



AGENDA

FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON 21 NOVEMBER 2016 AT CONCLUSION OF BUDGET AND FINANCE COMMITTEE IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Cr J Woodman (Chairman)
Mayor G Aldridge (ex officio)
Cr C Buchanan
Cr G Caruso (Deputy Chairman)
Cr E Gill
Cr S Reardon
Cr G Reynolds
Cr S White
Cr R Zahra

REQUIRED STAFF

General Manager City Infrastructure, Mr M van der Pennen
General Manager Community Development, Ms P Webb
Manager Communications and Customer Relations, Mr M Bennington
Governance Support Officer, Ms K Boyd
Governance Coordinator, Ms J Rowett

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Works and Services Committee Meeting held on 17 October 2016.

PRESENTATIONS

REPORTS

Administration

| | | |
|-------|--|----|
| 2.0.1 | Future Reports for the Works and Services Committee..... | 11 |
|-------|--|----|

Landscaping

| | | |
|-------|---|----|
| 2.4.1 | Autism Friendly Play Space | 15 |
| 2.4.2 | Petition Requesting Removal of Gum Trees in Grant Avenue, Salisbury Downs..... | 43 |
| 2.4.3 | St. Kilda Master Plan - Stage 2 | 47 |

Public Works

| | | |
|-------|---|----|
| 2.6.1 | Capital Works Progress Report - October 2016..... | 91 |
| 2.6.2 | St Kilda Breakwater Lighting..... | 97 |

Traffic Management

| | | |
|-------|--|-----|
| 2.7.1 | Road Safety Issues - Salisbury Highway Intersections | 100 |
|-------|--|-----|

OTHER BUSINESS

CLOSE



**MINUTES OF WORKS AND SERVICES COMMITTEE MEETING HELD IN THE
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

17 OCTOBER 2016

MEMBERS PRESENT

Cr J Woodman (Chairman)
Cr G Caruso (Deputy Chairman)
Cr E Gill
Cr S Reardon
Cr G Reynolds
Cr S White
Cr R Zahra

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr M van der Pennen
General Manager Community Development, Ms P Webb
Team Leader Corporate Communications, Mr C Treloar
Governance Support Officer, Ms K Boyd
Governance Coordinator, Ms J Rowett

The meeting commenced at 7:08 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

APOLOGIES

An apology was received from Cr C Buchanan.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr G Reynolds
Seconded Cr S White

The Minutes of the Works and Services Committee Meeting held on 19 September 2016, be taken and read as confirmed.

CARRIED

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr R Zahra
Seconded Cr G Reynolds

1. The information be received.

CARRIED

Landscaping

2.4.1 St. Kilda Mangrove Trail Status Update

Moved Cr G Caruso
Seconded Cr E Gill

1. That the information be received.
2. That arrangements be made to repair damage to the northern section of the St Kilda Mangrove Trail Boardwalk, with funding of \$50k to be approved as a non-discretionary operating budget bid at the first quarter budget review 2016/17, with staff authorised to progress repair work from the date of this resolution.
3. That staff continue to investigate future options for the mangrove trail with a further update report to be provided in June 2017.

CARRIED

Property

2.5.1 Joint Use Agreement with Temple Christian College and Licence Agreement with Bethany Christian School for Fairbanks Drive Reserve.

Moved Cr R Zahra
Seconded Cr S White

1. The information be received.
2. The following in principle terms and conditions of the Joint Use Agreement be endorsed:
 - a. Term of lease – 10 years with a right of renewal for a further 10 years.
 - b. School's times of use – School term Monday, Wednesday & Thursday 8:00am – 4:30pm, Tuesday & Friday 8:45am – 4:30pm.
 - c. Council will require exclusive access to the oval during the school holidays in October for turf renovation and maintenance.
 - d. Council will be responsible for the maintenance and irrigation of the oval.
 - e. Costs of maintenance for the oval, including irrigation and water usage will be a 50:50 split between Council and Temple Christian College.
 - f. Insurance responsibilities are clearly articulated in the Joint Use Agreement.
 - g. Costs of preparing the Joint Use Agreement to be equally shared between Council and Temple Christian College.
3. The Manager Property and Buildings be authorised to finalise negotiations of the Joint Use Agreement in line with the in principle Terms and Conditions with Temple Christian College.
4. Subject to finalisation of the Joint Use Agreement, staff be authorised to commence public consultation in relation to the Joint Use Agreement with Temple Christian College for the purpose of shared use over a portion of Fairbanks Drive Reserve, described as Lot 139 in Deposited Plan 17337 contained within Certificate of Title Volume 5546 Folio 536, Lot 301 in Deposited Plan 29497 contained within Certificate of Title Volume 5411 Folio 39 and Lot 651 in Deposited Plan 19084 contained within Certificate of Title Volume 5538 Folio 664, as marked "A" on the attached site plan (Attachment 1, Item No. 2.5.1) in accordance with Council's public consultation policy and Temple Christian College to pay for all costs incurred by Council in relation to the public consultation process.

5. Staff be authorised to commence public consultation in relation to the License Agreement with Bethany Christian School for the purpose of shared use over a portion of Fairbanks Drive Reserve, described as Lot 139 in Deposited Plan 17337 contained within Certificate of Title Volume 5546 Folio 536 and Lot 301 in Deposited Plan 29497 contained within Certificate of Title Volume 5411 Folio 39, as marked “B” on the attached site plan (Attachment 1, Item No.2.5.1) in accordance with Council’s public consultation policy and Bethany Christian School to pay for all costs incurred by Council in relation to the public consultation process.
6. In the event that objections to Joint Use Agreement with Temple Christian College and Licence Agreement with Bethany Christian School for the purpose of shared use over a portion of Fairbanks Drive Reserve, as marked “A” and “B” on the attached site plan (Attachment 1, Item No. 2.5.1) a further report be presented to Council for consideration.
7. If no objections to the Joint Use Agreement with Temple Christian College and Licence Agreement with Bethany Christian School for Fairbanks Drive Reserve are received by the conclusion of the public consultation process, the Manager Property and Buildings be authorised to prepare a lease and license pursuant to *Section 202 of the Local Government Act 1999* over a portion of the reserve as marked “A” and “B” on the attached plan (Attachment 1, Item No. 2.5.1) between City of Salisbury and Temple Christian College and City of Salisbury and Bethany Christian School.

CARRIED

2.5.2 Revocation of Community Land Classification Allotment 12 Shepherdson Road, Parafield Gardens

Moved Cr G Caruso
Seconded Cr S White

1. Council adopt Option 2 as outlined in Section 1.4.2 (Item No. 2.5.2, Works and Services Committee, 17/10/2016) and move to grant easements across Allotment 12 in Deposited Plan 32799 as described in Certificate of Title Volume 5084, Folio 530.
2. The land in question (Allotment 12 in Deposited Plan 32799 as described in Certificate of Title Volume 5084, Folio 530) remain as community land.

CARRIED

2.5.3 Grants of Easement over Council Land - Yorke Peninsula Wind Farm

Moved Cr R Zahra

Seconded Cr G Reynolds

1. Council grant easement to Yorke Peninsula Wind Farm Pty Ltd over portion of Allotment 102 Deposited Plan 84939 known as Whiting Street Plantation for consideration as determined by a licenced valuer.
2. Council grant easement to Yorke Peninsula Wind Farm Pty Ltd over portion of Allotment 401 Deposited Plan 44760 known as Little Para Linear Park (lower) for consideration as determined by a licenced valuer
3. Council grant easement to Yorke Peninsula Wind Farm Pty Ltd over portion of Allotment 301 Deposited Plan 84939 known as Little Para Linear Park (lower) for consideration as determined by a licenced valuer
4. Council grant easement to Yorke Peninsula Wind Farm Pty Ltd over portion of Allotment 313 Deposited Plan 41267 known as Little Para Linear Park (lower) for consideration as determined by a licenced valuer
5. Council grant easement to Yorke Peninsula Wind Farm Pty Ltd over portion of Allotment 102 Deposited Plan 40170 known as Little Para Linear Park (lower) for consideration as determined by a licenced valuer
6. All costs associated with the granting of the requested easements are to be met by Yorke Peninsula Wind Farm Pty Ltd
7. The Manager Property and Buildings be authorised to prepare all necessary documentation and arrange the required consents for the granting of easements to Yorke Peninsula Wind Farm Pty Ltd over;
 - Allotment 102 DP 84939
 - Allotment 401 DP 44760
 - Allotment 301 DP 84939
 - Allotment 313 DP 41267
 - Allotment 102 DP 40170

CARRIED

2.5.4 Lease Agreements Mobile Phone Base Station located at Hausler Reserve, Paralowie.

Moved Cr R Zahra
Seconded Cr G Reynolds

1. The information in this report be noted.
2. The change in Lessee details for the lease at Hausler Reserve, Paralowie for a telecommunication base station from Telstra to Axicom be endorsed.

CARRIED

2.5.5 Northern Adelaide Regional Management Committee License Agreement

Cr E Gill declared a material conflict of interest on the basis of being a member of the Northern Adelaide Regional Management Committee.

Cr E Gill left the meeting at 07:40 pm.

Moved Cr G Caruso
Seconded Cr S Reardon

1. This information be received
2. The Northern Adelaide Regional Management Committee be offered the standard club lease agreement for a term of five years for the facility located at Lot 12 Whites Road, Globe Derby contained in Certificate of Title Volume 5187 Folio 477, commencing on 1st October 2016 and that the rent be calculated using Council's Club Fee Policy.

CARRIED

Cr E Gill returned to the meeting at 07:41 pm.

Public Works

2.6.1 Capital Progress Report - September 2016

Moved Cr G Caruso
Seconded Cr S White

1. Defer any watercourse works downstream of Edinburgh Park and retain the associated budget within PR17205 Watercourse Management Works Program for 2016/17.
2. That a first quarter 2016/17 budget review bid be submitted for consideration to reflect the income and expenditure budget adjustments required within PR13725 Traffic Management Devices Program to align with grant funding notifications received, as set out in this report (Item No.2.6.1 Works and Services Committee 17/10/2016).

3. That a first quarter 2016/17 budget review bid be submitted for consideration to adjust the income and expenditure budget as set out in this report (Item No.2.6.1 Works and Services Committee 17/10/2016) within PR13600 Minor Traffic Improvements Program due to an unsuccessful grant application.

CARRIED

2.6.2 Playspace Renewal - Andrew Smith Drive Reserve

Moved Cr G Caruso
Seconded Cr S Reardon

1. The information within this report be received.
2. There be no change to the Playspace Renewal program for 2016/17, but detailed design and consultation be completed as part of pre-planning works covering off on all projects for the Andrew Smith Drive Reserve site, to allow delivery of works by December in the 2017/18 financial year.

CARRIED

Traffic Management

2.7.1 Change to Road Rules to Accommodate Cyclists - Application within the City of Salisbury

Moved Cr S White
Seconded Cr R Zahra

1. Exclusive bicycle path/road crossing treatments, designed as an “intersection at grade” and consisting of pavement markings and signage, be installed to assist with management of cycling and pedestrian activity/safety at two (2) sites located on Council’s off-road shared-path network within the Dry Creek Drainage Reserve at Mawson Lakes.
2. Funding for the installation of bicycle path/road crossing treatments at two (2) sites located on Council’s off-road shared-path network within the Dry Creek Drainage Reserve at Mawson Lakes, at the diagonal pathway crossing Mawson Lakes Boulevard opposite Shearwater Park where an off-road shared-use path network meets a public road with 2-way traffic and the area of the Dry Creek Drainage Reserve located adjacent to Riverside Street where two off-road shared-use paths intersect, to be allocated from within the existing Minor Traffic Improvements Program Budget during the 2016/17 financial year.

-
3. In response to concerns raised by members of the community regarding cycling and pedestrian activity/safety staff to review locations identified and determine requirements for safety improvements.

CARRIED

OTHER BUSINESS

Nil

The meeting closed at 7:45 pm.

CHAIRMAN.....

DATE.....

| | |
|------------------------|--|
| ITEM | 2.0.1 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| HEADING | Future Reports for the Works and Services Committee |
| AUTHOR | Michelle Woods, Projects Officer Governance, CEO and Governance |
| CITY PLAN LINKS | 4.3 Have robust processes that support consistent service delivery and informed decision making. |
| SUMMARY | This item details reports to be presented to the Works and Services Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral. |

RECOMMENDATION

1. The information be received.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Report authors and General Managers.
- 2.2 External
 - 2.2.1 Nil.

3. REPORT

3.1 The following table outlines the reports to be presented to the Works and Services Committee as a result of a Council resolution:

| Meeting Item | - Heading and Resolution | Officer |
|--|---|------------|
| 28/02/2011 2.1.3 Due: | Update of Council's Flood Management Strategy 4. On completion of the Flood Plain Mapping an amended Stormwater Management Plan be submitted to Council for endorsement. March 2017 | Dameon Roy |
| 28/07/2014 2.OB1 Due: | Localised Flooding Issues – Barker Road, Wilson Road and St Kilda Road (Verbal) 2. Staff bring back a report on the longer term resolution for drainage west of Port Wakefield Road taking into account the potential construction of the Northern Connector and development of Greater Edinburgh Park in collaboration with the City of Playford. December 2016 | Dameon Roy |
| 27/07/2015 1.10.1 Due: | Salisbury Oval Precinct Plan 5. A report to commence the community land revocation process required for the Salisbury Oval Precinct be presented to Council in September 2015. February 2017 | Karen Pepe |
| 24/08/2015 OB2(WS) Due: | Pedestrian Safety - Beovich Road 2. That staff bring back a report on various options available to improve the safety of pedestrians on the stretch of Beovich Road bounded by sports fields. June 2017 | Dameon Roy |
| 14/12/2015 NOM3 Due: | Traffic monitoring, Kesters Road between Main North Road and Ceafield Road 1. That following the opening of the Masters store and other new businesses on Main North Road, staff undertake traffic monitoring on the lower part of Kesters Road, between Main North Road and Ceafield Road to determine the impact of the operation of those businesses on traffic flow and volume in the area. The report should include consideration of: a. The requirement for additional parking restrictions in the area b. Vehicle movements of heavy and long vehicles through the area c. Risks to public safety as a result of changed traffic patterns. April 2017 | Dameon Roy |

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|---------------------|---|----------------------|
| 14/12/2015 | Proposed works relative to the junction of Kings Road with Bolivar Road, Paralowie | Harry Pitrans |
| 2.7.1 | 4. A report be brought back to the Committee outlining options for improving traffic management between Port Wakefield Road and Salisbury Highway on Kings Road. | |
| Due: | March 2017 | |
| 22/02/2016 | Investigation of Costs Associated with Waterslide/Diving Platform Installation at Salisbury Recreation Precinct | Pippa Webb |
| 2.1.1 | 2. A report be brought back to Council exploring the provision of a spray pad/play structure at the Salisbury Recreational Precinct for consideration in the 2017/2018 budget. | |
| Due: | November 2016 | |
| Deferred to: | January 2017 | |
| Reason: | There has been a focus on corrective action regarding the pool fitter and staff have been investigating options (both technical and site specific) in collaboration with Belgravia. | |
| 22/02/2016 | Road Closure Portion of Ryans Road Plantation, Parafield Gardens | Thuyen Vi-Alternetti |
| 2.5.1 | 5. A further report will be presented to Council following the public consultation period for consideration of any objections or applications received. | |
| Due: | December 2016 | |
| 22/02/2016 | Strategic Transport Plan and E-W Traffic Movements Across the City | Harry Pitrans |
| OB4 | 2. Within six months, Council consider a further report addressing the management of E-W traffic movements across the city. | |
| Due: | December 2016 | |
| 29/03/2016 | Implementation of Free Bike Hire Scheme (in conjunction with Bike SA) - investigation findings | Adam Trotman |
| 2.2.2 | 3. The implementation of a Free Bike Hire Scheme within the City of Salisbury be considered again in three years. | |
| Due: | March 2019 | |
| 29/03/2016 | Waste to Resources Fund | Bruce Naumann |
| OB3 | 2. Staff bring back a report outlining potential projects which could be submitted by Council for funding from this fund. | |
| Due: | December 2016 | |
| 26/04/2016 | Your Tutor Trial | Pippa Webb |
| 6.4.3 | 2. Report on Outcomes of the Your Tutor Trial to be included on the futures report for Works and Services, and scheduled for March 2017. | |
| Due: | March 2017 | |

| | | |
|--------------|--|-------------------------------|
| 23/05/2016 | Road Closure Portion of Ann Street, Salisbury | Thuyen Vi-Alternetti |
| 2.5.4 | 4. A further report be presented to Council following the public consultation period for consideration of any objections or applications received and consideration of the outcomes of commercial negotiations regarding the closure and transfer, prior to a formal decision being made in relation to proceeding with the road closure process. | |
| Due: | December 2016 | |
| 22/08/2016 | St Kilda Slides - Further information and status update | Craig Johansen |
| 2.6.2 | 3. Decommission Slide 7 and report to Council on the potential reuse of some components at an alternate location as identified in Item No. 2.6.2, Works and Services Committee, 15/08/2016. | |
| Due: | December 2016 | |
| 26/09/2016 | Strategic Land Review Implementation Plan Update | Clint Watchman/Chantal Milton |
| 2.5.4-SPDSC2 | 2. That a further report be presented to the Strategic Property Development Sub-Committee to review and confirm the priority list of projects for next stage feasibility investigations. | |
| Due: | December 2016 | |
| 24/10/2016 | St. Kilda Mangrove Trail Status Update | Mark Purdie |
| 2.4.1 | 3. That staff continue to investigate future options for the mangrove trail with a further update report to be provided in June 2017. | |
| Due: | June 2017 | |
| 24/10/2016 | Joint Use Agreement with Temple Christian College and Licence Agreement with Bethany Christian School for Fairbanks Drive Reserve | Thuyen Vi-Alternetti |
| 2.5.1 | 6. In the event that objections to Joint Use Agreement with Temple Christian College and Licence Agreement with Bethany Christian School for the purpose of shared use over a portion of Fairbanks Drive Reserve, as marked "A" and "B" on the attached site plan (Attachment 1, Item No. 2.5.1) a further report be presented to Council for consideration. | |
| Due: | January 2017 | |

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Works and Services Committee have been reviewed and are presented to Council for noting.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016

| | |
|------------------------|--|
| ITEM | 2.4.1 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| PREV REFS | Policy and Planning Committee 1.1.1 15/02/2016 |
| HEADING | Autism Friendly Play Space |
| AUTHOR | Craig Johansen, Team Leader Landscape Design, City Infrastructure |
| CITY PLAN LINKS | 3.1 Be an adaptive community that embraces change and opportunities. 3.2 Have interesting places where people want to be. 3.3 Be a connected city where all people have opportunities to participate. |
| SUMMARY | This report provides further information about the provision of the first Autism Friendly Play Space within the city and advice toward the longer term plan for other autism friendly play spaces within the city. |

RECOMMENDATION

1. The information within the report be received.
2. That the site for the installation of the first Autism Friendly Play Space within the City of Salisbury be adjacent the Para Hills Community Hub development at Wilkinson Road, Para Hills in Prettejohn Gully Reserve lower.
3. That the concept plan for the Autism Friendly Play Space be developed further to design documentation for the Para Hills Community Hub location.
4. Further investigation of the comparative cost options associated with the provision of publically available toilet facilities at the Para Hills Community Hub location be undertaken as part of the concept planning.
5. That the Autism Friendly Play Space project be submitted as part of the Playspace Renewal budget bid for the 2017/18 New Initiative Bid Process for consideration showing external funding of 50% with works to be delayed until this funding is secured.
6. That the future Autism Friendly Play Space and locations be considered as part of The Game Plan review.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Playspace Concept Plan
2. Proposed location of Autism Friendly Playspace
3. Autism SA consultation report following community engagement

1. BACKGROUND

- 1.1 Following the report to Policy and Planning in February 2016, Item No. 1.1.1 Autism Friendly Play Space, a further report was requested with information on the preferred design and location, cost of construction as well as the identification of partner funding sources.

2. CONSULTATION / COMMUNICATION**2.1 Internal**

- 2.1.1 Community Development Staff, including the Inclusion Project Officer
- 2.1.2 Projects staff
- 2.1.3 Parks and Landscape staff
- 2.1.4 Council Land Coordination Group

2.2 External

- 2.2.1 Autism SA
- 2.2.2 Project stakeholder group

3. REPORT

- 3.1 Staff engaged the services of Autism SA in August 2016 to undertake community engagement on behalf of Council. On the basis that they have an extensive network, with a particular focus on individuals that are aware of the needs of individuals who are diagnosed on the Autism spectrum.
- 3.2 Autism SA undertook community engagement by phone, online survey, face to face and via post to approximately 450 households, as well as facilitating a focus group meeting. This information was collated and provided to staff and is attached to this report.
- 3.3 From the community engagement process the following were identified as essential to the development of an Autism friendly Play Space
- 3.3.1 Safety – fencing of the site or space
 - 3.3.2 Location – a quiet location, so that users are not scared or startled.
 - 3.3.3 Facilities – accessible toilets, parking, seating, picnic area and provisions for Autism Assistance Dogs.
 - 3.3.4 Environment – a large area with shade, both natural elements and soft fall material that is not bark chips or pebbles.
 - 3.3.5 Equipment – suitable for a wide variety of ages, accessible for all levels of mobility/motor skills. Is able to facilitate interaction between users, has visual markers that users can associate with and has a variety of activities for all the senses of users (movement, visual, touch and sound).
- 3.4 From this information the Concept Plan was developed (Attachment 1). This has been distributed to the community members who asked to be part of future consultation. The responses received to the concept have been positive.

- 3.5 Further to the development of the Concept Plan, Landscape Design staff evaluated the three sites identified in the February 2016 Policy and Planning Report. The sites identified and evaluated for this report are Prettejohn Gully Reserve lower in Para Hills, Reg Groth Reserve in Parafield Gardens and AGH Cox Reserve also in Parafield Gardens.
- 3.6 These three sites have been identified for inclusion in the future Playspace Renewal Program, with proposed budget allocations being as follows for the respective sites. Prettejohn Gully Reserve lower, Para Hills - \$70,000, Reg Groth Reserve, Parafield Gardens - \$70,000 and AGH Cox Reserve, Parafield Gardens - \$110,000.
- 3.7 Staff, in considering the suitability of the three sites, investigated available access to services and facilities that may be required to support the playspace such as disabled toilets, mains and recycled water supplies. As well as access (mobility) to the sites, available on site parking, passive surveillance of the sites and scheduled or planned activities within each site or in very close proximity.
- 3.8 It was noted in the February report that all three sites were adjacent community facilities. This feature provides an opportunity in the siting of the new play space to further enhance passive surveillance of the new playspace, utilising current onsite carparking and provide access to disabled toilet facilities.
- 3.9 Pine Lakes House was deemed unsuitable, as the centre is not used as frequently as the other identified locations of Morella Community Centre and Para Hills Library/Community Centre and has limited onsite car parking. There is opportunity at this site (AGH Cox Reserve) to extend the current existing onsite carparking of 13 bays, though this is not without additional cost to the scope of works. Access from public transport is available via the street footpath network some distance from the site. The current location of the playspace is approximately 70 metres from the building and there are a large number of trees within this distance that obscure direct line of sight between the 2, some of these trees are the historical avenue that the reserve has been developed around.
- 3.10 Reg Groth Reserve was deemed unsuitable on the following points. The activities of Salisbury Villa Soccer Club on the site, such as games and training being a source of noise that may scare or startle users during soccer season, passive surveillance of the proposed playspace site is limited from the adjacent Morella Community Centre and the Salvation Army properties due to screening provided by fencing and existing reserve trees also that the playspace location is at back of house for both Morella Community Centre and the Salvation Army property which contributes to poor CPTED principles in surveillance of the site. There is ample car parking on the site, within 70 metres of the proposed playspace location at its closest point, though access to the new playspace would need to be considered as part of the site development. Public transport access is available within close proximity to the site, but a clearer, more legible connection to the site of the playspace through wayfinding would have needed to be considered and established as part of the development.

- 3.11 Para Hills is the preferred site due to good access to the site from the adjacent carpark areas and the nearby public transport zone. It has the advantage that it can be developed in association with the construction of the Para Hills Community Hub to activate the reserve to the rear of the new development, increasing the passive surveillance around the new facility. This site also has good surveillance from the adjacent road corridor and open carpark areas.
- 3.12 As it is unclear as to the expected patronage/ utilisation of an Autism friendly playspace during peak times, though it is expected to be high as the playspace will be the only one of its kind within the City of Salisbury, it is an unknown to estimate the impact on the existing and new car parking areas.
- 3.13 There is an opportunity to explore the adjacent site to the south as the State school has car parking that may be able to be utilised out of school hours if an agreement can be reached with the Department for Education and Child Development (DECD). Staff will have preliminary discussions to gauge whether this is an option.
- 3.14 The costing for the establishment of an Autism friendly play space stand alone of any community centre or facility is \$630,000 inclusive of accessible toilet facilities with adult change capabilities, a sealed path network, rubber pour softfall area to play equipment etc. This cost is on the higher end of costs as it prices all new facilities, however this can be reduced by \$180,000 to \$450,000 by utilising the facilities located within the adjacent library/community hub such as accessible toilets. The availability with respect to hours of operation and access to toilet and other facilities would be linked to opening hours. Currently Mon-Wed, Friday: 9:30am - 5pm, Thursday: 9:30am - 7pm and Saturday: 10am - 1pm.
- 3.15 Outside these times there may be private hires access various parts of the Para Hills Community Hub, however access may be restricted as hirers pay bonds and are responsible for the protection of council assets during their hire. There are no publically accessible toilets at the adjacent shopping centre.
- 3.16 Investigations into an externally accessible toilet as part of the Para Hills Community Hub development could be an alternative. Currently the Para Hills Community Hub Project is at detailed design phase and it is possible to at moderate cost incorporate one disabled toilet externally available to the public into the design. This would be at an additional cost to the project but is likely to be much less than a standalone facility option which is in the order of \$180,000. Feasibility and cost impacts are being currently estimated.
- 3.17 Comparative cost options associated with the provision of publically available toilet facilities at the Para Hills Community Hub location could be undertaken as part of the concept planning for the new Autism Friendly Play space.
- 3.18 Landscape staff have investigated opportunities for partners to assist with the funding for this project, similar to the approach that was undertaken with the delivery of the Accessible Playspace at Unity Park, South Terrace, Pooraka.

- 3.19 Staff have identified that funding could be applied for from DPTI Open Space under the Places for People Grants, this has been confirmed with DPTI Open Space. Other potential partners have been approached such as Touched by Olivia, but no response has been received at the time of writing this report. This will be investigated further. There are other avenues that have not been fully explored such as local community clubs and their involvement, engagement with other state bodies who may be able to contribute to the delivery of such a facility as the full scope and extent of works has not been confirmed.
- 3.20 Further to the funds required to deliver the playspace, including the additional scope change for the Para Hills Community Hub would require additional operational funds to maintain the space, as it changes the level of service from that of the current playspace in a dryland reserve to the new playspace with irrigation. This will require an additional budget of \$22,500 to maintain to the increased level of service. Cost estimates for the increase in Para Hills Community Hub Project scope will be investigated.

4. CONCLUSION / PROPOSAL

- 4.1 From the information presented in the above report, the preferred location of the first Autism Friendly Play Space within the City of Salisbury is Prettejohn Gully Reserve, Para Hills.
- 4.2 Staff will continue to liaise with the focus group in finalising the design and selection of the equipment facilities of the play space and explore other funding sources.
- 4.3 The cost to deliver the current scope of the concept is estimated at approximately \$450,000, noting that this does not include toilet facilities. The design needs to be developed further in relation to the site proposed, as the concept has been developed assuming a flat site, this is not the case at Prettejohn Gully Reserve, consideration needs to be given for how to address the level change across the site.
- 4.4 This project will be submitted for consideration as part of the Playspace Renewal budget bid for 2017/18, recognising that construction is subject to securing grant funding for at least 50% of costs. As part of the Playspace renewal program an existing proposed budget of \$70,000 is included in 2018/19. Consideration to bring this budget forward into 2017/18 can be included in the new initiative bid.
- 4.5 Comparative cost options associated with the provision of publically available toilet facilities at the Para Hills Community Hub location be undertaken as part of the concept planning for the play space, noting that based on current opening hours, Sunday's and after Library opening hours the Para Hills Community Hub toilets will be unavailable.
- 4.6 In relation to future development of similar sites to increase the number of autism friendly playspaces within the City, it is proposed that the usage of this facility be monitored and that the delivery and location of a future facility to be considered as part of The Game Plan review.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016



OVERALL CONCEPT PLAN - CP01

AUTISM FRIENDLY PLAYSPACES



Scale 1:100 @ A1

REST ZONE



4x4 PARK SHELTER



PICNIC SETTING



BENCH SEAT



DRINK FOUNTAIN WITH DOG WATERING ATTACHMENT



BINS

QUIET ZONE



CUBBY HOUSE



MAZE

POSSIBLE SURFACE TREATMENTS



RECYCLED SAND



IRRIGATED TURF



RUBBER SOFTFALL



PLAY SAND



PAVING

SOUND ZONE



COLOURED DRUMS



MUSICAL FLOWERS



THE RAINBOW HARP



TALKING TUBES

TOUCH & VISUAL STIMULATION ZONE



THE SAND FACTORY



MAZE



LOG STEPPERS



TIC TAC TOE



4 IN A ROW

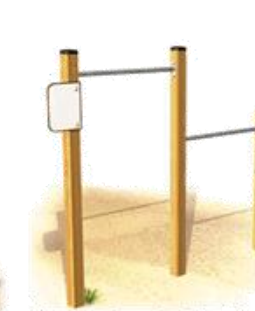
WORKOUT ZONE



MONKEY BARS



CLIMBING LADDER



CHIN UP BARS



PARALLEL BARS

INDICATIVE IMAGES FOR THE VARIOUS ZONES

AUTISM FRIENDLY PLAYSPACES

Scale 1:100 @ A1

MOVEMENT ZONE



BASKET AND HAMMOCK SWING SET



THE ROWING BOAT ROCKER



SPEED GYO



SHADE STRUCTURE OVER PLAY EQUIPMENT



KEO THE SHIPWRECK



THE RUNWAY

INDICATIVE IMAGES

AUTISM FRIENDLY PLAYSPACES

Scale 1:100 @ A1



LEGEND
 PROPOSED LOCATION OF PLAYGROUND

SITE LOCATION MAP
 AUTISM FRIENDLY PLAYSACES

Scale 1:250 @ A1

Autism Friendly Play Space Project Community Consultation Report

| | |
|--|--|
| Project Title | Planning for an Autism Friendly Play Space – 2016/2017 Play space / Playground Program |
| Community Engagement Consultant | Emma Moyle, Senior Occupational Therapist, Autism SA |
| Project Brief | <p>“Autism Spectrum Disorder (ASD) is the term used to describe a condition that affects development of an individual across their lifespan. Social communication, restricted interests and behaviours and sensory processing differences are the main areas of development affected.” Autism SA 2016</p> <p>The Salisbury Council acknowledges a growing community need for environments to support play for children on the Autism Spectrum. Funding for the planning and design of one autism sensitive play space is included in 2016/2017 New Initiative Bid 20018 ‘Play Space / Playground Program’ with view towards construction in 2017/2018.</p> |
| Service Request | <p>Autism SA was approached on the 14th of August 2016 by the Salisbury Council to be involved in the planning for an inclusive play space that is sensitive to the needs of people with a diagnosis of Autism Spectrum Disorder.</p> <p>The service request included the following three stages of involvement:</p> <ol style="list-style-type: none"> 1. Management of community engagement process for initiation of ASD friendly play space project (to be completed by end of August 2016). 2. Review of sit selection criteria (as requested by the council). 3. Review of final design (as requested by the council). |
| Community Consultation | <p><u>Date:</u> 21/07/2016-30/08/2016</p> <p><u>Key Stakeholders involved:</u> Persons with a diagnosis of ASD, their caregivers/family members/ friends and other people involved in supporting people on the Autism Spectrum</p> <p><u>Method of engagement:</u> postal, phone, online and face to face.</p> |
| Outcome | The following report contains a summary of feedback from key stakeholders with regards to the design of an Autism inclusive play space in the Salisbury Council area. |

Autism Friendly Play Space Project Community Consultation Report

Overview of Community Engagement Process

Activities Undertaken:

- i. Development of questions for online and postal survey.
 - Questions developed by Community Engagement Consultant and reviewed by professionals from Autism SA and two caregivers of children on the Autism Spectrum.
- ii. Recruitment of key stakeholders to participate in community consultation process.
 - A postal survey and information letter was disseminated to approximately 450 households with children with a diagnosis of Autism Spectrum Disorder in the Salisbury Council Area, who are registered with Autism SA.
 - Online survey developed using "Survey Monkey" Website. Information about the online survey and access was provided along with the postal survey and promoted on Facebook and in Autism SA's Jigsaw newsletter. (Copy of survey available in Appendix A)
 - Personal contact from Community Engagement Consultant to stakeholders who had previously indicated an interest in providing feedback to the Salisbury Council.
- iii. Facilitation and management of online survey.
 - Community Engagement Consultant regularly reviewed and collated information from the online survey and responded to queries from potential participants.
 - 98 respondents engaged with the online survey.
- iv. Recruitment of key stakeholders to participate in focus group.
 - 49 people provided their contact details via the online survey for further involvement in the design project.
 - Interested persons were invited via email, SMS or phone to participate in a focus group meeting.
 - 12 people registered their interest in attending a focus group meeting at the Salisbury East Community Centre.
- v. Development of questions and facilitation of focus group.
 - 13 people attended a focus group meeting held at Salisbury East Community Centre on the 15th August 2016. The meeting was facilitated by the Community Engagement Consultant. (Agenda available in Appendix B)

Autism Friendly Play Space Project Community Consultation Report

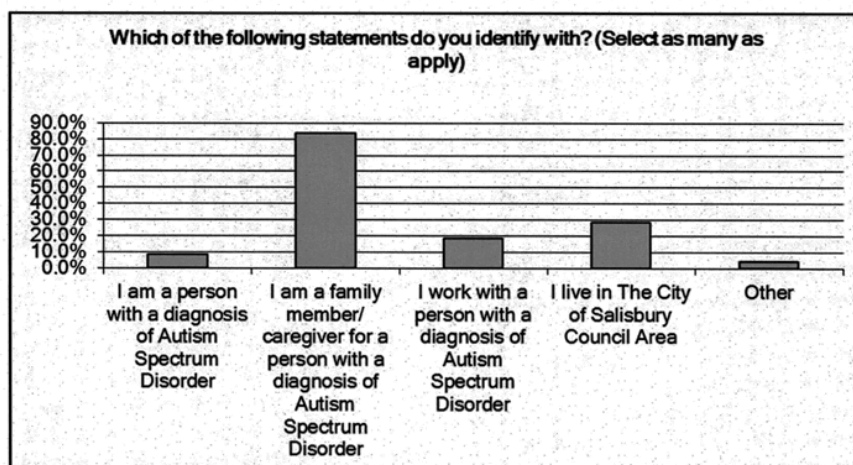
Overview of Community Engagement Process (continued)

- 9 focus group members indicated interest in continued involvement in the project process. 1 focus group member volunteered to be a key contact/spokesperson for the focus group.
- vi. Analysis of feedback from community consultation.
 - vii. Completion of report containing recommendations from community consultation.
 - viii. Handover of consultative reference group for Salisbury Council to liaise with in design phase of the project.

Online Survey Participant Information

98 people responded to the online survey, of these:

- 8 identified as persons with a diagnosis of ASD (8.2 %)
- 82 identified as family members/caregivers of a person with a diagnosis of ASD (83.7%)
- 18 identified as persons working with a person with a diagnosis of ASD (18.4%)
- 28 identified as living in the Salisbury Council area (28.6%)
- 4 identified as "other" (4.1%)



Autism Friendly Play Space Project Community Consultation Report

Focus Group Participant Information

13 people attended the focus group meeting, of these:

- 1 identified as a young person with a diagnosis of ASD
- 8 identified as caregivers/family members of a person with a diagnosis of ASD
- 2 identified as persons working with a person with a diagnosis of ASD
- 2 identified as social work students with an interest in community engagement

Community Feedback

In order to provide meaningful community spaces it is important to understand what the purpose of the space will be for those who will access it. Participants in the focus group were asked to identify what the purpose of an inclusive play space would be for their family member with a diagnosis of ASD and for caregivers. The following responses were provided:

Purpose of an inclusive play space for persons with a diagnosis of ASD

- Play
- Have fun
- Socialise
- Space for movement
- Interaction with nature
- Sensory
- De-stress
- Safe place
- Education
- Learn boundaries

Purpose of an inclusive play space for caregivers of persons with a diagnosis of ASD

- Socialising
- Time out
- De-stress
- Have fun
- Increase community understanding of ASD

Participants of the online survey and focus group were asked to identify the features of a play space that would attract or prevent them from going there with a child/ young person with a diagnosis of ASD. This information was then prioritised by the focus group participants and Community Engagement Consultant based on the purpose of a play space (identified above) and frequency of the response in the survey.

Autism Friendly Play Space Project Community Consultation Report

The following features were identified as essential to the use of an outdoor play space by community members with a child/young person with a diagnosis of ASD.

1. Safety “A secure environment with child proof fencing and gates is my number one concern.”

1.1 Fencing

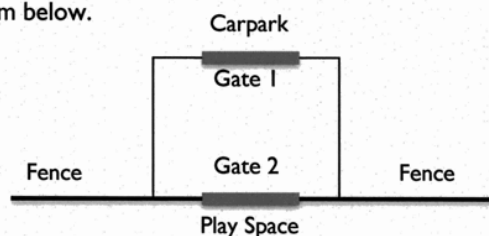
51 out of 71 respondents identified that a fully fenced area would attract them to go to a play space. 34 out of 68 respondents said that no fence would prevent them from using a play space.

Respondents highlighted that children on the Autism Spectrum may have no awareness of safety and may run away without regard to their surroundings. Respondent's priorities for accessing a play space include safety, play and the opportunity to de-stress. Respondents indicated that they may be responsible for more than one child whilst in the play space and therefore need to ensure that children are not able to leave the play space without them.

“I like the reassurance that my ASD son can't run off while I am watching my youngest or that my youngest is 'safe' while I have to attend to my ASD child.”

Respondents identified the following specifications as necessary for a safely fenced play space: “A large fenced area so it doesn't feel as though you are caged in but provides the safety required.”

- Large play space fully enclosed by fence
- High fencing and clear space next to fencing to prevent climbing
- 1-2 entrances that are wheelchair/pram accessible
- Entrances gated with double access gates to allow for staged exit of play space and transition to the wider environment (i.e. car park). Example diagram below.



2. Location “Playground build in a quiet area away from noise and traffic”

2.1 Quiet Location

“Do not put the playground close to a very busy road as loud noise can cause meltdowns in ASD kids.” Many respondents stated that it is important for the play space to be away from busy roads and other noise pollution (i.e. trains, dog parks) as excess noise can be very distressing and prevent access for persons on the Autism Spectrum with auditory sensitivity.

Autism Friendly Play Space Project Community Consultation Report

3. Facilities

3.1 Accessible Toilets

Accessible toilet facilities that incorporate the needs of persons on the Autism Spectrum and their caregivers were the second highest priority for respondents. Respondents described the following features of toilet facilities as essential:

"Toilets facilities that allow for carers to assist their children are very important, as frequently the kids are boys, and their carer is their mother."

- Unisex
- Change facilities for young adults as well as young children
- Wheelchair Accessible
- No hand dryers
- Each toilet to have a single entrance opening directly to outside (may still be screened off from main play area)
- More than 1 toilet

"Toilets with doors that open directly to the outside (so I can take my younger child to the toilet and wait outside to keep an eye on my eldest who is scared of public toilets)"

Respondents described that persons on the Autism Spectrum may have a range of self-care abilities from complete independence with toileting to using continence aids and requiring full assistance. This range of abilities is irrespective of the age of the person and as such older children and their caregivers may need access to changing facilities that are often designed for younger children. Respondents highlighted that toilet facilities need to be unisex to allow for caregivers to assist a person on the Autism Spectrum regardless of their gender. Persons on the Autism Spectrum have different levels of motor abilities, some may use a wheelchair, and therefore toilet facilities need to meet disability access standards. Hand dryers can be particularly distressing for people with auditory sensitivity and even the presence of a hand dryer may prevent a person on the Autism Spectrum who has auditory sensitivity from accessing toilet facilities.

3.2 Parking

"Adequate car parking with short walk to playground, parking away from busy road."

Respondents identified off road parking, with disability access, away from busy roads as essential to accessing a play space.

3.3 Seating

"Small pockets of sitting spaces scattered around would be lovely to engage parents/caregivers in social contact."

Respondents stated that seating close to play areas and play equipment is important to allow caregivers to supervise their child/ young person's play whilst also being able to rest and socialise with other caregivers. Participants in the focus group also highlighted that some caregivers may be grandparents or older citizens who need seating options in order to access a play space.

Autism Friendly Play Space Project Community Consultation Report

3.4 Provision for Autism Assistance Dogs

"We have an autism assistance dog so a place to tether her in the shade slightly away from the equipment, a drink fountain so we can give her a drink and a suitable place for her to toilet. If playground is located close to a dog park this makes it difficult as dog is more distracted while working."

Some persons with a diagnosis of ASD have Autism Assistance Dogs. Autism Assistance Dogs are specially trained to support persons on the Autism Spectrum to increase their independence and safety when accessing the community and have the same rights as Guide Dogs (www.guidedogs.org.au 2016). Autism Assistance Dogs require space to be tethered, toileted and access to water. Consideration needs to be made for the location of these facilities as respondents report that some children/young people on the Autism Spectrum may feel anxious near animals.

3.5 Picnic Area

Many respondents indicated that a picnic area, with seating, tables, shade, BBQ and bins, would attract them to go to an outdoor play space. Respondents indicated that these facilities would increase opportunities for socialising and would facilitate socialising for themselves and their child/ young person on the Autism Spectrum.

4. Environment

4.1 Large Area

"Enclosed play area with enough free space for the kids to explore and run around"

"Equipment spaced so that each piece has its own area"

"Grass space for kids to do things like kick a soccer or football or play cricket"

Respondents stated that a large area is essential for an outdoor play space to prevent the feeling of being overcrowded, provide enough space for people to transition into the play space, allow for ample circulation room between pieces of equipment and provide areas for cooperative social play (i.e. throwing and kicking balls).

4.2 Shade

"Playground also needs adequate sun cover as many ASD kids don't like wearing hats."

"Shade is very useful too, as my child's sensitivities mean he will not wear sunscreen."

People on the Autism Spectrum may experience touch (tactile), temperature and light sensitivities. As a result many children/ young people on the Autism Spectrum do not wear hats, sunscreen or sunglasses and may not be able to regulate their own temperature or tolerate temperature extremes. Therefore adequate shade is needed to protect children/ young people from the sun and prevent overheating of play equipment.

Autism Friendly Play Space Project Community Consultation Report

4.3 Soft fall ground cover

"Bark chips are terrible for kids on the spectrum as kids with sensory issues may put them in their mouths and kids with behavioural issues will most likely throw them".

Respondents requested soft fall ground cover under and around equipment in place of bark chips or other surfaces that may be ingested by some children/ young people on the Autism Spectrum.

4.4 Natural environment

"Lots of attractive greenery to provide beauty and incorporate a Nature Play area"

Many respondents indicated a preference for incorporating nature (trees, plants, water and natural materials) into an outdoor play space. Respondents also highlighted the need to be mindful of avoiding highly scented plants, as some people on the Autism Spectrum experience olfactory sensitivity and may be bothered by these; small objects (i.e. pebbles and bark chips) that may be eaten or thrown; and flowering plants that may attract bees.

5. Equipment *"For all kids to play big, small, wheelchair bound, blind and deaf"*

5.1 Suitable for all ages

"Equipment that is typically made for smaller children i.e. rocking animals that bigger children can fit on"

Many respondents commented on the need for equipment that caters to children/ young people of all ages and sizes. Respondents referred to the fact that older children/ young people on the Autism Spectrum may be interested in accessing equipment typically designed for younger children. Also that equipment still needs to cater for younger children who may not have the size/skills to access equipment designed for older children.

5.2 Accessible for all levels of mobility/ motor skills

"Feeling like they can do age appropriate activities even with limited motor skills is very important to my child."

"A variety of equipment including different swings and climbing equipment, challenging enough for a child who seeks movement and heights."

Persons with a diagnosis of ASD can have a variety of motor abilities ranging from very limited, requiring assistance to access equipment, to highly developed. Persons with highly developed motor skills may prefer equipment that challenges their motor abilities and involves complex problem solving. Persons with impairments to their mobility and motor planning will require adaptations to equipment (i.e. hand rails, ramps, platforms) to make it accessible. It is important that there is a variety of equipment to cater for the needs of all children/ young people.

Autism Friendly Play Space Project Community Consultation Report

5.3 Facilitate interaction

"Equipment that promotes interaction (e.g. pipes that act as a telephone)"

"I would like a space that enables interaction between the child and the caregiver."

Social interaction was highlighted as one of the main purposes of accessing a play space for children/ young people with a diagnosis of ASD and their caregivers/family members. Respondents requested that equipment facilitate interaction as well as provide opportunities for individual play. Equipment that allows multiple people to use it at once, requires cooperation or inspires pretend/social play is recommended.

5.4 Visual markers

"Many people on the ASD spectrum would appreciate pictorial signs explaining the equipment, suggesting play ideas and facilitating communication."

Children/ young people on the Autism Spectrum may have difficulty thinking about how to use a piece of equipment or engage playfully with an object (this is called ideation). Visuals (pictorial signs) support children to interact with equipment and play with others by suggesting ways to use the equipment. Some people with a diagnosis of ASD cannot verbally communicate and use many pictures to aid their communication. The provision of pictures regarding the play space will support communication between persons on the Autism Spectrum, their caregivers and others.

"Tripping hazards and changes in ground levels to be identified by different materials/ colours etc. to make them stand out."

"Clear marking around swings etc. to mark the area where the swing might reach"

"Line ups for taking turns on the equipment single use or multi person"

Respondents indicated that children/ young people on the Autism Spectrum may not be aware of safety, boundaries or the "rules" around social interaction and turn taking. Respondents suggested providing pictorial signs to explain the "rules" around using play equipment (i.e. one person on a swing at a time) and visual markers for where it is safe to stand while waiting for play equipment.

5.5 Types of equipment

Respondents provided a number of ideas regarding play equipment and the properties that their child/ young person on the Autism Spectrum prefer. The types identified have been categorised below based on their properties:

Movement input

- Linear movement (i.e. swings, sea saws, flying foxes)
- Rotary movement (i.e. merry-go-rounds, spinners)
- Jumping (i.e. in ground trampolines, air pillows)

Autism Friendly Play Space Project Community Consultation Report

- Slides (accessible for all ages and levels of mobility i.e. ramp/platform/ stair access)
- Movement input (continued)**

- Climbing (i.e. spiders webs, rock walls, monkey bars, unstructured climbing)
- Outdoor gym equipment for young adults/adults on the Autism Spectrum

Visual stimulation

- Mosaics
- Puzzles
- Visually interesting fixtures (i.e. streamers, spinners)
- Use of colour

Touch (tactile) input

- Water play
- Sand play
- Tunnels to roll balls in
- Textured/ interactive artwork/ tactile boards
- Plants

Sound (auditory) input

- Musical instruments (i.e. drums, chimes, piano keys). It is important to note that many people on the Autism Spectrum may be auditory sensitive, therefore the pitch of the instruments and how much the sound carries across the play space will need to be carefully considered.
- Quieter areas with equipment/vegetation that reduces noise (i.e. tunnel, cubby house, half pipes)

Autism Friendly Play Space Project Community Consultation Report

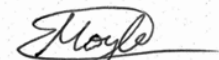
Summary

There is a growing community need for inclusive play spaces that are sensitive to the needs of persons with a diagnosis of Autism Spectrum Disorder (ASD). On behalf of the Salisbury Council Autism SA engaged in community consultation to determine the features of a play space that would be inclusive for persons' on the Autism Spectrum and their caregivers/ families. This information was gathered between 21/07/2016-30/08/2016 through postal, phone and online surveys as well as a focus group meeting. Respondents included persons' with a diagnosis of ASD, caregivers, family members, and professionals working with people on the Autism Spectrum. 28.6% of respondents to the online survey and all of the focus group participants identified as living in the Salisbury Council area.

The following features were identified as essential to the use of an outdoor play space by community members with a child/young person with a diagnosis of ASD:


- 1 Safety**
 - 1.1 Fencing
- 2 Location**
 - 2.1 Quiet location
- 3 Facilities**
 - 3.1 Accessible Toilets
 - 3.2 Parking
 - 3.3 Seating
 - 3.4 Provision for Autism Assistance Dogs
 - 3.5 Picnic area
- 4 Environment**
 - 4.1 Large Area
 - 4.2 Shade
 - 4.3 Soft fall ground cover- no bark chips or pebbles
 - 4.4 Natural environment
- 5 Equipment**
 - 5.1 Suitable for all ages
 - 5.2 Accessible for all levels of mobility/ motor skills
 - 5.3 Facilitate interaction
 - 5.4 Visual markers
 - 5.5 Properties (movement, visual, touch, sound)

Report completed by Community Engagement Consultant on the 30th August 2016.



Emma Moyle
Senior Occupational Therapist
Autism SA

Appendix A -Questionnaire



AUTISM SA

Info Line: 1300 288 470

Registered Office: 1/101-1/103 North Terrace, Adelaide SA 5000
 Registered Office: 1/101-1/103 North Terrace, Adelaide SA 5000
 1/101-1/103 North Terrace, Adelaide SA 5000

ASD Friendly Play Space Project Survey

1. Which of the following statements do you identify with? (Select as many as apply)

- ☐ I am a person with a diagnosis of Autism Spectrum Disorder
- ☐ I am a family member/carer for a person with a diagnosis of Autism Spectrum Disorder
- ☐ I work with a person with a diagnosis of Autism Spectrum Disorder
- ☐ I live in The City of Salisbury Council Area


Other _____

2. What features of an outdoor play space do you like, or would attract you to go there with a child/young person on the Autism Spectrum?

Please write your answer below. Your answer can be as brief or detailed as you like.

If you are finding it hard to think of answers you might like to consider features related to:

- Equipment (type, size, layout)
- Environment (plants, ground cover, shade)
- Location (proximity to school, road, other infrastructure)
- Amenities (for example toilets, benches, tablet, shade)
- Accessibility
- Safety



5. Is there anything else that you think is important for us to know about designing an outdoor play space that is inclusive of people on the Autism Spectrum?

Please write your answer below. Your answer can be as brief or detailed as you like.

Thank you for providing your feedback

Please return this survey to:
Autism SA Attn: Emma Moyle

Autism Friendly Play Space Project Community Consultation Report

Frequently Asked Questions

What is Autism Spectrum Disorder?

Autism Spectrum Disorder (ASD) is the term used to describe a condition that affects development of an individual across their lifespan.

Social communication, restricted interests and behaviours and sensory processing differences are the main areas of development affected.

The term 'spectrum' is used to indicate that no two people with ASD are the same. The differences depend on the combinations of social ability, communication level, cognitive ability (IQ), age, personality and many other factors. (Autism SA 2016)

Why design an inclusive Autism Friendly Play Space?

Play is central to development as it helps to create self-perception and develops motor and social skills. Children and young people on the Autism Spectrum often have heightened communication, sensory perception and social needs and can find it difficult to engage with and relate to others in traditional play environments (for example playgrounds and parks).

Outdoor play is an important aspect to the development of all children and young people and especially those on the Autism Spectrum. For some children and young people on the Autism Spectrum more supportive environments are necessary to contribute positively to their growth and development.

Any play space design should be inclusive of all abilities to enable social interaction with peers. Successful design of an autism friendly play space would facilitate interaction of children and young people on the Autism Spectrum with any other child/ young person.

Appendix B - Focus group agenda

Aims of Focus Group Meeting

1. To provide feedback to the Salisbury Council regarding an Autism Friendly Place Space.
2. To provide information for interested persons to continue to provide feedback to the council throughout the Autism Friendly Play Space Project.

Agenda

- Introduction
- Background to the project
- Question 1 "What is the purpose of a play space that is inclusive of children/ young people with a diagnosis of ASD:
 - a) For the child/ young person on the Autism Spectrum
 - b) For their caregivers and families"
- Question 2 "What features do you feel are essential for a play space that is inclusive of children/ young people with a diagnosis of ASD"
- Where to from here- identify interested persons for ongoing focus group and a key contact
- Questions/feedback

| | |
|------------------------|--|
| ITEM | 2.4.2 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| PREV REFS | Council PET2 26/09/2016 |
| HEADING | Petition Requesting Removal of Gum Trees in Grant Avenue, Salisbury Downs |
| AUTHOR | Mike Oborn, Coordinator Tree Services, City Infrastructure |
| CITY PLAN LINKS | <p>2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle.</p> <p>2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.</p> <p>2.4 Have urban and natural spaces that are adaptive to future changes in climate.</p> |
| SUMMARY | <p>This report provides consideration for a petition received to remove 46 street trees from Grant Avenue in Salisbury Downs. The petition does not meet the current requirements for it to be considered under the Councils current Tree Removal Procedure. As Grant Avenue has already been assessed and prioritised for consideration as part of the Streetscape Renewal program, to be done in the 2017/18 financial year, the removal and replacement of the trees should be considered at this time.</p> |
| RECOMMENDATION | <ol style="list-style-type: none"> 1. The request to remove all of the Gum Trees in Grant Avenue, Salisbury Downs, received via petition presented to Council at the 26 September 2016 Council meeting, be refused. 2. Grant Avenue be included in the 2017/18 Streetscape Renewal Program and budget considerations. 3. Residents of Grant Avenue be advised of the Tree Removal Committee application process available to them, should they wish to make application for individual trees to be removed in advance of the 2017/18 Streetscape Renewal Program. |
| ATTACHMENTS | There are no attachments to this report. |
| 1. BACKGROUND | <ol style="list-style-type: none"> 1.1 Council was presented with a petition for the removal of the Gum Trees in Grant Avenue in Salisbury Downs at the 26 September 2106 Meeting. 1.2 The petition received contains a total of 39 signatures seeking the removal of all the street trees in Grant Avenue in Salisbury Downs. |

- 1.3 The 39 signatures represent 31 of the 40 properties that front onto Grant Avenue.
- 1.4 The petition has requested that the 46 street trees be removed and replaced due to safety concerns and the nuisance that these trees are causing including;
 - Burst water mains and other plumbing issues
 - Termites
 - Displaced kerb and gutters
 - Tree branch failures
 - Tree litter drop

2. CONSULTATION / COMMUNICATION

2.1 External

- 2.1.1 Mrs Hawkins – Organisers of the petition

3. REPORT

- 3.1 The majority of the street trees in Grant Avenue are the Yellow Box (*Eucalyptus melliodora*) that were planted around 1974 with some later infill plantings of Ironbarks (*Eucalyptus sideroxylon*), Gum Barked Coolibah (*Eucalyptus intertexta*) and South Australian Blue Gums (*Eucalyptus leucoxylon*).
- 3.2 The Yellow Box are large slow growing trees that originate from the Eastern states. They can grow up to 30 metres in good growing conditions.
- 3.3 The majority of the trees are in good health and have an acceptable structure. Some structural flaws were noted however they are currently stable and none required immediate attention.
- 3.4 Twenty of the trees qualify as Regulated Trees and two as Significant Trees under the Development Act 1993 (as amended). They range in height from approximately 7 metres to 23 metres.
- 3.5 Since 2010 the Tree Removal Committee has considered five tree removal requests that have been received from Grant Avenue, two were approved and three refused, in addition three other dead trees have been removed.
- 3.6 Although currently there is some kerb and gutter displacement in the street, the 2015 Civil Infrastructure audit did not identify any kerb and gutter displacement that met the required intervention level in Grant Avenue.
- 3.7 Council has not received any reports of water pipe bursts in Grant Avenue.
- 3.8 Of the 13 trees inspected for termites since 2010, three had active termites, two were only feeding on the bark and eight did not detect any active termites. Only minor hollowing was reported in these trees.

- 3.9 In relation to tree related petitions the current adopted Tree Removal Procedure states;

Petitions

Where the residents of a street, petition Council to have the entire street of trees replaced, (outside of the existing 'Streetscape Renewal Programme') Council may consider the petition if;

- *The petition is in writing in the correct petition format and*
- *All residents of the street have signed the petition and*
- *All residents of the street will meet all costs for the administration, removal, planting and establishment of new trees.*

Replanting must be in accordance with the City Landscape Plan and Streetscape Renewal Policy.

If these requirements are not met, the removal of trees will be assessed on an individual basis on the removal criteria guidelines.

- 3.10 This petition represented 31 of the 40 properties that front on to the street and there is no indication that the residents would be willing to cover the cost of renewing the streetscape. As such it does not meet the Council's requirement, under the Tree Removal Procedure, to agree to the request to remove the trees.
- 3.11 Grant Avenue has already been assessed for inclusion on the Streetscape Renewal Program and had been prioritised for consideration in the 2017/18 financial year.
- 3.12 The estimate for tree removal and the planting and establishment of new trees in Grant Avenue is \$51,000.
- 3.13 The 2016/17 Streetscape Renewal Program has 20 streets listed and will remove over 1260 trees. The consultation process has been completed and the removal and planting plans are currently being finalised and will be issued for construction in the near future. The late inclusion of another street to this year's program is likely to delay the existing program.

4. CONCLUSION / PROPOSAL

- 4.1 The request set out in the Petition presented to the 26 September 2016 Council Meeting does not meet the current requirements of Council's Tree Removal Procedure for consideration of the removal and replacement of all of the trees in Grant Avenue.
- 4.2 Where a resident wishes to have a particular tree removed they should make an individual request for tree removal which would be considered through the current Tree Removal Procedure.
- 4.3 Grant Avenue has been assessed and prioritised for inclusion in the Streetscape Renewal Program in the 2017/18 financial year and will be considered the 2017/18 budget.
- 4.4 The addition of Grant Avenue to the 2016/17 Streetscape Renewal Program is likely to delay the delivery of the current program.

- 4.5 As per Item 3 of Resolution 1292 of the September 2016 Council meeting, signatories of the petition will be advised in writing of the decision by Council along with information on Council's streetscape renewal program.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016

| | |
|------------------------|--|
| ITEM | 2.4.3 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| PREV REFS | Works and Services Committee 2.4.1 19/09/2016 |
| HEADING | St. Kilda Master Plan - Stage 2 |
| AUTHORS | Mark van der Pennen, General Manager City Infrastructure, City Infrastructure Dameon Roy, Manager Technical Services, City Infrastructure |
| CITY PLAN LINKS | 3.2 Have interesting places where people want to be. 2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands. |
| SUMMARY | Planning for the St Kilda Township is being undertaken in four stages. This report was deferred from September 2016 to provide further analysis, additional consultation and updated recommendations in relation to Stage 2 – Marine Recreation Precinct and Mangroves to be endorsed as the basis for consultation with the community and key stakeholders. |

RECOMMENDATION

1. The report is received and noted.
2. The recommendations in relation to the Stage 2, Master Plan for St Kilda as set out in paragraph 3.8 of this report (Item No. 2.4.3, Works and Services Committee, 21/11/2016) be endorsed as the basis for consultation with the community and key stakeholders.
3. A further report be brought back to the April 2017 Works and Services Committee meeting seeking endorsement of the final St Kilda Stage 2 Master Plan.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves

1. BACKGROUND

- 1.1 In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.
- 1.2 This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, economic development potential and infrastructure investment by the public and private sector.

- 1.3 In March 2013 Council endorsed an approach that resulted in the commencement of a Master Plan being prepared in four stages:
- 1.3.1 Stage 1: adventure play space and associated car parking/green space (complete);
 - 1.3.2 Stage 2: the Marine Recreation Precinct and Mangroves ;
 - 1.3.3 Stage 3: existing residential area; and
 - 1.3.4 Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).
- 1.4 This report was initially presented in September but Council requested additional consultation and analysis to be provided with respect to:
- Boat trailer spaces (maximise numbers)
 - Asphaltting of car parking adjacent to the play space
 - Asphaltting of car parking near mangrove trail entrance
 - Provision of temporary boat parking for permit collection and rigging
 - Provision of car parking in the corner of Fooks Terrace/Cockle Street
 - Provision of Pedestrian movements across the site
 - Wash Down bay sizes and orientation
- 1.5 This updated report presents the findings and recommendations associated with Stage 2: Marine Recreation Precinct and Mangroves of the St Kilda Master Plan for the purposes of consultation.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 Staff from the following departments were represented on the project team:
- Community Development
 - City Infrastructure
 - City Development
- 2.1.2 Elected Member briefings

2.2 External

- 2.2.1 Preliminary advice was sought from representatives from the Department of Environment Water and Natural Resources and the Department of Planning Transport and Infrastructure. It is noted that concepts to this date are preliminary and endorsement has not been sought.
- 2.2.2 Staff have consulted regularly with the St Kilda Stakeholders Group comprising representatives from residents, Boat owners Club, Progress Association, Tourism and Business Development Committee and the shop.
- 2.2.3 Broader community consultation has not been undertaken to this date.

3. REPORT

- 3.1 The St Kilda Marine Recreation Precinct and Mangroves includes significant Council owned and managed assets including:
- 1km breakwater and channel
 - Boat launch ramp
 - Boat trailer parking area
 - Mangrove trail and interpretive centre
 - Car parking
 - Lighting and CCTV
- 3.2 These assets are exposed to harsh marine conditions including tidal action, inundation and salt laden winds. As such they are prone to degradation and require regular maintenance and renewal.
- 3.3 Through its asset management plans and forward budget, Council has planned for works to maintain and repair these assets. Planned expenditure within the St Kilda Township over the next four years totals \$1,758,000 and includes replacement of the play space wave slide, channel improvements, renewal of the break water and irrigation systems.
- 3.4 It is important to note that Council owns very little land in the St Kilda precinct. The Minister for Transport owns the majority of land north of the channel and care and control is vested in the Council. The Minister for Conservation and Environment owns the majority of land south of the channel including the mangrove areas.
- 3.5 Planning for some areas within the Marine Recreation Precinct and Mangroves has been constrained by issues pertaining to a native title claim which exists over a part of the harbour, some under utilised open space and the mangroves including the trail and the interpretive centre. These areas are Crown land and the Crown is not a signatory to the draft Local Government ILUA. Capital works cannot be undertaken in these areas at this stage and discussions are in place with DEWNR representatives to progress this constraint.
- 3.6 The St Kilda Master Plan Stage 2 has been developed within a broader strategic context which has taken into consideration:
- Facilitation of delivery of key directions and objectives within the City Plan
 - Alignment with Council's City Pride Strategy
 - Alignment with the State Government's Northern Economic Plan
 - Alignment with Councils newly developed Tourism and Visitor strategy within which St Kilda is identified as a key tourism asset for the City
 - The implications of the development of the Northern Connector on the site and surrounds
 - Storm water management issues arising from the impacts of urbanisation at Greater Edinburgh Parks
 - Future uses of the decommissioned salt crystallisation ponds
 - Native Title issues

- The tourism and visitation opportunities for St Kilda associated with the development of the adjacent International Bird Sanctuary
 - Possible development of the privately owned Boat Club which sits within the Stage 2 area
- 3.7 Attachment 1 examines the whole of the Stage 2 planning precinct and provides an initial analysis of the issues and recommended solutions which in summary are to:
- Create improved traffic movement around the site by addressing efficiency of movement and addressing safety matters for vehicles and pedestrians
 - Identify a dedicated parking area for recreational vehicles which has better security and amenity/views and is located within proximity of key facilities within the precinct
 - Improve the condition, quantity and configuration of parking facilities to provide greater capacity and address the conflicts that are currently arising between coaches, visitors utilising the boat facilities and visitors to the adventure play space
 - Improve the experience for users of the boating facilities by addressing the current congestion and issues associated with gaining access to the boat launch ramp
 - Improve the amenity, visibility, efficiency and safety of pedestrian movement and wayfinding to key destination points
 - Improve the condition of the Mangrove Trail for a safer and improved visitor experience and to capitalise on future tourism opportunities through partnerships with Kaurna and the International Bird Sanctuary
 - Investigate future opportunities in the Commercial precinct
- 3.8 The attached report contains fourteen recommendations for endorsement by Council as the basis for further consultation with the community and key stakeholders:
1. Improve traffic movement efficiency and safety by constructing two roundabouts on Cockle Street and coach set down area and asphalt main playground carparks.
 2. Stabilise and surface under utilised open space on Cockle Street/Fooks Terrace and construct an additional 164 new car parks.
 3. Stabilise and resurface the existing trailer park. Line mark for 120 long trailer bays (3.1m wide) increasing the existing long trailer storage area by 20 bays (assuming 3.1m wide bays). Increase wash down area from 4 to 5, 3.1m bays and install new gross pollutant trap and additional acoustic barriers.
 4. Modify the intersection with a roundabout at St Kilda Road and Whiting Street to direct coaches to the secondary car park near the hotel.
 5. Asphalt the Fooks Terrace car park near the hotel to include coach layover and drop off – configuration to include six coach bays and 61 car parks.
 6. Construct RV layover area, for 8 RV's, near to the boat launch facility toilet block.
 7. Asphalt the main carpark adjacent to the playspace formalising 189 carparks.
 8. Asphalt Mangrove Trail parking near main entrance.

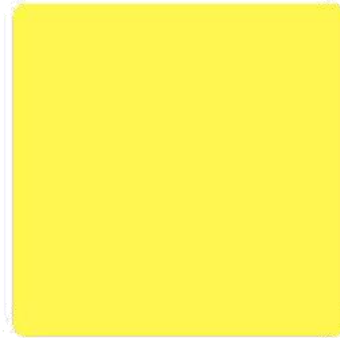
9. Increase boat launch / retrieval capacity by constructing an additional ramp lane.
 10. Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.
 11. Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.
 12. Improve visitor safety along the breakwater by improving the footpath surface and installation of solar lighting
 13. Explore opportunities for the area taking into consideration the Visitor and Tourism Strategy, International Bird Sanctuary, water front amenity and potential future services.
 14. Explore opportunities for the Mangrove Trail and Interpretive Centre (reported separately).
- 3.9 It is envisaged that the proposed capital works to improve the Marine Recreation Precinct and Mangroves would be implemented in four stages, preceded by detailed design and consultation. The suggested timeframe is as follows:
- 2017/18 Commence detail design and consultation - \$250,000
 - 2018/19 Stage 2a: Traffic flow - \$2,470,000
 - 2019/20 Stage 2b: Additional boat lane - \$960,000
 - 2020/21 Stage 2c: New parking and enhanced wayfinding - \$1,750,000
 - 2021/22 Stage 2d: Reconstruction of existing boat parking area & mangrove trail parking area - \$2,960,000
 - Commercial precinct and Mangrove trail – to be reviewed within the next 6-12 months
 - Total estimated cost for all Stage 2 works - \$8,390,000
- 3.10 The funding of works summarised above have not yet been included in our Transport Asset Management Plan or Long Term Financial Plan and will require consideration and approval through the annual budget process for the works to progress.
- 3.11 Due to the complexities surrounding the St Kilda Mangrove Trail a separate status report was presented to Council in October 2016. The funding to undertake immediate repairs to the northern section were endorsed and further investigation in relation to the potential opportunities to align and integrate with the International Bird Sanctuary were supported.
- 3.12 The commercial precinct provides for the exploration of opportunities for the area taking into consideration the Visitor and Tourism strategy, International Bird Sanctuary, water front amenity and potential future services. This is progressing and will continue over the next 12 months.

4. CONCLUSION / PROPOSAL

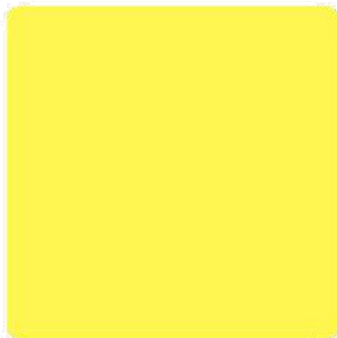
- 4.1 Council has constructed considerable assets within the Marine Recreation Precinct and Mangroves, comprising.
- The Mangrove trail and interpretive centre.
 - The boat channel facilities – incorporating the breakwater, channel, boat ramps, kayak launch, wash down bays and fish cleaning station.
 - Extensive car and boat trailer parking facilities including lighting and CCTV.
- 4.2 These popular assets require ongoing investment due to their exposure to harsh conditions. Council has identified \$1,758,000 over the next 4 years in its forward budget for ongoing renewal of assets.
- 4.3 The attached report titled St Kilda Precinct Plan Stage 2 provides the background and rationale behind fourteen recommendations to further improve the visitor experience, increase visitation and address safety and operational concerns.
- 4.4 Preliminary discussions have been had with government agencies and with local stakeholders. It is proposed that Council endorse the recommendations set out in paragraph 3.8 of this report as the basis for further consultation with the community and key stakeholders.
- 4.5 Following consultation, a further report will then be brought back to the April 2016 Works and Services Committee for endorsement of the final stage 2 Masterplan.
- 4.6 It is anticipated that the final recommendations once endorsed will be implemented over a five year period commencing in 2017/18 with detailed design. The funding of works estimated at totaling \$8,390,000 have not yet been included in our Transport Asset Management Plan or Long Term Financial Plan and will require consideration and approval through the annual budget process for the works to progress.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016



St Kilda Precinct Plan Stage 2- Marine Recreation Precinct and Mangroves



Contents

| | |
|---|----|
| Executive Summary | 2 |
| Strategic Context | 5 |
| Planning Principles | 5 |
| Staging of Planning | 5 |
| Broader Planning Opportunities and Considerations | 7 |
| Northern Connector | 8 |
| Greater Edinburgh Parks Employment Lands | 9 |
| Future Uses of Salt Crystallisation Pans | 10 |
| International Bird Sanctuary | 11 |
| Environmental Significance | 12 |
| Land Fill | 12 |
| Land Ownership and Use | 13 |
| Native Title | 13 |
| City of Salisbury Tourism and Visitor Strategy | 16 |
| Current Planned Infrastructure Investment | 17 |
| Facilities, Infrastructure and Recommendations | 18 |
| Traffic Movement and Car Parking | 18 |
| Recreational Boat Launch Facilities | 24 |
| Pedestrian Links | 26 |
| Commercial Facilities | 27 |
| Mangrove Trail | 28 |
| Issues and Recommendations | 30 |
| Condition of Mangrove Trail | 30 |
| Boat Club & Marina | 31 |
| Breakwater & Channel | 31 |
| Proposed Implementation (Unfunded) | 33 |

Executive Summary

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, economic development and tourism potential and infrastructure investment by the public and private sector.

It was determined that a Master Plan for St Kilda was to be developed in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the Marine Recreation Precinct and Mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).

This report presents the finding and recommendations associated with Stage 2: Marine Recreation Precinct and Mangroves.

The St Kilda Marine Recreation Precinct and Mangroves includes significant Council owned and managed assets including:

- 1km breakwater and channel
- Boat launch ramp
- Boat trailer parking area
- Mangrove trail and interpretive centre

The St Kilda Master Plan Stage 2 has been developed within a broader strategic context which has taken into consideration:

- Facilitation of delivery of key directions and objectives within the City Plan
- Alignment with Council's City Pride Strategy
- Alignment with the State Government's Northern Economic Plan
- Alignment with Council's newly developed Tourism and Visitor strategy within which St Kilda is identified as a key tourism asset for the City
- The implications of the development of the Northern Connector on the site and surrounds
- Storm water management issues arising from the impacts of urbanisation at Greater Edinburgh Parks
- Future uses of the decommissioned salt crystallisation ponds
- Native Title issues
- The tourism and visitation opportunities for St Kilda associated with the development of the adjacent International Bird Sanctuary
- Possible development of the privately owned Boat Club which sits within the Stage 2 area

This report provides a detailed analysis of the issues and recommended solutions surrounding the Marine Recreation Precinct and Mangroves, which in summary are to:

- Create improved traffic movement around the site by addressing efficiency of movement and ensuring safety for all vehicles and pedestrians
- Identify a dedicated parking area for RV vehicles which has better security and amenity/views and is located within proximity of key facilities within the precinct
- Improve the condition, quantity and configuration of parking facilities to provide greater capacity and address the conflicts that are currently arising between coaches, visitors utilising the boat facilities and visitors to the adventure play space
- Improve the experience for users of the boating facilities by addressing the current congestion and issues associated with gaining access to the boat launch ramp
- Improve the amenity, visibility, efficiency and safety of pedestrian movement and wayfinding to key destination points
- Improve the condition of the Mangrove Trail for a safer and improved visitor experience and to capitalize on future tourism opportunities through partnerships with Kaurana and the International Bird Sanctuary

This report contains fourteen recommendations for endorsement by Council as the basis for further consultation with the community and key stakeholders:

1. Improve traffic movement efficiency and safety by constructing a roundabout on Cockle Street and coach drop off area.
2. Stabilise and surface underutilized open space on Cockle Street and construct 164 additional car parking bays.
3. Stabilise and resurface the existing trailer park. Line mark for 120 long trailer bays and 51 standard bays. Increase washdown area from 4 to 5 bays (new 3.1 width, including acoustic barriers) and install new gross pollutant trap.
4. Modify the intersection at St Kilda Road and Whiting Street with a roundabout to direct coaches to the secondary northern car park near the hotel.
5. Asphalt the Fooks Terrace northern car park near the hotel to include coach layover and drop off – configuration to include 6 coach bays and 61 car parks.
6. Construct RV layover area, for 8 RVs, near to the boat launch facility toilet block.
7. Asphalt the main carpark adjacent to the playspace formalising 189 carparks.
8. Asphalt Mangrove Trail parking near main entrance.
9. Increase boat launch / retrieval capacity by constructing an additional ramp lane.
10. Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.
11. Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.
12. Improve visitor safety along the breakwater by improving the footpath surface and installation of solar lighting
13. Explore opportunities for the area taking into consideration the Visitor and Tourism Strategy, International Bird Sanctuary, water front amenity and potential future services.
14. Explore opportunities for the Mangrove Trail and Interpretive Centre in a separate report to be presented.

It is envisaged that the proposed capital works to improve the Marine Recreation Precinct and Mangroves would be implemented in four stages, preceded by detailed design and consultation:

- 2017/18 Commence detail design and consultation - \$250,000
- 2018/19 Stage 2a: Traffic flow - \$2,470,000
- 2019/20 Stage 2b: Additional boat lane - \$960,000
- 2020/21 Stage 2c: New parking and wayfinding - \$1,750,000
- 2021/22 Stage 2d: Reconstruction of existing parking area - \$2,960,000
- Commercial precinct and Mangrove trail – To be reviewed within the next 6-12 month period.
- Total estimated cost for all Stage 2 works - \$8,390,000

The funding of works summarised above have not yet been included in our Transport Asset Management Plan or Long Term Financial Plan and will require consideration and approval through the annual budget process for the works to progress.

Strategic Context

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, tourism opportunities, economic development potential and infrastructure investment by the public and private sector.

The Planning Framework identified what was valued about the St Kilda Township and provided recommendations on how to retain these elements for future generations. The Planning Framework also examined opportunities to support the growth of the Township as a coastal destination.

The vision of the Township Plan and Planning Framework is:

To develop the coastal township of St Kilda as a regional environmentally sensitive recreation, leisure and tourism focus, building on the existing strengths of the town, and providing high levels of amenity and services for residents and visitors while limiting expansion of residential development.

Planning Principles

The following principles underpin the St Kilda Township Planning Framework:

1. quality of life for residents and visitors;
2. provision of an Adventure Play Space;
3. improvement of pedestrian legibility through way finding and path networks;
4. optimising car parking for all users;
5. improving boat launching facilities;
6. improving quality of surrounding environments for residents and visitors;
7. promotion of the environmental assets of St Kilda;
8. improving legibility and safety of vehicle movement; and
9. encouraging investment in residential and business development.

Staging of Planning

In March 2013 Council endorsed an approach that resulted in the commencement of a Master Plan being prepared in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the marine recreation precinct & mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).

St Kilda Stage 2 study area – Marine Recreation Precinct and Mangroves

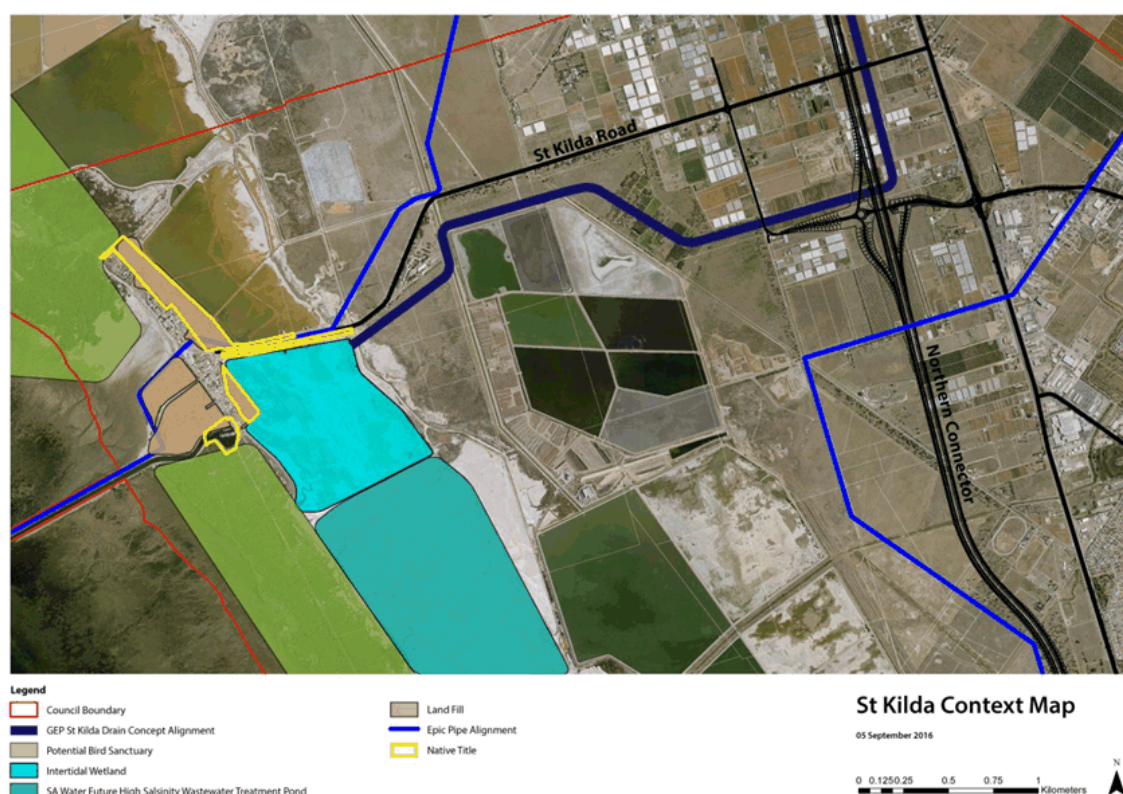


Broader Planning Opportunities and Considerations

The north western sector of Salisbury will be subject to considerable change over the coming years that will see a significant increase in infrastructure and development investment. These investments have the opportunity to contribute to the objectives of the St Kilda Township Master Plan and value-add to the social, economic, tourism and environmental outcomes for the township and the region.

Projects and Initiatives underway or planned in the region include:

- The \$985 million Northern Connector project that links the South Road Superway with the Northern Expressway
- Future land development opportunities associated with the rezoning of Greater Edinburgh Parks and the infrastructure augmentation required to realise this development.
- The decommissioning, environmental management and future development of the Salt Crystallisation Ponds that extend from Gillman in the south to Middle Beach in the north.
- The identification of the Adelaide International Bird Sanctuary that has the potential for significant international interest and visitation
- The ecological significance of the Barker Inlet area which includes the Adelaide Dolphin Sanctuary and the fish nursery for a number of commercial and recreational fish species.
- The pattern and extent of land ownership that may provide opportunities for innovation and implementation of initiatives that otherwise may not have been achievable because of fragmented ownership.



The following is a synopsis of each of the projects listed above and the opportunities for integration and value-add projects to the St Kilda Township Master Plan Development

Northern Connector

Context

Construction has commenced of the Northern Connector linking the Port River Expressway and South Road Superway with the Northern Expressway. The interchange at Waterloo Corner will provide full access to St Kilda via a link road, being Robinson Road. This will enable greater access for visitors from all parts of metropolitan Adelaide. It is intended that the road corridor will have a thematic approach to the four interchange gateways (South Road, Bolivar Road, Waterloo Corner Road and Northern Expressway) based upon Kaurna heritage and the environmental significance of the area through which it traverses. The project will be completed in late 2019. As part of the project a shared bike / walking trail will be constructed and opportunities are being considered to extend this scope of work.

Opportunities for linkage with St Kilda Master Plan

- The development of the gateway themes (landscape and infrastructure design) can reinforce the environmental significance of the region and opportunities to link with key destinations such as St Kilda, the Adelaide International Bird Sanctuary and Barker Inlet.
- The landscape design of the Northern Connector can integrate with St Kilda through the development of continual green gateways that link the Northern Connector to St Kilda and the Mangrove Trail.
- The Northern Connector Project has had to contribute to the Native Vegetation Offset fund for the loss of native vegetation at the southern end of the project. The Native Vegetation Branch of the Department of Environment, Water and Natural Resources (DEWNR) is seeking regional opportunities for investment to use this and other carbon offset funds. The opportunities associated with a broader native vegetation scheme that encompasses the mangrove trail, samphire and sabka areas around St Kilda and vegetation corridors, could be established as part of open channel drainage infrastructure that may service future developments such as Greater Edinburgh Parks through the SA Water site to the Northern Connector.

Greater Edinburgh Parks Employment Lands

Context

The Greater Edinburgh Parks area has been identified in the State Government's 30 year Plan for Greater Adelaide as future employment lands for northern Adelaide. The investment of the Northern Connector will facilitate this future development by providing high quality transport linkages with this area, thereby increasing its attractiveness for future investment particularly around logistics and transport industries. One of the key infrastructure requirements is the stormwater headworks infrastructure that is necessary to service this future development.

Stormwater drainage strategies have been developed that identify future infrastructure necessary to service this area and also provide opportunities for stormwater quality control and capture for re-use. One of the options that has been identified is the delivery of a drainage path that extends from Port Wakefield Road, integrates with the design of the Northern Connector and utilises the SA Water buffer land to the north of the Bolivar wastewater treatment plant, and links to the unused salt crystallisation ponds in and around St Kilda.

The opportunities that were pursued as part of this solution, were include maintaining the migratory bird habitat of those ponds around St Kilda through the development of wetlands / basins that would achieve the drainage service the drainage requirements of the future employment lands, and also provide an inter-tidal wetland of fresh and salt water for migratory bird habitat.

Opportunities for linkage with St Kilda Master Plan

- The construction of the channel and inter-tidal wetlands as headworks for the Greater Edinburgh Parks Employment lands would be able to provide an opportunity to develop native landscape vegetation corridor and multi-use trail that would link the Mangrove trail, via the intertidal wetland (dis-used salt crystallisation ponds) and the drainage channel to the Northern Connector.
- The planting of the native vegetation landscape could be an adjunct to the Northern Connector project and educational and employment opportunities linked to the Northern Connector programs. These include indigenous employment programs.
- The construction of this drainage network and interface with the marine environment would be designed in such a way as to ensure flood protection to the St Kilda Township and maintain a wetland environment for migratory birds.

Future Uses of Salt Crystallisation Pans

Context

Solar evaporation lagoons for salt production extend north and south of the St Kilda Township from Dry Creek to Port Gawler alongside the Barker Inlet, either owned by the Crown and leased to Ridley Corporation or owned outright by the Ridley Corporation. This land forms a network of natural and artificial wetlands, in conjunction with the coastal mangrove environment.

These crystallisation ponds are now owned by the company, Adelaide Resource Recovery. The ponds are being decommissioned through the requirements identified under the State Mining Act. The intention of the new owner is to consider opportunities for economic development associated with the land whilst maintaining the environmental habitat for migratory birds.

The sections that impact upon St Kilda are to the south adjoining the SA Water Bolivar Wastewater treatment site (section 2) and to the north of St Kilda Road up to the Gawler River (section 3). The majority of the land within section 2 is owned by the Crown and SA Water have pursued the option to take control of this land to manage the high salinity waste water stream. Initial trials have proved successful in reducing nutrients from this waste stream by the utilisation of the redundant salt fields. SA Water propose to fully utilise this section of the salt crystallisation ponds with the exception of the area near St Kilda, where they will maintain required buffer distances for odour management. This redundant section of the ponds to the south of St Kilda Road is to be considered for an inter-tidal wetland as part of a drainage solution option that will service Greater Edinburgh Parks.

At the stage of writing this Plan, there have been no economic land uses identified for the utilisation of the ponds to the north of St Kilda Road that will achieve the necessary area for migratory birds and co-exist with the bird habitat.

The owner has indicated that the two Crown Land owned ponds to the north may be able to be used for the management of stormwater for Greater Edinburgh Parks and the maintaining of a migratory bird habitat.

Opportunities for linkage with St Kilda Master Plan

- There are potential portions of redundant crystallisation ponds that could be used to deliver a future drainage solution for Greater Edinburgh Parks and provide a migratory bird habitat. This area could be provided as part of the Adelaide International Bird Sanctuary and Mangrove Trail.

International Bird Sanctuary

Context

The Adelaide International Bird Sanctuary is being created to help protect resident and migratory shorebirds that gather along the coast of Gulf St Vincent in the north-west of Adelaide.

St Kilda has been identified as the southern gateway to the bird sanctuary. The declaration of the Sanctuary is expected to result in significant international interest and visitation to the northern region.

Salisbury is represented on the working group that has been established through the Department of Environment, Water and Natural Resources who are developing the details of the Sanctuary. The Collective has been working with State Government, Local Government and community leaders developing the direction for the Bird Sanctuary and ensuring that planning is grounded in the four pillars of Conservation, Economy, Wellbeing and Global Expansion. The Department has begun developing some concept plans for some of the ideas presented, all focused on developing infrastructure that supports opportunities for the Kurna community, with a focus on stimulating the economy. These concept plans will be supported by a business case that sets the direction for the sanctuary and outlines the funding opportunities.

The State Government has committed \$1.7 million over four years (2014-18) for the establishment and ongoing maintenance of the Bird Sanctuary. This investment includes establishing a national park for the Sanctuary, revegetation works, signage and tourism infrastructure.

Opportunities for linkage with St Kilda Master Plan

- The potential re-badging of the Mangrove trail to incorporate an interpretive centre for migratory birds.
- Investment in infrastructure and vegetation that will enhance this facility and its linkage with the surrounding area.
- Consideration of how this may align or support the commercial area.
- Partnering with the Kurna community to support infrastructure and the ongoing tourism agenda.

Environmental Significance

Context

The Barker Inlet, St Kilda area and the adjoining mangrove creeks serve as important nursery areas for a number of commercial and recreational marine fish and crustacean species. The variety of coastal habitats provide roosting, sheltering and feeding grounds for a large number of waterbirds and provide early spring to late summer refuge for many migratory waders.

The area also provides significant breeding habitats for pelicans, cormorants, oystercatchers, gulls, terns, egrets and herons. The Barker Inlet has the largest area of mangroves in the Gulf St Vincent.

The areas used for salt extraction include the evaporation pans, areas of natural wetland and salt marshes and are listed as being of national and international significance for migratory shorebirds that travel annually to Australia along the East Asian-Australasian Flyway.

The Adelaide Dolphin Sanctuary was established in 2005 and includes the Barker Inlet, St Kilda and the St Kilda – Chapman Creek Aquatic Reserves. The Sanctuary was established to protect the mangroves, seagrass, saltmarsh, tidal flats, tidal creeks and estuarine rivers from the effects of stormwater, treated effluent and industrial discharges.

Opportunities for linkage with St Kilda Master Plan

- The ecological value of the coastal and inland waters surrounding St Kilda has the potential to result in ecotourism growth.
- Development of a new Mangrove Trail boardwalk to enhance the environmental experience in partnership with the Kaurua Community including potential ongoing tourism agenda

Land Fill

Context

Until the early 1960s significant areas of land surrounding the Township were used for landfill including burial of industrial waste. The land fill site is owned by the Minister for Planning Transport and Infrastructure and City of Salisbury assumed care and control of this land fill area in the early 2000's. It is noted that some of the land fill areas are under Native Title Claim.

Soil conditions within this area limit the locations, height and types of plants that can be grown. The height of topsoil over the reclaimed land and the effects of methane gas on root systems make growing any vegetation in these conditions difficult. This has significant implications for the amenity of the Township.

Opportunities for linkage with St Kilda Master Plan

- Consideration to build major infrastructure eg. buildings/structures on solid land and supporting works eg. Car parking and open space on landfill areas to minimise future maintenance and build costs.

Land Ownership and Use

Context

There are multiple land owners across the St Kilda district including:

- Minister for Planning, Transport and Infrastructure who own the areas comprising the adventure play space, boat launch facilities and boat channel
- Minister for Environment, Water and Natural Resources who own the St Kilda Mangrove Trail, the marina and areas of the salt evaporation pans
- SA Water Corp who own land comprising the Bolivar waste water treatment plant and surrounds and
- Private residences.

Opportunities for linkage with St Kilda Master Plan

- The structure and extent of the land ownership in government control provides opportunities for the delivery of most of the initiatives highlighted earlier

Native Title

Context

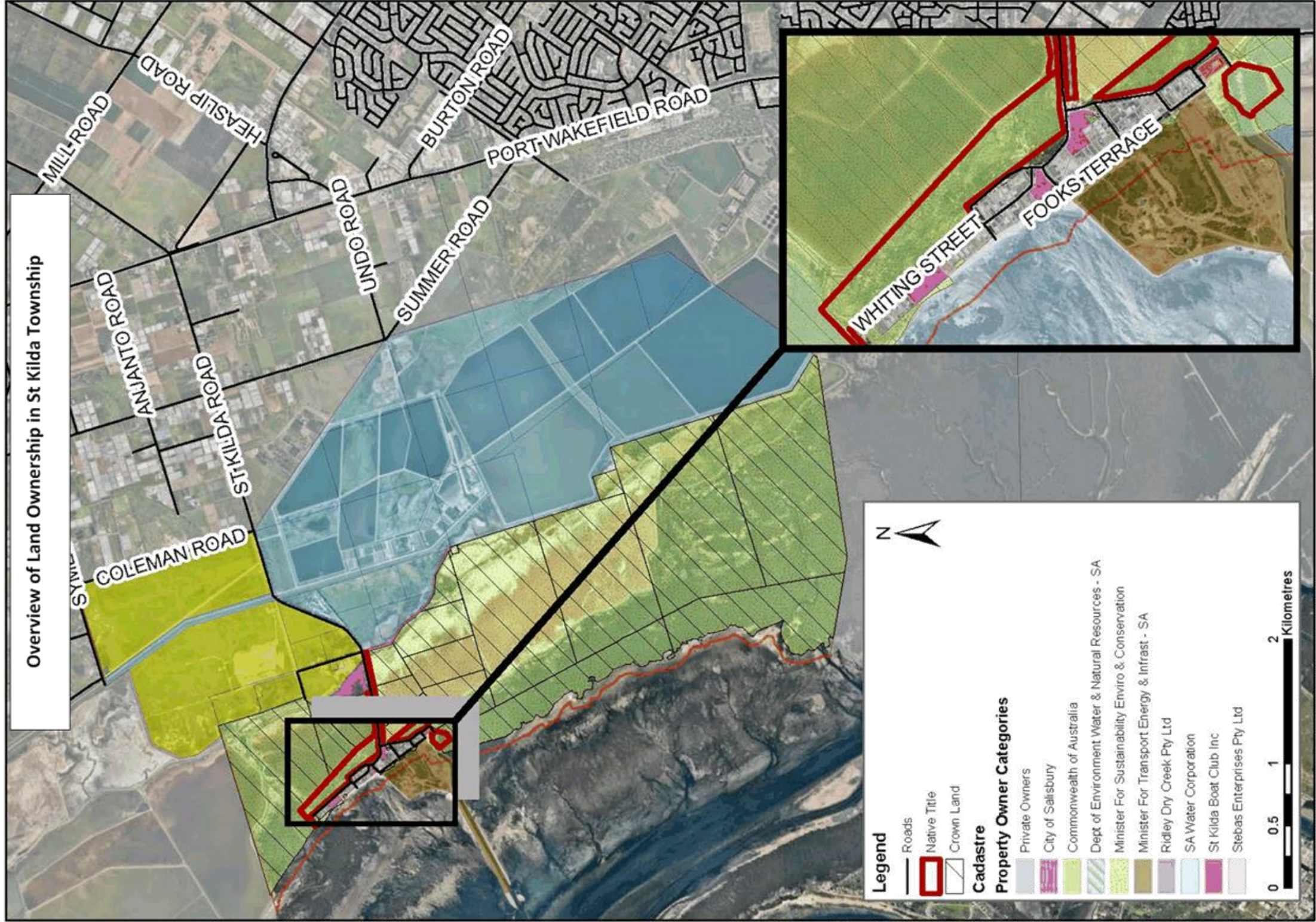
In March 2005, the City of Salisbury was alerted to the Native Title Claim lodged with the Native Title Court for the Kurna Region which covers an area from Cape Jervis in the south to Port Broughton in the north, and from the ridge of Mount Lofty ranges in the east and west to the coast. Even though some of the land has had its native title extinguished there are some other key areas within St Kilda that are still affected. The areas that currently are under native title are portions of the Marina, boat channel, as well as the whole of the St Kilda Mangrove Trail. The area where the St Kilda playground, St Kilda Tackle & Tucker shop, reserve, carparks and public toilets are located and known as Lot 1002, was extinguished many years ago.

The LGA and Councils in consultation with Kurna claimants have drafted an Indigenous Land Use Agreement (ILUA). It is expected that once all parties have signed the ILUA and it is registered that negotiations can commence in relation to the management of the areas under Native Title within the St Kilda Township. However it is noted that the Crown, who own the majority of lands in the St Kilda Precinct, is not a signatory to the ILUA.

The Native Title claim prevents a full upgrade of the St Kilda Mangrove Trail and marina but maintenance works can still be undertaken.

Opportunities for linkage with St Kilda Master Plan

- Moving forward until the ILUA is signed by the parties Council will need to partner with DEWNR & the Kurna Community.



Overview of Land Use Precincts in St Kilda Township



City of Salisbury Tourism and Visitor Strategy

Context

The City of Salisbury Tourism and Visitor Strategy was endorsed by Council in July 2016 and has been developed in line with our Building City Pride Strategy, City Plan 2030 and the City's economic development goals. The strategy defines the opportunities and enablers for tourism and visitor growth; and outlines the necessary leadership and vision to achieve that growth over the next five years.

Within the Strategy we have identified key themes, precincts and experiences that will, over time, help to create a profile for the City of Salisbury as a visitor destination. One of the themes identified is nature based tourism. With St Kilda as the southern gateway to the Adelaide International Bird Sanctuary and the network of wetlands and nature trails threading throughout the area; it can be a key attractor of nature based visitors. 'Family friendly' is another theme identified, complementing the nature based theme and capitalising on the area being home to South Australia's best adventure playground and a range of military, aeronautical and educational attractions.

The State Government's Northern Economic Plan identifies tourism, recreation and culture as an 'economic sector of the future' as an important sector for future growth and job creation and provides programs and projects to support that growth. As a key partner in delivering on that plan and in line with our City Plan 2030; the Tourism and Visitor Strategy has been developed to help guide that future growth.

Opportunities for linkage with St Kilda Master Plan

- Continue to partner with key stakeholders such as State Government, Kaurana and the "Tourism and Visitor" sub-committee to capitalise on these initiatives to create investment and job outcomes for our local visitor economy.

Current Planned Infrastructure Investment

Council recently committed \$3.6 million towards the upgrade of the St Kilda Adventure Play Space which included \$1 million of grants from the State Government.

There are extensive assets owned and managed by Council and these are exposed to harsh marine conditions including tidal action, inundation and salt laden winds. Infrastructure includes playground, sea wall, breakwater, boat channel, car parking, boat ramp, kayak launch, Mangrove trail/boardwalk, amenities, information centre and CCTV.

Regular maintenance and capital activities are required to maintain these existing facilities in good working order.

Through its forward budget and asset management programs, Council has allocated \$1,758,000 of capital renewal expenditure over the next 4 years at St Kilda as below:

2016/17 - \$845,000

- \$325K - Play space – Volcano slide, modification of slides
- \$20K – Progress Association Hall Air-conditioning
- \$150K – Sea wall improvement
- \$240K – Channel markers/ breakwater renewal
- \$110K – CCTV upgrade
- Not included above (\$270K – New Wave Slide subject to 2nd quarter budget review)

2017/18 - \$210,000

- \$210K – Channel / breakwater renewal

2018/19 - \$332,000

- \$215K – Channel / breakwater renewal
- \$105K – Sea wall improvement
- \$12K – Play space irrigation design

2019/20 – \$371,000

- \$150K – Play space irrigation renewal
- \$221K – Channel / breakwater renewal

The proposed stage 2 upgrade works have not been funded and require consideration by Council.

Facilities, Infrastructure and Recommendations

The Stage 2 planning area includes:

- Traffic movement and car parking
- Recreational boat launch facilities;
- Pedestrian links
- Commercial facilities
- Mangrove Trail.
- Boat club and marina facilities; and
- Break water and channel.

Traffic Movement and Car Parking

There are two distinct activities within St Kilda that attract individual cohorts that also compete for access to car parking. Notably ideal boating conditions – fair warm weather – are also perfect conditions for people seeking to visit the Adventure Play Space.

The existing boat trailer park with parking capacity for 100 vehicles with trailers, services the boat ramp and on peak days is also used by visitors to the Adventure Play Space. On such days visitors seeking to launch vessels may not be able to park their vehicles and trailers safely.

Coaches also utilise the trailer park particularly during school holidays even though coach facilities are not currently provisioned. Feedback received indicates that passenger movement from the coaches across Cockle Street is risky and that mass set down and pick up could be better provided if adjacent to the open space on the northern side of Cockle Street. It should be noted that it is also common to see vehicles parked on both sides of Cockle St impeding vision at peak times.



Vehicles entering and exiting the boat launch facilities contend with vehicles attending the adventure play space. Exit from the boat launch facilities is by right turn and traffic movement is prioritised to the play space – exiting whilst towing a load is therefore risky.

The existing boat trailer park was constructed over landfill and configured to service the old boat ramp. Over time the fill has broken down forming sizeable undulations in the tarmac. Repair is beyond the scope of programmed renewal. Also the traffic flow does not work efficiently to access the kiosk, launch / retrieve the vessel, wash down and then exit the parking area.

The data below validates the increase in visitation to St Kilda although it is comparing holiday weeks in October 2009 with weeks in January 2016 (which is after the playground upgrade). It is consistent with other data collected at different times, which shows the significant increase in car trips, boat traffic and the number of coaches travelling to St Kilda during the holiday periods. It is noted that normal week traffic in early 2016 was equivalent to the holiday traffic in 2009.

| St Kilda Traffic Data | Average Trips | Percentage of Medium Vehicles, Boat Traffic (Class 2 to 4) | Percentage of Coach/Bus Traffic, (Class 6 to 8) | Number of Medium Vehicles (Boat Traffic - not including township) | Number of Coaches per Day |
|--|------------------|--|---|--|---------------------------------|
| School Holiday Daily Average Early 2016 | 966 | 12 | 1.1 | 116 | 11 |
| School Holiday Daily Average October 2009 | 534 | 8.3 | 0.2 | 44 | 1 |
| Percentage Increase in Average Daily Traffic | 81% | | | | |

It is expected that these vehicle numbers will further increase as a result of:

1. Increasing tourist numbers associated with the Bird Sanctuary and associated Environmental attractions including an RV parking area
2. The increase in visitors to the St Kilda Play Space
3. An expected increase in recreational boating over the next 10 years

These traffic increases will significantly add to existing pressure on a number of areas within the St Kilda Recreational and Boating network, which includes the following:

1. Recreational Boating numbers have increased which has put increased pressures around boat parking, ramp facilities and particularly the time required and the queues formed, when attempting to exit the waterway.
2. The increase in boating numbers and car numbers has placed significant pressure on parking spaces and car movements around the boating facilities. Car parks have been full/congested at peak times.
3. Coach traffic has significantly increased in numbers, whether for the hotel or St Kilda Play space areas. This has highlighted the lack of coach parking facilities and inadequate turning space for safe manoeuvres within the township. These movements include St Kilda Rd/Mangrove Street intersection and St Kilda Rd adjacent to the hotel.
4. The increase in visitations has also created the need for additional parking for those using the St Kilda Play space and appropriate traffic management to access these sites.

Overall Traffic Movement and Car Parking Plan



Installation of a roundabout at the junction on Cockle Street will separate traffic, assist in slowing vehicle traffic entering the adventure play space and prioritise exit from boat launch facilities improving safety for all users.

This roundabout also provides for coaches to turnaround and drop off passengers adjacent the open space providing safe access to the play space and parking in the Northern car park.

Recommendation 1: New roundabouts & Coach dropoff

Improve traffic movement efficiency and safety by constructing roundabouts and Coach drop off on Cockle Street.

To support the precinct, the opportunity to utilise an open undeveloped area adjacent to the new ramp for overflow parking is recommended. The works need to consider the adjacent residential area on Fooks Terrace.

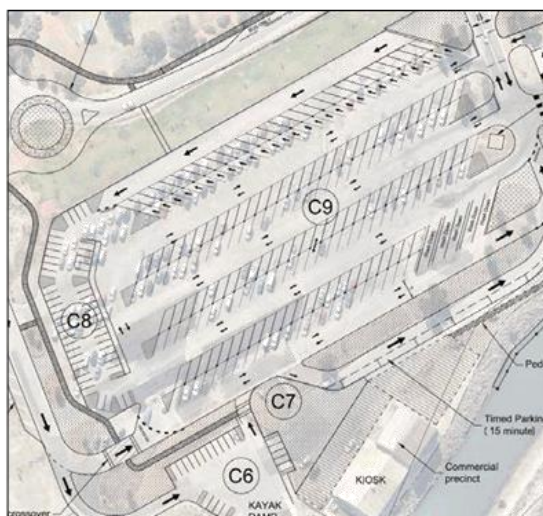
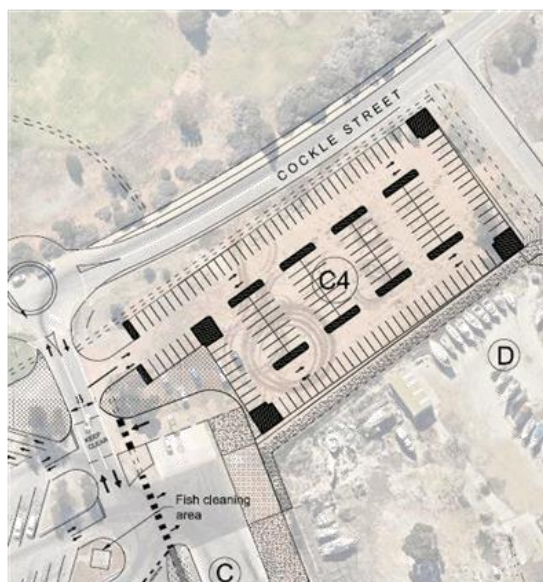
Recommendation 2: New car parking area – Cockle St

Stabilise and surface underutilised open space on Cockle Street and construct 164 additional car spaces.

Major works to support the flow of boat users and parking. The area provides kayak parking adjacent to the old ramp, boat rigging area in front of the shop and additional exit onto cockle street.

Recommendation 3: Reconstruction of car park

Stabilise and resurface the existing trailer park. Line mark for 120 long trailer bays and 51 standard carparks. Increase wash down from 4 to 5 bays and install new gross pollutant trap (100 Existing long trailer parks)



Recommendation 4: Intersection modifications

Modify the intersection at St Kilda Road/Whiting Street and St Kilda Rd/Mangrove St to direct coaches to the secondary car park near the hotel.



Recommendation 5: Asphalt the Fooks Terrace car park to include coach layover and drop off – configuration to include 6 coach bays and 61 car parks.

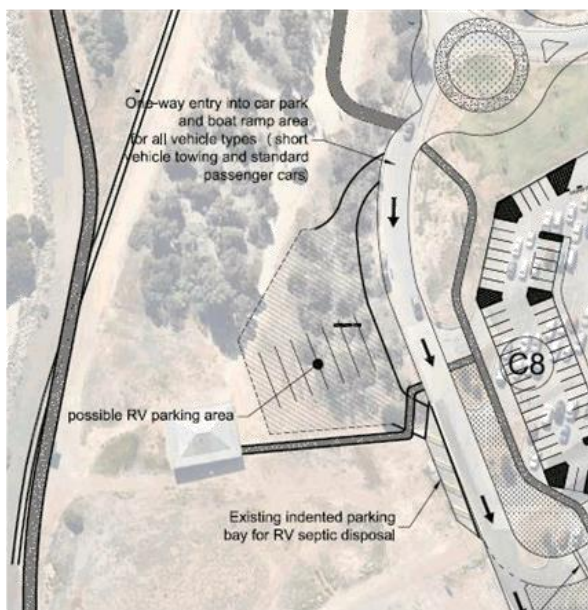


St Kilda is an RV friendly town. Waste discharge facilities are located to the west of the boat trailer parking facilities. RVs must collect a permit from the kiosk in order to stay overnight. It is understood that RV visitors have been harassed overnight particularly by hoon behaviour in the car park.

Feedback has been received that more secure and attractive layover areas would be preferred by visitors. Local stakeholders have suggested that RV owners would appreciate the vista of the boat channel overlooking Outer Harbour. The proposed location is near the public amenities and also picnic and bbq area.

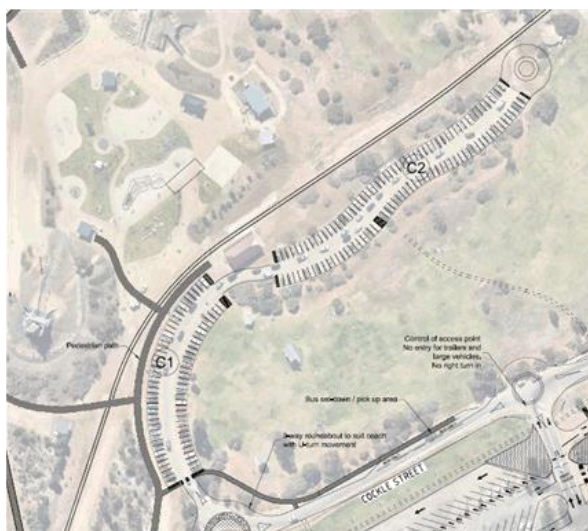
Recommendation 6: RV parking area

Construct RV layover area near to the boat launch facility toilet block



Recommendation 7: Asphalt Main Playspace Carpark

Asphalt and formalise 189 carparks



Recommendation 8: Asphalt Mangrove Trail parking area

Increase carparks from 25 to 45



Recreational Boat Launch Facilities

St Kilda is the only location in the City of Salisbury where recreational vessels can be launched lawfully. There is a boat ramp within the private boat club which is available to members, and two ramp areas adjacent the kiosk, only one of which is operational. In addition to wash down bays there is a newly constructed fish cleaning station

There are two boat ramp areas – the original ramp was closed in and has had pontoons placed across it to support fishing, kayak launching and for approaching vessels to cleat off whilst waiting for access to the ramp for removal.

The new ramp was constructed in 2005 with three lanes demarked by pontoons. Launching is challenging due to the long and steep manoeuvring lane.



Launch permits are managed through the shop on behalf of the Council – and who draws a small income from the sale of each permit. Permits are issued manually and are linked to the trailer. An evaluation of permit books sold estimates that 12,200 boats were launched in 2015/16. Boat launching is seasonal with the majority of launches occurring between September and March. It is estimated that at peak times 350 boats might launch over a weekend.

There are 3 lanes on the boat ramp which is consistent with many of the boat ramps around metro Adelaide. Other popular locations do have more lanes such as North Haven which has 5 lanes and West Beach which has 4 lanes.

Common to all boat ramps is the congestion surrounding ideal climatic conditions and launching and retrieval with the tide. This results in “rush hours” followed by lengthy times of inactivity. These peak times may see launch and retrieval occurring at the same time, further increasing congestion.



As previously identified with an increase in usage derived from traffic data, it is clear that at peak times there is congestion and there is limited opportunity for vessels to moor whilst owners collect their vehicles to retrieve vessels.

Boating activities are predictable. Boat operators seek fair weather and will often launch to take advantage of high tide. Vehicles with trailers will arrive within a condensed time and the wait time to launch could be over an hour. There are three lanes for launching and capacity can be improved by 30% through the construction of a fourth lane.

On arrival the operator will collect a permit from the kiosk then rig the vessel. When the ramp is free the operator will back down the ramp and launch the vessel which is then tied off to the pontoon. The vehicle and trailer are then parked in the trailer park and the operator will return to the vessel. Retrieval is similar – the vessel is tied off to the pontoons, the owner will return to the vehicle and back down the lane. The vessel is then winched on to the trailer and secured. The vessel will be towed to the wash down bay before exiting the parking area.

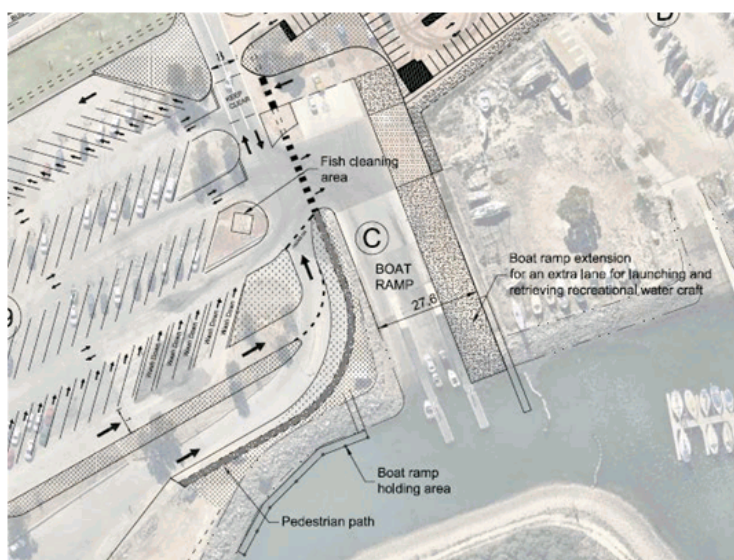
Conflict arises particularly when launch/retrieval etiquette is not followed and also where inexperienced owners struggle with reversing the trailer down the long ramp. Efficiency for launching and retrieval can be improved through the installation of additional pontoons where owners can moor and clear the launching area while parking / retrieving their trailers.

Recommendation 9: Additional boat ramp

Increase boat launch / retrieval capacity by constructing an additional ramp lane.

Recommendation 10: Pontoon/Pedestrian access

Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.



Pedestrian Links

There are four focal areas for pedestrian activity within the precinct and these are: Adventure Play Space, kiosk, break water and the Mangrove Trail. Presently there are no clearly defined paths of travel between these destinations, and pedestrians move haphazardly across the precinct. Stakeholders have identified a need for safe and clear paths of travel and logical wayfinding.

Of particular concern is the link from the shop to the Mangrove Trail as an access pass must be collected prior to entry. A proposed pedestrian link traverses Cockle Street and Fooks Terrace behind the premises of the Boat Owners Club. The concept was reviewed by representatives of the Boat Owners Club who would support the link behind their boat parking facilities.

Connections to existing paths and minor upgrade works to the foreshore and breakwater path network will create a significant network with varying enjoyable vistas.

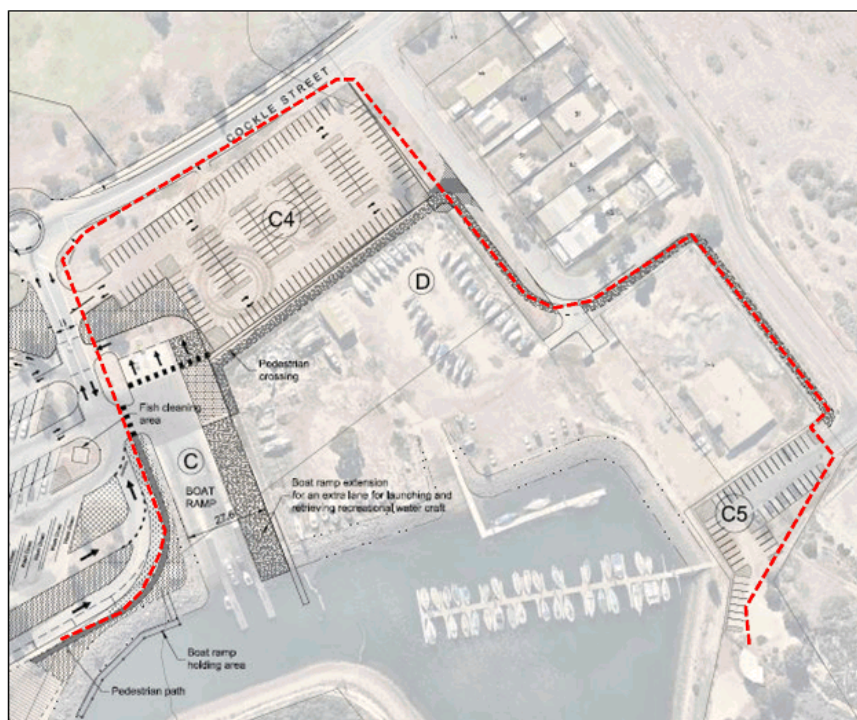
In addition, the breakwater is also used for fishing at all hours. The surface can be wet and uneven. Council resolved for staff to investigate the installation of pedestrian lighting for safety and visibility of visitors on the breakwater. It is not intended for the lights to be a navigational aid for boat operators.

Recommendation 11: Access to Mangrove Trail

Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.

Recommendation 12: Visitor safety along breakwater

Improve visitor safety along the breakwater by improving the surface and installation of solar lighting.



Commercial Facilities

The shop provides a focal point for the precinct as the owner provides the following services:

- Food and drink sales to all visitors
- Sale of boat and fishing supplies
- Issues boat launch permits
- Patrols trailer parking and issue expiations when necessary
- Issues entry passes to mangrove trail
- Provides local visitor advice including to interstate and international tourists

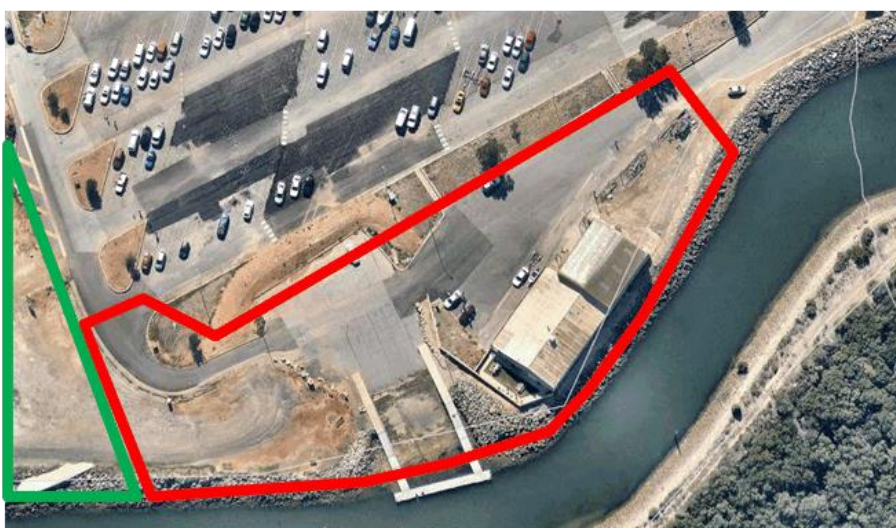
The facility is accessed by vehicles towing boat trailers, visitors in standard vehicles and also by pedestrians. Parking in front of the facility is undefined.

The facility is positioned with views across an impressive vista. There may be opportunities to support extended visitor length of stay via improvements to surrounding underutilised open space.

Due to its important visitor information and service function to the St Kilda Precinct the facility may also have an opportunity to play a supporting role for the southern gateway of the International Bird Sanctuary.

Recommendation 13: Consideration of future services and amenity

Explore opportunities for the area taking into consideration the Visitor and Tourism strategy, International Bird Sanctuary, water front amenity and potential future services.



Mangrove Trail

The boardwalk was constructed in 1984 and opened in 1985 by the City of Salisbury to encourage appreciation of the mangrove's ecological importance. The Interpretive Centre was opened in 1995 at the entrance to the boardwalk which showcases the flora, fauna and processes within the mangrove forest. A private operator managed the mangrove trail for approximately 10 years hosting school visits as well as casual visitors.

The trail commences traversing calcrete, before branching to the west over samphire flats and then entering the forest. A look out has been constructed close to the forest edge enabling visitors to gain perspective of the Barker Inlet and the forest.

The Mangrove trail was once a 1.7km loop with the eastern embankment servicing the southern extent of the trail. A significant storm event destroyed a section of the trail in 2006. Due to the Native Title Claim, capital works could not be undertaken to renew/repair the trail and the southern loop was closed between the look out and the embankment. The closed section has been further damaged by storm events.

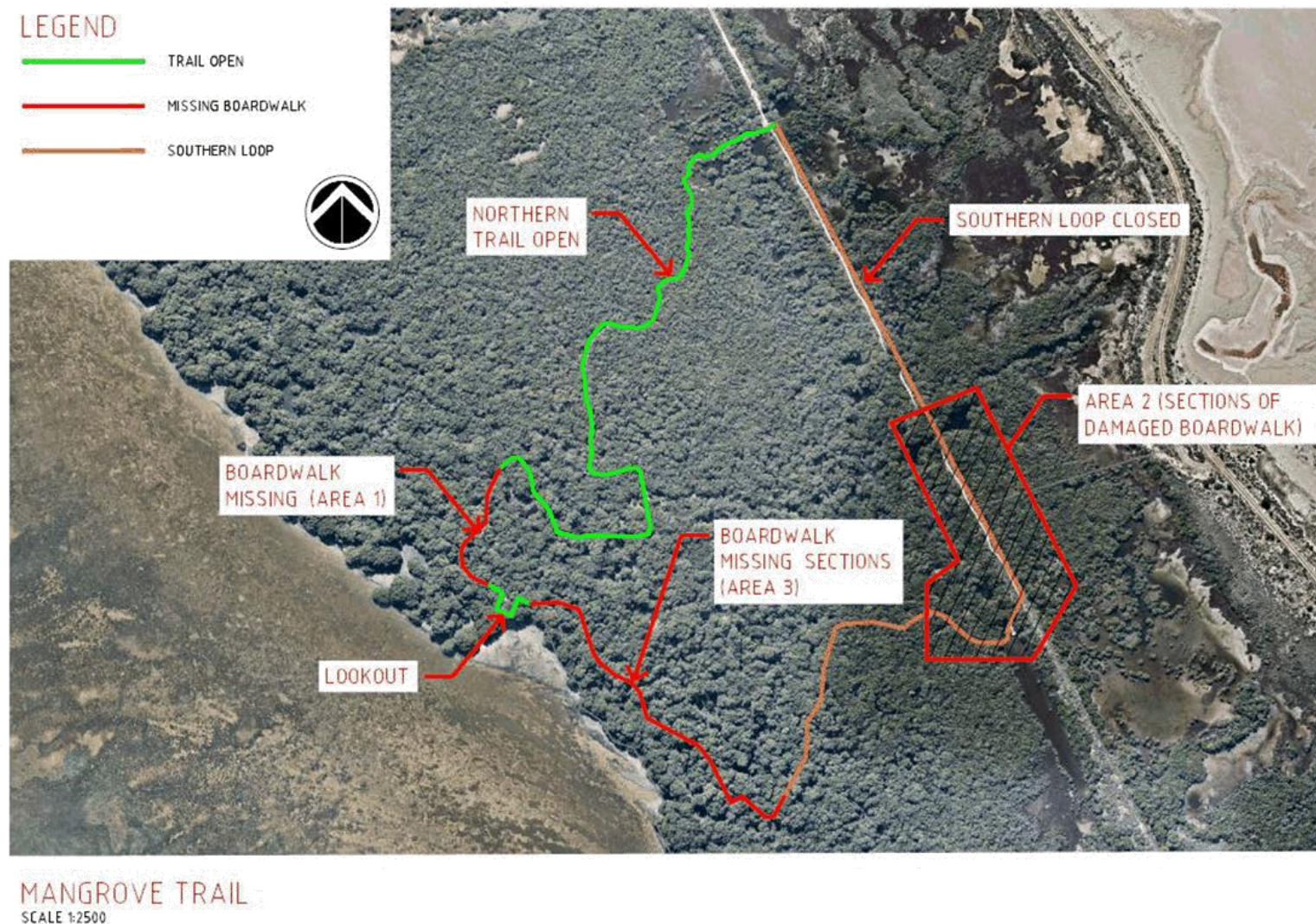


Being of timber construction the boardwalk can be slippery when wet due to an accumulation of algae. Staff patrol the trail regularly to remove sea weed and also to grit the surface to reduce the likelihood of accidents.

The Trail is a fixed height and the area is tidal. During high tides the trail may be submerged. The trail is most vulnerable during storm events and king tides as the western most sections are not sufficiently protected by the forest against wave action.

Access to the trail is now managed via the kiosk – visitors must collect a swipe card to enter the trail. Data collected by kiosk staff demonstrates visitation from all around metropolitan Adelaide as well as by international travellers.

St Kilda Mangrove Trail – areas in red / orange are in poor condition



Issues and Recommendations

Condition of Mangrove Trail

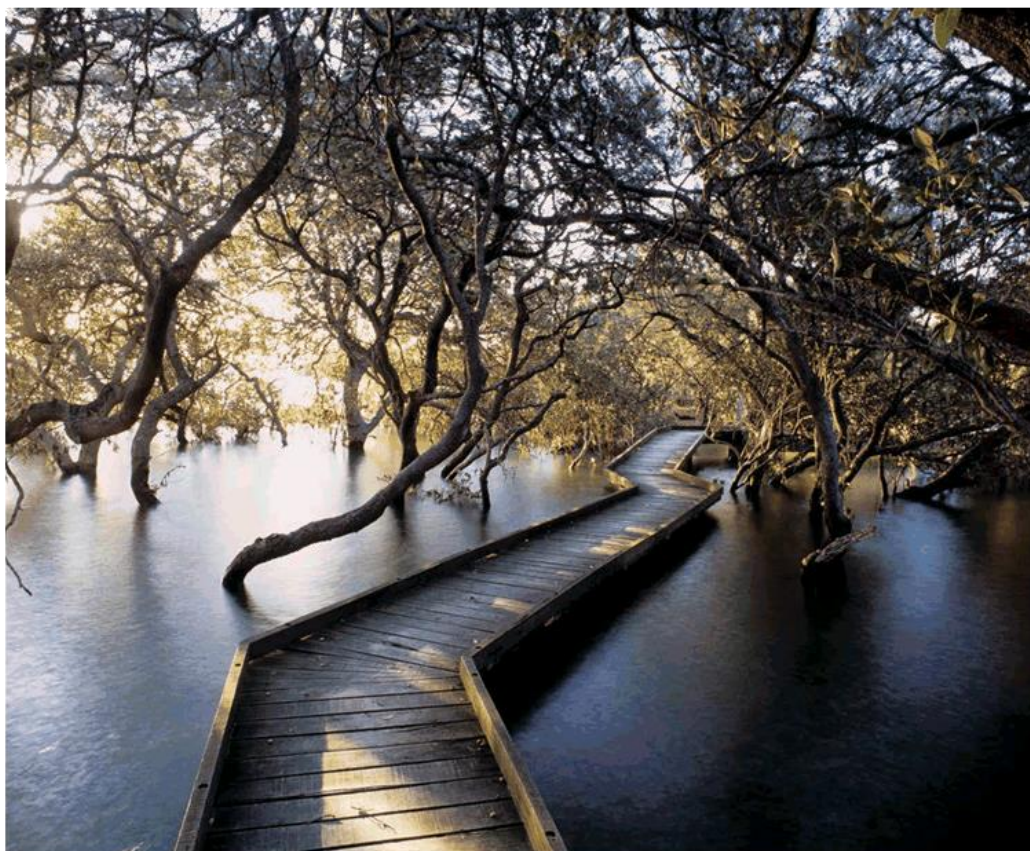
The St Kilda Mangrove Trail is an educational icon and unique visitor attraction to the north. It is a vulnerable asset which has been battered by tides and storms and less than half of the original trail remains accessible to the public. A number of restrictions prevent the restoration and renewal of the trail including Native Title and also land ownership (DEWNR).

Substantial investigation and negotiation is still required to establish:

- Care and control
- Opportunity for reconstruction
- Partnerships and grant opportunities with Kaurua
- Function with International Bird Sanctuary
- Materiality and constructability
- Role and location of the interpretive centre

Recommendation 14: Mangrove Trail and Interpretive Centre

Explore opportunities for the Mangrove Trail and Interpretive Centre in a separate report to be presented.



Boat Club & Marina

The Boat Club and Marina area has a complex tenure arrangement as it is owned by two separate Ministers with care and control vested in the Council.

The Minister of Transport and Infrastructure owns all the land from the northern shore to the Adventure Play Space. The majority of this land is land fill, and a small section of it also has a Native Title Claim.

The Minister for Environment and Conservation owns all of the harbour, boat channel, the land to the east of the harbour including the boat club and all of the land to the south of the harbour comprising mangroves. A Native Title Claim exists over much of this land.



The boat club was founded as the "St Kilda Boat owners Association Incorporated" in 1964, after permission was gained from the council and landowners to develop St Kilda tidal creek as the area lacked boat launching facilities. The creek was straightened and deepened repeatedly, originally by hand, and a causeway extended out to sea to protect the channel.

The Club owns their own building and it was constructed in 1980 on crown land. The Council manages the lease on behalf of the Crown. There is mooring for approximately 50 boats in the harbour.

The Club has been in communication with the Council for several years as it has plans to increase the berthing facilities and undertake further works. The club has constructed a gated entrance down to the marina to improve security of the area. Additional works are subject to Native Title over the harbour and this is a consideration for any capital works.

Breakwater & Channel

The channel and break water were constructed in 1964 by widening the original tidal creek – the channel is over 1km long. It was last dredged in 2005 and it has a constructed base of 15metres and depth of AHD - 3.5. This depth is suitable depth under keel for sail vessels up to 35metre in length.

Over the last 10 years a silt layer has accumulated at the bottom of the channel reducing its actual depth – approximately 16,000M³ of silt is required to be removed to restore this depth.

Works on the breakwater have been undertaken including minor removal of silt which has slightly improved the depth.

One of the challenges in the dredging process is the disposal of the silt – in previous operations the spoil has been discharged to sites within the St Kilda precinct. If spoil cannot be discharged on site, then arrangements would be necessary to transport the heavy and wet spoil which is costly.



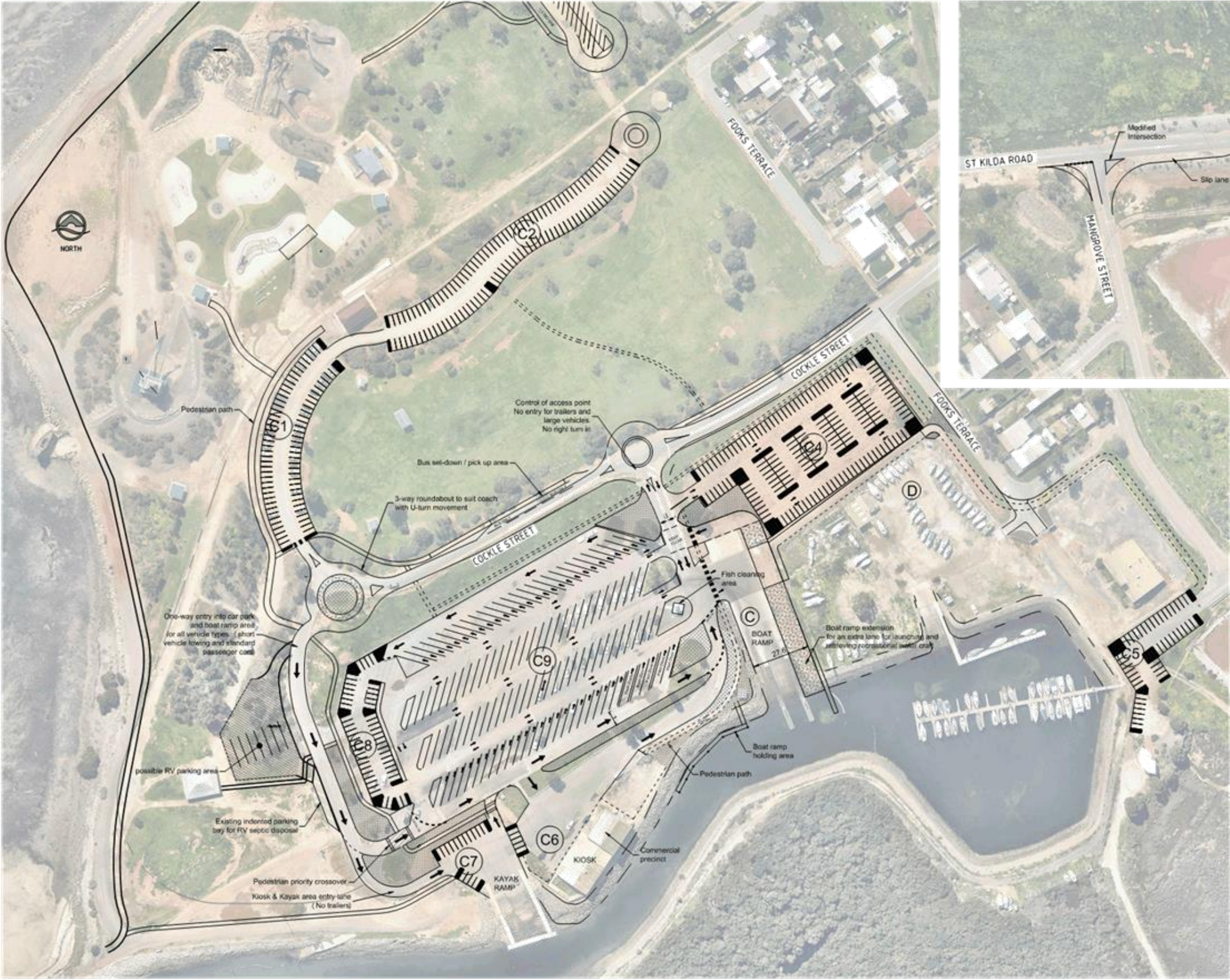
There is a northern and southern breakwater forming the channel. The southern breakwater is in poor condition due to tidal/storm activities and from bow wash from vessels entering and exiting the channel. It must be accessed from the water making repairs challenging and costly. Recent works have been undertaken to repair and renew the northern breakwater – which is accessible via land.

The channel is popular for fishing – fishing can occur on both sides of the break water. The waterway is shared by powered and unpowered vessels including kayaks and canoes. It is a popular launch location for personal watercraft to explore the mangroves and for fishing via kayak.

Renewal works as identified previously on the breakwater is ongoing. In addition channel markers will be replaced and Council have just been notified of the approval of a 4 knot speed limit in the channel.

Proposed Implementation (Unfunded)

| Preliminary Stage 2 - 2017/18 | | Estimate |
|---|---|--------------------|
| Commence detail design / consultation | | \$250,000 |
| Stage 2a – 2018/19 | Traffic Flow | Estimate |
| RV Friendly Parking | Provision of RV friendly parking – 8 bays | \$180,000 |
| Roundabout and coach put down area | Construction of the new roundabout and the coach bay on Cockle Street | \$410,000 |
| Asphalt Main Playspace carpark | Full asphalt treatment for areas C1 and C2 | \$810,000 |
| St Kilda Road / Mangrove St Intersection upgrade | Coaches slip lane both sides & Signage | \$350,000 |
| Intersection upgrade/roundabout for coach access on St Kilda Road/Whiting Street to Fooks Terrace | Both directions | \$210,000 |
| Upgrade to Northern Car Park – off Fooks Tce | Full asphalt treatment for area C3 | \$510,000 |
| Stage 2a total | | \$2,470,000 |
| Stage 2b – 2019/20 | Additional boat lane | Estimate |
| Boat ramp | Construction of an additional ramp lane | \$650,000 |
| Channel works | Installation of pontoons, bouys etc to assist with traffic congestion plus pathway(possible lights x 3) | \$310,000 |
| Stage 2b total | | \$960,000 |
| Stage 2c – 2020/21 | New parking and wayfinding | Estimate |
| Way finding | Improve access to St Kilda and around township & track improvements (pram ramps etc) and additional path to Mangrove Trail + solar lighting | \$330,000 |
| New car park & roundabout | Construction of new car park off Cockle St (164 carparks) area C4 | \$1,420,000 |
| Stage 2c total | | \$1,750,000 |
| Stage 2d – 2021/22 | Reconstruction of boat parking | Estimate |
| Construct additional car parking | Mangrove Trail entrance (45 carparks – increase of 20) area C5 | \$100,000 |
| Reconstruction of car park and construction of new wash down bays | Construction of main carpark, wash down bays including new pump system and water supply, lighting modifications (120 car/trailer parks and 51 carparks) areas C6, C7, C8 and C9 | \$2,860,000 |
| Stage 2d total | | \$2,960,000 |
| TOTAL estimated cost | | \$8,390,000 |
| Other Stage - Timing TBD | Commercial precinct | Estimate |
| Commercial precinct | | TBD |
| Mangrove Trail | Subject to further reporting | TBD |
| Other Stage Total | | TBD |



| | Bay type, | Zone, | Proposed Count | Existing Count |
|-------------|---------------|--------------------|----------------|----------------|
| C1 | Car (2.4x5.4) | Playground South 1 | 76 | 65 |
| C2 | Car | Playground South 2 | 13 | 90 |
| C3 | Car | Playground North | 61 | 40 |
| C4 | Car | Cockle Street | 164 | 0 |
| C5 | Car | Mangroves | 45 | 25 |
| C6 | Car | Kiosk | 5 | 4 |
| C7 | Car | Kyak | 15 | 0 |
| C8 | Car | Central- cars | 51 | 0 |
| C9 | Car Trailer | Central - Trailer | 120 | 100 |
| Total Parks | | | 645 | 324 |

CAR PARKS = 2.4m WIDE x 5.4m LONG
TRAILER PARKS = 3.1m WIDE x 13.5m LONG

| REVISIONS AND ISSUES | | | | DRAWING SHEET DETAILS | |
|----------------------|-------------------|------|----------|------------------------|----------|
| REV | ISSUE/DESCRIPTION | DATE | APPROVED | ORIGINAL SHEET SIZE | A3 |
| PR | | | | HORIZONTAL SCALES USED | AS SHOWN |
| | | | | COORDINATE SYSTEM | MGA94 |
| | | | | CAD FILE NAME | |
| | | | | PR No. | ***** |

CONCEPT PLAN
SCALE 1:1000 AT A1

APPROVED _____
NAME **DAMEON ROY**
MANAGER TECHNICAL SERVICES
DATE _____



| DESIGN VERIFICATION | | | |
|------------------------------------|------------------|-----------|------|
| DESIGN TITLE | NAME | SIGNATURE | DATE |
| SURVEYOR | - | | |
| CIVIL DESIGNER | SIMON KRETSCHMER | | |
| TEAM LEADER CIVIL DESIGN & TRAFFIC | JASON TAMAS | | |
| SENIOR TRAFFIC ENGINEER | TONY CALANDRO | | |
| TEAM LEADER LANDSCAPE DESIGN | CRAIG JOHANSEN | | |
| LANDSCAPE DESIGNER | | | |
| SENIOR ASSET & PROJECT ENGINEER | PETER STOKES | | |
| MANAGER PROJECTS | JOHN HUTTON | | |

ST KILDA MASTER PLAN - STAGE 2
CONCEPTUAL LAYOUT PLAN
LOCAL AREA PARKING AND TRAFFIC MANAGEMENT

PLAN No. PR 23198

SHEET 01

PF
REV.

| | |
|------------------------|---|
| ITEM | 2.6.1 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| HEADING | Capital Works Progress Report - October 2016 |
| AUTHOR | Christy Martin, Senior Coordinator Project Administration, City Infrastructure |
| CITY PLAN LINKS | 3.2 Have interesting places where people want to be. |
| SUMMARY | The following monthly status report and requests for amendments is presented to effectively manage the City Infrastructure Capital Works Program. |

RECOMMENDATION

1. The construction of a new footpath Crown Crescent to Kings Road, Paralowie, be included as part of the 2016/17 Council Funded Footpath Program.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 City Infrastructure is responsible for the capital works associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically these works involve the project management of design, specification development, construction and recurrent maintenance. Service provision is undertaken by both internal service providers and external consultants/contractors. City Infrastructure provides periodical progress reports for these projects.

2. CONSULTATION / COMMUNICATION

- 2.1 As part of the management of the City Infrastructure Capital Works Program, communication of the program occurs on a monthly basis via Works and Services Committee. In addition, a current program of works is available via the City of Salisbury internet site and highlights included within the periodic publications of Salisbury Aware.

3. REPORT

3.1 PROGRAM AMENDMENTS

As part of the coordination of the Capital Works Program, it is continuously monitored to ensure it best meets the needs of the community whilst maintaining infrastructure condition. As a result the following changes are requested:

Amendment to Program

PR14498 Council Funded Footpath Program

Via the Footpath Request Evaluation Team (FRET), an urgent request was received to assist a vision impaired community member, by way of constructing a new footpath connection between Crown Crescent, Paralowie, and the adjacent bus stop on Kings Road. This access request was deemed high priority by the team and in accordance with the key principles of the Footpath Policy; therefore works were endorsed for immediate action.

Recommendation: The construction of a new footpath Crown Crescent to Kings Road, Paralowie, be included as part of the 2016/17 Council Funded Footpath Program.

Impact: Nil, works commenced.

Amendment to Budget

PR13948 Diment Road Upgrade

Whilst reconstructing Diment Road, between Bolivar Road and Heaslip Road, Burton/Direk, drainage modifications and an additional road segment of approximately 50 metres was constructed to improve the interface with the existing road. These works were in line with renewal requirements and therefore recommended to be funded from within the existing program. As a result \$100k is proposed to be transferred from PR12000 Road Reseal Program where sufficient funding is available to cover this additional expenditure.

Recommendation: Due to timing of consideration of this report by the Works and Services Committee (which follows the Budget and Finance Committee consideration of the First Quarter Budget Review) no recommendation is required from the Works and Services Committee.

As detailed within the First Quarter Budget Review transfer \$100k from PR12000 Road Reseal Program to PR13948 Diment Road Upgrade.

Impact: Nil, works commenced.

For Information

PR23435 Mawson Lakes Interchange – Pedestrian and Cycle Access

City of Salisbury has been working collaboratively with the Dept of Planning, Transport and Infrastructure (DPTI) to progress the design and financial agreement for the construction of new pedestrian and cycle paths at the Mawson Lakes Interchange. The request associated with the component of State Government funding is currently with the Minister. It is anticipated a formal decision will be received prior to the end of 2016. This will result in delay to project commencement with construction to occur possibly in 2017/18. As further information is available, updates will be provided accordingly.

Item 2.6.2

3.2 OCTOBER HIGHLIGHTS

In Construction

Bridgestone Park Redevelopment



Recent Completions

Diment Road Upgrade



Strowan Park Reserve Upgrade



Pt Wakefield Service Rd New Culverts



New Footpath Adjacent Jack Young Centre



4. CONCLUSION / PROPOSAL

- 4.1 This summary report regarding City Infrastructure Capital Works Program be received.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016

| | |
|------------------------|--|
| ITEM | 2.6.2 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| PREV REFS | Works and Services Committee W&S-OB2 15 Aug 2016 |
| HEADING | St Kilda Breakwater Lighting |
| AUTHOR | Andy Legrand, Sustainable Energy Program Coordinator, City Infrastructure |
| CITY PLAN LINKS | 3.2 Have interesting places where people want to be. 3.4 Be a proud, accessible and welcoming community. |
| SUMMARY | This report details the costs of installing an additional three solar lights from the middle to the end of St Kilda breakwater, for consideration in the 17/18 Budget Bid process. |

RECOMMENDATION

1. The installation of three solar lights, at a budget of \$46,000 be included in the 2017/18 Public Lighting Program budget bid submission.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. St Kilda Breakwater Lighting

1. BACKGROUND

- 1.1 August Council meeting resolution.

- 1.1.1 At the August 2016 meeting, Council requested that staff bring back a report that outlines the cost of installing three additional solar lights on the St. Kilda breakwater, to facilitate the safe navigation of pedestrians/anglers to and from the edge of the breakwater.

2. CITY PLAN CRITICAL ACTION

- 2.1 Promote a positive image of Salisbury to attract investment, visitors and tourists, and increase community pride.

3. CONSULTATION / COMMUNICATION

- 3.1 Internal
 - 3.1.1 Coordinator Open Space Maintenance
- 3.2 External
 - 3.2.1 Lighting suppliers and contractors

4. REPORT

- 4.1 Over the last two years Council has continued to remediate the access way out to the end of the breakwater. At this point in time there are four existing Solar Lights on the breakwater with the last section not lit.
- 4.2 With the St Kilda improvements and the continued interest in fishing and walking, it is likely there has been an increase in pedestrian usage along the breakwater. With the increase in usage and to improve safety, lighting of the breakwater reduces this risk and provides further amenity to the community.
- 4.3 The installation of three solar lights on the St Kilda breakwater would require modifications to the standard solar lights that are currently installed throughout the city. The modifications include raising the battery boxes and controls higher and the installation of raised concrete block footings, to ensure the electrical working of the lights remain above the high water mark.
- 4.4 The estimated cost to manage, design, modify, supply and install the three solar lights is estimated to cost \$46,000.
- 4.5 Solar lights require the batteries to be replaced every ten years with the entire lights having a 20 year life. An amount of \$1,150 will need to be added to the public lighting operating budget to allow for maintenance and depreciation.
- 4.6 The installation of the solar lights is consistent with the objectives of the St. Kilda Masterplan.

5. CONCLUSION / PROPOSAL

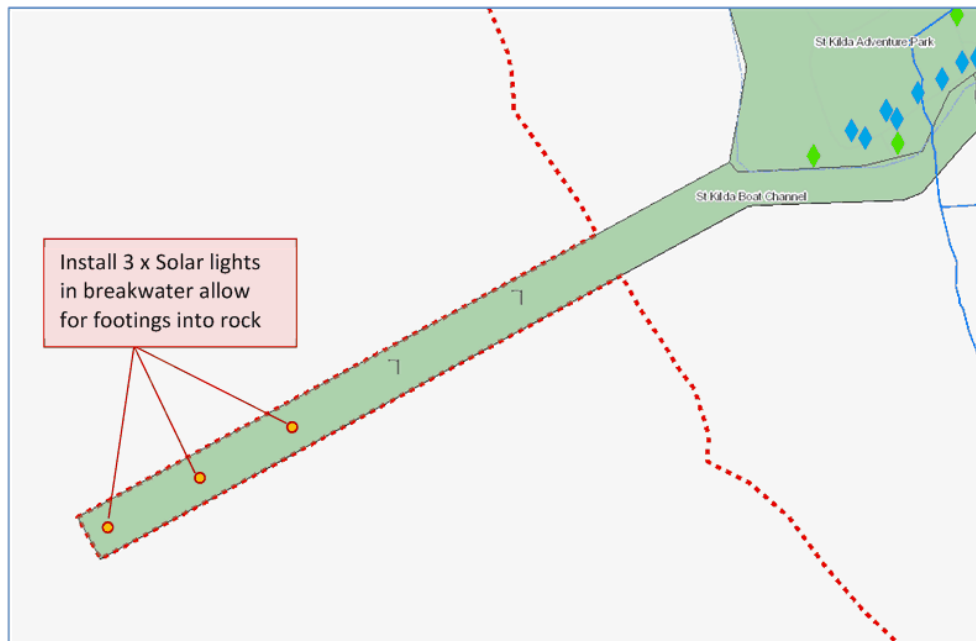
- 5.1 Due to the complexity of this project the investment is significant and requires innovative design and installation techniques, particularly into the existing rock foundations.
- 5.2 It is therefore proposed to complete the design for the project by June 2017, using the existing public lighting program, with installation to occur in the 17/18 financial year (subject to Council budget approval).

CO-ORDINATION

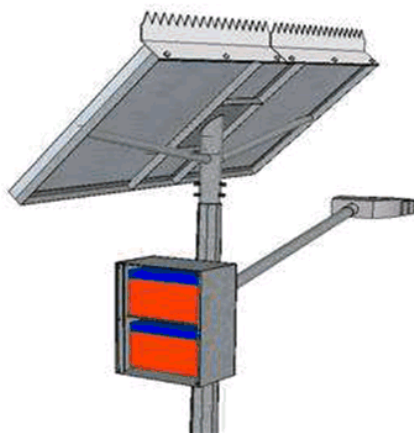
Officer: Executive Group
Date: 14/11/2016



St Kilda Breakwater Lighting



Supply and install three solar lights (GFS 200) in the indicated location, on breakwater, at St Kilda Boat Channel.



Proposed modified GFS 200 Solar Light



Current installation

October 16

Page 1 of 1

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|------------------------|---|
| ITEM | 2.7.1 |
| | WORKS AND SERVICES COMMITTEE |
| DATE | 21 November 2016 |
| PREV REFS | Council Cnl-OB2 25 Jul 2016 6:30 pm |
| HEADING | Road Safety Issues - Salisbury Highway Intersections |
| AUTHOR | Tony Calandro, Senior Traffic Engineer, City Infrastructure |
| CITY PLAN LINKS | 3.1 Be an adaptive community that embraces change and opportunities. 3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities. |
| SUMMARY | Due to Council's ongoing safety concerns occurring on Salisbury Highway Intersections with Park Terrace & Waterloo Corner Road, staff were asked to liaise with DPTI to resolve the safety issues and report back. |

RECOMMENDATION

1. Information be received.
2. Council write to the Department of Planning, Transport & Infrastructure requesting the installation of a flashing "turn left with care" sign at the Waterloo Corner Road approach to the intersection with Salisbury Highway to improve safety for pedestrians and vehicles negotiating left-turn movements from Waterloo Corner Road.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Layout plan for Park Terrace, Salisbury Highway & Waterloo Corner Road Intersection

BACKGROUND

- 1.1 As part of a review of safety at signalised junctions along the metropolitan road network, the Department of Planning, Transport & Infrastructure (DPTI) identified an unusually higher than expected number of rear-end type crashes for vehicles attempting left-turn movements from either the Park Terrace or Waterloo Corner Road approaches to the intersection with Salisbury Highway.
- 1.2 In response to this issue, and as part of their internal Road Safety Black Spot Programs, DPTI developed road safety improvements to specifically address the frequency of this type of crash at this site.
- 1.3 The road safety improvements for the Park Terrace, Salisbury Highway & Waterloo Corner Road intersection included:
 - 1.3.1 The signalised control for left-turn vehicle movements for the Waterloo Corner Road approach to Salisbury Highway; and

- 1.3.2 The provision for an additional left-turn lane and the installation of a signalised pedestrian crossing along the Park Terrace approach to Salisbury Highway (south-east corner of the Intersection).
- 1.4 Attachment 1 (Layout plan for Park Terrace, Salisbury Highway & Waterloo Corner Road Intersection - DTPI Drawing No. 5477/Sheet No. 148) shows these modifications to overall traffic signal layout plan for this intersection.
- 1.5 The Park Terrace, Salisbury Highway & Waterloo Corner Road Intersection at Salisbury is the responsibility of the State Government Road Authority (DPTI). As a consequence these road safety improvements were designed and installed using DPTI funding, during the 2015/2016 financial year.
- 1.6 However, as a result of community safety concerns regarding these improvements, Council resolved the following at its meeting on 25 July 2016:
 1. *Staff liaise with DPTI seeking a solution to the safety issues turning left onto Salisbury Highway from Waterloo Corner Road caused by recent upgrade works.*
 2. *Staff liaise with DPTI seeking a solution to the safety issues and visibility of left turn signal when turning left from Park Terrace on to Salisbury Highway.*
 3. *Staff liaise with relevant departments regarding the health and safety of the existing tree located on the traffic island turning left onto Waterloo Corner Road from Salisbury Highway.*
 4. *A report be presented to council outlining outcomes of all discussions and noting solutions, responsibilities of parties involved and costs to be incurred by Council, if any.*

Resolution No 1232/2016

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 Nil

2.2 External

- 2.2.1 Because the Park Terrace, Salisbury Highway & Waterloo Corner Road Intersection at Salisbury is the responsibility of DPTI, the City of Salisbury has worked with DPTI, including providing the results of Council's Traffic Survey on resolving the concerns raised by Council.

3. REPORT

- 3.1 During August 2016, the General Manager City Infrastructure and City of Salisbury Staff met with DPTI Staff to discuss road safety concerns associated with the signalisation of left-turn lanes along both the Park Terrace & Waterloo Corner Road approaches to the intersection with Salisbury Highway.
- 3.2 To address this local area road safety issue, Council's Traffic Engineers have been working with DPTI to resolve the ongoing design issues with the new signalised controls for vehicles negotiating left-turn movements at this Intersection.
- 3.3 ***Park Terrace/Salisbury Highway left turn***
 - 3.3.1 Council raised a concern that the lantern locations along the Park Terrace corner approach to this intersection did not provide adequate "line of sight" between vehicles queuing at the holding line and these new signals.

- 3.3.2 The upgrade to the two (2) left-turn lanes along the Park Terrace approach included fully controlled signals with three aspect lanterns and the addition of pedestrian signals.
- 3.3.3 Just prior to Council's meeting with DPTI, there were further subsequent minor adjustments to the lanterns for the left-turn lane along the Park Terrace approach to the intersection with Salisbury Highway including extending a lantern reach to minimise this issue.
- 3.3.4 The work undertaken by DPTI has addressed the concerns raised by Council.

3.4 Waterloo Corner Road/Salisbury Highway left turn

- 3.4.1 Council raised a concern that motorists were failing to observe the operation of the signal phasing with amber & red only for the left-turn vehicle movements for the Waterloo Corner Road approach to Salisbury Highway, putting at risk the safety particularly of pedestrians crossing the left-turn lanes. The signalised control for the left-turn lane for Waterloo Corner Road operates with the two (2) aspect yellow & red lanterns only.
- 3.4.2 This type of traffic signal phasing was selected by DPTI as an appropriate treatment at this site, due to the regulatory road rules which require all motorists negotiating a turning left-turn vehicle movement to give-way to any pedestrians crossing to and from the corner island for this dedicated turning lane.
- 3.4.3 When the left-turn red arrow is off, motorists can turn left when safe to do so after giving way to pedestrians and any conflicting traffic traveling north.
- 3.4.4 Following the Council staff meeting with DPTI, there were minor adjustments to the lanterns for the left-turn lane along the Waterloo Corner Road approach to the Intersection with Salisbury Highway.
- 3.4.5 City of Salisbury staff members were still concerned that the minor adjustments had not resolved the safety issues at the site. Council then engaged HDS Australia Pty. Ltd. to observe and assess the vehicular activity during the operation of these signals along the left-turn lane treatment at this Intersection.
- 3.4.6 During the survey period which occurred between 7.00 am and 7.00 pm over one day, a total number of 2,247 vehicles negotiated this left-turn movement from Waterloo Corner Road onto Salisbury Highway.
- 3.4.7 A total number of 158 vehicles (equating to approximately 7.0% of total number of vehicles) were observed turning left whilst these signals were in operation.
- 3.4.8 A total number of 103 vehicles (equating to approximately 4.6% of the total number of vehicles) were observed turning left when the signal had illuminated to amber, and a further 55 vehicles (equating to approximately 2.4% of the total number of vehicles) were observed turning left illegally when the signal was illuminated red.
- 3.4.9 At least one vehicle was observed turning against an amber or red signal during every 15 minute period of the survey.
- 3.4.10 On an hourly basis, the highest number of illegal left-turn vehicle movements on a red signal was seven. This dangerous and illegal vehicular activity occurred between 3.00 pm & 4.00 pm on that particular day.

- 3.4.11 Based on these results from the Traffic Survey undertaken at the Park Terrace, Salisbury Highway & Waterloo Corner Road intersection at Salisbury, Council's road safety concerns have been justified.
- 3.4.12 At present, Council has provided these results from the Traffic Survey to DPTI and is awaiting a response from the State Government Road Authority to this local area road safety issue.
- 3.4.13 At this stage, DPTI is not considering fully controlling the signal phasing for this left-turn vehicle movement from Waterloo Corner Road onto Salisbury Highway.
- 3.4.14 However given Council's ongoing concerns DPTI are considering the installation of flashing "turn left with care" electronic display signage at this site.
- 3.4.15 This proposal is subject to DPTI being able to secure the funding to install and re-write the signal program.

4. CONCLUSION / PROPOSAL

- 4.1 As part of road safety improvements to the left-turn lanes at the Park Terrace, Salisbury Highway & Waterloo Corner Road intersection at Salisbury undertaken by DPTI during August 2016, local area pedestrian & road safety issues relating to left-turn vehicle movements along the Park Terrace approach to this intersection have been satisfactorily addressed.
- 4.2 However and according to the results from the Traffic Survey, a total number of 103 vehicles (equating to approximately 4.6% of the total number of vehicles) were observed turning left from Waterloo Corner Road onto Salisbury Highway when the signal had illuminated to amber, and a further 55 vehicles (equating to approximately 2.4% of the total number of vehicles) were observed negotiating this particular left-turn movement illegally when the signal was illuminated red.
- 4.3 For the purpose of addressing this dangerous and illegal vehicle activity, Council has provided these results from the Traffic Survey to DPTI. As a result of the survey, DPTI are considering the installation of a flashing "turn left with care" sign.
- 4.4 The City of Salisbury will also write to the Commissioner of Highways at the Department of Planning Transport & Infrastructure (DPTI) supporting and requesting this improvement as above for pedestrian safety and vehicles negotiating left-turn movements from the Waterloo Corner Road approach to the intersection with Salisbury Highway.

CO-ORDINATION

Officer: Executive Group
Date: 14/11/2016

