



AGENDA

**FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON
17 FEBRUARY 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
Acting General Manager Community Services, Ms J Cooper
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 20 January 2020.

Presentation of the Minutes of the Confidential Works and Services Committee Meeting held on 20 January 2020.

REPORTS

Administration

2.0.1	Future Reports for the Works and Services Committee.....	11
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Landscaping

2.4.1	Program for Reserve Upgrade, Autism Friendly Playspaces and Outdoor Fitness Equipment	19
2.4.2	Motion on Notice - School Partnerships: Trees	25

Property

2.5.1	Indoor Sporting Facilities	29
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Public Works

2.6.1	Capital Works Report - January 2020	33
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Traffic Management

2.7.1	School Transport Framework	39
2.7.2	Traffic Study - Kings Road, Parafield Gardens	69

OTHER BUSINESS

CONFIDENTIAL ITEMS

2.9.1 Burton Community Hub

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)(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*

*On that basis the public's interest is best served by not disclosing the **Burton Community Hub** 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 LITTLE
PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY ON**

20 JANUARY 2020

MEMBERS PRESENT

Cr S Reardon (Chairman)
Cr M Blackmore
Cr L Braun (Deputy Chairman) *(from 8.26 pm)*
Cr C Buchanan
Cr S Ouk
Cr G Reynolds
Cr N Henningsen

OBSERVERS

Cr B Brug *(from 8.45 pm)*

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Risk and Governance Program Manager, Ms J Crook
General Manager City Development, Mr T Sutcliffe *(from 8.44 pm)*
General Manager Business Excellence, Mr C Mansueto *(from 8.45 pm)*
Manager Governance, Mr M Petrovski *(from 8.52 pm)*
Governance Support Officer, Ms K Boyd

The meeting commenced at 8.24 pm.

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

APOLOGIES

An apology was received from Mayor G Aldridge.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr M Blackmore
Seconded Cr N Henningsen

The Minutes of the Works and Services Committee Meeting held on 09 December 2019, be taken and read as confirmed.

CARRIED

Moved Cr M Blackmore
Seconded Cr N Henningsen

The Minutes of the Confidential Works and Services Committee Meeting held on 09 December 2019, be taken and read as confirmed.

CARRIED

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr N Henningsen
Seconded Cr G Reynolds

1. The information be received.

CARRIED

Property

2.5.1 Bins for Blokes

Cr L Braun entered the meeting at 8.26 pm.

Moved Cr G Reynolds
Seconded Cr S Ouk

1. Information to be received.

CARRIED

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

Moved Cr C Buchanan
Seconded Cr L Braun

1. Information to be noted and considered as part of the 2020/21 Budget Deliberations.
2. That a community forum with Elected Members, stakeholders, business owners and residents invited to hear from staff and contribute to Stage 2 Masterplan before 2020/2021 budget deliberations.

CARRIED

2.6.2 Cool Seal Learnings

Moved Cr C Buchanan
Seconded Cr L Braun

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.
3. That ward councillors be consulted before CoolSeal is applied in their respective wards.

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

1. That a report be brought back following further discussion with those persons whom sought information on the use of CoolSeal at the time of application.
2. A consultation plan is developed for the application of alternate road surface treatments.
3. The City of Salisbury website be updated with Frequently Asked Questions regarding CoolSeal.

CARRIED

2.6.3 Capital Works Report - December 2019

Moved Cr L Braun
 Seconded Cr N Henningsen

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.

CARRIED

Traffic Management

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

Moved Cr M Blackmore
 Seconded Cr C Buchanan

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 non-discretionary budget allocation of \$85,000, as part of the 2020/2021 financial year New Initiative Bid process, 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.

CARRIED

OTHER BUSINESS

Nil

CONFIDENTIAL ITEMS

2.9.1 Fosters Street, Pooraka - Road Links

Moved Cr L Braun
Seconded Cr S Ouk

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.*

CARRIED

The meeting moved into confidence at 9.01 pm.

The meeting moved out of confidence at 9.03 pm.

2.9.2 Mawson Lakes Pedestrian and Cycle Improvements Project Update

Moved Cr L Braun
Seconded Cr S Ouk

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.*

CARRIED

The meeting moved into confidence at 9.03 pm.

The meeting moved out of confidence and closed at 9.16 pm.

CHAIRMAN.....

DATE.....

ITEM	2.0.1
	WORKS AND SERVICES COMMITTEE
DATE	17 February 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
29/01/2019 2.4.2	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. Due: February 2020 Deferred to: March 2020 Reason: Waiting for final report from contractors conducting trials.	Mark Purdie
25/02/2019 2.5.1- SPDSC (OB1)	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. Due: June 2020	Craig Johansen
25/03/2019 6.4.2	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. Due: February 2020 Deferred to: April 2020 Reason: This will be included in the Place Activation Strategy to be delivered to Council.	Craig Johansen
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 Deferred to: March 2020 Reason: Waiting on discussion at Council Workshop at the end of February.	Tony Calandro
22/07/2019 2.9.1	Mawson Lakes Interchange Council has previously resolved this resolution to be confidential. Due: March 2020	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
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 2.1.1	Burton Community Hub Project Update 1(c). Stage 3 – the functional brief will be predicated on the architect presenting a further report on the feedback from the community consultation to the Works and Services Committee. Due: June 2020	Adam Trottman
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 Deferred to: May 2020 Reason: The report has been delayed in order to allow the public notice of Council's intention to declare these roads as public roads to be finalised.	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. Due: February 2020 Deferred to: April 2020 Reason: Consultation has been extended to the end of February 2020 to improve the engagement with the community and key stakeholders. Analysis of the results will be conducted during March.	Jarred Collins
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. Due: March 2020	John Devine
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; Due: March 2020	John Devine
25/11/2019 2.9.1	Proposed Land Transaction Council has previously resolved this resolution to be confidential. Due: April 2020	Tim Starr
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. Due: March 2020	Tony Calandro
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. Due: March 2020	Peter Rexeis

16/12/2019 2.5.2 Due:	Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of the Strand 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. April 2020	David Boothway
16/12/2019 2.5.2 Due:	Motion on Notice: Roundabout - Willowbrook Boulevard and Oakdene Court, Paralowie 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. March 2020	David Boothway
16/12/2019 Cnl-OB12.1 Due:	Compostable Bags for Benchtopy Bins 1. That staff report back on options and costs of supplying the inner compostable bags on Council supplied benchtopy bins. March 2020	Andrew LeGrand
16/12/2019 Cnl-OB12.2 Due:	Traffic Management Treatments 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. March 2020	David Boothway
28/01/2020 1.1.2 Due:	Bridgestone Athletics Centre - Management Model Options a. A Council managed approach for Bridgestone Athletics Centre for an initial period up to three (3) years, subject to annual review through the Works and Services Committee; March 2021	Adam Trottman
28/01/2020 1.1.2 Due:	Bridgestone Athletics Centre - Management Model Options c. A periodic report be provided on a six (6) monthly basis to Works and Services Committee regarding the performance of, and recommendations for, the management of Bridgestone Athletics Centre; and September 2020	Adam Trottman
28/01/2020 1.1.2 Due:	Bridgestone Athletics Centre - Management Model Options d. A further report to be brought back to Council in April 2020 providing recommendations regarding operational and management guideline fees and charges, budget, and any license/lease arrangements for Bridgestone Athletics Centre. April 2020	Adam Trottman

28/01/2020 2.5.1	Bins for Blokes 3. That the City of Salisbury promote this trial and a further report come back to Council on the results of this trial and recommendations on whether the trial should continue. Due: March 2021	Les Hubiak
28/01/2020 2.5.1	CoolSeal Learnings 1. That a report be brought back following further discussion with those persons whom sought information on the use of CoolSeal at the time of application. Due: March 2020	Jordan Ward
28/01/2020 MON7.1	Motion on Notice: Dog Parks 1. That staff undertake a review of the standards and user satisfaction of all dog parks within the City of Salisbury and produce a report to the Works & Services Committee. 2. That the report also include any recommendations on capital works improvements including increased irrigated grass areas, shade, fountains, lighting and other dog amenities; including their costs. 3. That the review include comparisons of dog parks with similar sized and neighbouring Councils. 4. That the review include significant consultation and engagement with City of Salisbury dog owners, and users of the dogs parks, primarily through: a) advertised consultation times with staff attending all dog parks to survey users - both with and without their local Elected Members; b) an online survey promoted on COS social media networks and emailed to registered COS dog owners; c) media release to local press; d) that temporary signs be placed at all dog parks advising of the consultation process; e) and any other reasonable consultation methods available as per Council's Consultation Policies to maximise community engagement and response. Due: July 2020	Craig Johansen
28/01/2020 MON7.2	Motion on Notice: Drinking Fountain - Salisbury Civic Plaza/Community Hub 1. A report be prepared providing costings for the installation of a drinking fountain at the Salisbury Civic Plaza. Due: April 2020	Craig Johansen
28/01/2020 MON7.2	Motion on Notice: Drinking Fountain - Salisbury Civic Plaza/Community Hub 3. Staff report back on options to increase shade structures in the civic plaza. Due: April 2020	Craig Johansen

28/01/2020 MWON12.3	Motion on Notice: Gulfview Heights Lake 1. That a report be brought back on the scope of works on the Gulfview Heights Lake include re-laying and irrigation of green spaces surrounding the lake. Due: March 2020	Mark Purdie
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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	GMCI	GMCID	A/GMCD
Date:	10/02/2020	06/02/2020	06/02/2020	06/02/2020

ITEM	2.4.1
	WORKS AND SERVICES COMMITTEE
DATE	17 February 2020
HEADING	Program for Reserve Upgrade, Autism Friendly Playspaces and Outdoor Fitness Equipment
AUTHOR	Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
CITY PLAN LINKS	3.2 Have interesting places where people want to be. 3.3 Be a connected city where all people have opportunities to participate. 3.4 Be a proud, accessible and welcoming community.
SUMMARY	<p>This report presents the program of sites for Inclusive Playspaces, Outdoor Fitness Equipment, and Reserve Upgrade Programs and the methodology surrounding the programs.</p> <p>In order to provide quality open space to the community, the overall vision is for most residents to have access to autism friendly playspaces and outdoor fitness equipment within 2km of their residence, and access to irrigated open space within 400m of their residence.</p>
RECOMMENDATION	<ol style="list-style-type: none">1. That the information in this report be received and noted.2. Council consider the revised budgets, with the above community outcome targets, such as reserve upgrade, outdoor fitness equipment, and inclusive playspaces, as part of the 2020/21 budget deliberations.
ATTACHMENTS	There are no attachments to this report.
1. BACKGROUND	<ol style="list-style-type: none">1.1 In March 2018, Council requested that staff report back on the program of sites for the reserve upgrade, inclusive playspaces, and outdoor fitness equipment programs.1.2 Works & Services – 6.4.1, March 2018, Long Term Financial Plan and Budget Workshops Actions Update:<ol style="list-style-type: none">1.2.1 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)

- 1.2.2 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)
- 1.2.3 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)
- 1.3 This was in response to Budget discussions with Council about how best to provide for these specific needs across the City and the methodology in determining the location and functionality of these sites.
- 1.4 The City of Salisbury is incredibly fortunate to have such a significant amount of open space; 1,600 hectares compared to our neighbours at the City of Port Adelaide Enfield with 664 hectares and the City of Playford with 1,033 hectares.
- 1.5 The benefits of open space and exercise are very well known as studies have shown that the presence of nearby open space are related to reduced crime, aggression and violence as well as increased civility and neighbourliness, which is a major community benefit rather than just personal health benefits.
- 1.6 The provision of playspaces that are inclusive of a range of special needs (including autism), and include suitable equipment, including exercise, links directly to the City Plan 2030 theme of Liveability.
- 1.7 This report considers the program of sites for the reserve upgrade, autism friendly playspaces, and outdoor fitness equipment program in line with community needs, service levels, related works and existing reserve use and/or capacity.

2. CITY PLAN CRITICAL ACTION

- 2.1 Have natural resources and landscapes that support biodiversity and community wellbeing
- 2.2 Have interesting places where people want to be
- 2.3 Be a connected city where all people have opportunities to participate
- 2.4 Be a proud, accessible and welcoming community

3. CONSULTATION / COMMUNICATION

- 3.1 Internal
 - 3.1.1 Manager Field Services
 - 3.1.2 Manager Salisbury Water
 - 3.1.3 Field Services
 - 3.1.4 Community Planning & Vitality
- 3.2 External
 - 3.2.1 Autism SA (regarding Autism friendly playspaces)

4. REPORT

- 4.1 Key strategic documents such as The Game Plan, City Landscape Plan and the Parks and Streetscapes Asset Management Plan have long identified the desire to create supportive environments for physical activity and opportunities for people to be active as part of their everyday lives.
- 4.2 Staff are currently developing a 'Place Activation Strategy' which will supersede the aforementioned strategies and will help guide the planning, design and delivery of place activation within the City of Salisbury:
- 4.2.1 Further work in this space has seen a recent analysis undertaken to identify gaps in regards to the distribution of reserves, playspaces, irrigated open space, outdoor fitness equipment and sporting facilities/infrastructure throughout the City to identify any gaps/needs for these facilities within the community.
- 4.2.2 It is expected that moving forward the Place Activation Strategy will set the framework for the service provision of Council assets, facilities and destinations across the City. Once the Place Activation Strategy is endorsed, priorities may change within the Reserve Upgrade, Inclusive Playspaces and Outdoor Fitness Equipment Programs.
- 4.2.3 Council receives frequent requests from residents for various public amenities within reserves, outdoor fitness equipment and playspace renewal.
- 4.2.4 The gap analysis allows Council to ensure its distribution of these facilities are equitable and will meet the open space service levels throughout the community.
- 4.3 Inclusive Playspaces**
- 4.3.1 In 2007 Council commissioned and opened its first inclusive playspace at Unity Park, Pooraka which was designed in conjunction with Novita Children's Services.
- 4.3.2 There is a growing need for environments to support play for children with Autism Spectrum Disorders (ASD) and other special needs.
- 4.3.3 The inclusive playspaces program involves the upgrade of nominated local/neighbourhood level playspaces to cater the diverse needs of the community regardless of their age, size, ability or disability.
- 4.3.4 Traditional play environments are not necessarily beneficial to children with ASD and can be detrimental to their learning and development, therefore careful consideration needs to be given in terms of the design and location of an inclusive playspace. Quiet locations which are enclosed and away from roads should be considered as well as repetitive and/or sensory design elements.
- 4.3.5 Therefore the sites identified for the program are, providing reasonable distribution across the City, with a focus in key areas of need and also are located in reserves that currently have less intensive play and public activity. These sites will allow most residents to have access to an autism friendly site within 2km radius of their home.

- 4.3.6 Council has delivered its first local level inclusive playspace at Perry Street Reserve, Salisbury North in 2019 and will be delivering further inclusive playspaces at Prettejohn Gully Reserve, Para Hills and Patterson Court Reserve, Paralowie in 2020. It is proposed that Baynes Green, Brahma Lodge be funded and delivered in 2020/21 subject to a review as part of the PAS implementation action plan.

Outdoor Fitness Equipment

- 4.3.7 The provision of outdoor fitness equipment is one strategy to provide opportunities to the community to participate in strength and conditioning activities, without the expense of a gym membership. This will also complement various reserves throughout the city by providing additional value to other users such as parents who may be able to utilise the fitness equipment whilst their children are enjoying the playspace or sports courts.
- 4.3.8 The proposed service level states that most residents within the City of Salisbury should have access to outdoor fitness equipment within a 2km radius of their residence.
- 4.3.9 The Office for Sport and Recreation produced a guide which provides recommendations for identifying appropriate locations for outdoor fitness equipment which include;
- The reserve should be district or regional, such as a sports oval where there are existing users.
 - There should be good passive surveillance from nearby dwellings, retail premises or other sites.
 - There may also be a well trafficked cycling or walking path to support trail based fitness.
 - Lighting to support visual surveillance after hours and extend the hours of use.
 - Fitness equipment should complement existing users of the space.
- 4.3.10 In addition to the above points, consideration also needs to be given to the type of outdoor fitness equipment that will be installed in each of the proposed sites. Installation of minimal impact equipment as well as street gym equipment will ensure a variety of user groups are catered for. This has been determined through the demographics analysis and community consultation.
- 4.3.11 Council has installed outdoor fitness equipment across many reserves over the last few years and have delivered fitness equipment at Settlers Park, Paralowie and AGH Cox Reserve, Parafield Gardens in 2018/19 and will be and delivering fitness equipment at Unity Park, Pooraka and Springbank Boulevard Reserve, Burton in 2019/20.
- 4.3.12 The proposed program for outdoor fitness equipment in 2020/21 includes;
- Canterbury Drive Reserve, Salisbury Heights
 - Little Para River Linear Park, Parafield Gardens

4.4 Reserve Upgrade and Irrigation Reactivation

- 4.4.1 The reserve upgrade program has aimed to increase the level of service and standard of reserves. This has included tree planting, re-landscaping, paths, reserve lighting, park furniture and irrigation.
- 4.4.2 It was proposed that from 2019/20, Council would continue the reserve upgrade program but have a separate program funded for reactivation of aged irrigation systems (if required) which may have been switched off during the drought in parallel with the reserve upgrade program.
- 4.4.3 The sites were determined through the gap analysis data which highlighted a need for an increase in the level of service and amenity. The works program has also been determined with other associated projects/programs such as the playspace renewal program to align works.
- 4.4.4 The proposed service level states that residents should have access to irrigated open space within a 400m radius of their residence.
- 4.4.5 The proposed program for reserve upgrade in 2020/21 include;
- Finnis Avenue Reserve, Ingle Farm
 - Baltimore Reserve, Parafield Gardens
- 4.4.6 The proposed program of works for irrigation reactivation for 2020/21 include;
- Kara Crescent Reserve, Gulfview Heights
 - Bagster Road Community Centre, Salisbury North
 - Kings Road Reserve, BMX Track, Parafield Gardens
 - Gulfview Circuit Reserve, Gulfview Heights
 - Ravel Avenue Reserve, Ingle Farm
 - Camberwell Rise Reserve, Salisbury East
 - Direk Reserve, Salisbury North
 - Harnham Road Reserve, Salisbury North

5. CONCLUSION / PROPOSAL

- 5.1 The installation of inclusive playspaces, outdoor fitness equipment and irrigation into reserves will provide a positive contribution to the community encouraging physical activity, increase of amenity and play for all which all align with the strategic priorities of City Pride in the City of Salisbury.
- 5.2 The programs discussed above will be considered in light of The Place Activation Strategy, which will set the framework for these programs moving into the future. It is anticipated that there will be minor changes to the above programs in future years.
- 5.3 This strategic approach to creating level of service, then identifying gaps and needs within the community as well as aligning related works to determine project sites, ensures that Community expectations are met, and the distribution of service

provision across all Council is equitable, rather than providing facilities sporadically and on an ad-hoc reactionary basis.

- 5.4 The vision is for most residents to have inclusive playspaces and outdoor fitness equipment within 2km of their residence and green irrigated reserves within 400m of each home. PAS will include these criteria in the functional requirements of relevant levels of recreational playspace, and the distance targets.
- 5.5 Council consider the revised budgets and programs for open space development including Playspace Renewal Program, Reserve Upgrade Program, Outdoor Fitness Equipment and Inclusive Playspaces as part of the 2020/21 Budget Review Process.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 06/02/2020 11/02/2020

ITEM	2.4.2
	WORKS AND SERVICES COMMITTEE
DATE	17 February 2020
PREV REFS	Council NOM2 28/10/2019
HEADING	Motion on Notice - School Partnerships: Trees
AUTHOR	Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
CITY PLAN LINKS	2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle. 2.3 Have natural resources and landscapes that support biodiversity and community wellbeing. 3.2 Have interesting places where people want to be.
SUMMARY	<p>Creating natural areas for children and engaging with nature has become integral to healthy childhood development, and issues related to decreased interaction with and connection to nature have been well documented in recent years. Time outdoors can lead to many benefits for childhood development such as improved social skills and enhanced physical and mental health.</p> <p>It is therefore important for Council to maintain existing partnerships with local schools and pre-school communities and look for opportunities to establish new partnerships to help embed sustainability principles into their learning and management practices as well as support Council's environment and sustainability priorities.</p>
RECOMMENDATION	<ol style="list-style-type: none">1. That the information in this report be received and noted.2. A 6 monthly calendar, be included, via the Elected Member Portal, of the proposed School Tree Planting and Sustainability programs and events, where possible 3 months in advance of commencement of the programs and events.3. Staff continue to engage with schools to deliver tree planting programs and sustainable community events, in association with NRM Education Team.4. Parks and Open Space Assets team report via a half yearly update to Works and Services Committee, informing Council of the Sustainability Education Programs being undertaken throughout the City.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 In October 2019, Council requested *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*: Resolution 0310/2019.
- 1.2 This report presents current programs that are in place with local schools and provides information for future engagement with schools.

2. CITY PLAN CRITICAL ACTION

- 2.1 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle.
- 2.2 Have natural resources and landscapes that support biodiversity and community wellbeing.
- 2.3 Have interesting places where people want to be.

3. CONSULTATION / COMMUNICATION

- 3.1 Internal
 - 3.1.1 Field Services
- 3.2 External
 - 3.2.1 NRM Education

4. REPORT

- 4.1 Council currently has a number of programs that engage with local schools and pre-school communities with respect to environment and sustainability initiatives.
- 4.2 Council are host of the Natural Resource Management (NRM) Northern Region Education team whose primary focus is to promote the sustainability agenda through working with educators to embed sustainability initiatives in curriculum throughout education institutions in the Northern Region (Barossa, Gawler, Playford, Salisbury, Tea Tree Gully).
 - 4.2.1 The NRM Education team is primarily teacher focused with facilitation of learning plans/class plans, providing resources and advice.
 - 4.2.2 The NRM Education team is based in the Parks & Open Space Assets team. This allows Council staff to use existing connections and relationships to further partner with and support schools to engage with Council within the sustainability agenda.
 - 4.2.3 The NRM Education team currently works with 39 schools, pre-school communities and education institutions (eg. Uni SA) in the Council area.
 - 4.2.4 Council and NRM Education staff typically work on a proactive basis, however the education needs in the Northern area can mean that the primary focus for many schools is on numeracy and literacy rather than other programs and activities such as tree planting. NRM staff are sensitive to these needs so will work with schools to create time and opportunities, depending on their curriculum needs to deliver events, assistance and resources.

- 4.3 Council staff work with local schools to deliver events on an as requested basis. Some of the events held within the last year have included;
- Planting just over 250 Butterfly attracting plant species at Springbank Boulevard Wetlands with the nearby Burton Primary School to establish a Butterfly trail along the Wetland trail in July 2019.
 - Planting of SA Blue Gum trees at Unity Park with the adjoining Pooraka Primary School for National Tree Day in July 2019
 - Planting of local indigenous species at Kaurna Park with Burton Primary School for National Science Week in August 2019.
 - Riverdale Primary School has adopted a section of the neighbouring Little Para River to undertake litter collection.
- 4.4 Staff have also developed a plant voucher system to offer 50 free plants for education and community facilities over the last number of years to further encourage greening of the City. With the uptake of this increasing each year, the number of vouchers issued over the last years being 10 in 2017, 14 in 2018 and 22 in 2019.
- 4.5 It should be noted that the key time to engage with local community groups with on ground events, such as tree planting, is May - September each year. This is due to the weather being cooler and natural rain events supporting the establishment of new plantings. It can also mean the cancellation of events to sites being underwater and inaccessible.
- 4.6 Whilst every attempt is made to contact and inform the local Councillors regarding community planting events, often, as with the individual school programs, they are last minute and often on an adhoc basis, for the reasons mentioned above.
- 4.7 The adhoc nature of approaches for events also makes it hard for staff to source planting material, unless a prior order is made with the plant supply nursery.
- 4.8 Given this lack of visibility to the Council, regarding some of the School planting events & sustainability programs, both from NRM & Council Staff, it is proposed to report to Council on a 6 monthly basis via the Elected member portal to give updates of proposed planting events and general sustainability focused events, such as litter pick up to enhance opportunities for Councillor involvement, at an earlier stage.
- 4.9 There is also a need to ensure the further engagement of the NRM Education program, as part of Salisbury's key Sustainability Education Agenda. It is also therefore proposed to include the NRM ½ yearly review for information to the Council, to assist with informing the Council of the significant partnering programs with Salisbury's Schools.

5. CONCLUSION / PROPOSAL

- 5.1 Council staff work with local schools and community groups on a range of sustainability initiatives.
- 5.2 Given the challenges with co-ordination with the local schools, Parks and Open Space Assets team will provide a proposed 6 monthly program of events, 3

months in advance, via the Elected Member Portal of the School Tree Planting programs and events.

- 5.3 Parks and Open Space Assets team will report via a half yearly update, to Works and Services Committee, with a focus on the NRM Education programs, to inform Council of the Sustainability Education, and Engagement Programs being undertaken throughout the City.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 06/02/2020 11/02/2020

ITEM	2.5.1
	WORKS AND SERVICES COMMITTEE
DATE	17 February 2020
HEADING	Indoor Sporting Facilities
AUTHOR	Adam Trottman, Manager Community Planning & Vitality, Community Development
CITY PLAN LINKS	3.2 Have interesting places where people want to be. 3.3 Be a connected city where all people have opportunities to participate.
SUMMARY	A condition and fit for purpose audit is underway and patron feedback surveys scheduled for March 2020 to inform further advice to Council regarding budget estimates to upgrade major sporting centres in the city. In addition, the Sport and Recreation Infrastructure Plan being developed by the Office for Recreation, Sport and Racing will help to inform the need for further indoor facilities in the City.

RECOMMENDATION

1. A further report be brought back to the Works and Services Committee upon completion of the condition and fit for purpose audit, patron feedback surveys, and the Sport and Recreation Infrastructure Plan being developed by the Office for Recreation, Sport and Racing.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

1.1 At its meeting of 24 June 2019, Council moved the following motions:

- *7.4 That staff provide a report for costings for upgrades to our current major sporting centres, excluding Ingle Farm Recreation Centre, to support our community over the coming 40+ years.*
- *12.1 That a progress report be brought back to Council with the findings of the investigation by December 2019*

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure

- 2.2 External
 - 2.2.1 Office for Recreation and Sport
 - 2.2.2 University of South Australia
 - 2.2.3 Belgravia Leisure

3. REPORT

- 3.1 An audit of existing buildings has commenced to provide up to date information on the condition and fit for purpose nature of buildings, including indoor recreation centres, owned by the City of Salisbury.
- 3.2 Once complete, the audit will allow budget estimates to be prepared for work to be done to ensure the facilities are maintained to the level required to deliver services to the community.
- 3.3 In addition to the audit, the City of Salisbury will be undertaking patron surveys in March 2020 at existing indoor recreation centres and the Salisbury Recreation Precinct to gauge the level of customer satisfaction of both facilities and services.
- 3.4 Customer experience feedback will be analysed against industry benchmarks, and combined with audit data, to inform a further report to Council regarding a budget estimate for required upgrades.
- 3.5 In addition to the audit and customer experience evaluation, the Office for Recreation, Sport and Racing is currently undertaking a Sport and Recreation Infrastructure Plan.
- 3.6 The Sport and Recreation Infrastructure Plan has to date included significant consultation with council, sport and recreation organisations, and the broader community to inform development of the plan.
- 3.7 Facility supply and demand analysis is being undertaken by the Office for Recreation and Sport which considers participation data, trends, facility data provided, and the consultation that has been undertaken to date.
- 3.8 It is expected the Sport and Recreation Infrastructure Plan will provide council with an informed plan of where future facilities are required to cater for both existing use and future growth.

4. CONCLUSION / PROPOSAL

- 4.1 A condition and fit for purpose audit is currently underway for buildings including indoor recreation centres.
- 4.2 Patron satisfaction surveys will be commencing in March 2020 at existing recreation centres to determine level of satisfaction with programs, services, and facilities and compare these to industry benchmarks.

ITEM 2.5.1

- 4.3 The Sport and Recreation Infrastructure Plan is being developed by the Office for Recreation, Sport and Racing that will indicate where future facilities are required based on a detailed supply and demand analysis, participation data, trends, facility data, and future growth projections.
- 4.4 A further report will be brought back to Council once the above information has been received and considered by staff.

CO-ORDINATION

Officer:	AGMCD	Executive Group
Date:	06/02/2020	11/02/2020

ITEM	2.6.1
	WORKS AND SERVICES COMMITTEE
DATE	17 February 2020
HEADING	Capital Works Report - January 2020
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 Plant and Fleet Replacement Program remove the replacement of the small people mover vehicle which is no longer required, returning the associated \$60k Expenditure Budget within the 2019/20 Third Quarter Budget Review.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

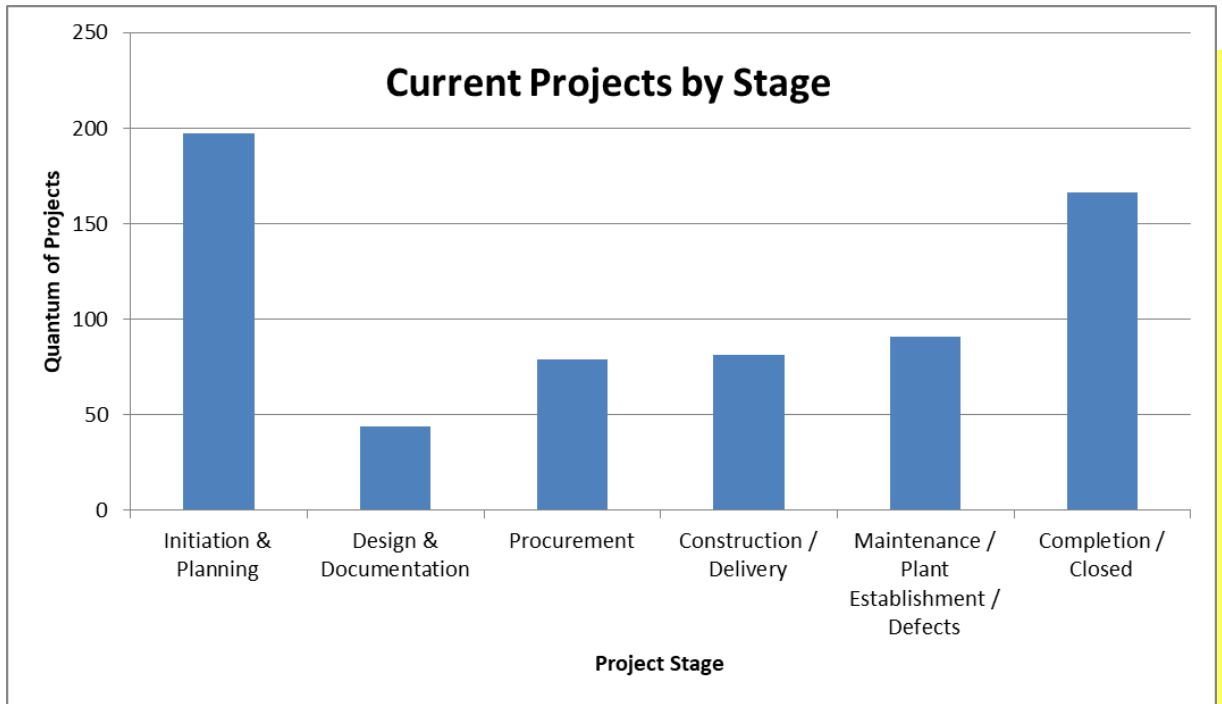
- 1.1 City Infrastructure is responsible for the capital works, associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically, these works involve project management, design specification development, construction and recurrent maintenance. 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 Works Program is well underway with projects moving through the various stages. The following graph demonstrates the current status of the program by stages.



3.2 Recently the tender for 2019/20 Playground and Fitness Equipment Programs closed and is now in the process of being reviewed in preparation for award. These programs are scheduled to renew eight playgrounds and install two new fit equipment locations. Herewith a sample of possible equipment which may be included;



MULTIPLAY UNIT (4613243)



MULTIPLAY ROPE UNIT (4613246)



MUSICAL SET (4611908)



SENSORY SPINNING SEAT (4691019 & 4691020)



- 3.3 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 & Budget

PR22843 Plant & Fleet Replacement Program

A small people mover van was scheduled to be replaced as part of the 2019/20 Plant and Fleet Replacement Program to support the Home Assist Program. This item of fleet is no longer required and proposed for returning the associated \$60k funds as part of the 2019/20 Third Quarter Budget Review.

The resources for the internal hire of this vehicle from council is externally funded by Commonwealth Home Support Program (CHSP) funding (External funding) for outputs associated with the provision of transport. In order to meet the aged care reform of delivering services in line with the CHSP philosophies of maximising independence and consumer choice the scope of delivering transport services has been modified, resulting in this vehicle not being required.

The CHSP funding agreement has a requirement to deliver specific outputs and report against delivering these using the CHSP philosophies. We have a high demand for transport and to meet these contractual requirements the funding that was allocated to the small people mover vehicle has been redirected to contractual service to enable efficient use of the funding in line with the CHSP philosophies of maximising independence and consumer choice.

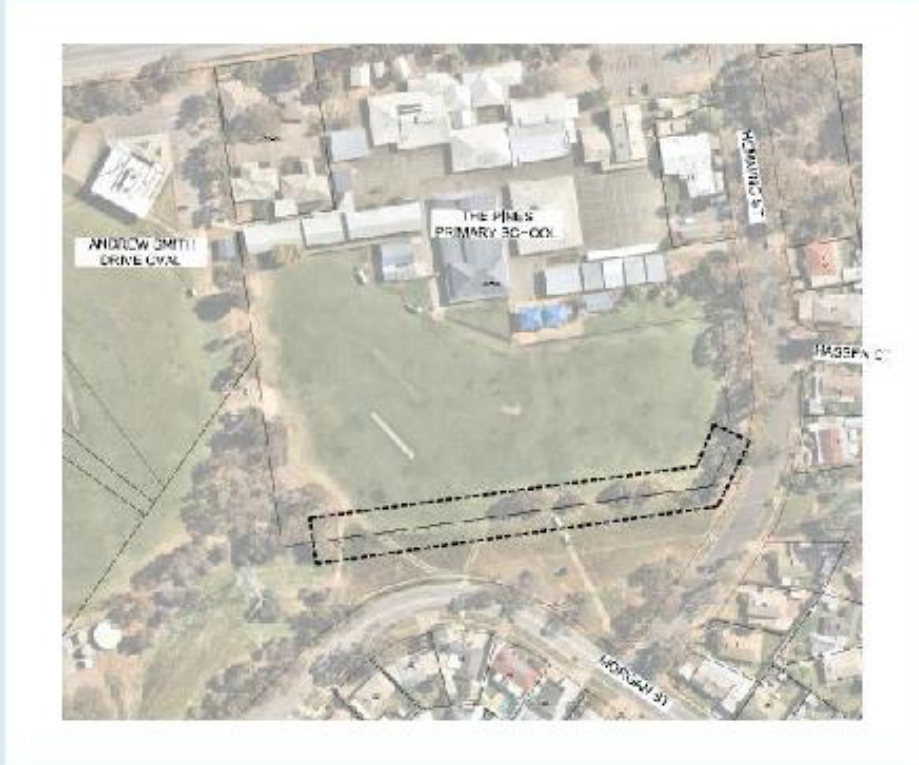
Recommendation: Within the 2019/20 Plant and Fleet Replacement Program remove the replacement of the small people mover vehicle which is no longer required, returning the associated \$60k Expenditure Budget within the 2019/20 Third Quarter Budget Review.

Impact: Change in program with returning associated funds within the next Quarterly Budget Review.

4. FOR INFORMATION

Recently Completed

Andrew Smith Drive Parafield Gardens Reserve Fencing



Victoria Drive,
Parafield Gardens
First Flight Memorial
Historical Sign

Soon to Commence



**Cavan Local Flooding
Mitigation Works**

**Salisbury Downs
Oval
Netball Courts
Resurface**



5. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	06/02/2020	11/02/2020

ITEM	2.7.1
	WORKS AND SERVICES COMMITTEE
DATE	17 February 2020
HEADING	School Transport Framework
AUTHOR	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
CITY PLAN LINKS	3.1 Be an adaptive community that embraces change and opportunities. 3.3 Be a connected city where all people have opportunities to participate.
SUMMARY	Council has created a School Transport Framework to be used in the management of Schools zones throughout the City that will enhance the customer experience of residents when they use local roads and pedestrian routes around schools.
RECOMMENDATION	
1.	The information be received and noted.
2.	The School Transport Framework be received and adopted by Council for the management of School Traffic Zones throughout the City.
3.	The following schools be approved as priorities for the School Framework over the 20/21 and 21/22 financial years: The Pines Primary (Andrew Smith Drive) – Ongoing LATM issues Valley View Secondary College (Redhill Road) – Stem & Year 7 Paralowie R12 (Whites Road) – Stem & Year 7 Bethany/Temple Colleges (Byron Bay Drive) – Additional Numbers Salisbury High School (Langford Terrace) – Stem & Year 7 Parafield Gardens R-7/High (Shepherdson Road) – Stem & Year 7 Madison Park Primary (Daphne Road) – Ongoing LATM issues Salisbury East High/Tyndale – Stem & Year 7 Settlers Farm R-7 (Barassi Street) – Ongoing LATM issues
4.	Council write to the Ministers of Transport and Education informing them of the introduction of the School Transport Framework, how it will be applied, and seeking their endorsement of the approach and contribution to resolving the issues raised.

ATTACHMENTS

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

1. Example Evaluation Worksheet
2. School Transport Framework

1. BACKGROUND

1.1 At the February Council it was moved that:

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.*

096/2019

At the March Council meeting it was resolved that:

6.4.2 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.*

0120/2019

At the July Council meeting it was resolved that:

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.*

0228/2019

- 1.2 Residents have a strong interest in the safety and effectiveness of their local roads.
- 1.3 Schools are a major generator of local traffic movement, especially at peak drop-off and pick-up times.
- 1.4 Council has completed transport and pedestrian safety works in all schools in the City.

- 1.5 Council is aware of two significant developments that will have a major impact on local traffic and pedestrian movements around schools:
 - 1.5.1 Relocation of Year 7's from primary schools to secondary schools.
 - 1.5.2 Promotion of STEM (Science, Technology, Engineering and Maths) which includes new buildings at schools.
- 1.6 The School Transport Framework has been created to help manage local road traffic, especially around schools, in a proactive manner.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 City Infrastructure Staff
 - 2.1.2 City Development Staff
- 2.2 External
 - 2.2.1 Council is in discussions with Schools on a regular basis regarding Traffic Management, with Schools in the City being made aware of this process.

3. REPORT

- 3.1 Following Informal Strategy Presentation, in January 2020, Councillor's have identified and sent through information concerning High Priority school traffic issues to be reviewed in the first phase of the Framework.
- 3.2 The Framework was updated following the informal strategy meeting with Councillors.
- 3.3 These schools also include sites previously identified by Council for future reports, but will now be included as part of the School Transport Framework Process.
- 3.4 These Schools include:
 - The Pines Primary (Andrew Smith Drive) – Ongoing LATM issues
 - Valley View Secondary College (Redhill Road) – Stem & Year 7
 - Paralowie R12 (Whites Road) – Stem & Year 7
 - Bethany/Temple Colleges (Byron Bay Drive) – Additional Numbers
 - Salisbury High School (Langford Terrace) – Stem & Year 7
 - Parafield Gardens R-7/High (Shepherdson Road) – Stem & Year 7
 - Madison Park Primary (Daphne Road) – Ongoing LATM issues
 - Salisbury East High/Tyndale – Stem & Year 7
 - Settlers Farm R-7 (Barassi Street) – Ongoing LATM issues

- 3.5 It is proposed to review these schools using the framework in Phase 1. Half the schools will be reviewed by June 2020 and the balance by September 2020. The process will include the completion of concept designs and Councillor Consultation.
- 3.6 The School Transport Framework is attached, which will allow Council's Civil and Transport Staff to apply a consistent understood, risk based framework to the schools requiring a review of traffic and pedestrian management.
- 3.7 The framework will also assist in the confirmation of funding allocations for the next two years to effected school areas.
- 3.8 There will be a strong emphasis on collaboration and cost sharing. Council will seek co-funding from schools, Department of Education, Department of Planning, Transport and Infrastructure and other key stakeholders. Council will write to the Ministers to inform them of our approach and seek their contributions to the improvements.
- 3.9 A key component of the Framework is the use of non-asset solutions to help create a good outcome in the community. The Framework includes non-asset attributes such as encouraging schools to encourage appropriate behaviour of parents and school children in the school zones; policing of various regulations such as parking, speeding and pedestrian crossings; policy, use of Council inspectors, education sessions with parents, flyers and other non-asset improvements.

4. CONCLUSION / PROPOSAL

- 4.1 Managing local roads is a key to enhancing the local resident experience.
- 4.2 School generated traffic has a major impact on this experience, both from a transport efficiency and safety perspective.
- 4.3 The School Transport Framework will be implemented by City Infrastructure once adopted by Council, in association with the School Zone Traffic Management Program.
- 4.4 In the medium term, it is expected that the needs and traffic issues of those schools having significant reductions in numbers will reduce, however the framework will be applied across the board over the next 5 years.
- 4.5 The following schools will be considered as part of Phase 1 of the Program to develop concept plans and Councillor consultation by September 2020:
 - The Pines Primary (Andrew Smith Drive) – Ongoing LATM issues
 - Valley View Secondary College (Redhill Road) – Stem & Year 7
 - Paralowie R12 (Whites Road) – Stem & Year 7
 - Bethany/Temple Colleges (Byron Bay Drive) – Additional Numbers
 - Salisbury High School (Langford Terrace) – Stem & Year 7
 - Parafield Gardens R-7/High (Shepherdson Road) – Stem & Year 7
 - Madison Park Primary (Daphne Road) – Ongoing LATM issues

ITEM 2.7.1

- Salisbury East High/Tyndale – Stem & Year 7
 - Settlers Farm R-7 (Barassi Street) – Ongoing LATM issues
- 4.6 These schools will be then prioritised for Construction and Non-Asset implementation, as required over the next two financial years (2020/21 & 2021/22).
- 4.7 Council will write to Ministers of key departments advising them of our approach and seek contributions to improvements where appropriate.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 06/02/2020 11/02/2020

Site Name: Bethany Christian College	
Ward Councillors: Cr. Chad Buchanan & Cr. Donna Proleta	
Status: Preliminary Analysis and Consultation	
Element	Notes
1	State policy and strategy changes Nil
2	Traffic monitoring data Countess St - 2017 Data Byron Bay Dr - 2019 Data Blaess Dr - 2012 Data
3	Traffic Speed (85thNile) Countess St - 47km/h Byron Bay Dr - 52km/hr Blaess Dr - 52km/hr
4	Traffic Volume Countess St - 883 veh/day Byron Bay Dr - 2179 veh/day Blaess Dr - 296 veh/day
5	Traffic Accidents No reportable traffic accidents
6	Footpaths Footpaths provided on both sides of the road for local streets surrounding the school. Unsealed trails near Fairbanks Reserve
7	Cycleway No formal cycling facilities. Cycling on low volume local streets in supported for the surrounding neighbourhood. Note Byron Bay Dr. acts as a sub-collector road with moderate traffic. The existing cross-section of Byron Bay Dr. prevents the inclusion of a formal cycle lane without major changes to the kerbing.
8	Pedestrian Crossings 2 x Emu Crossings installed on Countess St and Byron Bay Drive. These are the two major access / egress points for the school.
9	Rat Runs Byron Bay Drive is a sub-collector road between Fairbanks Drive and Whites Road, which can be used as a rat-run to avoid Bolivar Road / Kings Road. There are a number of existing traffic controls and transport infrastructure along Byron Bay Drive to calm traffic. This rat run is a function of the road network, where additional controls (such as speed cushions) would have a minimal impact route choice.
10	Pick-up / Drop Off Points Existing off-street parking and Kiss N Drop site recently constructed at the northern boundary of the school. Indented Kiss N Drop could be constructed on Countess St. within the existing verge to further improve existing facilities.
11	Parking Council Infrastructure: 2 x Off-street Parking sites provided in conjunction with the Kiss N Drop School Infrastructure: 3 x offstreet sites provided for staff and visitors. The School recently constructed a new off-street car parking facility at the north-eastern boundary Adequate. In line with current maintenance practices.
12	Line marking and signage Parking restrictions on Countess St for peak pick up and drop off times to allow for traffic flow. Full time parking restrictions on eastern side of Byron Bay Drive to allow for traffic flow. Full time parking restrictions at intersection of Blaess Drive and Countess St for improved traffic flow
13	DDA / Universal Design Pram ramps upgraded within the local area. Paths at appropriate width
14	CPTED Standard local street design principles with public lighting.
15	Education Programs No Council Programs in Place. Education programs to be established to instil correct parent / school driver behaviour.
16	System Checks This school features the major components to enable to transport system to function.
17	Street Scape / Place Activation Oppurtunity to link to upgrade of Fairbanks Drive Reserve, with shared use facilities such as car parking.



Item 2.7.1 - Attachment 1 - Example Evaluation Worksheet

School Transport Framework

City of Salisbury

February 2020

February 2020

School Transport Framework

Control Page

School Transport Framework

Author	Reviewed	Council Approved	Version
J Ward	D Boothway		Feb 2020 - 1

Control copy : The latest electronic version.

Document controller: Infrastructure Manager.

Document location: Dataworks number DW

February 2020

School Transport Framework

Table of Contents

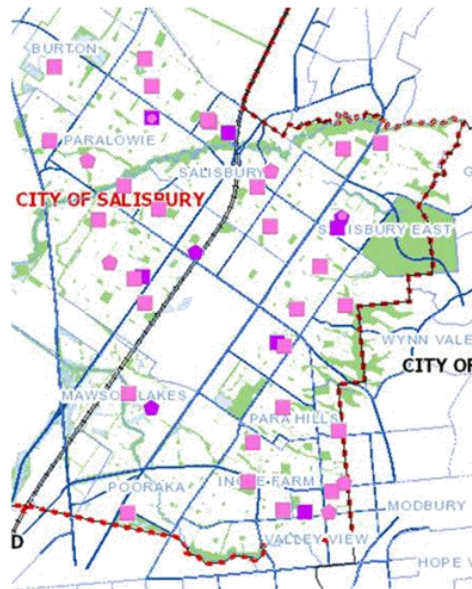
1. Introduction	4
2. Background	5
3. Objective	5
4. Key Issues	6
5. Key Principles of School Transport Framework	6
6. School Transport Framework Evaluation Process	6
7. Methodology	8
8. Works Priority	8
9. Program of Works	9
10. Review of School Transport Framework	9
• Appendix 1: Primary and Secondary Schools within City of Salisbury	10
• Appendix 2: Year 7 movement from Primary School to Secondary School	12
• Appendix 3: STEM funded school sites	13
• Appendix 4: School Transport Framework – Process Map	14
• Appendix 5: Guideline Information	15

February 2020

School Transport Framework

Introduction

City of Salisbury is home to 42 schools. These all create significant transport movements, especially during peak drop-off and pick-up times. The figure below shows the schools are well distributed across the city.



Changing school enrolments, syllabus changes and on-site transport changes lead to traffic movements that are in a constant state of flux. These in turn impact on the transport dynamics of the local community.

For example, recently the State adopted a new school policy which requires Year 7 students to be relocated from primary schools to secondary schools. In addition the State is also investing in the STEM (Science, Technology, Engineering and Maths) program, which requires additional buildings at schools. These State programs create a change in staff and students numbers across the affected schools and change the traffic movement within the local community. In addition, due to space limitations at school sites the schools often turn their car parks into building sites. This in turn, forces staff and students to park in the streets, which annoys local residents, who in turn look to Council to solve the issue.

Public schools are exempt from Council's development consent process, unlike private developments (such as shopping centres). This means that when a school undergoes on-site development it is not required to provide Council with key information, such as a Traffic Impact Plan. These critical documents enable Council to evaluate developments in terms of safe and effective movement of traffic. This exemption pushes the onus back onto Council to ensure there is safe and effective transport movement around schools. This in turn places additional workload on staff and also requires Council reallocate its budget to cater for the additional infrastructure needed outside schools undergoing development.

February 2020

School Transport Framework

This framework will create a comprehensive work program, that reviews the issues and any infrastructure requirements associated with the transport environment around each school. This framework builds on the current management of transport infrastructure around schools.

Background

The traffic around schools has historically been managed through Local Area Transport Management plans. Council has an active traffic monitoring program to verify speed and volume at over 5000 sites. This data is used to ensure the best transport management programs are rolled out to meet the needs of the school and local community.

Good work has been achieved over the years with the installation of infrastructure projects such as footpaths, traffic calming devices, intersection improvements, cycleways, Kiss-and-Go, and school pedestrian crossings. The Council's Annual Plan budgets for these projects.

Council considers all options to ensure the right infrastructure is installed. Example considerations include:

1. Understanding that some infrastructure negates the option of infrastructure. For example a Kiss-and-Go zone cannot also allow parking.
2. Removing congestion bottlenecks may include increasing the number of entrances to a school to create more than one drop-off/collection point.
3. Ensuring pedestrian crossings are fit-for-purpose. For example, a Koala crossing cannot be upgraded to a Pedestrian Actuate Crossing as these crossings cannot be applied in a 25km/hr school zone.

Further information on the background work and guideline material is shown in Appendix 5.

Objective

The objective of the School Transport Framework is to facilitate safe and effective transport on local roads around primary and secondary schools, especially during peak drop-off and pick-up times.

The focus is an environment where the local streets operate safety and effectively for all users.

It is imperative that the customer experience of the local community around each school is understood and taken into consideration when creating a safe and effective transport environment.

Key issues

There are a number of key issues that affect safe and effective transport around schools. These issues include policy changes by State departments, traffic speed, traffic congestion, illegal parking, lack of cycle lanes, narrow footpaths, lack of or improper use of Kiss and Drops, inappropriately located bus-stops, poor bus routes, inadequate pedestrian crossings, lack of good driving behaviour, and rat-running¹.

¹"Rat-running" is a term used to describe drivers taking short cuts to miss an unfavourable/slower/congested route. This annoys residents living in quiet streets. Rat-runners are typically not local traffic.

February 2020

School Transport Framework

Key Principles of School Transport Framework

The School Transport Framework will be delivered in accordance with the following key principles for the benefit of all local street users:

1. Council will work collaboratively with schools and State departments to provide a safe and effective transport environment around schools.
2. Understand the transport issues from a resident and school user perspective.
3. Schools are defined as primary and secondary schools. (Both public and private).
4. Each school zone will be evaluated on a 5 yearly basis in terms of safe and effective transport.
5. A school zone is defined as the local street network within a nominal 500m walking distance from a school boundary.
6. Multimodal transport will be encouraged
7. Active transport will be encouraged and facilitated through footpaths and cycle networks that are well connected and safe to use.
8. The parking needs of the community surrounding a school will be understood.
9. Public transport will be made easier by well positioned bus-stops / bus-shelters and effective bus routes. In the broader sense Council will work with agencies to improve attractiveness and safety of trains, train stations, bus interchanges, and similar public transport facilities.
10. Disability Discrimination Act compliant and Universal Design principles considered.
11. Council will proactively ensure that infrastructure works near schools, is prioritised and placed on the Council works program in line with available funding.
12. Council will work with Schools and funders to secure funding for infrastructure projects near schools.
13. Council will keep an updated list of schools that fall under the School Transport Framework. The current list is shown in Appendix 1.

School Transport Framework Evaluation Process

Each school zone will be evaluated every 5 years to determine what improvements are needed in terms of safe and optimized transport movements. In traffic management terms this is similar to undertaking a Local Area Traffic Management plan. The resulting projects will be prioritised and incorporated into the Council capital and operational programs.

The evaluation is planned to be undertaken in collaboration with the schools and state agencies like Department of Education, and the Department of Planning, Transport and Infrastructure. This will help facilitate the installation of transport projects they have control over, and help provide State funding for traffic projects like school pedestrian crossings.

Key items reviewed:

1. State policy and strategy changes: Council staff will collaborate with State agencies to keep abreast of policy and strategy changes, and apply for funding where it is available.
2. Traffic monitoring data: Council monitors the speed and volume of traffic at 5000 sites around the city. The data for each school zone will be reviewed.

February 2020

School Transport Framework

3. Traffic Speed: Traffic engineers will review the traffic speed within the school zone and determine if speeds are becoming uncomfortably high for a school environment. Traffic engineers will create street improvements, such as adding traffic calming devices.
4. Traffic volume: Traffic engineers will review the traffic volumes within the school zone and determine if increases in traffic volumes warrant reengineering of streets and intersections. If streets do not flow well at peak times it can lead to impatient driver behaviour which puts others and themselves at risk.
5. Traffic accidents: Traffic engineers will review the traffic accident data within the school zone which relate to school road safety and determine what mitigation measures are needed.
6. Footpaths: Traffic engineers will check the footpath audit data to determine what improvements are needed. It is advisable to have wide footpaths near schools to ensure pedestrian movement is well catered for and encouraged.
7. Cycleways: Traffic engineers will check the cycle audit data to determine what improvements are needed. It is advisable to have a safe cycleway network to reassure parents that it is safe for their children to cycle to school. Any unsafe links or loss of connectivity will deter cycle use.
8. Pedestrian crossings. All pedestrian crossings will be reviewed for type and location. This includes crossings outside schools and those within the local neighbourhood. In addition Council will continue to actively work with schools to secure state funding for safe crossings outside schools.
9. Rat-run evaluation: Rat-running is often prevalent around schools, especially at peak drop-off and pick-up times, and predominantly by non-local residents. Traffic engineers will check the traffic data to determine what rat-run preventative measures are needed.
10. Pick up and drop off points. Traffic engineers will check the operation of these structures to determine how well Kiss and Drop's and similar features are used and what the driver behaviours are. Some devices may need modification to ensure capacity meets demand. Some schools may need to introduce driver behaviour education programs on how to use these devices.
11. Parking: Traffic engineers will review the parking availability, use and adherence to parking rules on the local streets, and those streets near schools. Off street parking (school and sports facilities) will also be evaluated. Where needed, modifications/recommendations will be made to the parking environment.
12. Line marking and Signs: Traffic engineers will review the line marking and sign location and condition. Where needed modifications will be made to the line marking and signs.
13. Disability Discrimination Act and Universal Design: Engineers and Community Development staff will review the condition of infrastructure in terms of DDA compliance and Universal Design guidelines. Where needed modifications will be made to the infrastructure – such as improving “prams ramps”.
14. Crime Prevention Through Environmental Design (CPTED): Community Development staff will review the environment around the schools from a CPTED perspective. Where needed modifications will be made to improve the safety of students moving to and from school.
15. Education Programs. Staff will liaise with the School to determine what education programs they have in place to encourage good transport behaviour, such as correct use of Kiss and Drops and the use of “walking buses”.

February 2020

School Transport Framework

16. **Systems Check:** Staff will evaluate if there are any underlying system issues that are causing transport problems and connectivity to the broader transport network and key nodes. This has the advantage of solving the cause and not the symptom. (For example, there may be no public transport facilities within the school zone thus forcing parents to drive students to school which in turn exacerbates congestion on local community roads).
17. Evaluations will also include:
- a. **Verge condition:** Traffic engineers and Parks staff will review the condition of the verge, trees, shading, irrigation and vegetation. Where needed, modifications will be made to improve the customer experience.
 - b. **Street furniture:** Parks staff will review the condition of the street furniture, including waste bins. Where needed modifications will be made to improve the customer experience.
 - c. **Lighting:** Lighting engineers will review the condition of the lighting within the school zone. Where needed modifications will be made to improve the lighting.
 - d. **Smart City:** Engineers will review the location of smarts to facilitate better transport management. Smart city devices may include counters, origin/destination analysers, street light activators, flood warning devices, parking availability information, pedestrian activated controls at crossings, cycle activated crossings, smart public transport shelters/information boards and the like. Where needed, modifications will be made to improve the smart city environment within the local community around schools.

Methodology

The methodology to implement the School Transport Framework includes:

1. Relevant data collection.
2. Analysis of data.
3. Consult with key stakeholders on needs and issues.
4. Development and analysis of options.
5. Implementation strategy and enforcement
6. Liaise with stakeholders who connect with what is planned to be implemented.
7. Prioritise work.
8. Communication of proposed program.
9. Funding and works scheduled.

Works Priority

The priority of works is established to determine which projects are submitted for funding through the Annual Plan.

The current priority criteria will be:

1. Schools affected by relocation of Year 7's and STEM.
2. Relevant traffic accidents within school zone.
3. Schools identified through Consultation

February 2020

School Transport Framework

Program of Works

The program of work generated by the methodology will be incorporated into a School Transport Framework Works Program. This will be a master list that holds all proposed works and suggested/requested works.

This list will hold the potential work program for infrastructure on local roads around each school.

Where funding permits the first four years of the project list will be placed into a New Initiative Bid called the "Local Transport around Schools" budget bid.

In addition to the work that Council will do in the local community other parties also play a key role in delivering works programs in and around schools:

- Council will collaborate with schools to advocate what works/programs should be undertaken on site.
- Council will collaborate with State departments to advocate what works they should undertake, such a black spot funding and modifications to their road infrastructure.

Councillors wishing to advocate for a project near a school will have the project evaluated under the School Transport Framework program.

Review of School Transport Framework

The framework will be reviewed within one year of its adoption, and thereafter on a bi-annual basis.

February 2020

School Transport Framework

Appendix 1: Primary and Secondary Schools within City of Salisbury

No.	School	School Type	School Level	Development at School
1	Bethany Christian School	Private School	Primary	Nil
2	Endeavour College	Private School	Secondary	Nil
3	Good Shepherd Lutheran Primary	Private School	Primary	Nil
4	Holy Family Primary	Private School	Primary	Nil
5	Prescott Northern School	Private School	Primary	Planned works
6	St. Augustines	Private School	Primary	Planned works
7	Thomas Moore College	Private School	Secondary	Nil
8	Tyndale Christian School	Private School	R-12	Nil
9	Garden College	Private School	Primary	Nil
10	Bowden Brompton Community School	Public School	Primary	Nil
11	Brahma Lodge Junior and Primary	Public School	Primary	Unknown
12	Burton Primary	Public School	Primary	Nil
13	Lake Windemere / Direk Junior and Primary	Public School	Primary	Nil
14	Ingle Farm East Junior and Primary	Public School	Primary	Unknown
15	Ingle Farm Primary	Public School	Primary	Nil
16	Karrendi Primary	Public School	Primary	Nil
17	Keller Road Primary	Public School	Primary	Nil
18	Madison Park Junior and Primary	Public School	Primary	Nil
19	Mawson Lakes School	Public School	Primary	Nil
20	North Ingle Junior and Primary	Public School	Primary	Unknown
21	Para Hills East Primary	Public School	Primary	Nil
22	Para Hills High	Public School	Secondary	STEM + Yr7 to High school
23	Para Hills Junior and Primary	Public School	Primary	STEM
24	Para Hills West Primary	Public School	Primary	Unknown
25	Para Vista Primary	Public School	Primary	Nil
26	Parafield Gardens High	Public School	Secondary	STEM + Yr7 to High school
27	Parafield Gardens Junior and Primary	Public School	Primary	Nil
28	Paralowie R12	Public School	R-12	Nil
29	Pooraka Primary	Public School	Primary	Nil
30	Riverdale Primary	Public School	Primary	Nil
31	Salisbury Downs Primary	Public School	Primary	Nil
32	Salisbury East High	Public School	Secondary	STEM + Yr7 to High school
33	Salisbury Heights Junior and Primary	Public School	Primary	Nil
34	Salisbury High School	Public School	Secondary	Yr 7 to High School
35	Salisbury Junior and Primary	Public School	Primary	Nil

10

February 2020

School Transport Framework

36	Salisbury North R-7 School	Public School	Primary	Nil
37	Salisbury Park Primary	Public School	Primary	Nil
38	Gulfview Heights Primary	Public School	Primary	Nil
39	Settlers Farm Junior and Primary	Public School	Primary	Nil
40	The Pines Junior and Primary	Public School	Primary	Nil
41	Temple College	Private School	Secondary	Nil
42	Valley View Secondary	Public School	Secondary	Yr 7 to High School

February 2020

School Transport Framework

Appendix 2: Year 7 movement from Primary School to Secondary School

	School	Estimated increased enrolments
1	Para Hills High	100
2	Parafield Gardens High	200
3	Salisbury East High	200
4	Salisbury High School	200
5	Valley View Secondary	100

Notes:

Year 7 public school students will be taught in high school from term 1, 2022.

There are 5 schools within the City of Salisbury which are still to transition Yr7 into high school by 2022.

In anticipation of the change from year 7's being included in high school, two school sites have already completed this transition. Currently Endeavour College Mawson Lakes and Thomas Moore College Salisbury Downs are taking Year 7 enrolments into their secondary school.

(There will be some benefits recognised by Council and the Community at primary schools sites due to the reduced traffic movements generated at these sites).

February 2020

School Transport Framework

Appendix 3 : STEM funded school sites

	School Site	STEM Funding
1	Mawson Lakes Primary School	\$1M
2	Para Hills School P-7	\$1M
3	Para Hills High School	\$2.5M
4	Parafield Gardens R-7 School	\$1M
5	Parafield Gardens High School	\$2.5M
6	Keller Road Primary School	\$1M
7	Gulfview Heights Primary School	\$1M
8	Madison Park School	\$1M
9	Salisbury East High School	\$2.5M
10	Salisbury Park Primary School	\$1M
11	Salisbury High School	\$2.5M
12	Paralowie School	\$3.5M
13	Settlers Farm Campus R-7	\$1M
14	Burton Primary School	\$1M

Notes:

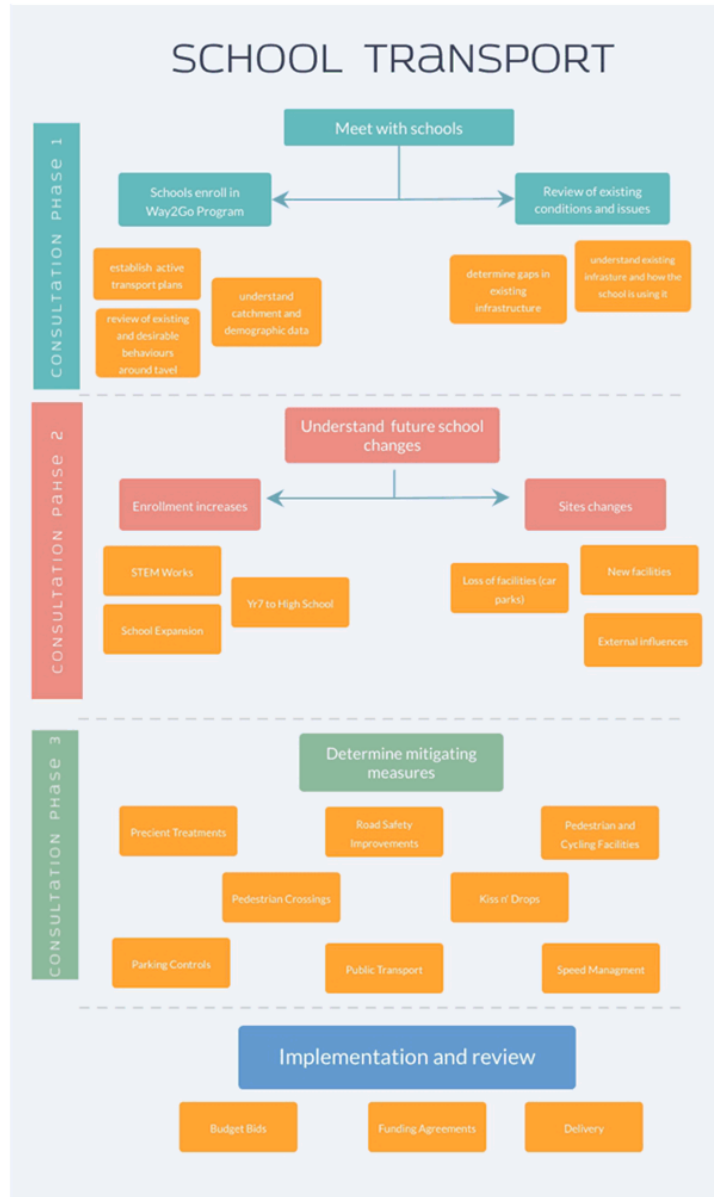
Currently 14 schools within the City of Salisbury have received State Government funding under STEM Works.

STEM (Science, technology, engineering and Maths) Works is a \$250 million investment by the State Government to provide 139 schools with modern STEM facilities to enrich teaching and learning. STEM is the integrated learning of science, technology, engineering, and mathematics. This investment from the State Government in new facilities will increase enrolment numbers across these sites and consequently increase traffic generation.

February 2020

School Transport Framework

Appendix 4 : School Transport Framework – Process Map.



February 2020

School Transport Framework

Appendix 5: Guideline Information**Community consultation**

Communicating the traffic management arrangements and understanding community issues is critical to ensure everyone, including parents, carers and students, understand the transport options that are available and the rules and behaviour that need to be followed to ensure travel to and from school occurs in a safe and efficient manner.

Precinct treatments

Council's objective is to create a safe precinct in the community around schools that allows for the safe general traffic, pick-up/drop-off of students, walking and cycling to and from school along Council managed infrastructure.

While school zones define a lower speed limit generally adjacent the school, this is restricted to a very short section of the street. In many cases the 'zone of influence' extends well beyond the school zone with parking often taking place in a number of adjoining streets and pedestrian and cycling activity also occurring in the side streets, or in some cases streets on the other side of an arterial road, well beyond the limited extent of the school zone.

Raising the awareness of drivers to the likely presence of school children over this wide zone of influence could provide an opportunity to overcome one of the key concerns of many parents preventing children walking and cycling to school, which is the speed of vehicles on the route to school.

Speed Management

Speed Management is a critical around schools where some children may have poorly developed road awareness skills. The moderation of vehicle speeds on roads adjacent to schools is a primary safety measure to protect children of all ages. Speed zones are enforced by South Australian Police. Fines and other penalties including demerit points apply to drivers who are detected driving in excess of the speed limit.

Council as part of the local area traffic management and school precinct treatments provide road geometry and other calming treatments to create a low speed environment. In addition, Council has radar speed detection signs that are loaned to school as part of speed awareness programs.



15

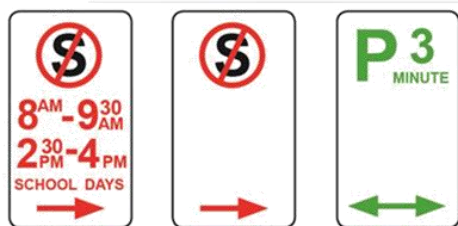
February 2020

School Transport Framework

On-street parking

On-street car parking nears schools is known to cause traffic congestion and is usually concentrated near school access and egress points. To control parking behaviour and minimise road safety issues and encourage turnover there is a number of parking controls which can be used:

- Kiss and Drop Zone
- Passenger Loading Zone;
- No Parking;
- Immediate Pick Up and Set Down Only 5 Minute Max; and
- Immediate Pick Up and Set Down Only 2 Minute Max – Driver Must Remain with Vehicle.
- 15 Minutes max parking areas to allow for high turnover



Common issues observed around parking which required both enforcement and strong communication to avoid are:

- Double parking during pick-up or drop off;
- Overstaying time limits particularly within the kiss-n-drop zones;
- Parking across property driveways; and
- Parking in other No Stopping zones.

Council mainly deals with on-street parking. For the most part off-street parking facilities are the responsibility of the school to manage. As a principle Council doesn't provide dedicated or off-street car parking facilities for the exclusive use of schools. Council, where appropriate, does support the use of shared facilities with Council owned community facilities. Traditionally sporting clubs with off-street parking facilities will not be utilised during school peak times, where shared resources and access agreements can be explored.

February 2020

School Transport Framework



Active Travel

Promoting and supporting active travel (walking, cycling and using public transport) is a key focus in the transport management around schools. It aims to create a city where active travel is an easy choice. The City of Salisbury encourages and supports active travel. Some of its initiatives are directly relevant to schools and are intended to slow or reverse the decline rate of children walking and cycling to school.

DPTI coordinate a 'Way 2 Go' Program through State primary schools in particular. The program is designed to encourage active travel to schools (walking and cycling) as well as safe behaviours. The City of Salisbury works in collaboration with schools under the Way 2 Go Program to develop improved traffic management at school sites.

To support active travel, it is Council's responsibility to provide safe pedestrian facilities around school due to the large volumes of vulnerable users. Council focusses on School Crossings, pedestrian refuges and clear and continuous footpath / shared path links. In accordance with Council's footpath policy, duplication of footpaths (both side of the road) are to be provided near schools. Furthermore, to assist with high pedestrian and cyclist numbers, increased footpath widths may be provided.

Public Transport

The use of public transport for the purpose of school travel can reduce traffic congestion, with fewer passenger vehicle trips generated and also a source of physical activity as students, in general, are required to walk between the public transport node and intended destination.

Public Transport is the responsibility of the State Government in terms of routes and service frequency. The City of Salisbury supports the use of public transport by providing DDA compliant bus pads and footpath infrastructure, allowing the community to access these services.

February 2020

School Transport Framework

Where needed, the Council can help the community advocate to the State for better public transport.

Pedestrian Crossing Facilities

There are a number of pedestrian crossings facilities which Council can install at school locations to assist with safe pedestrian movements. Different pedestrian crossings facilities are recorded based upon: pedestrian and vehicle volumes, along with how the facility would be used.

Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2 - Code of Technical Requirements details how to appropriately select a pedestrian crossing treatment. The different types are listed below:

Pedestrian actuated traffic signals (mid-block)

A pedestrian actuated crossing is a traffic signal controlled pedestrian crossing facility. If a pedestrian actuated crossing is implemented, a 25km/hr school zone can't be applied to the site.

Installation of pedestrian actuated traffic signals may be appropriate where the conditions described below are met:

In two separate one hour periods of a typical weekday:

- (i) 60 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and
- (ii) 600 or more vehicles per hour pass the site during the same two hours where the pedestrians cross; and
- (iii) the product of the number of pedestrians per hour and vehicles in the same hour exceeds 90,000

or

(b) a koala crossing is justified (see D3 below) and:

- (i) children frequently cross the road between two sections of a school at other times;
- (ii) there is a steady demand for the crossing by adult pedestrians; or
- (iii) it is considered desirable to link the crossing with other nearby traffic signals.

February 2020

School Transport Framework



Figure 1: Pedestrian Actuated Crossing Installed on Milne Road near East Para Primary School

Wombat crossing (Raised pedestrian crossing)

A Wombat Crossings is a raised pedestrian crossing (Zebra pavement Markings). There are a number of constrains when considering installing this type of crossings which includes: mean speed environment of ~40km/hr, emergency services consideration and Public Transport operators due to the raised plateau which this treatment incorporates. These treatments are not recommended by Council, where an Emu or a Koala would be recommended in its place

An on-street wombat crossing may be provided on a local street where:

(a) In two separate one hour periods of any day (including Saturday and Sunday):

- (i) 40 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and
- (ii) 200 or more vehicles per hour pass the site where the pedestrians cross during the same two hours;

or

(b) During eight hours of any day:

- (i) An average of 20 or more pedestrians per hour, cross the road (a total of 160 or more in eight hours) and could be reasonably be expected to use the crossing; and
- (ii) An average of 200 or more vehicles per hour pass the site during the same eight hours (a total of 1600 or more in eight hours).

February 2020

School Transport Framework



Children's crossing (Koala)

A koala crossing may be installed if a pedestrian survey shows that:

In two separate one hour periods of a typical school day:

- (a) 50 or more children actually cross the road and could reasonably be expected to use the crossing; and
- (b) 200 or more vehicles per hour pass the site where the children will cross during the same two hours.



Children's crossing (Emu)

An Emu crossing has no minimum child/vehicle guide, however a pedestrian survey should assist in determining the crossing location.

February 2020

School Transport Framework



Pedestrian Refuge / walkthrough

A refuge for pedestrian storage may be considered when there is high two-way traffic flow which limits the available safe gap selection for a pedestrian safety cross the road. Pedestrian refuges assist as pedestrians are to cross the road in a two-staged movement, and provide a degree of protection if waiting in the centre of the road.

These types of crossings are only recommended for low volumes pedestrian sites as there is typically limited safe storage room provided by the centre median. This type of crossings isn't appropriate at high volume and concentrated pedestrian sites, due to high likelihood of pedestrian storage capacity may be insufficient and result in pedestrians standing on the road, resulting in a significant road safety issue.



ITEM	2.7.2		
	WORKS AND SERVICES COMMITTEE		
DATE	17 February 2020		
PREV REFS	Council	OB12.2	26 Aug 2019 6:30 pm
HEADING	Traffic Study - Kings Road, Parafield Gardens		
AUTHOR	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure		
CITY PLAN LINKS	<p>3.3 Be a connected city where all people have opportunities to participate.</p> <p>1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.</p>		
SUMMARY	<p>The Council investigation of pedestrian movement across Kings Road near ALDI found the lack of a safe crossing facility near Parafield Gardens Recreation Centre.</p> <p>Council has requested the Department of Planning, Transport and Infrastructure to install a pedestrian crossing on Kings Road opposite the Parafield Gardens Recreation Centre.</p>		
RECOMMENDATION	<p>1. Council note that a request has been made to the Department of Planning, Transport and Infrastructure to install a pedestrian crossing on Kings Road opposite the Parafield Gardens Recreation Centre.</p>		
ATTACHMENTS	<p>This document should be read in conjunction with the following attachments:</p> <p>1. Kings Road Pedestrian Survey Near ALDI</p>		
1. BACKGROUND	<p>1.1 At the 26 August 2019 Council meeting it was resolved:</p>		
12.2	<p><i>Traffic Study – Kings Road, Parafield Gardens</i></p> <p>1. <i>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.</i></p>		
		Resolution:	0261/2019

- 1.2 Council requested the review of the traffic/pedestrian activity near ALDI on Kings Road as instances of jay walking had been brought to Council's attention.
- 1.3 The Department of Infrastructure Planning and Transport (DPTI) own Kings Road and are responsible for infrastructure, such as pedestrian crossings.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure

2.2 External

2.2.1 Department of Planning, Transport and Infrastructure

3. REPORT

3.1 Pedestrian counts

Council undertook an investigatory pedestrian count on Kings Road, near ALDI, to determine the crossing locations undertaken by the community on a school day.

Three crossing zones were observed on Kings Road between ALDI and the Kings Road /Martins Road roundabout. The three locations are:

- ALDI crossing zone. (This is a formal pedestrian crossing with a pedestrian refuge island)
- Parafield Gardens Recreation Centre crossing zone. (This is not a formal pedestrian crossing location. There is no formal pedestrian crossing.)
- Kings Road/ Martins Road roundabout.(This is a formal crossing point with a pedestrian refuge island)

The three locations are shown on the attachment.

A summary of the pedestrian count is shown in the table below.

Description	Count	Notes
Morning	2 hour	
ALDI Crossing (Formal pedestrian crossing)	19	Adjacent to ALDI on Kings Road
Rec Centre Crossing (No formal crossing)	9	Adjacent to Parafield Gardens Recreation Centre
Roundabout Crossing (Formal pedestrian crossing)	9	Kings Road/Martins road roundabout
Total over 2 hours	37	
Peak hour	10 people/hr	This occurred at the ALDI pedestrian crossing
Afternoon	2 hour	
ALDI Crossing (Formal pedestrian crossing)	8	Adjacent to ALDI on Kings Road
Rec Centre Crossing (No formal crossing)	7	Adjacent to Parafield Gardens Recreation Centre
Roundabout Crossing (Formal pedestrian crossing)	1	Kings Road/Martins road roundabout
Total over 2 hours	16	
Peak hour	8 people/hr	This occurred at the ALDI pedestrian crossing

- 3.2 Key observations from pedestrian count:
- 3.2.1 Most of the pedestrians crossed Kings Road at the ALDI pedestrian crossing. This is a good sign as pedestrians are crossing at a designated safe crossing location. The ALDI crossing was also the busiest with a peak pedestrian count of 10 persons per hour.
 - 3.2.2 Pedestrians (one third of the count) are crossing (jay walking) Kings Road near the Parafield Gardens Recreation Centre. At this location there is no formal pedestrian crossing. The crossing activity highlights the need for a safe pedestrian crossing. People are crossing Kings Road at this location because of the Recreation Centre, the two bus-stops on Kings Road outside the Recreation Centre, and the movement corridor through the neighbouring linear parks.
 - 3.2.3 Pedestrians are also crossing Kings Road at the Kings Road/Martins Road roundabout. This is also a good sign as pedestrians are crossing at a designated safe crossing location.
- 3.3 Traffic Counts
- 3.3.1 DPTI are responsible for traffic counts on their roads. The traffic count for Kings Road outside ALDI was 20,600 vehicles per day in 2018 (as noted on the DPTI website). This equates to a peak hour of 2060 vehicles per hour (in the morning and afternoon), based on using 10% of the daily volume as the peak hour volume.
- 3.4 New Pedestrian Crossing.
- 3.4.1 The pedestrian traffic counts and observations highlight that a new pedestrian crossing is required on Kings Road adjacent to the Parafield Gardens Recreation Centre. This will facilitate safe pedestrian movement to the recreation centre, the two bus-stops and the local shared pathways.
 - 3.4.2 Currently it is a torturous a path for commuters to alight from the bus and walk to the Recreation Centre. It is a 400m walking round trip, all the way to the ALDI pedestrian crossing and back. A direct crossing of Kings Road at the bus-stop to get to the Recreation Centre is a 10m walk. This explains why pedestrians jay-walk across Kings Road in this vicinity.
 - 3.4.3 The Ausroads Standards permit a pedestrian refuge crossing to be installed at this location. This is similar to the crossings at ALDI and the roundabout. (The pedestrian crossing numbers need to be approximately five times higher before the crossing would qualify for a pedestrian activated crossing, similar to the one recently install on Mawson Lake Boulevard).
 - 3.4.4 Council has written to DPTI requesting they install a pedestrian crossing on Kings Road opposite Parafield Gardens Recreation Centre.

4. CONCLUSION / PROPOSAL

- 4.1 The pedestrian traffic counts and observations highlight that a new pedestrian crossing is required on Kings Road adjacent to the Parafield Gardens Recreation Centre.
- 4.2 Council has written to DPTI requesting they install a pedestrian crossing on Kings Road opposite Parafield Gardens Recreation Centre. Should DPTI install the crossing Council will assist via the Minor Traffic program with respect to any other extension of footpath required.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	06/02/2020	10/02/2020



Kings Road Pedestrian Survey near ALDI

Item 2.7.2 - Attachment 1 - Kings Road Pedestrian Survey Near ALDI