



AGENDA

**FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON
16 MARCH 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
A/General Manager Community Services, Ms V Haracic
Risk and Governance Program Manager, Ms J Crook
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Works and Services Committee Meeting held on 17 February 2020.

Presentation of the Minutes of the Confidential Works and Services Committee Meeting held on 17 February 2020.

REPORTS

Administration

2.0.1	Future Reports for the Works and Services Committee.....	11
2.0.2	CoolSeal - Community Survey.....	17
2.0.3	Portable CCTV Trial - CCTV Specification and Priority Site Identification	25
2.0.4	Minutes of the Asset Management Sub Committee meeting held on Tuesday 10 March 2020.....	37

Healthy Ageing and Access

2.2.1	Salisbury Home and Community Services Transport	43
-------	---	----

Landscaping

2.4.1	Update on Corella Management - March 2020	49
2.4.2	Use of Thermal Methods for Weed Control.....	51
2.4.3	Bayview Parade Reserve (Gulfview Heights Lakes) Irrigation Reactivation	95
2.4.4	Implementation of Structural Seating incorporating Vegetation	101

Property

2.5.1	Minutes of the Strategic Property Development Sub Committee meeting held on Wednesday 11 March 2020	105
2.5.2	Building Audit frequency to inform the Asset Management plans	113
2.5.3	Revocation of Portion of George Street Wetland Reserve, known as Allotment 1 in Deposited Plan 75831	115

Public Works

2.6.1	Capital Works Report - February 2020	127
-------	--	-----

Traffic Management

2.7.1	Traffic Safety: Transport Network Planning and Localised	139
2.7.2	Pedestrian Crossing - Galway Crescent, Salisbury Downs.....	149

Waste Management

2.8.1	Compostable Bags for Benchtop Bins.....	155
-------	---	-----

OTHER BUSINESS

CONFIDENTIAL ITEMS

2.9.1 Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Wednesday 11 March 2020

Recommendation

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

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

On that basis the public's interest is best served by not disclosing the **Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Wednesday 11 March 2020** 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**

17 FEBRUARY 2020

MEMBERS PRESENT

Cr S Reardon (Chairman)
Mayor G Aldridge (ex officio)
Cr M Blackmore
Cr L Braun (Deputy Chairman)
Cr C Buchanan (*from 7.26pm*)
Cr G Reynolds
Cr N Henningsen

OBSERVERS

Cr K Grenfell
Cr P Jensen
General Manager Business Excellence, Mr C Mansueto

STAFF

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

The meeting commenced at 7.22 pm.

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

APOLOGIES

An apology was received from Cr S Ouk.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr G Reynolds
Seconded Cr L Braun

The Minutes of the Works and Services Committee Meeting held on 20 January 2020, be taken and read as confirmed.

CARRIED

Moved Cr N Henningsen
Seconded Cr L Braun

The Minutes of the Confidential Works and Services Committee Meeting held on 20 January 2020, be taken and read as confirmed.

CARRIED

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr L Braun
Seconded Cr N Henningsen

1. The information be received.

CARRIED

Landscaping

2.4.1 Program for Reserve Upgrade, Autism Friendly Playspaces and Outdoor Fitness Equipment

Cr Buchanan entered the meeting at 7.26 pm.

Moved Cr N Henningsen
Seconded Cr G Reynolds

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.

CARRIED

2.4.2 Motion on Notice - School Partnerships: Trees

Moved Cr C Buchanan

Seconded Cr M Blackmore

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.
5. That Council note the Youth Council's newly formed environmental team, and include them in the tree planting program, sustainability events and program/event design consultation.

CARRIED

Property

2.5.1 Indoor Sporting Facilities

Moved Cr G Reynolds

Seconded Cr C Buchanan

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.

CARRIED

Public Works

2.6.1 Capital Works Report - January 2020

Cr C Buchanan declared a perceived conflict of interest on the basis of being a member of the sporting club on the boundary of Andrew Smith Drive, Parafield Gardens. Cr Buchanan managed the conflict by remaining in the meeting and voting in the best interest of the community.

Moved Cr C Buchanan
Seconded Cr L Braun

1. That further information in relation to the 2019/20 Plant and Fleet Replacement Program be brought to the March 2020 Works and Services Committee meeting.
2. The works at the Andrew Smith Drive, Parafield Gardens fencing be inspected to ensure that trail bikes cannot gain access.

CARRIED

Traffic Management

2.7.1 School Transport Framework

Moved Cr G Reynolds
Seconded Cr M Blackmore

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.

CARRIED

2.7.2 Traffic Study - Kings Road, Parafield Gardens

Moved Cr C Buchanan
 Seconded Cr L Braun

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.

CARRIED

OTHER BUSINESS

Nil

CONFIDENTIAL ITEMS

2.9.1 Burton Community Hub

Moved Cr L Braun
 Seconded Cr G Reynolds

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.*

CARRIED

The meeting moved into confidence at 8.25 pm.

The meeting moved out of confidence and closed at 8.52 pm.

CHAIRMAN.....

DATE.....

ITEM	2.0.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 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
25/02/2019 2.5.1- SPDSC (OB1) Due:	Framework Development for Additional Green Space in Salisbury 1. That staff develop a framework by end of July 2019, for identifying opportunities for the strategic acquisition of properties to provide additional green space and/or recreation areas within Salisbury. June 2020	Craig Johansen
25/03/2019 6.4.2 Due:	Budget Bids 2019/20 7. PSN000375 Elected Member Bid: BBQ Installation - Lindblom Park, Pooraka and other reserves be considered in a future report on the PSN000262 Outdoor Furniture Program. April 2020	Craig Johansen
24/06/2019 2.9.1 Due:	Recreation Services Agreement Council has previously resolved this resolution to be confidential. May 2020	Adam Trottmann
22/07/2019 2.9.1 Due: Deferred to: Reason:	Mawson Lakes Interchange Council has previously resolved this resolution to be confidential. March 2020 September 2020 Due to the timing of EOI process.	Terry Sutcliffe
26/08/2019 2.4.1 Due: Deferred to: Reason:	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. March 2020 May 2020 Due to preparation of 20/21 budget this report is being deferred.	Craig Johansen
26/08/2019 2.5.2 Due: Comment:	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> May 2020 The applicant has requested that this matter be deferred.	Tim Starr

23/09/2019	Resource Sharing Proposal - Research Road Dog Pound	Jarred Collins & John Darzanos
2.6.1	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 Deferred to: April 2020 Reason: Business case in development.	
28/10/2019	Burton Community Hub Project Update	Adam Trottman
2.1.1	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	
28/10/2019	Proposed Declaration of Multiple Roads within the City of Salisbury	Lavinia Morcoase
2.5.2	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: May 2020	
28/10/2019	Church and John Street Improvement Plan	Jarred Collins
2.6.3	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: April 2020	
28/10/2019	Paralowie Soccer Club	Peter Rexesis
W&S-OB1	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 Deferred to: April 2020 Reason: Building audits in process.	
25/11/2019	Proposed Land Transaction	Tim Starr
2.9.1	Council has previously resolved this resolution to be confidential. Due: April 2020	
16/12/2019	Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of the Strand	David Boothway
2.5.2	3. Council agree in principle to build the Option 2 bridge subject to detailed design and costs coming back to the works and services committee for consideration in the 2021/22 budget. Due: April 2020	

16/12/2019 Cnl-OB12.2	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. Due: March 2020 Deferred: April 2020 Reason: Consultation in progress.	David Boothway
28/01/2020 1.1.2	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; Due: July 2021	Adam Trottman
28/01/2020 1.1.2	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 Due: January 2021	Adam Trottman
28/01/2020 1.1.2	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. Due: 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 MON7.1	<p>Motion on Notice: Dog Parks</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. <p>Due: July 2020</p>	Craig Johansen
28/01/2020 MON7.2	<p>Motion on Notice: Drinking Fountain - Salisbury Civic Plaza/Community Hub</p> <ol style="list-style-type: none"> 1. A report be prepared providing costings for the installation of a drinking fountain at the Salisbury Civic Plaza. <p>Due: April 2020</p>	Craig Johansen
28/01/2020 MON7.2	<p>Motion on Notice: Drinking Fountain - Salisbury Civic Plaza/Community Hub</p> <ol style="list-style-type: none"> 3. Staff report back on options to increase shade structures in the civic plaza. <p>Due: April 2020</p>	Craig Johansen
24/02/2020 2.4.2	<p>Motion on Notice: School Partnerships: Trees</p> <ol style="list-style-type: none"> 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. <p>Due: September 2020</p>	Craig Johansen

24/02/2020 2.5.1	Indoor Sporting Facilities 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.	Adam Trottman
Due:	August 2020	
24/02/2020 2.9.1	Burton Community Hub Council has previously resolved this resolution to be confidential.	Karen Pepe
Due:	June 2020	
24/02/2020 MON7.1	Motion on Notice: Lighting at Mobara Park 1. That a report be prepared providing advice on the feasibility and costings for the installation of lighting at Mobara Park, and include a list of the district level reserves and parks that currently have and do not have lighting and their requisite costings.	Dameon Roy
Due:	August 2020	

4. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer: Executive Group

Date: 10/03/2020

ITEM	2.0.2
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
PREV REFS	Council GB3 28/01/2020
HEADING	CoolSeal - Community Survey
AUTHOR	Jordan Ward, Civil & Transport, City Infrastructure
CITY PLAN LINKS	2.4 Have urban and natural spaces that are adaptive to future changes in climate. 3.1 Be an adaptive community that embraces change and opportunities. 4.2 Develop strong capability and commitment to continually improve Council's performance.
SUMMARY	<p>The City of Salisbury has monitored the performance of the CoolSeal trial completed in The Bridges, Mawson Lakes. The pavement preservation has performed as expected from an engineering perspective and has also reduced the heat island effect in the local area.</p> <p>Council staff completed a survey of the residents within The Bridges estate in Mawson Lakes where CoolSeal was applied. Of the 237 impacted properties, Council received 33 survey responses.</p> <p>It is proposed to continue to use this surface treatment, in appropriate areas, as part of our Asset Management Strategy, but only after residents affected have been consulted.</p>
RECOMMENDATION	<ol style="list-style-type: none">a. Council endorses the CoolSeal type treatment option, as an appropriate treatment in selected areas, as part of the Road Reseal Program.b. When an alternate road surface treatment, that will significantly change the appearance of the site (such as Cool Seal) is recommended, then the local community and Ward Councillors are to be consulted prior to the treatment being applied.
ATTACHMENTS	<p>This document should be read in conjunction with the following attachments:</p> <ol style="list-style-type: none">1. Consultation Flyer (as distributed throughout The Bridges, Mawson Lakes)

1. BACKGROUND

- 1.1 The Bridges, Mawson Lakes is high density living, and at this point has no established street trees. These factors significantly contribute to the urban heat island effect.
- 1.2 Council staff completed the CoolSeal preservation treatment in December 2018 and continued to monitor the seal performance for both durability and suitability for application.
- 1.3 The City of Salisbury undertakes a variety of road surface treatments via established contractor panels each year to maintain and renew all of the 760km of roads within our City, as part of the Road Reseal Reconstruction Program (RRRP).
- 1.4 CoolSeal is a light coloured version of the traditional ‘black seal preservation treatment’ that Council has been using for the last 5 years as a part of the \$9M/year RRRP.
- 1.5 A report summarizing a technical assessment of the effectiveness of CoolSeal was presented to Council at its January meeting. At this meeting Council resolved:

2.6.2 Cool Seal 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*
- 1.6 As a result of this Council resolution, all impacted residents within The Bridges, Mawson Lakes were invited to participate in a survey questionnaire regarding their thoughts on CoolSeal. The survey was completed using the online platform ‘Survey Monkey’ with an information flyer distributed to all impacted residents with project information and how to access and complete the survey.
- 1.7 Undertaking the survey with all residents ensured that not only those residents who requested feedback by either email, phone or street meetings were included, but all residents in the estate had the opportunity to provide feedback.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 City Infrastructure Staff
- 2.1.2 Mayor Aldridge, and local Ward Councillors Cr. Brug & Cr. Braun

2.2 External

- 2.2.1 All residents of The Bridges, Mawson Lakes

3. REPORT

- 3.1 City infrastructure staff prepared a CoolSeal information flyer that was distributed to the impacted residents within The Bridges, Mawson Lakes inviting them to participate in a survey questionnaire completed through ‘Survey Monkey’
- 3.1.1 A copy of the flyer is attached to this report.
- 3.2 Staff identified a catchment of 237 residential properties within The Bridges, Mawson Lakes. 33 responses were received from the survey which represents 14% of the total impacted population.
- 3.2.1 Council staff has observed that certain area attract a high level of engagement from the community regarding Works completed by Council. The Mawson Lakes area has traditionally attracted a higher level of engagement by the community, specifically towards the RRRP, when any treatment is undertaken on the roads.
- 3.2.2 This survey had yielded a 14% response rate, which represents a low level of engagement by the community with alternative treatments installed by Council.
- 3.2.3 Council received mixed responses towards the CoolSeal treatment, where the respondents emphasised the challenges associated with the alternate treatments, such as CoolSeal.
- 3.2.4 The analysis of the feedback provided the following results :
- Respondents reported an average satisfaction rating of 2.8 out of 10. With 19 residents (58% of respondents) reporting the lowest possible rating of 1 out of 10. Furthermore, 3 residents (9% of respondents) reported the highest possible rating of 10 out of 10.
 - 21% of respondents noticed a temperature reduction of the road surface, with the remaining 79% either unsure or didn't notice any difference.
 - Over 75% of all respondents noted the following after CoolSeal was applied: poor skid resistance, displeasing road surface, tyre marks and road surface glare.
 - 43% of respondents are supportive of cooling treatments and strategies to reduce the urban heat island effect.
 - 18% of respondents would like to see cooling strategies applied to the local roads.
- 3.2.5 Mixed responses by the community is typical when non-traditional treatments are completed particularly when the visual appearance is different.
- 3.2.6 Since the City of Salisbury's Australian first trial of CoolSeal, two other Councils in South Australia have completed similar cool surface treatment projects, with a further 7 completed CoolSeal Projects nation wide. Additionally, there are another 11 Councils and Infrastructure Authorities that are planning on implementing CoolSeal within the next 12 months. These treatments are becoming more main stream across the road network.

3.3 Some of the challenges with CoolSeal that the community expressed through the survey were:

- 3.3.1 Tyre and oil marks
- 3.3.2 Pavement cracking
- 3.3.3 Poor Skid resistance
- 3.3.4 Hoon drivers
- 3.3.5 Road surface glare

3.4 Engineering Parameters

- 3.4.1 The application of CoolSeal has reduced the pavement temperatures on average by 4.6⁰C.
- 3.4.2 Vehicle skid marks and oil stains are more visible on the CoolSeal treated surface due to the high contrast ratio with the gray surface. However, the oil stains do wash off with warm soapy water as with other preservation treatments.
- 3.4.3 Environmental cracking, as caused by third party trenches sinking are normally filled with black polymer, however a new grey polymer has been developed to match the CoolSeal pavement and applied in this case.
- 3.4.4 The skid resistance testing met or exceeded the requirements for DPTI for a local urban road.
- 3.4.5 Council has monitored vehicle speeds within the Bridges, Mawson Lakes at key traffic count locations. The speed data shows that there has been a reduction in the traffic speeds since the CoolSeal pavement treatment has been applied. There has been a slight reduction, across the count period (85 percentile speeds 36.3km/h in 2017 vs. 34.7 km/h in 2019).
- 3.4.6 Industry has reviewed the mix design for CoolSeal which has been modified since the application in the Bridges, which has reduced the impact of glare. It is acknowledged that there is a 2 month surface embedment period where the glare perception takes to subside.
- 3.4.7 City of Salisbury staff is not aware of any other Council that has completed a survey of residents post CoolSeal application in South Australia. The City of Adelaide has only recently commenced their trial in early 2020, and The City of Charles Sturt is still within their nominated trial period of 2 years from December 2018 to December 2020.

4. CONCLUSION / PROPOSAL

- 4.1 CoolSeal, a new type of road surface treatment, was applied to a number of local streets in The Bridges estate, Mawson Lakes, in late 2018.
- 4.2 Following a technical assessment of the effectiveness of the treatment, which demonstrated that the surface treatment performed well, Council requested that a survey of residents be undertaken.

- 4.3 There were a high proportion of residents who didn't respond to the survey. Of those that did respond, the feedback was generally mixed towards CoolSeal specifically and treatments in general to reduce the urban heat island effect.
- 4.4 Council staff consider that the application of cool surface treatments, such as CoolSeal, is an appropriate treatment in certain circumstances, particularly to help reduce the heat island effect.
- 4.5 However, prior to its application, or similar treatments which result in a significantly different appearance, local residents and Ward Councillors should be consulted.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020



THE LIVING CITY

City of Salisbury is committed to liveable city strategies that include reducing the heat island impact within our communities.

Infrastructure within a neighbourhood has a significant impact on the Community engaging in active and healthy life styles choices. Footpaths, roads, trees, lighting, and vegetation increase street amenity to deliver usability in the area.

BACKGROUND

The urban heat island effect is an extensively documented climate issue experienced in many Australian cities. The concentration of concrete buildings and asphalt roads create heat islands that can be significantly hotter than temperatures in the surrounding areas. Because the number of extreme heat days is predicted to increase significantly over the next few decades, Council is working to understand and reduce heat islands within the City.

PROJECT INFORMATION

In December 2018 the City of Salisbury completed a road surface rejuvenation project, applying the Cool Seal preservation treatment to the roads within The Bridges, Mawson Lakes. This preserves the life of the road, as well as reducing the road surface and air temperature.

Council continue to monitor the performance of the Cool Seal preservation treatment, but we would like to know what you think.

YOUR FEEDBACK

The City of Salisbury invites your feedback on the Cool Seal Preservation Treatment that was applied to the streets in The Bridges, Mawson Lakes.

You can provide your feedback by completing an online survey; it takes less than 5 minutes. Survey closes midnight on Sunday 23rd February 2020.

Use the QR code to the right or link below at access the survey.
<https://www.surveymonkey.com/r/coolseal>



If you have any question, you can contact either Jordan Ward (Civil and Transport Engineer) or Peter Levett (Project Delivery) on 8406 8222.

CITY OF SALISBURY - 34 Church Street, Salisbury 5108. Ph: 08 8406 8222 E: city@salisbury.sa.gov.au W: www.salisbury.sa.gov.au

ITEM	2.0.3		
	WORKS AND SERVICES COMMITTEE		
DATE	16 March 2020		
PREV REFS	Works and Services Committee	2.5.1	21/10/2019
HEADING	Portable CCTV Trial - CCTV Specification and Priority Site Identification		
AUTHOR	Julie Douglas, Senior Social Planner, Community Development		
CITY PLAN LINKS	3.4 Be a proud, accessible and welcoming community.		
SUMMARY	This report specifically responds to a resolution passed by Council at its October 2019 meeting. It provides information on CCTV specifications and an initial identification of proposed priority sites for portable CCTV deployment for a six month trial period to commence in April 2020.		

RECOMMENDATION

1. That this report be received and noted.
2. That the proposed CCTV equipment be endorsed for lease for the duration of the 6 month Portable CCTV trial.
3. That the proposed 6 month priority site schedule summarised in paragraph 3.3 be endorsed to enable commencement of the Portable CCTV trial.

ATTACHMENTS

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

1. Portable CCTV Site Prioritisation Assessment

1. BACKGROUND

- 1.1 Community safety and city amenity are negatively impacted by illegal dumping, graffiti and hoon driving, and consequently Council has been combating these issues through a range of strategies and actions.
- 1.2 At its meeting on 28 October 2019, Council resolved:
 - *The installation of CCTV cameras to combat illegal dumping, hoon driving and graffiti, be considered within the context of the Community Safe Strategy.*
 - *Council continues to explore a range of options (including CCTV) to assist reduce hoon driving, illegal dumping, and graffiti, as part of the Community Safe Strategy.*
 - *Council endorse the hire of 8, fit for purpose, portable CCTV cameras for a 6 to 9 month trial to ascertain the benefit over alternative options.*
 - *A 2019/20 First Quarter non-discretionary budget review bid be approved for \$65k to fund this trial.*

- *Administration work with the Ward Councillors on the purpose and specification for the cameras, with the aim of commencing the trial in early 2020.*
- *In consultation with Ward Councillors, determine where the portable cameras should be installed, in the context of the Community Safe Strategy, including locations identified by Ward Councillors previously.*

Resolution Number: 0299/2019

1.3 Council endorsed its second Community Safety Strategy at its October 2019 meeting . The Community Safety Strategy proposed the following actions in response to CCTV, traffic management and graffiti management:

1.3.1 Action 23 - Develop, manage and maintain the City of Salisbury's CCTV safety camera network in public space zones.

- CCTV is an important tool in crime prevention and criminal investigation. Council's existing CCTV network incorporates the Salisbury City Centre, community centres and libraries, St Kilda, and Salisbury Oval. A CCTV network requires significant ongoing resources for monitoring, management and liaison. Grant funding is available but has significantly decreased in recent years.

Specific actions to be implemented are as follows:

- Manage and maintain the existing CCTV safety camera network.
- Develop an annual plan for CCTV expansion to priority sites.
- Develop a policy position on the CCTV network, addressing issues such as signage, the use of mobile CCTV, and the need for expansion.

1.3.2 Action 24 - Continue removing and managing graffiti.

- Council has dedicated in-house team of staff and volunteers for managing graffiti across the city. This team is responsible for the prompt response to and removal of graffiti, and for actions to identify taggers and reduce repeat offences. Removing graffiti promptly is important for local perception and acts as a deterrent. Current programs must be continued, along with investigation of a program that may facilitate legal street art and pathways for tagging offenders.

1.3.3 Action 28 - Continue to implement traffic and speed management initiatives.

- Speeding traffic and unsafe travel behaviour are often raised as a key safety concerns in the City of Salisbury. Council has a proactive monitoring program of over 4,000 sites across the city that measure traffic speed and numbers, in addition to undertaking reactive measurements for identified hot spots. This information is used to investigate unsafe traffic behaviour and design traffic control devices that are installed through our transport programs.

Specific actions to be implemented are as follows:

- Implement the School Traffic Framework to identify traffic improvements around schools.

- Implement the Road Safety Framework to improve road safety on Council and DPTI owned roads within City of Salisbury.
- 1.4 Illegal dumping was not considered in the context of the Community Safety Strategy as it more appropriately relates to visual amenity, and will be addressed in the forthcoming refresh of Council's existing City Pride Strategy
 - 1.5 To enable the trial of portable CCTV cameras a 2019/20 First Quarter non-discretionary budget review bid of \$65k was prepared and approved to fund the trial.
 - 1.6 The remainder of this report provides an overview of CCTV camera specifications, consultation undertaken to identify locations for portable CCTV deployment, and an initial prioritisation of sites for the in initial six (6) months of the trial.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 City Infrastructure – Civil and Waste Division
- 2.1.2 City Infrastructure – Property, Buildings and Business Support Division
- 2.1.3 City Infrastructure – Traffic Management Division
- 2.1.4 Elected Members

3. REPORT

CCTV Cameras Specifications

- 3.1 Investigations have been undertaken to source and cost suitable CCTV for this trial. It has been determined that portable units will need to be hired for the duration of the trial. It is recommended that two units are deployed to each site, one unit to be deployed as an overview for the approach and departure of a hot spot area; and the other unit at the hot spot location to allow effective potential identification of vehicle license plates and offender activity at the site.
- 3.2 The availability of facial recognition as a concept relies upon a database of known identities (as a reference point) in conjunction with in-built analytics within the smart software and connected to a very high quality camera. To date this concept is considered a premium product and is not available for general hire by the companies that supply this equipment. Mobile deployment means the likelihood of building a suitable facial recognition database is quite low; various disguises can easily circumvent positive identification as it stands in an open scene such as the roadside. Facial recognition is more suited to a fixed location environment as the equipment can be linked with a photo database commonly linked with an access control system. Consequently facial recognition is not a part of this CCTV trial.
- 3.3
- 3.4 Each unit is equipped as an all-in-one unit which houses a bright yellow cage, battery storage within secure base, control box and solar panel to maintain charge in outdoor environments. Units are equipped with motion detection for recordings and field of view limitations to set environment allowing reduced recordings and prolonging recording ability.

- 3.5 The units record to a cloud server with footage transmitted by event recording (eg. like a chapter). The number and short clips are emailed through for quick remote viewing inside a downloadable proprietary application to promote close to live response to activity. The footage recorded is deemed the property of City of Salisbury, however is held on the cloud server by the provider until requested for download.
- 3.6 Each unit has different lens type that can be applied to suit the field of view desired within the scene or focus area of attention. Additional costs will be incurred for License Plate recognition that needs to be added to a unit for detection of offending vehicle number plates.
- 3.7 The units have anti-tamper features which allow motion detection around a deployed unit and can sound alarm siren/activate alarm strobe when recording or approached too closely – helping to prevent willful damage or tampering.
- 3.8 Each unit can be deployed to roadside, reserve or verge areas with 3 or 4 days' notice. The approximate quoted cost is \$1,300.00 ex GST per month per two unit deploy to one offence trial location, which equates to \$5,200 per month for monitoring of 4 sites (8 cameras in total). These costs do not include the cost of staff resources required but this will be monitored over the trial period and reported back to Council.
- 3.9 A limitation of the portable CCTV footage download quality is that as SVGA standard it is below the desired Australian Standards, however this is what is available at this point in time. Although the quality of the recorded images from these cameras is lower than desired outside of a trial environment another suburban council has used this solution to curb anti-social behavior and willful damage, proving an effective deterrent measure in the immediate vicinity of the camera locations. The evidence quality of the recorded footage has yet to be confirmed for satisfactory prosecution purposes in court and this will be an area of further consideration during and post the trial period. Staff will continue to monitor this.

Site Prioritisation and Deployment Schedule

- 3.10 In the preparation of the October report to Council Elected Members were requested to provide a list of known hotspots for hoon driving, illegal dumping and graffiti within their Wards. This information was combined with other sources of Council data, requests from MPs and SA Police (SAPol) intelligence to generate a list of sites across the entire local government area for the purposes of this trial (attachment 1).
- 3.11 Basic assessment criteria were developed to assist with identifying and prioritising appropriate sites for the trial. Prioritisation of potential sites for deployment has taken consideration of the following:
 - Complaints to Council;
 - Complaints to EMs;
 - Complaints from MPs;
 - SAPOL intelligence;
 - Specific site is identified;
 - Identified site is within the care and control of Council;

- Potential threat to public safety;
 - Impacts on public space amenity; and
 - Right to privacy not impacted if CCTV deployed (ie. Private residential property not surveilled).
- 3.12 An initial six (6) month schedule of sites has been identified based on the deployment of 4 discrete CCTV units (consisting of 8 portable CCTV cameras deployed in pairs at each site) on a monthly rotation. Where possible priority sites have been identified across all Wards for the purposes of this trial.
- 3.13 It is proposed that the Portable CCTV trial can commence as soon as the purchase and/or leasing arrangements and delivery of the CCTV equipment has been finalised. It is anticipated that this will occur in March/April.

Limitations to CCTV Usage for Trial Purposes

- 3.14 It should be noted that there are a number of known limitations relevant to the deployment of portable CCTV cameras to address hoon driving, illegal dumping and graffiti that restrict the choice of sites for CCTV and/or the types of offences that Council may take further action in relation to. The following points of consideration have also been taken into consideration in the selection of sites and complaint types for the initial pilot phase of this project, and will also influence future action that may reasonably be taken in relation to evidence gathered from CCTV footage.
- 3.14.1 As referred to in paragraph 3.7 the SVGA quality of the portable CCTV units is lower than desired and the evidence quality of the recorded footage for prosecution purposes in court is uncertain at this stage. To maximize effectiveness 2 cameras per site will be deployed and further consideration will be given during and post the trial period. Staff will continue to monitor this.
- 3.14.2 The deployment of CCTV Cameras to record dangerous and illegal vehicle activity due to “hoon-driver” behaviour should be used along Council’s local roads network only. For legal reasons, it is not appropriate that this type of surveillance equipment be placed on major arterial roadways that are part of the Department of Planning, Transport and Infrastructure’s (DPTI) metropolitan road network, e.g. Bridge Road at Salisbury East and Montague Road at Pooraka as an example.
- 3.14.3 The enforcement of the regulatory road rules relating to both driving to the sign-posted speed limit and “driving with due care at all times” for regular high-volume 2-way traffic flow along main arterial roads or highways is the responsibility of the Traffic Division of SAPol. Council may refer complaints and evidence to SAPol but has no authority for further action.
- 3.14.4 CCTV Cameras are to be predominately used to record dangerous and illegal vehicle activity, as opposed to vehicles exceeding the default urban 50 km/h speed limit, or a sign-posted 60, 70 or 80 km/h speed limit which could be easily contested in a court of law. Examples of dangerous and illegal vehicle activity includes:

- The deliberate act of causing sustained wheel spin in a vehicle resulting in “smoking or squealing” of tyres and tyre markings along a road surface;
 - Failing to “drive with due care at all times” which includes failing to “keep left” whilst driving along a 2-way roadway; and
 - Any other violation under miscellaneous road rules of *Road Traffic Act 1961* involving the dangerous and illegal use of motor vehicle or motorcycle.
- 3.14.5 Because CCTV equipment is generally not designed to record sound, any complaints relating to vehicle noise-levels cannot be pursued through this trial. In such cases, residents are to refer any complaints regarding vehicle noise-levels generated by high-performance or modified vehicles to the Environmental Protection Agency (EPA) for further action.
- 3.14.6 Due to the sensitivity within the community regarding the use of CCTV equipment in certain public areas which includes a roadway, Council should exclude by default any sites that are roadways located adjacent to either an early learning centre or a school.

4. CONCLUSION / PROPOSAL

- 4.1 Council has expressed its concern at the level of illegal dumping, graffiti, and hoon driving across many parts of the city and to help address this requested staff to investigate the purchase of a number of portable CCTV cameras.
- 4.2 Based on data gathered from Elected Members, MPs and complaints to Council a six month schedule of priority sites has been identified across the Salisbury local government area incorporating, where possible and relevant, priority sites within each Council Ward.
- 4.3 It is proposed that the Portable CCTV trial can commence as soon as the leasing arrangements can be made and delivery of the CCTV equipment has been finalised.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	03/03/2020	10/03/2020

Ward							Suburb	Location Details	Community Safety Issue			Assessment Criteria									Deployment Month						Comments	
West	East	Hills	North	Para	South	Central			Hoon Driving	Illegal Dumping	Graffiti	1. Council	2. EMs	3. MPs	4. SAPOL intel	5. Site ID	6. Council care & control	7. Public safety threat	8. Public space amenity	9. No impact on Privacy	1	2	3	4	5	6		
*							Mawson Lakes	Fisher Pl & Hurtle Pde			*		*			*		*										
*							Mawson Lakes	Cascades Dr		*			*			*		*									More information required to identify specific site(s)	
*							Mawson Lakes	Between Bridges Estate & Airport boundary					*														Complaint related to anti-social behaviour. Complaint category not included in this trial	
*							Mawson Lakes	Elder Smith Rd, St Elias St & Belfree Dr					*														More information on complaint category & more specific site information required	
*							Mawson Lakes	Augustine St		*			*					*									More information required to identify specific site(s)	
*							Mawson Lakes	Beechwood Ave	*			*		*		*	*	*		*						2		
*							Cavan	Levels Rd	*			*		*		*	*	*		*						3		
*							Cavan	Sharp Ct	*			*				*	*	*		*						1		
*							Pooraka	Montague Rd	*				*					*		*							DPTI road - Site not within the care & control of Council	
*							Pooraka	Duffield Dr playground		*		*	*			*	*		*		*					4		
*							Globe Derby Park	Ryans & Pt Wakefield Rd		*			*			*	*		*		*							
*							Globe Derby Park	Whites Rd (opposite wetlands)		*			*			*	*		*		*							
*							Globe Derby Park	Globe Derby Dr (near traffic lights)		*		*	*	*		*	*		*		*					1		
	*						Gulfview Heights	Barker Rd (between Barker Rd & Hausler Reserve)			*		*			*	*		*		*						6	

Ward							Suburb	Location Details	Community Safety Issue			Assessment Criteria									Deployment Month						Comments
West	East	Hills	North	Para	South	Central			Hoon Driving	Illegal Dumping	Graffiti	1. Council	2. EMs	3. MPs	4. SAPOL intel	5. Site ID	6. Council care & control	7. Public safety threat	8. Public space amenity	9. No impact on Privacy	1	2	3	4	5	6	
	*						Gulfview Heights	Barker Rd		*					*		*	*								More information required to identify specific site(s)	
	*						Salisbury East	Toilets at Cobbler Creek playground			*															Site not within the care & control of Council	
	*						Salisbury East	Along Cobbler Creek, near Howe Ct	*					*	*	*		*	*								
	*						Salisbury East	Welby Ave	*					*	*	*		*	*								
	*						Salisbury East	Bridge Rd	*					*	*	*		*	*							DPTI road - Site not within the care & control of Council	
	*						Salisbury East	Gloucester Ave	*					*	*	*		*	*					6			
	*						Salisbury East	Fern Grove Blvd & Strathpine St	*					*	*	*		*	*								
	*						Salisbury Park	Goddard Dr, (at the abandoned shops)			*			*	*	*		*	*								
	*						Salisbury Park	Goddard Dr	*					*	*	*		*	*					3			
	*						Salisbury Park	Saints Rd	*					*	*	*		*	*		1						
	*						Salisbury Park	Fenden Rd	*					*	*	*		*	*						6		
	*						Salisbury Park	Wildwood Dr	*					*	*	*		*	*			2					
	*						Salisbury Park	Harry Bowey Reserve car park			*			*	*	*		*	*					5			
	*						Brahma Lodge	Kent Ave	*					*	*	*		*	*								
	*						Brahma Lodge	The Strand	*					*	*	*		*	*				3				
	*						Brahma Lodge	Francis Rd	*					*	*	*		*	*								
	*						Brahma Lodge	Brahma Dr	*					*	*	*		*	*								
	*						Brahma Lodge	Main North Rd (west side)			*			*	*	*		*	*							DPTI road - Site not within the care & control of Council	

Ward							Suburb	Location Details	Community Safety Issue			Assessment Criteria									Deployment Month						Comments
West	East	Hills	North	Para	South	Central			Hoon Driving	Illegal Dumping	Graffiti	1. Council	2. EMs	3. MPs	4. SAPOL intel	5. Site ID	6. Council care & control	7. Public safety threat	8. Public space amenity	9. No impact on Privacy	1	2	3	4	5	6	
																									Council		
	*						Brahma Lodge	Pulteney Rd		*				*	*			*	*								
	*						Salisbury Plain	Warringa St		*				*	*			*	*				4				
		*					Salisbury South	Nylex Ave	*					*	*	*		*	*		1						
		*					Salisbury South	Cross Keys Rd (between Frost Rd & Kings Rd)	*					*	*	*		*	*			3					
		*					Salisbury East	Clayson Rd	*					*	*	*		*	*		2						
		*					Salisbury South	Frost Rd	*					*	*	*		*	*			4					
		*					Salisbury South	Cheviot Rd		*				*	*			*	*				5				
			*				Burton	Bolivar Rd (between Waterloo Cnr Rd & Diment Rd)	*					*	*	*		*	*		1						
			*				Burton	Hawker Rd & Diment Rd	*					*	*	*		*	*			3					
			*				Burton	Janine Dr Reserve (motorcycle riding in reserve)	*					*	*	*		*	*				5				
			*				Edinburgh	Tappa Rd & Kaurna Ave	*					*	*	*		*	*			4					
			*				Salisbury	Brown Tce	*	*				*	*	*		*	*				5				
			*				Direk	Helps Rd		*				*	*			*	*					6			
			*				Direk	Edinburgh Rd		*		*		*	*			*	*		2						
				*			Parafield Gardens	The Boulevard in Martindale Palms Residential Estate	*					*	*	*		*	*			3					
				*			Parafield Gardens	Morgan St	*					*	*	*		*	*			4					
				*			Parafield Gardens	Andrew Smith Dr	*					*	*	*		*	*		1						
				*			Parafield Gardens	Ryans Road (large treescape)		*				*	*			*	*								

Ward							Suburb	Location Details	Community Safety Issue			Assessment Criteria									Deployment Month						Comments
West	East	Hills	North	Para	South	Central			Hoon Driving	Illegal Dumping	Graffiti	1. Council	2. EMs	3. MPs	4. SAPOL intel	5. Site ID	6. Council care & control	7. Public safety threat	8. Public space amenity	9. No impact on Privacy	1	2	3	4	5	6	
				*			Parafield Gardens	Martins Rd	*				*			*	*		*	*							
				*			Parafield Gardens	Aspen Ln		*			*			*	*		*	*							
				*			Parafield Gardens	Victoria Dr & Shepherdson Rd		*			*			*	*		*	*							
				*			Parafield Gardens	Little Para Trails	*			*	*		*	*	*		*	*			2				
				*			Parafield Gardens	Lavender Dr		*			*			*	*		*	*					5		
				*			Salisbury Downs	Kings Rd (front of Aldi)		*			*			*	*		*	*							
				*			Salisbury Downs	Universal Rd	*				*			*	*	*		*			2				
				*			Salisbury Downs	Empire St	*				*			*	*	*		*					6		
				*			Salisbury Downs	Para Trails (Empire St side)		*			*			*	*		*	*							
				*			Salisbury Downs	Amsterdam Cres Reserve		*		*				*	*		*	*					5		
				*			Salisbury Downs	Martins Rd (behind Cheap as Chips building)		*			*			*			*	*							Site not within the care & control of Council
				*			Salisbury Downs	Riverdale R-7 School					*														Complaint related to illegal parking. Complaint category not included in this trial
					*		Valley View	Flinders Dr	*				*			*	*	*		*				4			
					*		Valley View	Nelson Rd & Wright Rd	*	*	*		*			*	*		*	*				3			
					*		Ingle Farm	Redhill Rd	*			*	*			*	*	*		*			1				
					*		Ingle Farm	Wright Rd & Canna Rd	*			*				*	*	*		*			2				
					*		Ingle Farm	Wright Rd, between Bridge Rd & Walkleys Rd	*			*				*	*	*		*					5		
					*		Ingle Farm	old Rite Price building, next		*	*		*			*			*	*							Site not within the care & control of

Ward							Suburb	Location Details	Community Safety Issue			Assessment Criteria									Deployment Month						Comments
West	East	Hills	North	Para	South	Central			Hoon Driving	Illegal Dumping	Graffiti	1. Council	2. EMs	3. MPs	4. SAPOL intel	5. Site ID	6. Council care & control	7. Public safety threat	8. Public space amenity	9. No impact on Privacy	1	2	3	4	5	6	
								to Settlers Hotel																	Council		
					*		Ingle Farm	Fairfax Rd	*				*		*	*	*		*								
					*		Ingle Farm	Baloo St	*				*		*	*	*		*								
					*		Ingle Farm	Devoncourt Ave	*				*		*	*	*		*								
					*		Ingle Farm	Telowie Ave	*				*		*	*	*		*								
					*		Ingle Farm	Derrilin Rd		*			*		*	*		*	*								
					*		Ingle Farm	Dodd Pl	*				*		*	*	*		*								
					*		Para Hills/ Para Vista	Nelson Rd, between McIntyre Rd & Montague Rd	*			*			*	*	*		*				4				
					*		Para Vista	Kentish Green (playground & Scout hall carpark)		*			*		*	*		*	*					6			
					*		Para Vista	Kalina Ave					*												Complaint identified as "illegal activity". Complaint category is not included in this trial		
					*		Walkley Heights	Wright Rd (east of Transport Dept entry)		*			*		*	*		*	*								
						*	Paralowie	Newman Ave	*			*		*	*	*	*		*			2					
						*	Paralowie	Fairbanks Dr	*			*		*	*	*	*		*		1						
						*	Paralowie	Niven Dr	*			*		*	*	*	*		*			3					
						*	Paralowie	Kingswood Cres Reserve (motorcycles)	*			*		*	*	*	*		*				4				

ITEM 2.0.4

WORKS AND SERVICES COMMITTEE

HEADING Minutes of the Asset Management Sub Committee meeting held on Tuesday 10 March 2020

AUTHOR John Devine, General Manager City Infrastructure, City Infrastructure

CITY PLAN LINKS 2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle.
2.4 Have urban and natural spaces that are adaptive to future changes in climate.

SUMMARY The minutes and recommendations of the Asset Management Sub Committee meeting held on Tuesday 10 March 2020 are presented for Works and Services Committee's consideration.

RECOMMENDATION

1. The information contained in the Asset Management Sub Committee Minutes of the meeting held on 10 March 2020 be received and noted and that the following recommendations contained therein be adopted by Council:

AMSC1 Future Reports for the Asset Management Sub Committee

1. The information be received.

AMSC2 Levels of Service Options

1. The information be received and noted.
2. Canopy Cover be considered as part of the Sustainability Strategy, that will be the subject of a report back to this Council in time to be considered in the 2021/22 Budget Cycle.
3. A report on street trees including the Street Tree Policy, species types, the street tree audit, and renewal strategy be presented at the Asset Management Sub Committee meeting in May 2020.
4. Council consider a revised budget for 2021/22 and beyond following consideration of a report on the learnings from the 2020 verge trial program which is currently underway, and any subsequent changes to the level of service.
5. Council consider, as part of the 2020/21 budget deliberations, the addition of new initiative bids for additional Local Playgrounds, one at \$200,000 per annum for 5 years, and one District playground at a cost of \$400k, the location to be determined as part of the next Asset Management Sub Committee.

AMSC-OB1 Capital Program

1. That a report be prepared for the October 2020 meeting of the Asset Management Sub Committee to provide a summary of the three year capital program covering the Strategic Asset Management Plan and related policy initiatives.

ATTACHMENTS

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

1. Minutes Asset Management Sub Committee - 10 March 2020

CO-ORDINATION

Officer: GMCI
Date: 12/03/2020



**MINUTES OF ASSET MANAGEMENT SUB COMMITTEE MEETING HELD IN
WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH
STREET, SALISBURY ON**

10 MARCH 2020

MEMBERS PRESENT

Mayor G Aldridge (ex officio)
Cr C Buchanan (Acting Chairman)
Cr A Duncan
Cr N Henningsen

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Team Leader Parks and Open Space Assets, Mr C Johansen
Manager Governance, Mr M Petrovski
Governance Support Officer, Ms K Boyd

The meeting commenced at 8.13pm.

Cr A Duncan nominated Cr Buchanan to be Acting Chairman for the duration of this meeting of the Asset Management Sub Committee.

In the absence of any other nomination, Cr Buchanan was duly appointed Acting Chairman.

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

APOLOGIES

Apologies were received from Cr L Braun (Chairman) and Cr S Reardon (Acting Chairman).

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr A Duncan

Seconded Mayor G Aldridge

The Minutes of the Asset Management Sub Committee Meeting held on 02 December 2019, be taken and read as confirmed.

CARRIED

REPORTS

AMSC1 Future Reports for the Asset Management Sub Committee

Moved Mayor G Aldridge

Seconded Cr A Duncan

1. The information be received.

CARRIED

AMSC2 Levels of Service Options

The Acting Chairman indicated that the recommendations contained in the report would be considered separately, with recommendations 1-4 being considered together and each recommendation from 5 to 8 would be considered and determined individually.

Moved Cr A Duncan

Seconded Cr N Henningsen

1. The information be received and noted.
2. Canopy Cover be considered as part of the Sustainability Strategy, that will be the subject of a report back to this Council in time to be considered in the 2021/22 Budget Cycle.
3. A report on street trees including the Street Tree Policy, species types, the street tree audit, and renewal strategy be presented at the Asset Management Sub Committee meeting in May 2020.
4. Council consider a revised budget for 2021/22 and beyond following consideration of a report on the learnings from the 2020 verge trial program which is currently underway, and any subsequent changes to the level of service.

CARRIED

Moved Cr C Buchanan

Seconded Cr N Henningsen

5. Council consider, as part of the 2020/21 budget deliberations, the addition of new initiative bids for additional Local Playgrounds, one at \$200,000 per annum for 5 years, and one District playground at a cost of \$400k, the location to be determined as part of the next Asset Management Sub Committee.

CARRIED

Moved Cr C Buchanan
Seconded Cr N Henningsen

- 6. The Asset Management Sub Committee gives consideration of a potential location of a district playspace for construction in 2020/21.

CARRIED

Moved Mayor G Aldridge
Seconded Cr A Duncan

- 7. The Asset Management Sub Committee endorses the continuation of the Irrigation Upgrade program for local reserves, as part of the Reserve Upgrade Program, for the next 3 years at a cost of \$200k per annum, delivering 85% of residents an irrigated open space within 500m of their home.

CARRIED

Moved Cr C Buchanan
Seconded Cr A Duncan

- 8. Council await the completion of the Mobile CCTV trial to assess the value and success of the trial with respect to CCTV location and the value of Mobile CCTV as a deterrent to the illegal dumping of rubbish, graffiti and hoon driving.

CARRIED

OTHER BUSINESS

AMSC-OB1 Capital Program

Moved Cr N Henningsen
Seconded Cr C Buchanan

That a report be prepared for the October 2020 meeting of the Asset Management Sub Committee to provide a summary of the three year capital program incorporating projects arising from the Strategic Asset Management Plan and related policy initiatives.

CARRIED

The meeting closed at 9.02 pm.

CHAIRMAN.....

DATE.....

ITEM	2.2.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Salisbury Home and Community Services Transport
AUTHOR	Vesna Haracic, Manager Community Health & Wellbeing, Community Development
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. 4.2 Develop strong capability and commitment to continually improve Council's performance.
SUMMARY	<p>Australia's Aged Care reforms are significantly changing how services are provided with older people.</p> <p>The aged care services provided through Salisbury Home and Community Services (SHCS) is funded by the Commonwealth Home Support Programme (CHSP). The CHSP guidelines and funding agreement has a requirement to deliver specific outputs against each service type and to report against these using the CHSP philosophies of maximizing independence and consumer choice.</p> <p>As part of reform transformation, a review of the SHCS CHSP transport services identified:</p> <ul style="list-style-type: none"> • customer transport options are restricted to week days and business hours • alternative service options would enhance individual customer independence and choice; <ul style="list-style-type: none"> • a changing volunteer workforce has affected recruitment and retention of volunteer drivers; and • vehicles are not used to capacity <p>Redirecting external CHSP transport funding, used for the internal hire from council of one small people mover van, to contractual services for the purpose of transport coupons widens the mix of transport options and provides more choice for older residents to be connected and have an opportunity to participate in the community on the days and at the times that suits their individual circumstances.</p> <p>This report provides details of the SHSC transport services and how continuous improvement supports the community to adapt and embrace opportunities that maximize independence and customer choice.</p>

Since the 2015/16 financial year council has provided \$100,000 funding per annum to expand the transport services provided through Salisbury Home and Community Services. This funding is in addition to external funding and is built into the service model to ensure eligible residents are able to actively participate in the community.

RECOMMENDATION

1. Information to be received.
2. Council support a wider range of transport service delivery options that maximise independence and choice for older residents of Salisbury.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Aged care services provided through Salisbury Home and Community Services (SHCS) are funded by the Commonwealth Home Support Programme (CHSP). The CHSP guidelines and funding agreement has a requirement to deliver specific outputs against each service type and to report against these using the CHSP philosophies of maximizing independence and consumer choice.
- 1.2 Salisbury Home and Community Service is the council's largest externally recurrent funded program with over \$2 million per annum external funding. Transport is one of the service types funded under the CHSP funding agreement.
- 1.3 Salisbury Home and Community Services provides transport services with older people to access shopping, medical appointments, social activities and transport to places of interest. The transport service is a door to door service, not a community bus service.
- 1.4 Community Bus Service report was presented to council Policy and Planning Committee 16 March 2015 (Item 1.1.4 Page 39 – 54), which resulted in a recommendation to continue to support the transport services provided through Salisbury Home and Community Services.

Council meeting held on 23 March 2015, Council resolved (0212/2015):

1. *This report be received.*
2. *That continuing advocacy is undertaken with the Department of Planning, Transport and Infrastructure / Public Transport Services to extend the general public transport network to service areas of identified unmet demand.*
3. *That support continues to be provided to the Northern MetroCommunity Passenger Network and HACC program transport services.*
4. *That Council not proceed with introducing, operating and managing a community bus service.*
5. *A report be brought back to include consideration for additional funding for HACC services to provide additional transport services for the 2015/2016 financial year.*

- 1.5 At the Council meeting held on 27 April 2015, Council resolved (0221/2015):

Healthy Ageing and Access

2.2.1 Proposal to Increase Council Funded Transport Options for Older Residents of Salisbury

It is recommended to Council that:

- 1. Information be received.*
 - 2. Funding of \$100,000 for an expanded HACC service for transportation of older residents be provided for a three year period commencing through a new initiative bid in the 2015/2016 budget.*
 - 3. Council endorse an expansion to the HACC transport program as detailed in Section 3.4 (Item No 2.2.1, Works & Services Committee 20-4-15)*
- 1.6 A proposal to increase council funded options for older residents of Salisbury resulted in council funding to expand the transport services.
- 1.7 Since the 2015/16 financial year council has provided \$100,000 funding per annum to expand the transport services provided through Salisbury Home and Community Services. At the time of this new initiative the external funding was called Home and Community Care (HACC) and administered by the State Government. However, with the national aged care reforms, from 1 July 2015 the external funding for aged care services has been administered by the Commonwealth Government under the Commonwealth Home Support Programme (CHSP).
- 1.8 The \$100,000 council funding has continued to be endorsed as ongoing budget and has become a vital service in enabling older residents to move about in the community, attend social connectivity activities, reduce isolation and support a community that is flourishing with opportunity for all.
- 1.9 Removing this funding would result in a 50% reduction in transport services with older people. Transport is a vital part of supporting independence and ensuring that residents have an opportunity to actively participate in the community.

2. TIMELINES

- 2.1 The current Commonwealth Home Support Programme funding agreement is until 30 June 2020.
- 2.2 In the 2019–20 budget the Australian Government announced that funding for the Commonwealth Home Support Programme (CHSP) will be extended from 1 July 2020 to 30 June 2022. This provides funding certainty to ensure continued service provision for our CHSP customers.

3. CONSULTATION / COMMUNICATION

3.1 Internal

- 3.1.1 Acting General Manager, Jo Cooper , Community Development
- 3.1.2 CH&W Leadership Team

4. REPORT

- 4.1 Council's contribution to Salisbury Home and Community Services transport services saw the expansion of the fleet of vehicles and resulted in the delivery of an additional 18,304 transport trips over the three (3) years of 2015/6, 2016/17 and 2017/18.
- 4.2 The external funding agreements was to deliver 22,920 transport trips (7,640 trips per year) over the three (3) financial years of 2015/16; 2016/17; and 2017/18.
- 4.3 However, in that period a total of 41,224 transport trips (average 13,741 trips per year) were delivered to approximately 650 customers per year.
- 4.4 Transport provision has continued at approximately the same rate in the 2018-19 financial year with 13,239 transport trips delivered through Salisbury Home and Community Services; and for the first 6 months of this financial year 2019-20 6,500 transport trips have been provided.
- 4.5 Service delivery levels have consistently exceeded the external funded service agreement contracted outputs over the last four and half years. This has been achieved because of Councils funding to expand the transport services.
- 4.6 At the commencement of 2019-20 financial year Salisbury Home and Community Services had a fleet of 4 x station wagons, 4 x Toyota Coaster vans, 1x Imax van and 1 x Garden and Maintenance van. These vehicles are internal hire from Council.
- 4.7 City of Salisbury currently receives \$181,705 external funding for transport services. This involves \$137,705 CHSP transport service funding and \$44,000 from City of Playford for Community Passenger Network transport which is also CHSP funding, via State Government.
- 4.8 The total external funding for Salisbury Home and Community services is in excess of \$2 million per annum.
- 4.9 At the start of 2019-20 financial year, the external funding across the range of service types funded, 4 x station wagons, 2 x Toyotas, 1 x Imax and 1 x Garden and Maintenance van, as well as staffing to manage and administer services. These vehicles are used across several service types, not only for transport services.
- 4.10 The remaining 2 x Toyotas and a 0.6fte staff role is funded by the additional \$100k City of Salisbury funding. This was initially approved in April 2015 to expand the Home and Community Care (HACC) Transport Program from 2015- This arrangement remains unchanged.
- 4.11 On 1 July 2015, HACC changed to Commonwealth Home Support Programme (CHSP) as part of national aged care reform.
- 4.12 The CHSP guidelines and contractual arrangements specify that service delivery focus on maximising independence and consumer choice.
- 4.13 The vehicles used to provide transport services are driven by volunteer drivers.
- 4.14 As part of the Home Assist restructure planning, a team of SHCS senior staff reviewed the transport services and how they are delivered. This involved analysing customer feedback, consultation with staff, vehicle usage, volunteer movement and alignment with CHSP guidelines for service delivery.

- 4.15 Customers have been restricted by days and times relating to the scheduling of vehicles and drivers. For example, going shopping at the same time and day every fortnight for a set period of time (2 hours).
- 4.16 Staff report it is a constant challenge and administratively intensive to schedule vehicles and volunteers to meet the individual requirements of customers. Often customers are not happy, and complaints have been received when we cannot meet their specific requirements of days and times.
- 4.17 Volunteer driver management, recruitment and retention have become resource intensive as the volunteer workforce has moved to being more transient over the last decade and the volunteer workforce ages.
- 4.18 A review of vehicle usage identified that the Imax vehicle was not used to capacity, and the days it was used were easily transferred to a Toyota vehicle with capacity.
- 4.19 The review identified an alternative transport option of allocating transport coupons to support SHCS customers to maximize their independence by enhancing their choice and control in being part of a connected city where all people have opportunities to participate in activities in the community on a day and at a time and day that suit their individual circumstances.
- 4.20 To allow customers to have more choice and control of their transport service, eligible existing CHSP customers and new CHSP customers assessed and referred by My Aged Care for transport are provided with transport coupons to be used by the local taxi drivers on our SHCS panel of contractors.
- 4.21 This enables the customer to ring the taxi that is listed on their coupon and arrange the day and time they need the transport service. This approach aligns with the CHSP philosophy of maximising independence and giving customers more choice and control which is a requirement in our CHSP contract.
- 4.22 The initial customers using these transport coupons have been excited about being able to choose and organise the day and time they access transport so they can go about their lives independently (and stay at the shops or with friends for as long as they wish / or deciding what day they feel like going out to do their shopping – which may be on a weekend or in the evening).
- 4.23 Reallocating the Imax vehicle CHSP funding resources (\$14,900) to contractual transport services will fund additional transport outputs through the use of transport coupons, while at the same time maximising customer independence and choice and control. This enhances the mix of options for support with transport.
- 4.24 The IMAX vehicle will be retained by Council until such time that the ‘Community Bus to Service Western Suburbs’ report and recommendations for EM consideration be brought back to the Innovation and Business Development Sub Committee.
- 4.25 All customers issued with transport coupons have a Services Plan in place that aligns with CHSP requirements.
- 4.26 Transport coupons contain the customer’s details and UR number, coupon usage details and contribution information as agreed and documented in the service plan.

- 4.27 Processes are in place to monitor usage of the coupons which includes taxi drivers informing us on the day the coupon is used so we can enter this into our monitoring tool in our client management system.
- 4.28 Transport coupon service delivery is reviewed on a regular basis with individual customers to ensure their needs are being met in a way that meets their goal of maximizing independence and having choice and control over the support they require to remain living in their own home for as long as they wish.
- 4.29 The expectation is that this modification of transport services will enable us to continue to meet the high demand for transport services by delivering more services rather than a reduction perceived by reducing the vehicle fleet.

5. CONCLUSION / PROPOSAL

- 5.1 Staff monitor and review transport options and the outcomes of transport coupons to ensure the service is supporting older people with positive outcome and enabling them to connect and participate in the community.

CO-ORDINATION

Officer: A/GMCD Executive Group
Date: 06/03/2020 10/03/2020

ITEM	2.4.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Update on Corella Management - March 2020
AUTHORS	Mark Purdie, Manager Field Services, City Infrastructure Paul Marsden, Team Leader Parks & Landscape, City Infrastructure
CITY PLAN LINKS	2.4 Have urban and natural spaces that are adaptive to future changes in climate. 2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.
SUMMARY	<p>This report is further to previous reports on the subject and provides an update on the management of Little Corella populations within parts of the City.</p> <p>The population of Little Corellas in the Burton precinct has significantly reduced during the 2019/20 summer period compared with the previous two years. So far this year (2020), dispersal activity has not been required. The population is being regularly monitored.</p>
RECOMMENDATION	<ol style="list-style-type: none">1. The information be received.
ATTACHMENTS	There are no attachments to this report.
1. BACKGROUND	<ol style="list-style-type: none">1.1 The City of Salisbury has been active in managing the overabundance of Little Corella's in the Burton and surrounding areas since Dec 2017.1.2 A Little Corella Management Plan has been developed and a range of actions taken in an endeavor to minimise impacts from the Little Corella population (refer item 2.4.1 October 2019 Council Meeting for the previous update on actions).
2. CONSULTATION / COMMUNICATION	<ol style="list-style-type: none">2.1 External<ol style="list-style-type: none">2.1.1 Ecosure (Environmental Consultancy)
3. REPORT	<ol style="list-style-type: none">3.1 Regular inspections by staff of the previous hot spot areas for Corella activity in Burton began in early December 2019, to identify the arrival of Little Corella's for the summer season.

- 3.2 Once Corellas were sighted, letters were sent to the residents of Burton informing them that formal monitoring and dispersal activity would commence on the 13th January 2020. This is part of regular communication to residents in recent years, as dispersal activity can impact on pets.
- 3.3 Monitoring of Little Corella populations since 13th January 2020 has shown very low numbers (approximately 250). This is compared with more the 2,000 birds in the area last season. The birds are more spread out when compared with previous years and are not roosting in large numbers or creating excessive nuisance.
- 3.4 Customer requests are also very low with only one (1) enquiry received this year so far.
- 3.5 Due to the low numbers and behaviour patterns so far this year, dispersal activity has not been required and ongoing monitoring is continuing as the most appropriate action.
- 3.6 The reason for the significant reduction in numbers is not definitely known, however it could be attributed to the previous year's dispersal program, recent actions taken to prevent access to water and/or environmental variations.
- 3.7 Monitoring of Little Corella's and their locations will continue and appropriate actions implemented as required as per previous Council endorsements.

CO-ORDINATION

Officer: GMCI Executive Group
Date: 05/03/2020 10/03/2020

ITEM	2.4.2		
	WORKS AND SERVICES COMMITTEE		
DATE	16 March 2020		
PREV REFS	Works and Services Committee	2.4.2	21/01/2019
HEADING	Use of Thermal Methods for Weed Control		
AUTHOR	Mark Purdie, Manager Field Services, City Infrastructure		
CITY PLAN LINKS	4.2 Develop strong capability and commitment to continually improve Council's performance. 4.3 Have robust processes that support consistent service delivery and informed decision making.		
SUMMARY	This report provides an update on trials undertaken to assess the advantages and disadvantages of thermal steam and various herbicides for weed control in the City of Salisbury.		

RECOMMENDATION

1. The information be received.
2. The use of thermal methods for weed control are only used when more traditional methods are deemed to be unsuitable.

ATTACHMENTS

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

1. Summary of Weed Control Trials
2. Weed Control Management Options Comparison Trials Aug to Sep 2019

1. BACKGROUND

- 1.1 A report (item 2.4.2) was provided at the January 2019 Council meeting on the use of thermal methods for weed control. At this meeting it was resolved that:
 - 1.1.1 *The information be received.*
 - 1.1.2 *Thermal weed control methods be available to Council staff as an alternative where there are significant environment or health issues, as determined by staff. (Such examples could include community produce gardens or where a member of the public registers a health issue and requests no herbicide application nearby).*
 - 1.1.3 *Staff provide a report on the outcomes of steam technology after a 12 month period in relation to its uses outlined in part 2.*

- 1.1.4 *Staff continue to keep abreast of technological advances in alternative weed control methods.*

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 City Infrastructure Manager and Team Leaders

2.2 External

- 2.2.1 UrbanVirons Pty Ltd

- 2.2.2 City of Port Adelaide Enfield Staff

3. REPORT

- 3.1 A series of trials were established during 2019 to further test steam weed control methods and evaluate other herbicide products on the market to keep abreast of industry developments. The trials comprised the following:
- 3.1.1 Plot trials of six(6) individual plots (20 square metres each) at Daniel Avenue reserve, Globe Derby, to evaluate six (6) different weed control methods.
- 3.1.2 Trialing steam weed control in footpath verge areas adjacent to a selection (19) of schools.
- 3.1.3 Trialing steam weed control in nine (9) dog parks.
- 3.2 Please refer to the Attachments for further detail on the trials and findings.
- 3.3 Steam control in the plot trials was generally effective in providing weed control, however it was much more labour intensive, taking ten (10) times as long to treat the same area when compared with glyphosate.
- 3.4 The trial of school frontages involved selecting nineteen (19) schools for a once off steam weed treatment of weeds in the paved footpath adjacent the school at a cost of \$7,320. This treated approximately 13.4 km of verge footpath. The estimated comparison to do the same treatment by the same contractor using glyphosate was \$1,200. In addition to the additional time and cost of steam treatment, a more regular frequency is required using this treatment as the steam causes any weed seeds present in the soil to germinate.
- 3.5 Table 1 below provides an example of the cost differential between steam weed control and glyphosate for the treatment of verge areas adjacent to schools.

Table 1 – Cost Comparisons – School Verge Weed Treatment

	Steam Weed Control	Glyphosate
No. of treatments per annum	8	4
Cost per treatment per school verge	\$385	\$63

No. of schools	39	39
Total Cost	\$120,120	\$9,828

- 3.6 A significant cost differential for steam weed control compared with glyphosate is consistent with other research trials by the City of Joondalup and reports by the City of Port Adelaide Enfield.
- 3.7 Steam weed control was also undertaken in Council's nine (9) dog parks as a trial in 2019. The cost of this trial was \$2,240 per steam weed application, versus an estimate of \$990 for glyphosate based weed control.

Table 2 – Cost Comparisons – Dog Park Weed Control

	Steam Weed Control	Glyphosate
No. of treatments per annum	8	5
Cost per treatment per dog park	\$248	\$110
No. of dog parks	9	9
Total Cost	\$17,856	\$4,950

- 3.8 A summary of the advantages and disadvantages of steam weed control is provided below:

Advantages:

- Organic – no chemical is discharged
- Positive perception from the public – perceived to be environmentally friendly (generation of steam is energy intensive and requires use of fossil fuels)
- All weather application – can be applied during windy weather, rainy conditions or in hot temperatures.
- Effective weed control
- Good for small infestations (small areas)

Disadvantages:

- Time and labour intensive – much slower time to cover the same ground (up to ten times the application time of glyphosate)
- Cost – much higher cost – up to ten (10) times the cost of glyphosate
- Requires a regular 4-6 week treatment program to treat seed bank that can generate after treatment

- Cannot be used in all areas – not safe or effective in a busy roadside application or where there are lots of pedestrians. Cannot access all reserve areas due to bulky truck mounted equipment.
- 3.9 There are currently no community produce gardens being maintained by Council and therefore steam weed trials have not been used for this application.

4. CONCLUSION / PROPOSAL

- 4.1 Further trials have been undertaken to further evaluate the use of thermal steam for weed control and to examine other herbicide products on the market.
- 4.2 Glyphosate continues to be the most cost effective and suitable method for non-selective knock down weed control at the current time.
- 4.3 Organic alternatives to glyphosate trialed (Pine Oil and Pelargonic Acid) are not considered appropriate for wide scale use based on their ineffectiveness, cost, odour, corrosiveness and unknown toxicity information.
- 4.4 Further research and trials will be undertaken on Imazapyr to determine its appropriateness to substitute for glyphosate in particular applications and thereby assist in reducing the amount of glyphosate used over time.
- 4.5 Thermal steam control has some advantages however its high cost (up to ten times more than glyphosate) is prohibitive for large scale applications.
- 4.6 It is proposed that the original recommendation remain in that thermal weed control methods be available to Council staff as an alternative where there are significant environment or health issues, as determined by staff. (Such examples could include community produce gardens or where a member of the public registers a health issue and requests no herbicide application nearby).

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020

Attachment 1 - Summary of Weed Control Trials

This is a summary of weed control trials undertaken by the City of Salisbury in partnership with UrbanVirons. The findings are based on City of Salisbury staff observations and conclusions from the trials and include liaison with UrbanViron's staff who undertook the trial.

Plot Trials

Objectives

The objectives of the trials were to determine the effectiveness of a range of herbicides and saturated steam for weed control, and assess the advantages and disadvantages of these various options with respect to effectiveness, cost, time, user risks, and environmental factors.

Methodology

- A site was selected that contained a representative sample of annual and broadleaf weeds and the site was divided into six (6) equal plots, approximately 20 square metres each
- Weeds were brush cut prior to the commencement of the trial
- A range of herbicides were selected based on active ingredient, organic content, and toxicity.
- The plots were initially treated on 6th August 2019 and then monitored regularly over a 59 day period.

Summary of Findings

Glyphosate

Currently used by City of Salisbury for knockdown applications for weed control in garden beds, footpaths and reserves. Works by contact and translocating through the plant.

Advantages:

- Very effective weed control
- Low cost
- Ease of use – doesn't corrode equipment and PPE requirements are not onerous
- Low toxicity and user risk

Disadvantages:

- Publicity relating to recent court cases in the USA
- Some species are showing chemical resistance to treatment

Future Considerations:

Based on current information there is insufficient evidence to cease using glyphosate. A reasonable approach is to work towards reducing the amount of glyphosate by assessing all areas where control is needed and applying alternatives where it is reasonable and cost effective to do so.

Pelargonic Acid

Not currently used by City of Salisbury. An emerging group of organic herbicides for knockdown weed control. Works by contact with plant cells only (not translocated).

Advantages:

- Labelled as organic product
- Can use during hot weather

Disadvantages:

- Potent smell that lingers around the site for days after application
- Kill rates are not as effective during colder weather
- Not as effective on woody perennials
- Corrosive and may damage spray equipment over time
- Much higher cost than glyphosate

Future Considerations:

Could be considered for targeting weeds at their most juvenile stage to give the best chance of effective control. Given unreliable results, not recommended for future use.

Imazapyr

Not currently used by City of Salisbury. A relatively new herbicide for both knockdown and residual (pre-emergent) use.

Advantages:

- Has both a knockdown and residual affect – giving a longer time between treatments
- Weed control was effective
- No chemical resistance noted
- It is cost comparable with other knockdown and residual herbicides

Disadvantages:

- It is a residual chemical – so wherever its used nothing will grow back for a period of time

- Care to be taken near other vegetation to minimise off-target damage
- Slow initial impact

Future Considerations:

Further trials on this product are warranted.

Could be considered in areas that require more control with less frequent visits. Imazsapyr could be a replacement for other residual mixes that require glyphosate and therefore assist to reduce Council's usage of glyphosate over time.

Glyfosinate

Not currently used by City of Salisbury. An alternative knockdown herbicide to glyphosate. Works by contact with plant tissue.

Advantages:

- Similar cost to Glyphosate
- Effective weed control
- Helps to improve control where plants become resistant to glyphosate

Disadvantages:

- Label identifies higher level of risks to the user

Future Considerations:

Not recommended for use given higher level of human hazard statements.

Saturated Steam

Currently being trialled.

Advantages:

- Organic – no chemical is discharged
- Safe for use in close proximity to humans and animals
- Positive perception from the public – perceived to be environmentally friendly (generation of steam is energy intensive and requires use of fossil fuels)
- All weather application – can be applied during windy weather, rainy conditions or in hot temperatures.

- Effective weed control
- Good for small infestations (small areas)

Disadvantages:

- Time and labour intensive – much slower time to cover the same ground (up to ten times the time of glyphosate)
- Cost – much higher cost – up to ten (10) times the cost of glyphosate
- Requires a regular 4-6 week treatment program to treat seed bank that can generate after treatment
- Cannot be used in all areas – not safe or effective in a busy roadside application or where there are lots of pedestrians. Cannot access all reserve areas due to bulky truck mounted requirements.

Future Considerations:

Target the areas where steam is most efficient – small areas, community produce gardens, areas of chemical insensitivity.

Pine Oil

Not currently used. An organic herbicide.

Advantages:

- Trades as organic – sold and marketed as a by-product of pine

Disadvantages:

- Not effective for weed control – low kill rate. Would require multiple applications.
- High smell – emits a chlorine like odour that lingers in the air and permeates clothing
- Safety - label indicates causes skin irritation, may cause serious eye damage and may cause respiratory irritation
- Clogs up equipment on application
- High cost compared to other herbicides

Future Considerations:

Not well suited to large scale use given cost, effectiveness and additional safety considerations.

Weed Control Management Options: Comparison Trials

August – October 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Site Characteristics

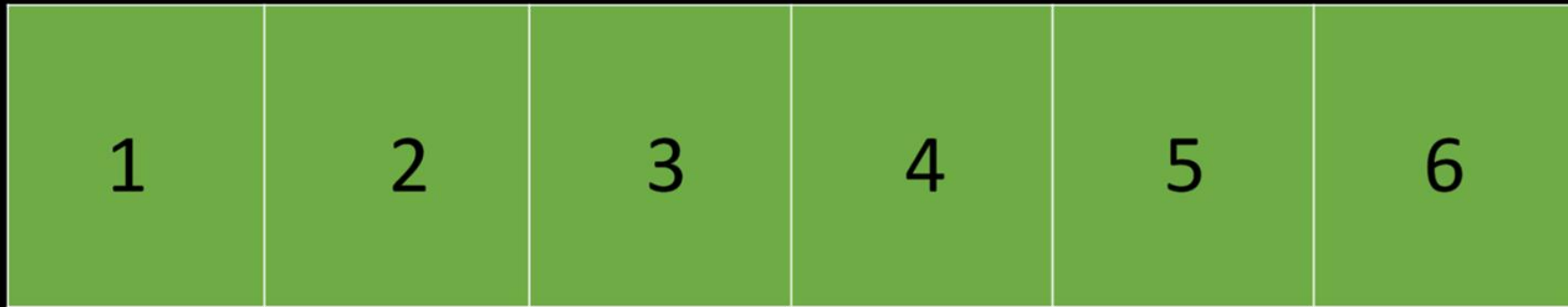
Plants present included:

- Barley grass (abundant)
- Kikuyu
- Burr Medic
- Cape weed
- Marshmallow
- Winter grass
- Ice weed



Experimental Design

- Six x 5m² quadrants
- Six weed control management options
- 1 – 2 treatment trials conducted over a 66-day period with routine weekly monitoring
- All quadrants were brush cut immediately prior to beginning Trial #1
- All chemicals were pre-mixed at UrbanVirons Group's depot according to manufacturer's label
- All chemicals were applied according to manufacturer's label



Trial and Observation Dates

	1	2	3	4	5	6
	Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Day 1 - 6 August	Treatment	Treatment	Treatment	Treatment	Treatment	--
Day 4 - 9 August	Observation	Observation	Observation	Observation	Observation	--
Day 10 - 15 August	Treatment	Treatment	Observation	Observation	Observation	--
Day 17 - 22 August	Observation	Observation	Observation	Observation	Observation	--
Day 24 - 29 August	Observation	Observation	Observation	Observation	Observation	Treatment (Day 1)
Day 31 - 5 September	Observation	Observation	Observation	Observation	Observation	Observation (Day 8)
Day 38 - 12 September	Observation	Observation	Observation	Observation	Observation	Observation (Day 15)
Day 45 - 19 September	Observation	Observation	Observation	Observation	Observation	Observation (Day 22)
Day 52 - 26 September	Observation	Observation	Observation	Observation	Observation	Observation (Day 29)
Day 59 - 3 October	Observation	Observation	Observation	Observation	Observation	Observation (Day 36)
Day 66 - 10 October	Observation	Observation	Observation	Observation	Observation	Observation (Day 43)

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Quadrant Number by Treatment Option

	1	2	3	4	5	6
Treatment	Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Mechanism	Contact	Contact	Contact	Systemic	Systemic	Systemic
Concentration	20 L per 100L	7L per 100L	600 mL per 100L	1.5 L per 100L	95 – 100 °C	400mL per 100L
Amount Used	3 L	3 L	3 L	3 L	N/A	3 L
Application Time	3 minutes	3 minutes	3 minutes	3 minutes	30 minutes	3 minutes
Cost per 100L	\$280.00	\$119.00	\$9.00	\$7.84	\$80 per hour	\$26.00
Recommended Application Rate	Two sprays 7-10 days apart	Two sprays 7-10 days apart	Second spray in 4-6 weeks, depending on coverage	Second spray in 4-6 weeks, depending on coverage	Initial applications close together, follow up application in 4-6 weeks	Second spray in 3 - 6 months, depending on coverage

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Daniel Avenue Reserve: Pre-Experiment

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 1: 6 August 2019

1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Treatment	Treatment	Treatment	Treatment	Treatment	--

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019













Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 4: Observations

1	2	3	4	5
Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam
				
				











Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 10: Trial #2 for Selected Treatments

1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Treatment	Treatment	Observation	Observation	Observation	--











Chemicals were applied as per manufacturer's label. Pine oil and Pelargonic acid both required follow up treatment 7-10 days following initial treatment.

Day 10: Observations

1	2	3	4	5
Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam
				
				




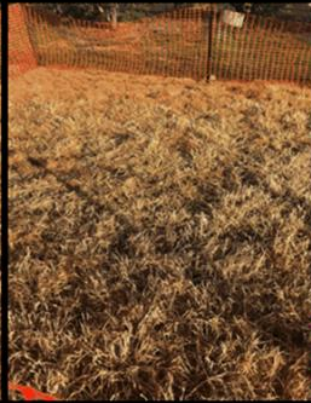






Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 17: Observations

1	2	3	4	5
Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam
				
				

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 24: Observations

1	2	3	4	5
Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam
				
				

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019















Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 1 - Treatment Option #6: Imazapyr



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 31: Observations



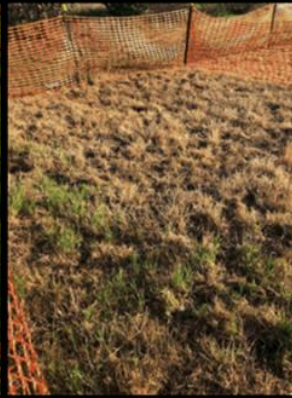




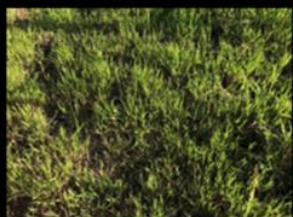


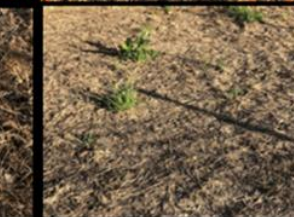

1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 8)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 38: Observations













1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 15)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 45: Observations

1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 22)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019















Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 52: Observations













1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 29)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 59: Observations













1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 36)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Day 66: Observations

1	2	3	4	5	6
Pine Oil	Pelargonic Acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr (Day 43)
					
					

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Imazapyr: Day 56



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Imazapyr: Day 63



Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Human Hazard Statements

	1	2	3	4	5	6
Treatment	Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Acute Toxicity - Oral	Not classified as a hazard	Classified as corrosive	Harmful if swallowed	Not classified as a hazard	Not classified as a hazard	Not classified as a hazard
Acute Toxicity - Dermal	Causes skin irritation	Causes skin irritation	Harmful in contact with skin	May cause skin irritation	Not applicable	None
Eye Irritation	Causes serious eye irritation	Causes serious eye irritation	Causes serious eye irritation	May be mildly irritating	Not applicable	None
Reproductive Toxicity	Not applicable	Not applicable	May damage fertility/ unborn children	Not applicable	Not applicable	Not applicable
Organ Toxicity	Not applicable	Not applicable	May cause damage to organs	Not applicable	Not applicable	Not applicable

Item 2.4.2 - Attachment 2 - Weed Control Management Options Comparison Trials Aug to Sep 2019

Ecological Toxicity

	1	2	3	4	5	6
Treatment	Pine Oil	Pelargonic acid	Glufosinate	Glyphosate	Organic Steam	Imazapyr
Rats - Oral (LD ₅₀)	Insufficient data	Insufficient data	> 1,500 mg/kg	> 10,000 mg/kg	Not applicable	> 2,000 mg/kg
Rats - Dermal (LD ₅₀)	Insufficient data	Insufficient data	> 1,300 mg/kg	> 5,000 mg/kg	Not applicable	> 5,000 mg/kg
Birds - Diet (LC ₅₀)	Insufficient data	Insufficient data	> 5,000 mg/kg	> 4,500 mg/kg	Not applicable	> 2,000 mg/kg
Fish and Aquatic Insects (LC ₅₀)	Insufficient data	Insufficient data	> 20 mg/L	> 100 mg/L	Not applicable	> 100 mg/L

LD₅₀ is an abbreviation for "Lethal Dose, 50%". It is the amount of the substance required (usually per body weight) to kill 50% of the test population. LC₅₀ is an abbreviation for "Lethal Concentration, 50%". It is the concentration required to kill 50% of the population.

Outcomes

- Glyphosate the most effective in terms of both performance and cost.
- Steam also proved effective.
- Glufosinate's effectiveness compounded by high toxicity.
- Pine Oil and Pelargonic Acid not as effective as expected. Also both very high in cost.
- Imazapyr's effectiveness still being monitored.
- Overall, numerous weed control options are available. The best option is dependent on the intended application/location, intended outcome, intended frequency of treatment and budget. Dependent on the situation, a combination of methods may prove best.



ITEM	2.4.3
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Bayview Parade Reserve (Gulfview Heights Lakes) Irrigation Reactivation
AUTHORS	Mark Purdie, Manager Field Services, City Infrastructure Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
CITY PLAN LINKS	2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.

SUMMARY This report provides an update on the irrigation reactivation at Bayview Parade Reserve. Irrigation was reactivated in October 2019 and garden landscapes on the reserve rejuvenated in September 2019. The area irrigated is now consistent with the original design of the reserve. Grass cover has gradually re-established with regular watering and fertilizing. Areas where grass cover has not established satisfactorily will be over-sown in early April 2020.

RECOMMENDATION

1. The information be received.
2. No further extension of the irrigation system at this site be considered at this time, as the recent reactivation ensures the area irrigated is consistent with the original design.

ATTACHMENTS

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

1. Bayview Parade Reserve Irrigation Photos and Plans

1. BACKGROUND

- 1.1 At the January 2020 Council Meeting it was resolved “*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*”

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Team Leader Parks & Open Space Assets
 - 2.1.2 Team Leader Park & Landscape

3. REPORT

- 3.1 Bayview Parade Reserve was scheduled for irrigation reactivation in 2019/20, as part of a program of works to reactivate irrigation systems on reserves that have been inactive since water restrictions were imposed in the early 2000's.
- 3.2 The existing (original) irrigation system on the reserve was assessed by irrigation technicians and recommissioned on the 29th October 2019.
- 3.3 The area of reserve irrigated comprises the verge strip around the boundary of the reserve and a portion of reserve on the south western side of the lake. The total area irrigated is approximately 4,300 square metres. Refer to the attachment.
- 3.4 The grass re-establishment on the site was initially quite slow, with very hot conditions in December and January. The verge areas around the reserve are now quite well established with Kikuyu spreading to increase in cover and density.
- 3.5 The Kikuyu spread has been slower in the more heavily treed areas. These areas are being monitoring and if grass re-establishment is not satisfactory by the end of March, over-sowing will be undertaken during April to accelerate grass coverage in these areas during ideal growing conditions.
- 3.6 The reserve is scheduled for regular maintenance activity on a three (3) weekly basis which includes litter pick up, mowing, edging and weed control.
- 3.7 Rejuvenation of landscape areas on Bayview Parade Reserve was also undertaken to improve the condition of the reserve. This was undertaken in September 2019 and included replanting and re-mulching garden beds within the reserve.
- 3.8 As shown by the attached there is little area within the reserve that is not currently irrigated. Noting that the site is a modified gully the balance of the reserve not irrigated is sloping ground which has limited functionality as open space.

4. CONCLUSION / PROPOSAL

- 4.1 The irrigation system at Bayview Parade reserve was reactivated in late October 2019. Grass cover has gradually re-established with regular watering and fertilizing. Areas where grass cover has not established satisfactorily will be over-sown in early April 2020.
- 4.2 The reactivation of irrigation has resulted in the area irrigated being consistent with the original design of the reserve.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020

Images of Bayview Parade Reserve Irrigated Turf Areas – Feb 2020



Images of Bayview Parade – Landscape areas



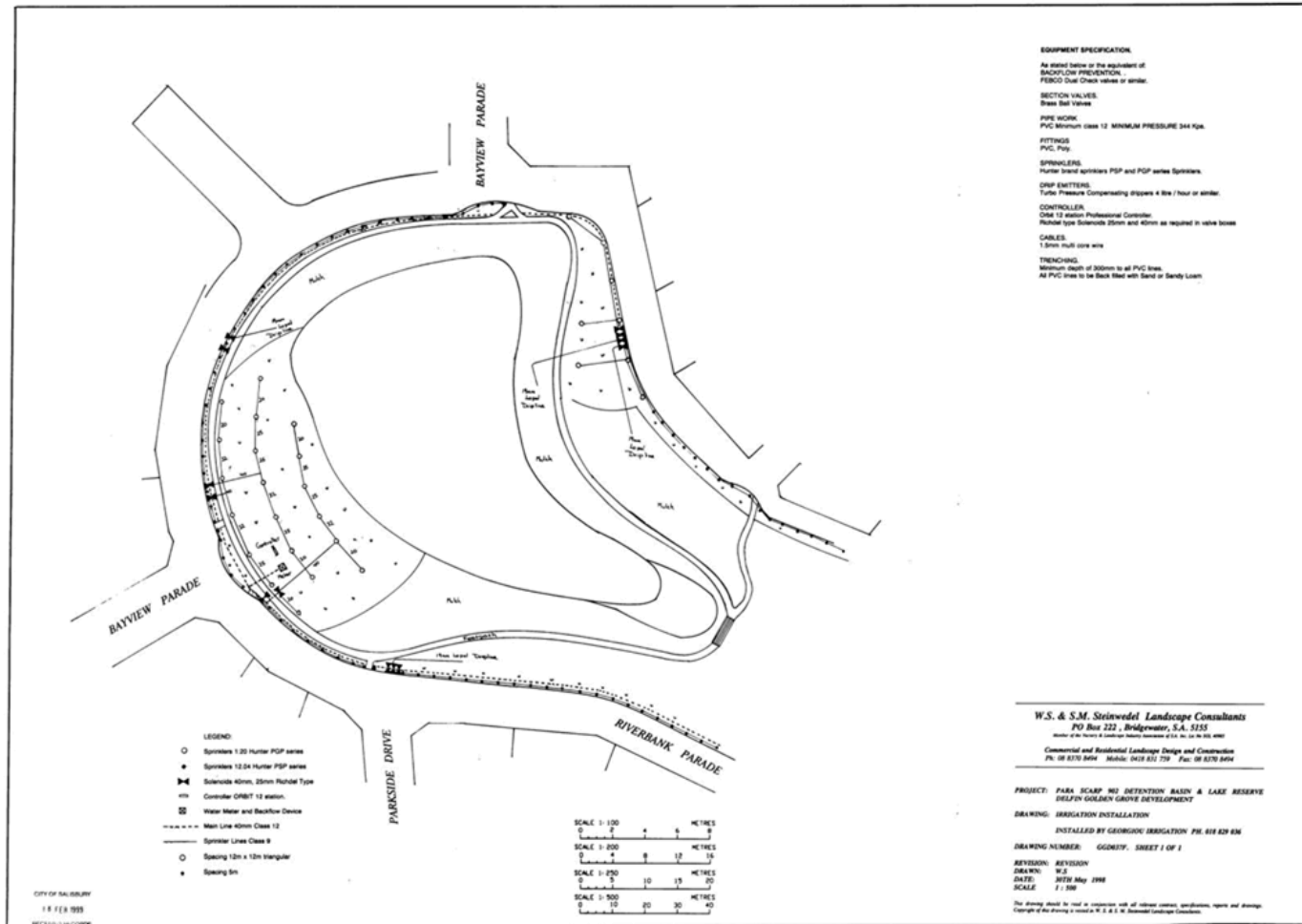
Item 2.4.3 - Attachment 1 - Bayview Parade Reserve Irrigation Photos and Plans

Bayview Parade - Irrigated Area in Blue Surrounding Lake



Item 2.4.3 - Attachment 1 - Bayview Parade Reserve Irrigation Photos and Plans

Bayview Parade – Map of Irrigation System



RM2-1

Item 2.4.3 - Attachment 1 - Bayview Parade Reserve Irrigation Photos and Plans

ITEM	2.4.4
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Implementation of Structural Seating incorporating Vegetation
AUTHOR	Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
CITY PLAN LINKS	2.3 Have natural resources and landscapes that support biodiversity and community wellbeing. 2.4 Have urban and natural spaces that are adaptive to future changes in climate.
SUMMARY	This report presents the considerations in implementing Structural Seating incorporating Vegetation within the City of Salisbury.

RECOMMENDATION

1. The information within the report be received.
2. That the implementation of Shelters incorporating vegetation not be considered.

ATTACHMENTS

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

1. Images of Shelter observed in Darwin

1. BACKGROUND

1.1 Council members who attended the Local Government Professionals National Conference made a recommendation to Council *that staff prepare and bring back to the relevant Council Committees, a report that considers the prospective implementation of:*

c. implementing the structural seating incorporating vegetation;

CARRIED 0332/2019

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 Manager Field Services

3. REPORT

3.1 Council members who attended the Local Government Professionals National Conference observed a reserve shelter and seating which had been designed to incorporate vegetation over it.

- 3.2 There are a number of differences between Darwin and Salisbury that have been considered to determine the suitability of such an installation within the City.
- Darwin is in a tropical region - Salisbury is in a temperate region
 - Darwin receives summer rainfall - Salisbury receives winter rainfall
- 3.3 The above mentioned points identify that without significant supplementary irrigation to offset the summer conditions and extended dry periods that Salisbury experiences, such an installation will struggle to perform to expectation, with it having a high potential for a negative user experience.
- 3.4 Other points that staff have considered is the shelter being utilised as habitat by small birds and other small animals overnight and the additional maintenance requirements this will introduce. In addition to this, the location of any installation is to be considerate of siting, so that no concealment is created which can create opportunity for anti-social behavior or increased public risk.

4. CONCLUSION / PROPOSAL

- 4.1 Council has just completed the consultation for Church St/John St Revitalisation, of which Green space, flower beds, trees, garden beds, grassy areas etc. have been raised by the Community as important considerations for the City Centre. This is in line with the principle of increasing Green Space in the City, which has a significant component of the project addressing the greening of the Streets.
- 4.2 However due to the differences between Darwin and Salisbury in relation to climate and rainfall, it is the recommendation of staff, to not proceed with implementation of structures incorporating vegetation, but rather a focus on the on ground greening and specific tree planting.
- 4.3 Similarly, with the identified risks noted above and the need for significant supplementary irrigation to maintain, it is proposed not to proceed with the implementation of structural seating with vegetation.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020



Figure 2: Nature Shaded Benches - benches with plants providing shade



Figure 3: Nature Shaded Benches - benches with plants providing shade

ITEM 2.5.1

WORKS AND SERVICES COMMITTEE

HEADING Minutes of the Strategic Property Development Sub Committee meeting held on Wednesday 11 March 2020

AUTHOR Sharee Klein, Project Coordinator Strategic Development Projects, City Development

CITY PLAN LINKS 1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.

SUMMARY The minutes and recommendations of the Strategic Property Development Sub Committee meeting held on Wednesday 11 March 2020 are presented for Works and Services Committee's consideration.

RECOMMENDATION

1. The information contained in the Strategic Property Development Sub Committee Minutes of the meeting held on 11 March 2020 be received and noted and that the following recommendations contained therein be adopted by Council:

SPDSC1 Future Reports for the Strategic Property Development Sub Committee

1. The information be received.

SPDSC2 Affordable Housing Implementation Plan

1. That the report be received.
2. That the Affordable Housing Implementation Plan, as provided in Attachment 1 (Item SPDSC2, Strategic Property Development Sub Committee, 11/03/2020) be endorsed.

SPDSC3 Tranche 2 - Boardwalk at Greentree Project Update

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

ATTACHMENTS

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

1. Minutes Strategic Property Development Sub Committee - 11 March 2020

CO-ORDINATION

Officer: CEO MG
Date: 12.3.2020 12.3.2020



**MINUTES OF STRATEGIC PROPERTY DEVELOPMENT SUB COMMITTEE
MEETING HELD IN WITTBER & DR RUBY DAVY ROOMS, SALISBURY
COMMUNITY HUB, 34 CHURCH STREET, SALISBURY ON**

11 MARCH 2020

MEMBERS PRESENT

Cr N Henningsen (Chairman)
Mayor G Aldridge (ex officio)
Cr M Blackmore
Cr K Grenfell
Cr D Proleta
Cr G Reynolds

OBSERVERS

Cr C Buchanan and Cr P Jensen.

STAFF

Chief Executive Officer, Mr J Harry
Manager Governance, Mr M Petrovski
Project Coordinator Strategic Development Projects, Ms S Klein
PA to General Manager Community Development, Mrs B Hatswell

The meeting commenced at 7.37 pm.

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

APOLOGIES

Apologies have been received from Cr L Braun and Cr S Reardon.

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr D Proleta

The Minutes of the Strategic Property Development Sub Committee Meeting held on 02 December 2019, be taken and read as confirmed.

CARRIED

Moved Cr K Grenfell
Seconded Cr M Blackmore

The Minutes of the Confidential Strategic Property Development Sub Committee Meeting held on 02 December 2019, be taken and read as confirmed.

CARRIED

Bring Forward SPDSC5 Lake Windemere Residential Update Report

The Chair advised Members that Mr Stephen Holmes of Holmes Dyer was in attendance to present to the Sub Committee in relation to the confidential item SPDSC5 – Lake Windemere Residential Update Report. Accordingly, she indicated that the item would be brought forward for discussion to this point on the agenda.

CONFIDENTIAL ITEM

SPDSC5 Lake Windemere Residential Update Report

Moved Cr K Grenfell

Seconded Mayor G Aldridge

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*

- *a disadvantage to Council's commercial position.*

*On that basis the public's interest is best served by not disclosing the **Lake Windemere Residential Update Report** 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, and Mr Stephen Holmes, be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 7.39 pm.

The meeting moved out of confidence at 8.15 pm.

REPORTS

SPDSC1 Future Reports for the Strategic Property Development Sub Committee

Moved Mayor G Aldridge
Seconded Cr M Blackmore

1. The information be received.

CARRIED

Bring Forward SPDSC3 Tranche 2 - Boardwalk at Greentree Project Update

Cr M Blackmore moved that Item SPDSC3 – Tranche 2 - Boardwalk at Greentree Project Update be brought forward for discussion to this point on the agenda.

Seconded Cr K Grenfell

CARRIED

SPDSC3 Tranche 2 - Boardwalk at Greentree Project Update

Moved Mayor G Aldridge
Seconded Cr M Blackmore

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

CARRIED

SPDSC2 Affordable Housing Implementation Plan

Moved Mayor G Aldridge
Seconded Cr G Reynolds

1. That the report be received.
2. That the Affordable Housing Implementation Plan, as provided in Attachment 1 (Item SPDSC2, Strategic Property Development Sub Committee, 11/03/2020) be endorsed.

CARRIED

OTHER BUSINESS

Nil.

CONFIDENTIAL ITEMS

SPDSC4 Hoyle Green Tranche 2 - Status Update Report

Moved Cr G Reynolds
Seconded Cr M Blackmore

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

- would be a commercial disadvantage to the Council.

On that basis the public's interest is best served by not disclosing the **Hoyle Green Tranche 2 - Status Update Report** item and discussion at this point in time.

3. Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.

CARRIED

The meeting moved into confidence at 8.28 pm.

The meeting moved out of confidence at 8.29 pm.

CLOSE

The meeting closed at 8.30 pm.

CHAIRMAN.....

DATE.....

ITEM	2.5.2
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Building Audit frequency to inform the Asset Management plans.
AUTHOR	Peter Rexeis, Senior Building Assets Officer, 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.
SUMMARY	This report informs Council of the current Building Audit frequency and other measures to support the updating of the Building Asset Management Plan.

RECOMMENDATION

1. The report be received and noted.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 As per the Council Resolution 0362/2019 of the Works and Services Committee 16th December 2019. Council resolved that '*staff provide a report to the adequacy of Building Audit frequency to inform the Asset Management plans*'.
- 1.2 The current Buildings Asset Management Plan is due to be updated and amended based on building audits encompassing condition assessments, fit for purpose, amenity of the building and community expectations.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Staff within City Infrastructure, Business Excellence and Community Development.
 - 2.1.2 External consultant, Sproutt Consulting.

3. REPORT

- 3.1 Staff within the Property & Buildings Division undertake regular building audits on all Council buildings including condition assessments, fit for purpose, amenity of the building and community expectations.
- 3.2 These audits in conjunction with the Buildings Asset Management Plan assist in developing the program of works for Council's building upgrade and renewal programs each year.
- 3.3 As well as undertaking regular building condition audits Council has a building maintenance team and also engage contractors to carry out regular preventative

/reactive maintenance on all of Council's building infrastructure. During this work contractors and staff report through any additional maintenance issues which are then prioritised and attended to.

- 3.4 Property & Buildings have also implemented an inspection regime to inspect all of Council's leased buildings for compliance with conditions of the leasing agreement including any maintenance issues. These are reported through Confirm and actioned as required.
- 3.5 Council is required legislatively to update or renew their Buildings Asset Management Plan every 4 years or within 2 years of a new Council being elected. As part of this process the building assets are audited. Traditionally these audits have been undertaken every three to four years. This is in line with the industry norm.
- 3.6 The building upgrade and renewal programs are budgeted within the property programming budget lines. To assist with this process consultation is carried out with all stakeholders noting their expectations and the buildings fit for purpose.
- 3.7 The works are prioritised and included in the building renewal and upgrade programs for Council's consideration each budget period.
- 3.8 A building audit has recently commenced which will include condition assessments, fit for purpose and amenity of the buildings.
- 3.9 The completion of these audits, and analysis of results in line with any new requirements or demands on the buildings, will allow for the updating of the Buildings Asset Management Plan as per Local Government requirements.
- 3.10 The processes as described are ongoing; this ensures Property & Buildings have good quality data to develop building renewal, upgrade and maintenance programs.

4. CONCLUSION / PROPOSAL

- 4.1 Audits of council buildings are conducted on a regular basis every three to four years, including condition assessments, structural integrity, and any new legislative requirements. This is in line with industry norms.
- 4.2 The recently commenced building audit also includes a fit for purpose assessment which compares the existing building with the targeted service level or functionality of the building.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020

ITEM	2.5.3
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Revocation of Portion of George Street Wetland Reserve, known as Allotment 1 in Deposited Plan 75831
AUTHORS	Liz Lynch, Property Officer, City Infrastructure Tim Starr, Coordinator Property, City Infrastructure
CITY PLAN LINKS	3.1 Be an adaptive community that embraces change and opportunities. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	Council owns a portion of land known as George Street Wetland Reserve, adjacent to George Street, Greenfields and Belfree Drive, Mawson Lakes. Council have been successful in obtaining funding from special projects component of the 2019-2020 Roads to Recovery Program to upgrade the George Street and Belfree Drive Intersection.
RECOMMENDATION	<ol style="list-style-type: none">1. This report be received and noted.2. A portion of approximately 627 square meters of George Street Wetland Reserve known as Allotment 1 in Deposited Plan 75831 and described in Certificate of Title Volume 6006 Folio 373 be declared surplus to Council requirements and Council propose to revoke the Community Land Classification of the portion delineated on Attachment 1, Item 2.5.3 Aerial View – Proposed Portion of Revocation to George Street Wetland Reserve.3. Attachment 3 Item 2.5.3 be adopted for the purpose of Section 194 of the Local Government Act 1999.4. The Manager Property and Building be authorised to implement the public consultation program, comprising of a public notice in the Northern Messenger, the State Government Gazette and a notice be published on the City of Salisbury website. A letter with the attached Section 194 Report be sent to surrounding property owners expected to be affected by this proposal5. A sign not be erected on the Reserve in accordance with Councils Public Consultation Policy, as the portion of land is directly adjacent George Street Green Fields and Belfree Drive, Mawson Lakes and may cause distraction to passing motorists and confusion as to what portion of land is proposed to be revoked.6. A further report be presented to Council for consideration should any objections be received. In the event that no objections are received, the Manager of Property and Buildings be authorised to prepare and submit the necessary documentation to the Minster for approval.

7. Upon revocation, The Manager Property and Buildings be authorised to prepare a plan of division rededicating the subject land as portions of George Street, Green Fields and Belfree Drive, Mawson Lakes.

ATTACHMENTS

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

1. Attachment 1 Aerial View - George Street Wetland Reserve
2. Attachment 2 Aerial View - Construction of proposed roundabout at George and Belfree Intersection
3. Attachment 3 - Section 194 Report

1. BACKGROUND

- 1.1 Belfree Drive and George Street are wide industrial roads catering for heavy vehicles and are currently gazetted for B-Double access. There has been an increase in the heavy vehicle traffic in the Greenfields industrial prescient, with larger vehicles operating under Permits issued through the National Heavy Vehicle Regulator. An independent road safety audit was completed in 2018 which noted a number of safety concerns at this particular intersection. Council staff considered this advice and in order to address concerns have identified that an intersection upgrade is required.
- 1.2 To facilitate the intersection upgrade, land impacts were noted as the roundabout couldn't be contained within the already existing road boundary and it was identified that adjacent land would be required.
 - 1.2.1 Northern land parcel identified and delineated as "A" on attachment 1, Item 2.5.3 Aerial View – Proposed Portion of Revocation to George Street Wetland – this is a privately owned business. Acquiring a portion of this land isn't feasible as this would inhibit internal heavy vehicle movements within the site which would have a significant impact on the business operation.
 - 1.2.2 South-east land parcel identified and delineated as "B" on attachment 1, Item 2.5.3 Aerial View – Proposed Portion of Revocation to George Street Wetland – this has been identified as a site of Cultural Significance as there has been Aboriginal ancestral remains found at this site which has excluded this land from consideration.
 - 1.2.3 Western land parcel identified and delineated as "C" on attachment 1, Item 2.5.3 Aerial View – Proposed Portion of Revocation to George Street Wetland – is Council owned Community Land which is currently used as a wetlands and water retention reserve. This land has been identified as the preferred site.
- 1.3 George Street Wetland Reserve is currently utilised as a storm water retention reserve and wetlands. The redevelopment of the required section of this reserve for road will not detrimentally affect the communities' use of this land. The whole reserve measures of approximately 4.49 hectares and is classified as Community Land.

- 1.4 To improve the safety at the junction of George Street and Belfree Drive, it is proposed to construct a roundabout (which is delineated on attachment 2, Item 2.5.3 Aerial View – Construction of proposed round about at George and Belfree Intersection) The wetlands will be remediated as part of the Construction Works to maintain its current function.
- 1.5 Correspondence dated 25th August 2019 from Hon. Stephan Knoll MP advised that Councils request for funding from the Special Local Road Projects component of the 2019- 2020 Roads to Recovery program had been approved.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Staff from various division within Council
- 2.2 External
 - 2.2.1 Consultation with external service providers;
 - SA Power Networks
 - SA Water
 - Department of Aboriginal Affairs and Reconciliation
 - Telstra
 - APA Gas

3. REPORT

- 3.1 George Street Wetland Reserve is legally defined at Allotment 1 in Deposited Plan 75831 as described in Certificate of Title Volume 6006 Folio 373. The total site is approximately 4.49 hectares of land and is currently utilised as a storm water retention reserve and wetlands.
- 3.2 In order to facilitate the construction of the required roundabout it has been identified that 627 square meters of George Street Wetland Reserve would be required to have the Community Land classification revoked and this land rededicated as road.
- 3.3 To facilitate the Community Land Revocation, Public consultation must be carried out in accordance with the Councils Public Consultation Policy. A further requirement is the adoption of the section 194 report for the purpose of the Public Consultation and submission to the Minister for approval. Following the conclusion of these statutory processes and the Ministers approval, Council may then make a formal resolution to revoke the Community Land Classification.
- 3.4 In accordance with Council's Public Consultation Policy, consultation will consist of public notices appearing in the Northern Messenger and State Government Gazette as well as a notice to appear on Councils website, letters and attached Section 149 Report to be posted to property owners likely to be impacted by the proposal. Written submissions are invited to the proposal for Councils further consideration.
- 3.5 It is proposed that a sign not be erected on the Reserve in accordance with Public Consultation Policy as the portion of land is directly adjacent to George Street, Green Fields and Belfree Drive, Mawson Lakes (a very busy intersection) and

may cause distraction to passing motorists and confusion as to what portion of land is proposed to be revoked.

4. CONCLUSION / PROPOSAL

- 4.1 This report seeks Councils endorsement to revoke the Community Land Classification of approximately 627 square meters of land from the George Street Wetland Reserve as identified in red on attachment 1, Item 2.5.3 Aerial View – Proposed Portion of Revocation to George Street Wetland. Upon revocation it is proposed to rededicate this land as road.
- 4.2 In the event that no objections are received, Council are requested to authorise the Manager Property and Buildings to prepare and submit the necessary documentation to the minister for approval pursuant to section 194 of the Local Government Act 1999.

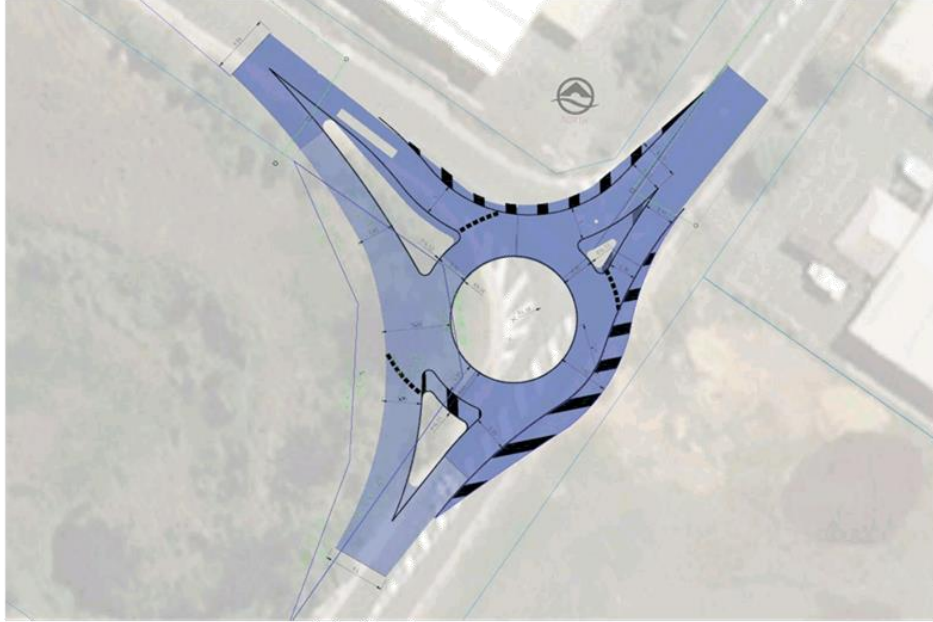
CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020

Attachment 1 – Aerial View – George Street Wetlands Reserve



Attachment 2 – Aerial View – Construction of proposed roundabout at George and Belfree Intersection



Item 2.5.3 - Attachment 2 - Attachment 2 Aerial View - Construction of proposed roundabout at George and Belfree Intersection

PROPOSAL FOR REVOCATION OF CLASSIFICATION AS COMMUNITY LAND

**Portion of George Street Wetland Reserve, adjacent to George Street, Greenfields
Contained in Certificate of Title Volume 6006 Folio 373**

Section 194 Local Government Act 1999

REPORT

1. Reasons for the Proposal.

Council owns a significant number of properties throughout the city ranging from highly developed sporting complexes incorporating modern clubroom buildings, playing fields and supporting infrastructures, to single undeveloped allotments of land, most of which are classified as community land. Council has specific statutory management requirements in regard to its Community Land.

In South Australia it is regarded that 12.5% of the urban residential area is the optimal open space provision which is a much higher proportion than in other states or countries. The City of Salisbury has an open space provision of 13.2%.

The land proposed for disposal is not regarded as usable open recreational space and is within easy walking distance of Belfree Drive Reserve and Flinders Court Reserve, providing adequate usable public open space for passive recreation purposes.

Allotment 1 in Deposited Plan 75831 is surplus to Council and community needs and provides no public benefit as functional open recreational space. As this land does not provide a community benefit, the maintenance required to retain this land in Council's ownership is an inefficient use of public assets. This land would provide greater community benefit as road.

As a result of the above and to achieve the recommended equitable open space distribution and cost for service principles, Council proposes to revoke the community land classification of portion of Lot 1 in Deposited plan 75831, (See plan attached) to ensure public safety. It is proposed that once the land is revoked of the community land classification a roundabout will be constructed and this land be declared as road.

2. Statement of any Dedication, Reservation or Trust.

The subject property being a portion of 1 in Deposited Plan 75831 and comprised in Certificate of Title Volume 6006 Folio 373.

The City of Salisbury was vested Allotment 1 of Deposited Plan 75831 as reserve in 2007 from the Land Management Corporation.

The Land is classified as Community Land in accordance with the provisions of the Local Government Act 1999.

There is no dedication or trust.

3. Purpose of Proposal.

The purpose of the proposal to revoke the Community Land classification is to accommodate the proposed installation of a roundabout.

4. Affect of the Proposal.

The subject land serves no useful purpose in terms of recreational open space and considering the availability of larger recreational open space within easy walking distance, for example Belfree Drive Reserve and Flinder Court Reserve, the removal of a portion of the George Street Wetland Reserve will not have a detrimental effect on the residents in this locality

5. Owner of the Land

The subject land is owned by the City of Salisbury.

See Map Attached



Item 2.5.3 - Attachment 3 - Attachment 3 - Section 194 Report

ITEM	2.6.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Capital Works Report - February 2020
AUTHOR	Christy Martin, Team Leader Project Support, City Infrastructure
PREV REFS	Works and Services 2.6.1 18/11/2019 Committee
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. An allocation of \$11k towards PR25246 Historical Methodist Cemetery to cover the additional expense incurred be referred to the 2019/20 Third Quarter Budget Review.
2. Within the 2019/20 Third Quarter Budget Review, return \$95k of Council funds from PR14804 Bicycle Network Improvement Program and include a nil effect \$80k adjustment to reflect the income which will no longer be received, as detailed within Works and Services, Item 2.6.1, 16th March 2020.
3. Within the 2019/20 Third Quarter Budget Review, return \$9k of savings from PR25512 Bolivar Road Failure, Paralowie, as the project was successfully delivered within budget.
4. Within the 2019/20 Third Quarter Budget Review, return the \$50k not currently required for PR25029 St Kilda Master Plan Tourism and Visitor Joint Project.
5. Endorse the program inclusions as outline within Works and Services, Item 2.6.1, 16th March 2020, within PR14498 Council Funded New Footpath Program, and PR21412 Kerb Ramp Construction / Upgrade Program, noting these works will be progressively delivered in accordance with endorsed budgets.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

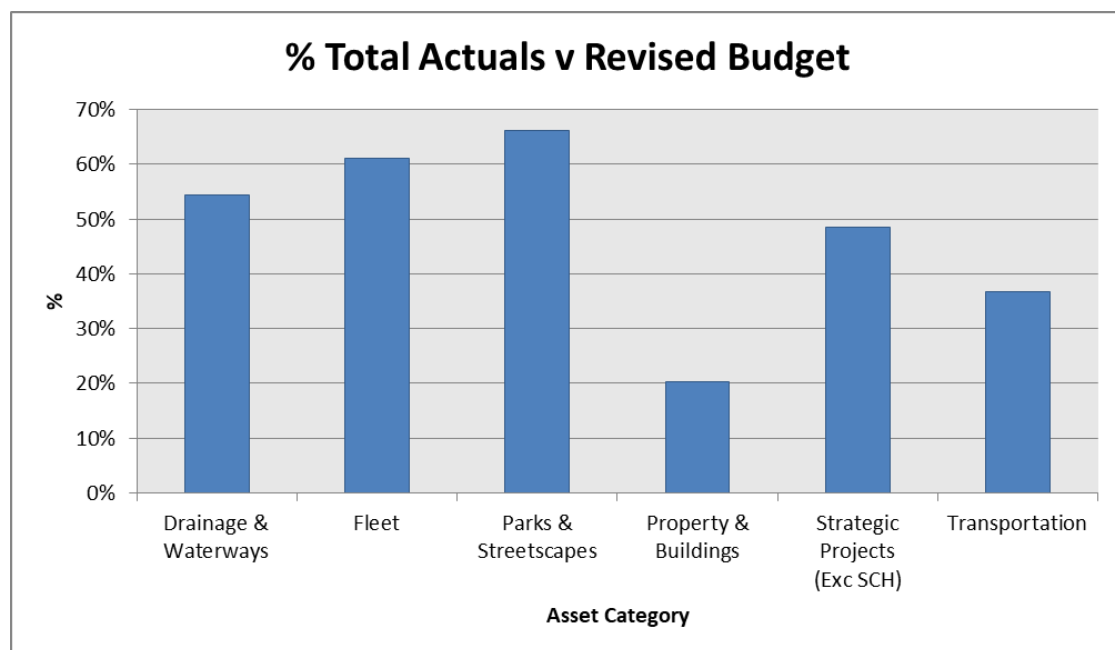
- 1.1 City Infrastructure is responsible for the capital works, associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically, these works involve project management, design specification development, construction and recurrent maintenance. 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, social media and highlights included within the periodic publication *Salisbury Aware*.

3. REPORT

3.1 With the first half of the financial year significantly spent investigating, designing and documenting projects associated with the Capitals Works Program, the associated spend by Asset Category is now starting to ramp up with the shift to construction. It is typical for the program is encounter the greatest spend in the final quarter of the financial year. The following graph aligns with the forecast spend for this time of year;



NB: Total Actuals = Actual Spend + Commitments

- 3.2 There is expected to be a significant increase to the Property and Buildings asset category next month with the contract award for the 2019/20 Building Upgrade and Renewal Program. These programs will deliver improvements to Council facilities at Brahma Lodge Oval; Cycle Speedway, Adams Oval, Salisbury North; Pooraka Tennis Facility; Water Wheel Museum, Salisbury; and Manor Farm, Salisbury East. New toilet facilities will be constructed at Unity Park, Pooraka, to complement recreational facilities at this location.
- 3.3 The Green Trails, Dry Creek, Mawson Lakes/Pooraka, project, which successfully received \$1M of matching State Government grant funding, continues to be progressively delivered. The new underpass below Park Way is currently being constructed and expected to be completed by end of April. The underpass for Main North Road and Montague Road is approximately 70% design complete and expected to follow on after the Park Way underpass is completed. Preparatory

works have occurred to widen the granular path between Main North Road and Lindblom Park in preparation for sealing upon completion of the underpass. This Green Trails project will provide further connectivity within the City.

- 3.4 The exciting delivery of the new Athletics Facility at Bridgestone Reserve, Salisbury South, continues to progress. Asphalt work is now complete with the blue rubber track surface to be laid in April. The structural steel framework and blockwork walls for the building are now complete which has been followed by the commencement of the installation of the roof. This project is expected to be completed by mid-year.
- 3.5 The delivery of the Capital Works Program is continuously being monitored and reviewed to ensure it meets the best needs of the community and that constructability is able to occur. It is proposed within the April program update, the re-timing of budgets be included to align expenditure with construction schedules. There are currently several programs of works which are being considered for this such as the following;
 - Major Traffic Program, as noted within Item 2.5.3, Works and Services Committee, 16th March 2020, land revocation is a component of the project to construct a new roundabout at the intersection of George Street and Belfree Drive, Greenfields. To enable this process to occur correctly the construction is being reforecast to late 2020.
 - Design is well advanced for Salisbury Oval in alignment with community consultation and the revised project scope. Allowing for the required consultation to occur, the physical construction will be a focus in 2020/21, resulting in a recreational space which the community can enjoy and participate in sport.
 - The implementation of the St Kilda Master Plan, Stage 2, has been delayed pending the application for State Government grant funding. Notification was recently received that the project had been successfully awarded \$950k towards the construction of an additional boat ramp and guided access pontoon lane. With this welcome news of grant funding, the project schedule is now being reconsidered to how best minimise impact to the community.
 - The schedule associated with the renewal of St Kilda Breakwaters has also been impacted by the St Kilda Master Plan, Stage 2, project rescheduling. These works will be delivered together to minimise impact to the community and aim to achieve construction efficiencies.
 - The delivery of the upgrade to the Operations Centre is in the advanced stages of detail design. The project has been reforecast to enable effective change management principles to be incorporated with the outlook to align work practices with that of the Salisbury Community Hub.
- 3.6 The above and others as required will be presented in more detail next month.

- 3.7 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 Budget

PR25246 Historical Methodist Cemetery

The improvement to the Historical Methodist Cemetery, Salisbury, was successfully delivered this year, improving the appearance and amenities of this historical site. \$77k was allocated to the project however with the works required to enable the fence to be painted and an additional seat requested by the friends of the cemetery, an additional \$11k is required to close this project out. The works were actions promptly to meet the needs of the community and also to align with the opening of the Salisbury Community Hub. The positive result of the project is evident with the greening up of the space and ability for people to now sit and reflect.

Recommendation: Within the 2019/20 Third Quarter Budget Review, allocate \$11k towards PR25246 Historical Methodist Cemetery to cover the additional expense incurred.

Impact: Additional project funding

Bicycle Network Improvement Program

Within the 2019/20 Bicycle Network Improvement Program there is savings which is proposed to be returned as part of the 2019/20 Third Quarter Budget Review. It was proposed to undertake bicycle network improvements in the vicinity of Wright and Canna Road, Ingle Farm, however the works were able to be completed sufficiently as part of the 2018/19 Bicycle Network Improvement Program, therefore the associated budgets including returning \$88k of Council contribution and reflecting the \$75k of income which will no longer be received will be included within the next Budget Review.

In addition, within this program, \$7k of Council funding was allocated to contribute towards bicycle signage assuming that we could get \$5k of State Government grant funding. This \$5k of grant funding has not been able to be secured and therefore this signage budget is proposed to be returned as part of the 2019/20 Third Quarter Budget Review. Please note, as part of the Information Signage Program bicycle signage will be delivered in alignment with the City Wide Trails Program.

The projects total \$95k of Council contribution to be returned and \$80k nil effect to reflect the income which will no longer be received as part of this program.

Recommendation: Within the 2019/20 Third Quarter Budget Review, return \$95k of Council contribution from PR14804 Bicycle Network Improvement Program and include a nil effect \$80k adjustment to reflect the income which will no longer be received, as detailed within Works and Services, Item 2.6.1, 16th March 2020.

Impact: No impact

Amendment to Budget**PR25512 Bolivar Road Failure, Paralowie**

As reported in November 2019, via Works and Services Committee, Item 2.6.1, significant work was required to repair a road failure in a section of Bolivar Road, Paralowie. It was estimated that these works would cost \$95k. The works have been able to be successfully delivered for \$86k and therefore the savings of \$9k will be included within the 2019/20 Third Quarter Budget Review.

Recommendation: Within the 2019/20 Third Quarter Budget Review, return \$9k of savings from PR25512 Bolivar Road Failure, Paralowie, as the project was successfully delivered within budget.

Impact: No impact

PR25029 – St Kilda Master Plan – Tourism & Visitor Joint Project

Within the proposed program for 2018/19 St Kilda Master Plan, City of Salisbury was going to explore entering into a partnership with Dept Planning Transportation and Infrastructure, Open Space and Department for Environment and Water to collectively develop a Tourism and Visitor Plan. To date an agreement has not been able to be reached and therefore the City of Salisbury contribution of \$50k for the project is proposed to be returned as part of the 2019/20 Third Quarter Budget Review. Should a future agreement be able to be reached, it will be reported to Council for future funding consideration. In order for this to proceed, it does require all the above parties' involvement due to ownership and responsibilities. Please note, the delivery of the St Kilda Master Plan as reported will continue as approved.

Recommendation: Within the 2019/20 Third Quarter Budget Review, return the \$50k not currently required for PR25029 St Kilda Master Plan Tourism and Visitor Joint Project.

Impact: Return currently unrequired program funding, should a future collective agreement be reached a report will be provided for consideration.

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

Following receipt of requests and/or opportunities identified for footpath network connections and ramps, approval is now sought to include them within the Council Funded New Footpath Program, and Kerb Ramp Construction / Upgrade Program respectively;

- Burton Road, Paralowie/Burton – Accessibility request
- Bus Stop 41 Main North Road West Side, Para Hills – Safety initiative
- Dylan Court, Salisbury – Network connection
- Felicia Avenue, Salisbury Downs – Network connection
- Frost Road, Brahma Lodge – Network connection
- Gold Court, Salisbury Heights – Network connection
- Liberman Road, Para Hills – Accessibility request
- Martins Road, Paralowie – Safety initiative
- Mortess Street, Brahma Lodge – Network connection & accessibility request
- Parkway Circuit Reserve, Parafield – Safety initiative
- Serena Avenue, Salisbury Downs – Network connection
- Settlers Park, Paralowie – Accessibility request
- Vincent Road, Paralowie – Network connection
- Wynn Wale Drive, Gulfview Heights – Network connection

The above items will be progressively delivered and pending funding may cross financial years. Their construction will aid in providing further connectivity within the City's via its path network.

Recommendation: Endorse the program inclusions as outline within Works and Services, Item 2.6.1, 16th March 2020, within PR14498 Council Funded New Footpath Program, and PR21412 Kerb Ramp Construction / Upgrade Program, noting these works will be progressively delivered in accordance with endorsed budgets.

Impact: No impact

4. FOR INFORMATION

In Construction



**Mangrove St,
St Kilda**

**Road Reseal
Program**

In Construction



**Kalina Avenue, Para Vista
Road Reseal Program**



**Park Way, Mawson Lakes
Underpass**



**Salisbury Downs
Oval
Netball Courts
Resurface**



Soon to Commence



**Salisbury North Oval
New Netball Court**



In Construction



Bridgestone Athletics Facility



Recently Completed



Springbank Waters, Burton Bridge Renewals



5. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	02/03/2020	10/03/2020

ITEM	2.7.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
PREV REFS	Council 2.7.1 22 Jul 2019 6:30 pm
HEADING	Traffic Safety: Transport Network Planning and Localised
AUTHORS	Dameon Roy, Manager Infrastructure Management, City Infrastructure John Harry, Chief Executive Officer, CEO and Governance
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. 1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.
SUMMARY	This report provides an overview of the discussions with Minister Transport and Infrastructure Stephan Knoll and gives a summary of the discussions with DPTI to date, and makes recommendations as to a proactive way forward to addressing the transport issues related to Council's East West Links and associated State/Local intersections, including Waterloo Corner/Kensington Way.

RECOMMENDATION

1. Council write to Minister Knoll requesting that a joint funded capability and development assessment of the existing road network consequent of the opening of the Northern connector be undertaken.

ATTACHMENTS

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

1. City of Salisbury's East West Links
2. Briefing Paper - Transport and Development Opportunities

1. BACKGROUND

- 1.1 Council has passed a number of motions, as outlined below that raise legitimate concerns around the effectiveness and efficiency of the Transport Infrastructure with respect to the East West Links in the City and the status of Council/State managed intersections such as Kensington Way / Waterloo Corner Road.
- 1.2 Similarly there has been various Councillor requests to begin to address the pedestrian movements along both Kings and Waterloo Corner Roads where the pedestrian access is poor and non-existent in some cases.

- 1.3 Council prepared an Integrated Transport Plan in 2016 and consulted with DPTI regarding the East West Links. At the time DPTI informed Council that consideration of the East West links would be delayed until the Northern Connector was completed.
- 1.4 Council's Mayor and CEO met recently with the Minister of Transport and discussed a range of topics including the need for a transport planning study across the western part of the city. See Attachment – Briefing for Minister Knoll – Transport and Development Opportunities.
- 1.5 Council resolutions on this topic to date have included the following:
At the 24 June 2019 Council meeting it was resolved:

6.7 2019-20 South Australian State Budget

3. *That Council also write to the State and Federal Government's asking that priority consideration and advocacy be given in the 2020/21 budgets to fund the essential transport growth infrastructure works across the East/West transport corridor of Salisbury, prioritising the Kings Rd widening, freight line relocation and removal of Kings Rd & Park Tce rail crossings.*

Resolution: 0001/2019

At the 22 July 2019 Council meeting it was resolved:

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.*

Resolution: 0002/2019

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
- 2.1.1 Civil and Transport Assets Team
- 2.1.2 Capital Works
- 2.1.3 City Planning
- 2.2 External
- 2.2.1 DPTI

3. REPORT

- 3.1 In meetings to date with DPTI, DPTI staff members have stated that there is no immediate priority to address the issues surrounding the major change of movement of vehicles across the East West corridors, particularly Waterloo Corner Road /Park Terrace and Kings Road to their respective interchanges onto the Northern Connector.

- 3.2 There has been limited consideration of the impacts of these changes to the traffic movements on the major intersections effected both at a Local road level, such as the Waterloo Corner Road/Kensington way intersection, and the large connectivity issues as mentioned above, but rather a wait and see approach as to how traffic movements will occur once the Northern Connector is operational.
- 3.3 Council has also sought advice about the installation of footpaths along both Kings Road (Between Whites Rd and Fairbanks Drive) and Waterloo Corner Road (Between Springbank way and Heaslip Rd), but have been advised to wait until the design of the augmentation for the DPTI roads is complete ensuring the road corridors will not interfere with future footpath alignments.
- 3.4 It is not clear at this point in time as to when DPTI intend to conduct the study or preliminary design work of these East West links and associated intersections. Further exacerbating the pressure on these links and key intersections will be the increases in Industrial development between Main North Road West to Port Wakefield Road, up to Edinburgh Road, including the Tugger-way and Commercial Road and down to Elder Smith Road.
- 3.5 Council is looking to have a partnership approach to addressing this development agenda and arising transport issues through negotiating with DPTI staff requesting support to jointly undertake a capability and development assessment of the network consequent of the Northern Connector opening.
- 3.6 DPTI have notified Council that it will not be moving forward regarding the East/West links, until Infrastructure SA has released its' draft 5 year works program. This is expected to be released mid-April.
- 3.7 Whilst the State has placed rail crossings as a priority, it is uncertain as to whether Kings or Park Terrace crossings are included in the next 5 years program. An upgrade to one or both would have direct implications for the length of the associated links.

4. CONCLUSION / PROPOSAL

- 4.1 Council has been advocating for improved east/west road linkages over a number of years.
- 4.2 After completing an Integrated Transport Plan in 2016, Council was informed by DPTI that consideration of the East/West links would be delayed until the Northern Connector was completed. This has now occurred.
- 4.3 Recently Council staff have discussed with DPTI the opportunity to co-fund a transport study looking at the adequacy of the road network, and in particular the east-west links across the City, including consideration of key State/Local Authority intersections.
- 4.4 This report recommends that Council write to DPTI seeking a jointly funded transport network planning study be undertaken, with a particular focus on the adequacy of east/ west linkages and the removal of major level crossings..

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	06/03/2020	10/03/2020





Briefing Paper

Transport & Development Opportunities

Minister Knoll, Mayor Gillian Aldridge and
John Harry



Overview – Key Messages

A plethora of letters has been sent to DPTI/ Minister on a range of issues over the last 2 years

Growth of Salisbury, both economically and population; along with major changes to the transport network particularly completion of the Northern Connector, and soon to be constructed rail electrification to Gawler, are key considerations for us to work in partnership with the State to ensure this growth is enabled and encouraged through good planning, making sure that infrastructure is not constraining growth but rather enabling development/ growth.

Salisbury Priorities

- Transport Network Planning - Completion of Northern Connector & implications on east/ west connectivity - Kings Road overpass and Waterloo Corner Road, including Park Tce rail crossing and connection through to Northern Connector; Edinburgh Parks and efficient freight route
- Recommence corridor zoning of the land west of Pt Wakefield Road
- Economic growth in Technology Park – pressures on exit to Main North Road; Mawson Lakes interchange parking & use of land
- Waterloo Cnr Road – localised intersection upgrades and upgrade of link from Heaslip road to Pt Wakefield road
- Public transport – ensuring investment in electrification delivers optimum benefits through capacity at interchanges and train stations – car parking, safety of users, accessibility; no public transport to the west of Port Wakefield Road.

Northern Adelaide Road Network Planning

In meetings with DPTI over recent times there has been a “wait and see” mentality regarding road network improvements across the northern arterial road network, primarily brought about by the opening of the northern Connector. Access to and from this important road link are critical, as are the impacts on the east/ west arterials, principally Kings Road and Waterloo Corner Road.

Main North Road remains a mixture of cross sections, moving from 2 to 3 to 4 lanes at times. The economic growth underway at Technology Park is a particular hot spot. DPTI is currently designing localised improvements at Kings/ McIntyre/ Main North Road but without an overall plan of what it is to do with Main North Road from Gepps Cross to Gawler.

There is an urgent need to understand the impact of the Northern Connector on Port Wakefield Road, and land use along it. This work should also consider the potential development of the Salt Fields and access to it.



Public Transport

Last mile/ First mile of trip – attractiveness of public transport, including capacity at interchanges and train stations – car parking, safety of users, accessibility.

It is expected that once the electrification of rail and the proposed increases in services has occurred there will be a medium term need to eliminate the rail crossings at Commercial Road, Park Terrace and Kings Roads, to ensure the East West Links remain sustainable. As an example it is estimated that while the train station at Park Tce is the second busiest station to Central station, the gates at Park Tce will be down 2 in every 5 minutes during peak periods.

Council's concern of no provision of public transport as part of the growth strategy for the western side of Port Wakefield Road. Also

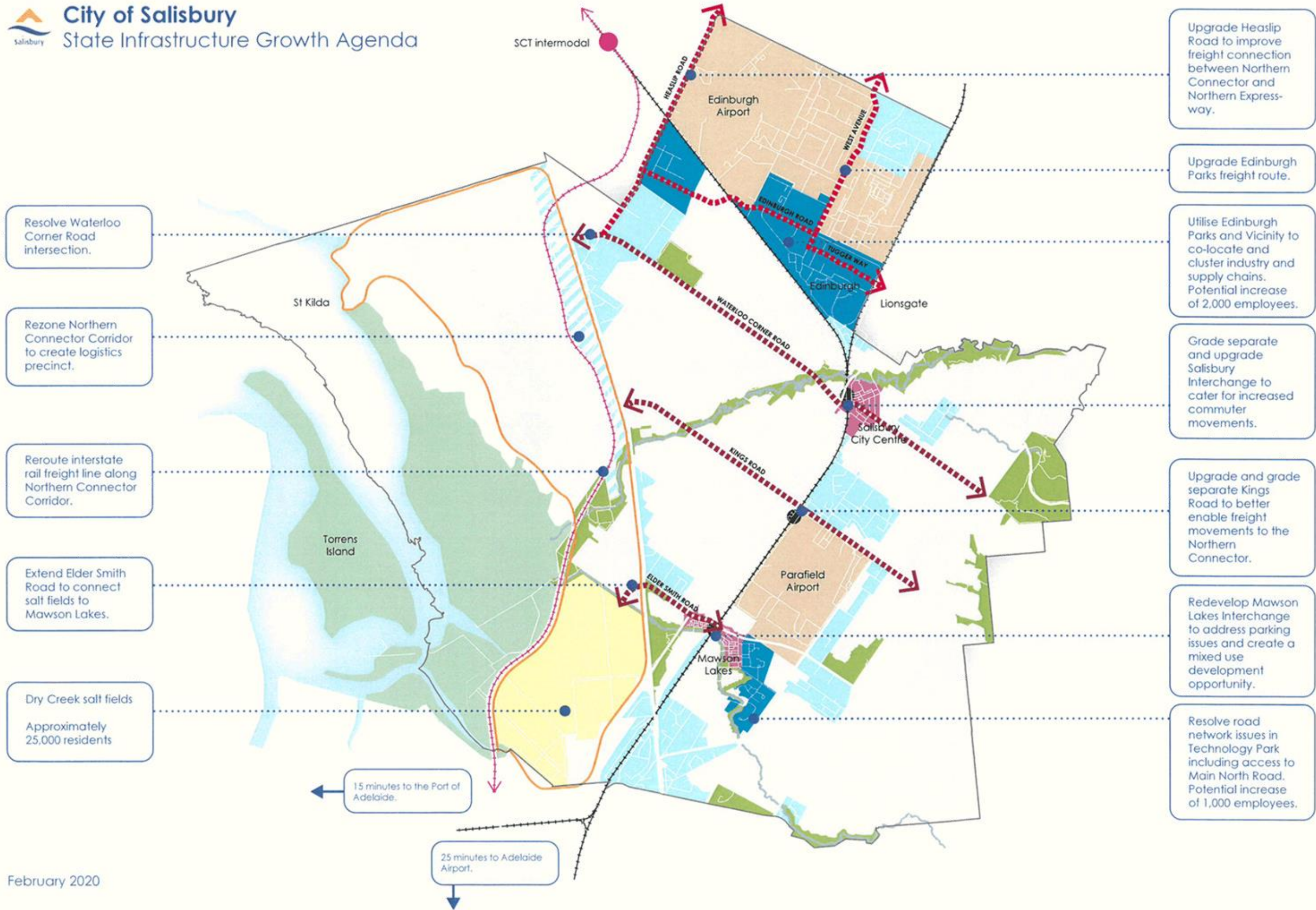
Economic Development

City of Salisbury is working with Deloitte on a piece of work to inform the future of the region, Economic Vision for the City of Salisbury.

- a) The report identifies opportunities that can build upon the economic base to assist in strengthening community benefit.
- b) There is strong focus on Connectivity from the perspective of transport and digital infrastructure.

In meetings to date with DPTI, there is no apparent immediate move to undertake the necessary transport planning to address the issues surrounding the major change of movement of vehicles across the East West corridors as a result of the construction of the Northern Connector, particularly Waterloo Corner Road /Park Terrace and Kings Road to their respective interchanges onto the Northern Connector.

There also seems to be little network planning on ensuring efficient freight movement from the northern Connector into Edinburgh Parks.



February 2020

ITEM	2.7.2
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Pedestrian Crossing - Galway Crescent, Salisbury Downs
AUTHOR	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
CITY PLAN LINKS	3.3 Be a connected city where all people have opportunities to participate. 3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	Council requested staff to investigate ways to make Galway Crescent safe for children to cross in order to get to the playground at Salisbury Downs Oval. To meet this objective, it is proposed to install a pedestrian refuge and pavement bars in Galway Crescent.

RECOMMENDATIONS

1. Council install a pedestrian refuge on Galway Crescent to assist children cross the road to the playground at the Salisbury Downs Oval.
2. Pavement bars be installed at the T-Junctions with both Londonderry Avenue and Thompson Avenue, and also along curvilinear sections of Galway Crescent. These minor traffic controls will work in tandem with the pedestrian refuge to control traffic flow.
3. Prior to the above works, Council's Transport Team will consult with the affected residents of Salisbury Downs.
- 4.

ATTACHMENTS

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

1. Option1 - Proposed Galway Crescent Pedestrian Refuge

1. BACKGROUND

- 1.1 This report arises from concerns expressed by the Elected Members on behalf of local residents about the safety of children crossing against the traffic, and the perception of vehicles speeding along Galway Crescent, Salisbury Downs.

1.2 At Council Meeting dated the 16/12/2019 it was resolved that:

OB12 - 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.

Resolution No. 0361/2019

1.3 In response to this request and as part of the overall investigation process to improve both local area pedestrian and road safety at this site, staff have undertaken a review of both the existing streetscape and traffic conditions along the length of Galway Crescent, Salisbury Downs.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure.

2.2 External

2.2.1 Affected residents will be consulted prior to the installation of the minor traffic controls.

3. REPORT

3.1 Based on analysis of the available traffic data, it was identified that the general traffic operation does not give cause for concern and the majority of motorists are travelling along Galway Crescent, Salisbury Downs within an acceptable range of the default urban 50 km/h speed limit.

3.2 At present, the Annual Average Daily Traffic (AADT) Volumes are 705 vehicles per day and the recorded 85th percentile speed of vehicles along the length of Galway Crescent is 54 km/h.

3.3 In response to these results and for the purpose of regulating vehicle speeds along Council's local roads network, it is recommended a Pedestrian Crossing and Pavement Bars be installed as a low cost treatment.

3.4 The pedestrian crossing will be installed at the existing prams ramps and the pavement bars installed at the T-Junctions and along the curvilinear section of roadway, to narrow the road and thus slow the vehicle speed.

3.5 This will allow for safer crossing of children to the playground area in the Salisbury Downs Oval.

3.6 Two options were looked at for the pedestrian crossing. The road width is 7.4 metres from kerb to kerb along this section of Galway Crescent. The two (2) options for the installation of a minor Pedestrian Crossing Treatment at this site are:

3.6.1 Option 1 – the installation of a Pedestrian Refuge aligned with the existing pram ramps. This is the preferred option as the crossing movement is broken into two short increments.

- 3.6.2 Option 2 - The replacement of the existing pram ramps at this site with an extension to the kerbing involving the installation of Protuberance Treatments.

4. CONCLUSION / PROPOSAL

- 4.1 Based on a historical review of the traffic data for Galway Crescent, Salisbury Downs, it has been identified :
 - 4.1.1 that the majority of motorists are travelling within an acceptable range for the applicable default urban 50 km/h speed limit.
 - 4.1.2 a pedestrian refuge would facilitate the safe crossing of children to the playground in Salisbury Downs Oval.
 - 4.1.3 the installation of pavement bar layouts along curvilinear sections and at the T-Junctions of this road will create a narrower road and reduce speed.
- 4.2 Council’s Transport Team will arrange to have the above treatments installed after consultation with the community.
- 4.3 The cost estimate for the works is \$25,000. (\$15,000 for the pedestrian refuge and \$10,000 for the pavement bars)
- 4.4 The works would be installed by December 2020.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020



REVISIONS AND ISSUES				DRAWING SHEET DETAILS			APPROVED _____ NAME _____ MANAGER TECHNICAL SERVICES DATE _____		GALWAY CRESCENT	
REV	ISSUE/DESCRIPTION	DATE	APPROVED	ORIGINAL SHEET SIZE	A3				LOCAL AREA TRAFFIC MANAGEMENT SALISBURY DOWNS	
A	PRELIMINARY	03/03/2020		HORIZONTAL SCALES USED	H=1:500					
				COORDINATE SYSTEM	MGA94					
				CAD FILE NAME	GALWAY_CRS_DES1DWG					
				PR No.	PR2072X					REV.

Item 2.7.2 - Attachment 1 - Option1 - Proposed Galway Crescent Pedestrian Refuge

ITEM	2.8.1
	WORKS AND SERVICES COMMITTEE
DATE	16 March 2020
HEADING	Compostable Bags for Benchtop Bins
AUTHOR	Andy Legrand, Sustainable Energy Program Coordinator, City Infrastructure
CITY PLAN LINKS	2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands. 2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle. 3.1 Be an adaptive community that embraces change and opportunities.
SUMMARY	This report details the cost to provide free compostable bin liners for use in residential food scrap Kitchen Caddies. As the number & location of existing Caddies is unknown, estimates have been based on the number of households with a Green Organics collection bin.

RECOMMENDATION

1. Council not proceed with the free issuing of compostable Kitchen Caddy liners to residents at this point in time.
2. Council await the development of NAWMA's waste policy, and Council's subsequent waste policy, which will address this issue, as part of a service level review

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At the December 2019 meeting, Council passed a resolution that "staff report back on options and costs of supplying the inner compostable bags on Council supplied benchtop bins."
- 1.2 Council provides free Kitchen Caddies when residents purchase a Food & Garden Organics bin (Green bin) from NAWMA or when requested from the Customer Service Centre.
- 1.3 Compostable liners are not currently supplied by Council and are the responsibility of residents to purchase if they wish to utilise them.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 General Manager City Infrastructure
- 2.2 External
 - 2.2.1 NAWMA
 - 2.2.2 Bin liner suppliers

3. REPORT

- 3.1 Food scraps make up around 40% (by weight) of household rubbish. This rubbish currently goes to landfill. When food breaks down in landfill, it does so slowly and releases harmful greenhouse gases into the atmosphere that can contribute to climate change.
- 3.2 Compostable bags are an effective way to contain food scraps and keep things clean and tidy. Typically compostable bags are made of corn-starch and vegetable oils.
- 3.3 Only bags clearly marked as compostable and compliant with AS 4736 are suitable to place in the green organics bin. Plastic bags, and bags that are labelled degradable, are not suitable as they don't break down in compost.
- 3.4 All food scraps can be placed in a kitchen caddy, and then into a green organics bin along with lawn clippings, weeds and garden pruning. Acceptable waste include:
 - 3.4.1 Fruit and vegetable scraps
 - 3.4.2 Bread, cake and biscuits
 - 3.4.3 Meat, bones and seafood (cooked and raw)
 - 3.4.4 Cheese and yoghurt
 - 3.4.5 Pizza boxes, shredded paper, tissues and paper towels
 - 3.4.6 Hair
 - 3.4.7 Compostable bags (made from cornstarch and vegetable oils)
- 3.5 The City of Mitcham, with funding support from a Food Waste Incentive Grant from Green Industries SA, is undertaking a food waste green organics trial with the goal to reduce food waste going to landfill.
- 3.6 Towards the end of 2018 the City of Mitcham supplied a bench top kitchen caddy, compostable bags and education materials to 5,500 households at a cost of \$100,000.
- 3.7 The cost of Kitchen Caddy bin liners are approximately \$0.10 per bag. If 13,000 Household used 3 Caddy liners per week, this would cost Council \$200k per year.
- 3.8 NAWMA's preferred method for residents to recycle food scraps is to empty & wash the bench top Kitchen Caddy daily without a liner, as many residents use the wrong type of liner which then contaminates the green waste stream.
- 3.9 If Council recommends the provision of Kitchen Caddy bin liners it would be managed by NAWMA in line with all other waste services that Council receives.

NAWMA is currently working on a common Waste Policy for all 3 constituent Councils that will aim to align service levels including bin provision. This is the appropriate document to be endorsed by Council where a free Kitchen Caddy bin liner service level could be incorporated.

4. CONCLUSION / PROPOSAL

- 4.1 Kitchen caddies are being used by a number of Councils in an effort to reduce land fill, and encourage residents to place organics in the green bin. Compostable bin liners one method of supporting this however would cost Salisbury in the order of \$200,000 per year to supply the liners.
- 4.2 Council should not include the free provision of Kitchen Caddy liners to residents as an agreed service level, unless it is included as part of the overall service level in the City of Salisbury Waste Policy.

CO-ORDINATION

Officer:	GMCI	Executive Group
Date:	05/03/2020	10/03/2020