



AGENDA

**FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON
20 JANUARY 2020 AT CONCLUSION OF BUDGET AND FINANCE COMMITTEE
MEETING**

IN LITTLE PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY

MEMBERS

Cr S Reardon (Chairman)
Mayor G Aldridge (ex officio)
Cr M Blackmore
Cr L Braun (Deputy Chairman)
Cr C Buchanan
Cr S Ouk
Cr G Reynolds
Cr N Henningsen

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
General Manager Community Services, Ms P Webb
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 09 December 2019.

Presentation of the Minutes of the Confidential Works and Services Committee Meeting held on 09 December 2019.

REPORTS

Administration

2.0.1	Future Reports for the Works and Services Committee.....	13
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Property

2.5.1	Bins for Blokes	19
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Public Works

2.6.1	Variation to Council Decision 1783/2017 - St Kilda Master Plan - Stage 2.....	21
-------	-------------------------------------------------------------------------------	----

2.6.2	Cool Seal Learnings	25
-------	---------------------------	----

2.6.3	Capital Works Report - December 2019	43
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Traffic Management

2.7.1	Enhancement of Entry/Exit - Para Hills Community Hub Carpark	49
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OTHER BUSINESS

CONFIDENTIAL ITEMS

2.9.1 Fosters Street, Pooraka - Road Links

Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. *Pursuant to Section 90(2) and (3)(d)(i) and (d)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
 - *commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
 - *due to the potential commercial negotiations with the developer.*

*On that basis the public's interest is best served by not disclosing the **Fosters Street, Pooraka - Road Links** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

2.9.2 Mawson Lakes Pedestrian and Cycle Improvements Project Update

Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. *Pursuant to Section 90(2) and (3)(d)(i) and (d)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
 - *commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*

*On that basis the public's interest is best served by not disclosing the **Mawson Lakes Pedestrian and Cycle Improvements Project Update** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

CLOSE



**MINUTES OF WORKS AND SERVICES COMMITTEE MEETING HELD IN THE
LITTLE PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY ON**

9 DECEMBER 2019

MEMBERS PRESENT

Cr S Reardon (Chairman)
Cr C Buchanan
Cr S Ouk
Cr G Reynolds
Cr N Henningsen

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
A/General Manager Community Services, Ms J Cooper
Governance Support Officer, Ms K Boyd

The meeting commenced at 7.44 pm.

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

APOLOGIES

Apologies were received from Mayor G Aldridge, Cr M Blackmore and Cr L Braun.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr N Henningsen
Seconded Cr G Reynolds

The Minutes of the Works and Services Committee Meeting held on
18 November 2019, be taken and read as confirmed.

CARRIED

Moved Cr N Henningsen
Seconded Cr S Ouk

The Minutes of the Confidential Works and Services Committee
Meeting held on 18 November 2019, be taken and read as confirmed.

CARRIED

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr C Buchanan
Seconded Cr S Ouk

1. The information be received.

CARRIED

Property

2.5.1 Minutes of the Strategic Property Development Sub Committee meeting held on Monday 2 December 2019

Moved Cr N Henningsen
 Seconded Cr G Reynolds

The information contained in the Strategic Property Development Sub Committee of the meeting held on 2 December 2019 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

CARRIED

2.5.1-SPDSC1 Future Reports for the Strategic Property Development Sub Committee

Moved Cr N Henningsen
 Seconded Cr G Reynolds

1. The information be received.

CARRIED

2.5.1-SPDSC2 Tranche 2 - Boardwalk at Greentree Project Update

Moved Cr N Henningsen
 Seconded Cr G Reynolds

1. That the report be received and the update on the project delivery status for Boardwalk at Greentree, Walpole Road Stage 3, be noted.

CARRIED

2.5.2 Pooraka Community Centre Upgrade

Moved Cr C Buchanan
 Seconded Cr N Henningsen

1. The remediation and upgrade works highlighted in sections 2.3 and 2.4 of this report (Works and Services 2.5.2, 09/12/2019) related to the Pooraka Community Centre be included in the 2020/2021 Building Upgrade Program and that a budget of \$700,000 be allocated.

With leave of the meeting and consent of the seconder Cr C Buchanan VARIED the MOTION as follows:

1. The remediation and upgrade works highlighted in sections 2.3 and 2.4 of this report (Works and Services 2.5.2, 09/12/2019) related to the Pooraka Community Centre be included in the 2020/2021 Building Upgrade Program and that a budget of \$700,000 be allocated.
2. Staff provide a report to the adequacy of Building Audit frequency to inform the Asset Management plans.

CARRIED

2.6.1 Capital Works Report - November 2019

Moved Cr C Buchanan
Seconded Cr G Reynolds

1. Approve the inclusion within the 2019/20 Second Quarter Budget Review a \$109k Non-Discretionary Budget Bid to address the shortfall associated with acquisition of the new mid-size sweeper and new rapid response truck in 2018/19.
2. Approve the inclusion within the 2019/20 Second Quarter Budget Review Bid a \$98k Non-Discretionary Budget Bid to construct a new service road, adjacent Main North Road, Salisbury East. To offset this expense, Developer Contributions are expected to be received at a future date in alignment with agreements established and development approval processes.
3. Within the 2019/20 PR17205 Watercourse Management Works Program defer the waterways remediation works at Little Para, adjacent Pt Wakefield Rd, until completion of the Northern Connector, and in exchange bring forward erosion remediation works at Dry Creek, Mawson Lakes, adjacent Park Way with no impact to the budget.
4. Include Saints Road, Salisbury Park, within the 2019/20 PR14498 Council Funded New Footpath Program and PR21412 Kerb Ramp Construction / Upgrade Programs respectively.
5. Within the 2019/20 PR22843 Plant and Fleet Replacement Program defer the replacement of the Hydra-ladder and trailer until 2020/21 and bring forward the replacement of the Chipper and trailer from 2020/21 into 2019/20, with no impact to the budget.

CARRIED

*A **DIVISION** was requested by Cr Buchanan and the following members responded to the Chair's call as having voted in favour of the **MOTION**:*

Crs S Reardon, C Buchanan, S Ouk and G Reynolds

*The following members responded to the Chair's call as having voted against the **MOTION**:*

Cr N Henningsen

*The Chair declared the **MOTION** was **CARRIED***

2.6.2 Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of the Strand

Moved Cr C Buchanan
Seconded Cr G Reynolds

1. The information within the report be received and noted.
2. Council note the technical support given by Council to Mawson Lakes Primary School in their bid to secure State funding for a pedestrian bridge.
3. Council agree in principle to build the Option 2 bridge subject to detailed design and costs coming back to the works and services committee for consideration in the 2021/22 budget.
4. Council allocates the \$150k budget for The Strand Bridge Collapsible Hand Rail project.

CARRIED

OTHER BUSINESS

W&S-OB1 Pedestrian Crossing – Galway Crescent

Moved Cr S Ouk
Seconded Cr C Buchanan

1. Staff bring back a report on installing a pedestrian crossing on Galway Crescent to assist children in crossing the road to the playground.
2. The report to also consider traffic management.

CARRIED

CONFIDENTIAL ITEMS

2.9.1 Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Monday 2 December 2019

Moved Cr N Henningsen
 Seconded Cr S Ouk

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
 - *information the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
 - *Non-disclosure of this matter would protect Council's commercial position as public disclosure may provide third parties with a commercial advantage*

*On that basis the public's interest is best served by not disclosing the **Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Monday 2 December 2019** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 8.09 pm.

The meeting moved out of confidence at 8.12 pm.

2.9.2 Research Road Transfer Station Lease Review

Moved Cr G Reynolds
Seconded Cr N Henningsen

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) and (d)(i) and (d)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
 - *information the disclosure of which would, on balance, be contrary to the public interest; and*
 - *commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
 - *commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
 - *Non disclosure of this matter at this time would protect commercial information, the release of which may prejudice the commercial position of Council or confer a commercial advantage on a third party and will enable Council to consider the information prior to making a decision on the matter.*

*On that basis the public's interest is best served by not disclosing the **Research Road Transfer Station Lease Review** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 8.13 pm.

The following Members declared conflicts of interest in this matter as follows:

Cr G Reynolds declared an actual conflict of interest on the basis of being a Board Member of NAWMA. Cr Reynolds left the meeting at 8.13 pm.

Cr S Reardon declared a perceived conflict of interest on the basis of being a Deputy Board Member of NAWMA. Cr Reardon vacated the Chair and left the meeting at 8.14 pm.

The meeting was left inquorate at 8.14 pm.

For the purpose of regaining a quorum, the Chief Executive Officer approached Cr Reynolds and Cr Reardon, asking them to return to the meeting to be present but not participate in the debate or to vote.

Cr G Reynolds returned to the meeting at 8.16 pm.

Cr S Reardon returned to the meeting and resumed the Chair at 8.16 pm.

The meeting resumed at 8.16 pm.

Cr G Reynolds and Cr S Reardon did not participate in the discussion on the matter and did not vote on the item.

The meeting moved out of confidence and closed at 8.18 pm.

CHAIRMAN.....

DATE.....

ITEM	2.0.1
	WORKS AND SERVICES COMMITTEE
DATE	20 January 2020
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.

Meeting Item	Heading and Resolution	Officer
26/03/2018 6.4.1 Due:	Long Term Financial Plan and Budget Workshops Actions Update 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). June 2020	Craig Johansen
26/03/2018 6.4.1 Due:	Long Term Financial Plan and Budget Workshops Actions Update 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). June 2020	Craig Johansen
26/03/2018 6.4.1 Due:	Long Term Financial Plan and Budget Workshops Actions Update 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). June 2020	Craig Johansen
29/01/2019 2.4.2 Due:	Use of Thermal Methods for Weed Control 3. Staff provide a report on the outcomes of steam technology after a 12 month period in relation to its uses outlined in part 2. February 2020	Mark Purdie
25/02/2019 2.5.1-SPDSC (OB1) Due:	Framework Development for Additional Green Space in Salisbury 1. That staff develop a framework by end of July 2019, for identifying opportunities for the strategic acquisition of properties to provide additional green space and/or recreation areas within Salisbury. June 2020	Craig Johansen
25/03/2019 6.4.2 Due:	Budget Bids 2019/20 7. PSN000375 Elected Member Bid: BBQ Installation - Lindblom Park, Pooraka and other reserves be considered in a future report on the PSN000262 Outdoor Furniture Program. February 2020	Craig Johansen

25/02/2019 W&S-OB2	Traffic Monitoring – Andrew Smith Drive, Parafield Gardens 1. That a report be brought back on traffic monitoring and parking on Andrew Smith Drive, Parafield Gardens, particularly in relation to The Pines School, including at peak times. Due: February 2020	Tony Calandro
25/03/2019 1.3.2	Budget Bids 2019/20 9. TRN000362 Elected Member Bid: Drop off/Pick up Zone Daphne Road (Madison Park PS) be considered as part of a review of the requirements for managing traffic around schools which will be added to the future reports for Policy and Planning Committee, to be reported in October 2019, and this bid not progress at this time for further consideration in the 2019/20 budget. Due: February 2020	David Boothway
25/03/2019 W&S-OB2	Budget Bids 2019/20 12. STN000388 Elected Member Bid: Pooraka Community Centre be considered as part of the Facilities Management Plan, which is to be added to the Future Reports for the Works and Services Committee, to be reported in October 2019, and this bid not progress at this time for further consideration in the 2019/20 budget. Due: February 2020	Karen Pepe
24/06/2019 2.9.1	Recreation Services Agreement Council has previously resolved this resolution to be confidential. Due: May 2020	Adam Trotman
22/07/2019 2.7.1	Traffic Safety Issues: Intersection of Waterloo Corner Road and Kensington Way at Burton 3. Depending on the decision of the Minister of Transport, Council to give further consideration to this item. Due: February 2020	Tony Calandro
22/07/2019 W&S-OB1	Traffic Management Measures – Redhill Road, Ingle Farm 1. That Council Administration prepare a report investigating the opportunity to introduce traffic management measures on Redhill Road, Ingle Farm that will assist in reducing the road’s speed environment and improve traffic safety in the vicinity of the school on Wright and Redhill Roads. This investigation should include the traffic survey analysis already conducted, and the costs for alternate traffic options, and be available for the September 2019 Committee meeting for consideration in the 2019/20 budget. Due: February 2020	David Boothway

22/07/2019 2.9.1	Mawson Lakes Interchange Council has previously resolved this resolution to be confidential. Due: January 2020 Deferred to: March 2020 Reason: Awaiting response from Renewal SA.	Terry Sutcliffe
26/08/2019 2.4.1	Landscape Enhancements to Feature Sites 2. That staff bring back a further report on costings and design options on upgrading all major entry sites of the City of Salisbury. Due: March 2020	Craig Johansen
26/08/2019 2.5.2	Road Closure Portion of Port Wakefield Road, Globe Derby Park 5. The Chief Executive Officer be delegated to authorise the road closure and land swap as outlined in the report if there are no objections raised as part of the consultation process. <u>In the event objections are made on the road closure, a further report will be presented to Council following the public consultation period for consideration of any objections.</u> Due: May 2020 Comment: The applicant has requested that this matter be deferred.	Tim Starr
26/08/2019 6.0.2- IBDSC-OB1	State Government's Increase to the Solid Waste Levy 3. A report be prepared, with advice from NAWMA and other constituent Councils, that provides options for Council to consider ways of reducing the impact of the Solid Waste Levy on our operating budget for the 2020/21 financial year. Due: February 2020	Andrew LeGrand
26/08/2019 Cnl-OB12.2	Traffic Study - Kings Road, Parafield Gardens 1. That a traffic study be undertaken by the safety crossing on Kings Road, Parafield Gardens, near the Aldi supermarket, and a report come back within three months offering solutions with consultation with DPTI. Due: February 2020	Dameon Roy
23/09/2019 2.6.1	Resource Sharing Proposal - Research Road Dog Pound 2. That a further report be presented to Council upon the finalisation of a concept design and business case for the proposed Pound, for Council consideration for presentation of a budget bid for the project. Due: March 2020	Jarred Collins & John Darzanos
28/10/2019 2.5.2	Proposed Declaration of Multiple Roads within the City of Salisbury 3. A further report be presented to Council following the expiry of the three month notice period to declare the listed roads public and addressing any objections (if received) as a result of the public notice. Due: February 2020	Lavinia Morcoase

28/10/2019 2.6.3	Church and John Street Improvement Plan 3. A further report be brought back to Council in February 2020, with respect to the results of the community consultation, containing recommendations regarding any changes to the proposed improvement works, the required budget, timing and prioritisation of the works.	Jarred Collins
Due:	February 2020	
28/10/2019 W&S-OB1	Paralowie Soccer Club 2. That Council request staff to bring back a report with costings and scope of a building renewal upgrade to be considered as part of the 2020/21 budget process. 3. That the report gives consideration and options to increase on site carparking.	John Devine
Due:	March 2020	
28/10/2019 MON7.2	Motion on Notice - School Partnerships: Trees 1. That staff bring back a report with a proposed program for local schools to partner with Council to plant trees at adjoining reserves and school grounds.	Craig Johansen / Mark Purdie
Due:	February 2020	
25/11/2019 3.6.2	Summary Report for Attendance at Training and Development Activity - 2019 Local Government Professionals Australia National Congress and Business Expo, Darwin 3. That staff prepare and bring back to the relevant Council Committees, a report/s that considers the prospective implementation of: c. implementing the structural seating incorporating vegetation;	John Devine
Due:	March 2020	
25/11/2019 2.9.1	Proposed Land Transaction Council has previously resolved this resolution to be confidential.	Tim Starr
Due:	April 2020	
16/12/2019 W&S-OB1	Pedestrian Crossing – Galway Crescent 1. Staff bring back a report on installing a pedestrian crossing on Galway Crescent to assist children in crossing the road to the playground. 2. The report to also consider traffic management.	Tony Calandro
Due:	March 2020	
16/12/2019 2.5.2	Pedestrian Crossing – Galway Crescent 2. Staff provide a report to the adequacy of Building Audit frequency to inform the Asset Management plans.	Peter Rexeis
Due:	March 2020	

16/12/2019	Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of the Strand	David Boothway
2.5.2	3. Council agree in principle to build the Option 2 bridge subject to detailed design and costs coming back to the works and services committee for consideration in the 2021/22 budget.	
Due:	April 2020	
16/12/2019	Motion on Notice: Roundabout - Willowbrook Boulevard and Oakdene Court, Paralowie	John Devine
2.5.2	1. Staff bring back a report about consideration of a roundabout and other traffic calming management treatments for the intersection of Willowbrook Blvd and Oakdene Court, Paralowie.	
Due:	March 2020	
16/12/2019	Compostable Bags for Benchtop Bins	John Devine
Cnl-OB12.1	1. That staff report back on options and costs of supplying the inner compostable bags on Council supplied benchtop bins.	
Due:	March 2020	
16/12/2019	Traffic Management Treatments	John Devine
Cnl-OB12.2	1. Staff bring back a report considering appropriate traffic management treatments for Beechwood Avenue, Mawson Lakes. 2. The report will also include the consultation with nearby businesses and residents.	
Due:	March 2020	

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:	Exec Group	GMCI	GMCID	GMCD
Date:	13/01/2020	07/01/2020	08/01/2020	08/01/2020

ITEM	2.5.1
	WORKS AND SERVICES COMMITTEE
DATE	20 January 2020
HEADING	Bins for Blokes
AUTHOR	Les Hubiak, Coordinator Facilities Management, City Infrastructure
CITY PLAN LINKS	3.4 Be a proud, accessible and welcoming community. 4.3 Have robust processes that support consistent service delivery and informed decision making. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	A report providing advice to Council for the City of Salisbury to extend its sanitary services into male public toilet facilities

RECOMMENDATION

1. Information to be received

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At the Council of meeting of 22 July 2019 the following resolution was made:

12.2 Bins for Blokes

1. That a report be prepared providing advice to Council for the City of Salisbury to extend its sanitary bin service into male public toilets.

0001/2019

- 1.2 Council's current sanitary services consist of sanitary and nappy disposal bins. These services are within the ladies and/or accessible toilets within council occupied facilities and public toilets parenting rooms also?
- 1.3 Disposal of sanitary services is conducted on a fortnightly basis. With the exception to the school holiday period and public holidays where a weekly service is scheduled due to the increase use of these facilities.
- 1.4 The annual operating budget for the sanitary and nappy disposal service is \$50,000 per annum and it includes sanitary, nappy bin disposal and sharps removal.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Community Health & Wellbeing Division

2.2 External

2.2.1 Local Government Association Procurement

2.2.2 Rentokil / Initial Hygiene

3. REPORT

3.1 Bins for Blokes

3.1.1 Council resolution from July 2019 requested staff provide advice to Council to extend the sanitary bin service into male public toilets.

3.1.2 As part of the investigations undertaken it is highlighted:

- Accessible toilets located within Council buildings and public toilet facilities; currently consist of a sanitary and nappy disposal bin that is available for both genders
- Staff within the Community Health & Wellbeing Division has indicated that there an increase in the need for incontinence bins but have advised that there are adequate accessible toilet facilities within Council buildings that cater for both genders
- When sanitary bins have been provided in male toilets in other Councils it is reported that there has been an increase in vandalism such the bins being set alight or stolen.
- The cost to provide the additional services will increase the current operating budget by approximately \$8,000 to facilitate men's continence bins in all Council owned male toilet facilities (this could increase as well if vandalism experienced)
- Consultation with the LGA has indicated that sanitary bins and nappy bins are only supplied to female and accessible toilets under the procurement services provided for South Australian hygiene services. No consideration has been given to this service being provided in male toilets as it is believed that accessible toilets provide adequate disposal for men's incontinence products.

4. CONCLUSION

4.1 Accessible toilets are available for male and female use.

4.2 Sanitary and nappy bins are available within the accessible toilets

4.3 Providing male sanitary bins in the male toilet facilities for council buildings would increase the operating budget by \$8000 per annum.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 08/01/2020 13/01/2020

ITEM	2.6.1
	WORKS AND SERVICES COMMITTEE
DATE	20 January 2020
PREV REFS	Council NOM1 24/07/2017
HEADING	Variation to Council Decision 1783/2017 - St Kilda Master Plan - Stage 2
AUTHOR	Dameon Roy, Manager Infrastructure Management, City Infrastructure
CITY PLAN LINKS	3.2 Have interesting places where people want to be.
SUMMARY	This report overviews the current status and gives advice to principles around the upcoming timing and costings for the upcoming St Kilda Master Plan – Stage 2, Budget Bid.

RECOMMENDATION

1. Information to be noted and considered as part of the 2020/21 Budget Deliberations.

ATTACHMENTS

There are no attachments to this report.

1. CONSULTATION

- 1.1 Internal
Economic Development and Urban Policy
- 1.2 External
DEW

2. BACKGROUND

- 2.1 Following extensive consultation both with local residents, key stakeholders and state government, the Stage 2 St Kilda Master plan was developed by Council
- 2.2 Future development proposals for the long term planning of the St Kilda Precinct, on such projects as the location of the Kiosk/Interpretive centre, were not resolved because of the lack of clarity around Land Tenure and future Salt Pan Closure Plans. This was expected to be addressed in the medium term, (greater than 5 years).
- 2.3 This meant that Stage 2 focused on the immediate needs around the Playground and Boat Ramp areas, with the bid identifying projects related to improving traffic and boating management.

- 2.4 The scope of works for the St Kilda Stage 2 Master Plan report endorsed by the Works and Services Committee on 16 May 2017, and outlined in the original budget bid for 2017/18 was as follows:

2018-19:

- Commence detailed design \$250,000

2019/20:

- Priority 1: New boat ramp and channel works \$990,000

2020/21:

- Priority 2: RV area \$235,000

Beyond 2020/21

- Priority 3: Playground car park \$810,000
- Priority 4: Bus/coach and traffic upgrades (including Cockle Street roundabouts) \$855,000
- Priority 5: Pedestrian access improvements \$330,000
- Priority 6: Reconstruction of boat parking area \$2,960,000
- Priority 7: New Cockle Street car park construction \$1,285,000
- Priority 8- Additional Car Parking (Mangrove Trail) \$100,000

TOTAL \$7,815,000

- 2.5 At the end of the 2018/19 budget bid cycle, it was determined to review the above bid with a report to Council, particularly in light of any major changes with respect to the Master Plan.
- 2.6 It is worth noting that there were works undertaken initially on the Boat ramp and adjacent parking area to improve use, which has been successful, but as Boat ramp usage is increasing, the highest priority was to increase the capacity at the ramp.
- 2.7 Investigations were initially undertaken concerning the two historical ramps to the west of the Kiosk, however following an independent consultant assessment, the ramps grading and structural integrity were found to be compromised, which would have required complete replacement and therefore unable to be used. It was therefore determined to increase capacity of the existing ramp.

3. REPORT

- 3.1 The Boat Ramp extension project has reached the final stage of the funding approval process through South Australian Boating, Fishing and (SABFAC), with the expectation that approval will be given by February 2020 and tenders to be immediately sought for the works to be undertaken through the low winter season. Included in the project is the repair work to be undertaken on the southern side of the harbour.
- 3.2 At this point in time, the consultation and final design is underway for the RV site, with works to commence in 20/21, at an estimated cost of \$205,000.

- 3.3 It is important to understand that the Council in approving the original Stage 2 Master Plan understood that there were significant medium term renewal projects to be undertaken in 2022/23 and beyond, which were included in the long term financial plan, demonstrating significant investment in infrastructure at St Kilda. It was recognised that these projects, whilst not new infrastructure, either were renewing infrastructure, such as the boat parking area, or acknowledged the need to improve, in the medium term, the level of service in the area, such as the sealing of the playground carpark and formalising the bus turn around areas.
- 3.4 The reason the site is so expensive to renew was because of the high cost engineering construction techniques required to minimise movement across the landfill site that the boat parking sits on. The construction method identified to be used is similar to that on the western section of Mangrove Street, which was very successful (with stabilisation, geogrid and deep lift asphalt used). However new rehabilitation techniques being trialled in the industry over this next financial year, for example the use of new stabilisation and binder treatments may significantly reduce the costs of this project and the other projects identified in later years.
- 3.5 Council has undertaken significant stormwater repair works in the Boat Ramp / Carpark Area, which has not only reduced the frequency of sitting water on areas of the carpark, but also reduced the extent of ponding, resulting in prolonging the pavement life. Consequently, it is proposed to delay the Boat Parking reconstruction.
- 3.6 The Department of Environment and Water (DEW) is currently focused on determining the care and control of crown land all the way along the coastline, with the significant difficulties associated with the closure plan of the salt fields. Once these issues are addressed, it is expected that Council will be able to consider partnering with DEW on a number of pedestrian and signage projects in the area to further promote the Bird Sanctuary and the Greater St Kilda area. Resolving these long term land issues have ramifications for the maintenance and management of the mangrove trail, future path networks, and future regional stormwater schemes, are yet to be resolved.
- 3.7 The St Kilda & Surrounds Development & Tourism Association has also recently merged with the St Kilda Progress Association to provide a different local governance structure to the precinct.
- 3.8 The above matters make it prudent for Council to reassess its priorities and level of investment in future years at St Kilda. This reassessment can be completed during the 2020/21 budget and planning cycle.
- 3.9 It is worth noting that there is renewal works planned on the rest of Mangrove Street this current financial year, albeit as part of a separate project, with works expected to commence in mid-February after the School Holidays.

4. CONCLUSION / PROPOSAL

- 4.1 Council has been progressing with improvements at the St Kilda precinct in line with the St Kilda Master Plan.
- 4.2 However, since the Stage 2 St Kilda Master Plan was endorsed by Council there have been a number of matters impacting on the precinct and as a result it is timely for Council to reassess its priorities and level of investment.

CO-ORDINATION

Officer: GMCI
Date: 08/01/2020

ITEM	2.6.2		
	WORKS AND SERVICES COMMITTEE		
DATE	20 January 2020		
PREV REFS	Works and Services Committee	2.6.2	21/01/2019
HEADING	Cool Seal Learnings		
AUTHOR	Jordan Ward, Civil & Transport, City Infrastructure		
CITY PLAN LINKS	<p>2.4 Have urban and natural spaces that are adaptive to future changes in climate.</p> <p>3.1 Be an adaptive community that embraces change and opportunities.</p> <p>4.2 Develop strong capability and commitment to continually improve Council's performance.</p>		
SUMMARY	<p>The City of Salisbury has monitored the performance of the CoolSeal trial completed in The Bridges, Mawson Lakes and Salisbury Recreation Precinct Carpark, Salisbury North. The pavement preservation has performed as expected from an engineering perspective and has also reduced the heat island effect in the local area. It is proposed to continue to use this treatment, in appropriate areas, as part of our Asset Management Strategy.</p>		
RECOMMENDATION	<ol style="list-style-type: none"> 1. Council endorses the CoolSeal type treatment option, as an appropriate treatment in selected areas, as part of the Road Reseal Program 2. A consultation plan is developed for the application of alternate road surface treatments. 		
ATTACHMENTS	<p>This document should be read in conjunction with the following attachments:</p> <ol style="list-style-type: none"> 1. Mawson Lakes Heat Island Reanalysis Report v2 2. Cool Seal - Crack along trench 3. Cool Seal - Crack Sealing Product 		
1. BACKGROUND	<ol style="list-style-type: none"> 1.1 The Bridges, Mawson Lakes is high density living, and at this point has no established street trees. These factors significantly contribute to the urban heat island effect. 1.2 City Infrastructure Staff completed the CoolSeal preservation treatment in December 2018 and continued to monitor the seal performance for both durability and suitability for application. 		

- 1.3 The City of Salisbury undertakes a variety of road surface treatments via established contractor panels each year to maintain and renew all of the 760km of roads within our City, as part of the Road Reseal Reconstruction Program (RRRP).
- 1.4 CoolSeal is a light coloured version of the traditional 'black seal preservation treatment' that Council has been using for the last 5 years as a part of the \$9M/year RRRP.
- 1.5 Road Seal management is integral to the overall pavement performance as the seal prevents water from entering into the base material, which when saturated loses its structural integrity, causing the pavement to deform and fail.
- 1.6 Preservation treatments, such as CoolSeal, work by rejuvenating the bituminous seal, which become oxidized and brittle over time, allowing the pavement to continue to function as a flexible pavement system.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 City Infrastructure staff
- 2.2 External
 - 2.2.1 Directly impacted Residents

3. REPORT

- 3.1 Road rehabilitation, through a variety of treatments, is common practice, across Salisbury and provides lower cost, improved road surfaces for residents, by extending the life of road surfaces while maintaining good ride-ability. It is also common for different treatments to be trialled in selected areas, as Council continually seeks to improve the effectiveness and cost of the service offering.

In line with the conclusions of the previous Works and Services 2.6.2 Jan 2019 Council has continued to monitor the CoolSeal in line with the agreed performance parameters, and are reporting the results, as discussed below:

3.2 Temperature reductions and heat mapping

- 3.2.1 Seed Consulting, an experienced Adelaide Based Sustainability Services Consultancy, completed Impact Assessment of CoolSeal treatment (refer to Attachment 1).

This report found:
- 3.2.2 A) The average road surface temperature reduction for the CoolSeal treatment roads, when compared to the adjacent asphalt road, was 4.61 °C.
- 3.2.3 B) CoolSeal reduced the heat island effect (ambient air temperature) by up to 0.55 °C in the Bridges, Mawson Lakes. It is noted that this effect would be more pronounced in landscapes with high proportions of road coverage.
- 3.2.4 This demonstrates CoolSeal type treatments are a viable option for heat mitigation and reducing the heat island effect. Specifically in areas with high road density and limited tree planting opportunities.

- 3.2.5 The Bureau of Meteorology are forecasting hotter than average temperatures for January to March across Australia. Roads treated with CoolSeal will thermally perform better than tradition pavement surface treatment, reducing the environmental crack propagation from the expansion/contraction due to temperature.

3.3 Engineering Parameters

- 3.3.1 The application of CoolSeal has reduced the pavement temperatures on average by 4.61⁰C.
- 3.3.2 Under extreme heat events, such as the record breaking heatwave in December 2019, CoolSeal treated roads are not subjected to bitumen bleeding as experienced by asphalt roads within the network.
- Bitumen is "viscoelastic" so it responds to heat. As the temperature increases, the bitumen binder becomes sticky and migrates to the surface. This compromised the ability for the binder to 'hold' the stone in the road surface, along with bitumen sticking to tyres, unlike the CoolSeal type roads.
- 3.3.3 The CoolSeal treatment is susceptible to flaking (delaminating), as with all preservation treatments, if there is prolonged water ponding on the pavement. This results in the underling black asphalt being visible to road users. CoolSeal was reapplied at this location under warranty where it had flaked. This led to the development a liquid levelling product that has resolved this issue and we will continue to monitor its performance.
- 3.3.4 Vehicle skid marks and oil stains are more visible on the CoolSeal treated surface due to the high contrast ratio with the gray surface. However, the oil stains do wash off with warm soapy water as with other preservation treatments.
- 3.3.5 The Seal Treatment in almost all cases has continued to perform above expectation, holding together with minimal structural cracking and no deformation, other than two ponding locations and where there has been third party trenching as per photos in Attachment 2. This verifies that the product is an economically viable product, in addition to the environment and sustainability benefits that the product offers.
- 3.3.6 Environmental cracking, as caused by third party trenches sinking are normally filled with black polymer, however a new grey polymer has been developed to match the CoolSeal pavement and applied in this case.

3.4 Skid Resistance

- 3.4.1 DPTI have completed in-situ testing of the CoolSeal from a skid resistance perspective. This testing was undertaken in multiple locations within the City of Salisbury where the product has been installed.
- 3.4.2 The skid resistance testing met or exceeded the requirements for DPTI for a local urban road.

3.5 Speed

- 3.5.1 Council has monitored vehicle speeds within the Bridges, Mawson Lakes at key traffic count locations.
- 3.5.2 The speed data shows that there has been a reduction in the traffic speeds since the CoolSeal pavement treatment has been applied. There has been a slight reduction, across the count period (85 percentile speeds 36.3km/h in 2017 vs. 34.7 km/h in 2019).

4. CONCLUSION

- 4.1 The CoolSeal trial has been successful in rehabilitating the road seal and has reduced road pavement temperatures for residents. It is recommended that Council extends the RRRP CoolSeal type applications as part of Council's Road Asset Management Strategy.
- 4.2 The local hot climate conditions reduce the life of traditional pavement treatments when subjected to prolonged hot weather. CoolSeal provides an intergenerational benefit reducing the temperature in an urban environment assists in liveability in the community.
- 4.3 One of the key learnings of this process has been that where Council applies a type of treatment that is significantly different to the current road surface, the community needs to be consulted with, and informed of the benefits of such treatments.
- 4.4 Council is developing a Consultation Procedure that will include, Ward Councillor involvement, community letter outlining the environmental and economic benefits, FAQ pack, and seeking feedback from residents on the use of the product both before and after application.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	08/01/2020	13/01/2020

City of Salisbury

**CoolSeal Impact on
Mawson Lakes Heat Islands
Reanalysis**

Report

December 2019



Document Control

Document information

Information	
Document Owner	City of Salisbury
Last Saved Date	10/12/2019 10:23:00 AM
File Name	Mawson Lakes Heat Island Reanalysis Report v2

Document history

Version	Issue date	Author(s)
1.0	14 November 2019	Justin VanderBerg, Mark Siebentritt
2.0	10 December 2019	Justin VanderBerg, Mark Siebentritt

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1 Introduction

In early 2018, the Eastern and Northern Adelaide Collaborative Urban Heat Mapping Project (Seed Consulting Services, EnDev Geographic and Monash University, 2018) measured land surface temperature and identified urban heat islands across the region. This represented the first time that heat islands had been identified at a high resolution for the region, including for the City of Salisbury.

In December 2018 a cool road surface treatment called CoolSeal was applied to 3 kilometres of roads within the Mawson Lakes precinct. A thermal impact assessment was conducted using before and after land surface temperature data, air temperature data, and thermal comfort measurements. The results of the impact assessment determined that the CoolSeal application, on average, reduced the road surface temperature 4.61 °C below that of adjacent untreated bitumen roads. While this localized cooling of the road surface was clearly identified, its effectiveness at mitigating larger (125 x 125 m²) urban heat islands was not assessed.

This reanalysis applies the results of the thermal impact assessment to the previously collected land surface temperature dataset to estimate what surface temperatures would have been experienced had CoolSeal been in place prior to the thermal data collection. Using the modelled surface temperature dataset, the methodology used for the Eastern and Northern Collaborative Heat Mapping project was reapplied to evaluate what impact CoolSeal would likely have for mitigating the urban heat island effect.

1.1 Study site

The study investigates the Mawson Lakes precinct which covers an area of 0.29 km² and contains a length of 4.07 km, of which 3.02 km were treated with the CoolSeal treatment Figure 1.

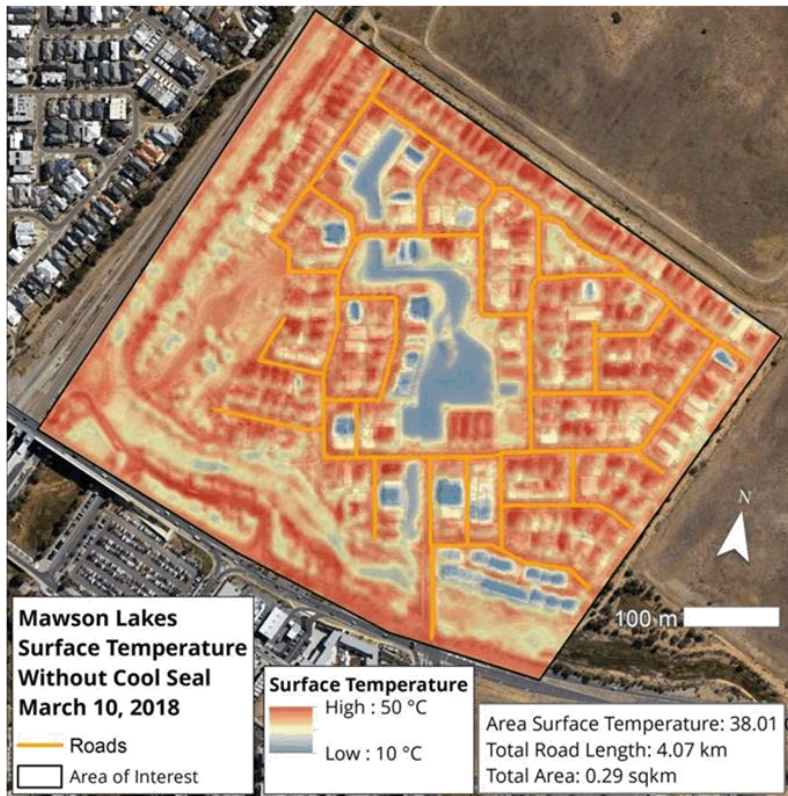


Figure 1. Mawson Lakes Precinct study area with 2018 land surface temperature (mean temperature 38.01 °C) without CoolSeal treatment.

2 Approach and Results

2.1 Surface temperature modelling of the CoolSeal treated precinct

Roads in Mawson Lakes were segmented into “treated” and “non-treated” categories. The full widths of treated road surfaces were digitized and assigned a cooling value of -4.61 °C, as observed during the impact assessment. This treated road dataset was “added” to the previously collected land surface temperature dataset resulting in a map of modelled land surface temperatures that included road surfaces that were artificially 4.61 °C cooler than when the data were previously collected.

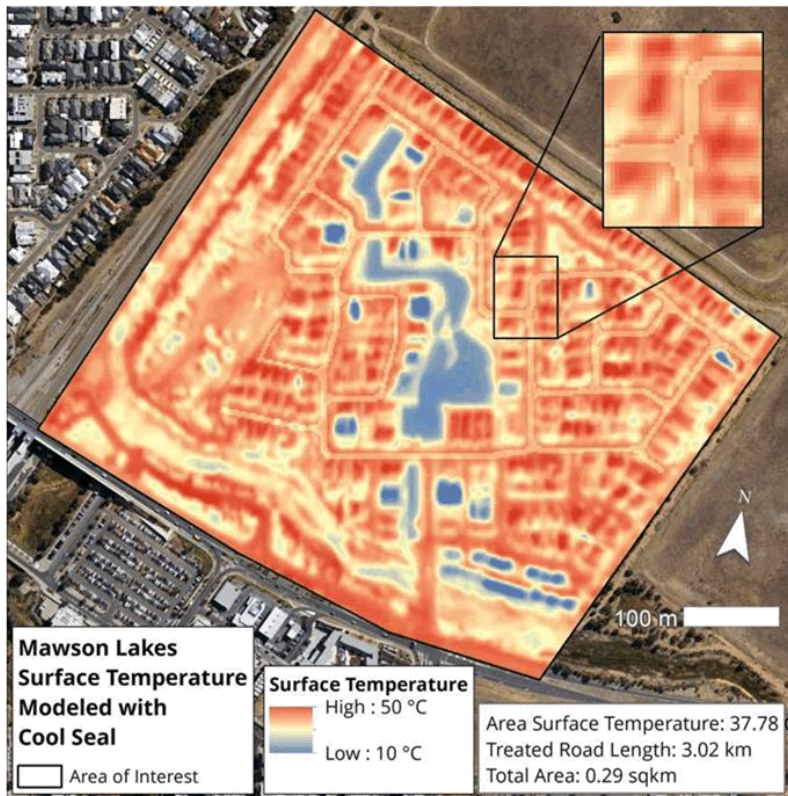


Figure 2. Mawson Lakes Precinct study area with modelled land surface temperature (mean temperature 37.78 °C) showing CoolSeal treatment impact.

Applying 4.61 °C cooling to the 3 km of treated roads resulted in an average cooling of **0.23 °C** (Table 1). This was achieved by applying the CoolSeal to a road area of 17,100 m², equating to 5.9 % of the overall area.

Key Metrics	
Area of Interest (m ²)	290,000
Total Road Length (km)	4.07
Treated Road Length (km)	3.02
Treated Road Surface Area (km)	17,110
Treated Road Surface proportion (%)	5.9%

Table 1. Key metrics and statistics for the Area of Interest.

2.2 Heat island analysis with modelled CoolSeal surface

For the heat island analysis, surface temperature data is converted from absolute temperature which ranged from 10 – 50 °C, to relative temperature which ranged from (-25) – (+15) °C above and below baseline temperature, respectively. This relative temperature dataset represents the degree of warming or cooling experienced at a given location compared to the entire Eastern and Northern Adelaide Collaborative Heat Mapping project study area. The high resolution (2 x 2 m) dataset is then aggregated to a coarser 125 x 125 m resolution dataset. This coarser resolution dataset represents the aggregate temperature of the broader area which reveals where the urban environment is accumulating larger build up of heat into urban heat islands. Urban heat islands are identified as aggregated areas experiencing temperatures more than 2 C warmer than baseline temperatures.

The heat island methodology was applied to both the 2018 surface temperature dataset and the modelled post CoolSeal application dataset. This comparative analysis of the two datasets reveals that CoolSeal does reduce the heat island effect by up to **0.55 °C** (Figure 3) in certain areas. This effect may even be more pronounced in landscapes with higher proportion of road coverage, and therefore potentially larger application of CoolSeal.

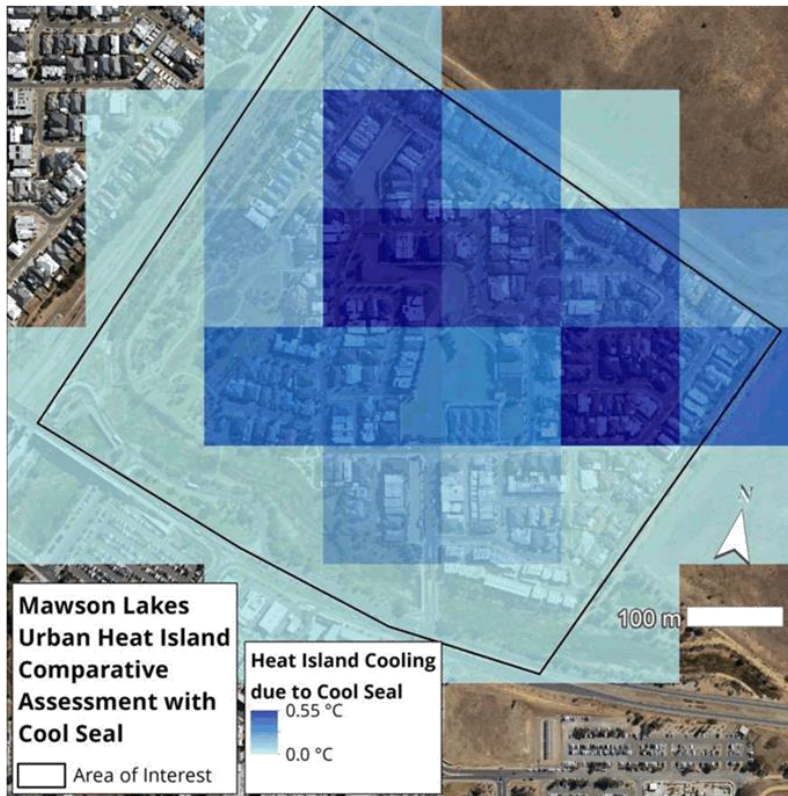


Figure 3. Comparative analysis of pre and post urban heat island datasets in Mawson Lakes Precinct showing over 0.5 °C of heat island reduction in some locations. Based on analysis for 250 x 250 m units.

3 Summary and conclusions

Application of CoolSeal road surface treatment has previously been shown to reduce road surface temperatures by 4.61 °C. This study models the impact of that cooling to show that at coarser urban heat island scales the CoolSeal effect can provide up to 0.55 °C cooling. Even at the coarsest scale of this analysis, that of the Mawson Lakes Precinct, the application of CoolSeal lowered overall average temperatures by 0.23 °C. These results reinforce the application of CoolSeal as a heat mitigation option and as a heat island mitigation option specifically in areas with high road densities and limited tree planting opportunities.



4 References

Seed Consulting Services, EnDev Geographic and Monash University, 2018. Collaborative Heat Mapping for Eastern and Northern Adelaide Report. Prepared for the City of Unley on behalf of the Eastern Region Alliance of Councils and the City of Salisbury.

Cool Seal - Cracking along trench



Item 2.6.2 - Attachment 2 - Cool Seal - Crack along trench

Cool Seal - Crack Sealing Product



Item 2.6.2 - Attachment 3 - Cool Seal - Crack Sealing Product

ITEM	2.6.3		
	WORKS AND SERVICES COMMITTEE		
DATE	20 January 2020		
PREV REFS	Works and Services Committee	2.6.1	09/12/2019
HEADING	Capital Works Report - December 2019		
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. Within the 2019/20 PR17205 Watercourse Management Works Program defer the waterways remediation works within Cobblers Creek, adjacent Saints Shopping Centre, until access and safety issues can be resolved, and in exchange bring forward erosion remediation works at Dry Creek, Mawson Lakes, adjacent Park Way with no impact to the budget.
2. Subsequent to resolution 0326/2019, November 2019, the City of Playford will now be managing the Greater Edinburgh Parks Regional Drainage stormwater trunk outfall design in lieu of the City of Salisbury, therefore the creation of the \$45k Income Gain Budget is no longer required within the 2019/20 Second Quarter Budget Review.

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.

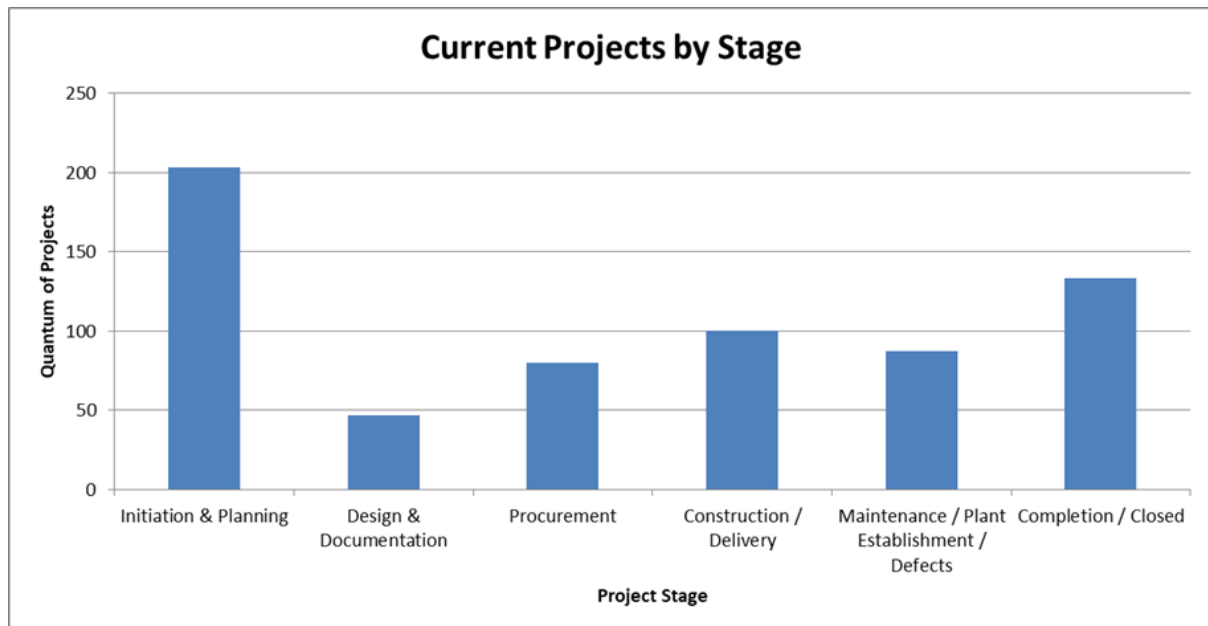
2. CONSULTATION / COMMUNICATION

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 The Capital Woks Program continues to advance. The program transitions through various stages until successfully completed. The timing of which the various programs move through the stages does vary. This can be bound by seasonal / climate limitations and opportunities, sporting / utilisation requirements, traffic conditions and /or grant funding.

The following graph displays the current program status by project stage;



3.2 Coordination and monitoring of the Capital Works Program is ongoing, partly 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**PR17205 Watercourse Management Works**

As part of the 2019/20 Watercourse Management Works Program, it was scheduled that waterway erosion works would occur along a section of Cobblers Creek at the rear of Saints Shopping Centre, Saints Road, Salisbury Park. This work has not been able to proceed as planned due to safety and access issues, therefore it is proposed to defer this work and allocate the associated remaining project funding of \$48k towards ongoing works at Dry Creek, Mawson Lakes.

Recommendation: Within the 2019/20 PR17205 Watercourse Management Works Program defer the waterways remediation works within Cobblers Creek, adjacent Saints Shopping Centre, until access and safety issues can be resolved, and in exchange bring forward erosion remediation works at Dry Creek, Mawson Lakes, adjacent Park Way with no impact to the budget.

Impact: Delay in erosion works along a section of Cobblers Creek which is proposed to be reconsidered for delivery as part of the 2020/21 Watercourse Management Works Program. The area remains sound and is expected to withstand this delay.

Amendment to Budget**PR25417 Greater Edinburgh Parks Regional Drainage**

In November 2019, via the Works and Services Committee, it was reported that \$45k income was expected to be received from City of Playford as a contribution towards Greater Edinburgh Parks Drainage project, in particular stormwater trunk outfall design. Subsequent to this report, notification was received that the City of Playford would coordinate this work and therefore City of Salisbury would only need to contribute funding towards it. This is beneficial for the City of Salisbury who will benefit from the design work without the time impost of managing. Therefore the previous resolution to submit a 2nd Quarter Budget Review Bid for income is no longer required.

Recommendation: Subsequent to resolution 0326/2019, November 2019, the City of Playford will now be managing the Greater Edinburgh Parks Regional Drainage stormwater trunk outfall design in lieu of the City of Salisbury, therefore the creation of the \$45k Income Gain Budget is no longer required within the 2019/20 Second Quarter Budget Review.

Impact: With the City of Playford managing the stormwater trunk outfall design, for the Greater Edinburgh Parks Drainage Project, this reduces the time required City of Salisbury staff to assist in this work.

4. FOR INFORMATION

Recently Commenced



Carey Street, Salisbury
New Emu Crossing

In Construction



Park Way Pedestrian and Cycle Path
Watercourse Remediation Works



Recently Completed



Paddocks Reserve, Para Hills West,
Soccer Pitch Fence Renewal

In Construction



Pauls Drive,
Valley View,
Bridge
Upgrade



5. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	08/01/2020	13/01/2020

ITEM	2.7.1
	WORKS AND SERVICES COMMITTEE
DATE	20 January 2020
HEADING	Enhancement of Entry/Exit - Para Hills Community Hub Carpark
AUTHOR	Tony Calandro, Senior Traffic Engineer, City Infrastructure
CITY PLAN LINKS	3.3 Be a connected city where all people have opportunities to participate. 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	<p>Staff bring back a report on options/ideas to enhance the exit and entry into the existing Woolworths/Para Hills Community Hub to address potential safety concerns with specific consideration being given to:</p> <ul style="list-style-type: none">- Discussion with owners/operators of the Woolworths Car Park- Consideration of the availability of existing car parking areas- Disability Access; and also- Pedestrian movements within that car parking facility.
RECOMMENDATION	<ol style="list-style-type: none">1. Council will undertake minor parking and pedestrian safety improvements with the installation of various signage and pavement markings for this off-road car parking area as shown on the attached plan.2. Council will continue to work with the Shopping Centre Management to provide professional advice to improve pedestrian safety within their car park.3. Council authorise the Mayor and CEO to execute a licence with the land owner of 2-16 Wilkinson Road, Para Hills permitting access to the Para Hills Community Hub.4. Council prepares a discretionary New Initiative Bid (NIB) of \$85,000, for the 2020/2021 financial year, for the design and construction of a "stand alone" entry/egress at the Para Hills Community Hub, to improve the traffic flow and pedestrian safety at the centre.
ATTACHMENTS	<p>This document should be read in conjunction with the following attachments:</p> <ol style="list-style-type: none">1. A4 Site Layout Plan for the Car Parking Areas for both the Para Hills Shopping Centre & Community Hub.

2. A4 Size Plan showing the Road Reserve Encroachment (Red Area) & Existing Car Park Access (Blue Area).
3. A4 Size Locality Plan for both the New Vehicle & Pedestrian Access for the Para Hills Community Hub.
4. Detail Plan for New Vehicle & Pedestrian Access for the Para Hills Community Hub.

1. BACKGROUND

- 1.1 Council was very deliberate in the choice of site for the Para Hills Community Hub, with the location between the local primary school and shopping centre and medical facilities, seen as the ideal location for a Hub.
- 1.2 The facility has seen a significant increase in usage since the opening of the new Hub and this combined with the preferred location as a critical community node, has created peak period congestion around the entrance to the facility.
- 1.3 In response to a Motion without Notice, 12.2, Council Meeting, 24 June 2019 staff were requested to bring back a report on options/ideas to enhance the exit and entry into the existing Woolworths/Para Hills Community Hub to address potential safety concerns:

12.2 *Enhancement of Entry/Exit - Para Hills Community Hub*

1. *Staff bring back a report on options/ideas to enhance the exit and entry into the existing Woolworths/Para Hills Community Hub to address potential safety concerns with specific consideration being given to:*

- *discussions with owners/operators of the Woolworths Car Park*
- *consideration of the availability of existing car parking areas*
- *disability access*
- *pedestrian movements within that car parking facility*

2. *Staff should report back to Council by the September 2019 meeting.*

0218/2019

- 1.4 In particular, special consideration is to be given to:
 - 1.4.1 Discussion with owners/operators of the Woolworths Car Park
 - 1.4.2 Consideration of the availability of existing car parking areas
 - 1.4.3 Disability Access/Disabled Car Parking; and also
 - 1.4.4 Pedestrian movements within that car parking facility.
- 1.5 There are significant difficulties with the land tenure of the site, between Council and the Shopping Centre Owners, which makes the upgrade and management of the entrance and pedestrian movements across the sites challenging.
- 1.6 These difficulties needed to be resolved prior to addressing the car parking and pedestrian issues on site.
- 1.7 Council has identified that a portion of the off-road car parking area for the Woolworths/Para Hills Shopping Centre has been constructed over a section of Council road reserve for the Wilkinson Road alignment.

- 1.8 Similarly there are a number of carparks used by the Hub that sit in the ownership of the shopping center and the entrance to the Hub also sits on private land, which makes modification by Council to improve safety and accessibility difficult from a liability and asset management perspective.
- 1.9 At present, Council's Property & Buildings group are working with the Shopping Centre Management to resolve these issues. It is proposed that the Shopping Centre and Council enter into Authorisation Agreements across the various affected sections of land, rather than commence a costly and time consuming land conveyance

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 Property & Building Division

2.1.2 Civil & Transport Division

2.2 External

2.2.1 Council staff have undertaken consultation with both staff at the Para Hills Community Hub, the Shopping Centre Management for the Woolworths/Para Hills Shopping Centre Complex, and the residents directly affected by the proposed new entrances with no objections.

3. REPORT

- 3.1 At Peak times between 3:00pm and 5:00pm, the southern entrance to the Para Hills Community hub and Shopping centre becomes crowded with traffic and pedestrian movement.
- 3.2 This has intensified with the significant increase in traffic due to the significant increase in the hub usage and the carpark popularity for child pickup and casual shopping.
- 3.3 This is a positive validation of the decision to create the Hub at this particular site, as it has now become a key node for the community, but has also led to a need to increase capacity to either the entrance or create an additional access to the Para Hills Community Hub.
- 3.4 Staff have investigated the possibility of the design and construction of a new entry/egress for Para Hills Community Hub, as shown in the attached plan – Attachment 4.
- 3.5 The new entry/egress will be located within Council land and does not encroach on the landmark referred to as the "Prettejohn Reserve" at Para Hills. The process for the revocation of public land is not required for this project.
- 3.6 As part of the design for this new entry/exit on Wilkinson Road, it will include the installation of additional footpath links for a safe and continuous accessible path of travel for both cyclists and pedestrians.
- 3.7 The construction will also include the installation of high fencing along the perimeter of the playground area/shade structure, for child safety, adjacent to the low-speed 2-way road bend.

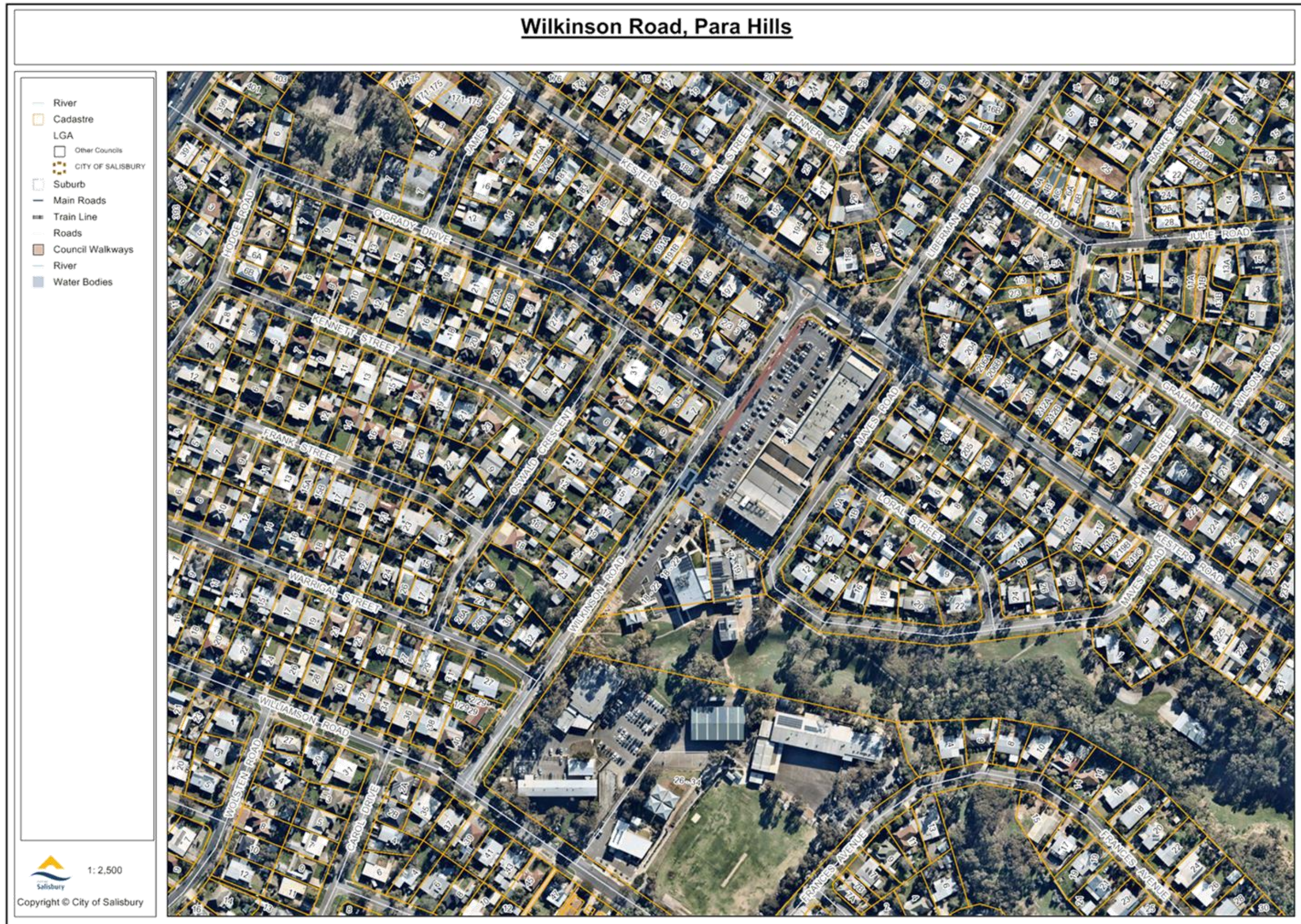
- 3.8 The attached plan shows the installation of “Zebra” Type Pedestrian Crossing Treatments for a safe and continuous accessible path of travel for both cyclists and pedestrians.
- 3.9 The attached plan also shows a proposed Zebra Pedestrian Crossing, on private land, to be installed between The Hub and the Woolworths/Para Hills Shopping Centre Complex. The Shopping Centre management has approved the installation of this crossing.
- 3.10 For the purpose of improving pedestrian safety at this site, it is proposed to install 10 km/h Shared-Zone Regulatory Signage which are typically installed within off-road car parking areas to remind motorists that pedestrians are present.
- 3.11 It is proposed to reinstate any faded or missing “disabled” car park symbol pavement markings for the Para Hills Community Hub.
- 3.12 At present, there are no operational issues in terms of the demand for off-street parking spaces for either car park area.
- 3.13 It has also been identified by customers of the Woolworths/Para Hills Shopping Centre Complex that there are pedestrian safety issues in their car park area.
- 3.14 Because this is private property, Council is in communication with the Shopping Centre management to recommend pedestrian safety improvements for their consideration.

4. CONCLUSION / PROPOSAL

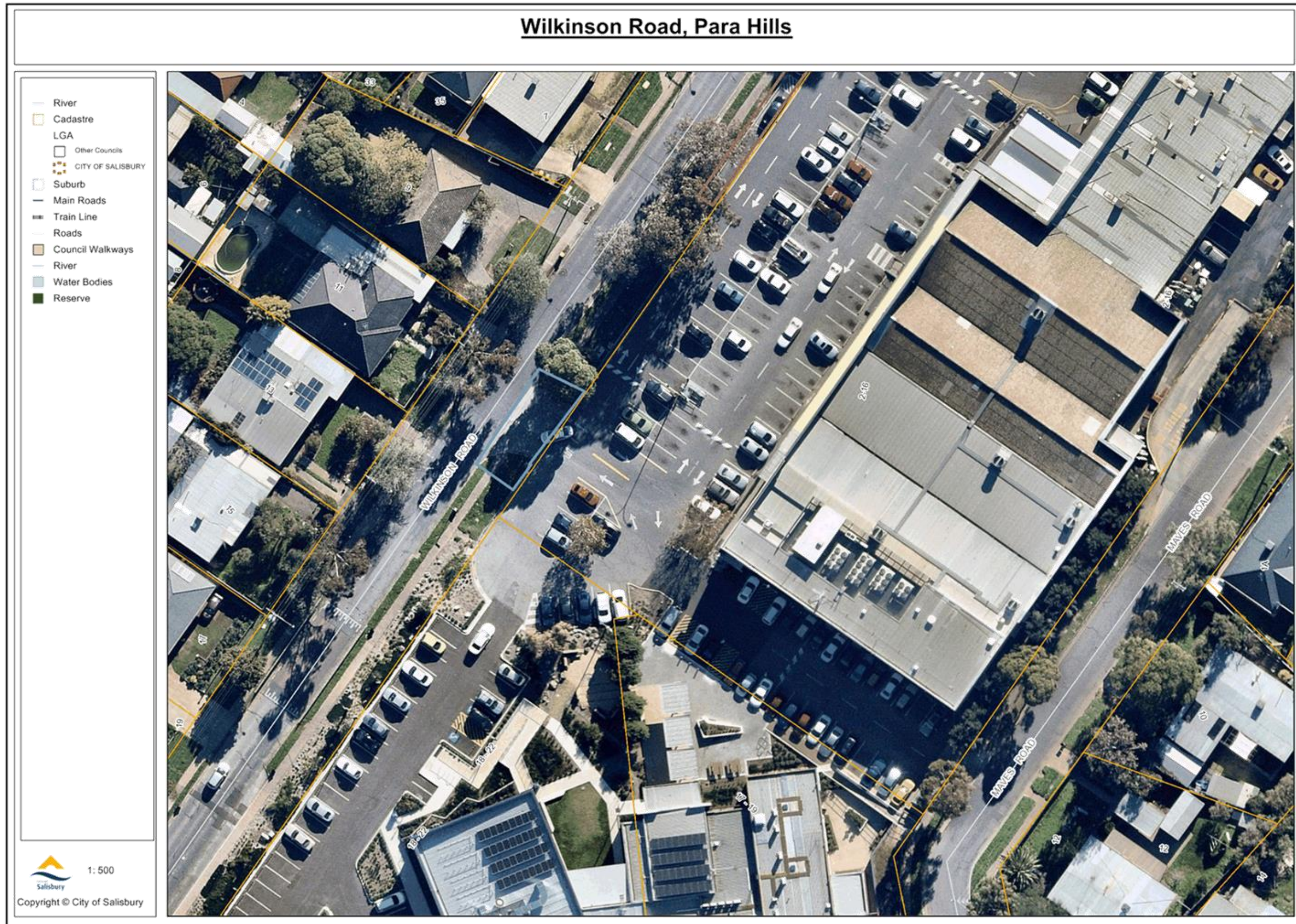
- 4.1 Issues with traffic flow and pedestrian safety at the Woolworths/Para Hills Community Hub have been brought to the attention of Council, and as a result Council have staff investigate the matter.
- 4.2 After investigating the site, a “stand alone” entry/egress is recommended to be built for the off-road car parking area for the Para Hills Community Hub.
- 4.3 A preliminary cost estimate of \$85,000 for the design and construction of the recommended improvements has been calculated and it is proposed that Council consider this project for funding as part of the New Initiative Bid (NIB) process for the 2020/2021 financial year.
- 4.4 It is proposed to undertake minor parking and pedestrian safety improvements with the installation of various signage and pavement markings for this off-road car parking area.
- 4.5 Council staff are continuing to work with the Shopping Centre management for the Woolworths/Para Hills Shopping Centre Complex to improve pedestrian safety within their own car park.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 08/01/2020 13/01/2020



Item 2.7.1 - Attachment 1 - A4 Site Layout Plan for the Car Parking Areas for both the Para Hills Shopping Centre & Community Hub.



Item 2.7.1 - Attachment 2 - A4 Size Plan showing the Road Reserve Encroachment (Red Area) & Existing Car Park Access (Blue Area).

PARA HILLS COMMUNITY CLUB

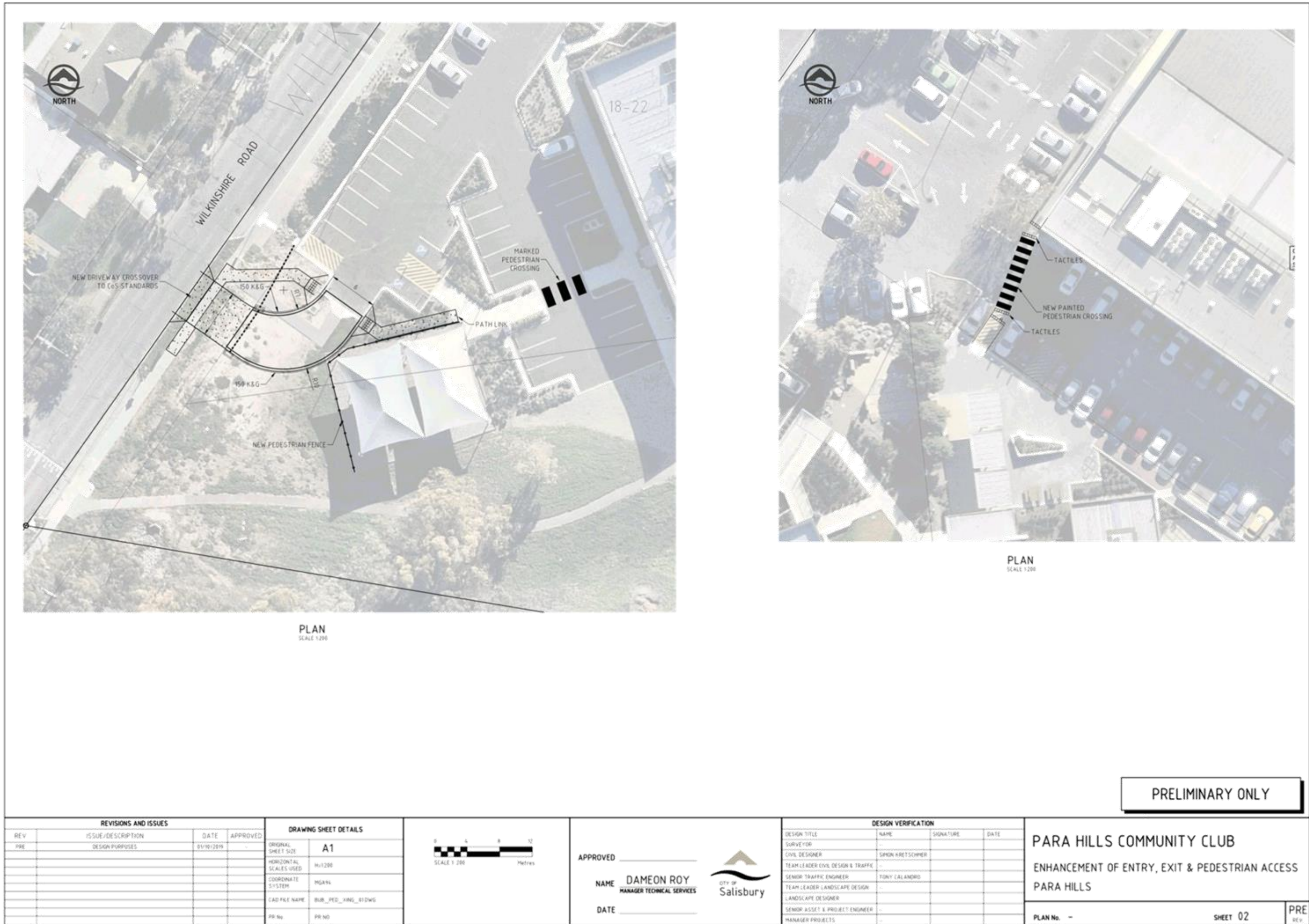
ENTRY, EXIT & PEDESTRIAN ACCESS




LOCALITY PLAN
SCALE 250

REVISIONS AND ISSUES				DRAWING SHEET DETAILS			APPROVED NAME DAMEON ROY MANAGER TECHNICAL SERVICES DATE _____		DESIGN VERIFICATION			PARA HILLS COMMUNITY CLUB ENHANCEMENT OF ENTRY, EXIT & PEDESTRIAN ACCESS PARA HILLS	PLAN No. PR NO SHEET 01 PRE REV
REV	ISSUE/DESCRIPTION	DATE	APPROVED	ORIGINAL SHEET SIZE	A1				DESIGN TITLE	NAME	SIGNATURE		
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				COORDINATE SYSTEM	MSA95								
				CAD FILE NAME	BUR_PED_XING_01DWG								
				PR No	PR NO								

Item 2.7.1 - Attachment 3 - A4 Size Locality Plan for both the New Vehicle & Pedestrian Access for the Para Hills Community Hub.



PRELIMINARY ONLY

REVISIONS AND ISSUES				DRAWING SHEET DETAILS		SCALE 1:200 Metres	APPROVED _____ NAME DAMEON ROY MANAGER TECHNICAL SERVICES DATE _____		DESIGN VERIFICATION			PARA HILLS COMMUNITY CLUB ENHANCEMENT OF ENTRY, EXIT & PEDESTRIAN ACCESS PARA HILLS	PLAN No. - SHEET 02 PRE
REV	ISSUE/DESCRIPTION	DATE	APPROVED	ORIGINAL SHEET SIZE	A1				DESIGN TITLE	NAME	SIGNATURE		
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				COORDINATE SYSTEM	MGDA94								
				CAD FILE NAME	BUR_PCD_XRW_01.DWG								
				PR No	PR NO								

Item 2.7.1 - Attachment 4 - Detail Plan for New Vehicle & Pedestrian Access for the Para Hills Community Hub.