia.

Smart Parking comes in many forms and has many benefits. Where a need is identified, the council will consider the use of smart parking technology to assist with the management and enforcement of parking controls or to enhance wayfinding and other directional signage as well as experiences for the convenience of citizens.

Case Study - Webbe Street Car Park, Norwood

In 2024, the Council will be installing in-ground sensors for each parking bay located within the ground floor of the Webbe street car park, Norwood.

The Council's overall objectives for monitoring and enforcing time limited car parking spaces in the car park with the use of smart technology include:

- *increasing turn-over of available parking spaces to benefit local traders;*
- *issuing or facilitating the issuing of expiation notices in an effective and efficient manner;*
- *improving the standard of proof of evidence for issuing expiations, using data obtained from technology such as in-ground-sensors;*
- *reducing the time the Council's Parking Compliance Officers need to patrol the car parking, in turn enabling them to perform more duties elsewhere; and*
- *monitoring of the car park usage rates, including during peak times and during community or significant events, to inform timing and delivery of council projects and initiatives such as capital works and other infrastructure upgrades.*

Vehicle overstays will trigger an electronic notification that will be sent to hand-held devices used by the Council's Parking Compliance Officers, who will then attend the car park to address the parking issue.

This efficient use of technology will reduce the need for the traditional and time consuming foot patrolling of the car park and 'chalking' of tyres as the presence of the Parking Compliance Officers will only be needed when a vehicle overstay is identified by the in-ground sensor technology.

This contemporary approach to monitoring parking controls will ensure that the Parking Compliance Officers use their time more effectively and efficiently to monitor other parts of the City and respond to parking overstays in the Webbe Street car park, only when the smart technology has identified a need.

Electric Vehicle Charging Stations

There are six publicly accessible electric vehicle (EV) charging stations, provided by JOLT and Evie in operation across the Council area.

EV charging station locations include:

- *Webbe Street car park, Norwood;*
- *Osmond Terrace, Norwood (on street parking bay near the Republic Hotel);*
- *Dunstone Grove/Linde Reserve car park;*
- *Borthwick Reserve, Portrush/Payneham Road;*
- *Payneham Community Centre; and*
- *Glynde Corner car park.*

In collaboration with JOLT and Evie, the Council aims to provide up to 16 EV charging stations in the City over the next fifteen (15) years, subject to demand.

A map showing the location of the charging stations is available on the Council's website.

The Council may take enforcement action and expiate owners of non-electric vehicles that park in designated electric vehicle parking spaces.

Consideration has also been given to public safety and accessibility concerns associated with the charging of electric vehicles, caravans, motorhomes etc. in on-street parking spaces.

As the popularity of electric vehicles continues to grow, some residents who have no off-street parking facilities or limited space on their residential property have been charging their vehicles whilst the vehicle is located within an on-street parking space, using an electrical cable (extension cord), that runs from the residential property across the adjacent footpath and verge, either in a protected state with a cover over the cable or in an unprotected state. This practice also occurs from time to time with respect to the electrical charging of items contained within caravans, motorhomes etc., which are parked in on-street parking spaces.

The practice is considered very dangerous as it essentially runs live electricity currents across footpaths, creating accessibility issues for passing pedestrians and cyclists, including visually impaired persons and creates an unacceptable risk of electrocution for anyone who comes into contact with a damaged or faulty electrical cable. Even if the cable is protected within a casing, some sections of the cable adjacent to the property and or vehicle are likely to remain exposed and as such, the unacceptable risk of electrocution would remain.

The Council has also recently received some enquiries from residents who have no off-street parking facilities or limited space on their residential property, about its position in respect to approving the installation of permanent underground electrical charging facilities in the public realm, which would allow privately owned electric vehicles parked within on-street parking spaces to be charged, using electricity that runs from the citizen's residential property into an electric vehicle charging outlet installed in the adjacent verge.

Whilst it is possible to safely install permanent underground electrical charging facilities in the public realm to facilitate the charging of privately owned electric vehicles parked within on-street parking spaces using electricity from the citizen's residential property, this practice raises broader questions about equity. This is because the installation of a permanent underground electrical charging facility in the public realm to charge privately owned electric vehicles is highly likely to lead to an expectation of semi-permanent or exclusive rights of use for the on-street parking space, which would be at the detriment of other users. This outcome would be inequitable to other citizens and would lead to the partial privatisation of the public realm, which is 'slippery slope'. Additionally, the management of such infrastructure will present ongoing liability issues for the Council.

On this basis, it is recommended that the Policy include a statement to the effect that the charging of privately owned electric vehicles, caravans, motor homes etc. located within an on-street parking space, that is not designated as a publicly accessible electric vehicle charging station location, using permanent or temporary charging facilities is prohibited.

Other Considerations

Issuing of Residential Permits

Residential Permits are currently issued annually and the process of issuing permits is very resource intensive. Given that more than ninety (90) percent of existing Residential Permits issued are renewed annually, it is recommended that Residential Permits be issued biennially (ie. once every two-years) to lessen the administrative burden on staff and to increase the convenience for citizens. In time, the permit renewal process will also be digitised to make it easier and quicker for citizens to renew their permits via the council's website.

Transferable Residential Parking Permits

Consideration has been given to introducing transferable Residential Permits, which some Councils provide. For example, the City of Burnside provides fully transferable Residential Permits whilst the City of Unley provides transferable Residential Permits in limited circumstances.

The provision of fully transferable residential parking permits would provide households that use Residential Permits with greater flexibility to meet their on-street parking needs. For example, a transferable permit would make it more convenient for citizens in circumstances where, for example, a resident is using a different car for a period of time due to an accident or vehicle servicing or where a house sitter is minding a residential property or where occupants swap vehicles between multiple residential properties or where children reach driving age. Conversely, the use of transferable permits can create an administrative burden as they need to be displayed on vehicle and this does not always occur, as is the case with the current Visitor Permit system used in this City.

When a permit is not correctly displayed, an expiation is issued. In such circumstances, where the person who did not display the permit is eligible for the permit, they will usually appeal the expiation which in turn triggers the need for a review of the expiation, all of which creates an additional administrative burden. This administrative burden would significantly increase if the Residential Permits are changed to transferable permits. In addition, issuing transferable Residential Permits may create the risk of occasional misuse where, for example, a resident could lend or sell their transferable permits to others, including employees of local businesses and this would undermine their intended purpose.

In any event, the Council receives very few requests to change Residential Parking Permits to transferable permits and requests for amended Permits to accommodate vehicle changes where someone's circumstances have changed, are already accommodated.

Having had regard to the pros and cons of issuing transferable Residential Parking Permits, no change to the current fixed nature of the Permits is recommended, other than in respect to the provision of an additional transferable Residential Permit per household, where extenuating circumstances apply, for the reasons set out earlier in this report.

Residential Permit Eligibility Criteria - Demographic Considerations

Consideration was given to expanding the eligibility criteria for Residential Permits to provide greater flexibility for households, based on demographic need, when their circumstances change. For instance, should a household be provided with more than two permits if their circumstances change, such as children living in the household reaching driving age and driving additional vehicle/s.

Domestic and individual life circumstances can change slowly over time or rapidly for many reasons such as illness, extended travel and changes in marital status. Citizens therefore make housing choices to meet their changing needs. Whilst one person or family may be happy to stay in a house with no off-street parking or not enough spaces to service all drivers in the household and or share bedrooms or minimal private open space, another person or family may choose to change their living environment and find larger accommodation that can accommodate their needs or shift to an area where there is less demands for on-street parking. Others will prefer to age in place and others may by choice or due to circumstances out of their control make changes to accommodate illness or disabilities.

Using demographic reasons to support an equity argument only works from the person's perspective that benefits from those arguments. For example, in a street with time restricted parking spaces, if there happens to be eight properties using two Residential Permits at any one time, but for demographic reasons three of those eight households qualify for a third permit using expanded eligibility criteria and use them, then that adds three more drivers vying for the limited supply of time limited on-street parking spaces in that street.

In this example, the demand for those on-street parking spaces could be substantially increased for substantial periods of time by the households who have been provided with additional Residential Permits to meet their changing demographic requirements. In such a scenario, the outcome may be considered equitable from the perspective of the three households who can reap the benefit of parking three additional cars on the street, whereas an occupant of one of the other five households, who may struggle to access an on-street space because of the additional demand for the finite parking spaces would not consider the policy equitable as they would be adversely affected by the flexibility of the policy to accommodate demographic needs.

On balance, it is considered that expanding the Residential Permit eligibility criteria to cater for the changing demographic needs of households does not necessarily result in more equitable outcomes, as is evidenced by the above-mentioned example and no change to accommodate this issue is recommended, other than to allow for the provision of an additional Residential Permit to cater for extenuating circumstances, such as a proven regular medical need. This change is considered to make the policy more flexible without being likely to have a significant impact on on-street parking demand.

Verge Parking

Consideration has been given to allowing verge parking, as this is allowed by some Councils and could in some cases, ease traffic flow, particularly in narrow streets. However, on balance, it is considered that allowing motor vehicles to park on verges would be at odds with Council's accessibility objectives and would in many cases force pedestrians, cyclists and people with mobility issues to walk on the carriageway, which is undesirable. As such, allowing vehicles to be parked on verges is not recommended.

Area-wide Parking Controls

Consideration was given to introducing area-wide parking controls. Such an approach would create consistency in approach and make legibility and application of parking controls easier for all parties to understand and follow in the affected suburb or precinct. However, the downside of introducing area-wide parking controls is that every street within a suburb or precinct has its own unique character and context and demand for on-street parking and the need for parking controls can differ significantly from one street to the next. As such, it is considered that a tailored approach to the management of parking controls be retained.

OPTIONS

The Council can either endorse the proposed changes to the On-street Parking Policy to enable public consultation on the draft document with or without amendments or it can choose not to adopt any of the proposed changes.

CONCLUSION

As indicated throughout this report, the objective of the review and the draft revised Policy, is to achieve a balanced approach to the management of on-street car parking and to address anomalies, ambiguities and unintended consequences in the interpretation and application of the current Policy. As such, the draft Policy has taken a practical approach to these issues as it is most unlikely that the Council (or indeed any Council) can reduce the demand for on-street car parking availability through parking controls and strict application of some aspects of the current Policy would result in unfair, inequitable and unnecessary changes for existing parking permit holders.

The practical role for the Council is to manage the situation and balance the many competing interests – noting that achieving a balance at all times and acceding to everyone's requests and expectations, may not be possible.

If the draft revised Policy is adopted for the purposes of undertaking community consultation, the document will be released for public consultation for six weeks. After the consultation period concludes, the submissions will be reviewed and a further report will then be presented to the Council seeking endorsement of the final version of the revised Policy.

A copy of the current On-Street Parking Policy is contained in Attachment A and a copy of the revised draft On-Street Parking Policy, reflecting the suggested changes discussed in the body of this report, is contained in **Attachment B**.

COMMENTS

Nil

RECOMMENDATION

1. That the draft On-Street Parking Policy, as contained in Attachment B, be endorsed, as suitable for release for public consultation, for a minimum period of six (6) weeks.
2. The Council notes that a further report will be presented to the Council following consideration of submissions that are received during the consultation period.

Attachments – Item 11.1

Attachment A

Review of the Council's On-Street Parking Policy



City of
Norwood
Payneham
& St Peters



On-Street Parking Policy



City of
Norwood
Payneham
& St Peters



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Introduction

Context

Like many inner urban Councils, the City of Norwood Payneham & St Peters experiences parking pressures from a wide range of users including local residents, business and commercial activity, and people who park within our City but work elsewhere (e.g. long term parkers walking/riding into the Adelaide CBD).

Parking is an 'end game': the result of people wanting to drive cars to and from their destinations, including their home. Over time, the Council will influence travel choice to reduce the need for parking. This will be reflected in a range of integrated land use and transport strategies.

However, in the short term, the Council has an immediate role in managing overall parking supply. This includes parking on-street as well as the supply of additional off-street parking.

This Policy specifically deals with how we will manage on-street parking throughout the City. On-street parking is a limited resource with competing user requirements and demands. Managing these competing demands can be difficult and there is no one best solution for all situations.

The Council will also continue to monitor the need for additional off-street car parking in high demand areas.

Diagram 1.

Framework for Community Well-being Quadruple Bottom Line

The Council exists to improve the Well-being of their citizens and our community, through:

Social Equity

Cultural Vitality

Economic Prosperity

Environmental Sustainability



CityPlan 2030: Shaping Our Future

The Council has adopted a strategic plan—*CityPlan 2030: Shaping Our Future*. Ultimately, the provision and management of parking has a direct relationship to the Council's four pillars in *CityPlan 2030*.

Social Equity

The City of Norwood Payneham & St Peters is a growing and culturally diverse community. Managing on-street parking needs to accommodate a changing social structure including age demographics, housing stocks, socio-economic profile, increases in the number of people working and studying from home, smaller allotment sizes, and alternative transport choices including sustainable and active transport.

Cultural Vitality

The City of Norwood Payneham & St Peters has a strong 'sense of place' that is built upon the unique features of the built environment and streetscapes. The Council continues to encourage activities that involve community participation. The built form is a unique built heritage, featuring Adelaide's best concentration of early, mid and late Victorian residential development, ranging from small settler cottages to large villas and mansions. How parking is managed in these areas, and whether kerbside space is allocated to activities other than parking is an important consideration.

Economic Prosperity

The Council has taken both a precinct and sector approach to business and economic development. Maintaining access to local businesses, services and amenities with convenient parking provides fundamental support to the range of business activities and economic growth of our City.

Environmental Sustainability

The impacts of climate change will underpin the Council's operations. The vision for our City includes less cars on the road, improved air quality, attractive local streets which provide shade, with more people choosing sustainable transport choices like walking and cycling. The provision of unfettered parking will simply continue to support car usage, which cannot be sustained in the future.

Key Objectives

The Council will manage on-street parking on the following basis:

- 1 To provide a fair and equitable process in assessing and meeting the parking needs of all road users within our City;
- 2 To optimise the use of available on-street parking in a manner that best meets the needs of the precinct, taking into account the availability of off-street parking; and
- 3 Provide a clear and transparent basis, for the Council and the community on how on-street parking will be managed.

Principles

Parking will be managed on a precinct basis acknowledging that decisions made in one street can affect parking demand and availability in other nearby streets.

On-street parking will be available in a safe convenient and appropriate manner that supports the highest needs of the precinct (reflected by the range of activities and land uses).

On-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group.

Where necessary and based on available evidence, on-street parking will be managed through the implementation of time limit controls in order to provide adequate turnover of parking vehicles to actively encourage use by all road users.

How will On-Street Parking be Managed

The allocation of parking will never satisfy all stakeholders and will be managed on the basis of a hierarchy of needs of the different precincts.

This approach acknowledges that there will be different demands throughout the City and that one approach will not be appropriate for all conditions. Ultimately, on-street parking will be managed in a manner that best meets the needs of the precinct taking into account the availability and limited supplies of off-street parking.

Not all Parkers are the Same

The Council strives to accommodate a wide range of different users throughout the City. These include:

- Residents;
- Cyclists;
- Disability permit holders;
- Pick-up and drop-off (private users);
- Shoppers;
- Loading (commercial);
- Long stay/employee parking – people who work in the Council area;
- Long stay/employee parking – people who work outside of the Council area;
- Motorcycle and scooter parking;
- School parking (employees as well as drop-off and pick-up times);
- Public transport (bus stops etc);
- Visitors;
- Trades and services;
- Taxis; and
- Ride share.

Land Uses and Competing Demands

In considering who has priority to a specific section of on-street space, the Council must consider the nature of the surrounding land use and the function that the particular road plays in the overall transport network. This allows for different priorities within the same precinct depending on the adjacent generators of on-street demand. These are:

- in some areas, this will favour visitors, shopping and traders to support the economic prosperity of our City; and
- in other areas, controls might be needed to discourage all-day parking and encourage alternative and sustainable transport choices.

Parking Precincts and Priority of Use

Parking Precincts

Seven general precincts have been established based on known parking demand, land uses and overarching transport objectives. The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

Commercial Activity District (CAD) (Norwood Central)

This focuses on The Parade and side roads immediately abutting the Parade (generally within 50–100m of The Parade).

On-street parking will support the business and economic activities along the Parade. Parking will also be managed to support alternative sustainable transport modes. Parking controls will include short to medium term parking zones to manage vehicle turnover.

CAD Fringe

This includes roads beyond 50–100m from The Parade but with parking demand influenced by the commercial activity.

The focus of on-street parking will be to support the business and economic activities along The Parade, while acknowledging the competing demands for residential parking. Parking will also be managed to support alternative sustainable transport modes.

Residential

Primary land use is residential with only a few other traffic and parking demands from other developments.

The Council will support parking for residents and discourage undue parking pressures from other demands. Some longer term commuter parking can be accommodated to support alternative transport modes, where it does not unduly reduce parking supply for residents and their visitors.

Mixed Use Residential

Including areas with a mix of lower intensity developments including schools within mostly residential areas.

Parking will be managed to support the peak demands of the various activities. Higher levels of parking occupancy can be accepted to support the overall parking pressures. Longer term parking will be managed to support the longer term employment car parking, where inadequate off street parking is available.

Mixed Use Higher Density

There is ongoing development of higher density residential living throughout the Council—most notably in Kent Town where there is also pressure from surrounding business and commuters who work in commercial/light industrial.

These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking. The Council will not look to support surplus residential parking on-street for higher density developments.

Arterial Roads and Fringes

Main roads require specific parking controls to supplement Clearway and Bike Lane conditions that are often applied and regulated by the State Government. Time limit controls will be used to manage turn over in business and commercial strips.

Local streets that have parking demands from business activity along the main roads, generally within 50m of the main roads.

Some longer term employee parking will be permitted as will parking to support public transport usage, to the point that it does not adversely compromise the availability of residential parking.

Commercial / Light Industrial

Areas that include a mix of commercial and light industrial land uses.

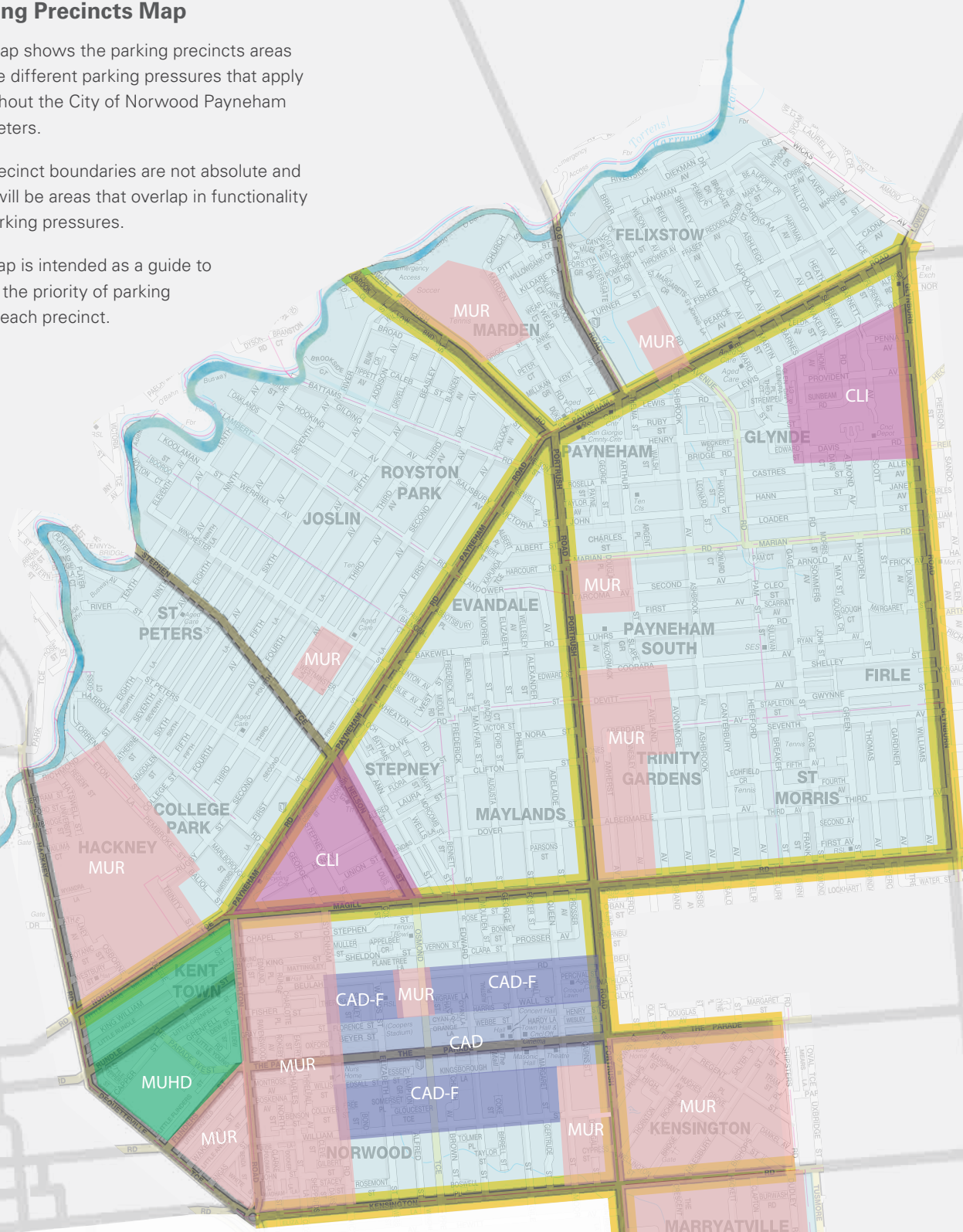
These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking.

Parking Precincts Map

This map shows the parking precincts areas and the different parking pressures that apply throughout the City of Norwood Payneham & St Peters.

The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

The map is intended as a guide to inform the priority of parking within each precinct.



Legend

- Arterial Roads
- Arterial Road Buffer 50m
- Commercial Activity District (CAD)
- Commercial Activity District Fringe (CAD-F)
- Commercial and Light Industrial (CLI)
- Mixed Use Residential (MUR)
- Mixed Use Higher Density (MUHD)
- Residential

Prioritisation Of Users

The following table provides general guidance on how the Council will assess the prioritisation of parking users in different precincts.

The table addresses the peak demands when there are conflicting requirements and demands for the parking spaces.

At other times (eg after business hours) parking will be managed on the needs at those times.

Prioritisation of Parking Users	Precinct						
	Commercial Activity District	CAD 'Fringe'	Residential	Mixed Use Residential	Mixed Use Higher Density	Commercial / Light Industrial	Arterial Roads and Fringes
Residential includes parking for residents and visitors	Low	Medium	High	High	Medium	Low	Medium
Disability permits	High	High	Low	Medium	Medium	Low	Low
Short Term Shopping < 2 hours	High	High	Low	Low	Medium	Medium	Medium
Loading Zones	High	High	Low	Medium	Medium	High	Medium
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low	Low	Low	Low	Low	Low
Long Term Employee working within the precinct and generally staying within Council	Low	Medium	Medium	Medium	High	High	High
School Parking parking for employees and short term drop-off and pick-up activities	Low	Low	Medium	Medium	Medium	Low	Low
Ride Share including shared hire vehicle schemes	Medium	Medium	Low	Medium	High	Low	Low
Taxi includes other short term commercial drop-off and pick-up areas	High	Low	Low	Low	Medium	Low	Low

When is intervention needed?

Overview of process

The Council will manage on-street parking based on evidence that demonstrates a need for parking controls. This evidence-based approach provides a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available on-street parking.

Analysis of parking needs is best completed on a precinct basis so that parking demands are not moved to the next street following the introduction of change. This is especially true for shopping and commercial areas.

The following process provides an overview of the investigations the Council will undertake depending on the specific situation. It will allow the Council to respond to parking needs on a strategic basis, rather than in reaction to a vested interest suggested resolution of a parking problem:

1. Define the precinct boundary. This will depend on the location and specific concern. The precinct should include any streets that might be affected by any changes.
2. Identify the hierarchy of parking uses that should apply to the precinct based on this section.
3. Undertake parking surveys during daytime on a weekday or weekend. This will establish parking demand and availability during the critical periods. The type of survey could include parking occupancy, turn over and compliance with the existing controls, depending on the issue being investigated.
4. Prepare an inventory of the current total parking supply (including on and off-street) in the precinct, including the current restrictions that apply at each.
5. Summarise public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct and any other relevant data available from other State agencies and Local Government authorities.

6. Summarise the perceived issues for the precinct. Consider any inputs from the results of the parking surveys and stakeholder input.
7. Compare these issues with actual parking demand recorded by the parking surveys and identify areas of deficiency/surplus.

Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for visitors and stakeholders in the precinct. An outline of the different application of parking zones is addressed in Appendix A (and further information in the Austroads guidelines).

Other Factors

The following factors will also be considered by the Council when deciding the best way to manage parking in a certain precinct:

- safety;
- road type/function;
- road location;
- key land uses in the precinct;
- traffic flows within the precinct;
- public transport and bike requirements;
- availability of off street parking in the precinct; and
- service vehicles, emergency access.

Occupancy Rates

Parking occupancy describes the percentage of spaces occupied at any given time. Parking occupancy rates, also called utilisation, reflect the relationship between parking supply and demand.

In areas of commercial activity, the occupancy of on-street parking facilities in our City should be high enough to ensure they are occupied at a level that justifies the supply, but not so high that it is unreasonably difficult to find a space.

Industry standards generally acknowledge that parking is considered at capacity when available spaces are 85% occupied at times of peak demand. This equates to approximately 1 in 7–8 spaces being available.

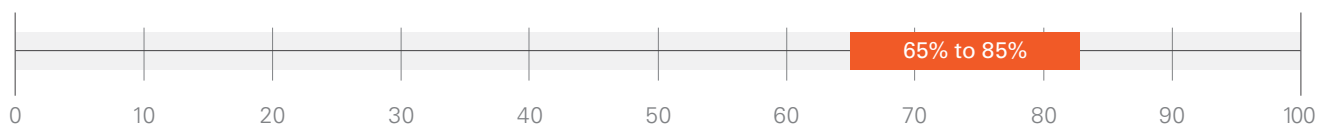
The optimum occupancy range for a commercial activity area is regarded as 65%–85%. Occupancy below 65% or above 85% suggests that parking management intervention may be required.

When the average parking occupancy is regularly above 85%, a change to the parking management approach may be necessary to encourage turn-over of the spaces. Equally, if parking occupancy rates are consistently below 65% it indicates there are many spaces that are empty or unused.

While this may be convenient for some drivers, lower occupancy rates can also mean that an oversupply of parking or inappropriate parking prices exist in the area. By contrast, an area with a very high level of occupancy could mean the available parking is limited and needs management to accommodate a certain level of demand.

Diagram 2.

Optimum occupancy range for a commercial activity area



Under 65% occupancy

Under 65% occupancy indicates additional parking controls could be relaxed in commercial activity areas.

In residential areas, low occupancy rates suggest that no further changes are needed.

Over 85% occupancy

Over 85% occupancy indicates additional parking controls may be needed to encourage turn over.

It may also indicate an overall shortfall in parking spaces that can only be addressed through additional (off-street) parking supply.

In residential areas, additional parking controls or permits may be warranted.

Parking Permits

Residential Permits

Residential Parking Permits may be provided for residential properties that do not have off street (on-property) car parking and are in a street with time-limited controls or Residential Only Permit Zones.

Residential Parking Permits are also available for residential properties in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between drivers due to other land uses in the precinct.

Residential Permits are not intended for multi-dwelling developments that are provided with off-street car parking facilities. Residents in these developments (particularly newer developments within the Urban Corridor Zone and Norwood District Centre) are expected to make adequate arrangements for parking within the premises.

Residential Permits do not guarantee an available on-street parking space. The permits can only be used in the nominated street/s to which they are allocated which exempt the specified vehicle from any time limit restrictions that may be applicable.

Residential Permits can only be used in parking permitted areas, cannot be used in parking zones of less than two-hour duration, and cannot be used in Loading Zones etc.

Residential Permits will be limited as follows:

- maximum of two permits per residential property;
- permits will only be issued to residents and not business owners, operators, employees, landlords or property maintenance personnel;
- permits will be allocated to a specific vehicles and are non-transferable;
- permits are only available for registered/roadworthy motor vehicles and are not available for trailers, caravans, etc;
- permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage has been converted to an alternative use or used for storage; and
- permits may only be used in the street/s where it is allocated.

Visitor Permits

Visitor Permits are intended for occasional use where additional time may be needed for visitations, for example friends, family or trades people/workers.

Visitor Permits are not intended to be used for longer term parking needs or to supplement a shortage of on-site parking.

The permit allows parking up to a maximum of four hours.

Like the Residential Permits, Visitor Permits are only available in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between parking users due to other land uses in the precinct.

Visitor Permits can only be used in parking permitted areas, cannot be used in parking zones of less than two-hour duration and cannot be used in Loading Zones.

Residents can purchase books of Visitor Permits as needed. The total number of permits issued by the Council to each residential property may be limited to a maximum each year and will be subject to the following conditions:

- Permits can only be used in the street/s where they are allocated and cannot be used in other streets in our City;
- only provide a maximum of four hours parking; and
- location and time of parking to be recorded on the permit along with vehicle registration details.

Narrow Streets Policy

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules (ARRs).

Under the ARRs, drivers must leave a 3m clear width between parked vehicles or the continuous centre line along the road (if one is marked). This requirement allows for emergency access.

This requirement affects all roads less than 7.2m wide (allowing 2.1m for each parked car and 3m for vehicle access). On these roads, it is not legally possible to park a car on each side of the road as there will be less than 3m left for vehicle access. On very narrow roads less than 5.1m, it may not be possible to allow any parking at all.

In managing parking controls in narrow streets, the Council will consult with residents and businesses directly affected by any changes/decisions on the following basis:

- notification of the issue and likely need for parking controls;
- education of the ARR requirements;
- consultation to determine how parking restrictions might be applied (e.g. which side of the road);
- use of advisory sign posting (shown below); and
- ongoing monitoring and communication as maybe required.

The Council's policy for managing parking in narrow streets is as follows:

Road Width (between kerbs)	Treatment
Less than 5.1m	No Parking allowed.
5.1m – 7.1m	Parking on one side only. This will be negotiated with the local residents and could include staggered parking along the road.
7.2m or more	Parking can be allowed on both sides of the road subject to other considerations such as driveway access.

Driveway Policy

The Council has endorsed the following framework for the discretionary use of yellow line marking over property driveways.

Under the Australian Road Rules (ARRs), there is no requirement for a Council to install road markings or signage to indicate that it is illegal to park in a manner that obstructs a driveway. This is on the basis that the existence of the driveway should be sufficient notification to motorists not to obstruct or restrict access to and from the property.

However, there is a level of expectation from the community that the Council should provide some form of road marking to assist in reducing the number of instances whereby vehicles are found to be obstructing/impeding access to driveways. This is exacerbated in areas where there is a combination of urban infill and business precinct areas.

The Council will mark a continuous yellow (No Stopping) edge line 500mm from the edge of the driveway in the following areas:

- all driveways located within areas of high on-street parking demand, around schools as identified in the City-Wide Schools Traffic, Parking and Safety Review report;
- all driveways located within a designated zone, bounded by Portrush Road, Payneham Road/ North Terrace, Dequetteville Terrace and Kensington Road and the whole of the suburb of Hackney (as this area has been identified as having consistently high demands); and

- all other streets which are located outside the designated zone be assessed on a case-by-case basis and the following considerations be satisfied prior to the installation of driveway line marking:
 - consistent high demand for parking (typically exceeding 85% occupancy rates); and
 - regular disregard by drivers parking over driveway.

The isolated use of yellow marking over individual driveways along a street will not be considered as this creates an inconsistent use of the marking for drivers. Where applied, line marking over driveways will be applied to a whole street or precinct.

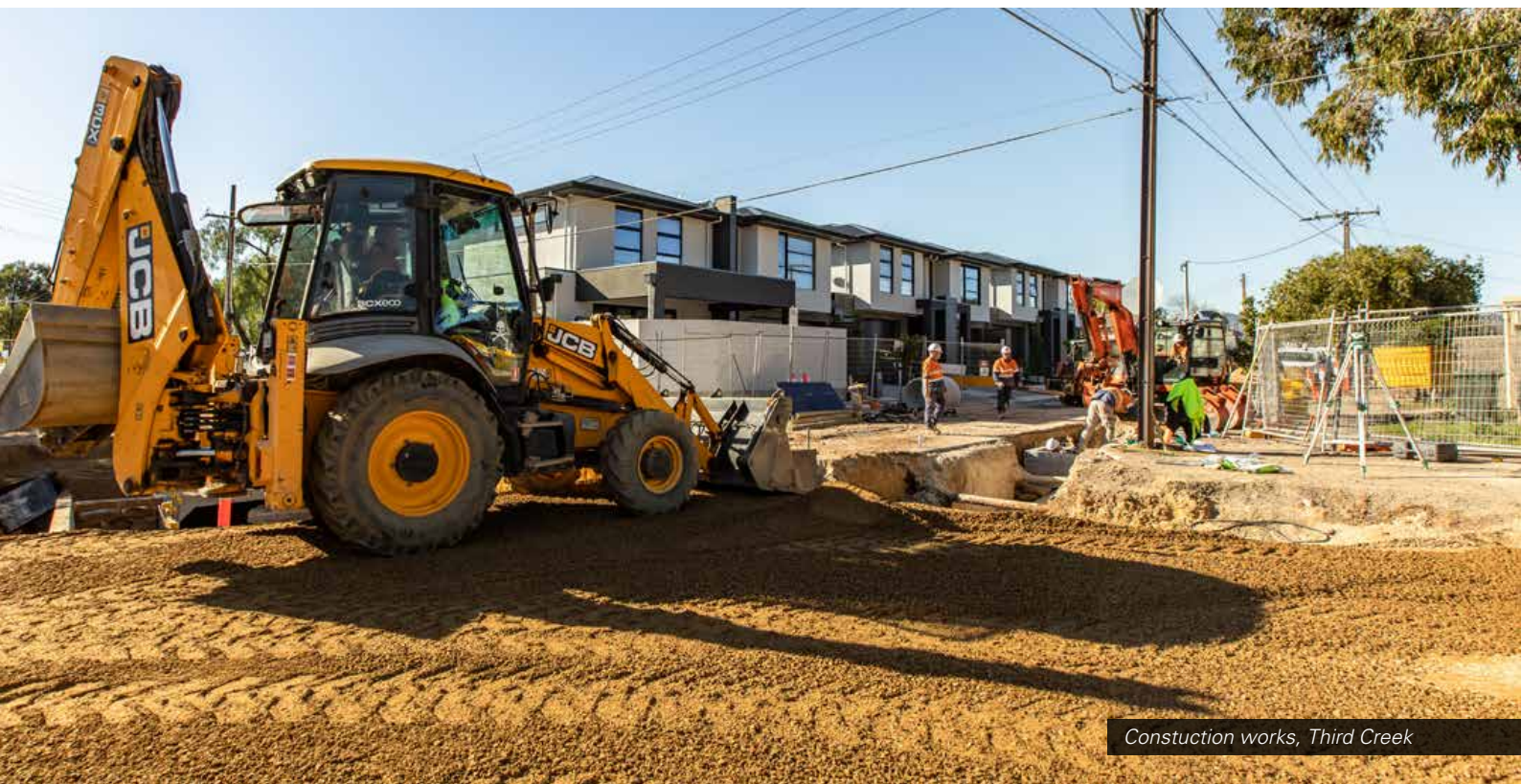
Diagram 3

Line marking shown in the following diagram extending 500mm either side of the driveway.



Construction Zones

The Council will request developers of major and/or medium to high-rise development to prepare a traffic management and on-street parking plan in consultation with Council staff, with a view to identifying the most appropriate suite of controls during the construction period to minimise impacts on local residents and traffic management.



Construction works, Third Creek

The Council's ability to request the development of a traffic management and on-street parking plan will be limited as to the following:

- for large scale developments which are assessed by the State Commission Assessment Panel (SCAP), the Council will request the Commission to apply for a condition of approval for the development of a traffic management and on-street parking plan.
- for Council assessed developments, the requirement for a traffic management and on-street parking plan will be considered on an as-needs basis (with consideration given to size of development, general availability of on-street parking and existing parking controls).

Appendix A

Application of Parking Zones

The following overview provides examples of the various permissive parking controls that can be applied to effectively manage on-street parking. (Extract: Austroads Guide to Traffic Management Part 11 – Parking).

It is important to ensure that streets do not have too many different time restrictions as this will lead to confusion for drivers and an increase in disputes related to infringements. The start and finish times of the restriction will be clearly sign posted and be as consistent as practical (e.g. Mon–Fri 8am–5pm).

- 5 minute parking is appropriate in areas with a very high arrival rate e.g. where passengers are dropped off but some waiting is likely. It may apply near cinemas, post offices and hotels and may potentially be used in business districts and near schools.
- 10 minute or ¼ hour (15 minute) parking can provide for pick-up and set-down outside schools and for a high turnover outside commercial facilities providing a high level of convenience such as banks, post offices, milk bars and newsagents. It is only appropriate for motorists who wish to go to the one address.
- ½ hour parking can be applicable directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. There is usually a high demand and 1-hour parking would result in inadequate parking turnover. A ½-hour restriction allows people to go to two or three shops.
- 1 hour parking is appropriate outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour. This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
- 2 hour parking is sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. It is more likely to be applicable in areas with developments containing professional and personal services. It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for non-residents. The 2 hour limit can be used to discourage or remove commuter parking.
- 4 hour parking is appropriate where it is desired to stop all-day commuter parking but allow parking by other local people. While it is desirable that car park access is identifiable from the arterial road it will often be acceptable to assume that motorists are relatively well-informed regarding the access arrangements for the site.
- Parking with no time limit (all day parking) is usually generated by employees or park-n-ride motorists and will occur across all types of development. It does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation.

Further information

For information on the Council's On-Street Parking Policy, please visit www.npsp.sa.gov.au or phone 8366 4555.

You can also visit the Council's Customer Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

Additional copies

The On-Street Parking Policy can be viewed online at www.npsp.sa.gov.au

Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing townhall@npsp.sa.gov.au
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

Document History and Status



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City of
**Norwood
Payneham
& St Peters**

Attachment B

Review of the Council's On-Street Parking Policy



City of
Norwood
Payneham
& St Peters



On-Street Parking Policy

Draft for Community Consultation – April 2024



City of
Norwood
Payneham
& St Peters



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Introduction

Context

Like many inner urban Councils, the City of Norwood Payneham & St Peters experiences parking pressures from a wide range of users including local residents, business and commercial activity and people who park within our City but work elsewhere (e.g. long term parkers walking/riding into the Adelaide CBD).

Parking is an 'end game': the result of people wanting to drive cars to and from their destinations, including their home. Over time, the Council will influence travel choice to reduce the demand for on-street parking. This will be reflected in a range of integrated land use and transport strategies.

However, in the short term, the Council has an immediate role in managing overall parking supply. This includes parking on-street as well as the supply of additional off-street parking.

This Policy specifically deals with how on-street parking will be managed throughout the City. On-street parking is a limited resource with competing user requirements and demands. Managing these competing demands can be difficult and there is no one best solution for all situations.

The Council will also continue to monitor the need for additional off-street car parking in high demand areas.

Diagram 1.

Framework for Community Well-being Quadruple Bottom Line

The Council exists to improve the Well-being of their citizens and our community, through:

Social Equity

Cultural Vitality

Economic Prosperity

Environmental Sustainability



CityPlan 2030: Shaping Our Future

The Council has adopted a Strategic Management Plan—CityPlan 2030: Shaping Our Future. The provision and management of parking has a direct relationship to the Council's four pillars in CityPlan 2030.

Social Equity

The City of Norwood Payneham & St Peters is a growing and culturally diverse community. Managing on-street parking needs to accommodate a changing social structure including age demographics, housing stocks, socio-economic profile, increases in the number of people working and studying from home, smaller allotment sizes and alternative transport choices including sustainable and active transport.

Cultural Vitality

The City of Norwood Payneham & St Peters has a strong 'sense of place' that is built upon the unique features of the built environment and streetscapes. The Council continues to encourage activities that involve community participation. The built form is a unique built heritage, featuring Adelaide's best concentration of early, mid and late Victorian residential development, ranging from small settler cottages to large villas and mansions. How parking is managed in these areas, and whether kerbside space is allocated to activities other than parking is an important consideration.

Economic Prosperity

The Council has taken both a precinct and sector approach to business and economic development. Maintaining access to local businesses, services and amenities with convenient parking provides fundamental support to the range of business activities and economic growth of our City.

Environmental Sustainability

The impacts of climate change will underpin the Council's operations. The vision for our City includes less cars on the road, improved air quality, attractive local streets which provide shade, with more people choosing sustainable transport choices like walking and cycling. The provision of unfettered parking will simply continue to support car usage, which cannot be sustained in the future.

Key Objectives

The Council will manage on-street parking on the following basis:

- 1 To provide a fair and equitable process in assessing the parking needs of all road users within our City;
- 2 To optimise the use of available on-street parking in a manner that best meets the needs of the precinct, taking into account the availability of off-street parking; and
- 3 Provide a clear and transparent basis, for the Council and the community on how on-street parking will be managed.

Principles

Parking will be managed on a precinct basis acknowledging that decisions made in one street can affect parking demand and availability in other nearby streets.

On-street parking will be available in a safe convenient and appropriate manner that supports the highest needs of the precinct (reflected by the range of activities and land uses).

On-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group.

Where necessary and based on available evidence, on-street parking will be managed through the implementation of time limit controls in order to provide adequate turnover of parking vehicles to actively encourage use by all road users.

How will On-Street Parking be Managed

The allocation of parking will never satisfy all stakeholders and will be managed on the basis of a hierarchy of needs of the different precincts.

This approach acknowledges that there will be different demands throughout the City and that one approach will not be appropriate for all conditions. Ultimately, on-street parking will be managed in a manner that best meets the needs of the precinct taking into account the availability and limited supplies of off-street parking.

Not all Parkers are the Same

The Council strives to accommodate a wide range of different users throughout the City. These include:

- Residents;
- Cyclists;
- Disability permit holders;
- Pick-up and drop-off (private users);
- Shoppers;
- Loading (commercial);
- Long stay/employee parking – people who work in the Council area;
- Long stay/employee parking – people who work outside of the Council area;
- Motorcycle and scooter parking;
- School parking (employees as well as drop-off and pick-up times);
- Public transport (bus stops etc);
- Visitors;
- Trades and services;
- Taxis; and
- Ride share.

Land Uses and Competing Demands

In considering who has priority to a specific section of on-street space, the Council must consider the nature of the surrounding land use and the function that the particular road plays in the overall transport network. This allows for different priorities within the same precinct depending on the adjacent generators of on-street demand. These are:

- in some areas, this will favour visitors, shopping and traders to support the economic prosperity of our City; and
- in other areas, controls might be needed to discourage all-day parking and encourage alternative and sustainable transport choices.

Parking Precincts and Priority of Use

Parking Precincts

Seven general precincts have been established based on known parking demand, land uses and over-arching transport objectives. The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

Commercial Activity District (CAD) (Norwood Central)

This focuses on The Parade and side roads immediately abutting the Parade (generally within 50–100m of The Parade).

On-street parking will support the business and economic activities along The Parade. Parking will also be managed to support alternative sustainable transport modes. Parking controls will include short to medium-term parking zones to manage vehicle turnover.

CAD Fringe

This includes roads beyond 50–100m from The Parade but with parking demand influenced by the commercial activity.

The focus of on-street parking will be to support the business and economic activities along The Parade, while acknowledging the competing demands for residential parking. Parking will also be managed to support alternative sustainable transport modes.

Residential

Properties in these precincts are primarily residential with only a few other traffic and parking demands from other developments.

The Council will support parking for residents and discourage undue parking pressures from other demands. Some longer term commuter parking can be accommodated to support alternative transport modes, where it does not unduly reduce parking supply for residents and their visitors.

Mixed Use Residential

These areas include a mix of lower intensity developments including schools within mostly residential areas.

Parking will be managed to support the peak demands of the various activities. Higher levels of parking occupancy can be accepted to support the overall parking pressures. Longer term parking will be managed to support the longer term employment car parking, where inadequate off street parking is available.

Mixed Use Higher Density

There is ongoing development of higher density residential living throughout the Council — most notably in Kent Town where there is also pressure from surrounding business and commuters who work in commercial/light industrial.

These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking. The Council will not look to support surplus residential parking on-street for higher density developments.

Arterial Roads and Fringes

Roads adjacent to Arterial roads require specific parking controls to supplement Clearway and Bike Lane conditions that are often applied and regulated by the State Government. Time limit controls will be used to manage turn-over in business and commercial strips.

Local streets may have have parking demands from business activity along Arterial roads, generally within 100m of the Arterial Roads.

Some longer-term employee parking will be permitted as will parking to support public transport usage, but will be balanced with the availability of residential parking.

Commercial / Light Industrial

These areas include a mix of commercial and light industrial land uses.

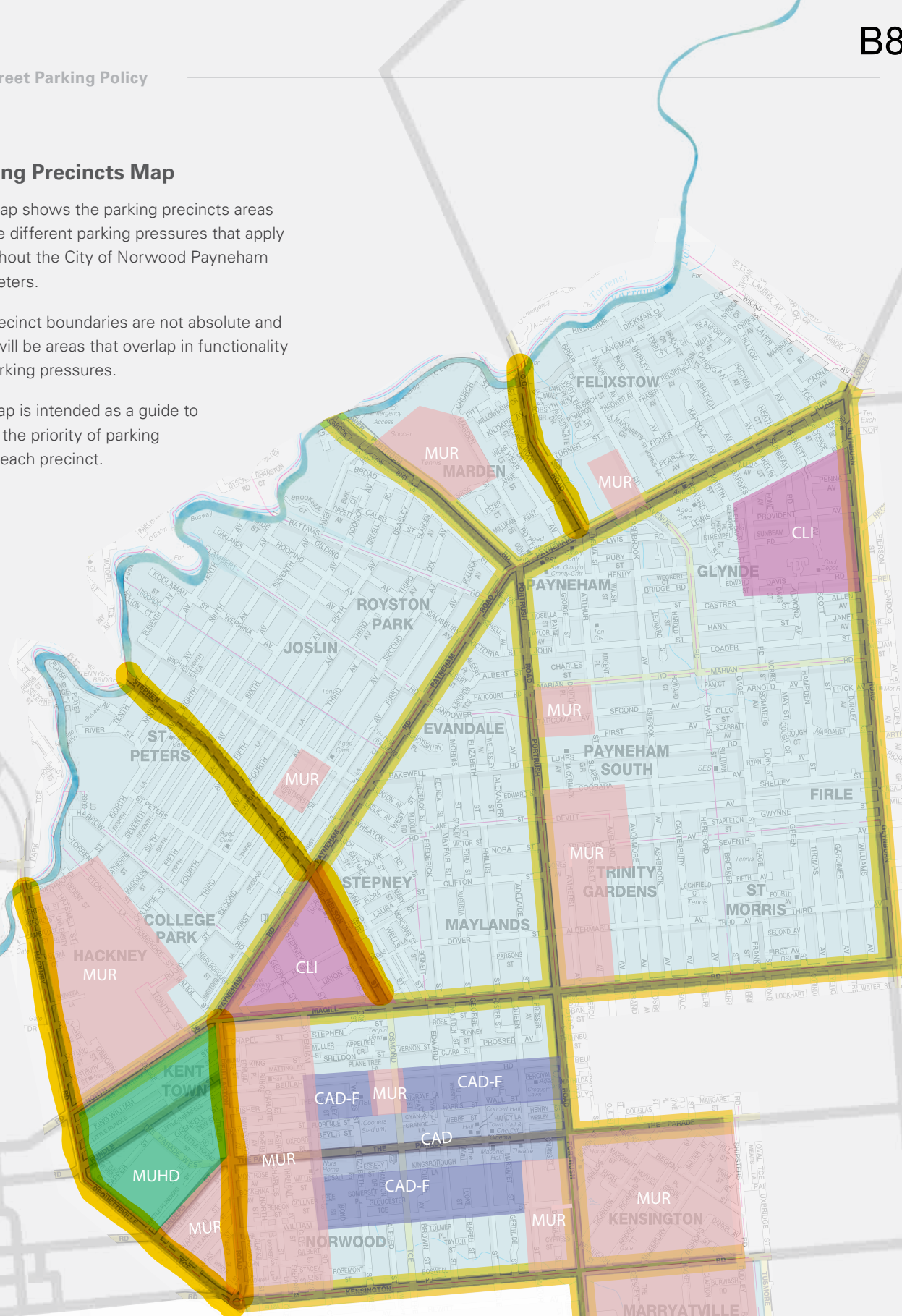
These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking.

Parking Precincts Map

This map shows the parking precincts areas and the different parking pressures that apply throughout the City of Norwood Payneham & St Peters.

The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

The map is intended as a guide to inform the priority of parking within each precinct.



Legend

- Arterial Roads
- Arterial Road Buffer 50m
- Commercial Activity District (CAD)
- Commercial Activity District Fringe (CAD-F)
- Commercial and Light Industrial (CLI)
- Mixed Use Residential (MUR)
- Mixed Use Higher Density (MUHD)
- Residential

Prioritisation Of Users

The following table provides general guidance on how the Council will assess the prioritisation of parking users in different precincts.

The table addresses the peak demands when there are conflicting requirements and demands for the parking spaces.

At other times (eg after business hours) parking will be managed on the needs at those times.

Prioritisation of Parking Users	Precinct						
	Commercial Activity District	CAD 'Fringe'	Residential	Mixed Use Residential	Mixed Use Higher Density	Commercial / Light Industrial	Arterial Roads and Fringes
Residential includes parking for residents and visitors	Low	Medium	High	High	Medium	Low	Medium
Disability permits	High	High	Low	Medium	Medium	Low	Low
Short Term Shopping < 2 hours	High	High	Low	Low	Medium	Medium	Medium
Loading Zones	High	High	Low	Medium	Medium	High	Medium
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low	Low	Low	Low	Low	Low
Long Term Employee working within the precinct and generally staying within Council	Low	Medium	Medium	Medium	High	High	High
School Parking parking for employees and short term drop-off and pick-up activities	Low	Low	Medium	Medium	Medium	Low	Low
Ride Share including shared hire vehicle schemes	Medium	Medium	Low	Medium	High	Low	Low
Taxi includes other short term commercial drop-off and pick-up areas	High	Low	Low	Low	Medium	Low	Low

When is intervention needed?

Overview of process

The Council will manage on-street parking based on evidence that demonstrates a need for parking controls. This evidence-based approach provides a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available on-street parking.

Analysis of parking needs is best completed on a precinct basis so that parking demands are not moved to the next street following the introduction of change. This is especially true for shopping and commercial areas.

The following process provides an overview of the investigations that the Council may undertake depending on the specific situation and context. It will, where practicable, allow the Council to respond to on-street parking needs on a strategic basis, rather than on a reactive basis in response to a vested interest suggested resolution of an on-street parking problem:

1. Define the precinct boundary. This will depend on the location and specific concern. The precinct should include any streets that might be affected by any changes.
2. Identify the hierarchy of parking uses that should apply to the precinct based on this section.
3. Undertake parking surveys during the daytime on a weekday or weekend. This will establish parking demand and availability during the critical periods. The type of survey could include parking occupancy, turn-over and compliance with the existing controls, depending on the issue being investigated.
4. Prepare an inventory of the current total parking supply (including on and off-street) in the precinct, including the current restrictions that apply at each.
5. Summarise public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct and any other relevant data available from other State agencies and Local Government authorities.

6. Summarise the perceived issues for the precinct. Consider any inputs from the results of the parking surveys and stakeholder input.
7. Compare these issues with actual parking demand recorded by the parking surveys and identify areas of deficiency/surplus.

Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for visitors and stakeholders in the precinct. An outline of the different application of parking zones is addressed in Appendix A (and further information in the Austroads guidelines).

Where the issues at hand are of a relatively minor nature, undertaking some of the investigation steps set out in this Policy will not necessarily be required or undertaken.

Implementation of minor changes to existing on-street parking controls to address local parking issues that will, in the opinion of the Manager, Development & Regulatory Services, not cause adverse on-street parking issues in the broader locality, will be determined by Council staff, having regard to the factors set out in this Policy that provide guidance in respect to when intervention may be needed and any other factors deemed relevant. Where it is deemed necessary to consult on any proposed changes of a minor nature, the consultation will be limited to persons who are deemed to be directly impacted by the proposed changes.

Other Factors

The following factors will also be considered by the Council when deciding the best way to manage parking in a certain precinct:

- safety;
- road type/function;
- road location;
- key land uses in the precinct;
- traffic flows within the precinct;
- public transport and bike requirements;
- availability of off street parking in the precinct; and
- service vehicles, emergency access.

Occupancy Rates

Parking occupancy describes the percentage of spaces occupied at any given time. Parking occupancy rates, also called utilisation, reflect the relationship between parking supply and demand.

Occupancy of on-street parking spaces should be high enough to ensure they are occupied at a level that justifies the supply, but not so high that it is unreasonably difficult to find a space.

Industry standards generally acknowledge that parking is considered at capacity when available spaces are 85% occupied at times of peak demand*. This equates to approximately 1 in 7–8 spaces being available.

The optimum occupancy range is regarded as 65%–85%. Occupancy below 65% or above 85% suggests that parking management intervention may be required.

When the average parking occupancy is regularly above 85%, a change to the parking management approach may be necessary to encourage turn-over of the spaces. Equally, if parking occupancy rates are consistently below 65% it indicates there are many spaces that are empty or unused.

While this may be convenient for some drivers, lower occupancy rates can also mean that an oversupply of parking or inappropriate parking prices exist in the area. By contrast, an area with a very high level of occupancy could mean the available parking is limited and needs management to accommodate a certain level of demand.

The competing needs for on-street parking need to be balanced to ensure, where possible, that there is sufficient on-street parking spaces available for residents, visitors and businesses.

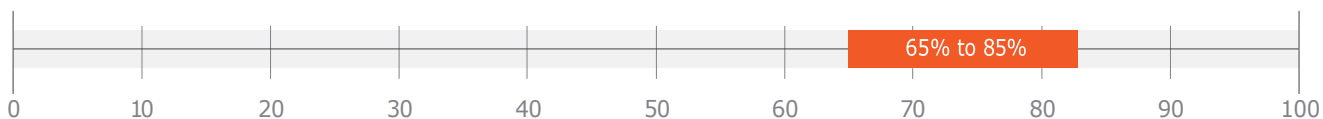
The Council considers that the ideal maximum occupancy rate for on-street parking is 85% before intervention should be considered, meaning that approximately one in every eight (8) on-street parking spaces should be vacant at any given time. In a practical sense, this approach should enable drivers to find an on-street parking space within reasonably close proximity to their destination, without excessive searching**.

* Austroads Part 11, Parking "Generally, parking is considered 'at capacity' when available spaces are 85% occupied at times of peak demand" (Shoup 2005).

** Shoup, D. (2007) Cruising for Parking. Transport Policy 13(6), 479-486.[2].

Diagram 2.

Optimum occupancy range for a commercial activity area



Under 65% occupancy

Under 65% occupancy indicates that additional parking controls could be relaxed.

Low occupancy rates may indicate that no further changes are needed.

Over 85% occupancy

Over 85% occupancy indicates that additional parking controls may be needed to encourage turn over.

It may also indicate an overall shortfall in parking spaces that can only be addressed through additional (off-street) parking supply.

In residential areas, issuing of Residential and Visitor Permits may be warranted.

Introducing or Altering Parking Controls

Parking occupancy surveys will be undertaken during business hours and/or outside of business hours on a weekday or on a weekend depending on the relevant issues that need to be addressed. This will establish on-street parking demand and availability throughout the day. The type of survey may include parking space occupancy, duration of stay, permit holder parking and compliance with the existing controls, depending on the issues being investigated.

Generally, at least three (3) surveys will be conducted throughout the day or on more than one day, to identify the relevant issues and to assist in determining what type of intervention may be required. Where parking occupancy rates are below 85% on average, intervention such as the implementation of additional parking restrictions, will generally not be considered. However, the Council may consider education initiatives, additional signage and enforcement of existing parking controls as alternative types of intervention, where such a requirement is identified.

Intervention where maximum occupancy rates are below 85%, may also be considered, when local conditions and other relevant factors are taken into account. This may also include the implementation of parking controls in areas adjacent to the area where new or altered parking controls are proposed to mitigate against the new parking controls shifting the parking problem to the next street or area.

If there are existing parking controls in a street where surveys identify that there is less than 65% occupancy, the alternation or removal of the controls will be considered.

Where on-street parking occupancy surveys are undertaken, average occupancy rates and other considerations, such as walkability, will be considered. For this, occupancy rates for on-street parking areas will be generally considered in grouped areas of up to 150 metres, which is considered a reasonable maximum distance that a motorist should have to walk to their vehicle within a suburban residential setting – all things being equal.

This may mean that is parking occupancy rates are high at one end of the street compared to another end of the street that may be separated by a significant distance. The need or otherwise for the parking controls will take into account, the average parking occupancy rates separately for both ends of the street, rather than grouping them together as this may skew the occupancy survey results.

Where intervention through new, altered or removed parking controls is deemed necessary, the Council will consult over a minimum period of two weeks, with the affected citizens and businesses.

The Council will carefully consider all responses that are received on proposed parking controls and use an evidence-based approach in determining and implementing parking management actions.

Parking Permits

Residential Permits

Residential Parking Permits may be provided for residential properties that do not have off-street (on-property) car parking and are in a street with time-limited controls or Residential Only Permit Zones.

Residential Parking Permits are also available for residential properties in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between drivers due to other land uses in the precinct.

Residential Permits will not be issued to residents or owners of dwellings within multi-dwelling developments that have provision of off-street car parking facilities, constructed and completed for occupation after 1 November 2021. Residents living in these developments are expected to make adequate arrangements for on-site parking within their premises.

For the avoidance of doubt, multi-dwelling developments refer to single and multi-storey developments that include three or more dwellings and mixed-use developments that comprise a mix of residential and non-residential land uses and three or more dwellings.

Residential Permits do not guarantee an available on-street parking space. The permits can only be used in the street/s for which they are issued, which exempts the specified vehicle from any time limit restrictions that may be applicable.

Residential Permits will be provided on the following basis:

- maximum of two permits per residential property. An additional (transferable) permit, may be issued on application, where extenuating circumstances apply, such as a proven significant medical need. Such applications will be determined by the Council's Manager, Development & Regulatory Services, at his or her absolute discretion. For the avoidance of doubt, extenuating circumstances relates to a situation that is out of a person's control, that has a significant impact and where the timing of the circumstance is relevant to the claimed impact;
- permits will only be issued to residents and not business owners, operators, employees, landlords, tradespersons or property maintenance personnel;
- permits will be allocated to specific vehicles and are non-transferable (except for additional Residential Permits that are issued where proven extenuating circumstances apply);
- permits are only available for registered/roadworthy motor vehicles and are not available for buses, trucks, boats, motorcycles, scooters, motor homes, trailers or caravans;
- permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage, carport or other parking space has been converted to an alternative use or used for storage of any kind, including, but not limited to, items such as boats, jet skis, trailers, caravans, scooters or motorbikes;
- permits cannot be used to park a vehicle on The Parade, Norwood;
- permits may only be used in the street/s for which they are issued and only in Resident Only Parking Zones or time restricted parking spaces located adjacent to the relevant property. For the avoidance of doubt, this allows the permit holder, subject to meeting other eligibility requirements, to park in any Resident Only Parking Zone or time restricted parking areas located in a continuous arrangement within a street or section of a street, located adjacent to their property, including on the opposite side of the street.

Residential Permits

Residential Permits Conditions of Use continued:

- Residents who live in properties where time restricted parking areas or Resident Only Parking Zones are not located immediately in front of their property or on the opposite side of the street are not eligible for a Residential Permit;
- Residential Permits can only be used in parking permitted areas, cannot be used in parking zones of less than one-hour duration, and cannot be used in Loading Zones, No Parking Zones, Bus Zones etc; and
- Vehicles must not remain stationary in the same position when parked on-street within a Residential Only Parking Zone or time restricted parking area for more than seven (7) consecutive days. Vehicles must be moved a minimum distance equivalent to four (4) on-street parking spaces after this time if the vehicle is to remain parked in the same street.

The Council may, by notice in writing, revoke permit/s where:

- the holder of a permit ceases to reside in the dwelling in respect of which the permit was issued; and/or
- in the opinion of the Council's Chief Executive Officer, it is no longer appropriate that the resident/s of a particular street be issued with permits or the permit has been misused or misappropriated.

The Council will issue Residential Permits (other than visitor permits) for a maximum period of twenty-four (24) months, or part thereof, and permits will be subject to a fee as determined by the Council from time to time.

Eligibility Table – Residential Permits

Table 1 below sets out the Residential Permit eligibility for residents in streets with Resident Only Permit Zones And/or Time Limited Parking Areas.

Table 1: Residential Permit Eligibility for Residents in streets with Resident Only Permit Zones and Time Limited Parking Areas***

Number of off-street car parking spaces on the property	Number of vehicles registered at the property	Maximum number and type of Residential Permit
0	0	No Permit
0	1	1 non-transferable*
0	2 or greater	2 non-transferable*
1	0 or 1	No Permit
1	2	1 non-transferable*
1	3 or greater	2 non-transferable*
2	0, 1 or 2	No Permit
2	3	1 non-transferable*
2	4 or greater	2 non-transferable*
3	0, 1, 2 or 3	No Permit
3	4	1 non-transferable*
3	5 or greater	2 non-transferable*
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by one vehicle	1 non-transferable*
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by two or more vehicles	2 non-transferable*

*** Eligibility for Residential Permits set out in Table 1 must be read in conjunction with all other Applicable eligibility criteria and limitations set out in this Policy.

* Residents eligible for one or two Residential Permits may also be eligible for an additional (transferable) Residential Permit, where extenuating circumstances apply. See other Residential Permit eligibility criteria for more details.

Visitor Permits

Visitor Permits are intended for occasional use where additional time may be needed for visitations, for example friends, family or trades people/workers. The holder of a visitor permit is not guaranteed a parking space in the street for which the permit is issued.

Like the Residential Permits, Visitor Permits are only available in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between parking users due to other land uses in the precinct.

Visitor Permits are not intended to be used for longer term parking needs or to supplement a shortage of on-site parking.

The permit allows parking up to a maximum of four hours.

Visitor Permits can only be used in time restricted parking areas or Resident Only Parking Zones, cannot be used in parking zones of less than one-hour duration and cannot be used in Loading Zones, No Parking Zone, Bus Zones or Taxi Zones etc.

Residents can purchase books of Visitor Permits. The total number of permits issued by the Council to each residential property will be limited to fifty (50) each year and will be subject to the following conditions:

- permits can only be used in the street/s for which they are allocated;
- only provide a maximum of four hours parking;
- location, date and time of parking to be recorded on the permit along with vehicle registration details;
- each permit is only valid for a single one off use;
- a maximum of two (2) visitor permits per property can be used at any one time; and
- one additional book of fifty (50) visitor permits may be issued annually, on request, provided the first book of visitor permits has already been used by the eligible resident.

All Permits must be displayed in the bottom passenger-side corner of the motor vehicle windscreen at all times when the vehicle is parked in the Resident Only Parking Zone or relevant time restricted parking area. Failure to display the permit will leave the vehicle owner liable for an expiation and or prosecution for illegal parking.

Temporary Permits

Events & Significant Activities

The Council, at its absolute discretion, may provide Temporary Parking permits to occupiers of residential and commercial premises located in parts of the City in which temporary parking controls are implemented from time to time to address accessibility issues for on-street parking arising from the staging of an event or the undertaking of a significant activity.

The aim of the temporary parking controls and permits of this kind, is to enable local residents and businesses to conduct their day-to-day business and activities and maintain reasonable access to on-street parking during the course of a significant event or activity.

The Temporary Parking Permit is transferable between vehicles and will only be issued in relation to significant or major events or activities, as determined by the Manager, Development & Regulatory Services, at his or her absolute discretion.

A Temporary Parking Permit related to significant or major events or activities will only be valid on the days where temporary parking controls are in places in the affected streets.

Parking for Tradespeople

The Council may, at its absolute discretion, provide a maximum of one (1) Temporary Parking Permit per residential property to occupiers or owners of residential properties to allow a tradesperson to park in a time restricted parking area or Resident Only Parking Zone, whilst the property is being renovated or new residential development is being constructed.

Such permits will generally only be issued where a major renovation or construction of residential development valued over \$50,000 is being undertaken and will not be issued in relation to maintenance works of any kind. The permits will only be valid for tradespeople vehicles that are no larger than a sedan, van, ute or SUV and where the total length of the vehicle including any overhanging materials or trailers or the like do not take up more than two on-street parking spaces at any one time.

Temporary Parking Permits issued in relation to tradespeople vehicles will be subject to a daily fee, must be displayed on the Tradesperson's vehicle and may be issued for a minimum of one (1) day up to a maximum of forty-two (42) days.

Narrow Streets

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules (ARRs).

Under the ARRs, drivers must leave a 3 metre clear width between parked vehicles or the continuous centre line along the road (if one is marked). This requirement allows for emergency access.

This requirement affects all roads less than 7.0m wide (allowing 2.0m for each parked car and 3m for vehicle access). On these roads, it is not legally possible to park a car on each side of the road as there will be less than 3m left for vehicle access. On very narrow roads less than 5.0m, it may not be possible to allow any parking at all.

In managing parking controls in narrow streets, the Council will take a staged approach focusing on education about local conditions as the first stage, enforcing existing controls if education fails and implementing new or altered parking controls as the third stage.

This approach is underpinned by the idea that managing parking controls in narrow streets is very difficult and requires a collaborative approach with all affected parties.

The Council will engage with residents and businesses directly affected by any changes/decisions on the following basis:

- notification of the parking and access issues;
- **education** of the ARR requirements. This may include actions such as the installation of advisory signs along the street to highlight the narrowness and discourage parking opposite other vehicles and/or the distribution of educative material to local residents;
- **enforcement** of the ARR requirements. This may include actions such as proactive and regular enforcement of illegal parking;
- **Restricting** parking opportunities. If education and enforcement are ineffective, there may be need to implement new or alter existing parking controls to improve accessibility. Where such interventions are proposed, the Council will consult with directly affected parties to determine how parking restrictions might be applied (e.g. which side of the road); and
- ongoing monitoring and communication as may be required.

The Council's policy for managing parking in narrow streets is as follows:

Road Width (between kerbs)	Treatment
Less than 5.0m	No Parking allowed.
5.1m – 7.0m	Parking on one side only or staggered parking may be considered. This will be negotiated with the local residents and could include implementing actions such as staggered parking along the road and parking controls to facilitate safe and convenient waste collection.
7.0m or more	Parking may be allowed on both sides of the road subject to other considerations such as driveway access.

Driveways

The Council has endorsed the following framework for the discretionary use of yellow line marking over property driveways.

Under the Australian Road Rules (ARRs), there is no requirement for a Council to install road markings or signage to indicate that it is illegal to park in a manner that obstructs a driveway. This is on the basis that the existence of the driveway should be sufficient notification to motorists not to obstruct or restrict access to and from properties.

However, there is a level of expectation from the community that the Council should provide some form of road making to assist in reducing the number of instances whereby vehicles are found to be obstructing/impeding access to driveways. This is exacerbated in areas where there is a combination of urban infill and business precinct areas.

The Council will mark a continuous yellow (No Stopping) edge line 500mm from the edge of the driveway in the following areas:

- all driveways located within areas of high on-street parking demand, around schools as identified in the City-Wide Schools Traffic, Parking and Safety Review Report;
- all driveways located within a designated zone, bounded by Portrush Road, Payneham Road/ North Terrace, Dequetteville Terrace and Kensington Road and the whole of the suburb of Hackney (as this area has been identified as having consistently high demands); and

- all other streets which are located outside the designated zone be assessed on a case-by-case basis and the following considerations be satisfied prior to the installation of driveway line-marking:
 - consistent high demand for parking (typically exceeding 85% occupancy rates); and
 - regular disregard by drivers parking over driveways.

The isolated use of yellow line marking over individual driveways along a street will not be considered at this creates an inconsistent use of the marking for drivers. Where applied, line marking over driveways will be applied to whole street or precinct.

Diagram 3

Line marking shown in the following diagram extending 500mm either side of the driveway



Construction Zones

The Council is committed to working with developers to minimise the impacts of construction on local residents and businesses and this includes consideration of temporary traffic and parking management throughout the construction phase of developments.



Constuction works, Third Creek

The Council requires developers of major and medium to high-density developments to prepare traffic management and on-street parking plans in consultation with Council staff, to identify the most appropriate suite of controls during the construction phase of developments to minimise traffic and parking related impacts. Traffic Management Plans may also be required for small-scale developments that, in the Council's opinion, are likely to have impacts on the public realm, including on-street parking.

Traffic Management and On-street Parking Plans should include at a minimum, information about the following aspects of the development construction which specifically relate to how traffic and parking impacts are proposed to be managed:

- requirements for temporary work zones in the public realm;
- hoardings;
- loading and unloading of building materials and supplies;
- traffic management;
- impacts on on-street parking arrangements;
- management of parking by tradespeople;
- traffic and parking signage requirements;
- proposals for required temporary parking controls, temporary signage; and
- how the local community will be informed about the management of on-street parking during the construction period and who they can contact on the developer's behalf to address concerns.

For further information or to discuss construction related requirements, contact the Council's Public Realm Compliance Officer on 8366 4530.

Waste Collection

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules (ARRs).

Demand for on-street parking spaces is high across much of the Council area, particularly in areas located adjacent to the City of Adelaide Central Business District as well as suburbs such as Norwood, where there is a significant mix of traffic generating land uses and Kensington, which contains an historic pattern of development with limited space for the provision of off-street parking facilities and relatively narrow streets.

These conditions result in high demand for on-street parking spaces across the City which, combined with the substantial number of narrow streets in the City, and historic housing stock that has limited or no off-street parking available, creates a conflict from time to time for the safe and convenient collection of waste.

The Council's waste collection service is provided by East Waste, which provides citizens with the following bins and services:

- red lidded bin (140 litre) for general waste;
- yellow lidded bin (240 litre) for recycling;
- green lidded bin (240 litre) for food/kitchen organics; and
- at call hard waste collection service.

General waste is collected weekly and alternate fortnightly pick-ups are scheduled for recycling and green organics. East Waste vehicles generally collect waste using a robotic arm that lifts bins into the truck's receptacle. However, from time to time, the waste collection trucks have trouble accessing narrow streets and or struggle to collect bins using robotic arms due to vehicles obstructing the location of the bins. To overcome this issue, many residents place their bins in driveway cross-overs or adjacent to neighbouring properties where access to the bins is more convenient.

In general, these ad-hoc arrangements work reasonably well, however, in some rarer cases, there are very limited opportunities to present bins in suitable and convenient locations for collection and this either results in the affected residents having to present bins a long distance from their property or in some cases, bins not being emptied which causes re-work for East Waste.

This can also cause frustration for the affected residents. To address this issue, the Council may implement short-term parking controls to facilitate safe and convenient waste collection.

This type of intervention will only be considered where:

- there is high and regular demand for on-street parking spaces and high occupancy rates, including, but not limited to narrow streets and high density residential areas;
- East Waste has verified that the waste collection process has been regularly impeded by vehicles blocking access to bins presented for collection; and
- there are not reasonable alternatives available for the affected residents to present their bins for collection.

If parking controls are required, the restrictions will only apply to the relevant day of collection and will be generally limited to between 7.00am and 5.00pm or other such times as may be required by East Waste or the Council.

The Council does not generally endorse or support the use of stickers on bins to provide visual cues to motorists to avoid parking adjacent the bins on bin collection day. It is acknowledged that this approach is simple and likely to be effective in some cases, however, it placed the burden of addressing the issue on residents rather than the Council, has the potential to lead to confrontation between residents and motorists, has no legal effect and if they are used 'en-masse' and heeded by motorists, this would displace many vehicles that would otherwise park in these areas, potentially shifting demand for on-street parking to adjacent streets.

Accessible Parking

The City of Norwood Payneham & St Peters is committed to making parking accessible and convenient for persons with a disability. Accessible parking bays are available adjacent to most community facilities, open space and commercial precincts.

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Accessible parking spaces are sign-posted or have the accessibility symbol painted on the road surface or signs cover the space. When parking in a designated accessible parking space, the time limit on the sign applies (ie. no extra time is allowed).

The Disability Parking Permit that is issued by the South Australian Government, must be clearly displayed to be eligible for the extended time limit described above, either hanging from the rear-view mirror or on the passenger side of the dashboard of the vehicle.

A vehicle correctly and legally displaying a Disability Parking Permit, may be parked in a time limited parking space and be entitled to additional time beyond the signed time limit restriction as follows:

- for time restricted parking areas less than 30 minutes, the time for a Disability Parking Permit holder will be 30 minutes;
- for time restricted parking areas between 30 minutes and one hour, the time for a Disability Parking Permit holder will be two hours; and
- for time restricted parking areas where the time limit is more than one hour, the time limit for a Disability Parking Permit holder will be twice the period indicated on the sign.

Smart Parking Technology

The City of Norwood Payneham & St Peters is committed to making use of Smart Technology to assist in the management and enforcement of parking areas and parking controls.

The use of smart technology to assist in the management and enforcement of parking areas and parking restrictions is rapidly expanding across Australia. Smart Parking comes in many forms and has many benefits. Where a need is identified, the council will consider the use of smart parking technology to assist with the management and enforcement of parking controls or to enhance wayfinding and other directional signage as well as experiences for the convenience of citizens.

Case Study – Webbe Street Car Park, Norwood

In 2024, the Council will be installing in-ground sensors for each parking bay located within the ground floor of the Webbe street car park, Norwood.

The Council's overall objectives for monitoring and enforcing time limited car parking spaces in the car park with the use of smart technology include:

- increasing turn-over of available parking spaces to benefit local traders;
- issuing or facilitating the issuing of expiation notices in an effective and efficient manner;
- improving the standard of proof of evidence for issuing expiations, using data obtained from technology such as in-ground-sensors;
- reducing the time the Council's Parking Compliance Officers need to patrol the car parking, in turn enabling them to perform more duties elsewhere; and
- monitoring of the car park usage rates, including during peak times and during community or significant events, to inform timing and delivery of council projects and initiatives such as capital works and other infrastructure upgrades.

Vehicle overstays will trigger an electronic notification that will be sent to hand-held devices used by the Council's Parking Compliance Officers, who will then attend the car park to address the parking issue.

This efficient use of technology will reduce the need for the traditional and time consuming foot patrolling of the car park and 'chalking' of tyres as the presence of the

Parking Compliance Officers will only be needed when a vehicle overstay is identified by the in-ground sensor technology.

This contemporary approach to monitoring parking controls will ensure that the Parking Compliance Officers use their time more effectively and efficiently to monitor other parts of the City and respond to parking overstays in the Webbe Street car park, only when the smart technology has identified a need.

Electric Vehicle Charging Stations

There are six publicly accessible electric vehicle (EV) charging stations, provided by JOLT and Evie in operation across the Council area.

EV charging station locations include:

- Webbe Street car park, Norwood;
- Osmond Terrace, Norwood (on street parking bay near the Republic Hotel);
- Dunstone Grove/Linde Reserve car park;
- Borthwick Reserve, Portrush/Payneham Road;
- Payneham Community Centre; and
- Gylnde Corner car park.

In collaboration with JOLT and Evie, the Council aims to provide up to 16 EV charging stations in the City over the next fifteen (15) years, subject to demand.

A map showing the location of the charging stations is available on the Council's website.

The Council may take enforcement action and expiate owners of non-electric vehicles that park in designated electric vehicle parking spaces.

Charging of Electric Vehicles in the Public Realm

Charging of Electric Vehicles, caravans, motorhomes etc. located within an on-street parking space that is not a designated publicly accessible electric vehicle charging station location, using permanent or temporary charging facilities (including, but not limited to, the use of an electrical cable running from the property to the on-street parking space across the adjacent footpath and verge), is not allowed.

This is to obviate the risk of electrocution, ensure the footpath and verge areas remain clear of physical obstructions for passing pedestrians and cyclists, including, but not limited to, visually impaired persons and to ensure that the provision of on-street parking remains unrestricted, where practicable, to maximise access for all road users.

Appendix A

Application of Parking Zones

The following overview provides examples of the various permissive parking controls that can be applied to effectively manage on-street parking. (Extract: Austroads Guide to Traffic Management Part 11 – Parking).

It is important to ensure that streets do not have too many different time restrictions as this will lead to confusion for drivers and an increase in disputes related to infringements. The start and finish times of the restriction will be clearly sign posted and be as consistent as practical (e.g. Mon–Fri 8am–5pm).

Where practical, following investigations into on-street parking issues, implementation of changes to on-street parking arrangements may include consideration of area-wide parking controls across a large area, suburb or precinct. Further parking controls that may be considered, include, but are not limited to, the following:

- 5 minute parking is appropriate in areas with a very high arrival rate e.g. where passengers are dropped off but some waiting is likely. It may apply near cinemas, post offices and hotels and may potentially be used in business districts and near schools.
- 10 minute or ¼ hour (15 minute) parking can provide for pick-up and set-down outside schools and for a high turnover outside commercial facilities providing a high level of convenience such as banks, post offices and newsagents. It is only appropriate for motorists who wish to go to the one address.
- 30 minute parking can be applicable directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. There is usually a high demand and 1 hour parking would result in inadequate parking turnover. A 30 minute restriction allows people to go to two or three shops.
- 1 hour parking is appropriate outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour. This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
- 2 hour parking is sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. It is more likely to be applicable in areas with developments containing professional and personal services. It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for non-residents. The 2 hour limit can be used to discourage or remove commuter parking.
- 3 or 4 hour parking is appropriate where it is desired to stop all-day commuter parking but allow parking by other local people. While it is desirable that car park access is identifiable from the arterial road it will often be acceptable to assume that motorists are relatively well-informed regarding the access arrangements for the site.
- Parking with no time limit (all day parking) is usually generated by employees or park-n-ride motorists and will occur across all types of development. It does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation.

Please note that this overview provides general guidance only for the application of parking controls. Consideration may be given to local conditions and/or a combination of measures, including alternative measures, to address on-street parking issues in the City.

Further information

For information on the Council's On-Street Parking Policy, please visit www.npsp.sa.gov.au or phone 8366 4555.

You can also visit the Council's Customer Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

Additional copies

The On-Street Parking Policy can be viewed online at www.npsp.sa.gov.au



Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing townhall@npsp.sa.gov.au
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

Document History and Status

Reviewed	Approved	Date
Revision A - Draft for Council endorsement for community consultation		
Council	Tonkin	30 November 2020
Revision B - Draft for consultation - as endorsed by the Council 7 December 2020		
Council	Council	21 December 2020
Revision C - Endorsed by the Council 1 November 2021		
Council	Council	1 November 2021
Revision D – Draft for for community consultation		
Council	Council	2 April 2024

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City of
**Norwood
Payneham
& St Peters**

11.2 DRAFT MARRYATVILLE PRECINCT MASTER PLAN

REPORT AUTHOR: Manager, Economic Development & Strategy
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4509
FILE REFERENCE: qA105957
ATTACHMENTS: A – B

PURPOSE OF REPORT

The purpose of this report is to seek the Council's endorsement to undertake community consultation and engagement on the *Draft Marryatville Precinct Master Plan*, in conjunction with the City of Burnside.

BACKGROUND

At its meeting held on Monday, 17 January 2022, the Council endorsed the following:

1. *That the Council endorses the request to collaborate with the City of Burnside to deliver the Marryatville Precinct Master Plan.*
2. *That the Chief Executive Officer be authorised to write to the Chief Executive Officer of the City of Burnside advising that the City of Norwood Payneham & St Peters agrees to partner with the City of Burnside to deliver the Marryatville Precinct Master Plan.*
3. *That the Council notes that staff will prepare a budget submission for the Marryatville Precinct Master Plan for the Council's consideration as part of the 2022-2023 Budget and Annual Business Plan.*

Subsequently, as part of the 2022-2023 Budget, the Council allocated \$40,000 as its contribution to prepare the Master Plan. The City of Burnside also allocated \$40,000, bringing the total budget for the Project to \$80,000. Following a select tender process, JPE Design Studio was appointed as the lead consultant to deliver the Master Plan.

The intent of preparing the Marryatville Precinct Master Plan is to provide a vision and design framework for the future development and activation of the Marryatville Precinct that is strategic, evidence-based and takes into account community feedback, current and future demographics and emerging trends and community needs.

For the purposes of this Project, the boundary of the Precinct extends along Kensington Road from Maesbury Street at the western extremity to Alpha Street at the eastern extremity and includes a church, the Woolworths supermarket and shopping complex, Marryatville High School, two (2) petrol stations, the Marryatville Hotel, the Regal Theatre, car dealership, cafes and a number of other small businesses. **Figure 1** below, depicts the Master Plan boundaries.

FIGURE 1: MARRYATVILLE PRECINCT MASTER PLAN BOUNDARY



As the first step in the process and to assist in informing the development of the draft Master Plan, the community was engaged to advise on the things that they liked about the Precinct and identify the things that needed improvement. The main areas of concerns were traffic, parking and pedestrian safety. A summary of the results of the engagement is contained in **Attachment A**.

The City of Burnside considered the draft Master Plan at its meeting held on 26 March 2024 and endorsed to release the draft document for community consultation and engagement. It was originally proposed that the consultation and engagement period would conclude on 30 April 2024, however the City of Burnside resolved to extend the consultation period until Friday 17 May 2024, to take into consideration the school holiday period and public holiday that fall within the consultation period. This proposed change in dates has been reflected in this report for the Council's consideration.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Objectives and Strategies contained in *CityPlan 2030* are outlined below:

Outcome 1: Social Equity

- **Objective 1.1 – Convenient and accessible services, information and facilities.**
 - Strategy 1.1.3 – Design and provide safe, high-quality facilities and spaces for all people.
- **Objective 1.2 – A people-friendly, integrated and sustainable transport network.**
 - Strategy 1.2.2 – Provide safe and accessible movement for all people.
 - Strategy 1.2.4 – Provide appropriate traffic management to enhance residential amenity.

Outcome 2: Cultural Vitality

- **Objective 2.4 – Pleasant, well designed, and sustainable urban environments.**
 - Strategy 2.4.2 – Encourage sustainable and quality urban design outcomes.
- **Objective 2.5 – Dynamic community life in public spaces and precincts.**
 - Strategy 2.5.1 – Facilitate a mix of land uses and activities in appropriate locations in balance with amenity and character.
 - Strategy 2.5.2 – Create and provide interesting and vibrant public spaces to encourage interaction and gatherings.

Outcome 3: Economic Prosperity

- **Objective 3.2 – Cosmopolitan business precincts contributing to the prosperity of the City.**
 - Strategy 3.2.1 – Retain, enhance and promote the unique character of all our City's business precincts
- **Objective 3.5 – A local economy supporting and supported by its community.**
 - Strategy 3.5.1 – Support opportunities for people to collaborate and interact in business precincts.
 - Strategy 3.5.2 – Retain accessible local shopping and services.

Outcome 4: Environmental Sustainability

- **Objective 4.2 – Sustainable streets and open spaces.**
 - Strategy 4.2.1 – Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect.
 - Strategy 4.2.5 – Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

Both the City of Norwood Payneham & St Peters and the City of Burnside have allocated \$40,000 (i.e. total of \$80,000), to prepare a Master Plan for the Marryatville Precinct. Originally, it was considered that both Councils would contribute 50/50 to the implementation of the Master Plan, however, as was discussed at the most recent joint Elected Member workshop, there is the potential for this to be re-considered given that the majority of the proposed changes in the draft Master Plan occur within the City of Burnside. At this stage, neither Council has allocated any funding to progress the Master Plan to the detailed design stage. This will be considered further in the 2025-2026 financial year budget.

EXTERNAL ECONOMIC IMPLICATIONS

Upgrading the streetscape and improving the pedestrian, traffic and parking conditions along Kensington Road, will assist in increasing the vibrancy and popularity of the Precinct, therefore attracting more people to visit and spend within the Marryatville Precinct. Also, by improving the attractiveness of the Precinct, it will encourage more investment, which will ultimately benefit the local economy.

SOCIAL ISSUES

The changes to the planning policies (through the *Planning, Design & Infrastructure Code*) that encourage increased residential density and mixed-use development have highlighted the need to revitalise activity centres such as the Marryatville Precinct. Whilst at a much smaller scale than The Parade, there is potential to create a sustainable and vibrant mixed-use precinct which offers a greater diversity of housing, shopping, recreation and entertainment. This would provide a more pleasant physical environment and improve traffic and people movement throughout the Precinct, ultimately attracting more people to the Precinct and enhancing the social fabric of Marryatville and the community more generally. Elements within the draft Master Plan seek to address these matters.

CULTURAL ISSUES

One of the objectives of preparing the *Marryatville Precinct Master Plan* is to give the area a 'sense of place'. Many sections of the Marryatville Precinct's public domain are no longer contemporary and upgrading the streetscape will provide a more contemporary and inviting space that will contribute to the vibrancy and popularity of the Precinct as a destination for shopping, entertainment and cultural experiences. Elements of the Draft Master Plan seek to incorporate and celebrate the cultural elements of the area's history.

ENVIRONMENTAL ISSUES

The draft Master Plan will provide a range of improved environmental outcomes, including the planting of over 100 new trees, additional low-level landscaping on the proposed central median strip and sections of the footpaths, and opportunities for Water Sensitive Urban Design treatments to be determined as part of the detailed design.

RESOURCE ISSUES

The *Marryatville Precinct Master Plan* is being managed by staff from the Economic Development & Strategy Unit, in conjunction with Council staff from the City of Burnside.

RISK MANAGEMENT

At this stage there are no significant risks associated with the delivery of the Project. Risks associated directly with the existing condition of the Precinct, including safety and accessibility etc are being addressed, and incorporated into the draft Master Plan, where appropriate. The greatest risk for both Council's is the community's expectations in terms of implementation once the Master Plan is endorsed.

CONSULTATION

- **Elected Members**

Elected Members have participated in two (2) joint workshops to discuss the draft Master Plan. The first joint Elected Member Workshop was held at the City of Burnside on Tuesday, 21 November 2023. The purpose of this first Workshop was to seek the ideas and comments from Elected Members in respect to what elements should be included in the draft Master Plan. The second joint Elected Member Workshop, which was also held at the City of Burnside on Tuesday, 20 February 2024, sought feedback on the draft Master Plan prior to its release for public consultation and engagement. Feedback from the Workshop has been incorporated, where appropriate, in the revised draft Master Plan, which is contained in **Attachment B**.

- **Community**

The first round of consultation and engagement was held between 17 October 2023 and 25 September 2023 and included a community “drop-in” session, which was held on Monday, 18 September 2023 at the Regal Theatre. The purpose of the first round of consultation and engagement was to seek the ideas and opportunities from the community to help inform the development of the draft Master Plan in the first instance. A copy of the Consultation report outlining the results of the consultation is contained in **Attachment A**.

The second round of consultation and engagement on the draft Master Plan, which is the subject of this Report, will commence at 9.00am on Monday, 8 April 2024 and will conclude at 5.00pm on Friday, 17 May 2024. A drop-in session has been scheduled for Monday, 15 April 2024 from 5.00pm to 7.00pm at the Regal Theatre. This session will provide members of the community with the opportunity to ask questions of staff to assist with any feedback they wish to provide. The dates of the proposed consultation reflect the changes endorsed by the City of Burnside at its Council meeting held on Tuesday, 26 March 2024.

The consultation and engagement portal will be managed by the City of Burnside. The City of Norwood Payneham & St Peters is responsible for the preparation of the consultation and engagement material, which will include; social media assets, bin wraps, footpath decals, posters and an A6 postcard drop to all residential and commercial properties within Kensington, Marryatville and Heathpool within the City of Norwood Payneham & St Peters and Leabrook, Kensington Park and Hazelwood Park within the City of Burnside.

Targeted discussions with the Education Department and Marryatville High School and the owners of the Marryatville Shopping Centre will continue, as some of the proposed changes impact their properties directly.

- **Staff**

A range of staff from across the organisation have contributed to the development of the draft Master Plan, as required.

- **Other Agencies**

The Department for Infrastructure and Transport (DIT) and Power Line Environment Committee (PLEC) have both been consulted regarding the draft Master Plan.

DISCUSSION

The draft Master Plan contained in **Attachment B**, sets out the vision and design framework for the Precinct, as well as identify opportunities for improved greening, landscaping, streetscape work, traffic management, and people movement to support the diverse social, business and cultural heritage of the area.

More specifically, it proposes to create a more vibrant streetscape, introduce traffic calming and parking management, and improve people movement to increase visitation.

Once completed the Master Plan will ensure future development is planned, purposeful and complementary and will provide a basis for scheduling works in a financially sustainable manner and for making future funding applications.

The draft Master Plan presents a series of high-level concept plans for the Precinct, broken up into five (5) sections, namely Maesbury Street to Hackett Terrace, Hackett Terrace to High Street, Marryatville Precinct 1, Marryatville Precinct 2, and Marryatville Precinct 3. The key proposed features include:

- two (2) new synchronised signalised intersections to replace the existing signalised pedestrian crossing between Shipsters Road and Tusmore Avenue, improving the connectivity and safety of the two (2) roads;
- two (2) lanes of east bound traffic reduced to one (1) from High Street onwards (with various right turn lanes incorporated at turning opportunities);
- widened footpaths on the northern side of Kensington Road between High Street, Kensington and May Terrace, Kensington Park;
- numerous areas of landscaping, vegetation and the planting of over 100 additional trees;
- potential for a road surface treatment, mimicking the pavers between Dudley Road, Marryatville and May Terrace, Kensington Park;
- changing of Uxbridge Road, Kensington Park to one-way;
- reducing the speed limit to 40km/h zone between High Street, Kensington and May Terrace, Kensington Park;
- undergrounding of powerlines from west of High Street, Kensington to east of May Terrace, Kensington Park; and
- the opportunity for safety improvements to the pedestrian environment in front of the Marryatville High School through the widening of the footpath to address the recent incidents that have occurred.

Representatives of both Councils have met with representatives from the Marryatville High School to gauge the school's interest in relocating their current fence line to allow for a wider footpath and safety elements to be implemented at the front of the school (along Kensington Road). The school administration and the Department for Education (as the landowner) have both expressed initial support for this proposal. This matter is being tabled at the school's next Governing Council meeting, for further consideration and endorsement.

Representatives of both Councils have also met with the Power Lines Environment Committee (PLEC) to discuss the opportunities for undergrounding powerlines between High Street and May Street. PLEC has indicated that this is possible, however the current waiting period for a project of this nature is approximately 18-24 months from the point of time in which it is approved. Given the length of the undergrounding overlaps both Council boundaries, both Councils will need to endorse the proposal to ensure a more cost-effective outcome. Undergrounding the powerlines will provide additional space for landscaping and tree planting. It should be noted that in respect to undergrounding powerline infrastructure, as this infrastructure is not owned by the Council, the cost associated with undergrounding the powerline infrastructure cannot be capitalised.

OPTIONS

The Council has three (3) options available in respect to progressing this project. The Council can endorse the *Draft Marryatville Precinct Master Plan* as being suitable to release for community consultation and engagement for the period of 40 days as outlined in this report. This is the **recommended** option.

Alternatively, the Council can endorse not to support the *Draft Marryatville Precinct Master Plan* as being suitable for release for community consultation and engagement, or that the Master Plan be altered prior to being released for community consultation and engagement. Neither of these two (2) options are recommended.

Given that the draft Master Plan has been developed based on the comments that have been received through the first round of consultation and engagement, releasing it in its current form will enable both Councils to test the concept with the community and determine whether it reflects their aspirations for the Precinct.

CONCLUSION

Following the community consultation and engagement period, all comments that are received will be considered and any necessary amendments will be made to the draft Master Plan. The final draft Master Plan will then be presented to both Councils at their respective Council meetings. At this stage it is anticipated that the final Master Plan will be presented to the Council at its August 2024 meeting. Proceeding to detailed design and construction of the Master Plan will be subject to future budget approvals, resources and grant funding opportunities by both Councils.

COMMENTS

Whilst Council boundaries do exist for governance purposes, the community does not see these boundaries, which highlights the importance of undertaking an integrated approach to strategic planning in precincts such as Marryatville. Notwithstanding that this Project has been initiated by the City of Burnside and is far more a priority for the City of Burnside than it is for the City of Norwood Payneham & St Peters at this point in time, undertaking a more strategic approach to the master planning of the public realm is logical and will deliver far greater benefits to the communities in both Council areas.

RECOMMENDATION

1. That the *Draft Marryatville Precinct Master Plan* be endorsed as being suitable to release for community consultation and engagement for a period of 40 days commencing on Monday, 8 April 2024 and concluding on Friday, 17 May 2024.
2. That the Chief Executive Officer be authorised to make any minor amendments to the *Draft Marryatville Precinct Master Plan* resulting from consideration of this report and as necessary to finalise the document in a form suitable for release for community consultation and engagement.

Attachments – Item 11.2

Attachment A

Draft Marryatville Precinct Master Plan

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters

Project Report

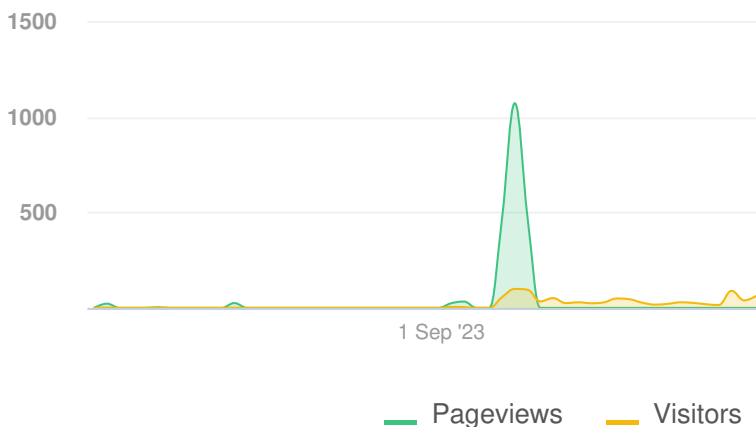
17 October 2011 - 24 September 2023

engage.burnside

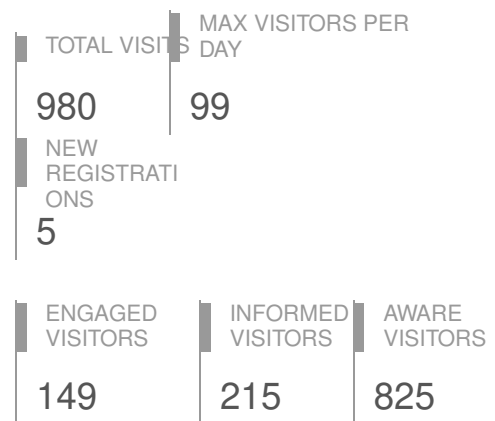
Marryatville Precinct Master Plan



Visitors Summary

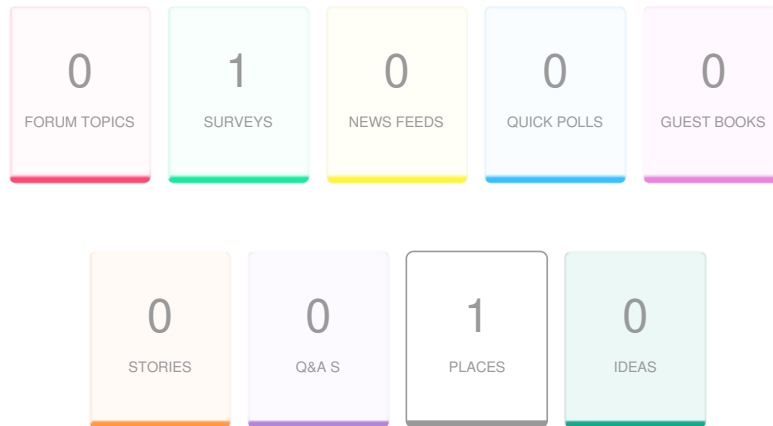


Highlights



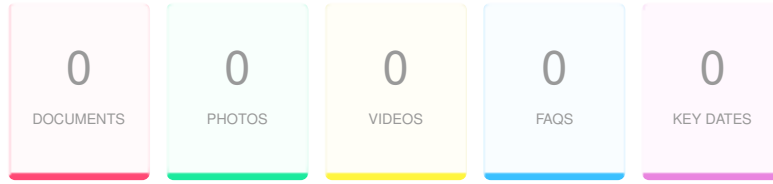
Aware Participants		Engaged Participants		
825		149		
Aware Actions Performed		Engaged Actions Performed		
Participants		Registered	Unverified	Anonymous
Visited a Project or Tool Page	825			
Informed Participants		Contributed on Forums		
215				
Informed Actions Performed		Participated in Surveys		
Participants		4	2	119
Viewed a video	0	Contributed to Newsfeeds		
Viewed a photo	0	0	0	0
Downloaded a document	0	Participated in Quick Polls		
Visited the Key Dates page	6	0	0	0
Visited an FAQ list Page	0	Posted on Guestbooks		
Visited Instagram Page	0	0	0	0
Visited Multiple Project Pages	55	Contributed to Stories		
Contributed to a tool (engaged)	149	0	0	0
		Asked Questions		
		0	0	0
		Placed Pins on Places		
		10	17	0
		Contributed to Ideas		
		0	0	0

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	Drop in your ideas	Archived	50	10	17	0
Survey Tool	Marryatville Precinct Master Plan	Archived	160	4	2	119

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Key Dates	Key Date	6	6

ENGAGEMENT TOOL: PLACE

Drop in your ideas

Visitors 50	Contributors 27	CONTRIBUTIONS 57
2023-09-04 19:50:57 +0930 Amelia0jane	Parking for residence and verge planting, more trees Address: 76 Shipsters Road, Kensington Park South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141382
CATEGORY Other		
2023-09-04 20:10:09 +0930 JR	Need to have lower speed limit on this road and not use it as a through road as it is too busy, improve and beautify nature strips, better street parking or limits except for residents and more street crossings for the school and hotel. Limit the size and weight of trucks using the road. Preserve the heritage of older structures in the area. Address: 76 Shipsters Road, Kensington Park South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141383
CATEGORY Other		
2023-09-04 21:52:25 +0930 AB	Parking along Kensington Road between Dudley Rd and the pedestrian crossing is unsafe. Causes blind spots for both pedestrians and drivers. Address: 241 Kensington Road, Leabrook South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141384
CATEGORY Needs improvement		
2023-09-04 22:05:19 +0930 AB	The Woolworths shopping precinct is in a great location for children and families to gather, eat and relax after school due to the walking distance to many schools in the area. However, it is not inviting due to limited seating and no protection from noise and pollution of the carpark. Address: Noodle Box, 242/248 Kensington Road, Adelaide, South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141385
CATEGORY Other		
2023-09-04 22:13:41 +0930 Todd Alexander	Mixed use residential/ retail. Ground floor retail shopfronts with townhouses above. Address: 306 Kensington Road, Marryatville South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141386
CATEGORY Needs improvement		
2023-09-05 16:55:12 +0930 greaves0711	Can we look at moving the pedestrian crossing to this intersection so that cars and people can cross the road in one intersection Address: 267a Kensington Road, Kensington Park South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141418
CATEGORY Needs improvement		
2023-09-05 19:07:49 +0930 Robert Althoff	Relocate the current pedestrian lights to the corner of Kensington Road and Tusmore Ave Address: 267a Kensington Road, Leabrook South Australia 5068, Australia	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141421
CATEGORY Needs improvement		

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-05 20:57:56 +0930 VB	<p>Parking on the Southern side of Kensington Road between the pedestrian crossing and Dudley Road/turning right into Shipsters Road is dangerous. Vehicles turning right into Shipsters road block the RH land, parked vehicles block the LH lane. Address: 306 Kensington Road, Marryatville South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141423</p>
CATEGORY Parking	
2023-09-05 21:00:56 +0930 VB	<p>Vehicles that park on the eastern side of Dudley Road at the corner of Kensington Road tend to block the intersection - during busy times it's dangerous. Dudley Road is too narrow to allow parking here. Address: 2 Dudley Road, Marryatville South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141424</p>
CATEGORY Parking	
2023-09-05 21:06:15 +0930 VB	<p>Two nearby intersections on Kensington Road have significant safety concerns - Shipsters Road and Tusmore Ave. RH turns in Shipsters Rd (towards the city) and into Tusmore Ave (away from the city) are the primary cause of traffic blocking. Consider traffic lights on a "dog-leg" that incorporates both intersections (as well as pedestrian traffic). Address: 238-240 Kensington Road, Leabrook South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141425</p>
CATEGORY Traffic and roads	
2023-09-05 21:07:25 +0930 VB	<p>The improvements to this small park are lovely and a real attraction for small children. Address: Health On Kensington, Adelaide, South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141426</p>
CATEGORY Love it	
2023-09-05 21:11:44 +0930 VB	<p>Dudley Road is very narrow, so strategies to reduce the through traffic should be implemented. One source of traffic is that which emerges from the Woolworths Petrol station and the adjacent shops (dry cleaners and one other) directly onto Dudley road. Despite signage to the contrary, users of the garage and the adjacent parking area regularly choose to drive down Dudley road. Address: 220 Kensington Road, Marryatville South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141427</p>
CATEGORY Traffic and roads	
2023-09-06 11:22:38 +0930 Bradecrouch	<p>The area between Shipsters Rd and May Tce on the northern side (pub to OTR) is a dangerous area of road. At present vehicles caught behind people turning right from Kensington Rd into Tusmore Ave try to squeeze into what is often just half a lane, due to parked cars. It is a foreseeable accident waiting to happen. Traffic turning left into May Tce to go into the OTR just as Kensington Rd narrows, adds to the danger. Shift the existing pedestrian lights to the Tusmore Ave-Kensington Rd intersection to create a proper turning light which can also be used by pedestrians in all directions, make the inside lane of Kensington Rd heading east a no parking zone (people after the post office can park around the corner). It would be better for pedestrians, businesses, traffic flow including buses, and general safety. Cost of moving lights would be worth it, and while just a handful of parking spots would be lost it would be far safer. Address: 241 Kensington Road, Leabrook South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141429</p>
CATEGORY Needs improvement	

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-06 15:34:04 +0930 Daveatdudley	Dudley road is used as a fast rat run from Kensington road through to Tusmore and vice versa. It's narrow and dangerous. Suggest a 40km limit with real time speed monitoring. Address: 2 Dudley Road, Marryatville South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141433
2023-09-06 20:22:35 +0930 AlexM	This car park chaos and is always congested. Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141435
2023-09-06 20:26:28 +0930 AlexM	There are a lot of school children in this arvo with the different schools in the neighbourhood, it's dangerous crossing the road and the cars are going very fast day and night. Look at reducing the speed limit of the road or reducing the numbers of lanes so it slows cars down. Address: 186 Kensington Road, Kensington South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141436
2023-09-06 20:29:20 +0930 AlexM	This road is very congested during school time with parking and two way traffic, consider strategies to improve the flow and safety Address: 25 Dankel Avenue, Kensington South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141437
2023-09-07 07:07:55 +0930 ED123	I often walk to the supermarket and crossing Shipsters Rd is often scary with cars turning from Kensington to Shipsters either not giving way or having poor lines of sight. Also the pedestrian crossing is poorly designed for wheelchair and bicycles with very narrow ramps and no turning room. This makes the supermarket access completely inaccessible for those who need wheelchairs, walkers or with prams. If the supermarket is worried about losing trolleys, they should enable them with remote devices to lock the wheel like Coles Norwood has. Address: 247-255 Kensington Road, Kensington Park South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141450
2023-09-07 07:10:15 +0930 ED123	I love the trees and gardens here. It provides a great buffer between the quiet street and busy road. I think it even dampens the sound too plus gives great shade when you are walking and relief from the heat of Kensington Rd Address: 113 High Street, Kensington South Australia 5068, Australia
CATEGORY Love it	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141451
2023-09-07 07:15:15 +0930 ED123	Cars parked on Bridge St are often too close to the corner and the slight bend so if you are travelling towards Kensington Rd, you often need to go over the white line to avoid them but risk the oncoming travel turning from Kensington to Bridge Address: 76 Maesbury Street, Kensington South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141452

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-09 09:29:55 +0930	
Taryn S	When you cross road from Woolies side to post office side and look to the right for oncoming traffic your view is blocked by pole. This means you have to stick your head out in to road to see, unsafe. Pole or crossing should be moved. Also are needs to be reviewed for accessibility as no ramp down from shops.
CATEGORY	Address: 261 Kensington Road, Kensington Park South Australia 5068, Australia
Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141618
2023-09-12 08:31:15 +0930	
K Iversen	There is often a lot of congestion before and after school due to the limited space shared by the bus and footpath. There is not a lot of room for busses to pull in and the footpath is quite narrow for the number of students and public using the footpath. The bus shelters in this area also have no rain/shade cover
CATEGORY	Address: 221 Kensington Road, Marryatville South Australia 5068, Australia
Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141993
2023-09-12 08:35:36 +0930	
K Iversen	This is slightly out of the zone but could there be more permit parking or limited timeframe parking in this area as there is a lot of traffic congestion in this street. There are often up to 450 students at one time crossing this road between campuses and it is not safe with the amount of traffic
CATEGORY	Address: 1b The Crescent, Marryatville South Australia 5068, Australia
Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-141994
2023-09-12 11:02:37 +0930	
Sophie W	The footpath here is very narrow and with the bus stop and the very busy road it is a very scary place for children to be walking and standing.
CATEGORY	Address: 146 Kensington Road, Marryatville South Australia 5068, Australia
Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142021
2023-09-12 11:03:56 +0930	
Sophie W	This particular portion of footpath / bridge is very narrow and being so close to the very busy road, it feels dangerous for children. We have to avoid it when walking or riding to school.
CATEGORY	Address: 186 Kensington Road, Kensington South Australia 5068, Australia
Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142022
2023-09-12 11:06:25 +0930	
Sophie W	the native planting at this playground is gorgeous
CATEGORY	Address: 2 Godfrey Terrace, Leabrook South Australia 5068, Australia
Love it	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142023
2023-09-12 11:08:14 +0930	
Sophie W	there should be a ramp here for bikes and strollers to be able to walk into the shops
CATEGORY	Address: 242-246 Kensington Road, Leabrook South Australia 5068, Australia
Cycling	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142024

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-12 11:09:50 +0930 Sophie W	would be amazing to have a fruit and veg store at these shops! Address: Woolworths, 244-246 Kensington Road, Adelaide, South Australia 5068, Australia
CATEGORY Shopping area	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142025
2023-09-12 11:10:41 +0930 Sophie W	could these lights change faster for walkers? Address: 247-255 Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142026
2023-09-12 11:13:31 +0930 Sophie W	crossing the road here, as a walker, is very hard to do. Could there be a bigger island? Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Walking	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142027
2023-09-12 11:15:04 +0930 Sophie W	is it possible to see a high-quality cafe in this area? would pull folks to hang out in this beautiful planted zone more. Address: Health On Kensington, Adelaide, South Australia 5068, Australia
CATEGORY Shopping area	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142028
2023-09-12 11:15:45 +0930 Sophie W	this footpath is very narrow and aside a very busy road. Make walking with school children nerve-racking. Address: 306 Kensington Road, Marryatville South Australia 5068, Australia
CATEGORY Walking	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142030
2023-09-12 14:24:13 +0930 Katy	Needs a ramp for prams and wheelchair opposite the pedestrian crossing so it's easy to go to the supermarket Address: 242-246 Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142067
2023-09-12 14:25:32 +0930 Katy	Consider 1 way parking lot as the roads here are very narrow. Address: Noodle Box, 242/248 Kensington Road, Adelaide, South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142068

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-12 14:27:12 +0930 Katy	Sharp corner here difficult to navigate during peak hour Address: 76 Maesbury Street, Kensington South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142070
2023-09-12 14:28:41 +0930 Katy	Provide more fencing as the grassed area is so close to the busy road. Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Other	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142071
2023-09-12 14:29:22 +0930 Katy	Subsidise shopfront rents here, there are so many empty shops around here at the moment. Address: 222 Kensington Road, Marryatville South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142072
2023-09-12 14:30:30 +0930 Katy	Super narrow footpath in places along here, pedestrians are very close to traffic. Address: 221 Kensington Road, Kensington South Australia 5068, Australia
CATEGORY Walking	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142073
2023-09-12 15:33:26 +0930 Guy Standen	As part of the draft masterplan, I would like to suggest sorting out the messy traffic situation. I think the current pedestrian lights should be scrapped. They should be replaced by traffic and pedestrian lights at the intersection of Shipsters Rd and Kensington Rd, and at the intersection of Tusmore Ave and Kensington Rd. The two sets of lights should be synced to aid traffic movement at busy times, particularly at school drop off and pick up time. Thought should also be given to improving clearways through the area, and exploring possibilities of removing road parking, and improving parking elsewhere in the precinct. Better traffic management, and improvements such as sound reduction initiatives and tree planting could be used to improve the amenity of the shopping strip, hopefully aiding in attracting cafes and restaurants. Address: 247-255 Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142079
2023-09-15 15:21:31 +0930 Gem1234	Cars turning right onto Tusmore Avenue with cars parked in the left lane on Kensington is a nightmare. People switching lanes and can cause a safety risk. Very very congested at peak times Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142268

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-15 15:22:27 +0930 Gem1234	So many schools in the area. it would be great to cater to that market better Address: 306 Kensington Road, Marryatville South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142269
2023-09-19 14:36:03 +0930 SusanRH	Pedestrian crossing needs improving - unsafe crossing Address: 238-240 Kensington Road, Marryatville South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142432
2023-09-19 14:38:15 +0930 SusanRH	great idea - cafe of the park Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Shopping area	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142433
2023-09-19 14:39:20 +0930 SusanRH	beautiful park area - it would be better if it had a fence all the way around Address: 250 Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Love it	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142434
2023-09-19 14:41:10 +0930 SusanRH	would be great to brick pave the road and make it more like Magill Rd new upgrade Address: 267a Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142435
2023-09-21 15:31:22 +0930 KLQ	would love a cafe in the park - maybe a caravan? Address: Health On Kensington, Adelaide, South Australia 5068, Australia
CATEGORY Other	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142598
2023-09-22 13:59:49 +0930 bbriscoe	This is a dangerous congestion traffic problem as cars are always parked directly after the traffic lights and two cars cannot pass when travelling both east and west. Maybe the car parks could be removed as there is ample parking across the road and behind the post office.
CATEGORY Traffic and roads	Address: 247-255 Kensington Road, Leabrook South Australia 5068, Australia http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142610

ENGAGEMENT TOOL: PLACE

Drop in your ideas

2023-09-22 15:07:57 +0930 CNettle	Install traffic lights on the corner of Tusmore Ave Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142611
2023-09-22 20:29:59 +0930 Amy T	This intersection can be so tricky and busy. I always try to avoid it. Especially with the pedestrian lights so close I think people get confused and it's dangerous Address: 2 Dudley Road, Marryatville South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142621
2023-09-23 09:48:19 +0930 DOC	Remove parking on Kensington Road from the Caltex to the OTR. Move the lights to Tusmore Avenue Address: 238-240 Kensington Road, Leabrook South Australia 5068, Australia
CATEGORY Needs improvement	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142641
2023-09-23 10:24:21 +0930 Paul Oppermann	Add traffic lights with a pedestrian crossing to replace the current one Address: 11-19 Tusmore Avenue, Leabrook South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142642
2023-09-23 10:26:30 +0930 Paul Oppermann	Remove parking Address: 238-240 Kensington Road, Marryatville South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142643
2023-09-23 10:28:24 +0930 Paul Oppermann	Remove parking Address: 261 Kensington Road, Kensington Park South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142644
2023-09-23 10:32:10 +0930 Paul Oppermann	No right turn from Kensington Rd Address: 2 Dudley Road, Marryatville South Australia 5068, Australia
CATEGORY Traffic and roads	http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142645

ENGAGEMENT TOOL: PLACE

Drop in your ideas

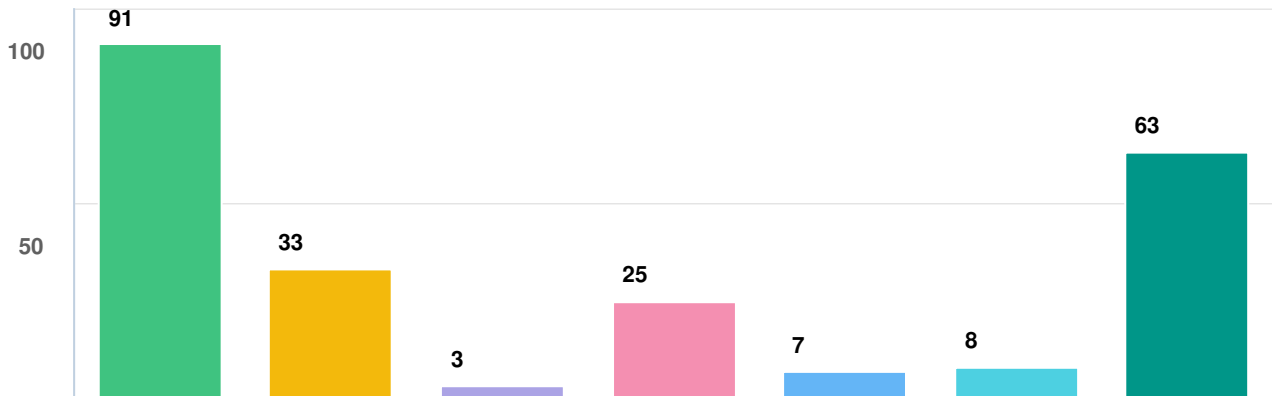
<p>2023-09-23 22:46:42 +0930</p> <p>YesDinosaurs</p> <p>CATEGORY</p> <p>Traffic and roads</p>	<p>The Woolworths side of Kensington Road should ban parking, at any time of day, between Tusmore Ave and Clapton Road. Cars travelling down Kensington Road are always turning right into Shipsters Road, which causes drivers in to switch lanes to move around them — but they end up effectively swerving immediately after passing them because of parked cars on the Woolies side of Kensington Rd. It always feels dangerous and I bet if you measured accidents there you'd find a bunch. It also causes backups past the Kensington/Tusmore intersection — which is already challenging because of the traffic heading into the woolies car park.</p> <p>Address: 306 Kensington Road, Kensington South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142657</p>
<p>2023-09-24 06:43:55 +0930</p> <p>Glenys Haensel</p> <p>CATEGORY</p> <p>Traffic and roads</p>	<p>Dangerous intersection for pedestrians - cars enter from Kensington Rd at speed, without checking for anyone who might be in the process of crossing the road. There is visibility obstruction by the verandah pillars of the hotel, adding to this danger.</p> <p>Address: 84 Shipsters Road, Kensington South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142658</p>
<p>2023-09-24 19:37:18 +0930</p> <p>Mc</p> <p>CATEGORY</p> <p>Traffic and roads</p>	<p>The intersection and the strip through this area isn't safe. Often cars are parked on the road in front the post office therefore restricting traffic and causing issues. This is further more impacted when traffic is turning right into the street to access the shopping centre.</p> <p>Address: 238-240 Kensington Road, Leabrook South Australia 5068, Australia</p> <p>http://engage.burnside.sa.gov.au/marryatville-precinct-master-plan/maps/drop-in-your-ideas?reporting=true#marker-142666</p>

ENGAGEMENT TOOL: SURVEY TOOL

Marryatville Precinct Master Plan

Visitors **160**Contributors **125**CONTRIBUTIONS **132**

Which best describes you? Select all relevant answers



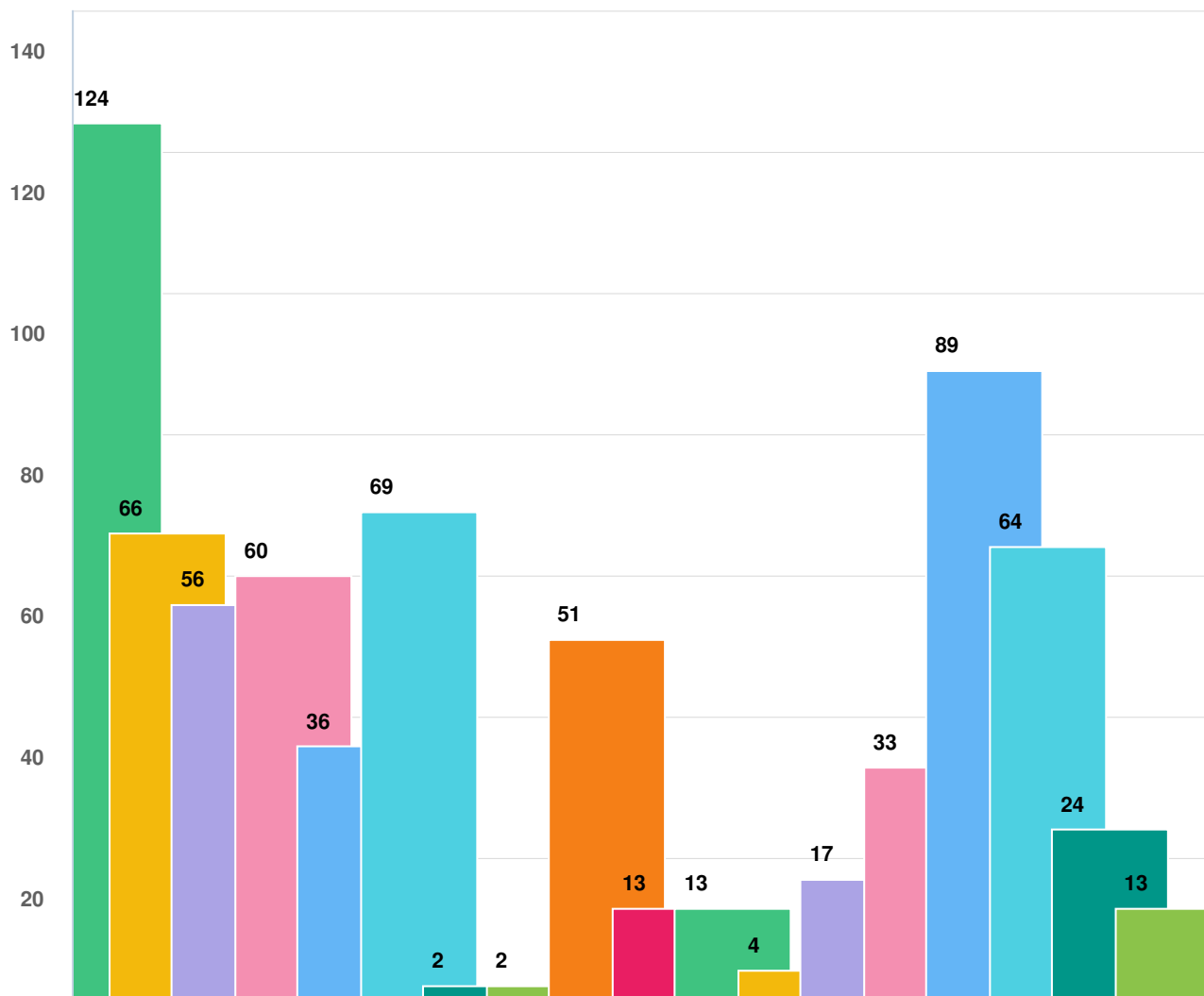
Question options

- Local resident of Leabrook, Marryatville, Kensington or Kensington Park
- A resident of a nearby suburb
- Own a business in the precinct
- Travel through the precinct to another destination
- Work in the precinct
- I go to school in the precinct or nearby
- I shop in the precinct

Optional question (129 response(s), 3 skipped)

Question type: Checkbox Question

Why do you visit the precinct? Select all relevant answers



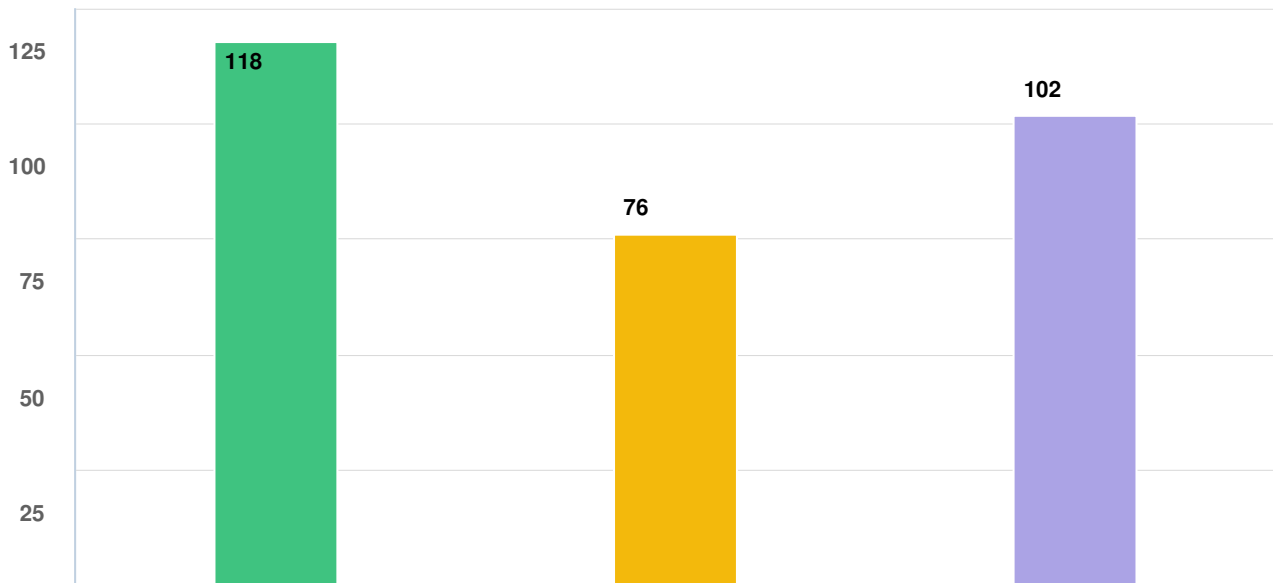
Question options

- Shop in the supermarket
- Visit the precinct to go to the Regal Theatre
- Visit to use the park and playground
- Visit to go to the Hotel
- Catch up with friends
- To visit a café, restaurant or wine bar
- I park in the area to catch a bus to work or school
- I don't have much to do with the precinct
- For health, dental or allied health services
- To use the car park
- Shop in boutique
- Go to church
- To use the oval
- Go to school or take my children to school
- To use the post office
- To visit a service station
- For beauty and hairdressing services
- Other (please specify)

Optional question (130 response(s), 2 skipped)

Question type: Checkbox Question

When do you visit?



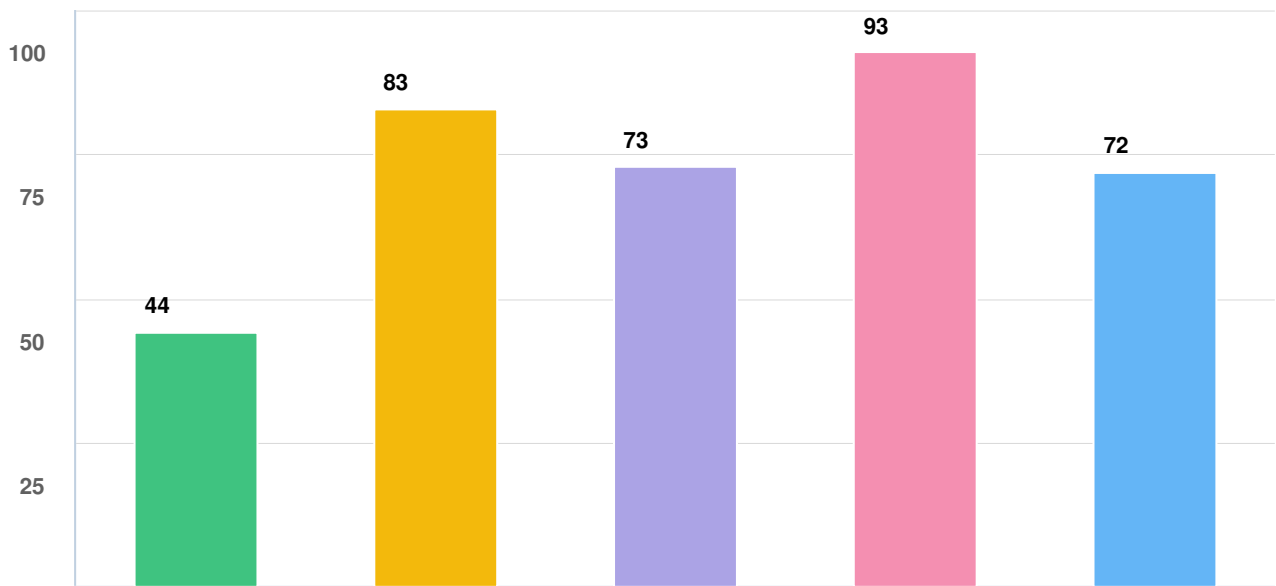
Question options

Weekday Week night Weekend

Optional question (128 response(s), 4 skipped)

Question type: Checkbox Question

What time of day do you visit?



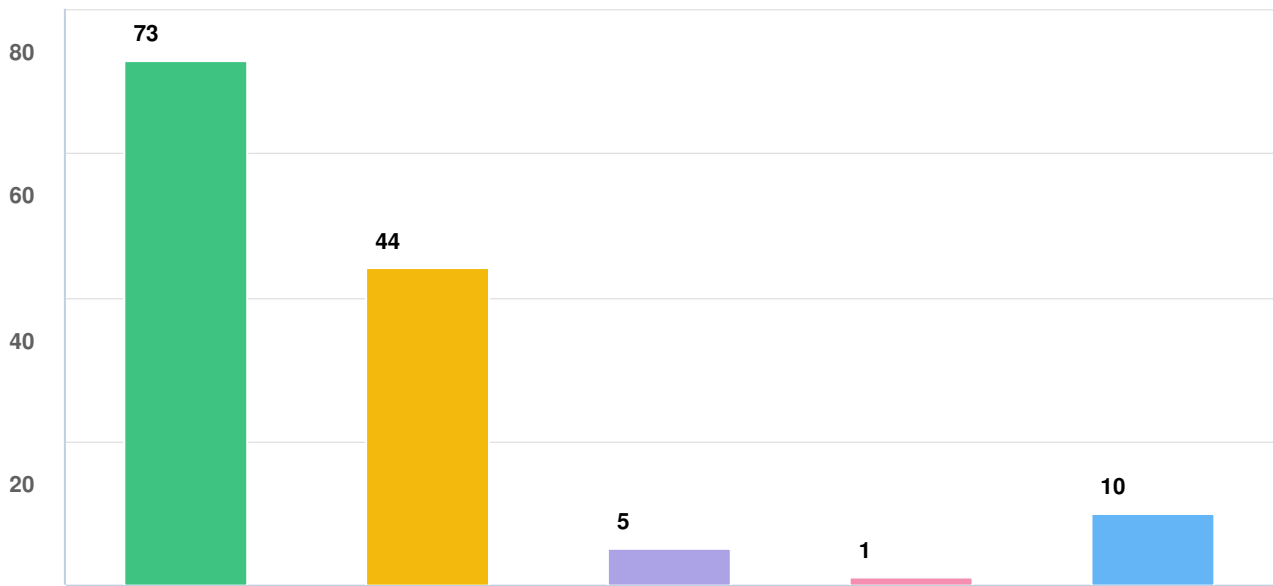
Question options

Before 9 am 9 am to midday Midday to 3 pm 3 pm - 6 pm After 6 pm

Optional question (126 response(s), 6 skipped)

Question type: Checkbox Question

How often do you visit?



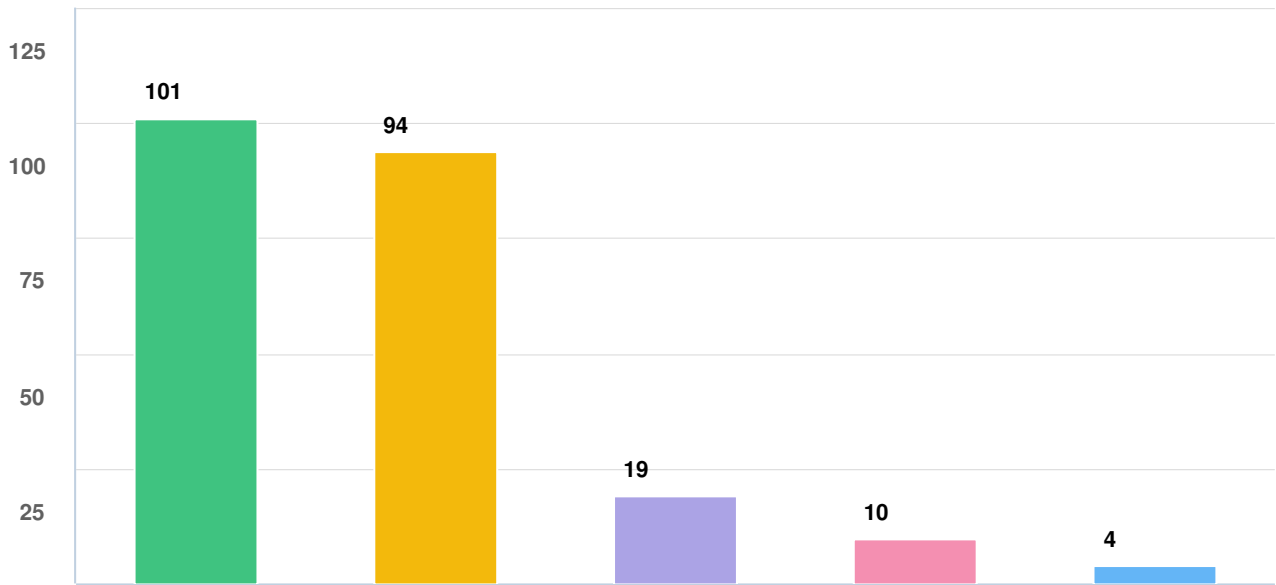
Question options

Daily Weekly Monthly Yearly Other (please specify)

Optional question (127 response(s), 5 skipped)

Question type: Checkbox Question

How do you currently access the precinct? Select all relevant answers



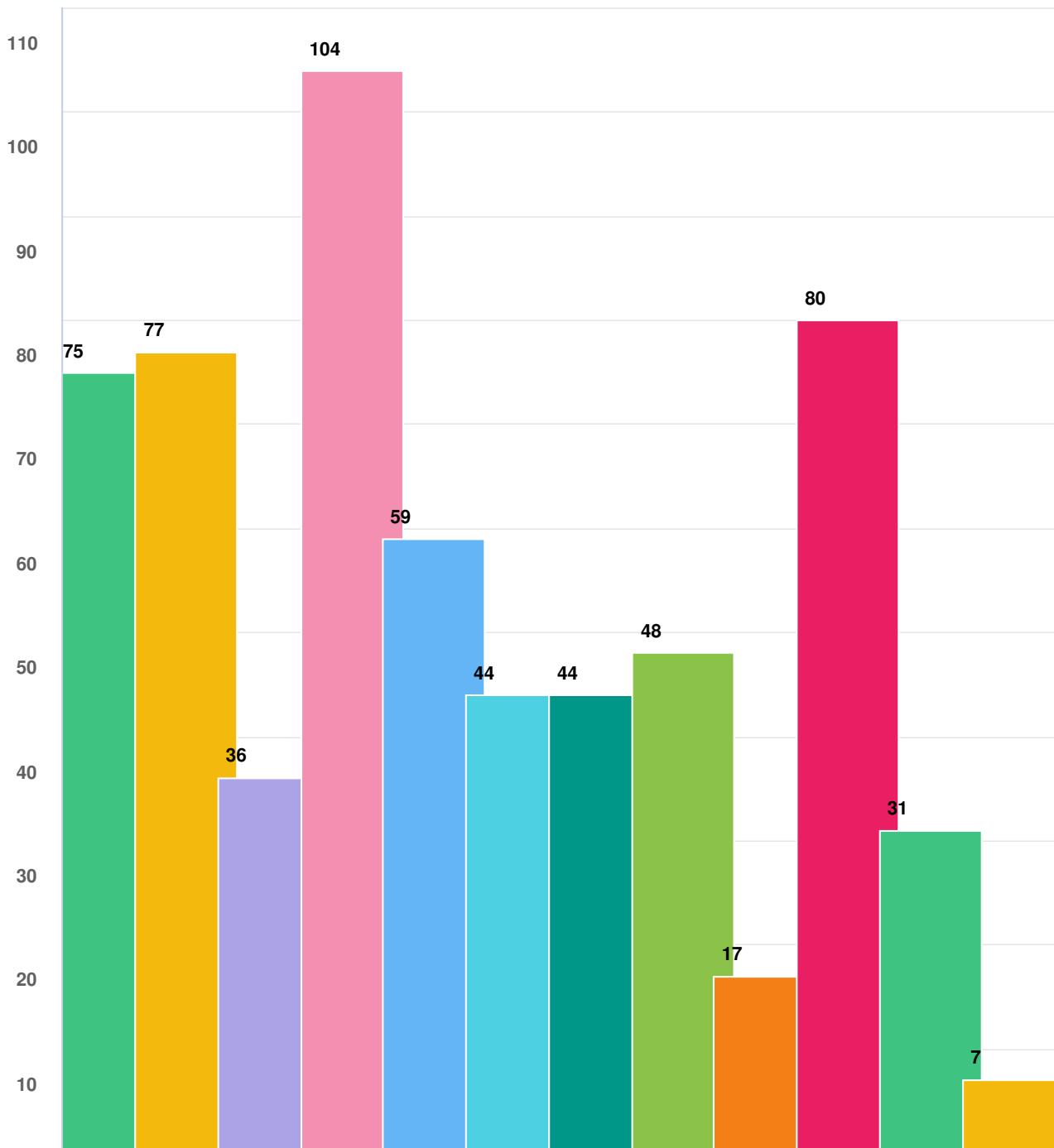
Question options

- Drive
- Walk
- Cycle
- Public transport
- Other (please specify)

Optional question (124 response(s), 8 skipped)

Question type: Checkbox Question

What do you enjoy, appreciate or value about the precinct? Select all relevant answers



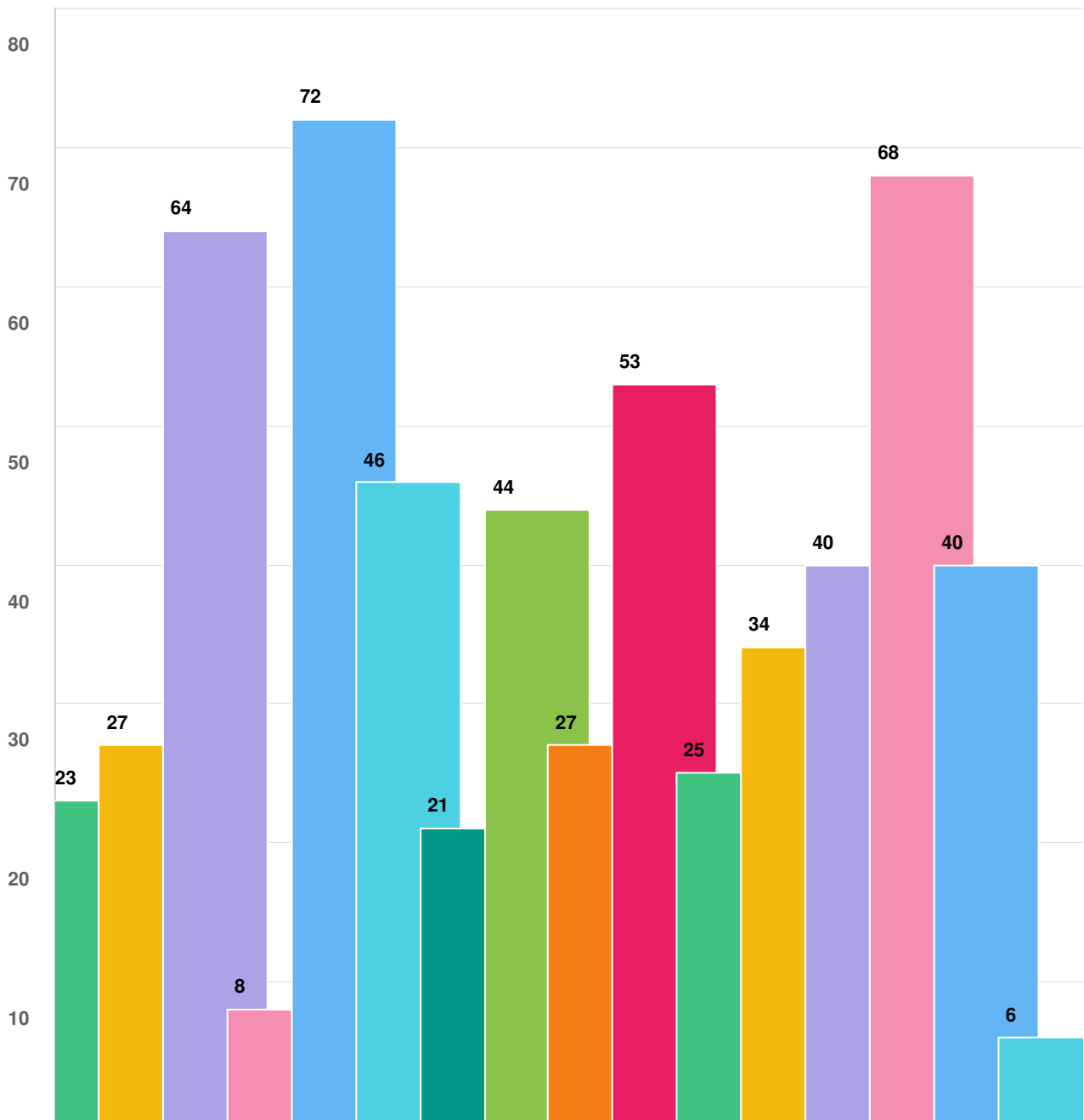
Question options

- Park (amenities, playground, flora and fauna)
 ● Regal Theatre and facilities
● Available car parks
● Shopping
- Street trees
 ● Streetscape
● Cafes
● Hotel
● Street furniture (rubbish bins, bike racks, bus stops)
- Convenience
 ● Atmosphere
● Other (please specify)

Optional question (123 response(s), 9 skipped)

Question type: Checkbox Question

Which elements of the precinct do you think should be priorities for improvement?



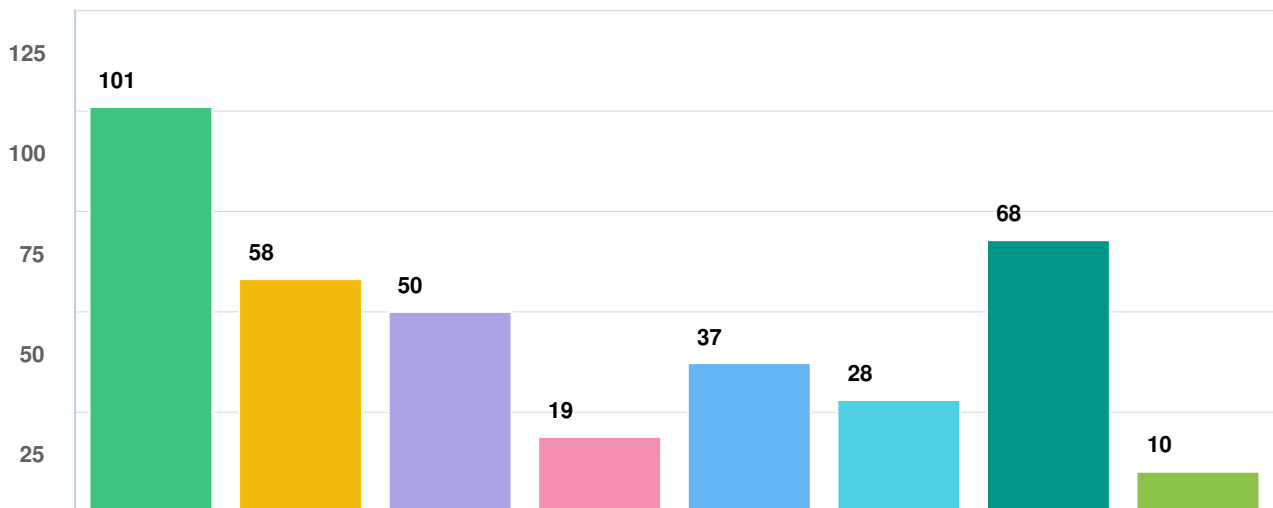
Question options

- Activation of the precinct with events ● Bike links ● Pedestrian access and crossings ● Access to public transport
- Landscape and street trees ● Future car parking needs ● Street lighting ● Footpaths and kerbs
- Street furniture like bins, seating, bike racks ● Traffic lights on Kensington Road ● Access for all abilities
- Undergrounding power lines ● Public art ● General safety (pedestrians) ● General safety (road users)
- Other (please specify)

Optional question (121 response(s), 11 skipped)

Question type: Checkbox Question

For me, the Precinct is ...

**Question options**

- A place to shop
- A community asset
- A place with a park and playground
- A place to attend events
- A place to meet my friends
- A location that I pass through on the way to another destination
- Where I live
- Other (please specify)

Optional question (121 response(s), 11 skipped)

Question type: Checkbox Question

place for
kids to
gather

- more stuff for older
kids

~~table tennis table~~
table tennis table
basketball & netball ^{half} court
constable
Hyde park

walking trail
through school
(existing)

make it safer
+ more fun
for children
who are learning to
ride, trying to
ride to school

make an
enjoyable place
to be after school

make our
council area
a place that
is walkable
where you see
your neighbours
at school pick up
(at the square)

Green up-

vines/creepers
on existing verandahs

more shade in park

More greenery

more greenery

-more colour/green

NEED MORE
STREET TREES -
TO MAKE AREA
COOLER!

keep the
street
trees!

Provide a rubbish
bin near picnic table
at north end of
Constable Hyde Plce

trash just
blows in
the wind

3 Bus stops on
Kensington Rd
between The school
and Partrushd.
Consolidate at
the church.

- Tuisman, traffic, speed - lights as an option - get better results
- 1 1/2 lanes becomes 1 lane
- traffic is the key issue
- need to stop the parking on Kensington Rd.
- shipsters is also an issue - traffic
- quarry trucks using Kensington Rd. - road narrow

Additional
car parking

Stop the parking outside
the post office

Investigate
car parking
deck behind
Regel Theatre

more parking (potential)
on tusmore

Village
Square!
families meet
families!

Mainstreet
activation -
so many vacant
shops.

Incentive landlords
to upgrade tenancies
restaurants, cafes et

Improved urban
design, visual
aesthetics -
better paving,
landscaping, lighting
better walking
linkages

Similar to
Magill Rd
precinct would
be great
Shops on north side
of Kensington Rd
are cut off ~~front~~
Traffic lights Tusmore/
Kensington Rd would be good.

48 Flavours?

Ice ~~cream~~ Cream Shop

McDonalds

pasta delis etc
for picking
up 'dinner
for tonight'

fruit +
veg
shop please!



nice coffee
shop please!

Better Retail
Mix -
area adjacent
~~Hula Hoop~~ and
Manly Hotel opposite
needs improvement

Shopping
center ~~is~~
is not
optimized for
bikes, prams
& walkers

shops are
clowdy +
run down

Woolworths Carpark -
No way to get into the
shopping centre with a
pusher / bike / wheelchair

Cars coming out of car parks mean constant flow of cars, very hard to cross

Regarding Tusmore Avenue pedestrian crossing, cars going south tend to speed excessively & noisily south of the ped. crossing. Move the 50 sign further south and install a speed camera.

- NO R Hand Turn from Dudley Rd during peak period
- Block off D Road at Kensie Rd.
- No parking at any time on Kensie Rd from before service station to after service station
- 40K on D Rd.

+ no reduce car traffic by improving for bikes + walking (pushes, prams)

No parking on Kensington Rd between May Tce and Clapton Rd

dangerous (late) drives at drop off + faster pick up times

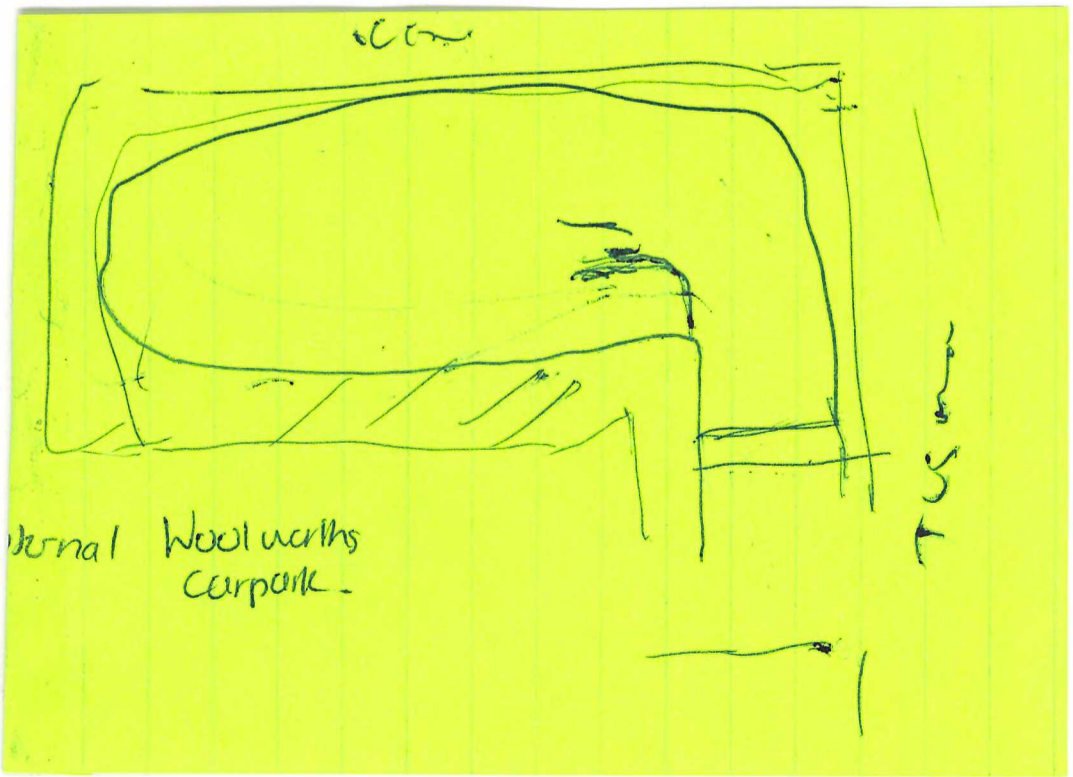
lower speed limit on Kensie Rd

Additional traffic lights at Shiptons Rd + Tusmore Ave to coordinate

Move ^{Kens. Rd} pedestrian crossing + traffic lights to the T junction of Kens. Rd + Tusmore Ave.

Coordinate traffic from Shiptons Rd and Tusmore Ave and pedestrian crossing? Move traffic lights to Shiptons Rd.

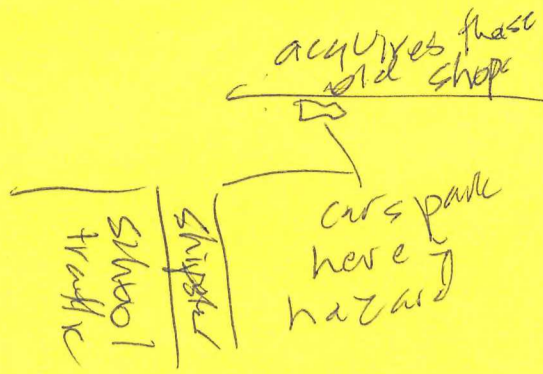
Woolworths single exit needs another exit onto Dudley Rd + traffic needs to go out to Kensie Rd. Block Dudley



Tusmore Intersection

move traffic lights
to Tusmore corner
for both walkers
& traffic

Acquire



cut down on
amount of through
traffic on Dudley Rd.
? block Dudley Rd
off at Kensington Rd

Intersection safety
concerns - recommend
removing 2 parks
adjacent intersection

40km should be
extended down
Tusmore Avenue

- bus stop at ↗
high school
super narrow
+ crowded,
unsafe to walk
past

Lights at Tusmore
Avenue

Raised
sidewalk xing
across Shiptons,
Tusmore & side
streets.

pedestrian access/
interface with
Woolworths car park

Pedestrian lights
on Kensington Rd
~~east~~ west of Tusmore
Ave, is dangerous
with cars going through
a red light, not
having clear vision
& too close to the
corner.

We ~~are~~ shop at
Woolies centre
and never cross
Kensington Rd to the
P.O. or other shops as
pedestrian lights ~~are~~
are dangerous, cars
going through red light.

(wider)
add sloped
on ramp to
pedestrian crossing
(+ make crossing
quick change)

↗
super unsafe
narrow
section
of footpath
at kens
road (impossible to
walk w/ kids
there)

- additional ped
crossings

red & white
strips for pedestrian
crossing opp.
Woolies

Bad sun glare
at evening time for
cars travelling
west

too narrow
foot paths
all along
kens road

Attachment B

Draft Marryatville Precinct Master Plan

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



Draft Marryatville Precinct Master Plan

Prepared for:
City of Burnside, and City of Norwood,
Payneham & St Peters by JPE Design Studio



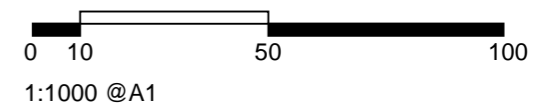
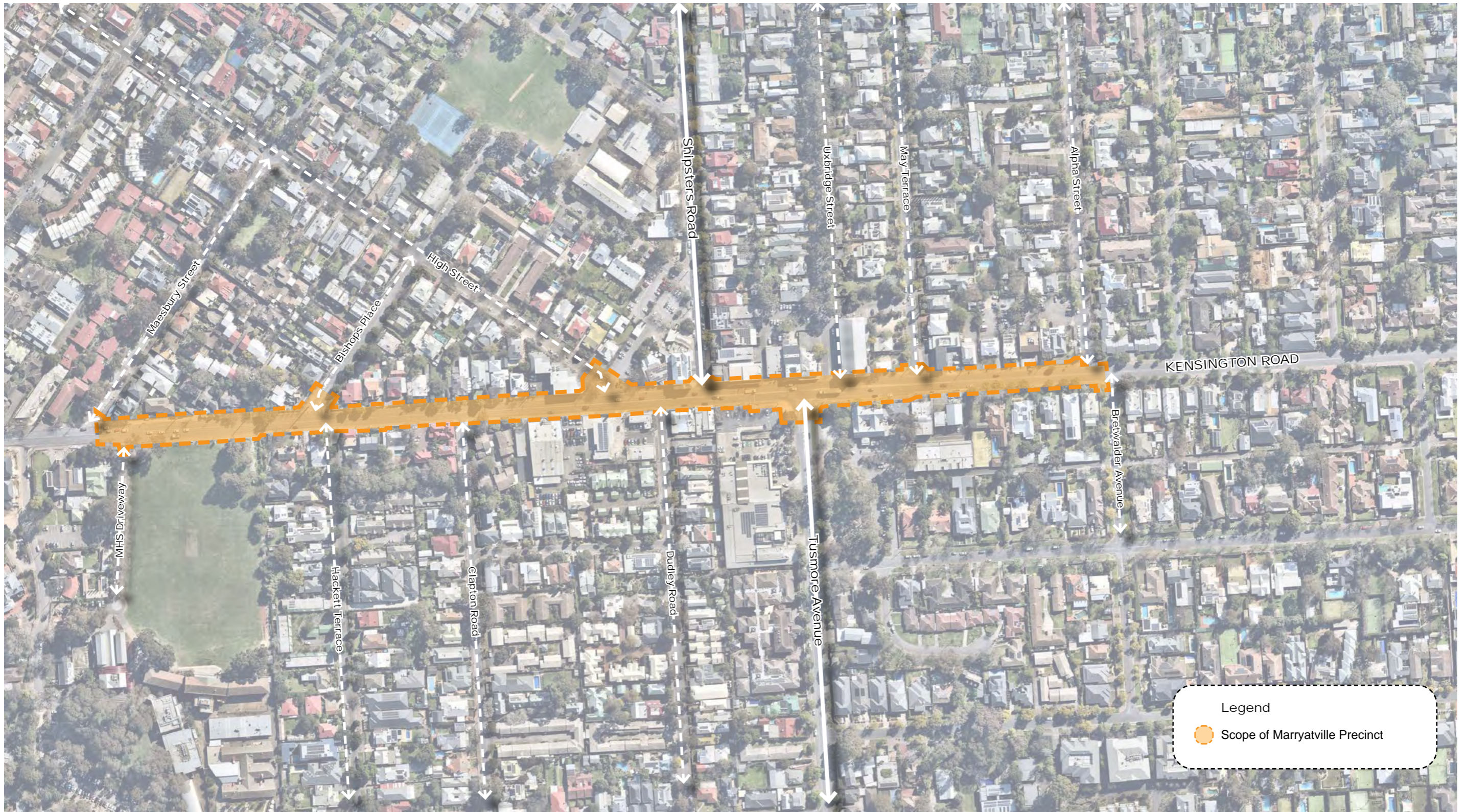
City of
**Norwood
Payneham
& St Peters**



01

Project Context

Draft Master Plan Boundary



Project Background

The Marryatville precinct is centred on the area along Kensington Road from Alpha Street (to the east) to Marryatville High School (to the west). Within this precinct, Kensington Road is well-known for its commercial (hospitality and retail) offering all within walking distance of local residences.

The draft Marryatville Precinct master plan seeks to create a sense of place, enhancing the commercial and heritage aspects of Kensington Road, with a connected, welcoming, and safer transport outcome. Key to its success is the provision of clear project drivers, context specific visions and a design framework to test future development and activation of the Marryatville precinct. The draft master plan is strategic, evidenced-based and incorporates community feedback, current and future demographics, and emerging trends and community needs.

Draft Master Plan Objectives

The draft Master Plan seeks to create an attractive destination that is physically and socially connected, vibrant, safe and creates an environment that is welcoming, enjoyable and, with improved connections for people, easy to walk and cycle around.

1 High quality public infrastructure to encourage shopping & dining

Support and bolster quality public infrastructure that will encourage people (visitors and locals) to shop and dine locally.

2 Accessible spaces for socialising, relaxing, health, and well-being

Create a destination that better supports community health and well-being, with spaces for socialising and relaxing that are accessible for people of all ages, abilities and backgrounds.

3 A vibrant & exciting destination to help build economic prosperity

Transform Kensington Road into a vibrant and exciting destination that will help build economic prosperity - attracting new businesses, visitors and contributing to growth within Marryatville while minimising the effects of precinct activities on local residents (parking, traffic, noise etc)

4 A centre-based precinct, capable of uplift

Build on the City of Burnside's City Master Plan Connecting People to Places identifying Kensington Road as a Centre-Based Precinct, capable of uplift.

5 A unique sense of identity that celebrates the history of the area

Create a unique sense of identity that responds to the culture, lifestyle and history of Marryatville Precinct. Celebrate the history of place and create a sense of pride for local residents and businesses.

6 Promote safety and inclusive connectivity

Promote safety and more inclusive connectivity through Kensington Road and to the surrounding precinct. Understand how pedestrians, cyclists and vehicles will utilise the precinct during day and night, both in peak and off-peak seasons (including during event operations and school hours).

7 Incorporate sustainability principles

Incorporate sustainability principles to build resilience to climate change through the embedment of sustainable materials and green infrastructure, and a commitment to increasing overall tree canopy coverage throughout the precinct.

8 Imbue a genuine, site-specific response

Imbue a genuine and site-specific response to Kensington Road and the wider precinct which responds to the historical context of the site, yet allows the streetscape to prosper into the future as a vibrant public forum and economic platform.

9 Investigate opportunities for WSUD

Investigate opportunities for WSUD as part of the project, to become a key driver for change outlined in the Master Plan. WSUD opportunities include but are not limited to passive rainwater irrigation system, stormwater retention and detention.

10 Collaborate with service providers

Collaborate with service providers to identify any requirement to upgrade their infrastructure, which may provide an opportunity to work with them to identify a location for their new service which may preserve space for Council use (eg. greening).

11 Improve pedestrian crossing facilities

Investigate means to improve pedestrian crossing facilities including maximising pedestrian crossing points to improve safety, in addition to crossing points on key strategic desire lines for people riding bikes, and ensure accessibility for people of all ages and abilities.

12 Determine opportunities for art integration & cultural interpretation

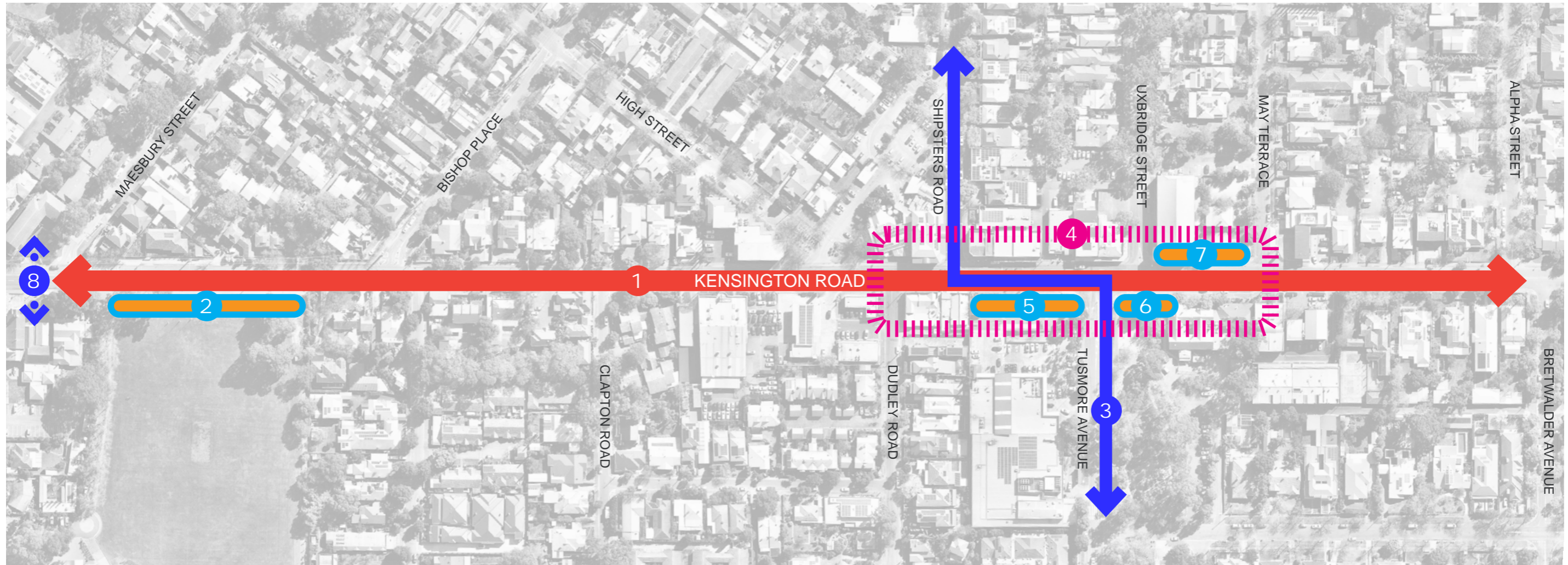
Determine opportunities for art integration as well as cultural interpretation within the design outcomes.



02

Site Analysis

Key Issues + Opportunities



- 1** DIT owned road:

 - Narrow road reserve trying to cater for through traffic, local traffic, parked cars, buses and pedestrians
 - Conflicts between these users creates safety issues
 - Narrow lanes and footpaths
 - Narrow footpaths create unpleasant and unsafe experience for pedestrians and limit opportunities for trees resulting in a lack of shade
 - Cycling feels extremely unsafe
 - Improvements limited by what DIT will approve
- 2** Opportunity to expand public realm into school (dependent on negotiations with school / DfE) and create wider footpaths with large trees and seating.

3 Shipsters and Tusmore acts as key north-south link creating vehicle congestion and safety issues.

4 Major opportunity area including through signalised intersections, extending single lane to expand public realm and landscaping opportunities, and reinforcing the Marrayville precinct.

5 Opportunity to improve interface with Woolworths car park.
- 6** Opportunity to improve interface and link with Constable Hyde Park.

7 Opportunity to improve interface and link in with Regal Theatre precinct and Master Plan.

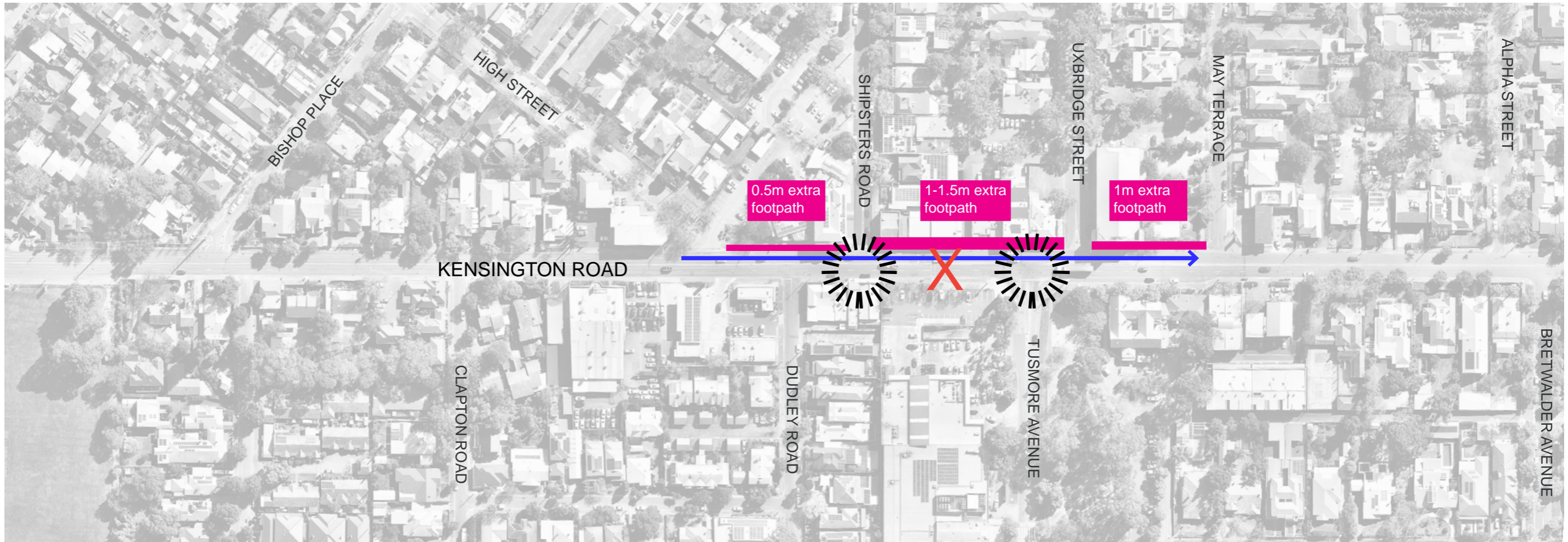
8 Opportunity for new pedestrian crossing near The Crescent or additional targeted safety upgrades around bus stops (noting existing DIT upgrades associated with existing pedestrian crossing). This has not been investigated at this stage as it is out of scope.






03

Draft Master Plan

Key road configuration changes



-  New signalised intersections
-  Existing signalised pedestrian crossing removed
-  Additional area of footpath
-  2 lanes of traffic reduced to 1 (east bound)

Alignment of Key Features to Master Plan Objectives

Master Plan Objectives	Master Plan Features
<p>Improved Movement, Safety, Accessibility & Parking</p> <ul style="list-style-type: none"> Improved, safer streetscape for pedestrians, cyclists and cars (1). Improve pedestrian facilities and connections. Explore solutions to parking congestion in neighbouring streets. Accessible for all ages, abilities and backgrounds. 	<ul style="list-style-type: none"> Changes in road lane configurations to improve traffic flow and safety. Replacement of existing pedestrian crossing with two new sets of synchronised traffic lights. Widened footpaths where possible in precinct heart and in front of Marrayatville High School to improve pedestrian safety and amenity. More connected precinct with easier crossing of Kensington Road to encourage greater use of existing off-street parking and less reliance on on-street parking in neighbouring streets. Additional six on-street car parks on Uxbridge Road directly adjacent the Regal Theatre. Overall reduction of 11 on-street car parks to create safer roads, improved traffic flow, wider footpaths, improved pedestrian crossings, and allow for more trees and improved landscaping (2). 40 km/h zone through precinct heart accompanied by a change in road pavement surface. One-way only entrance to Uxbridge Road to calm side street traffic and accommodate additional on-street parking adjacent Regal Theatre. Proposed pedestrian ramp entry to Woolworths shopping centre from Kensington Road.
<p>Enhanced Character, Placemaking & Heritage</p> <ul style="list-style-type: none"> Cohesive urban character. Art integration and cultural interpretation. Complement and enhance State and Local Heritage Listed sites. 	<ul style="list-style-type: none"> Consistent and revived streetscapes and landscaping, street furniture, and greenery. New public realm area adjacent Regal Theatre provides opportunities for seating, landscaping and public art. Integrated with Regal Theatre master plan. Wider footpath in front of Regal Theatre.
<p>Economic Prosperity</p> <ul style="list-style-type: none"> Prosperous and vibrant mixed use. Minimising the effects on local residents (parking, traffic, noise). 	<ul style="list-style-type: none"> Increase in footpath width outside Marrayatville Hotel and shops on northern side of Kensington Road with opportunities for outdoor dining and activation. Traffic changes to improve safety, including one-way street entries and lower speed limit in precinct heart. Improved precinct connectivity to allow greater use of off-street parking and encourage people to explore the precinct.
<p>Improved Open Space, Sustainability & Trees</p> <ul style="list-style-type: none"> Incorporate sustainability principles and WSUD. Opportunities for more trees. Improved landscape amenity. Increase usable open space through additional greening. 	<ul style="list-style-type: none"> Additional 100+ trees, including large feature trees in central median. Additional low-level landscaping on central median strip and sections of footpath. Opportunities for WSUD elements as part of detailed design. Wider footpaths with landscaping. Possible integration of portion of Woolworths carpark into streetscape with additional plantings.
<p>Public & Services Infrastructure</p> <ul style="list-style-type: none"> Public infrastructure to encourage people to shop and dine locally. Collaborate with service providers to identify opportunities to upgrade infrastructure. 	<ul style="list-style-type: none"> Seating opportunities on wider footpaths. Investigating undergrounding of powerlines.

Notes:

- The Master Plan does not propose new bike lanes for Kensington Road due to the already limited road and footpath widths. However, the City of Burnside is currently developing a Bicycle Network Plan which will ensure that there are routes nearby to cater for cyclists. The lower speed limit along a section of Kensington Road, combined with the two sets of traffic lights, is also expected to create a safer environment for cyclists.
- While the Master Plan proposes an overall reduction of 11 on-street car parks, there is a large number of existing off-street car parks within the precinct, including Council car parks at Constable Hyde Memorial Garden, Regal Theatre and Uxbridge Street. There are also a large number of off-street car parks attached to businesses, including the Marrayatville shopping centre (almost 200 spaces), the Marrayatville Hotel, and the smaller businesses. Making it easier and more pleasant for people to move around the precinct and cross Kensington Road will reduce the reliance on on-street parking.

Concept Plan: Maesbury Street to Hackett Terrace

MAESBURY STREET

BISHOP PLACE

KENSINGTON ROAD

ST MATTHEW'S CHURCH




MARRYATVILLE HIGH SCHOOL

HACKETT TERRACE

1 Opportunity to utilise school land to widen footpath and create more space for pedestrians, plant large shade trees, and integrate seating and public art (subject to discussion with Department for Education).

2 Opportunity for small trees (dependent on underground services)

LEGEND:

- Existing kerb 
- Existing tree 
- New tree 



1:1000 @ A3



Concept Plan: Hackett Terrace to High Street



BISHOP PLACE




HIGH STREET

KENSINGTON ROAD

HACKETT TERRACE

- 1 Opportunity for new node with medium trees, seating next to existing bus stop
- 2 Opportunity for small trees (dependent on underground services)
- 3 2 east bound vehicle lanes transitions to 1
- 4 Village heart gateway with change in pavement material and feature landscaping. Start of 40km/h zone.
- 5 New landscaped median strip with large feature trees

LEGEND:

- Existing kerb 
- Existing tree 
- New tree 



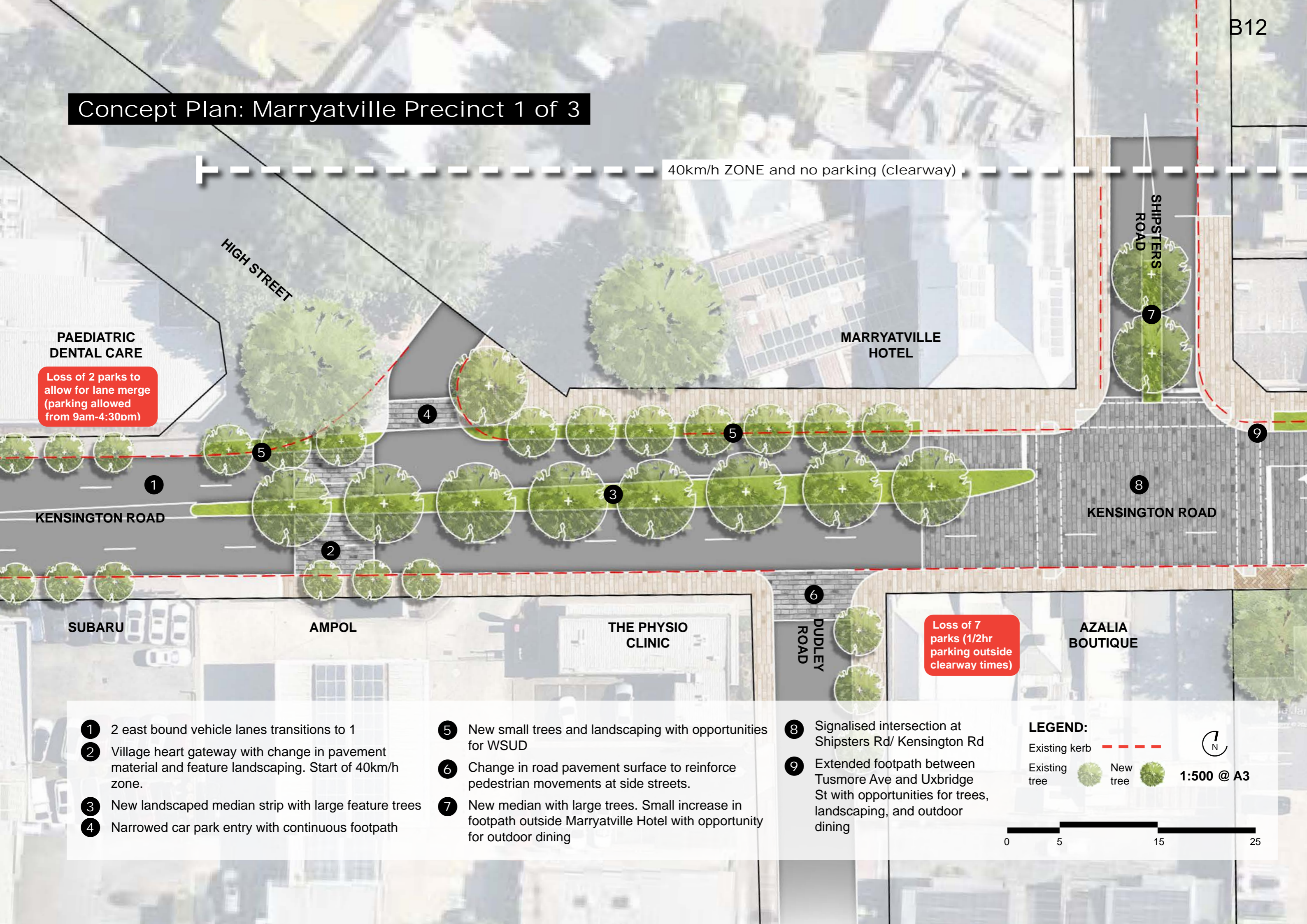
1:1000 @ A3



Tue Jan 31 2023
Imagery © 2022 Google, HERE

20 m

Concept Plan: Marryatville Precinct 1 of 3



40km/h ZONE and no parking (clearway)

HIGH STREET

PAEDIATRIC DENTAL CARE

Loss of 2 parks to allow for lane merge (parking allowed from 9am-4:30pm)

MARRYATVILLE HOTEL

SHIPSTERS ROAD

KENSINGTON ROAD

KENSINGTON ROAD

SUBARU

AMPOL

THE PHYSIO CLINIC

DUDLEY ROAD

Loss of 7 parks (1/2hr parking outside clearway times)

AZALIA BOUTIQUE

- 1 2 east bound vehicle lanes transitions to 1
- 2 Village heart gateway with change in pavement material and feature landscaping. Start of 40km/h zone.
- 3 New landscaped median strip with large feature trees
- 4 Narrowed car park entry with continuous footpath

- 5 New small trees and landscaping with opportunities for WSUD
- 6 Change in road pavement surface to reinforce pedestrian movements at side streets.
- 7 New median with large trees. Small increase in footpath outside Marryatville Hotel with opportunity for outdoor dining

- 8 Signalised intersection at Shipsters Rd/ Kensington Rd
- 9 Extended footpath between Tusmore Ave and Uxbridge St with opportunities for trees, landscaping, and outdoor dining

LEGEND:

Existing kerb

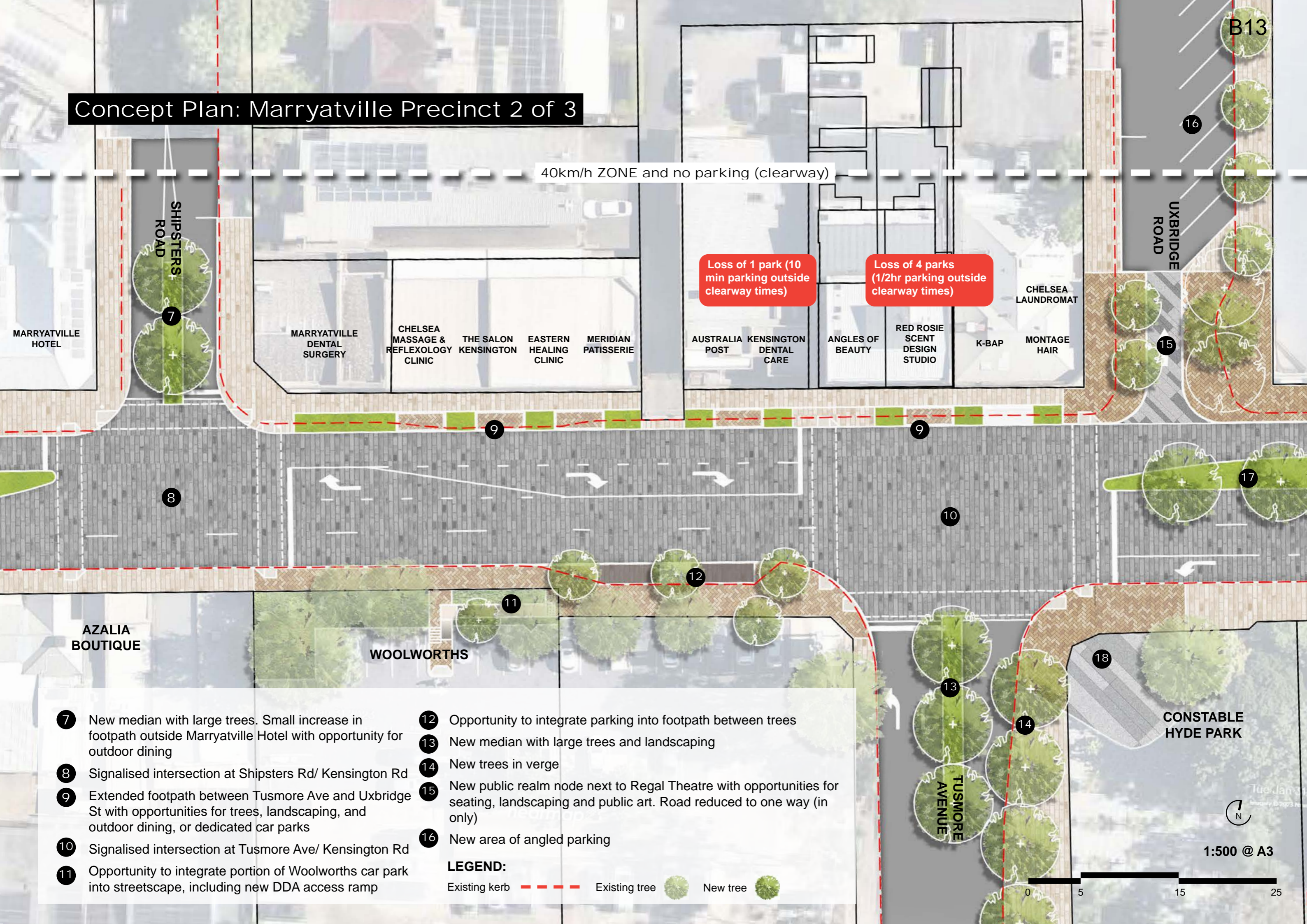
Existing tree

New tree

1:500 @ A3

Concept Plan: Marryatville Precinct 2 of 3

40km/h ZONE and no parking (clearway)



- 7 New median with large trees. Small increase in footpath outside Marryatville Hotel with opportunity for outdoor dining
- 8 Signalised intersection at Shipsters Rd/ Kensington Rd
- 9 Extended footpath between Tusmore Ave and Uxbridge St with opportunities for trees, landscaping, and outdoor dining, or dedicated car parks
- 10 Signalised intersection at Tusmore Ave/ Kensington Rd
- 11 Opportunity to integrate portion of Woolworths car park into streetscape, including new DDA access ramp

- 12 Opportunity to integrate parking into footpath between trees
- 13 New median with large trees and landscaping
- 14 New trees in verge
- 15 New public realm node next to Regal Theatre with opportunities for seating, landscaping and public art. Road reduced to one way (in only)
- 16 New area of angled parking

LEGEND:
 Existing kerb - - - Existing tree New tree

1:500 @ A3



Concept Plan: Marryatville Precinct 3 of 3

40km/h ZONE and no parking (clearway)

Loss of 4,
gain of 10 -
net gain of 6

Loss of 3 parks
(1/2hr parking outside
clearway times)

UXBRIDGE
ROAD

MAY TERRACE

REGAL THEATRE

BP / OTR

19
CONSTABLE
HYDE PARK

HEALTH ON
KENSINGTON

MARRYATVILLE
PIZZA PAN




ADVARA
HEARTCARE

- 15 New public realm node next to Regal Theatre with opportunities for seating, landscaping and public art. Road reduced to one way (in or out TBC)
- 16 New area of angled parking
- 17 Median with landscaping and large feature trees

- 18 Minimal change to existing lane configuration
- 19 Opportunity to create new node at interface with Constable Hyde Park
- 20 Integrate with Regal Theatre Master Plan
- 21 Village heart gateway with change in pavement material and feature landscaping. Start of 40km/h zone.

- 22 Opportunity for targeted street tree plantings (dependent on underground services)
- 23 Existing bus stops maintained

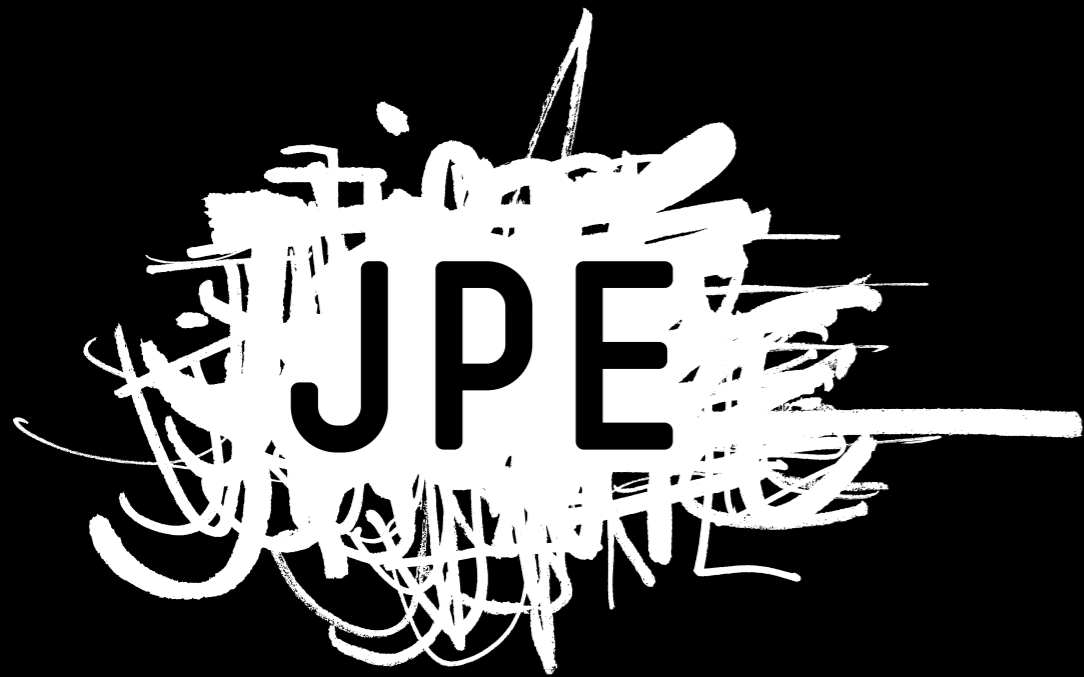
LEGEND:

- Existing kerb 
- Existing tree 
- New tree 



1:500 @ A3





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Section 2 – Corporate & Finance
Reports

11.3 2023-2024 THIRD BUDGET REVIEW

REPORT AUTHOR: Finance Business Partner
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4539
FILE REFERENCE:
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to provide the Council with a summary of the forecast Budget position for the year ended 30 June 2024, following the Third Budget Review. The forecast is based on the year-to-date February 2024 results.

BACKGROUND

Pursuant to Section 123 (13) of the *Local Government Act 1999*, the Council must, as required by the Regulations reconsider its annual business plan or its budget during the course of a financial year and, if necessary or appropriate, make any revisions.

The Budget Reporting Framework set out in Regulation 9 of the *Local Government (Financial Management) Regulations 2011* (“the Regulations”) comprises two (2) types of reports, namely:

1. the Budget Update; and
2. the Mid-year Budget Review.

1. Budget Update

The Budget Update Report sets out the revised forecast of the Council’s Operating and Capital investment activities, compared with the estimates for those activities as set out in the Adopted Budget. The Budget Update is required to be presented in a manner consistent with the note in the Model Financial Statements titled *Uniform Presentation of Finances*.

The Budget Update Report must be considered by the Council at least twice per year between 30 September and 31 May (both dates inclusive) in the relevant financial year, with at least one (1) Budget Update Report being considered by the Council prior to consideration of the Mid-Year Budget Review Report.

The Regulations require a Budget Update Report to include a revised forecast of the Council’s Operating and Capital investment activities compared with estimates as set out in the Adopted Budget, however the Local Government Association of South Australia has recommended that the Budget Update Report should also include at a summary level the following:

- the year-to- date result;
- any variances sought to the Adopted Budget or the most recent Revised Budget for the financial year; and
- a revised end of year forecast for the financial year.

2. Mid-Year Review

The Mid-Year Budget Review must be considered by the Council between 30 November and 15 March (inclusive) in the relevant financial year. The Mid-Year Budget Review Report sets out a revised forecast of each item shown in its Budgeted Financial Statements, compared with estimates set out in the Adopted Budget presented in a manner consistent with the Model Financial Statements. The Mid-Year Budget Review Report must also include revised forecasts for the relevant financial year of the Council’s Operating Surplus Ratio, Net Financial Liabilities Ratio and Asset Sustainability Ratio compared with estimates set out in the budget presented in a manner consistent with the note in the Model Financial Statements entitled *Financial Indicators*.

The Mid-year Budget Review is a comprehensive review of the Council's Budget and includes the four principal financial statements, as required by the Model Financial Statement, detailing the following:

- the year-to-date result;
- any variances sought to the Adopted Budget; and
- a revised full year forecast of each item in the budgeted financial statements compared with estimates set out in the Adopted Budget.

The Mid-year Budget Review Report should also include information detailing the revised forecasts of financial indicators, compared with targets established in the Adopted Budget and a summary report of operating and capital activities consistent with the note in the Model Financial Statements entitled *Uniform Presentation of Finances*.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

The Third Budget Review provides the opportunity to reflect and make any changes in projections, based on the actual year-to-date results to February 2024 and forecast the 2023-2024 Operating result.

Details of material movements in the forecast from the Adopted Budget, are contained in the Discussion section of this Report.

EXTERNAL ECONOMIC IMPLICATIONS

This report provides information on the planned financial performance of the Council for the year ended 30 June 2024 and has no direct external economic impacts.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

There are no resource implications arising from this report.

RISK MANAGEMENT

There are no risk management issues arising from this issue. All documents have been prepared in accordance with the statutory requirements.

CONSULTATION

- **Elected Members**

The Council considered the First Budget Update and the Mid-year Budget review at its meetings held on 4 December 2023 and 5 February 2024, respectively.

- **Community**

Not Applicable.

- **Staff**

Responsible Officers and General Managers.

- **Other Agencies**

Not Applicable.

DISCUSSION

Budget Review

In determining the Adopted Operating Surplus, the Council considers the financial resources which are required to provide the ongoing services, programs and facilities (Recurrent Operating Budget), which encompass the basic responsibilities, which the Council is required to provide under the *Local Government Act* and other relevant legislation, plus ongoing services and programs as a result of community needs and expectations.

Such on-going services include regulatory services, such as animal management and parking management, street cleaning and rubbish collection, maintenance of basic infrastructure including roads, footpaths, parks, public open space, street lighting and storm-water drainage, development planning and control, library and learning services, community support programs, environmental programs, community events, community recreational facilities and home assistance service.

In addition, the Council considers the funding requirements associated with the introduction of new services or the enhancement to existing services (Operating Projects).

The 2023-2024 Adopted Operating Budget projected an Operating Surplus of \$1,386,997. At the Council meeting held on 5 February 2024, the Council endorsed the Mid-Year Budget Update, which reported a forecast Operating Surplus of \$175,376.

Following the Third Budget Review, the Operating Surplus is forecasted to increase to \$1,095,960.

The material movements in the components that make up the Operating Surplus following the Third Budget Review detailed below.

A. Recurrent Operating Budget changes to the Adopted Budget – surplus increase (\$565,584)

The Council adopted a 2023-2024 Recurrent Operating Budget Surplus of \$2.976 million. In the First Budget Update, this budget remained unchanged. As a result of the Mid-Year Budget Update, the Recurrent Operating Surplus reduced by \$360,000 to \$2.616 million.

Following the Third Budget Review, the Recurrent Operating Surplus is forecast to increase by \$925,584 from the Mid-Year Update, resulting in a Recurrent Operating Surplus of \$3.541 million.

TABLE 1: MAJOR VARIANCES IN RECURRING BUDGET – THIRD BUDGET REVIEW

	Increase/ (Decrease) \$
As part of the External Audit for the 2022-2023 financial year, the Council's External Auditor (Galpins) identified that amounts in the Balance Sheet relating to the following Trust Funds dating back to previous years should be recognised in the Profit & Loss statement: <ul style="list-style-type: none"> • New Tree Legislation Fund: \$18,349 • Open Space Trust Fund: \$293,307 The effect of this will be an increase in Other Income during the current year.	311,656
Local Government Enterprise Employees Agreement (LGE) wage increase effective from 1 November 2023 to 30 June 2024 (as previously reported to the Council).	153,256
Reduction in Employee costs for Economic Development Coordinator, Payroll Specialist (first half of the financial year) and the Corporate Planner positions due to delays in recruitment and sourcing candidates. While the Payroll Specialist role has now been filled, recruitment for the other roles will commence shortly.	(322,791)
<i>Local Roads and Community Infrastructure Program</i> (LRCI grant). Reallocation of grant funding from Capital Budget to Operational Budget, as per treatment in the previous year Audited Financial Statements.	444,393

B. Operating Projects Budget changes to the Adopted Budget – Surplus decrease of \$856,621

The Adopted Budget includes an estimate of Operating Project expenditure for the year under review and the following changes:

- previously approved First Budget Review which included carried forward projects from 2022-2023, as well as an additional funding requests;
- previously approved additional funding requests in Second Budget Review; and
- identified reductions for 2023-2024 approved projects proposed in the Third Budget Review.

The 2023-2024 Adopted Budget that was endorsed by the Council, included a total expenditure on Operating Projects of \$1.299 million. As a result of the First Budget Update, the total forecast expenditure on Operating Projects increased to \$2.150 million, as a result of Additional Budget requests of \$255,000 and Carry Forwards totalling \$596,621 from the 2022-2023 Financial Year. No changes have been made to the Operating Projects Budget as part of the Mid-Year Budget Update.

Following the Third Budget Review the cost of Operating Projects is forecast to increase to \$2.155 million. The major reasons for the variances in Operating Projects are detailed in Table 2.

TABLE 2: MAJOR VARIANCES IN OPERATING BUDGET – THIRD BUDGET REVIEW

Operating Projects	Increase/ (Decrease) \$
Re-allocation of the funds from the <i>Electronic Document Management System</i> (Capital Project) to the purchase of the <i>HR Information System</i> .	50,000
<i>Installation of Age Friendly Wayfinding</i> will not be undertaken as originally scoped as better way finding signage is being investigated as part of the Eastern Regional Public Health Plan.	(20,000)
<i>The Resilient East Project</i> budget has been adjusted based on current expenditure.	(10,000)
<i>Tree Management Policy & Strategy</i> - This Strategy has been completed and adopted by the Council and any remaining work will be undertaken within existing resources.	(10,000)
Reduction in the <i>Corporate Uniforms</i> project due to fewer new uniforms being required than anticipated. Carried forward.	(5,000)

In reviewing the progress of the endorsed Operating Projects, the projects that may be carried forward into the next financial year are details in Table 3. Total value of carry forward budget required will be confirmed at year end validation.

TABLE 3: OPERATING BUDGETS LIKELY TO BE CARRIED FORWARD TO 2024-2025

Operating Projects
Review of the <i>Dog & Cat Management Plan</i> will commence in July 2024 due to other priorities and workload and hence the funds will be carried over to next financial year.
<i>Installation of the Signalised Pedestrian Activated Crossing on Magill Road</i> is anticipated to be carried over to next financial year due to delays in receiving approval from the Department of Infrastructure and Transport (DIT).
<i>Purchase of the HR Information System</i> has commenced and an assessment of vendor software is progressing but is anticipated to carry over into next financial year.
<i>Works associated with the Introduction of 40kph speed limit in Glynde, Payneham, Firle, Trinity Gardens & St Morris</i> is anticipated to carry over to next financial year (2024-2025) due to delays in receiving approvals from the Department of Infrastructure and Transport (DIT).
<i>The Heritage Protection Opportunities Project</i> has commenced and it is anticipated that part of the budget may need to be carried over into the next financial year.

A status report on the Operating Projects is contained in **Attachment A**.

C. Capital Projects Budget changes to the Adopted Budget - \$10,491,493

As part of the 2023-2024 Budget, the Council endorsed the Adopted Budget for Capital Projects totalling \$43.736 million. As part of the First Budget Update, the total forecast expenditure on Capital Projects increased to \$55.326 million, due to inclusion of a new Capital Project for the installation of transformer and associated works at Norwood Oval of \$811,925 and Carry Forwards from the 2022-2023 Financial Year of \$10.778 million. In the Mid-Year update, Council reduced the Capital Project expenditure to \$46.183 million, as a result of reductions in Carry Forwards from 2022-2023 that were over-stated by \$4.578 million and Capital Projects that were rescheduled to be undertaken in future years of \$4.925 million which was partially offset by Additional funds (\$360,000) requested to complete existing Capital projects.

Following the Third Budget Review, the Capital Expenditure is forecasted to increase by \$8,045 million. The major reasons for the movement in Capital budget are detailed in Table 4.

TABLE 4: MAJOR VARIANCES IN CAPITAL BUDGET – THIRD BUDGET REVIEW

Capital Projects	Increase/ (Decrease) \$
Additional funding for the Burchell Reserve Upgrade Project due to changes to reflect construction issues and management of soil contamination.	400,000
Payneham Memorial Swimming Centre Upgrade Project expenditure timeline has been amended following appointment of a main contractor and the endorsed works schedule/cash flow.	5,525,302
Electronic Document Management System project was completed internally by staff, which has allowed funds to be re-allocated towards purchase of the HR System.	(50,000)
Capital Works Program - Recreation & Open Space Infrastructure Works due to the Cruickshank Reserve Tennis Court Renewal Project not being undertaken in 2023-2024 as negotiations with the Council have not been completed. Preparation of concept design will commence in the current financial year and a funding request for funds to undertake re-construction of the Tennis Courts, will be submitted once negotiations with the Club have been completed.	(500,000)
Master Plan Concept Design for the Norwood Swimming Centre. This Project has been placed on hold and funds will be re-budgeted when required.	(15,000)
Local Roads and Community Infrastructure Program (LRCI Grant). Re-allocation of grant funding from the Capital Budget to the Operational Budget, as per treatment in the previous year Audited Financial Statements.	(444,393)
The budgeted grant income which the Council is receiving from the State Government for the Payneham Memorial Swimming Centre , is reduced by \$560,000 to \$2,800,000, as the Council received the first grant payment of \$560,000 from the State Government in March 2024. It is forecast that the Council will receive \$2,240,000 during the 2024-2025 Financial Year as the construction of the new facility progresses. Construction of the new Payneham Memorial Swimming Centre commenced in February 2024.	(2,240,000)

In reviewing the progress of the endorsed Capital Projects, the projects that are likely to be carried forward into the next financial year are detailed in Table 5. The total value of carry forward budget will be confirmed at year end.

TABLE 5: CAPITAL BUDGETS LIKELY TO BE CARRIED FORWARD TO 2024-2025

Capital Projects

Remaining budget for **Meeting Rooms Upgrade** is anticipated to be spent next financial year due to delays in renovations of the Norwood Town Hall ground level meeting rooms.

George Street Upgrade Project and George Street Stormwater Upgrade Project anticipated to carry forward due to ongoing discussions with a property owner.

Payneham Memorial Swimming Centre Upgrade carry forward may be requested due to the construction schedule. This is essentially a timing issue.

Private Lineways Conversion carry forward as this project is anticipated to start from April 2024 and finalised in July 2024.

Finalisation of Design Documentation of The Parade Master Plan will be carried forward into the next financial year. This is due to the detail design documentation for the George Street Upgrade Project (which forms part of The Parade Master Plan) being a priority.

Standby Power for St Peters Library budget may be carried forward as a cloud-based solution is currently being investigated instead of installing generator stand-by power.

A status report on the endorsed Capital Projects is contained in **Attachment B**.

Regulation 9 (1) (a) of the Regulations states the Council must consider:

“at least twice, between 30 September and 31 May (both dates inclusive) in the relevant financial year (where at least 1 report must be considered before the consideration of the report under subregulation (1)(b), and at least 1 report must be considered after consideration of the report under subregulation (1)(b))—a report showing a revised forecast of its operating and capital investment activities for the relevant financial year compared with the estimates for those activities set out in the budget presented in a manner consistent with the note in the Model Financial Statements entitled Uniform Presentation of Finances.”

The revised, as a result of the Third Budget Update, Budgeted Financial Statement entitled Uniform Presentation of Finances is included in **Attachment C**.

OPTIONS

The Council has the following options in respect to this issue:

1. Adopt the Third Budget Review as recommended; or
2. Amend the Third Budget Review as it sees fit

The Third Budget Review is forecasting an Operating Surplus in line with the Adopted Budget. Therefore Option 1 is recommended.

CONCLUSION

Nil

COMMENTS

Nil

RECOMMENDATION

1. That the Third Budget Update Report be received and noted.
2. That project progress report contained in **Attachment A**, be received and noted.
3. That project progress report contained in **Attachment B**, be received and noted.
4. That Pursuant to Regulation 9 (1) (a) of the Local Government (Financial Management) Regulations 2011, Budgeted Financial Statement as contained within **Attachment C**, be adopted.

Attachments – Item 11.3

Attachment A

2023-2024 Third Budget Review

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City of
**Norwood
Payneham
& St Peters**

FINANCIAL YEAR 2023-2024 THIRD BUDGET REVIEW OPERATING PROJECTS PROGRESS

PROJECT NAME	2023-2024 ADOPTED BUDGET	CARRY FORWARD BUDGET	FIRST BUDGET UPDATE REQUEST	FIRST BUDGET UPDATE	MID YEAR BUDGET REQUEST	MID YEAR BUDGET UPDATE	THIRD BUDGET REQUEST	THIRD BUDGET UPDATE	YTD SPENDING BY FEBRUARY 2024	HAS PROJECT COMMENCED (Y/N)	IF NOT, WHEN WILL IT COMMENCE?	HAS PROJECT COMPLETED? (Y/N)	FORECASTED COMPLETION DATE
TOUR DOWN UNDER	55,000			55,000		55,000		55,000	59,463	Y		Y	Completed
INTERNAL AUDIT SERVICES		30,000		30,000		30,000		30,000	14,750	Y		N	Jun-24
CITY PLAN 2030 REVIEW	40,000			40,000		40,000		40,000	41,238	Y		N	May-24
FOOD SECRETS OF GLYNDE	40,000			40,000		40,000		40,000	-	N	Mar-24	N	Jun-24
GLYNDE AND STEPNEY PRECINCTS ANALYSIS			50,000	50,000		50,000		50,000	-	N	Apr-24	N	Jun-24
PEOPLE PLACE & ACTIVITY STRATEGY	30,000			30,000		30,000		30,000	13,990	Y		N	Jun-24
CITY WIDE BUSINESS AWARDS	40,000			40,000		40,000		40,000	2,938	Y		N	Apr-24
DOG & CAT MANAGEMENT PLAN EDUCATION CAMPAIGN	30,000			30,000		30,000		30,000	1,973	Y		N	Unspent to Carry Forward
RAISING THE BAR ADELAIDE	38,000			38,000		38,000		38,000	35,735	Y		Y	Completed
TREE MANAGEMENT POLICY AND STRATEGY		10,000		10,000		10,000	-	10,000	-	N	n/a	N	Project Withdrawn
CORPORATE UNIFORM	10,000			10,000		10,000	-	5,000	5,000	Y		N	Jun-24
PUBLIC ART STRATEGY	30,000			30,000		30,000		30,000	571	Y		N	Jun-24
WEBBE ST PARK FEASIBILITY		25,000		25,000		25,000		25,000	-	Y		N	Jun-24
OPEN SPACE & PLAYGROUND STRATEGY	15,000	15,000		30,000		30,000		30,000	45,725	Y		N	Apr-24
MARRYATVILLE PRECINT MASTER PLAN	40,000			40,000		40,000		40,000	5,199	Y		N	Jun-24
SERVICE REVIEWS		85,000		85,000		85,000		85,000	27,448	Y		N	Jun-24
GATHER ROUND	100,000		205,000	305,000		305,000		305,000	5,645	Y		N	Apr-24
HR INFORMATION SYSTEM	35,000			35,000		35,000	50,000	85,000	-	N	Jul-25	N	Carry Forward
ADDITIONAL STAFF RESOURCES	363,682			363,682		363,682		363,682	-	Y		N	Jun-24
INSTALLATION OF AGE FRIENDLY WAYFINDING		20,000		20,000		20,000	-	20,000	-	N	n/a	N	Project Withdrawn
IMPLEMENTATION OF YOUTH STRATEGY	65,000			65,000		65,000		65,000	22,138	Y		N	Jun-24
COMMUNITY SURVEY	30,000			30,000		30,000		30,000	22,775	Y		N	Mar-24
REPRESENTATION REVIEW	25,000			25,000		25,000		25,000	-	Y		N	Jun-24
CIVIL INFRA. CONDITION AUDIT & VALUATION	75,000			75,000		75,000		75,000	6,884	Y		N	May-24
STREET LIGHTING RENEWAL & UPGRADE	40,000			40,000		40,000		40,000	48,485	Y		N	Jun-24
SYDNEHAM ROAD LIGHTING UPGRADE		60,000		60,000		60,000		60,000	62,488	Y		N	Jun-24
RESILIENT EAST PROJECT	10,000	3,000		13,000		13,000	-	10,000	791	Y		N	Jun-24
IMPLEMENTATION OF CITY WIDE PARKING REVIEW		50,000		50,000		50,000		50,000	20,136	Y		N	Jun-24
STREET TREE PLANTING	60,000			60,000		60,000		60,000	83,119	Y		Y	Completed
SMART CITY TECHNOLOGY PLAN	15,000			15,000		15,000		15,000	-	N	Mar-24	N	Jun-24
URBAN GREENING PROGRAM 2021	14,500			14,500		14,500		14,500	6,735	Y		N	Jun-24
SIGNALISED PAC MAGILL ROAD		230,000		230,000		230,000		230,000	-	N	Mar-24	N	Unspent to Carry Forward
HERITAGE PROTECTION OPPORTUNITIES		59,121		59,121		59,121		59,121	340	Y		N	Unspent to Carry Forward
VIEW YOUR FINE SOFTWARE		9,500		9,500		9,500		9,500	-	Y		Y	Completed
40KPH EVALUATION MARDEN TO HACKNEY	20,000			20,000		20,000		20,000	2,875	Y		N	Jun-24
40KPH IN GLYNDE, PAYNEHAM, FIRLE, TRINITY GARDENS & ST	120,000			120,000		120,000		120,000	10,644	Y		N	Unspent to Carry Forward
ADDITIONAL RESOURCES FOR REGULATORY SERVICES UNIT	200,000			200,000		200,000		200,000	8,619	Y		N	Jun-24
TOTAL	1,541,182	596,621	255,000	2,392,803		2,392,803	5,000	2,397,803	552,141				

Attachment B

2023-2024 Third Budget Review

City of Norwood Payneham & St Peters
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City of
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Payneham
& St Peters**

FINANCIAL YEAR 2023-2024 THIRD BUDGET REVIEW CAPITAL PROJECTS PROGRESS

PROJECT NAME	2023-2024 ADOPTED BUDGET	CARRY FORWARD BUDGET	FIRST BUDGET UPDATE REQUEST	FIRST BUDGET UPDATE	MID YEAR BUDGET REQUEST	MID YEAR BUDGET UPDATE	THIRD BUDGET REQUEST	THIRD BUDGET UPDATE	YTD SPENDING BY FEBRUARY 2024	HAS PROJECT COMMENCED (Y/N)	IF NOT, WHEN WILL IT COMMENCE?	HAS PROJECT COMPLETED? (Y/N)	FORECASTED COMPLETION DATE
ANNUAL ACQUISITION OF LIBRARY BOOKS	203,697			203,697		203,697		203,697	51,533	Y		N	Jun-24
MASTER PLAN CONCEPT DESIGN FOR SWIMMING CENTRES	15,000			15,000		15,000	-	15,000	-	N		N	Project Withdrawn
NORWOOD LIBRARY STRATEGIC REVIEW & CONCEPT PLAN	14,000			14,000		14,000		14,000	20,332	Y		N	Jun-24
LG SOLUTIONS SOFTWARE	16,250			16,250		16,250		16,250	12,950	Y		Y	Completed
POINT OF SALE SYSTEM NORWOOD CONCERT HALL	14,800			14,800		14,800		14,800	15,651	Y		Y	Completed
QUADRENNIAL ART PROJECT	75,000			75,000	75,000	-		-	-	N	2025-2026	N	Projected in 2025/2026
NPSP WEBSITE DEVELOPMENT	10,000			10,000		10,000		10,000	2,340	Y		N	Jun-24
STANDBY POWER FOR ST PETERS LIBRARY	78,550			78,550		78,550		78,550	-	N	Mar-24	N	Unspent to Carry Forward
ELECTRONIC DOCUMENT MANAGEMENT SYSTEM	50,000			50,000		50,000	-	50,000	-	N	n/a	N	Project Withdrawn
MEETING ROOMS UPGRADE	44,000			44,000		44,000		44,000	16,226	Y		N	Unspent to Carry Forward
OPTICAL CHARACTER RECOGNITION SCANNER	28,000			28,000		28,000		28,000	-	N	Mar-24	N	Jun-24
R_PLANT REPLACEMENT	322,000			322,000		322,000		322,000	167,843	Y		N	Jun-24
R_CAPITAL WORKS PROGRAM REC & OPEN SPACE INFRASTRUCTURE	1,527,650	49,973		1,577,623		1,577,623	-	1,077,623	279,648	Y		N	Unspent to Carry Forward
CAPITALISATION OF PROJECT MANAGEMENT ON-COST	1,279,257			1,279,257		1,279,257		1,279,257	155,407	Y		N	Jun-24
RIVER TORRENS LINEAR PARK PATH UPGRADE	1,500,000	1,520,935		3,020,935		3,020,935		3,020,935	1,766,731	Y		N	Mar-24
ST PETERS STREET STREETSCAPE	739,000			739,000	720,000	19,000		19,000	35,602	Y		Y	Completed
BURCHELL RESERVE UPGRADE	2,000,000	2,513,000		4,513,000	700,000	3,813,000	400,000	4,213,000	2,174,464	Y		N	May-24
R_CAPITAL WORK PROGRAM TRAFFIC CONTROL		28,061		28,061		28,061		28,061	31,208	Y		N	Unspent to Carry Forward
R_CAPITAL WORKS PROGRAM ROAD RESEALING	4,964,144	1,951,110		6,915,254		6,915,254		6,915,254	1,776,433	Y		N	Jun-24
R_CAPITAL WORKS PROGRAM KERB	1,551,917	5,321		1,557,238		1,557,238		1,557,238	959,255	Y		N	Unspent to Carry Forward
R_CAPITAL WORKS PROGRAM FOOTPATH	1,181,035			1,181,035		1,181,035		1,181,035	604,745	Y		N	Unspent to Carry Forward
STORM WATER DRAINAGE PROGRAM	14,130,044			14,130,044	4,850,000	9,280,044		9,280,044	3,082,109	Y		N	Jun-24
R_CAPITAL BUILDING WORKS PROGRAM	523,000	249,602	811,925	1,584,527	275,000	1,859,527		1,859,527	926,002	Y		N	Jun-24
BORTHWICH PARK CREEK IMPROVEMENTS DESIGN & CONSTRUCTION		12,000		12,000		12,000		12,000	-	N	Mar-24	N	Jun-24
DESIGN DOCUMENTATION OF THE PARADE MASTER PLAN	1,000,000	1,195,000		2,195,000	1,000,000	1,195,000		1,195,000	82,460	Y		N	Unspent to Carry Forward
GEORGE STREET UPGRADE	800,000	800,000		1,600,000	800,000	800,000		800,000	-	N	May-24	N	Unspent to Carry Forward
"ALL THINGS ARE ONE" INSTALLATION		40,000		40,000		40,000		40,000	5,420	Y		Y	Completed
DUNSTAN ADVENTURE PLAYGROUND REDEVELOPMENT	1,487,000	1,357,825		2,844,825	1,357,825	1,487,000		1,487,000	1,363,561	Y		Y	Completed
CRUICKSHANK RESERVE FACILITY UPGRADE	500,000	690,000		1,190,000		1,190,000		1,190,000	1,322,018	Y		N	Mar-24
BLACK SPOT GRANT	170,000			170,000		170,000		170,000	169,869	Y		Y	Completed
CIVIL CAPITAL UPGRADE WORKS PROGRAM	71,663	199,784		271,447		271,447		271,447	342,132	Y		N	Jun-24
PAYNEHAM MEMORIAL SWIMMING CENTRE UPGRADE	8,625,700			8,625,700		8,625,700	5,525,302	14,151,002	900,572	Y		N	Unspent to Carry Forward
PRIVATE LANEWAYS CONVERSION	46,000	165,087		211,087		211,087		211,087	-	N	2024-2025	N	Unspent to Carry Forward
GEORGE STREET STORMWATER	600,000			600,000		600,000		600,000	-	N	Apr-24	N	Unspent to Carry Forward
SMART PARKING PROJECT	50,000			50,000		50,000		50,000	-	N	Apr-24	N	May-24
BUTTERY RESERVE UPGRADE					85,000	85,000		85,000	356	Y		N	Jun-24
CYCLING PLAN IMPLEMENTATION 2021-2026	3,200			3,200		3,200		3,200	-	N	Apr-24	N	Jun-24
LANGMAN GROVE TRAFFIC MANAGEMENT CONTROL	58,550			58,550		58,550		58,550	50,435	Y		Y	Completed
TRAFFIC MANAGEMENT MARDEN & ROYSTON PARK	40,000			40,000		40,000		40,000	13,500	Y		N	Apr-24
TRAILER MOUNTED SPEED RADAR	17,450			17,450		17,450		17,450	17,507	Y		Y	Completed
TOTAL	43,736,907	10,777,698	811,925	55,326,530	9,142,825	46,183,705	5,360,302	51,544,007	16,346,308				

Attachment C

2023-2024 Third Budget Review

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
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Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



City of
Norwood
Payneham
& St Peters

City of Norwood Payneham & St Peters
UNIFORM PRESENTATION OF FINANCES - GENERAL FUND

	Current Year 2023/24 \$	Carry Forwards 2022/23 \$	1st budget revision 2023/24 \$	2nd budget revision 2023/24 \$	New recurring requests 2023/24 \$	New Operational projects requests 2023/24 \$	New Capital projects requests 2023/24 \$	3rd budget revision 2023/24 \$
Income								
Rates	43,421,418		43,421,418	43,421,418				43,421,418
Statutory Charges	2,100,000		2,100,000	2,100,000				2,100,000
User Charges	3,836,788		3,836,788	3,836,788				3,836,788
Grants, Subsidies and Contributions - operating	2,654,672		2,654,672	2,654,672				2,654,672
Grants, Subsidies and Contributions - capital	-		-	-			444,393	444,393
Investment Income	120,000		120,000	120,000				120,000
Reimbursements	-		-	-				-
Other Income	490,725		490,725	490,725	311,656			802,381
Net gain - equity accounted Council businesses	-		-	-				-
Total Income	52,623,603	-	52,623,603	52,623,603	311,656	-	444,393	53,379,652
Expenses								
Employee Costs	17,788,781		17,788,781	17,788,781	(169,535)			17,619,246
Materials, Contracts & Other Expenses	20,530,323	596,621	21,381,944	21,741,944		5,000		21,746,944
Depreciation, Amortisation & Impairment	12,461,601		12,461,601	12,461,601				12,461,601
Finance Costs	455,901		455,901	455,901				455,901
Net loss - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-
Total Expenses	51,236,606	596,621	52,088,227	52,448,227	(169,535)	5,000	-	52,283,692
Operating Surplus / (Deficit)	1,386,997	(596,621)	535,376	175,376	481,191	(5,000)	444,393	1,095,960
Timing adjustment for grant revenue								
Adjusted Operating Surplus / (Deficit)	1,386,997	(596,621)	535,376	175,376	481,191	(5,000)	444,393	1,095,960
Net Outlays on Existing Assets								
Capital Expenditure on Renewal and Replacement of Existing Assets	(25,078,707)	(2,483,851)	(28,374,483)	(23,724,483)			500,000	(23,224,483)
add back Depreciation, Amortisation and Impairment	12,461,601	-	12,461,601	12,461,601				12,461,601
add back Proceeds from Sale of Replaced Assets	25,000	-	25,000	25,000				25,000
Total Net Outlays on Existing Assets	(12,592,106)	(2,483,851)	(15,887,882)	(11,237,882)	-	-	500,000	(10,737,882)
Net Outlays on New and Upgraded Assets								
Capital Expenditure on New and Upgraded Assets (including Investment Property & Real Estate Developments)	(18,658,200)	(8,293,847)	(26,952,047)	(22,459,222)			(5,860,302)	(28,319,524)
add back Amounts Received Specifically for New and Upgraded Assets	9,310,301		9,310,301	9,310,301			(2,684,393)	6,625,908
add back Proceeds from Sale of Surplus Assets (including Investment Property, Real Estate Developments & non-current assets held for sale)								
Total Net Outlays on New and Upgraded Assets	(9,347,899)	(8,293,847)	(17,641,746)	(13,148,921)	-	-	(8,544,695)	(21,693,616)
Annual Net Impact to Financing Activities -surplus / (deficit)	(20,553,008)	(11,374,319)	(32,994,252)	(24,211,427)	481,191	(5,000)	(7,600,302)	(31,335,538)

**Section 3 – Governance & General
Reports**

[No Items listed under this Section]

12. ADOPTION OF COMMITTEE MINUTES

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: Not Applicable
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meetings for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Audit & Risk Committee – (7 March 2024)
(A copy of the Minutes of the Audit & Risk Committee meeting is contained within **Attachment A**)
- Business & Economic Development Advisory Committee – (12 March 2024)
(A copy of the Minutes of the Business & Economic Development Advisory Committee meeting is contained within **Attachment B**)

ADOPTION OF COMMITTEE MINUTES

- **Audit & Risk Committee**

That the Minutes of the meeting of the Audit & Risk Committee held on 7 March 2024, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

- **Business & Economic Development Advisory Committee**

That the Minutes of the meeting of the Business & Economic Development Advisory Committee held on 12 March 2024, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

Attachment A

Adoption of Committee Minutes

Audit & Risk Committee

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
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Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Audit & Risk Committee Minutes

7 March 2024

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

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City of
Norwood
Payneham
& St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR 7.00pm

PRESENT

Committee Members Mayor Robert Bria (Presiding Member)
Cr Grant Piggott
Ms Sandra Di Blasio (Independent Member)

Staff Lisa Mara (General Manager, Governance & Civic Affairs)
Marina Fischetti (Executive Assistant, Governance & Civic Affairs)

APOLOGIES Ms Stefanie Eldridge (Independent Member)
Cr Claire Clutterham

ABSENT Nil

TERMS OF REFERENCE:

The functions of the Audit & Risk Committee include:

- (a) reviewing Annual Financial Statements to ensure that the Statements present fairly the state of affairs of the Council; and
- (b) proposing, and providing information relevant to, a review of the Council's strategic management plans or annual business plan; and
- (c) monitoring the responsiveness of the Council to recommendations for improvement based on previous audits and risk assessments, including those raised by the Council's External Auditor; and
- (d) proposing, and reviewing, the exercise of powers under Section 130A of the Local Government Act 1999; and
- (e) liaising with the Council's External Auditor in accordance with any requirements prescribed by the regulations; and
- (f) reviewing the adequacy of the accounting, internal controls, reporting and other financial management systems and practices of the Council on a regular basis; and
- (g) providing oversight of planning and scoping of the Internal Audit work plan; and
- (h) reviewing and commenting on reports provided by the person primarily responsible for the Internal Audit function at least on a quarterly basis; and
- (i) reviewing and evaluating the effectiveness of policies, systems and procedures established and maintained for the identification, assessment, monitoring, management and review of strategic, financial and operational risks on a regular basis; and
- (j) reviewing any report obtained by the Council pursuant to Section 48(1) of the Local Government Act 1999; and
- (k) performing any other function determined by the Council or prescribed by the regulations.

1. CONFIRMATION OF MINUTES OF THE SPECIAL MEETING OF THE AUDIT & RISK COMMITTEE HELD ON 6 DECEMBER 2023

Cr Piggott moved that the Minutes of the Audit & Risk Committee meeting held on 6 December 2023 be taken as read and confirmed. Seconded by Ms Sandra Di Blasio and carried unanimously.

2. PRESIDING MEMBER'S COMMUNICATION

Nil

3. QUESTIONS WITHOUT NOTICE

4. QUESTIONS WITH NOTICE

Nil

5. WRITTEN NOTICES OF MOTION

Nil

6. STAFF REPORTS

6.1 DRAFT 2024-2034 LONG-TERM FINANCIAL PLAN – KEY PERFORMANCE INDICATORS

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4585
FILE REFERENCE: qA137443
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to present the updated draft Long-Term Financial Plan Key Performance Indicators for the period 2023-2024 - 2033-2034 (LTFP), to the Audit & Risk Committee for consideration and recommendation to the Council.

BACKGROUND

Section 122 of the *Local Government Act 1999* (the Act), requires the Council to prepare a Long-Term Financial Plan for a period of at least ten (10) years. In addition, the Council must undertake a review of the Long-Term Financial Plan as soon as practicable after adopting the Council's Annual Business Plan for a particular financial year.

As part of the 2023-2024 Annual Business, the Council was advised that the LTFP was required to be reviewed on the basis of the Council's decision to undertake the Payneham Memorial Swimming Centre Project.

At its meeting held on 6 December 2023, the draft *2024-2034 Long-Term Financial Plan*, was presented to the Audit & Risk Committee for consideration. Following consideration of the draft LTFP, the Committee resolved the following:

1. *That the draft 2024-2034 Long-Term Financial Plan as contained in Attachment A be received and noted.*
2. *That the Audit & Risk Committee, having considered the draft 2024-2034 Long-Term Financial Plan notes that the draft Plan indicates that the Council:*
 - *is sustainable in the long term; and*
 - *will move outside of the Key Financial Indicators targets for a limited period of time but will return to the targets within the 10 year timeline of the draft Plan.*
3. *That the Audit & Risk Committee recommends to the Council that the targets of the Key Financial Indicators are revised annually by the Audit & Risk Committee and recommendations on any revised targets are made to the Council for the Council's consideration.*

At its meeting held on 11 December 2023, the Council adopted the abovementioned recommendation of the Audit & Risk Committee.

Since that time, the Key Performance Indicators, as set out in the draft *2024-2034 Long Term Financial Plan*, have been reviewed to incorporate updated costs and other assumptions, which have been identified through the 2023-2024 First Quarter and Second Quarter Budget reviews.

A copy of the updated draft *2024 to 2034 Long-Term Financial Plan* Key Performance Indicators is contained in **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Council's Strategic Management Plan, *CityPlan 2030: Shaping Our Future*, provides the framework upon which the Council's Strategic Management Plans are developed. The Council's suite of Strategic Management Plans currently incorporates *CityPlan 2030*, the LTFP, the Infrastructure and Asset Management Plans and the Annual Business Plan and Budget.

The LTFP is the primary financial management document which links the Council's Strategic Management Plans, *City Plan 2030*, Whole-of-Life Asset Management Plans and the Annual Business Plan and Budget.

FINANCIAL AND BUDGET IMPLICATIONS

The financial projections contained within the draft LTFP, provide an indication of the Council's direction and financial capacity, rather than predicting the future financial performance and position of the Council. The LTFP should be viewed as a guide to future actions or opportunities, which encourages the Council to consider the future impact of its decisions which are made, on the Council's long-term and on-going financial sustainability. To this end, reference is made each year to the LTFP when preparing the Annual Business Plan and Annual Budget, to ensure that the broad financial outcomes which the Council has set and agreed upon are continuing to be achieved.

EXTERNAL ECONOMIC IMPLICATIONS

This report provides updated information on the financial projections covering the period from 2023-2024 through to 2033-2034 based on the set of assumptions outlined in the Discussion section of this report.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

The draft LTFP has been prepared in accordance with the *Local Government Act 1999*.

CONSULTATION

- **Elected Members**

The draft LTFP has been considered by Elected Members and the Audit & Risk Committee at various Information Sessions and meetings. The most recent Information Session regarding the draft LTFP was held on 26 February 2024.

- **Community**

Not Applicable.

- **Staff**

Not Applicable.

- **Other Agencies**

Not Applicable.

DISCUSSION

The updated draft *2024-2034 Long Term Financial Plan* incorporates the following Financial Goal and Objectives which have been adopted by the Council:

Financial Goal

A City which delivers on our Strategic Outcomes by managing our financial resources in a sustainable and equitable manner.

To ensure that the Council achieves its Financial Goal, a number of Financial Outcomes and Financial Targets have been established:

Outcome 1: A Balanced budget

Council services and programs, including depreciation of infrastructure and assets, is fully funded and the costs are shared equitably between current and future ratepayers.

Outcome 2: Rate Stability

Annual rate collections are fair and equitable for our residents and ratepayers with the aim to keep rate revenue increases stable over the medium term.

Outcome 3: Infrastructure and Asset Management

Maintain Infrastructure and Assets in line with the Council's Whole of Life Infrastructure framework to achieve the outcomes and objectives, as set out in the Council's Strategic Plan, *City Plan 2030*.

Outcome 4: Debt Management

Prudent use of debt to invest in new long term assets to ensure intergenerational equity between current and future users.

The Financial Goal and Outcomes were reviewed to determine the on-going relevance of these objectives for the draft *2024-2034 Long Term Financial Plan*. It has been determined that these objectives continue to remain relevant and therefore form the basis for the draft Plan.

The targets set for each Outcome are contained in Table 1 below.

TABLE 1: LONG TERM FINANCIAL PLAN – FINANCIAL TARGETS

Outcome	Indicator	Description of Indicator	Target
A balanced budget	Operating Ratio	This indicator represents the percentage by which income source varies from the day-to-day operating expenditure. The ratio is calculated by measuring the Councils Operating result as a percentage of Rate Revenue, where Operating Result equals operating revenue less operating expenses (including depreciation).	0-10%
Rate stability	Rate revenue increases	Year on year increase in total rate revenue collected	Between 4% and 8%

Outcome	Indicator	Description of Indicator	Target
Infrastructure and Asset Management	Asset Sustainability Ratio	Asset Sustainability Ratio measures whether the Council is renewing or replacing existing physical assets (roads, footpaths, buildings etc.) at the same rate the stock of assets is wearing out. The ratio is calculated by measuring capital expenditure on renewal or replacement of assets, relative to the planned spend outlined in the Council's Asset Management Plans.	Between 90% and 110% on a rolling 3 year period
Debt Management	Net Financial Liabilities	A Council's indebtedness must be managed to ensure its liabilities and associated costs are met without impinging on the financial sustainability of the Council. Net Financial Liabilities ratio measures the extent of what is owed by the Council less any liquid assets (i.e. cash or receivables) of the Council are met by its Operating revenue.	≤ 100%

ASSUMPTIONS

The financial projections contained within the draft LTFP are meant to provide an indication of the Council's direction and financial capacity, rather than predicting the future financial performance and position of the Council.

The key assumptions underlying the Plan are as follows:

Maintaining existing services at current service standards

The Plan is based on a “*business as usual*” assumption, which means that the Council will continue to provide the existing services at the current service levels.

The “*business as usual*” assumption does not take into account any change in direction or service level in response to community expectations, legislative requirements or changing economic conditions.

For the purpose of developing the forward projections, the draft LTFP assumes new operational expenditure of \$1 million on average each year.

Rate Revenue

The updated Key Performance Indicators reflect Rate Revenue increases commencing at 8.0% in 2024-2025. Table 2 below sets out the assumed Rate Revenue Increases over the life of the LTFP as at February 2024.

TABLE 2: LONG TERM FINANCIAL PLAN – RATE REVENUE INCREASES

2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34
8.0%	8.0%	7.0%	6.5%	6.0%	4.0%	4.0%	4.0%	4.0%	4.0%

Asset Renewal and Replacement

The Key Performance Indicators for the Asset Renewal Funding Ratio has been assumed at 100% renewal, on the basis that the Council's "Whole-of-Life" Asset Management Plans are in the process of being reviewed and therefore the ratio will be reconsidered once the Plans are finalised and adopted by the Council.

Therefore, the updated Key Performance Indicators reflect an Asset Renewal Funding Ratio of 141.3% in 2024-2025 which, as set out above reflects 100% in 2028-2029 and remains at 100% through to 2033-2034.

Debt Management

Based on the principle of "intergenerational equity", the Plan assumes that the Council will borrow to fund new and upgraded assets.

The updated LTFP includes borrowings as a Cash Advance Debenture (CAD) and not a loan on the basis that a CAD provides flexibility in terms of timings associated with taking out loans.

A copy of the updated Key Performance Indicators is contained within **Attachment A**.

OPTIONS

This report is presented for information purposes only.

The Key Performance Indicators as set out in the Council's draft *2024-2034 Long Term Financial Plan* have been updated following the First 2023-2024 Budget and Second Budget Reviews.

However, further work will be undertaken in respect to the draft *2024-2034 Long Term Financial Plan* as part of the *2024-2025 Annual Business Plan and Budget*.

Following the completion of the *2024-2025 Annual Business Plan and Budget* the draft *2024-2034 Long Term Financial Plan* will be presented to the Council for adoption.

CONCLUSION

Based on the underlying assumptions contained within the draft Plan and noting that there are variations in the Key Financial Indicators over some periods in the Plan and that these Indicators return to the targets within the 10 year timeframe of the Plan, the draft Plan indicates that the Council is sustainable in the long term.

The Council's Operating Surplus Ratio, over the period of the draft Plan is forecast to grow from 0.4% to 5.6% by 2033-2034.

Rate revenue increases are stable over the life of the Plan, indicating equity between generations and that current and future ratepayers pay only for their share of the City's assets and services.

COMMENTS

Nil.

RECOMMENDATION

That the updated Key Performance Indicators as set out in draft *2024-2034 Long-Term Financial Plan* as contained in Attachment A be received and noted.

Ms Sandra Di Blasio moved:

That the updated Key Performance Indicators as set out in draft 2024-2034 Long-Term Financial Plan as contained in Attachment A be received and noted.

Seconded by Cr Grant Piggott and carried unanimously.

6.2 REVIEW OF FINANCE POLICIES

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA61370
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of the report is to present three (3) policies which have been reviewed to the Audit & Risk Committee for adoption.

BACKGROUND

Policies, Codes of Practice and Codes of Conduct are important components of a Council's governance framework. Policies set directions, guide decision making and inform the community about how the Council will normally respond and act to various issues.

When a decision is made in accordance with a Council policy or code, both the decision-maker and the community can be assured that the decision reflects the Council's overall aims and principles of action.

Accordingly, policies and codes can be used in many contexts to:

- reflect the key issues and responsibilities facing a Council;
- provide a policy context and framework for developing more detailed objectives and management systems;
- guide staff and ensure consistency in delegated and day-to-day decision-making; and
- clearly inform the community of a Council's response to various issues.

It is therefore important that policies remain up to date and consistent with any position adopted by the Council.

A review of all Finance related policies has commenced to ensure that all policies are relevant, contemporary and legislatively compliant and these will be presented to the Audit & Risk Committee for endorsement as each policy is reviewed.

The following Policies are now scheduled to be reviewed:

1. Bank Accounts (**Attachment A**);
2. Budget (**Attachment B**); and
3. Treasury Management (**Attachment C**).

Where required, the Policies have been amended to ensure that the Policies meet current standards and reflect the Council's position on the respective matters.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

DISCUSSION

Bank Accounts Policy

The *Bank Accounts Policy* is an existing Policy.

The objective of the *Bank Accounts Policy* sets out the operational frameworks in terms of the management of the Council's bank accounts.

Only minor amendments and formatting changes are recommended.

A copy of the draft *Bank Accounts Policy* is contained within **Attachment A**.

Budget Policy

The *Budget Policy* is an existing Policy.

The objective of this Policy is to document the process to be used for the preparation of the Council's Annual Budget.

With the exception of a change to the title of the staff member responsible for the Policy, no changes are recommended to the Policy.

A copy of the draft *Budget Policy* is contained within **Attachment B**.

Treasury Management Policy

The *Treasury Management Policy* is an existing Policy.

The objective of the Policy is to ensure sound management of the Council's financial transactions with regards to borrowings and investments.

With the exception of a change to the title of the staff member responsible for the Policy, no changes are recommended to the Policy.

A copy of the draft *Treasury Management Policy* is contained within **Attachment C**.

OPTIONS

The Committee can determine not to endorse the draft Policies, however as the draft Policies are required and have been prepared to meet legislative requirements, and manage particular finance matters, it is recommended that the Committee endorses the draft Policies as presented.

CONCLUSION

A comprehensive financial policy framework is essential for public accountability, transparency and consistency in Council decision making.

Policies should be supported by a comprehensive set of documented procedures detailing the specific staff responsibilities and processes to be followed to give effect to the policies and ensure that sound financial management practices are in place. Without such documented financial policies and procedures, the Council could be subject to criticism, (rightly or wrongly), that their financial management framework lacks transparency, legislative compliance or does not reflect contemporary standards.

The requirement on the Council's Auditors to provide an opinion on the adequacy of the Council's internal financial controls further emphasises the need for an explicit, clearly documented, framework of policies and procedures.

COMMENTS

To ensure compliance with Section 125 of the *Local Government Act 1999*, the Council must have in place, appropriate policies, practices and procedures, which assist the Council to carry out its activities in an efficient and orderly manner. To achieve this objective, it is important to ensure that the policies adopted by the Council are regularly reviewed to ensure that they reflect the current operating environment and continue to meet the Council's overall objectives.

There is no legislative requirement to consult in respect to these policies.

RECOMMENDATION

That the Audit & Risk Committee recommends to the Council that the following be adopted:

- Bank Accounts Policy (**Attachment A**);
 - Budget Policy (**Attachment B**); and
 - Treasury Management Policy (**Attachment C**).
-

Cr Piggott moved:

1. *That the Audit & Risk Committee recommends to the Council that the following be adopted:*
 - *Bank Accounts Policy (Attachment A), as amended to include a requirement that at least five (5) staff members be appointed as Authorised Signatories;*
 - *Budget Policy (Attachment B); and*
2. *That consideration of the Treasury Management Policy (Attachment C) be deferred pending further information set out within this Policy to include references to appropriate management of debt (eg. ratio of fixed versus variable interest rates and borrowings) and that the Policy be presented at a future meeting of the Audit & Risk Committee.*

Seconded by Ms Sandra Di Blasio and carried unanimously.

6.3 FINANCIAL DELEGATIONS POLICY

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA61370
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to present the draft *Financial Delegations Policy* to the Audit & Risk Committee for consideration and endorsement.

BACKGROUND

Councils exercise a broad range of statutory powers and functions. Most of these powers and functions can be delegated by Councils pursuant to either Section 44 of the *Local Government Act 1999* or statutory powers of delegation which are set out in other Acts relevant to Local Government.

Section 44 (2) of the *Local Government Act 1999*, provides that delegations may be made to:

- an employee of the Council; or
- the employee of the Council for the time being occupying a particular office or position.

In respect to the approval of expenditure, the delegation is limited to the expenditure of money on works, services and operations which are contained in the Council's Annual Budget Plan, as adopted by the Council.

Pursuant to Section 125 of the *Local Government Act 1999*, the Council must ensure that appropriate policies, practices and procedures of internal control are implemented and maintained in order to assist the Council to carry out its activities in an efficient and orderly manner to achieve its objectives, to ensure adherence to management policies, to safeguard the Council's assets, and to secure (as far as possible) the accuracy and reliability of the Council's records.

In this regard, the Council's *Financial Delegations Policy* (the Policy), has been prepared in accordance with Section 125 of the Act.

Whilst the Policy has been in place for a number of years, the Policy was reviewed by the Audit & Risk Committee at its meeting held on 18 September 2023.

At that time, the *Schedule of Financial Delegations* formed part of the Policy.

In respect to Financial Delegations, the Act provides for the Council to delegate to the Chief Executive Officer the power to expend funds in the exercise, performance or discharge of its powers, functions or duties under the Act or any other Act. This includes not only expenditure, procurement, purchase orders, invoice processing and petty cash.

The Act provides that the Chief Executive Officer may then subdelegate the powers conferred on the position of Chief Executive Officer, including Financial Delegations, in accordance with Sections 44(4)(b) and 101 of the Act (unless otherwise prevented by legislation or a condition/limitation imposed by the Council under the delegation).

On this basis and in terms of operational efficiencies, the Financial Delegations Policy has been reviewed and updated.

A copy of the draft *Financial Delegations Policy* is contained within **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

DISCUSSION

The objective of the draft *Financial Delegations Policy* to provide clear direction and a framework within which the Council is able to deliver its corporate governance outcomes in the stewardship of public resources. The draft Policy therefore seeks to deliver upon this objective by ensuring that staff who enjoy the delegation of power of expenditure, have appropriate authority to conduct their activities and that all financial delegations are within the scope of this Policy and are appropriately authorised.

As set out above, in terms of operational efficiencies the draft Policy has been amended to remove the following attachments to the Policy:

- *Financial Delegations Register* - Schedule 1; and
- *Financial Delegations Register* - Specified Transactions – Schedule 2.

The Financial Sub-delegations will be managed by the Chief Executive's office and Chief Financial Officer and will be made in relation to a particular position rather than to an individual, so that the powers and functions can be exercised by anyone holding that position from time – to time.

In terms of operational efficiencies, this means that when a new staff member commences or there is a change to a position title, the Financial Delegations can be enacted by the Chief Executive Officer and updated immediately without the need to refer the *Financial Delegations Registers* (Schedules 1 and 2), to the Committee.

In other words, Financial Delegations to staff are matters of an operational nature and do not require the approval of the Council.

OPTIONS

As the draft *Financial Delegations Policy* is required by legislation without a requirement for consultation, it is recommended that the Committee endorses the draft Policy.

CONCLUSION

A comprehensive financial policy framework is essential for public accountability, transparency and consistency in Council decision making.

Policies should be supported by a comprehensive set of documented procedures detailing the specific staff responsibilities and processes to be followed to give effect to the policies and ensure that sound financial management practices are in place. Without such documented financial policies and procedures, the Council could be subject to criticism, (rightly or wrongly), that their financial management framework lacks transparency, legislative compliance or does not reflect contemporary standards.

COMMENTS

To ensure compliance with Section 125 of the *Local Government Act 1999*, the Council must have in place, appropriate policies, practices and procedures, which assist the Council to carry out its activities in an efficient and orderly manner. To achieve this objective, it is important to ensure that the policies adopted by the Council are regularly reviewed to ensure that they reflect the current operating environment and continue to meet the Council's overall objectives.

RECOMMENDATION

That the Audit & Risk Committee recommends to the Council that the *Financial Delegations Policy* (Attachment A), be adopted.

Ms Sandra Di Blasio moved:

That the Audit & Risk Committee recommends to the Council that the Financial Delegations Policy (Attachment A), be adopted.

Seconded by Cr Piggott and carried unanimously.

7. CONFIDENTIAL REPORTS
Nil

8. OTHER BUSINESS
Nil

9. NEXT MEETING
Monday 22 April 2024

10. CLOSURE

There being no further business the Presiding Member declared the meeting closed at 7.44pm.

Mayor Robert Bria
PRESIDING MEMBER

Minutes Confirmed on _____
(date)

Attachment B

Adoption of Committee Minutes

Business & Economic Development Advisory Committee

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Business & Economic Development Advisory Committee

Minutes

12 March 2024

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR 6.30pm

PRESENT

Committee Members Mayor Robert Bria (Presiding Member)
 Cr Grant Piggott
 Cr Victoria McFarlane (entered the meeting at 6.44pm)
 Cr John Callisto
 Ms Amanda Grocock
 Ms Amanda Pepe
 Mr Ben Pudney
 Mr Matt Grant
 Ms Rebecca Thomas
 Ms Trish Hansen

Staff Keke Michalos (Manager, Economic Development & Strategy)
 Tyson McLean (Economic Development Officer)

APOLOGIES Nil

ABSENT Mr Joshua Baldwin

TERMS OF REFERENCE:

The Business & Economic Development Advisory Committee is established to fulfil the following functions:

- *To provide high-level independent expert advice to the Council on economic development matters and employment growth opportunities in the City of Norwood Payneham & St Peters and to have oversight of the continued implementation of the Council's Economic Development Strategy.*
- *To identify issues, opportunities, and initiatives which impact on business and economic development in the City of Norwood Payneham & St Peters.*
- *To provide advice to the Council and recommend actions, including the conduct of studies associated with business and economic development, as required, in order to facilitate the identification of opportunities, issues, strategies and actions.*
- *To assist the Council to facilitate and promote economic growth and development in the City of Norwood Payneham & St Peters.*
- *To provide advice to the Council as required, to facilitate the creation of business networks (both within South Australia and Australia), which provide benefits for the City of Norwood Payneham & St Peters and the business sector.*
- *To provide strategic direction and leadership to ensure that members of the business community are able to participate in the development and implementation of the City's business and economic development outcomes.*
- *Conduct forums to identify and articulate relevant information in respect to services and activities in the City of Norwood Payneham & St Peters that contribute to the City's economic growth.*
- *Advocate and work actively with State and Federal Governments and their agencies, the private sector and relevant peak bodies on key economic priorities which deliver positive outcomes for the City and the community.*
- *Consider and advise the Council on medium and long term matters relevant to business and economic development within the City of Norwood Payneham & St Peters.*

1. CONFIRMATION OF MINUTES OF THE BUSINESS & ECONOMIC DEVELOPMENT ADVISORY COMMITTEE MEETING HELD ON 28 NOVEMBER 2023

Cr Callisto moved that the Minutes of the Business & Economic Development Advisory Committee meeting held on 28 November 2023 be taken as read and confirmed. Seconded by Ms Amanda Pepe and carried unanimously.

Cr Victoria McFarlane entered the meeting at 6.44pm.

2. PRESIDING MEMBER'S COMMUNICATION

Mayor Bria advised the Committee on the upcoming 2024 Gather Round and outlined the various events and activities that are planned for Norwood Oval and The Parade.

3. STAFF REPORTS

3.1 PROGRESS REPORT ON THE 2021–2026 ECONOMIC DEVELOPMENT STRATEGY

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA135720
ATTACHMENTS: A – E

PURPOSE OF REPORT

The purpose of this report is to provide the Business & Economic Development Advisory Committee, with a progress report on the implementation of the *2021-2026 Economic Development Strategy* and seek endorsement of the *Economic Development Strategy 2023 – Year 3 in Review* document.

BACKGROUND

The *2021-2026 Economic Development Strategy*, is designed to guide economic development within the City, identify priority areas for the five (5) year period and articulate the Council's role in supporting business and economic development.

The *2021-2026 Economic Development Strategy* is based on research and its development is based on sector workshops and consultation with various business sectors. The results were presented to the Business & Economic Development Committee at its meeting held on 16 June 2020. At that meeting, the Committee endorsed the Draft Strategy as being suitable to present to the Council for its consideration and endorsement to be released for community consultation and engagement.

Subsequently, the *Draft 2021-2026 Economic Development Strategy* was presented to the Council at its meeting held on 6 July 2020. At that meeting, the Council endorsed the *Draft 2021-2026 Economic Development Strategy* as being suitable to release for community consultation and engagement.

Following the conclusion of the consultation period, the results of the consultation and the revised final document, were presented to the Committee and subsequently to the Council for its endorsement. At its meeting held on 6 October 2020, the Council endorsed the *2021-2026 Economic Development Strategy*.

The *2021-2026 Economic Development Strategy* and the *2021 – Year 1 in Review* and *2022 – Year 2 in Review* documents can be accessed via the Council website. The *Economic Development Strategy 2023 – Year 3 in Review* document will also be placed on the Council website, following its endorsement by both the Committee and subsequently the Council. The content of this document is contained in **Attachment A**.

This report provides an update on the key Strategies and Actions that have progressed since the last Committee meeting as well as seeking the endorsement of the Committee to finalise the *2023 – Year 3 in Review* document.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The *2021-2026 Economic Development Strategy* is the Council's "blueprint" to guide the growth of the City's economy for a five (5) year period. The Strategy sits within the Council's decision-making framework and has been developed to align with other key strategic and policy documents.

The key strategies that have been used to inform, or that will work in conjunction with the *2021-2026 Economic Development Strategy* are listed below:

- *The 30-Year Plan for Greater Adelaide*
- *The Planning & Design Code*
- *CityPlan 2030: Shaping Our Future – Mid Term Review 2020*
- *Kent Town Economic Growth Strategy 2020 - 2025*
- *Norwood Parade Precinct Annual Business Plan*
- *Smart City Plan*

FINANCIAL AND BUDGET IMPLICATIONS

At its meeting held on 5 June 2023, the Council endorsed the Norwood Parade Precinct Annual Business Plan for the 2023-2024 financial year.

Subsequently, at its meeting held on 10 July 2023, the Council adopted the *Annual Business Plan, Budget and Declaration of Rates for 2023-2024*, which includes the following in respect to The Parade Precinct Separate Rate and the Economic Development Precinct Management budgets:

- A total budget of \$215,000 is to be collected through The Parade Precinct Separate Rate for the 2023-2024 financial year for the primary purpose of marketing and promoting The Parade, Norwood; and
- a total budget of \$104,000 be allocated by the Council to continue to deliver the Economic Development agenda in the 2023-2024 financial year.

In addition, *Raising the Bar Adelaide 2023* and the *Eastside Business Awards 2024*, received separate funding as part of the Council's 2023-2024 Budget.

A report was presented to the Council at its 3 June 2024 meeting on the proposed extension of the Separate Rate for 2024-2025 and the 2024-2025 Norwood Parade Precinct Annual Business Plan. Further reports on both of these matters will be presented to the Council at its meeting scheduled for 3 June 2024.

The Council's 2023-2024 Economic Development Budget has been used to deliver the final Actions listed in Year 3 and to commence the delivery of the Year 4 Actions of the Strategy. Some of the Year 3 and 4 and Ongoing Actions that have progressed since the last Committee meeting are set out in **Attachment B**.

The total budget to deliver the Economic Development Agenda in the 2024 – 2025 financial year, will be included in the Council's draft 2024 – 2025 Budget, which will be considered and endorsed by the Council in early July 2024. The intent is that this budget will be used to fund the remaining Actions in Year 4 and commence with further Actions in Year 5 of the Strategy as well as deliver any other initiatives determined by the Committee and the Council.

EXTERNAL ECONOMIC IMPLICATIONS

The successful delivery of the *2021-2026 Economic Development Strategy* may be impacted by the broader economic environment and world events, although Australia's and more specifically the City of Norwood Payneham & St Peters' economy has shown resilience over the past three (3) years as indicated by steady expenditure growth via *Spendmapp by Geographia*. With that said, the current interest rate is sitting at 4.35%, which is the highest rate that Australians have experienced over the last twelve (12) years. The Reserve Bank of Australia has not increased the interest rate in the past three (3) months as inflation has somewhat steadied, providing a little more certainty in the market and for consumers.

In June 2023, the State Government released its 2023 – 2024 State Budget, which allocated substantial funding to areas such as health, housing and child protection and primarily focused on addressing the cost-of-living concerns. Whilst households have received some respite in this Budget, unfortunately this has not carried through to businesses. Businesses continue to face cost pressures, including wage growth, while being impacted by lower consumer demand.

Economic Development Staff continue to support business owners and operators through face-to-face meetings and by providing them with information to help them navigate through this challenging time.

SOCIAL ISSUES

Economic development impacts on both the business sector and the local community. Whilst the key focus of this Strategy is on the business sector, the two (2) are intrinsically linked and the prosperity of the local economy relies on creating a holistic environment where people want to invest, work, do business, live, shop and socialise.

CULTURAL ISSUES

The City is a culturally rich and diverse place, with a strong identity, history and “sense of place”. Cultural and creative activity is increasingly recognised as important components of economic growth. Economic growth and sustainability through employment, vibrancy and growth are all important factors in achieving cultural vitality.

ENVIRONMENTAL ISSUES

A vital component in meeting the aspirations of current and future businesses located in the City of Norwood Payneham & St Peters, is ensuring that issues relating to environmental sustainability are considered together with economic sustainability. A sustainable environment impacts on business investment decisions and is a key asset in the success of local businesses. The Council will continue to promote programs aligned with environmental actions, as well as look to introduce initiatives with a sustainable focus that encourage and promote a circular economy.

RESOURCE ISSUES

The *2021-2026 Economic Development Strategy* has been prepared by the Council Staff, however it will require additional support, from both internal and external resources to ensure its timely implementation. The Economic Development Staff continue to work with Staff across the organisation to deliver the Actions in the Strategy.

RISK MANAGEMENT

In establishing the Strategic Framework for the *2021-2026 Economic Development Strategy*, the Council considered the economic and demographic profile of the City, the views of the business community and partners and the key influences and trends that have, and will, impact on the City’s economy. In doing so, the Council has ensured that the Strategy appropriately addresses the wide range of opportunities and challenges facing businesses and economic growth in the City. The Council will continue to work with the business community to ensure that the Strategies and Actions remain relevant and beneficial.

DISCUSSION

The implementation of the *2021-2026 Economic Development Strategy* commenced in January 2021 and to ensure that it is delivered in a timely manner, Council staff have developed a reporting structure that is presented to the Business & Economic Development Advisory Committee at each of its meetings, for the purpose of tracking the progress of the Strategy’s implementation and to provide direction and guide the staff in its implementation.

The table contained in **Attachment B**, outlines progress on the Actions under each of the four (4) key themes that have been delivered in Year 3 of the Strategy and those that have commenced in Year 4 or are ‘Ongoing’ Actions for the duration of the five (5) year Strategy. It should be noted that only the Actions that have recently been completed, commenced or progressed since the last Committee meeting have been included.

The information in the table, whilst detailed, should be read in conjunction with the *2021-2026 Economic Development Strategy* to obtain a better understanding of the individual Action and the Objective that the Council is proposing to achieve.

Similar to the *Economic Development Strategy, 2021 – Year 1 in Review* and *Economic Development Strategy, 2022 – Year 2 in Review* documents, an *Economic Development Strategy, 2023 – Year 3 in Review* summary document is being prepared, the content of which is contained in **Attachment A**.

Further reporting on the implementation of the *2021-2026 Economic Development Strategy* is identified through the ‘Implementation & Monitoring’ section of the strategy. An update on the progression of these measures and targets is provided below, as well as in the content that will form the *2023 – Year 3 in Review* document.

Outcome 1: Dynamic & Diverse City

Measure	Target	Tracking	Comment
The number of businesses and/or the number of employees in each of the four priority sectors. (Remplan)	10% increase in the number of businesses and/or employees in each of the four sectors over the five year period.	On track to exceed the target.	<p>Food & Beverage Manufacturing 2021 to 2023: Increase of 12 businesses (or 17%)</p> <p>Cultural & Creative Industries 2021 to 2023: Increase of 113 (or 13%)</p> <p>Professional, Scientific & Technical Services 2021 to 2023: Increase of 80 businesses (or 13%)</p> <p>Retail Sector 2021 to 2023: Increase of 62 businesses (or 13%)</p>
Total unemployment in the City of Norwood Payneham & St Peters. (ABS Data)	Unemployment levels in the City of Norwood Payneham & St Peters to remain below the State average.	On track	In 2021 the City of Norwood Payneham & St Peters unemployment rate was 4.9% in comparison to the South Australian unemployment rate of 5.4%. The next census will take place in 2026, the final year of the Strategy. However, through the Council's Labour Force Reports, in Quarter 3 2023, the Council's unemployment rate was 3.13%.

Outcome 2: Destination City

Measure	Target	Tracking	Comment
Level of agreement by businesses that the mix of businesses in the business precincts contributes to the prosperity of the area. (Community Survey)	A rating of 3.5 or greater out of 5.0.	Data not yet available.	The most recent Community Survey has just been completed, and the results not yet known.
The number of businesses across the City in the Retail, Accommodation & Food Services and Art Recreation Services Sectors.	Maintain a minimum combined total of 11.5% of total businesses in the City.	On track	As of November 2023, businesses trading within the City of Norwood Payneham & St Peters in these three (3) categories contribute to 11.47% of total businesses. This is up from 10.63% in 2020.
Retail spend across the City of Norwood Payneham & St Peters.	Increase in the amount of retail spend across the City of Norwood Payneham & St Peters.	Not on track	<p>The following expenditure is in the categories of 'Department Stores & Clothing', 'Furniture & Other Household Goods', 'Specialised Food Retailing' and 'Specialised & Luxury Goods':</p> <p>2021: \$448,390,784</p> <p>2022: \$420,480,534</p> <p>2023: \$442,132,913</p> <p>Cost of living and interest rate pressures are impacting on the amount of disposable income available.</p>

Number of <i>Food Secrets of Glynde & Stepney</i> bus tours.	Host ten <i>Food Secrets of Glynde & Stepney</i> bus tours annually.	On track	After the impacts of the COVID-19 pandemic, the bus tours resumed to normal programming. In 2023, ten (10) tours were conducted.
Dedicated <i>Eastside Wine & Ale Trail</i> campaign.	Deliver a dedicated <i>Eastside Wine & Ale Trail</i> campaign annually.	On track	<p>2021: Assisted members of the Eastside Wine & Ale Trail to attend the annual Cellar Door Fest event. Five (5) members (out of eight (8)) participated and received great exposure.</p> <p>2022: Updated the Eastside Wine & Ale Trail publication, which included photoshoots at many of the businesses. The launch of the new publication included a marketing campaign.</p> <p>2023: Adelady campaign including a TV segment and digital and print marketing. Also appointed Neighbourhood events to deliver the inaugural Urban Wine Walk within the City of Norwood Payneham & St Peters.</p>
Support events run by local businesses.	Support a minimum of two local business run events annually.	Not on track	<p>2021: Not achieved.</p> <p>2022: Not achieved.</p> <p>2023: The Council Supporting two (2) members of the Eastside Wine & Ale Trail to conduct the first edition of the Eastside Hop Event, as well as assisting with the inaugural Eastside Urban Wine Walk event, which showcased a number of local Eastside Wine & Ale Trail businesses.</p>

Outcome 3: Innovative City

Measure	Target	Tracking	Comment
Completion of Smart City Initiatives.	Implementation of at least three Smart City initiatives to support the City's business sector.	On track	<p>The Council has commenced with the use of smart technology to monitor a number of car parking bays in the Webbe Street car park. This will ensure adequate turnover of these car parks occurs, benefitting businesses and customers wanting to access The Parade.</p> <p>The Council also invested in the purchase two (2) thermal imaging cameras, which are available for hire by businesses.</p> <p>Business workshops with a focus on using technology to improve efficiencies and output are continuing to be investigated and will be delivered in 2024.</p>

Increase the number of businesses participating in environmentally sustainable programs such as 'Plastic Free SA'.	The number of businesses certified as 'Plastic Free' has doubled.	On track	In 2019, there were three (3) businesses in the City accredited as Plastic Free. Since then an additional five (5) businesses have become accredited. An additional six (6) previously accredited businesses have since closed down.
Level of business satisfaction with the Council's performance in attracting and supporting businesses. (<i>Community Survey</i>)	A rating of 3.5 or greater out of 5.0.	Data not yet available.	The most recent Community Survey has just been completed, with the results not yet known.

Outcome 4: Business Friendly City

Measure	Target	Tracking	Comment
Increase the number of businesses that access the Council's pre-lodgement development assessment service.	50% increase in the number of business related pre-lodgement applications.	Measure and Target to be changed to reflect the Start a Business Enquiry Form instead of the Planning Department's Pre-Lodgement Advice Service.	The Council has implemented the 'Start a Business Enquiry' form (2023) designed to provide more detailed information specifically for interested businesses looking to establish in the Council area. In 2023, twelve (12) Start a Business Enquiry Forms were submitted to the Council. In 2024, four (4) have been received to date.
Accreditation as a Small Business Friendly Council from the Office of the Small Business Commissioner (OSBC).	Accreditation as a Small Business Friendly Council is maintained.	On target	Have maintained the Council's on-going accreditation as a small business friendly Council.

CONCLUSION

The 2021-2026 *Economic Development Strategy* recognises the Council's leadership in setting a clear direction for economic development within the City and in supporting the business sector. Developing the Strategy with clear direction and focus provides the foundation for the Council to implement successful actions and initiatives and establish partnerships with different stakeholders (i.e. Federal and State Governments, developers, businesses and residents) in order to ensure the successful longevity of the City's business and economic sector.

RECOMMENDATION

1. That the report be received and noted.
2. That the content for the *Economic Development Strategy, 2023 – Year 3 in Review* document be endorsed as being suitable.

Mr Ben Pudney moved:

1. *That the report be received and noted.*
2. *That the content for the Economic Development Strategy, 2023 – Year 3 in Review document be endorsed as being suitable.*

Seconded by Mr Matt Grant and carried unanimously.

3.2 ECONOMIC DEVELOPMENT PRECINCTS OCCUPANCY LEVELS ANNUAL ASSESSMENT 2023

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA119911
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide the *Business & Economic Development Advisory Committee* with the results of the annual assessment of the occupancy levels within The Parade, Magill Road and Kent Town Economic Development Precincts.

BACKGROUND

As part of The Parade Precinct Occupancy Levels report, which was presented to the *Norwood Parade Precinct Committee* in November 2019, the Committee was advised that an assessment of The Parade Precinct's occupancy rate would be conducted annually and that the findings would be presented to the Norwood Parade Precinct Committee, the Council's *Business & Economic Development Advisory Committee*. It was also determined at that time, that other Precincts within the City would also be monitored. To date, the additional Economic Development Precincts, which have had their occupancy rates assessed are Magill Road and Kent Town. The most recent occupancy survey was undertaken on the following dates:

- The Parade Precinct – 14 December 2023;
- Magill Road Precinct – 13 December 2023; and
- Kent Town Precinct – 21 December 2023.

The initial assessment that was undertaken in 2019, was prepared in response to a report published by JLL Australia, on vacancy levels of Adelaide's "high streets" (main streets). The "high streets" assessed by JLL Australia as part of that report and the subsequent reports prepared by JLL Australia include:

- The Parade, Norwood;
- Prospect Road, Prospect;
- Hindley Street, Adelaide;
- Rundle Street, Adelaide;
- King William Road, Goodwood;
- O'Connell Street, North Adelaide; and
- Jetty Road, Glenelg.

The latest report from JLL Australia is the *3Q23 Adelaide Retail High Street Overview*, a copy of which is contained in **Attachment A**. It is important to note that JLL Australia defines The Parade (for the scope of their measurement) as being all ground floor tenancies directly fronting The Parade between Osmond Terrace and Portrush Road. It was due to this restricted scope that the Council decided to commence the process of undertaking its own assessment, which is inclusive of the entire Precinct, as defined by the Council in its Terms of Reference for the Norwood Parade Precinct Committee. It was subsequently determined that additional Economic Development Precincts would also begin to be monitored, with each Precinct having its own defined boundary.

The JLL Australia report and **Table 1** below, provide an overview of the occupancy levels in seven (7) of Adelaide's high streets. The results of this analysis shows that the majority of Adelaide's retail "high streets" are experiencing steady occupancy levels. The only high streets to have experienced a change (positive) over 3% from Third Quarter (July, August, September) 2022 to Third Quarter (July, August, September) 2023 were Jetty Road and The Parade, both of which are the most occupied high streets of those monitored by JLL Australia. **Table 2** provides a summary of the findings from the Staff annual 4Q data collection for the three (3) Economic Development Precincts (The Parade, Magill Road and Kent Town) and compares the results with the 2022 findings.

In the JLL Australia report, The Parade has been recognised as the best performing “high street” in respect to tenancy occupancy, 2.8% ahead of Jetty Road. In addition, The Parade continues to have an occupancy rate above that of the ‘Blended Average’ of all high streets which sits at 93.6%.

TABLE 1: RETAIL HIGH STREETS OCCUPANCY LEVELS – JLL AUSTRALIA FINDINGS

Street	Occupancy Rate 3Q22	Occupancy Rate 3Q23	Change (3Q22- 3Q23)
Prospect Road, Prospect	95.9%	93.5%	Declined 2.4%
Hindley Street, Adelaide	87.3%	86.8%	Declined 0.5%
Rundle Street, Adelaide	92.7%	93.8%	Improved 1.1%
King William Road, Goodwood	94.5%	94.4%	Declined 0.1%
O’Connell Street, North Adelaide	91.7%	92.7%	Improved 1%
Jetty Road, Glenelg	90.3%	95.2%	Improved 4.9%
The Parade, Norwood	94.0%	98.0%	Improved 4%

Notes: Data provided by JLL Australia.

**TABLE 2: ECONOMIC DEVELOPMENT PRECINCTS OCCUPANCY LEVELS –
COUNCIL STAFF FINDINGS**

Street	Occupancy Rate 4Q22	Occupancy Rate 4Q23	Change (4Q22- 4Q23)
The Parade, Norwood	92.5%	96.5%	Improved 4%
Magill Road	94.0%	95.0%	Improved 1%
Kent Town	93.0% (1Q23)	92.4%	Declined 0.6%

Notes: Data collected by NPSP Staff

DISCUSSION

For the purpose of this report, occupancy levels are defined as a percentage of all available commercial properties (residential properties are not included) that are currently being actively utilised by a business. In precincts such as The Parade, the occupancy level is usually calculated on the commercial tenancies that are located on the ground floor, predominately comprising of retail and commercial uses. However, given the small number of aboveground floor tenancies within these Precincts, these have been included in the assessment. Generally, the occupancy level measures the health of the local property market by representing the level of activity and demand for property.

It should also be noted that in undertaking the assessments, Council staff have made the following assumptions:

- tenancies classified as being vacant are those that:
 - have signage indicating that the premises or part of the premises was for lease;
 - tenancies that have a ‘Leased’ sign and were still vacant and the Council was not aware of a new business preparing to occupy the space; and
 - tenancies that did not have signage but were empty and the Council was not yet aware of any new business preparing to occupy the space.

The Parade Precinct

On 14 December 2023, Council staff undertook an assessment of The Parade Precinct (as defined in the *Norwood Parade Precinct Committee* Terms of Reference, which extends from Fullarton Road to Portrush Road) occupancy levels to understand the health of the Precinct during the past twelve (12) months and to compare the findings with the results published in the latest JLL Australia report. It should be noted that all information presented in this report is correct as of that date of collection.

The following assumptions were made when determining the occupancy level of The Parade Precinct:

- there were two (2) tenancies where it was unclear whether the premises were occupied or whether they were vacant and for this reason, these tenancies were excluded from the assessment and do not form part of the occupancy figures;
- the ORTA development (128 The Parade) site has not been included in the figures;
- Norwood Oval and the Norwood Town Hall are not included in the occupancy figures, however are included in the tenancy mix figures.

The research conducted by Council staff found the following:

- there is currently a total of 373 tenancies within The Parade Precinct;
- 360 tenancies were occupied by a business;
- there were thirteen (13) vacant tenancies (15 less than at the same time in 2022) within The Parade Precinct, which equates to an occupancy level of 96.5% (up from 92.5% in 2022);
- eight (8) vacant tenancies are located on the northern side of The Parade (3 less than 2022) and the northern side has an occupancy level of 95.9% (186 out of 194 tenancies); and
- five (5) vacant tenancies are located on the southern side of The Parade (12 less than 2022) and the southern side has an occupancy level of 97.2% (174 out of 179 tenancies).

A more in-depth analysis of the spread of vacant tenancies can be achieved through segregating the Precinct into three (3) sections and on this basis, the results are as follow:

- The Parade between Fullarton Road and Osmond Terrace = 96.6% (112 out of 116).
- The Parade between Osmond Terrace and George Street = 97.2% (138 out of 142).
- The Parade between George Street and Portrush Road = 95.7% (110 out of 115).

In respect to the location of vacant tenancies, the only cluster is located at 231 The Parade, which has previously been listed for sale. Aside from this, the vacant tenancies are spread throughout the Precinct.

In an attempt to build on the data that is collected, staff have also continued to monitor the tenancy mix within The Parade Precinct, as it is important to understand the diversity of businesses, as well as any trends that are becoming apparent. Too many of a particular type of business can impact on the Precinct's attractiveness as a destination. In contrast, the establishment of some types of business clusters can also create competition, which is a positive outcome for visitors. **Table 3** below, showcases the tenancy mix within the Precinct from 2022 to 2023:

TABLE 3: TENANCY MIX OF THE PARADE PRECINCT – 2022 AND 2023

Sector	Number (2022)	Percentage (%) (2022)	Number (2023)	Percentage (%) (2023)
Retail	101	29.3	103	28.4
Dining & Entertainment	70	20.3	71	19.6
Professional	65	18.8	76	20.9
Medical, Health & Wellbeing	55	16.2	58	16.0
Hair/Beauty	35	10.1	41	11.3
Training/Employment	9	2.6	8	2.2
Community	5	1.4	5	1.3
N/A (i.e. Leased signage but no business yet)	5	1.4	N/A	N/A
TOTAL	345	100%	362	100%

Table 4 below, segregates the 'Retail' and 'Professional' sectors into sub-sectors to enable a deeper understanding. Retail is segregated into two (2) categories, 'Clothing' and 'Product', which is inclusive of businesses that specialise in homewares, furniture, grocery stores, toys etc. The Professional sector is segregated into three (3) categories 'Technical' which includes, architects, graphic design, IT, marketing agencies etc, 'Financial', which includes accountants, banks, brokers etc, and 'Real Estate'.

TABLE 4: RETAIL AND PROFESSIONAL SECTOR BREAKDOWN – 2022 AND 2023

Sector Breakdown	Number (2022)	Percentage (%) (2022)	Number (2023)	Percentage (%) (2023)
Retail – Product	66	65.3	69	67.0
Retail – Clothing	35	34.7	34	33.0
Professional – Technical	35	53.8	43	56.6
Professional – Financial	24	36.9	28	36.8
Professional – Real Estate	6	9.2	5	6.6

The changes experienced within the Precinct, include the introduction of 39 new businesses, a number of which have come online as a result of the completion of the COMO development, the complete closure of 15 businesses and the relocation of 8 businesses to other precincts. A summary of the new businesses that have opened, relocated or left The Parade Precinct is contained in **Table 5**.

It is interesting to note that four (4) businesses have simply relocated within the Precinct.

TABLE 5: SECTOR SUMMARY OF BUSINESSES – OPENED, RELOCATED AND LEFT THE PRECINCT

Sector	Number of new businesses	Relocated within the Precinct	Left the Precinct
Dining & Entertainment	7	0	7
Medical, Health & Wellbeing	7	3	5
Hair/Beauty	9	0	4
Retail	10	1	4
Professional	6	0	2
Training/Employment	0	0	1
TOTAL	39	4	23

A high level comparison of the new businesses against those that have left the Precinct, shows that there has been an increase in the 'Medical, Health & Wellbeing' and 'Hair & Beauty', 'Professional' and 'Retail' sectors.

The Parade, Norwood has the tightest held tenancies in Metropolitan Adelaide, reflecting a strong desire from businesses to establish within The Parade Precinct. The integrated marketing and promotional campaigns, along with the vast array of events and initiatives have resulted in The Parade Precinct being a desirable location for businesses. Whilst the integrated marketing and promotional campaigns have tended to focus on businesses in the 'Dining & Entertainment', 'Retail' and 'Hair & Beauty' sectors. The increasing prevalence of 'Professional' businesses, suggests that The Parade digital marketing campaign, which is now pivoting to promote these types of businesses, in an attempt to demonstrate how diverse The Parade actually is starting to work.

Magill Road Precinct

The assessment undertaken by Council staff encompasses the entire length of Magill Road that falls within the City of Norwood Payneham & St Peters, and extends from Fullarton Road to Portrush Road (both the northern and southern sides), and from Portrush Road to Glynburn Road (northern side only as the southern side falls within the City of Burnside). The assessment undertaken by Council Staff was conducted on 13 December 2023 and all the details from the assessment are correct as of that date.

The assessment that has been conducted by Council staff found the following:

- there is a total of 221 tenancies (excluding residential) within the Magill Road Precinct;
- 210 tenancies were occupied by a business;
- there were eleven (11) vacant tenancies, resulting in an occupancy level of 95% (up from 94% in 2022);
- ten (10) vacancies are located on the northern side of Magill Road (down from 11 in 2022) resulting in an occupancy rate of 92.9% (up from 92.1% in 2022), however given the extended length of the Precinct on the northern side a vacancy rate of approximately 7.1% is not considered high; and
- one (1) vacancy is located on the southern side of Magill Road (down from 2 in 2022) resulting in an occupancy rate of 98.7% (up from 97.3% in 2022).

A more in-depth analysis of the spread of vacant tenancies can be achieved through segregating the Precinct into three (3) sections. The results are as follow:

- Magill Road between Fullarton Road and Osmond Terrace = 97.2% (69 out of 71)
- Magill Road between Osmond Terrace and Portrush Road = 95.1% (77 out of 81)
- Magill Road between Portrush Road and Glynburn Road (north side only) = 92.8% (64 out of 69)

In respect to the location of the vacant tenancies, there is no obvious pattern, as the majority are spread throughout the Precinct. Two (2) vacancies exist in the small portion of Magill Road (north side) between Wells Street and Frederick Street, Maylands, as a result of Dipalo Hair and Alpha Beta Gamma vacating, to accommodate the redevelopment of that property. Vacant land has also been included as being 'vacant' in this assessment.

In an attempt to build on the data that is collected, staff have also continued to monitor the tenancy mix within the Magill Road Precinct, as it is important to understand the diversity of businesses, as well as any trends that are becoming apparent. Similar to The Parade, too many of a particular type of business can impact on the Precinct's attractiveness as a destination. In contrast, the establishment of some types of business clusters can also create competition, which is a positive outcome for visitors. An example of this is the homewares sector that has established itself in the section of Magill Road between Osmond Terrace and Portrush Road. **Table 6** below, showcases the tenancy mix within the Precinct from 2022 to 2023:

TABLE 6: TENANCY MIX OF THE MAGILL ROAD PRECINCT – 2022 & 2023

Sector	Number (2022)	Percentage (%) (2022)	Number (2023)	Percentage (%) (2023)
Retail	79	39.1	78	35.3
Medical, Health & Wellbeing	33	16.3	40	18.1
Dining & Entertainment	32	15.8	34	15.4
Professional	31	15.3	33	14.9
Hair/Beauty	23	11.4	20	9.0
Community	3	1.5	2	0.9
Training/Employment	1	0.5	1	0.5
TOTAL	202	100%	208	100%

Table 7 below, segregates the 'Retail' and 'Professional' sectors into sub-sectors to enable a deeper understanding. Retail is segregated into two (2) categories, 'Clothing' and 'Product', which is inclusive of businesses that specialise in homewares, furniture, grocery stores, toys etc. The Professional sector is segregated into three (3) categories 'Technical' which includes, architects, graphic design, IT, marketing agencies etc, 'Financial', which includes accountants, banks, brokers etc, and 'Real Estate'.

TABLE 7: RETAIL AND PROFESSIONAL SECTOR BREAKDOWN – 2022 & 2023

Sector Breakdown	Number (2022)	Percentage (%) (2022)	Number (2023)	Percentage (%) (2023)
Retail – Product	75	94.9	74	94.9
Retail – Clothing	4	5.1	4	5.1
Professional – Technical	25	80.6	27	81.8
Professional – Financial	4	12.9	4	12.1
Professional – Real Estate	2	6.5	2	6.1

The changes experienced within the Precinct, are mainly associated with the partial completion of Norwood Green. The sectors that have predominately benefited from these new businesses, are 'Dining & entertainment' and 'Medical, Health & Wellbeing'. **Table 8** provides a summary of the businesses by sector that have opened, relocated or closed in the Precinct. During the 12 month period, only one (1) business relocated within the Precinct. Of the 17 businesses that have left the Precinct, ten (10) have closed completely, with the remaining seven (7) moving outside of the City of Norwood Payneham & St Peters.

TABLE 8: SECTOR SUMMARY OF BUSINESSES – OPENED, RELOCATED AND LEFT THE PRECINCT

Sector	Number of new businesses	Relocated within the Precinct	Left the Precinct
Dining & Entertainment	7	0	5
Medical, Health & Wellbeing	8	1	1
Hair/Beauty	1	0	4
Retail	5	0	6
Professional	4	0	1
Training/Employment	0	0	0
TOTAL	25	1	17

As can be seen from the tenancy mix for the Magill Road Precinct, there has been a significant increase in the number of 'Medical, Health & Wellbeing' businesses that have established in the Precinct. This is inclusive of Pilates studios and health centres, which have become more prominent on Magill Road. The abovementioned data highlights that there is more of a focus on the 'Medical, Health & Wellbeing' businesses on Magill Road to cater for the needs of the local community. Notwithstanding the increase in this sector, Magill Road is still dominated by 'Retail – Product' businesses, which is inclusive of furniture and homewares businesses.

Kent Town Precinct

The assessment that has been undertaken by Council staff encompasses the entire suburb of Kent Town, which is bordered by North Terrace (to the North), Hackney Road and Dequetteville Terrace (to the West) and Fullarton Road (to the East). The assessment undertaken by Council Staff was conducted on 21 December 2023 and all details from this assessment are correct as of that date. This forms the second assessment of Kent Town, which enables early trends to be identified.

The assessment conducted by Council staff identified the following:

- there are 370 tenancies within the Kent Town Precinct;
- 342 tenancies were occupied by a business (two (2) of these businesses do not have signage but it is clear that a business is operating, therefore they have not been included in the tenancy mix); and
- there are twenty-eight (28) vacant tenancies within the Kent Town Precinct, which equates to an occupancy level of 92.4% (up from 25 vacancies and 93% occupancy rate from the assessment earlier in 2023).

Part of this Precinct also contains a residential component, which, although located within this Precinct, does not form part of this analysis.

Table 9 below highlights the tenancy mix within the Kent Town Precinct in quarter 1 and quarter 4 2023:

TABLE 9: TENANCY MIX OF THE KENT TOWN PRECINCT – Q1 2023 & Q4 2023

Sector	Number (Q1 23)	Percentage (%) (Q1 23)	Number (Q4 23)	Percentage (%) (Q4 23)
Professional	180	50.4	185	50.0
Retail	60	16.8	57	15.4
Medical, Health & Wellbeing	48	13.4	53	14.3
Dining & Entertainment	19	5.3	18	4.9
Community	11	3.1	11	3.0
Hair/Beauty	8	2.2	10	2.7
Training/Employment	6	1.7	6	1.6
TOTAL	332	100%	340	100%

Similar to The Parade and Magill Road, **Table 10** below, segregates the 'Retail' and 'Professional' sectors into sub-sectors to enable a deeper understanding. Retail is segregated into two (2) categories, 'Clothing' and 'Product', which is inclusive of businesses that specialise in homewares, furniture, grocery stores, toys etc. The Professional sector is segregated into three (3) categories 'Technical' which includes, architects, graphic design, IT, marketing agencies etc, 'Financial', which includes accountants, banks, brokers etc, and 'Real Estate'.

TABLE 10: RETAIL AND PROFESSIONAL SECTOR BREAKDOWN FOR THE KENT TOWN PRECINCT – Q1 2023 & Q4 2023

Sector Breakdown	Number (Q1 23)	Percentage (%) (Q1 23)	Number (Q4 23)	Percentage (%) (Q4 23)
Retail – Product	58	96.7	54	94.7
Retail – Clothing	2	3.3	3	5.3
Professional – Technical	118	65.5	125	67.6
Professional – Financial	43	23.9	44	23.8
Professional – Real Estate	19	10.5	16	8.6

As can be seen by the data contained in **Table 12** below, Kent Town is dominated by 'Professional – Technical' businesses, which aligns with the look and feel of the Precinct and its identification as a creative hub. The second largest sector is the 'Retail – Product', however this sector did see a decline from Quarter 1 to Quarter 4. The third largest sector is 'Medical, Health & Wellbeing'. These three (3) sectors dominate the business makeup of this Precinct. Combined, these three (3) high level sectors (Professional, Retail and Medical, Health & Wellbeing) contribute to 79.7% of the business tenancy mix, highlighting the way in which initiatives and marketing needs to be targeted. It also reinforces the dominance and opportunities for the Kent Town Precinct, in terms of alignment with Lot Fourteen and the State Government's investment in defence.

It is expected that the number of available tenancies in Kent Town will continue to grow with the development of the Northline site on King William Street and the completion of works at the former Alchemy site.

Interstate Comparison

It is also important to compare the position of the key Economic Development Precincts within the City of Norwood Payneham & St Peters with other mainstreets and economic development precincts interstate, in order to obtain a genuine understanding of the state and health of the City's Precincts.

Table 11, below, provides the occupancy rates of other precincts around Australia in comparison with The Parade, Norwood, Magill Road and Kent Town.

TABLE 11: ECONOMIC DEVELOPMENT PRECINCTS COMPARISON AUSTRALIA WIDE

Precinct	Occupancy Rate	Data Correct As Of
High Street, Armadale, Victoria	92.4%	September 2023
South Yarra, Victoria	89.5%	September 2023
Brunswick Street, Victoria	85.8%	December 2023
Melbourne CBD (Retail Strip)	93.0%	February 2024
Sydney CBD (Retail Strip)	92.1%	February 2024
Brisbane CBD (Retail Strip)	84.8%	February 2024
Perth CBD (Retail Strip)	75.8%	February 2024
The Parade, Norwood	96.5%	December 2023
Magill Road	95.0%	December 2023
Kent Town	92.4%	December 2023

As can be seen, all three (3) economic development precincts within the City of Norwood Payneham & St Peters compare extremely well against other precincts around Australia. In particular, the high occupancy rates in all three (3) Precincts, suggests that:

- the economic activity within the Precincts is generally strong;
- there is a high level of confidence by business owners, through their decision to invest and remain in that location;
- there is a high degree of consumer demand for the products and services that are offered in the area/locality and that the demand is able to support a range of businesses;
- the overall health of the property market is strong and that the market conditions within the City of Norwood Payneham & St Peters and more generally in Adelaide and South Australia, are much stronger than the rest of the Nation, particularly in the eastern States;
- the stable and increasing occupancy rates in The Parade, Magill Road and Kent Town, during this period of high interest rates and pressure on the cost of living, indicates that the business sector has a degree of resilience and adaptability; and
- that the high occupancy rates tend to be working favourably and are helping to make the precincts more attractive to potential investors and business owners. The high occupancy rates are an indication to new entrants into the Precincts that there is potential for positive return on investment.

In general, the investment in these Precincts is fostering a positive business environment and attracting visitation and therefore expenditure, which in turn is ensuring businesses are wanting to establish in the Council area, which is creating a high demand.

Notwithstanding this, it is important to recognise that while occupancy rates provide valuable information, these need to be considered alongside other economic indicators and data, such as the mix of businesses, diversity of business offerings in the Precinct and the overall expenditure.

OPTIONS

Not Applicable.

CONCLUSION

It is acknowledged that all monitored precincts are performing extremely well and remain healthy, especially in comparison to other mainstreets around metropolitan Adelaide and Australia. There continues to be a range of new businesses entering the Precincts to complement those that are leaving. The Parade does have a diverse mix of businesses, whilst both Magill Road and Kent Town are somewhat dominated by single sectors (Retail and Professional respectively). The continued monitoring of these Precincts will be essential to ensure their continued success.

COMMENTS

Whilst it is acknowledged that a low vacancy rate is a positive representation of the health of the Precinct, research has shown that when occupancy rates go above 95%, the rental market is considered to be in a good state. This can unfortunately lead to landlords subsequently increasing rents, which in turn can have a negative impact on the tenancy mix. It also means that landlords can afford to be selective about the type of tenants that they place in individual tenancies. Staff will continue to monitor this activity to identify any such patterns, should they arise.

RECOMMENDATION

That the information contained in this report be used to produce the *Norwood Parade Precinct Occupancy Report 2023*, the *Magill Road Occupancy Report 2023*, the *Kent Town Occupancy Report 2023* and the *Activity Precincts Occupancy Report 2023*.

Ms Amanda Grocock moved:

That the information contained in this report be used to produce the Norwood Parade Precinct Occupancy Report 2023, the Magill Road Occupancy Report 2023, the Kent Town Occupancy Report 2023 and the Activity Precincts Occupancy Report 2023.

Seconded by Ms Amanda Pepe and carried unanimously.

4. OTHER BUSINESS

Nil

5. NEXT MEETING

Tuesday 28 May 2024

6. CLOSURE

There being no further business the Presiding Member declared the meeting closed at 7.37pm.

Mayor Robert Bria
PRESIDING MEMBER

Minutes Confirmed on _____
(date)

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS

14.1 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act, 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the *Planning, Development and Infrastructure Act 2016* before the draft instrument or amendment is released for public consultation under that Act;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report, discussion and minutes be kept confidential until the proposed amendment is released for the purpose of public consultation.

14.2 COUNCIL ASSESSMENT PANEL – APPOINTMENT OF MEMBERS

RECOMMENDATION 1

That pursuant to Sections 90(2) and (3) of the *Local Government Act 1999*, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);

and the Council is satisfied that the principle that the meeting should be conducted in a place open to the public has been outweighed by the need to keep the receipt / discussion / consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report and attachments be kept confidential for a period not exceeding five (5) years and that this order be reviewed every twelve (12) months.

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the discussion and minutes be kept confidential until the announcement of the appointments is made.

15. CLOSURE