



AGENDA

**FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON
15 OCTOBER 2018 AT THE CONCLUSION OF THE BUDGET AND FINANCE
COMMITTEE**

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

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

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager Community Services, Ms P Webb
Acting General Manager City Infrastructure, Mr D Roy
Manager Communications and Customer Relations, Mr M Bennington
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Works and Services Committee Meeting held on 17 September 2018.

REPORTS

Administration

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Public Works

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Traffic Management

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OTHER BUSINESS

CLOSE



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

17 SEPTEMBER 2018

MEMBERS PRESENT

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

STAFF

Chief Executive Officer, Mr J Harry
Acting General Manager City Infrastructure, Mr M Purdie
General Manager Community Development, Ms P Webb
Governance Support Officer, Ms K Boyd

The meeting commenced at 7:58 pm.

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

APOLOGIES

Apologies were received from Cr C Buchanan.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr R Zahra
Seconded Cr J Woodman

The Minutes of the Works and Services Committee Meeting held on 20 August 2018, be taken and read as confirmed.

CARRIED
UNANIMOUSLY

Moved Cr S White
Seconded Cr G Caruso

The Minutes of the Confidential Works and Services Committee Meeting held on 20 August 2018, be taken and read as confirmed.

CARRIED
UNANIMOUSLY

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr R Zahra
Seconded Mayor G Aldridge

1. The information be received.

CARRIED
UNANIMOUSLY

Landscaping

2.4.1 Natural Resources Management Reform

Moved Cr S Reardon
Seconded Cr J Woodman

1. The information be received
2. Staff engage directly with Natural Resource Management Board during the reform consultation process to ensure funding for "on ground works" and "community education" is highlighted as a priority.

CARRIED
UNANIMOUSLY

2.6.1 Capital Works Report - August 2018

Moved Cr R Zahra

Seconded Mayor G Aldridge

1. As a program inclusion, construct a new bus pad & shelter at stop 36, eastern, Oleander Drive, Parafield Gardens, within the 2018/19 Bus Shelter Renewal & Bus Stop Improvement Program.
2. As a program change, purchase a small truck in lieu of utility for the Workshop, within the 2018/19 Plant and Fleet Replacement Program.

CARRIED

OTHER BUSINESS

W&S-OB1 Letter from Resident to Works and Services Committee

Moved Cr J Woodman

Seconded Cr G Caruso

That the letter from R & D Clark to the Works and Services Committee be tabled and the Administration prepare an appropriate response.

CARRIED

The meeting closed at 8:09 pm.

CHAIRMAN.....

DATE.....

ITEM	2.0.1
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
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 table below outlines the reports to be presented to the Works and Services Committee as a result of a Council resolution.
- 3.2 It should be noted that several of the reports were due to be presented at meetings during December. However, some matters have been deferred in order to avoid an overloaded agenda for what will be the first round of meetings of the new term of Council.
- 3.3 Accordingly, the commentary for each of the matters that will be deferred provides a strategic context.

Meeting Item	Heading and Resolution	Officer
14/12/2015 NOM3	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. Due: June 2019	Dameon Roy
29/03/2016 2.2.2	Implementation of Free Bike Hire Scheme (in conjunction with Bike SA) - investigation findings 3. The implementation of a Free Bike Hire Scheme within the City of Salisbury be considered again in three years. Due: March 2019	Adam Trottman
22/05/2017 2.1.1	Investigation of Costs Associated with Waterslide/Diving Platform Installation at Salisbury Recreation Precinct 2. A decision regarding the installation of the water play feature be deferred pending council consideration of a long term plan for the aquatic facilities. Due: December 2018 Deferred to: March 2019 Reason: A report regarding the future directions for Indoor Recreation Facilities will be delivered in December. As a result this item will be deferred pending the new Councils consideration of the future directions.	Adam Trottman

24/07/2017	Variation to Council Decision 1783/2017: St Kilda Master Plan - Stage 2	Greg Ratsch
NOM1	3. That authorisation to progress with priorities 3 to 8 inclusive provided in the St Kilda Stage 2 – Marine Recreation Precinct and Mangroves Master Plan be subject of consideration of further reports to Council.	
Due:	February 2019	
26/02/2018	Investigation into Development of an App to Report Illegal Dumping	Andrew Legrand
NOM3	2. Subject to the response from NAWMA, a report be provided to Council advising the costs of implementing the application across the Council's fleet of vehicles.	
Due:	December 2018	
Deferred to:	February 2019	
Reason:	Awaiting response from NAWMA.	
26/02/2018	Cleaning of Creeks and Waterways	Mark Purdie
2.4.3	2. A review of the service levels be conducted after 12 months in March 2019.	
Due:	March 2019	
26/03/2018	Mawson Lakes Indented Parking Bays	Clint Watchman / Dameon Roy
NOM2	1. That staff report into areas in Mawson Lakes that indented parking bays could be implemented to ease parking and traffic issues.	
Due:	November 2018	
Deferred to:	January 2019	
Reason:	Due to local government elections concluding in November, reports listed for November 2018 have been deferred to a subsequent month.	
26/03/2018	Long Term Financial Plan and Budget Workshops Actions Update	Craig Johansen
6.4.1	2. A report on the success of the Reserve Upgrade Program and consideration of future sites be included on the Works and Services Future Reports with a due date of December 2018 (per table Budget Workshop 1 – 28 February 2018 item WS1-9).	
Due:	December 2018	
Deferred to:	February 2019	
Reason:	As part of the budget review process in February Council staff will present the review of the Reserve Upgrade Program and subsequent service levels that have informed the 2019/20 budget bid process.	

26/03/2018	Long Term Financial Plan and Budget Workshops Actions Update	Craig Johansen
6.4.1	3. A report on the program of sites for Fitness Equipment Program be included on the Works and Services Future Reports with a due date of December 2018 (per table Budget Workshop 1 – 28 February 2018 item WS1-13).	
Due:	December 2018	
Deferred to:	February 2019	
Reason:	A report which combines the updated Game Plan and Landscape Plan, known as the Green Infrastructure Plan will be delivered in December. As a result this item will be deferred pending the new Councils consideration of this plan.	
26/03/2018	Long Term Financial Plan and Budget Workshops Actions Update	Craig Johansen
6.4.1	4. A report on the program of sites for Autism Friendly Playspaces be included on the Works and Services Future Reports with a due date of December 2018 (per table Budget Workshop 1 – 28 February 2018 item WS1-15).	
Due:	December 2018	
Deferred to:	February 2019	
Reason:	As part of the budget review process in February Council staff will present the review of the Reserve Upgrade Program and subsequent service levels that have informed the 2019/20 budget bid process.	
26/03/2018	Long Term Financial Plan and Budget Workshops Actions Update	Adam Trottman
6.4.1	5. A report on Salisbury North Netball Club be included on the Works and Services Future Reports with a due date of November 2018 (per table Budget Workshop 1 – 28 February 2018 item WS1-17).	
Due:	November 2018	
Deferred to:	December 2018	
Reason:	Due to local government elections concluding in November, reports listed for November 2018 have been deferred to a subsequent month.	
26/03/2018	Budget Bids 2018/2019 - Streetscape Renewal - PSN107	Craig Johansen
6.4.2	That a further report come back considering an increase in funding to the Street Tree Program bid PSN107 looking at improving outcomes and quality.	
Due:	December 2018	
23/04/2018 NOM3	Mawson Lakes Community Garden 1. That a report be brought forward advising Council on the process for establishing Community Gardens and identifying potential locations in Mawson Lakes.	Adam Trottman
Due:	January 2019	

23/04/2018 WS-OB1	Rollout of Library Catalogue Computer Systems 1. Staff bring back a report with costings and a proposed timeframe for the rollout of necessary system connections with community centres to enable reservations to be made on the library catalogue computer system and an item delivery system for those sites. Due: December 2018 Deferred to: March 2019 Reason: A report regarding the future directions of the Hub Model as it relates to Community Centres and Libraries will be delivered in December. As a result this item will be deferred pending the new Councils consideration of the model.	Jo Cooper
28/05/2018 2.1.1	Community Gardens in Reserves 2. Staff prepare a business case which explores options and cost implications for the establishment of a Salisbury Community Gardens program. Due: December 2018	Adam Trottman
28/05/2018 2.6.2	Para Hills Community Hub Project Update 7. That an update report detailing any cost impacts and income, including the governance model, be brought back to Council after 3 months of operation of the Para Hills Community Hub. Due: October 2018 Deferred to: December 2018 Reason: As the facility has only been open for one month staff are still working through a number of operational matters. Staff are not at sign off stage with the builders as not all defects and variations have been completed.	Jo Cooper
23/07/2018 2.3.1	Outcome of the 'YourTutor' Trial Further Motion: 1. That a further report be brought back on the potential of continuing the Your Tutor program or similar programs through our community centres and libraries, and staff also advise of any alternative programs being offered. Due: December 2019 Changed to: March 2019 Reason: A report regarding the future directions of the Hub Model as it relates to Community Centres and Libraries will be delivered in December 2018. As a result this item will be presented pending the new Councils consideration of the model.	Jo Cooper

27/08/2018 MON7.5	Steam Weeding 2. Staff bring back a report about the use of 'steam weeding' as opposed to using chemicals for weed removal. The report to include costs and effectiveness of steam weeding compared to using chemicals. Due: November 2018 Deferred to: February 2019 Reason: Due to local government elections concluding in November, reports listed for November 2018 have been deferred to a subsequent month.	Mark Purdie
27/08/2018 MON7.8	Traffic Safety: Nelson Road, Para Hills 1. That staff bring back a report to Council investigating whether any traffic calming devices can be installed in regard to increased traffic and vehicles coming too fast over a blind hill on Nelson Road, Para Hills between Milne Road and Miller Avenue, Para Hills. Due: December 2018 Deferred to: July 2019 Reason: Funding application response expected May/June 2019.	Dameon Roy
27/08/2018 Cnl-OB12.2	Review of the Tree Removal Policy That staff bring back a report reviewing the dead tree removal policy. Due: December 2018	Craig Johansen
24/09/2018 MON7.1	Alice Crescent, Burton - Parking Bays 1. That a report be brought forward providing advice and associated costings for installing indented car parking bays on the reserve along Alice Crescent, Burton. Due: February 2019	Dameon Roy
24/09/2018 MON7.2	Gulfview Heights Lake 1. That a report be provided to Council advising on and investigating various issues regarding the Gulfview Heights Lake / Dam, located on Bayview Parade, Parkside Drive, and Gulfview Circuit, including; - advice whether there is any leakage or erosion issues with the current lake, and the cost implications for any repairs deemed necessary; advice on the current service levels for the reserve and options to renew and/or upgrade the reserve to improve general aesthetics, accessibility and usage of the space for greater community benefit. Due: February 2019	Dameon Roy
24/09/2018 MWON12.1	Traffic Safety - Anson Avenue, Parafield Gardens 1. That a report be brought back with options to improve traffic safety on Anson Avenue, Parafield Gardens adjacent to Catalina Avenue shops. Due: February 2019	Dameon Roy

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: 08/10/2018

ITEM	2.6.1
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
HEADING	Capital Works Report - September 2018
AUTHOR	Christy Martin, Team Leader Project Support, 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. Include Parafield Gardens Recreation Centre, Court 2, air conditioning replacement within the 2018/19 Building Renewal Program.
2. Construction of new footpaths and/or associated kerb ramps as set out in this report (Item No. 2.6.1, Works and Services Committee, 15 October 2018) be endorsed as program inclusions within the Council Funded Footpath Program and Kerb Ramp Construction / Upgrade Programs.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

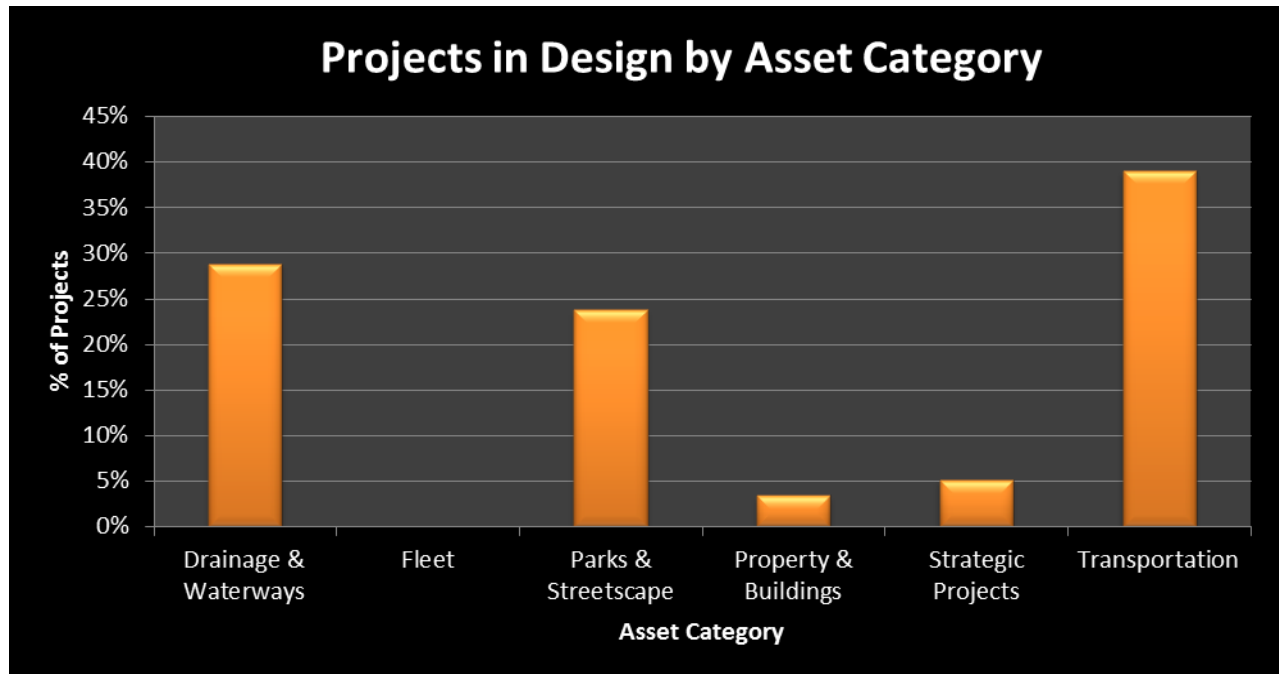
- 1.1 City Infrastructure is responsible for the capital works, associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically, these works involve project management, design specification development, construction and recurrent maintenance.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

2. CONSULTATION / COMMUNICATION

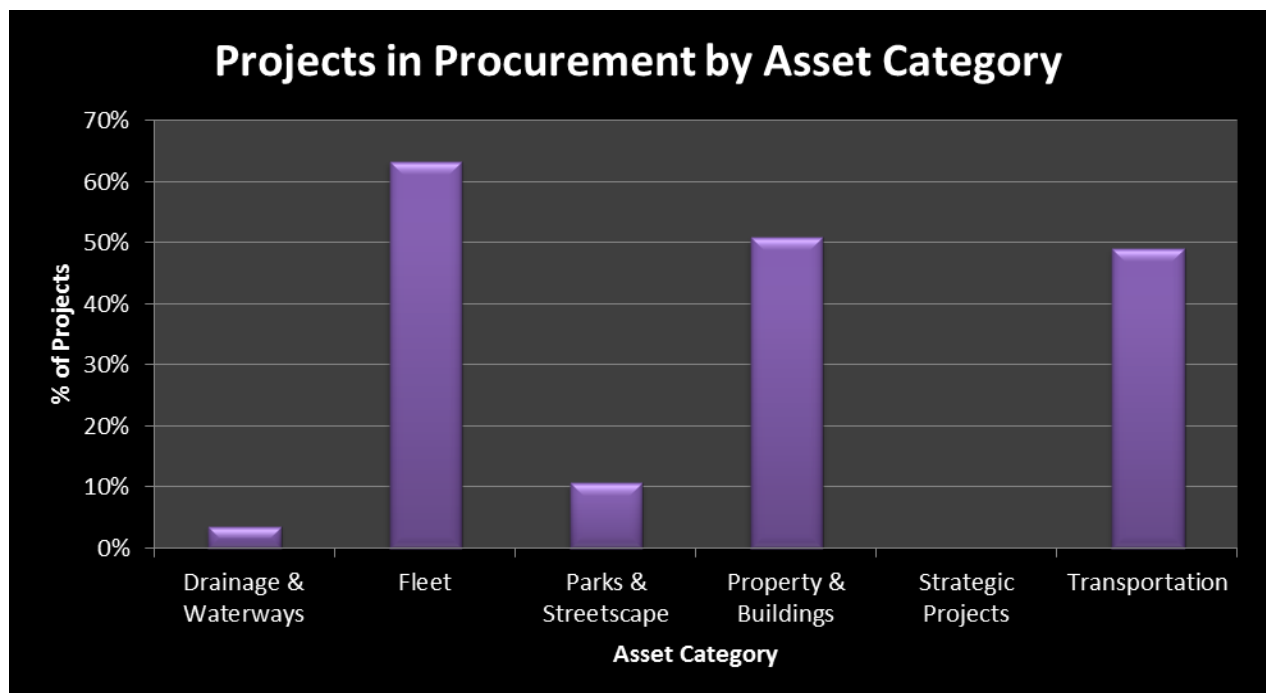
- 2.1 As part of the management of the City Infrastructure Capital Works Program, communication of the program occurs on a monthly basis via the Works and Services Committee. In addition, a current program of works is available via the City of Salisbury internet site and highlights included within the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

3. REPORT

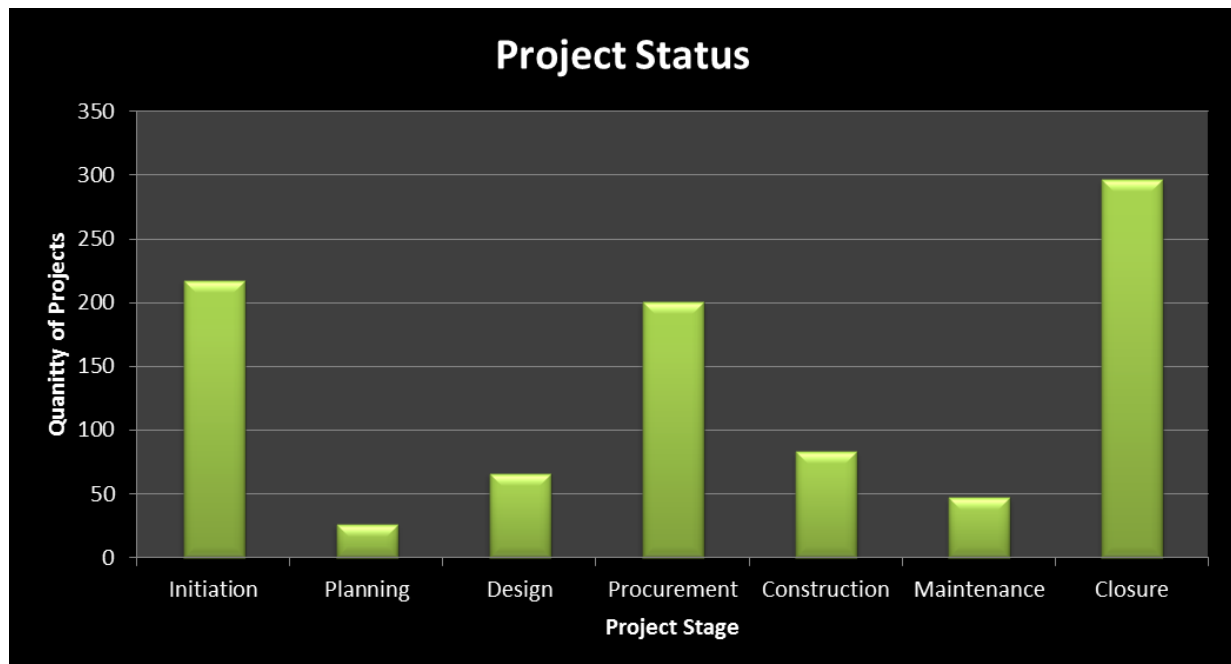
- 3.1 Design work is well underway as part of the City Infrastructure Capital Works Program. With the following current projects progressing through to completion of detailed design. Part of this process also requires the development of technical specifications for the next stage of procurement.



- 3.2 There is currently a series of projects progressing through the procurement phase in preparation for construction and/or delivery, as follows;



- 3.3 Where possible, projects are scheduled to work around their constraints and limitations and therefore the entire City Infrastructure Capital Works Program have projects at various stages at any given time. Currently the distribution is as follows;



- 3.4 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

PR18097 Building Renewal Program

Due to failure, an air conditioner servicing Court 2 at Parafield Gardens Recreation Centre required urgent replacement prior to the heat of summer. This work has already commenced due to the urgent nature and requires inclusion within the 2018/19 Building Renewal Program. The program has sufficient funding available to cover this replacement.

Consideration of current caretaker provision was given and determined this request complies with policy and therefore included within this reporting period.

Recommendation: Include Parafield Gardens Recreation Centre, Court 2, air conditioning replacement within the 2018/19 Building Renewal Program.

Impact: No impact

Amendment to Program**PR14498 Council Funded Footpath Program****PR21412 Kerb Ramp Construction / Upgrade Program**

Via the Footpath Request Evaluation Team (FRET), requests for new footpaths and/or associated kerb ramps were received for the following locations;

- Barli Street, Pooraka (Footpath connectivity)
- Coolibah Reserve, Salisbury East (Footpath connectivity)
- Cordoba Avenue Reserve, Gulfview Heights (Access request for a ramp)
- Keller / Melville Road, Salisbury East (Footpath alignment)
- Kelsey Road, Salisbury North (Access request to bus stop)
- Kimba Road, Para Hills (Ramp upgrade)
- Kings Road, Salisbury Downs (Footpath connectivity)
- Levels Road, Mawson Lakes (Ramp connections)
- Lydia Street, Paralowie (Footpath connectivity)
- Main North Road, Salisbury East (Footpath connectivity)
- Salisbury Highway / Lamorna Parade, Parafield Gardens (Access request)
- Turin Place, Salisbury South (Footpath connectivity)

These requests have been reviewed in accordance with the key principles of the Footpath Policy and are recommended for construction. It is proposed to fund these works progressively via the Council Funded Footpath Program and Kerb Ramp Construction / Upgrade Program in alignment with budget availability.

Consideration of current caretaker provision was given and determined this request complies with policy and therefore included within this reporting period.

Recommendation: Construction of new footpaths and/or associated kerb ramps as set out in this report (Item No. 2.6.1, Works and Services Committee, 15 October 2018) be endorsed as program inclusions within the Council Funded Footpath Program and Kerb Ramp Construction / Upgrade Programs.

Impact: No impact

4. FOR INFORMATION

In construction, Greater Edinburgh Parks Regional Drain;



In construction, Mawson Lakes Pathway Works;



Item 2.6.1

5. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer: Executive Group
Date: 08/10/2018

ITEM	2.7.1
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
PREV REFS	Council MON 7.7 20 Aug 2018
HEADING	Traffic Safety: McGill Crescent, Para Hills
AUTHOR	Tony Calandro, Senior Traffic Engineer, City Infrastructure
CITY PLAN LINKS	3.3 Be a connected city where all people have opportunities to participate. 3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	Staff have been requested to provide a report to Council identifying what devices can be used to stem speeding motorists travelling up and down McGill Crescent, Para Hills on the bend near Prettejohn Gully Reserve.

RECOMMENDATION

1. Based on findings it was established that the appropriate traffic controls already exist. However, staff will establish collaboration with SAPOL to address the "hoon" behaviour issue.
2. Sight restrictions around the curve in McGill Crescent, Para Hills (created by residents landscaping within the verge area) continue to be monitored and addressed by Field Services in collaboration with the affected residents.

ATTACHMENTS

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

1. Photograph of the 35 km/h Signage Along McGill Crescent
2. Pavement Bar Layout for the McGill Crescent Bend
3. Example of a Local Street Centre-Blister Treatment
4. Example of a Local Street Roundabout
5. Examples of Watts-Profile & Flat-Top Road Humps
6. Example of a Local Street Watts-Profile Road Hump
7. Example of a Local Street Flat-Top Road Hump

1. BACKGROUND

- 1.1 This report arises from concerns expressed by residents about the perception of vehicles speeding around a curve in McGill Crescent, Para Hills.
- 1.2 This relates to the specific section of road adjacent to Prettejohn Gully and at the southern, Duke Avenue, end of the road (refer to the attached plan and photo).

- 1.3 The following Motion on Notice was endorsed at the 27 August 2018 Council Meeting:

That staff bring back a report to Council identifying what devices can be used to stem speeding motorists traveling up and down McGill Crescent, Para Hills on the bend near Prettejohn Gully.

Resolution No. 2621/2018

- 1.4 As part of the investigation process Staff have undertaken the collection of traffic data for the purpose of reviewing the Annual Average Daily Traffic (AADT) Volumes and Vehicle Speeds along the bend of McGill Crescent, near Prettejohn Reserve at Para Hills.
- 1.5 This statistical information provides staff with the ability to determine the extent and nature of any specific problem along with the time of day when this occurs.
- 1.6 In turn this provides one of the means for delivering an appropriate traffic management strategy for this local road.
- 1.7 In general when addressing speed control issues there are a number of different options for physical devices which can be implemented depending on the nature of the problem established to be present.
- 1.8 Strategies to address this may include:
- 1.8.1 Pavement bars: These are generally used either at junctions or around a curved section of road.
 - 1.8.2 In the case of a curve a major benefit is that the speed is limited by controlling the width of road available around the curve.
 - 1.8.3 Alternatively at a junction or intersection they control vehicle paths ensuring that turns are predictable and on the correct side of the road.
 - 1.8.4 Centre Blister: These are generally utilised “mid-block” along a section of road and behave in a similar way to roundabouts to reduce speeds by forcing a horizontal deviation and can have an added benefit of providing for pedestrians.
 - 1.8.5 Roundabouts: These are best utilised at junctions or intersections where the major benefit is that they force a slowing of vehicle speeds on entry into the roundabout, and also have the best record in limiting the potential for serious injury.
 - 1.8.6 Speed Humps or cushions: In consideration of the Disability Discrimination Act 1992 (DDA) have the potential to aggravate or cause serious injury these are not favoured as current best practice.
- 1.9 Speed Humps attempt to force speed reduction by a horizontal deflection of the vehicle and hence the potential to aggravate or create injury is very real with possible litigation outcomes.
- 1.10 Further as residents are the major user of the road it is they who are continually and adversely subjected to the situation.
- 1.11 It was noted that currently the curve in question is already controlled by the presence of curve hazard markers, pavement bars and a sign posted advisory speed of 35 km/h.

- 1.12 As expressed above these pavement bars are very effective in controlling vehicle speeds by limiting the available road width available when negotiating the bend.
- 1.13 It has also been identified that landscaping established by property owners along the McGill Crescent bend does have an impact on the availability of sight-distance between vehicles travelling along this curved section and attempting to egress from private property, where this issue is caused predominantly by the height of vegetation.
- 1.14 This is a road safety issue and the process to address this, by the trimming or removal of offending vegetation, has already commenced in collaboration with the affected residents.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 N/A

2.2 External

2.2.1 South Australia Police (SAPOL) - Parks Police Station, Ottoway

3. REPORT

- 3.1 Based on analysis of the specifically collected traffic data it was identified that the general traffic operation does not give cause for concern and the majority of motorists are travelling along McGill Crescent within an acceptable range of the 50 km/h urban limit.
- 3.2 At present, Annual Average Daily Traffic (AADT) Volumes are in the order of 520 vehicles per day and the average recorded Mean Speed of vehicles along the length of McGill Crescent was 44km/h.
- 3.3 However it is apparent that a minority group of irresponsible motorists, travelling at higher speeds, otherwise referred to as “hoon drivers” are present.
- 3.4 The analysis of the traffic data collected does allow staff to determine detailed information as to the extent and nature of any problem, particularly as it relates to vehicle speed and the time of day when irresponsible behaviour is occurring.
- 3.5 Having established the presence of this element it is most effectively dealt with by collaboration with SAPOL.
- 3.6 The detailed information is provided to them and is utilised in developing the strategy to address the situation.
- 3.7 In this situation and in the interest of local area road safety, staff will provide this data to SAPOL seeking their assistance in addressing the “hoon driver” activity.
- 3.8 SAPOL can be further assisted in this matter if residents report to SAPOL any incident of concern as this also assists in the intelligence gathering process.
- 3.9 The further aspect identified relative to this site is the presence of extended landscaping along the verge area and on the “inside” of the curve.
- 3.10 This has the effect of creating a potential road safety issue by limiting the available sight distance around the curve.

- 3.11 The process to address this has already commenced and some improvements have been made.
- 3.12 However in order to obtain an effective outcome it is imperative that staff continue to pursue this in collaboration with the affected residents.

4. CONCLUSION / PROPOSAL

- 4.1 Based on the results of the recently collected traffic data, it has been identified that the general patterns do not give cause for concern and the majority of motorists are travelling within an acceptable range for the applicable 50 km/h urban speed limit.
- 4.2 It was also noted that the curve in question already has pavement bars, curve warning hazard markers and an advisory posted speed of 35km/h for the purpose of limiting vehicle speeds.
- 4.3 However as an element of irresponsible or “hoon driver” behaviour has been identified, staff will request SAPOL to undertake surveillance of traffic behaviour at this location.
- 4.4 Residents will also be requested to report all incidents of concern to SAPOL to assist in the intelligence gathering process.
- 4.5 Staff will continue to work with residents to address the existing landscaping within the verge area with the aim of improving the sight-distance related issue.

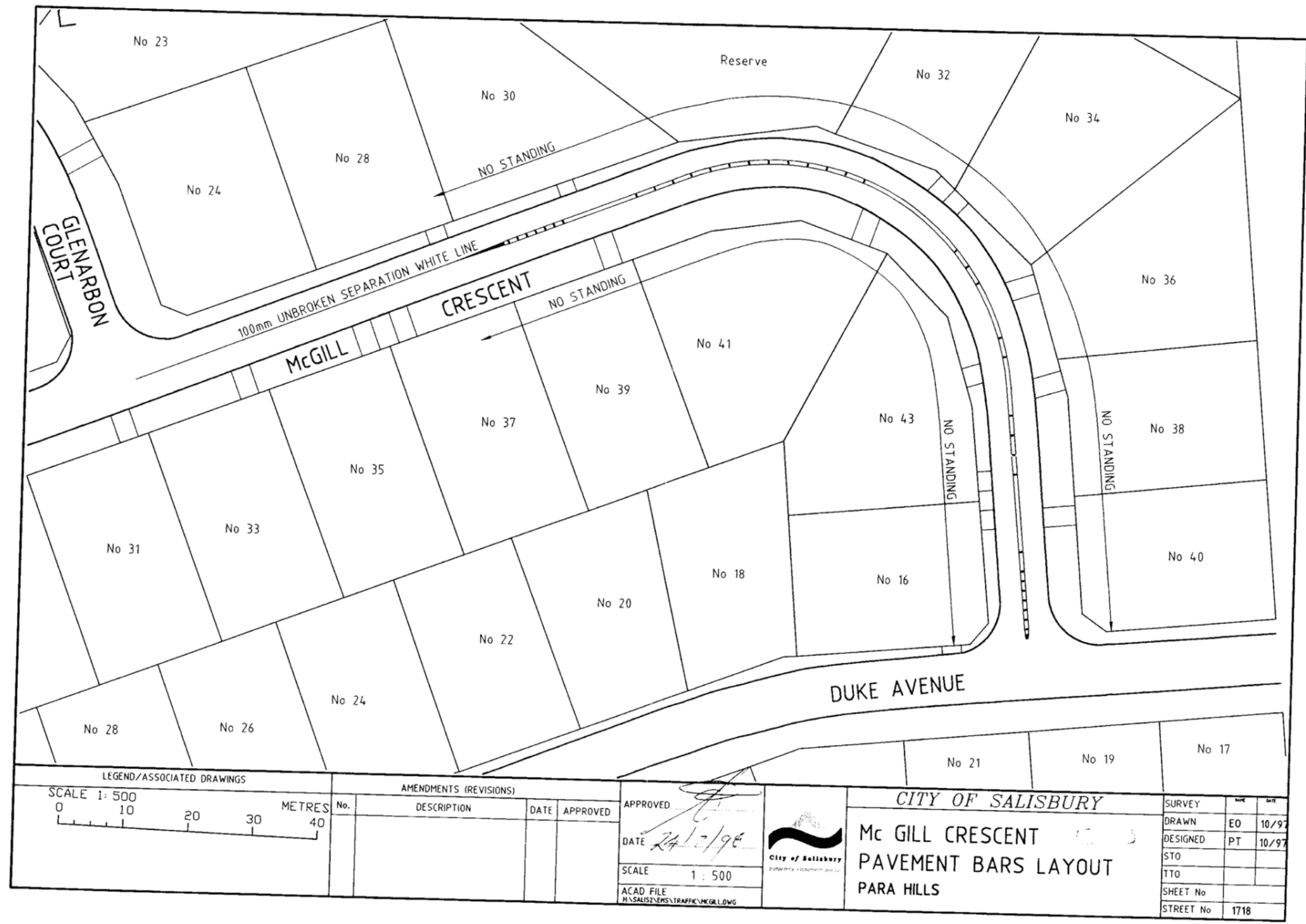
CO-ORDINATION

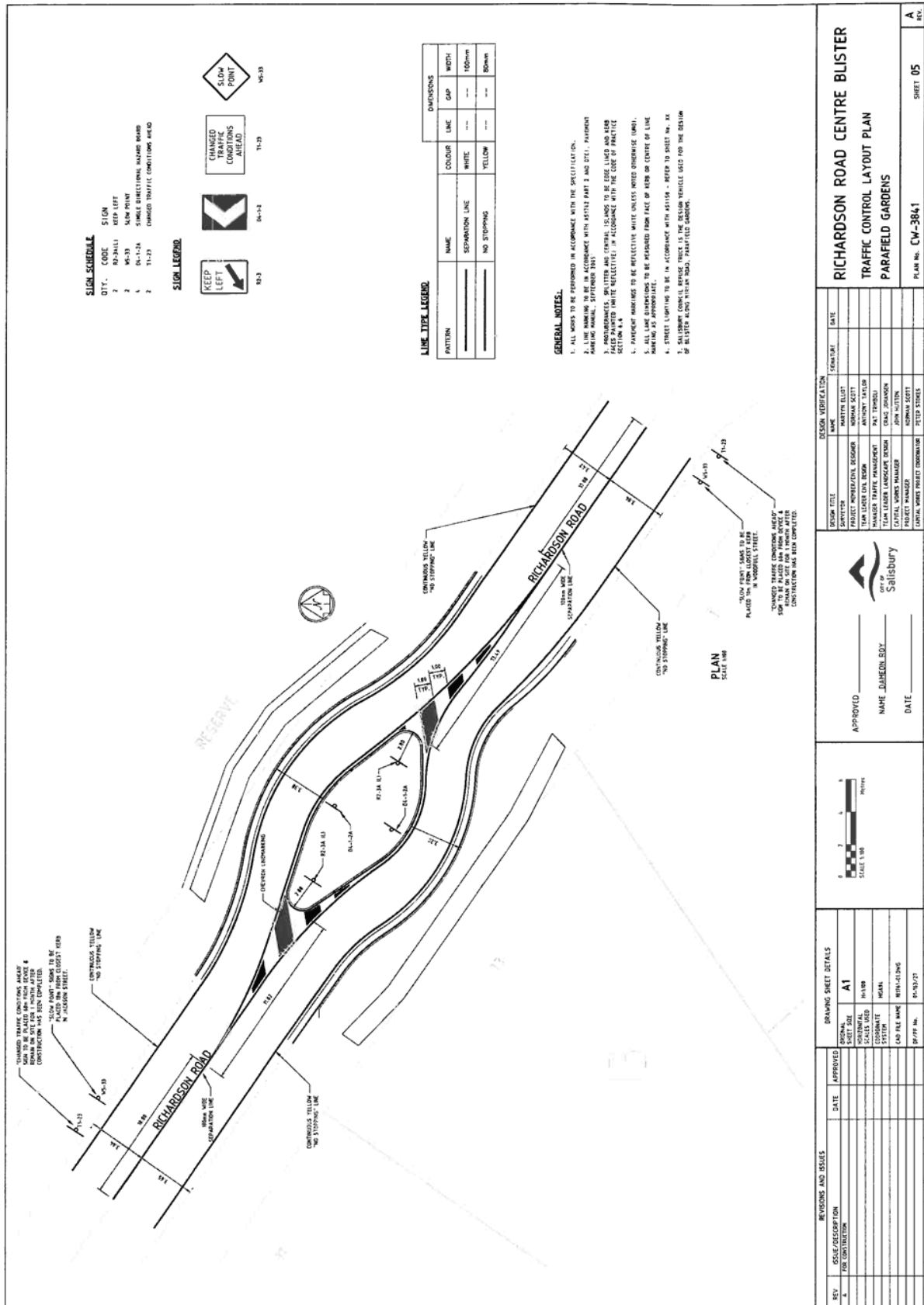
Officer: Executive Group
Date: 08/10/2018



McGill Crescent, Para Hills (Looking South towards the curve and Duke Ave.)

7650

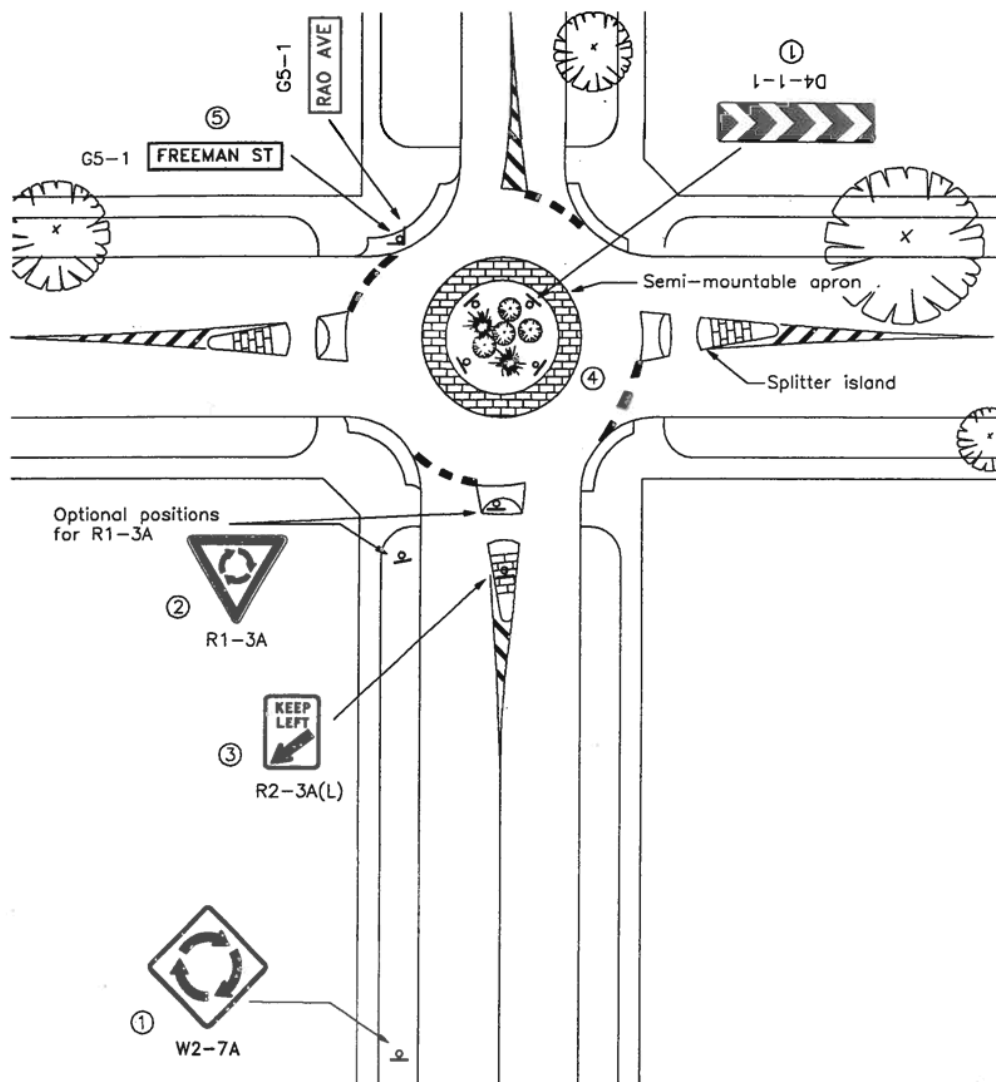




Item 2.7.1 - Attachment 3 - Example of a Local Street Centre-Blister Treatment

AS 1742.13—1991

18

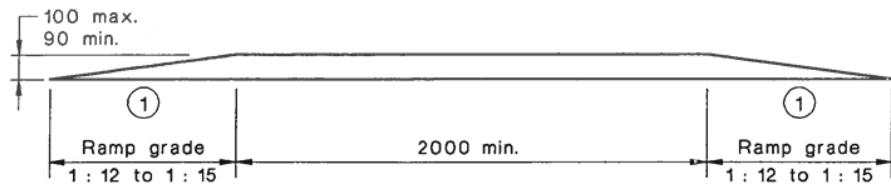


NOTES:

- 1 Signs W2-7A and D4-1 are not generally required in local streets, and should only be used where there is poor visibility to the roundabout from one or more approaches.
- 2 Sign R1-3 if used should be placed on one or both sides of an approach as needed to provide maximum conspicuity for approaching drivers. It may be omitted from a treatment if not required by State regulations.
- 3 Sign R2-3A may not be necessary where traffic is clearly required to pass to the left of the island.
- 4 Height of landscaping in the central island should be such as not to restrict visibility across the island.
- 5 For details of the design and use of Street Name signs, refer to AS 1742.5.

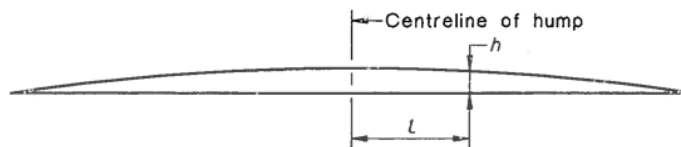
FIGURE 3.4 LOCAL STREET ROUNDABOUT

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DIMENSIONS IN MILLIMETRES

(a) Flat top hump



l (m)	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
h (mm)	100	100	99	97	95	93	90	86	81	76	71	65	58	51	43	34	25	16	5

(b) Watts profile hump

NOTE: 1. At ramps at entry points to shared zones the ramp grade is increased to between 1:2 and 1:4.

FIGURE D1 HUMP PROFILES

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AS 1742.13—1991

16

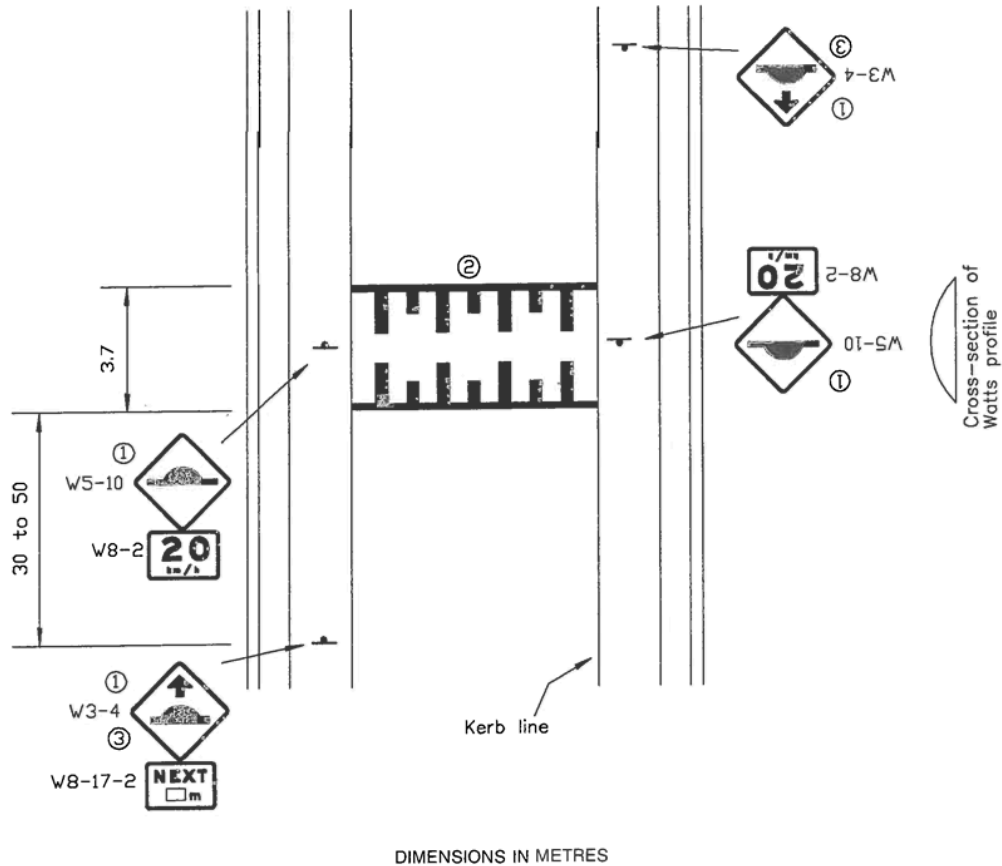
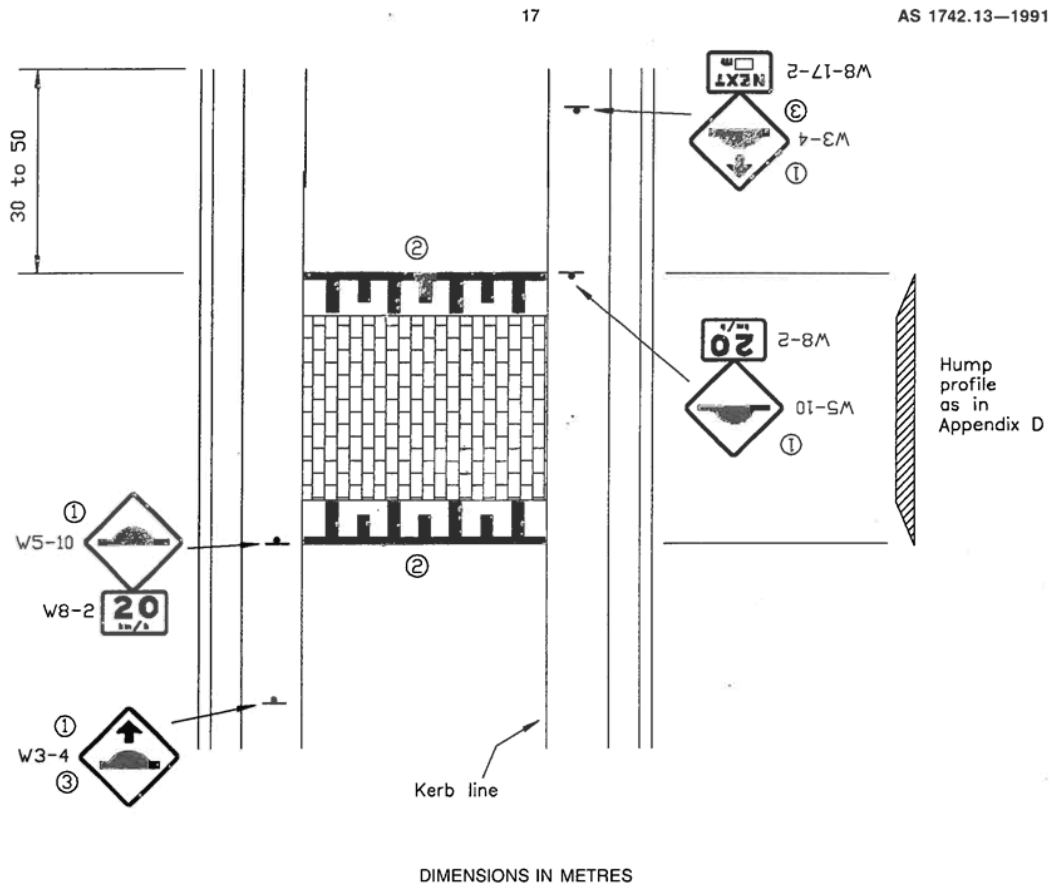


FIGURE 3.2 WATTS PROFILE ROAD HUMP

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NOTES:

- 1 Sign W3-4, and sign assemblies W5-10/W8-2 and W3-4/W8-17 are not generally required when the device is part of an area-wide scheme.
- 2 For details of hump line marking refer to Clause 4.3.6. This may be omitted on humps in an area-wide scheme but only where the hump is of contrasting colour such that it is clearly visible under all conditions.
- 3 Sign W3-4 is used at an isolated hump installation. Sign W8-17-2 is added if it is the first hump in a series.
- 4 The hump may be supplemented with kerb extensions, e.g. of the type illustrated in Figure 3.6.
- 5 Flat top humps may be combined with a pedestrian facility or a bus stop.

FIGURE 3.3 FLAT TOP ROAD HUMPS

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ITEM	2.7.2
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
PREV REFS	Works and Services Committee OB1 16 Jul 2018
HEADING	Installation of Slow Points on Daniel Avenue, Globe Derby
AUTHOR	Tony Calandro, Senior Traffic Engineer, City Infrastructure
CITY PLAN LINKS	3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities. 4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	This report considers the feasibility of the installation of one to two Slow Points on Daniel Avenue at Globe Derby, similar to those along the length of Trotters Drive.

RECOMMENDATION

1. Based on findings it was established that the appropriate traffic controls already exist. However, staff will establish collaboration with SAPOL to address the "hoon" behaviour issue.
2. Staff arrange for "REMEMBER 50 KM/H UNLESS OTHERWISE SIGNPOSTED" Advisory Signage to be installed at both ends of Daniel Avenue to reinforce the default speed limit and improve road safety for either riders on horseback or horses with buggies.

ATTACHMENTS

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

1. Traffic Control Layout Plans for Slow Points - Trotters Drive
2. Example of a Local Street Centre-Blister Treatment
3. Example of a Local Street Roundabout
4. Examples of Watts-Profile & Flat-Top Road Humps
5. Example of Local Street Watts-Profile Road Hump
6. Example of a Local Street Flat-Top Road Hump
7. Example of a Local Street Pavement Bar Layout

1. BACKGROUND

- 1.1 The following resolution from the 16 July 2018 Works and Services Committee was endorsed by Council at its meeting held 23 July 2018:

That staff bring back a report on the feasibility of the installation of 1-2 slow points on Daniel Avenue in Globe Derby, similar to those on Trotters Drive.

Resolution No. 2563/2018

- 1.2 Daniel Avenue is approximately one kilometer in length and provides connectivity for local area traffic between Whites Road and Pt. Wakefield Road.
- 1.3 It was a prominent feeder road into the Globe Derby precinct where the land-use within this predominately rural/residential area is zoned for “equestrian” activity.
- 1.4 However its significance was considerably “downgraded” some years ago when the Pt. Wakefield Road connection was limited to a “control of access” allowing for left-in and out vehicle turning moments only.
- 1.5 An alternative route to access Pt. Wakefield Road, was created as part of the upgrade of Trotters Drive and this together with Globe Derby Drive now provides efficient and safe access to the signalised T-junction with Pt. Wakefield Road.
- 1.6 As part of a minor road upgrade project for Trotters Drive that was undertaken by the Department of Planning, Transport and Infrastructure (DPTI), these works included the installation of “non-standard” slow point treatments as part of a traffic management strategy for this road.
- 1.7 Please refer to the attachment for the overall rural road network within this area of the Globe Derby precinct.
- 1.8 In general when addressing speed control issues there are a number of different options for physical devices which can be implemented depending on the nature of the problem established to be present.
- 1.9 Strategies to address this may include:
- 1.9.1 Pavement bars: These are generally used either at junctions or around a curved section of road.
 - 1.9.2 In the case of a curve a major benefit is that the speed is limited by controlling the width of road available around the curve.
 - 1.9.3 Alternatively at a junction or intersection they control vehicle paths ensuring that turns are predictable and on the correct side of the road.
 - 1.9.4 Centre Blister: These are generally utilised “mid-block” along a section of road and behave in a similar way to roundabouts to reduce speeds by forcing a horizontal deviation and can have an added benefit of providing for pedestrians.
 - 1.9.5 Roundabouts: These are best utilised at junctions or intersections where the major benefit is that they force a slowing of vehicle speeds on entry into the roundabout, and also have the best record in limiting the potential for serious injury.

- 1.9.6 Speed Humps or Cushions: In consideration of the Disability Discrimination Act 1992 (DDA) have the potential to aggravate or cause serious injury these are not favoured as current best practice.
- 1.10 Speed Humps attempt to force speed reduction by a horizontal deflection of the vehicle and hence the potential to aggravate or create injury is very real with possible litigation outcomes.
- 1.11 Further as residents are the major user of the road it is they who are continually and adversely subjected to the situation.
- 1.12 It should also be noted that according to residents involved in on-road horse riding or driving with buggies that the installation of Speed Humps or Cushions would have an impact on this localised activity.
- 1.13 According to advice from horse riders and buggy drivers, these animals require a flat and even surface for this on-road “equestrian” activity.
- 1.14 Any sudden changes in grade along a road surface for a walking horse may cause them to stop, resulting in riders and buggy drivers experiencing difficulty with the control of the animal.

2. CONSULTATION / COMMUNICATION

2.1 External

- 2.1.1 SAPOL - Road Policing Section of the Parks Police Station, Ottoway

3. REPORT

- 3.1 A review of recent traffic data collected for this report has identified that in general terms, the majority of motorists are travelling along Daniel Avenue within an acceptable range for a 50km/h rural speed limit.
- 3.2 At present, Annual Average Daily Traffic (AADT) Volumes are between 510 & 582 vehicles per day and average vehicle speeds are between 39.5 & 47.4 km/h along the length of Daniel Avenue at Globe Derby.
- 3.3 In addition to these vehicle speeds, there were very low daily traffic numbers.
- 3.4 However it is clear that a small number of road users travelling a very high speed, otherwise referred to as “hoon drivers”, are present.
- 3.5 Further scrutiny has found that this element had a consistent pattern of behavior and therefore is best dealt with in collaboration with SAPOL.
- 3.6 The installation of devices, quite apart from the cost, provide the greatest detriment and inconvenience to those local daily users, particularly the trotting community, that would be forced to negotiate them while the “hoon” behaviour, simply moves to another area.
- 3.7 That is why in these circumstances it is important to deal with the behavior rather than to simply treat the symptom.
- 3.8 Accordingly Council staff will forward the detailed statistical information to SAPOL for the purpose assisting them in providing effective surveillance of vehicle activity along Daniel Avenue.

- 3.9 In addition, it is proposed to install the “REMEMBER 50 KM/H UNLESS OTHERWISE SIGNPOSTED” advisory signage in the vicinity of the Alabar Crescent junction, to supplement the existing “horse” warning signs.
- 3.10 This will reinforce the 50km/h default speed limit along the road and assist SAPOL in their task.
- 3.11 During the review of Daniel Avenue it was noted that the pavement bars at the junction of Daniel Avenue with Trotters Drive were in poor condition and many of the pavement bars were missing.
- 3.12 It is proposed that these be reinstated to restore and provide predictable, controlled traffic manoeuvres at the junction benefitting all road users.

4. CONCLUSION / PROPOSAL

- 4.1 Based on the results of the most recent traffic data for this road, it has been identified that the general patterns do not give cause for concern and the majority of motorists are travelling within an acceptable range for rural limits.
- 4.2 However because this local area road safety issue regarding excessive vehicle speeds is due to “hoon driver” behaviour, staff will organise for SAPOL to monitor local area traffic at this location as soon as possible.
- 4.3 As an additional traffic management strategy, staff will install the “REMEMBER 50 KM/H UNLESS OTHERWISE SIGNPOSTED” Advisory Signage at both ends of Daniel Avenue using existing budgets within the 2018/19 financial year.
- 4.4 It is intended this will improve safety for all modes of transport that regularly use this road which also includes riders on horseback or horses with buggies that participate in harness racing.
- 4.5 Staff arrange for the pavement bars at the junction of Trotters Drive and Daniel Avenue to be reinstated within existing budgets in the 2018/19 financial year.

CO-ORDINATION

Officer: Executive Group
Date: 08/10/2018





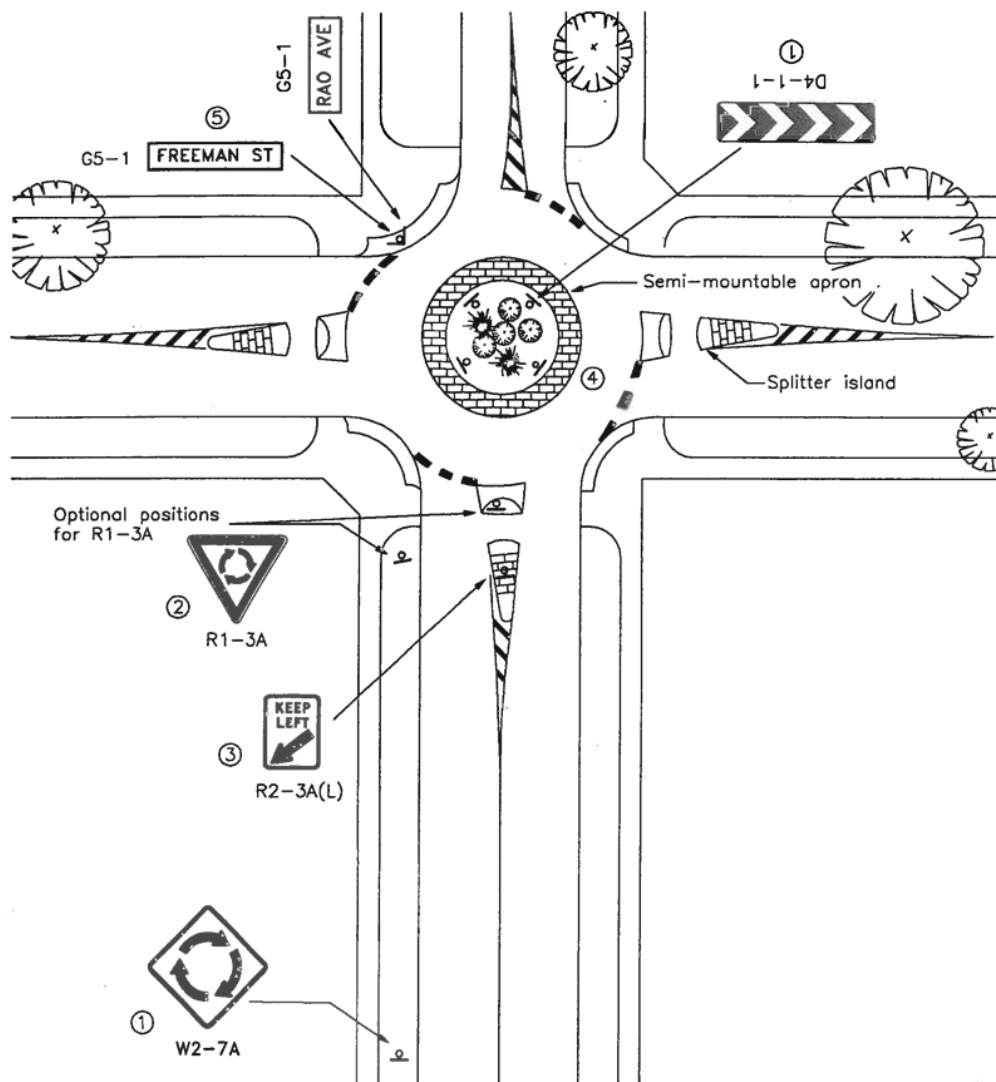






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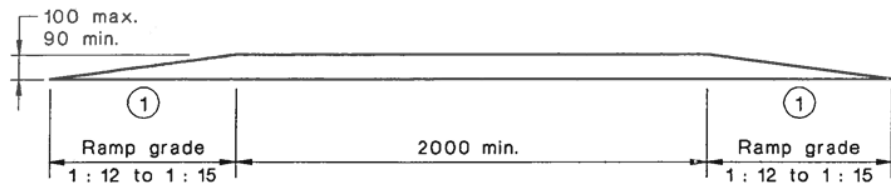


NOTES:

- 1 Signs W2-7A and D4-1 are not generally required in local streets, and should only be used where there is poor visibility to the roundabout from one or more approaches.
- 2 Sign R1-3 if used should be placed on one or both sides of an approach as needed to provide maximum conspicuity for approaching drivers. It may be omitted from a treatment if not required by State regulations.
- 3 Sign R2-3A may not be necessary where traffic is clearly required to pass to the left of the island.
- 4 Height of landscaping in the central island should be such as not to restrict visibility across the island.
- 5 For details of the design and use of Street Name signs, refer to AS 1742.5.

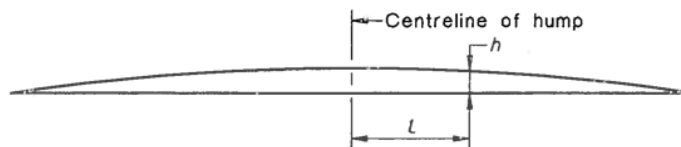
FIGURE 3.4 LOCAL STREET ROUNDABOUT

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DIMENSIONS IN MILLIMETRES

(a) Flat top hump



l (m)	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
h (mm)	100	100	99	97	95	93	90	86	81	76	71	65	58	51	43	34	25	16	5

(b) Watts profile hump

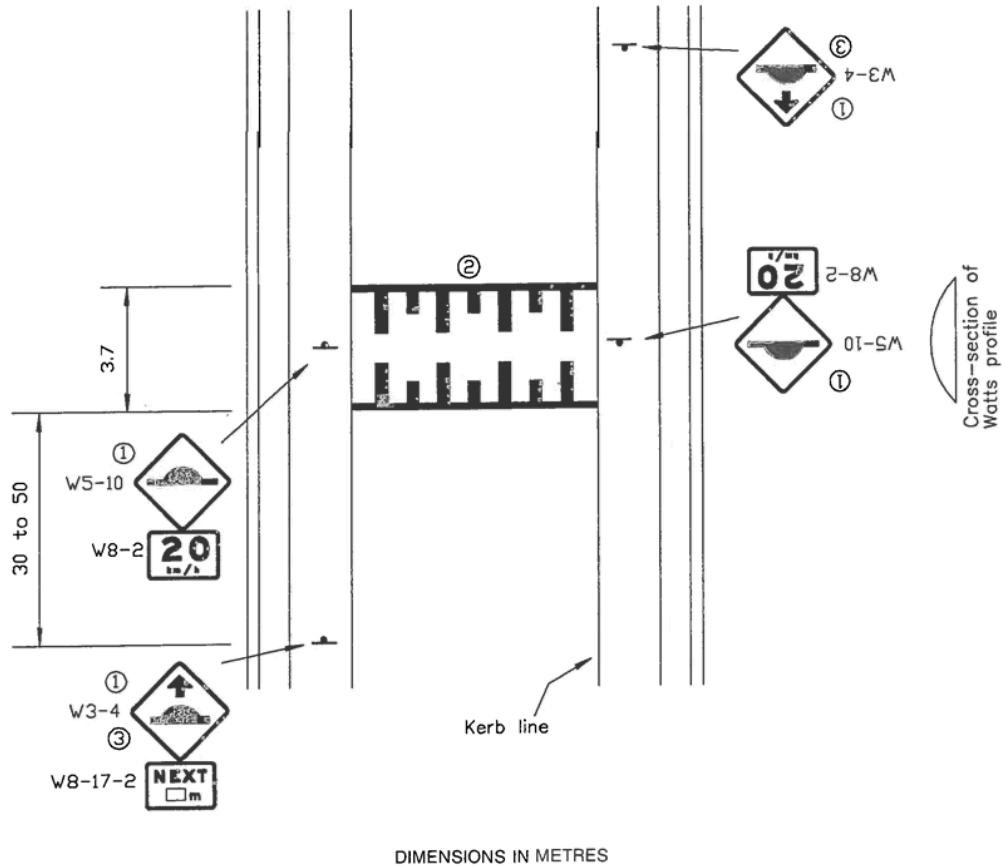
NOTE: 1. At ramps at entry points to shared zones the ramp grade is increased to between 1:2 and 1:4.

FIGURE D1 HUMPS PROFILES

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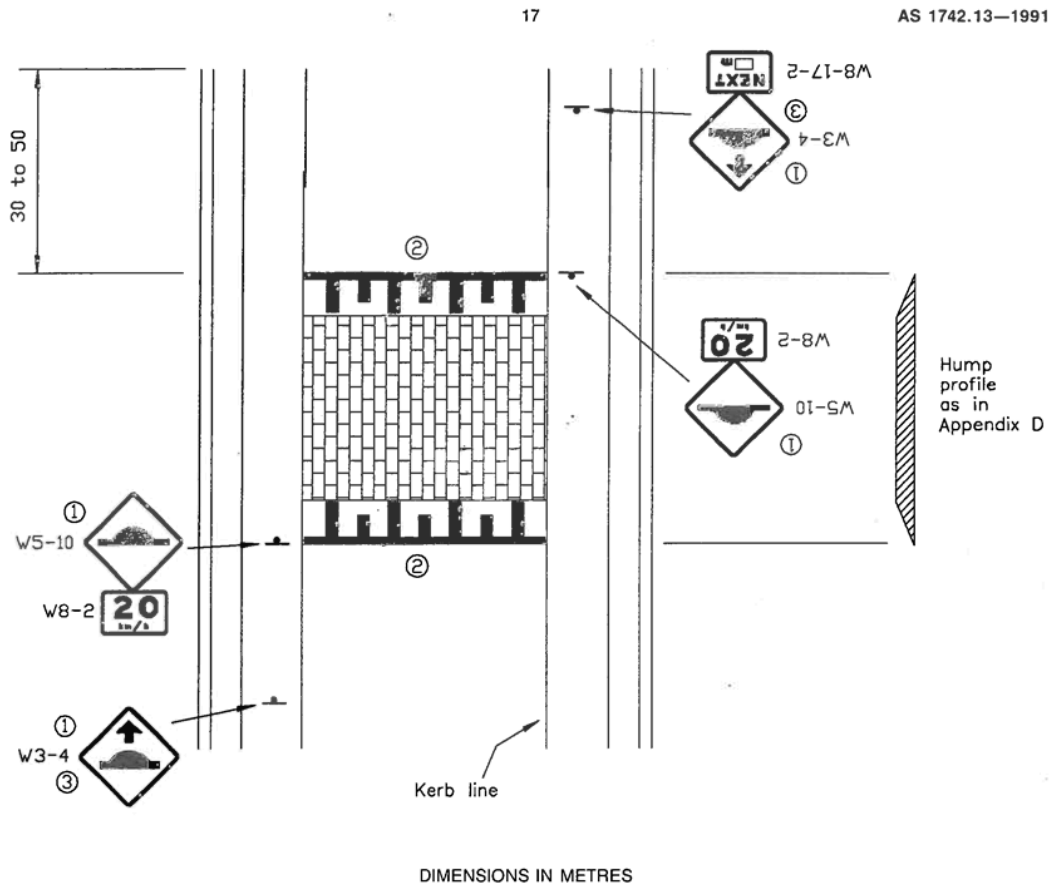


NOTES:

- 1 Sign W3-4, and sign assemblies W5-10/W8-2 and W3-4/W8-17 are not generally required when the device is part of an area-wide scheme.
- 2 For details of hump line marking refer to Clause 4.3.6. This may be omitted on humps of a contrasting colour where the hump is clearly visible under all conditions.
- 3 Sign W3-4 is used in advance of an isolated hump installation. Sign W8-17-2 is added if it is the first hump in a series.
- 4 The hump may be supplemented with kerb extensions, e.g. of the type illustrated in Figure 3.6.

FIGURE 3.2 WATTS PROFILE ROAD HUMP

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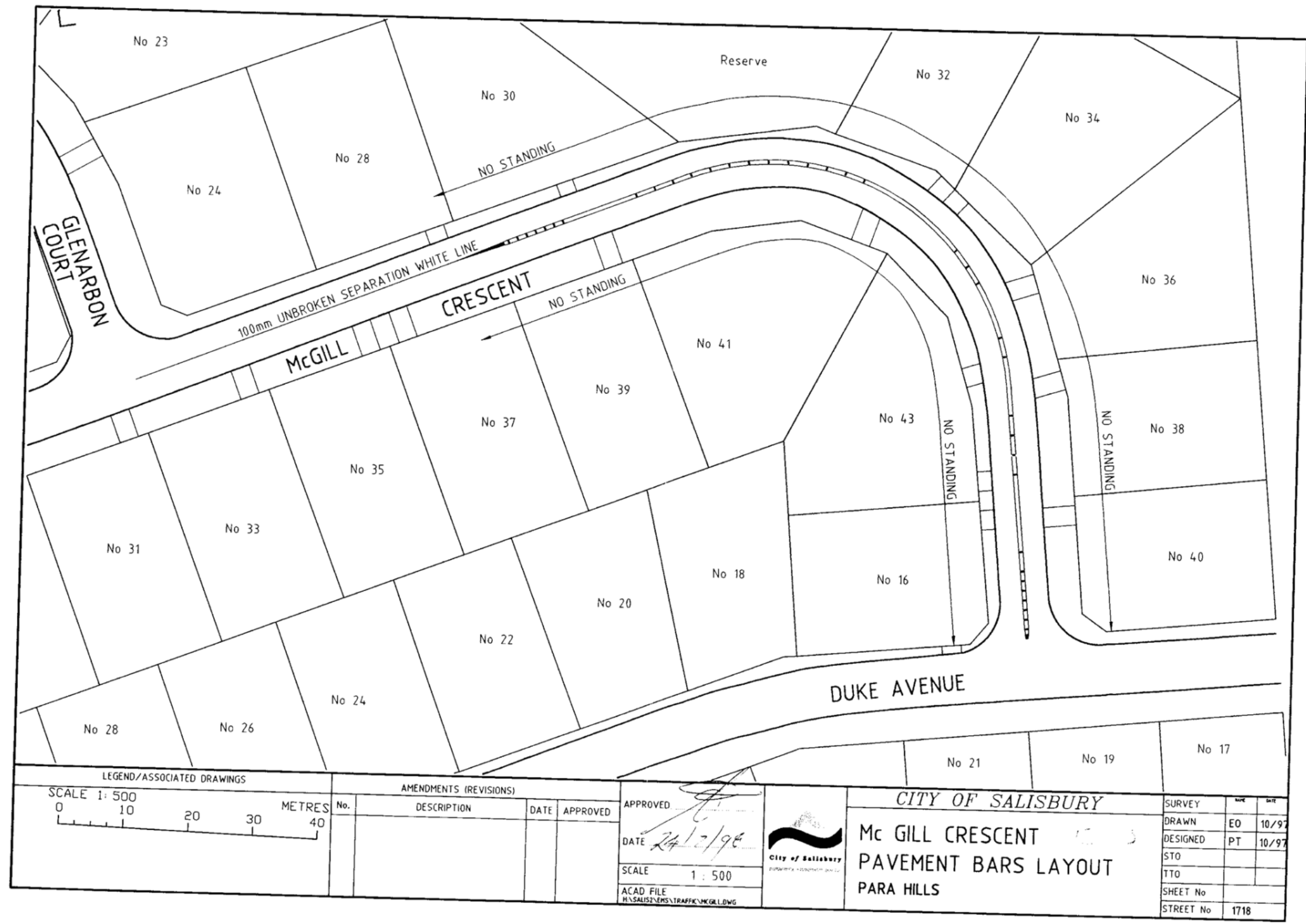
NOTES:

- 1 Sign W3-4, and sign assemblies W5-10/W8-2 and W3-4/W8-17 are not generally required when the device is part of an area-wide scheme.
- 2 For details of hump line marking refer to Clause 4.3.6. This may be omitted on humps in an area-wide scheme but only where the hump is of contrasting colour such that it is clearly visible under all conditions.
- 3 Sign W3-4 is used at an isolated hump installation. Sign W8-17-2 is added if it is the first hump in a series.
- 4 The hump may be supplemented with kerb extensions, e.g. of the type illustrated in Figure 3.6.
- 5 Flat top humps may be combined with a pedestrian facility or a bus stop.

FIGURE 3.3 FLAT TOP ROAD HUMPS

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ITEM	2.7.3
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
PREV REFS	Council MON 7.9 27 Aug 2018
HEADING	Pedestrian Crossing at the Ingle Farm Recreation Centre
AUTHOR	Tony Calandro, Senior Traffic Engineer, City Infrastructure
CITY PLAN LINKS	3.3 Be a connected city where all people have opportunities to participate. 3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	This report outlines options for installing a pedestrian crossing at the Ingle Farm Recreation Centre that allows centre users to move safely between the centre and the rear section of the car park.

RECOMMENDATION

1. The Traffic Group will conduct a review of the existing off-road carpark and identify the desired "line of crossings" for pedestrian safety. A "Zebra" type pedestrian crossing treatment be installed and modifications to the hazard markings on the speed humps will be undertaken in the 2018/19 financial year.

ATTACHMENTS

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

1. Plan for Speed Bump Pavement Markings - Ingle Farm Recreation Centre & Library Car Park

1. BACKGROUND

- 1.1 The following Motion on Notice was endorsed at the 27 August 2018 Council Meeting:

That staff provide a report to Council outlining options for installing a pedestrian crossing at the Ingle Farm Recreation Centre that allows centre users to move safely between the centre entrance and the rear sections of the car park.

Resolution No. 2622/2018

- 1.2 This report provides the options available for installing a pedestrian crossing that allows residents using these facilities to safely traverse on foot between this dual-purpose building and the rear section of the off-road car park area.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 General consultation as “advice only” will be undertaken with staff at the Recreation Centre & Library, for the proposed installation of a suitable pedestrian crossing.

2.2 External

- 2.2.1 Resident contacted Elected Members to improve safety within the Ingle Farm Recreation Centre & Library car park.
- 2.2.2 Consultant to be engaged to identify desired “line of crossing” for proposed pedestrian crossing.

3. REPORT

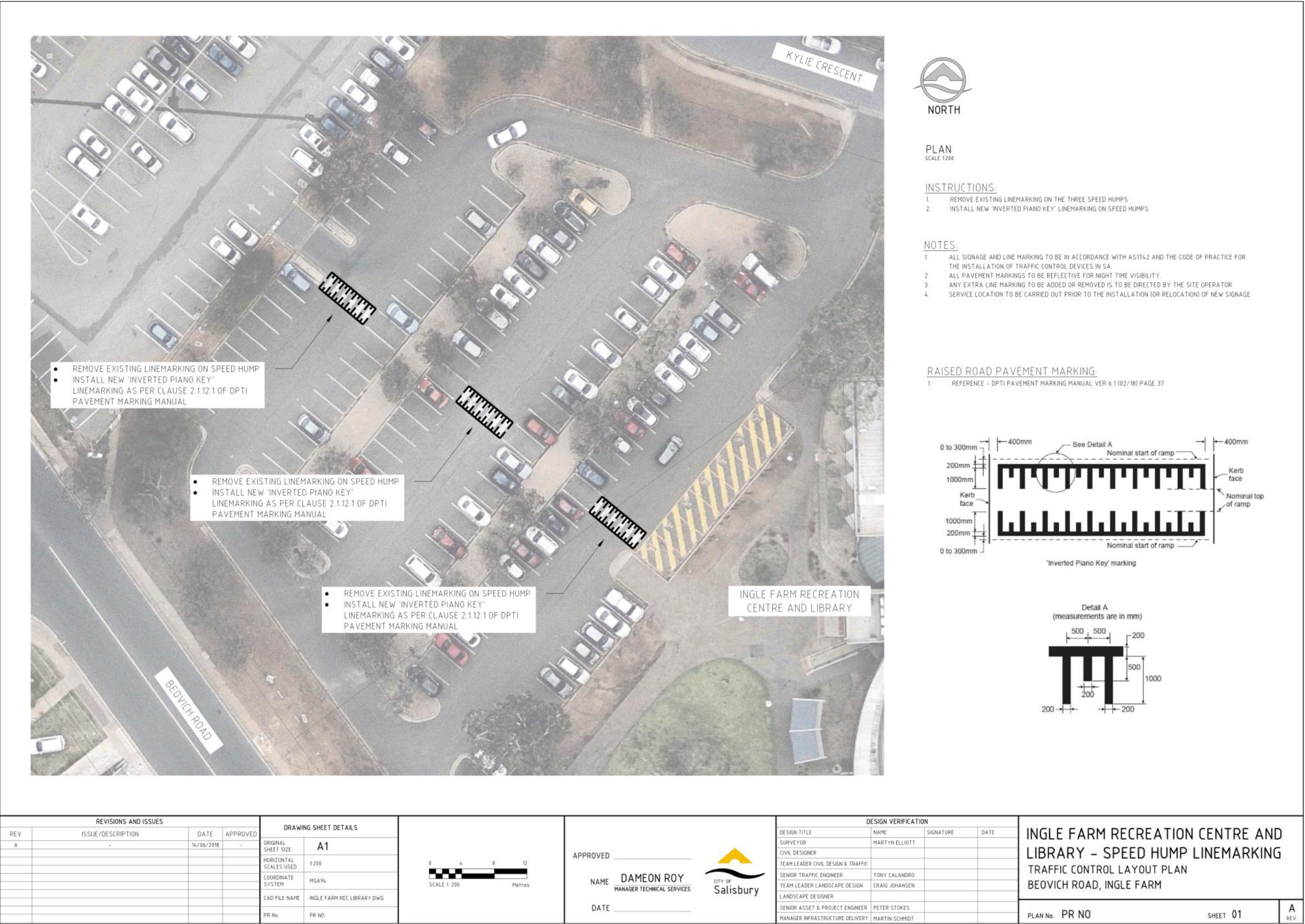
- 3.1 In response to this request from Elected Members it was identified that the three existing “watts-profile” speed bumps installed to maintain a low speed environment (10 km/h or less) are at present either mistaken for or unintentionally used as a pedestrian crossing.
- 3.2 From a review of the overall car park at this site, it was identified that this misunderstanding was caused by the original pavement markings installed (sometime during the 1990’s) on these traffic control devices were similar in appearance to a typical “Zebra” pedestrian crossing.
- 3.3 These “non-compliant” pavement markings have since been removed and replaced with the “inverted piano key” markings as per the relevant design standards for this type of traffic control device as shown on the attached plan.
- 3.4 However and in response to this local area pedestrian safety issue, staff will now consider the installation of a suitable pedestrian crossing treatment as separate feature to these speed bumps within this off-road car parking area.
- 3.5 Because this off-road car park area is subject to a low speed environment of 10 km/h or less, the preferred option is to install a “Zebra” Type pedestrian crossing treatment to improve pedestrian safety at the Ingle Farm Recreation Centre & Library.
- 3.6 This pedestrian crossing treatment will be designed for the purpose of providing a safe and continuous accessible path of travel (CAPT) within this site, in particular for parents or legal guardians with prams or accompanying young children.
- 3.7 This minor pedestrian crossing treatment with signage only for “passive” operation will consist of “at grade” pavement markings and pram ramps to delineate a safe and CAPT for pedestrians.
- 3.8 However and for the purpose of determining the placement of this minor pedestrian crossing treatment where it will be the most effective, staff will engage an external consultant to identify the desired “line of crossings” for the proposed installation of a “Zebra” type pedestrian crossing at this site.

4. CONCLUSION / PROPOSAL

- 4.1 Staff will at the earliest possible opportunity, undertake a review of the overall car park layout at the Ingle Farm Recreation Centre & Library, Ingle Farm.
- 4.2 As a preferred option to address this local area pedestrian safety issue, it is proposed a “Zebra” Type Pedestrian Crossing be installed within this off-road car park area at this site subject to design constraints and funding within the 2018/19 financial year.
- 4.3 The Senior Traffic Engineer will identify the desired “line of crossings” for the purpose of determining where a “Zebra” type pedestrian crossing treatment will be most effective within this area.
- 4.4 General consultation as “advice only” will be undertaken with staff at the Recreation Centre & Library, for the proposed installation of a suitable pedestrian crossing.

CO-ORDINATION

Officer: Executive Group
Date: 08/10/2018



ITEM	2.8.1
	WORKS AND SERVICES COMMITTEE
DATE	15 October 2018
PREV REFS	Council MON 1 28 May 2018
HEADING	Cardboard Box Recycling Scheme
AUTHOR	Andy Legrand, Sustainable Energy Program Coordinator, City Infrastructure
CITY PLAN LINKS	2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands.
SUMMARY	This report outlines the cost and logistics of providing a cardboard collection service, similar to that provided by Adelaide City Council.

RECOMMENDATION

1. The information in this report be received

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 The following Motion on Notice was endorsed at the 28 May 2018 Council meeting:

That staff provide a report to Council to look into costs and logistics of introducing a cardboard box recycle collection scheme similar to what is currently being used in the Adelaide City Council.

Resolution No. 2518/2018

- 1.2 Adelaide City Council currently provides a weekly kerbside cardboard collection for small businesses to present up to 0.25m³ of flattened cardboard on the footpath for recycling.
- 1.3 Cardboard must be placed on the nearest serviced kerb ready for collection by 6pm but not before 3pm on their designated collection day. To prepare cardboard for collection businesses must flatten and bundle their cardboard and tie with string or nylon (not wire or cable) or to put flattened cardboard in another cardboard box.

2. CONSULTATION / COMMUNICATION**2.1 Internal****2.1.1 N/A****2.2 External****2.2.1 Northern Adelaide Waste Management Authority (NAWMA)****3. REPORT**

- 3.1 The City of Adelaide provides a free weekly kerbside cardboard collection service for small businesses.
- 3.2 The service provides a weekly collection for small businesses in the CBD & North Adelaide that do not already have private cardboard collection arrangements in place.
- 3.3 The intent for entitlement to service is subject to the volume of cardboard being no more than that of filling a 660 litre container of correctly presented cardboard. Small businesses that generate volumes in excess of this need to make arrangements for private collection.
- 3.4 Cardboard must be placed on the nearest serviced kerb ready for collection by 6pm but not before 3pm on their designated collection day.
- 3.5 Only certain items are collected by this service, namely neatly stacked cardboard only (staples, tape and wet cardboard are ok). Wax boxes, soiled boxes, plastic or polystyrene is not accepted.
- 3.6 Businesses are required to flatten and bundle their cardboard and tie with string or nylon (not wire or cable) or to put flattened cardboard in another cardboard box.
- 3.7 The collection service provider drives through all streets in the service area each week and collects the cardboard bundles that are present. Small business addresses are not tracked which necessitates the need for all streets to be traversed.
- 3.8 The City of Salisbury has 6,636 registered small businesses spread over 1,252 km of road networks. If all businesses were to utilise this service to maximum allowable volumes, Council would collect 225,000 m³ or 155,000 tonnes of additional cardboard annually.
- 3.9 A new dedicated collection vehicle would need to be purchased to service a cardboard-only stream for Council businesses. This collection vehicle would need to be purchased and operated by NAWMA, Council, or Suez (NAWMA's collection contractor).
- 3.10 NAWMA's Materials Recovery Facility (MRF) recycling plant is designed for small cardboard boxes that are able to fit inside a wheel bin. The MRF is not designed to accommodate the larger sized and stacked business generated cardboard. Any business generated cardboard would need to be separately baled, or presented to an alternative recycling facility.
- 3.11 Council would incur an additional \$1,250,000 annually to collect and process business generated kerbside cardboard waste. In addition to this, the cost of purchasing the collection vehicle at \$350,000 (amortised over a 7 year loan) would need to be factored in.

4. CONCLUSION / PROPOSAL

- 4.1 Staff in conjunction with NAWMA recommend Council not proceed with the collection of business generated cardboard waste as this would shift business costs to all residents.

CO-ORDINATION

Officer: Executive Group
Date: 08/10/2018