



AGENDA

**FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON
15 JUNE 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 N Henningsen
Cr S Ouk
Cr G Reynolds

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
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 18 May 2020.

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OTHER BUSINESS

CONFIDENTIAL ITEMS

2.9.1 Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Wednesday 10 June 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)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
 - *information the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
 - *Non-disclosure of this matter would protect Council's commercial position as public disclosure may provide third parties with a commercial advantage*

*On that basis the public's interest is best served by not disclosing the **Minutes of the Confidential Strategic Property Development Sub Committee meeting held on Wednesday 10 June 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.*

2.9.2 Leasing of Land for Car Parking - The DiMauro Group

Recommendation

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

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

*On that basis the public's interest is best served by not disclosing the **Leasing of Land for Car Parking - The DiMauro Group** 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**

18 MAY 2020

MEMBERS PRESENT

Cr M Blackmore
Cr L Braun (Deputy Chairman)
Cr C Buchanan
Cr N Henningsen
Cr S Ouk
Cr G Reynolds

STAFF

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

The meeting commenced at 8.08 pm.

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

APOLOGIES

Apologies were received from Cr S Reardon and Mayor G Aldridge.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr S Ouk
 Seconded Cr N Henningsen

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

CARRIED

Moved Cr M Blackmore
 Seconded Cr N Henningsen

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

CARRIED

REPORTS

Administration

2.0.1 Future Reports for the Works and Services Committee

Moved Cr G Reynolds
 Seconded Cr M Blackmore

1. The information be received.

CARRIED

2.0.2 Minutes of the Asset Management Sub Committee meeting held on Monday 11 May 2020

Moved Cr C Buchanan
 Seconded Cr S Ouk

The information contained in the Asset Management Sub Committee of the meeting held on 11 May 2020 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

CARRIED

2.0.2-AMSC1 Future Reports for the Asset Management Sub Committee

Moved Cr C Buchanan
 Seconded Cr S Ouk

1. The information be received.

CARRIED

2.0.2-AMSC2 Place Activation Strategy - Informal Recreation

Moved Cr C Buchanan
Seconded Cr S Ouk

That:

1. The information within the report be noted.
2. 500 metres be endorsed as a guide for the accessible distance to an irrigated playspace from a household, with the minimum elements being a small irrigated space, a bench and a bin.
3. 800 metres be endorsed as a guide for the accessible distance to a playground from a household, and that a three tier hierarchy be set for playgrounds, namely local, district, and regional.
4. The minimum elements of a playground as defined below be endorsed:
 - 4.1 **Local playground** - located on a local reserve (<0.6Ha) which services an 800m catchment of the surrounding residential area, a distance identified as walkable, and consistent with the elements described in paragraph 3.17 in the report to item AMSC2 on the agenda for the meeting of the Asset Management Sub Committee on 11 May 2020, and optional site-specific considerations for discussion with Ward Councillors, such as barbecues, lighting, drinking fountains, nature play space and toilets.
 - 4.2 **District playground** - located on a large reserve (0.6-7.5Ha) which services a catchment of the surrounding area, the playspace is to consist of the following; irrigated open space (3000sq.m<), shelter and seating accessible from the local footpath network, a bin, sports court and a playspace with an approximate footprint of 450-500 square metres, and other elements consistent with those described in paragraph 3.18 in the report to item AMSC2 on the agenda for the meeting of the Asset Management Sub Committee on 11 May 2020, and optional site-specific considerations for discussion with Ward Councillors, such as barbecues, lighting, drinking fountains, nature play space and toilets.
 - 4.3 **Regional playground** - a bespoke/ unique space located on a large reserve (> 8 Ha) area which services the greater surrounding area, with a bespoke design, and, at a minimum consisting irrigated open space (10,000sq.m<), multiple

shelters with seating and bins, diversity of play activity areas with an approximate footprint between 750-900 sq.m, supporting infrastructure for extended length of stay and consistent with the elements described in paragraph 3.19 in the report to item AMSC2 on the agenda for the meeting of the Asset Management Sub Committee on 11 May 2020, and optional site-specific considerations for discussion with Ward Councillors, such as barbecues, lighting, drinking fountains, nature play space and toilets.

5. An initial target be set to have 85% of households within 500m of an irrigated playspace, which could be a reserve of any hierarchy.
6. An initial target be set to have 85% of households within 800m of a playground.
7. Council notes the Budget Bids endorsed at the April 2020 Council meeting and resolution relating to Levels of Service in March 2020, which include additional budgets to meet the above targets by providing for the irrigation of a section of selected local reserves, 9 local and 1 district playground renewals.
8. The Playspace Policy as contained within Attachment 6 to this report (AMSC 11/05/20, Item No. AMSC2) be deferred to June 2020 to enable further changes to be made that incorporate references in para 2, 3, 4 and 9 of this motion.
9. A report be prepared for the Asset Management Sub Committee by June 2020 that maps all Parks and irrigated open space assets, outlining how each open space is classified as formal/ informal, economic community facility linkages (local, district, regional), listing facilities at each of these open spaces including playground equipment, shading, seating, disability/ inclusive or nature play equipment, and a playground schedule indicating useful life and when the playground is budgeted for renewal.

CARRIED

2.0.2-AMSC3 Place Activation Strategy - Formal Recreation

Moved Cr C Buchanan
 Seconded Cr S Ouk

That:

1. The information within the report be noted.
2. Council give in-principle support for the following recreation areas:
 - 2.1 **Local:** A facility or site that services the needs of local communities and is used by clubs for home and away fixtures, training activities, and participation programs. Such locations have limited ability or constrained function for multiple activities or large events. Generally located on local road networks and provide basic facilities.
 - 2.2 **District:** A facility or site that has a catchment area of the City of Salisbury and provides a focus for association competition. Such locations are generally used as a regular local finals venue or central venue which is used as a neutral venue (ie. By teams that do not regularly train or play at the venue). Generally located on collector or distributor roads.
 - 2.3 **Regional:** A facility or site that caters for a catchment greater than the City of Salisbury boundaries and may service the needs of multiple council areas. Regional facilities support participation at both the community and pre-elite level of competition. These facilities generally have the capacity to host Regional, State, and National level competition. Provides for a broad range of activities or programs, and may include a combination of core sporting facilities in as well as supporting services (see attachment for examples). Generally located on a high profile site
3. Council acknowledges the principles for formal recreation areas to guide future upgrades and development:
 - 3.1 **Local:**
 - Change room facilities that comply with relevant sport code local guidelines.
 - Multi-use with a single shared club room facility.
 - Designed to accommodate use by multiple clubs and community organisations.
 - Playing surfaces/facility compliant with relevant sport code local guidelines.

-
- Lighting may be provided for training.
 - Some off street parking may be provided.
 - Not suitable for larger facilities due to residential setting
 - Complimentary recreation services.

3.2 District:

- Change room facilities that comply with relevant sport code district guidelines.
- Multi-use with a single shared club room facility.
- Designed to accommodate use by range of sports and activities, schools, community and other organisations.
- Design and layout should promote concurrent use for different activities and events.
- Playing surfaces/facility compliant with relevant sport code district guidelines.
- Lighting may be provided for training.
- Significant off street parking may be provided to cater for large numbers.
- High profile site on connector or distributor road.
- Not suitable for small sites on local road networks as generally in residential settings.
- Complimentary recreation services should be considered.

3.3 Regional:

- Change room facilities that comply with relevant sport code regional guidelines.
- Multi-use with a single shared club room facility where appropriate.
- Playing surfaces/facility compliant with relevant sport code regional guidelines.
- Design and layout should promote concurrent use for different activities and events.
- Designed to accommodate range of users including multiple sports, clubs, schools, community and other organisations.
- High profile site.
- Accessible location with links to transport nodes (public transport, vehicle, pedestrian) and/or commercial/community centres and services.
- Complimentary recreation services should be

considered.

- May include a combination of core sporting facilities as well as support services including:
 - Health and fitness
 - Sports science
 - Allied health
 - Education and training facilities
 - Administration for sport and other partners
 - Perimeter fencing can be considered.
4. A report be prepared for the Asset Management Sub Committee that maps all Formal Recreation assets, outlining how each facility is classified as formal/ informal, economic community facility linkages (Local, district, regional), listing club room facilities, a schedule of upcoming budgeted approved renewals and a schedule of the useful life for each facility.
5. A further report be prepared containing a proposed detailed set of principles and standards along with a gap analysis showing what the financial impact would be to achieve the recommended detailed standards.

CARRIED

Further Motion:

Moved Cr C Buchanan
 Seconded Cr M Blackmore

That the subjects of the future reports contemplated by paragraphs 4 and 5 of the resolution regarding Item 2.0.2-AMSC3 - Place Activation Strategy - Formal Recreation, on the Agenda of the Works and Services Committee at its meeting on 18 May 2020, be presented at an Informal Strategy before reports are provided for decision of Council.

CARRIED

AMSC-OB1 Sporting Facilities – Joint Investment

Moved Cr C Buchanan
 Seconded Cr S Ouk

That Council consults with other local Councils (Playford, Tea Tree Gully and Port Adelaide Enfield) and the Office for Recreation and Sport to identify funding opportunities for joint investment into new regional sporting facilities based on demand, social need and demographic and sporting trends and changes.

CARRIED

Landscaping

2.4.1 Landscape Enhancements to Major Entry Sites

Moved Cr G Reynolds
 Seconded Cr M Blackmore

1. That the report be received and noted
2. That upgrades to landscape treatments at the City’s major entry statements are designed as a hybrid installation (being a combination of dryland and irrigated treatments), to provide visual appeal at each location.
3. That no significant uplift to major Entry Statements occur until 2022/23 financial year to assist with the COVID-19 recovery program.
4. That Council staff provide a report into additional options for Entry Statements into Salisbury and their costs by December 2020. That the report consider the following locations:
 - Purling Road/Commercial Road Roundabout in Salisbury North (facing north towards Purling),
 - The Grove Way at Salisbury East heading west,
 - Kings Road and Waterloo Corner Roads coming off of the Northern Connector, and
 - north and south on Port Wakefield Roads and
 - other locations as considered appropriate.

CARRIED

Property

2.5.1 Pontian Eagles Sports & Social Club Inc. - Yalumba Drive Paralowie

Cr C Buchanan declared a perceived conflict of interest on the basis of being Patron of a sporting club. 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 G Reynolds

1. That the proposed renewal and improvement works currently planned at this site for 2021/22, including works to the building, playground, reserve and fencing, be noted.
2. That an investigation be conducted to explore opportunities to improve the onsite car parking at the site, and report back to Council.
3. That staff consult with the Pontian Eagles and Ward Councillors on the above improvement works, and car park investigation.

CARRIED

Public Works

2.6.1 Capital Works Report - April 2020

Moved Cr N Henningsen
Seconded Cr G Reynolds

1. As part of PR12000 Road Reseal Program, defer the 2019/20 road renewal of Tracey Avenue, Paralowie, pending the outcome of current drainage investigations.
2. Bring forward the replacement of a 2020/21 light fleet vehicle into the 2019/20 Plant and Fleet Replacement Program, retaining the replacement vehicle until COVID-19 restrictions ease.

CARRIED

2.6.2 State Government's Increase to the Solid Waste Levy

Moved Cr G Reynolds
Seconded Cr M Blackmore

1. That the information be received.
2. That Staff continue to work with NAWMA, constituent Councils and other associated organisations, towards promoting a Circular Economy with a view of reducing waste.

CARRIED

Waste Management

2.8.1 Continuity of Rubbish Collection

Moved Cr S Ouk
Seconded Cr C Buchanan

1. The information be received.

CARRIED

OTHER BUSINESS

OB1 Traffic Safety Measures – Whites Road, Paralowie

Cr C Buchanan declared a perceived conflict of interest on the basis of being a member of the Governing Council of the Paralowie R-12. 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 G Reynolds

1. That staff bring back report identifying traffic safety measures for the northern end of Whites Road, Paralowie, to reduce the impact of speeding motorists and increased safety for students of Paralowie R-12.
2. Options to include traffic calming devices, dedicated children’s crossing with flashing lights, extending 25kmh speed limit from Waterloo Corner Road to Tolley Close.

CARRIED

The meeting closed at 9.09 pm.

CHAIRMAN.....

DATE.....

ITEM	2.0.1
	WORKS AND SERVICES COMMITTEE
DATE	15 June 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
24/06/2019 2.9.1 Due: Deferred to: Reason:	Recreation Services Agreement Council has previously resolved this resolution to be confidential. June 2020 November 2020 An external independent review is underway with findings expected in late June 2020 which will then require staff to review and prepare advice to Council.	Adam Trotman
22/07/2019 2.9.1 Due:	Mawson Lakes Interchange Council has previously resolved this resolution to be confidential. September 2020	Terry Sutcliffe
28/10/2019 2.1.1 Due: Deferred to: Reason:	Burton Community Hub Project Update 1(c). Stage 3 – the functional brief will be predicated on the architect presenting a further report on the feedback from the community consultation to the Works and Services Committee. June 2020 August 2020 Timeline has changed on the project start up and community engagement due to COVID-19.	Sean Brennan

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:	September 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:	October 2020	
16/12/2019	Traffic Management Treatments	David Boothway
Cnl-OB12.2	1. Staff bring back a report considering appropriate traffic management treatments for Beechwood Avenue, Mawson Lakes. 2. The report will also include the consultation with nearby businesses and residents.	
Due:	October 2020	
28/01/2020	Bridgestone Athletics Centre - Management Model Options	Adam Trottman
1.1.2	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	
28/01/2020	Bridgestone Athletics Centre - Management Model Options	Adam Trottman
1.1.2	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	
28/01/2020	Bins for Blokes	Karen Pepe
2.5.1	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	
28/01/2020	Motion on Notice: Dog Parks	Craig Johansen
MON7.1	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.	

	<p>3. That the review include comparisons of dog parks with similar sized and neighbouring Councils.</p> <p>4. That the review include significant consultation and engagement with City of Salisbury dog owners, and users of the dogs parks, primarily through:</p> <p>a) advertised consultation times with staff attending all dog parks to survey users - both with and without their local Elected Members;</p> <p>b) an online survey promoted on COS social media networks and emailed to registered COS dog owners;</p> <p>c) media release to local press;</p> <p>d) that temporary signs be placed at all dog parks advising of the consultation process;</p> <p>e) and any other reasonable consultation methods available as per Council's Consultation Policies to maximise community engagement and response.</p>	
Due:	July 2020	
24/02/2020 2.4.2	<p>Motion on Notice: School Partnerships: Trees</p> <p>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>	Craig Johansen
Due:	September 2020	
24/02/2020 2.5.1	<p>Indoor Sporting Facilities</p> <p>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.</p>	Adam Trottman
Due:	August 2020	
24/02/2020 MON7.1	<p>Motion on Notice: Lighting at Mobara Park</p> <p>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.</p>	Dameon Roy
Due:	August 2020	
23/03/2020 6.0.2- IBDSC5	<p>Verge Cutting Heights</p> <p>2. The verge cutting height remain at 50mm for the 2020 verge cutting season trials with cutting heights evaluated as part of the end of trial review in November 2020.</p>	Mark Purdie
Due:	December 2020	

23/03/2020	Long Term Financial Plan and Budget Workshops Actions Update	Adam Trottman
6.4.1	2. A report on the Golf Course cost of operations as a golf course compared to the cost of open space, and including utilisation numbers be included in the Future Reports for the Works and Services committee and due to be reported back in September 2020.	
Due:	September 2020	
23/03/2020	Long Term Financial Plan and Budget Workshops Actions Update	John Devine
6.4.1	3. A report on the activation of Mawson Lakes and Salisbury City Centre commercial precincts through pedestrian protection models and associated funding options be included in the Future Reports for the Works and Services committee and due to be reported back in December 2020.	
Due:	December 2020	
23/03/2020 MON7.4	Motion on Notice: Technology Park Carparking	Dameon Roy
	1. That Council bring back a report on a strategy to improve the current car parking issues and planning for the future development agenda within Technology Park and associated areas.	
Due:	December 2020	
27/04/2020	Road Closure and Renaming of Portion of Parachilna Road, Salisbury Heights	Liz Lynch
2.5.1	4. Should no objections be received after completion of the Public Consultation Process, the Manager Property and Buildings to submit the required documentation to the Surveyor General for approval. In the event objections are made on the Road closure, a further report will be presented to Council for consideration of any objections	
Due:	August 2020	
27/04/2020	Road Closure and Renaming of Portion of Parachilna Road, Salisbury Heights	Liz Lynch
2.5.1	6. Should no objections be received for the road renaming of the portions of Parachilna Road after completion of the Public Consultation Process, the Chief Executive Officer be delegated to authorise the Road names as outlined in this report. In the event objections are made on the Road names, a further report be presented to Council for consideration of any objections.	
Due:	August 2020	

27/04/2020 2.6.3 Due:	Church and John Street - Community Consultation Findings 3. That the Administration investigate the installation of an additional public toilet, and the report be brought back during the detailed design stage with preferred options, suggested locations, and current requirements for business and landholders to provide facilities. July 2020	Jarred Collins
27/04/2020 2.6.4 Due:	Research Road Joint Animal Pound Facility Update 3. Staff continue to refine the concept design for a joint use Animal Pound facility, and a further report is brought back by July 2020 regarding the business case and shared use agreement with the City of Tea Tree Gully. July 2020	Jarred Collins / John Darzanos
27/04/2020 MON7.1 Due: Deferred to: Reason	Motion on Notice: Fee for Large Waste Bins 4. The administration bring back a report of the costs associated to cap the upgrade of a 140 litre bin to a 240 litre bin to a once off cost of \$50 or free of charge. June 2020 July 2020 Report will be presented in July together with an update on the provision of green waste bins in accordance with NAWMA's transformational waste strategy.	Andrew Legrand
27/04/2020 Cnl-OB12.2 Due:	Bike Paths 1. That a report be brought back to Council regarding a bike path to be installed on Louisa Road, Paralowie to allow a safer path for riders by July 2020. July 2020	David Boothway
25/05/2020 PET3.2 Due:	Petition: Dunkley Green, Valley View 2. Council note that staff propose to report back to Council addressing the petition in July 2020. July 2020	Craig Johansen
25/05/2020 2.4.1 Due:	Landscape Enhancements to Major Entry Sites 4. That Council staff provide a report into additional options for Entry Statements into Salisbury and their costs by December 2020. That the report consider the following locations: - Purling Road/Commercial Road Roundabout in Salisbury East (facing north towards Purling), - The Grove Way at Salisbury Heights heading west, - Kings Road and Waterloo Corner Roads coming off of the Northern Connector, and - north and south on Port Wakefield Roads and - other locations as considered appropriate. December 2020	Craig Johansen

25/05/2020 2.5.1 Due:	Pontian Eagles Sports & Social Club Inc. - Yalumba Drive Paralowie 2. That an investigation be conducted to explore opportunities to improve the onsite car parking at the site, and report back to Council. August 2020	David Boothway
25/05/2020 W&S OB1 Due:	Traffic Safety – Whites Road, Paralowie 1. That staff bring back report identifying traffic safety measures for the northern end of Whites Road, Paralowie, to reduce the impact of speeding motorists and increased safety for students of Paralowie R-12. August 2020	Dameon Roy
25/05/2020 MON7.4 Due:	Motion on Notice: Green Waste Bins 1. A report be prepared, in consultation with NAWMA, to provide Council with an update on the provision of green waste bins in accordance with NAWMA's transformational waste strategy, and July 2020	Andrew Legrand
25/05/2020 MWON12.1 Due:	Side Entry and Draining Pit 2. Staff bring back a report with costings on reducing the 5 year clearing of Side Entry and Drainage Pits to 3 years by July 2020 to Works and Services Committee. July 2020	John Devine
25/05/2020 MWON12.1 Due:	Side Entry and Draining Pit 3. Staff bring back a further report on the 400 reactive Side Entry Pit clearing jobs to see if they are repetitive call outs and why they are needed by July 2020 to Works and Services Committee. July 2020	John Devine
25/05/2020 MWON12.4 Due:	Gulfview Heights Lake, Bayview Parade That a report be prepared informing Council on the indicative costings for installing appropriate infrastructure for providing a permanent supply of Salisbury water to the Gulfview Heights Lake at Bayview Parade, and for improving the lake's water retention capability. July 2020	John Devine

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: 09/06/2020

ITEM	2.0.3
	WORKS AND SERVICES COMMITTEE
HEADING	Minutes of the Asset Management Sub Committee meeting held on Wednesday 10 June 2020
AUTHOR	John Devine, General Manager City Infrastructure, City Infrastructure
CITY PLAN LINKS	<p>2.4 Have urban and natural spaces that are adaptive to future changes in climate.</p> <p>3.3 Be a connected city where all people have opportunities to participate.</p> <p>4.4 Embed long term thinking, planning and innovation across the organisation.</p>
SUMMARY	The minutes and recommendations of the Asset Management Sub Committee meeting held on Wednesday 10 June 2020 are presented for Works and Services Committee's consideration.
RECOMMENDATION	
1.	<p>The information contained in the Asset Management Sub Committee Minutes of the meeting held on 10 June 2020 be received and noted and that the following recommendations contained therein be adopted by Council:</p> <p>AMSC1 Future Reports for the Asset Management Sub Committee Moved Cr N Henningsen Seconded Mayor G Aldridge</p> <ol style="list-style-type: none"> 1. The information be received. <p>AMSC2 Review of Footpath Policy</p> <ol style="list-style-type: none"> 1. The information be received. 2. That the Footpath Policy as set out in Attachment 1 to this report be endorsed subject to the following changes: <ol style="list-style-type: none"> (a) Paragraph 12 being amended to read as follows – <p style="margin-left: 40px;"><i>“The implementation of the footpath construction program is dependent on the budget available as guided by the appropriate Asset Management Plan(s), community needs, and consultation with Ward Councillors and the Mayor.”</i></p> (b) The following two sentences being inserted in the draft policy prior to section F: <p style="margin-left: 40px;"><i>“FRET is required to provide a quarterly report to the Asset Management Sub Committee, presenting its deliberations to the Sub Committee by ward.”</i></p> <p style="margin-left: 40px;"><i>“Any appeals to decisions of FRET are reported to the Asset Management Sub Committee.”</i></p>

AMSC3 Review of Playspace Policy

1. That the information be noted and received.
2. The Playspace Policy as contained in Attachment 1 to this report (AMSC 09/06/2020, Item AMSC3) be endorsed subject to:
 - (a) Paragraphs E1 and E2 being amended to incorporate the following after the word “guide” therein -
“...guide, in consultation with Ward Councilors and the Mayor, ...”
 - (b) The wording of paragraphs B3 and B4 being amended to make clear the references to irrigated reserves and non irrigated reserves as they affect playspaces.

ATTACHMENTS

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

1. Minutes Asset Management Sub Committee - 10 June 2020

CO-ORDINATION

Officer: GMCI
Date: 11/06/2020



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

10 JUNE 2020

MEMBERS PRESENT

Cr L Braun (Chairman)
Mayor G Aldridge (ex officio)
Cr C Buchanan
Cr N Henningsen

OBSERVERS

Cr D Proleta

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Manager Governance, Mr M Petrovski
PA to the General Manager City Infrastructure, Ms E Semrau

The meeting commenced at 7:42 pm.

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

APOLOGIES

Apologies were received from Cr A Duncan and Cr S Reardon.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr N Henningsen

The Minutes of the Asset Management Sub Committee Meeting held on 11 May 2020, be taken and read as confirmed.

CARRIED

REPORTS

AMSC1 Future Reports for the Asset Management Sub Committee

Moved Cr N Henningsen
Seconded Mayor G Aldridge

1. The information be received.

CARRIED

AMSC2 Review of Footpath Policy

Moved Cr C Buchanan
Seconded Cr L Braun

1. The information be received.
2. That the Footpath Policy as set out in Attachment 1 to this report be endorsed subject to the following changes:
 - (a) Paragraph 12 being amended to read as follows –
“The implementation of the footpath construction program is dependent on the budget available as guided by the appropriate Asset Management Plan(s), community needs, and consultation with Ward Councillors and the Mayor.”
 - (b) The following two sentences being inserted in the draft policy prior to section F:
“FRET is required to provide a quarterly report to the Asset Management Sub Committee, presenting its deliberations to the Sub Committee by ward.”
“Any appeals to decisions of FRET are reported to the Asset Management Sub Committee.”

CARRIED

AMSC3 Review of Playspace Policy

Moved Cr C Buchanan
Seconded Cr L Braun

1. That the information be noted and received.
2. The Playspace Policy as contained in Attachment 1 to this report (AMSC 09/06/2020, Item AMSC3) be endorsed subject to:
 - (a) paragraphs E1 and E2 being amended to incorporate the following after the word “guide” therein -
“...guide, in consultation with Ward Councilors and the Mayor, ...”
 - (b) the wording of paragraphs B3 and B4 being amended to make clear the references to irrigated reserves and non irrigated reserves as they affect playspaces.

CARRIED

OTHER BUSINESS

Nil

CLOSE

The meeting closed at 8:12 pm.

CHAIRMAN.....

DATE.....

ITEM	2.2.1
	WORKS AND SERVICES COMMITTEE
DATE	15 June 2020
HEADING	Essential Services to Support Seniors, People with Disabilities and other Vulnerable Groups
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. 3.4 Be a proud, accessible and welcoming community.
SUMMARY	<p>The purpose of this report is to provide an overview of services for all senior residents including those who are not clients of Commonwealth Home Support Services, as part of the COVID-19 recovery program.</p> <p>Salisbury Home and Community Services expanded essential services to all senior residents including those who are not clients of Commonwealth Home Support Services for the duration of the COVID-19 threat.</p> <p>Due to the high vulnerability of the majority of our client group, a Coronavirus Response Plan was developed and additional measures were implemented to continue providing existing essential services to elderly citizens, people with disabilities and other vulnerable groups in the Salisbury community. These essential services include access to meals, transport and other support services that might be required during the Coronavirus threat.</p>

RECOMMENDATION

1. The information to be received.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At its meeting on 27 April 2020, the Council resolved (*Resolution Number 0503/2020*):
 1. *Information to be received.*
 2. *The program expansion to all senior residents who are not clients of Commonwealth Home Support Services for the duration of the COVID-19 threat be endorsed.*

3. *Council note the set of criteria used to assess eligibility for the support of senior residents who are not clients of the Commonwealth Home Support Service to access essential services during the COVID-19 threat.*
 4. *Staff provide a further report on ongoing support and assistance as part of the COVID recovery program.*
- 1.2 All City of Salisbury residents over 65 years who are without adequate support, who are frail, or who have health/mobility issues and require assistance during this COVID-19 pandemic are being assisted by the City of Salisbury Community Health & Wellbeing Division.
 - 1.3 We have been concentrating on the delivery of essential services for older people, people with disability, and Culturally and Linguistically Diverse (CaLD) individuals. These services include meals and home assistance. We have also been working on modified social connections, events and COVID-19 updates.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 CH&W Leadership Team

3. REPORT

Coronavirus Response Plan for Community Health and Wellbeing Division

- 3.1 Given the COVID-19 threat, the Salisbury Home and Community Services program expanded to all senior residents, including those who are not clients of Commonwealth Home Support Programme Services and require access to essential services.

Essential services included:

- Access to shopping and medications from a list and/or assistance to access shopping online
 - Medical transport
 - Access to meals
 - Emergency maintenance
 - Emergency modifications
 - Social connection
- 3.2 To date, essential services have been provided to 60 customers not currently registered with Salisbury Home and Community Services and approximately 220 existing customers.
 - 3.3 All other service requests are responded to on an individual basis. The safety of older people, staff, volunteers and contractors is a first priority, and older people have been informed about modified service delivery, safety and the impact of COVID-19 on older people.
 - 3.4 We are working with our cultural communities to ensure that they are also supported and have information regarding COVID 19 available in their own languages.

- 3.5 We keep in contact with senior residents by calling each individual customer (approximately 2000 customers) to advise them of the current situation and ensure they have shopping support in place, access to medical appointments, and meals if needed from the Salisbury Home and Community services.
- 3.6 Centre based activities and centre based meals will not be reinstated until directions that it is safe to do so are given by the Commonwealth Department of Health. At this stage, the advice is that people over 70 years of age and/or suffering from chronic health problems should remain primarily at home.
- 3.7 Home Assist services are being progressively reinstated from 25 May 2020, starting with Home Maintenance and Gardening. Ongoing domestic assistance services were reinstated to approximately 280 customers from 9 June 2020. Following this, other home assist services will progressively be reinstated taking into account advice from the Commonwealth regarding any precautions for people aged 70 years and over and for those with chronic health conditions

Care package

- 3.8 Community Health and Wellbeing has organised delivery of 150 care packages to vulnerable people in our community in response to a Motion on Notice adopted by the Council on the 23 March 2020.
- 3.9 We sourced all required items from Woolworths 'Basic Boxes', which include basic non-perishable food items and household items including toilet paper.
- 3.10 We continue to receive ad-hoc requests from residents and agencies requiring support to access essential groceries, where we have assisted by referring them to appropriate charities and organisations.

Social Programs at Senior Centers (Jack Young Centre, Para Hills, Pine Lakes)

- 3.11 The City of Salisbury has three senior centres where members take part in a vast variety of (mainly) centre-based programs. For many, the senior centres play a central role in their social life and connection to community. Programs are delivered by the City of Salisbury as part of the Federal Government's Commonwealth Home Support Program.
- 3.12 The Jack Young Centre continues to provide fresh and frozen meals for pick up during the COVID-19 situation. In addition, staff has organised frozen meal delivery to the most vulnerable older residents to ensure they have healthy meals available. From mid May 2020, over 1,200 take away meals have been provided since social distancing was introduced.

Salisbury Seniors Social Connect Project

Since the closure of senior centres due to COVID-19 restrictions, we have changed the way we deliver social support services by initiating the Salisbury Seniors Social Connect Project, which is a model for connecting seniors with their community via virtual and other means. The project began with wellbeing calls to all volunteers and members, and as a result 80% of the people who usually participate in face-to-face social groups are participating in the Salisbury Seniors Social Connect Project.

3.12.1 The project encompasses:

- Activating and coordinating a team of volunteers to provide support and resourcing to the project
- Assessing the practical assistance requirements of seniors and the development of individual support plans. These plans are flexible to ensure needs are met in a changing landscape
- Assistance in identifying and actioning a plan of activities to ensure social and community engagement
- Encouraging the activation of robust support networks
- Using specialized tools and resources for staff and volunteers to deliver the project effectively
- Establishment of a large number of community based projects aimed at drawing on existing skills and talents where participants can be involved from home
- The modification of a number of existing social groups to enable their operation either via technology based online means or resourcing to enable participation from home

3.12.2 Examples of activities include:

- A ‘how does your garden grow?’ project which involves packets of seeds and seedlings sent to community members to grow individually and share the process collectively. This was also a nice Mother’s Day present.
- A ‘kindness rock’ project, which involves volunteers painting rocks and sharing it for others to find and enjoy.
- ‘Zoom Zumba’.
- A gratitude journal to our CALD community members.
- WEAAD yarn bombing of the Salisbury Civic Centre. This is a unique way of highlighting World Elder Abuse Awareness Day.
- CALD Strength for Life participants are able to continue to look after their health and wellbeing in the program, thanks to some equipment being loaned to them while in isolation. There is a lovely story of how this has been very successful in the Bhutanese Community, thanks to a volunteer who was able to help translate.
- ‘Spotlight on a volunteer’, which is an opportunity to interview/share the story of a volunteer who has been assisting us during the last few months.

3.13 Local seniors are engaged in two networks which meet regularly to advise on, learn about, and improve the age friendliness of our City. These are continuing to run through virtual platforms:

3.13.1 Community Ambassadors who advocate for seniors in the community and meet monthly in the Hub are now meeting online.

3.13.2 Salisbury Seniors Alliance meet quarterly continue to connect via email and phone until face-face meetings can resume.

- 3.13.3 Walking group – A virtual walking tour of the Fleurieu Peninsula (and other locations) have been organized to assist people to stay connected. The walkers involved send in their weekly kms which are collated and tracked on a map. A list of the places visited and photos of the area walked are then shared among participants.
- 3.13.4 Cycle Salisbury – virtual group rides. Cyclists are encouraged to ride alone outside or inside at home and record the kms covered. Cyclists are encouraged to post photos of their ride, or themselves having a cuppa at home.
- 3.13.5 COTA Conversations for Salisbury Seniors in May was broadcasted for 1 hour on the local radio station PBA-FM 89.7.
- 3.13.6 Men’s Health Awareness week (June 15 to 21) - we are organising a guest speaker to talk about this topic on the local radio station, PBA-FM 89.7 and / or via an online event (eg via Zoom)

Newsletters and Magazines

- 3.14 A distribution of copies of the Community Health & Wellbeing Newsletter are being printed and delivered via the Library’s Click & Collect or home delivery service at the Jack Young Centre, through the Home Assist Salisbury Community Hub. It is also emailed to the mailing list, Elected Members and posted on social media and on the website.
- 3.15 A letter addressed to Community Leaders from Mayor Gillian Aldridge was sent via email/post to members of the Interfaith network, Salisbury Seniors Alliance and Salisbury Intercultural Community Alliance to provide personalized and relevant update on Council response, including a list of helpful resources.

Current network activity and services for people with disability

- 3.16 All disability social programs have been suspended until further notice.
- 3.17 Telephone calls are conducted on a regular basis to ensure participants stay connected and can be linked to further support and/or information where required.
- 3.18 Activity packs were distributed for participants of specific groups based on individual goals and interests.

Intercultural Communities

- 3.19 The Salisbury Intercultural Community Alliance (SICA) is comprised of networks of community members who help Salisbury implement its Intercultural Strategic Plan. The group provides a valuable community perspective to help the Council become an Intercultural City and a better place for people of all cultural backgrounds. Regular meetings are moved to virtual online meetings. Information and resources in language has been provided to all members to share with their communities.
- 3.20 A network of Interfaith leaders have received telephone calls to check how their religious communities are going and are provided with translated information of COVID-19 updates.

- 3.21 Community Health and Wellbeing staff have participated in regular Welcoming Cities online seminars to share and learn about Covid-19 community for CALD residents from approx. 30 local governments across Australia. CHW staff have also participated in Council of Europe Intercultural Cities Australasian Network meetings to discuss Covid-19 local government responses in Australian, New Zealand and Japanese context.

Assistance to Homeless people in Salisbury during COVID -19 situation

- 3.22 Given the COVID-19 situation, a small number of homeless people have been sheltering within close proximity of the Salisbury Community Hub.
- 3.23 The reasons for homelessness range from lack of affordable housing, to job loss, mental illness, domestic violence and/or extreme poverty. These problems are intensified during the COVID-19 crisis, and due to these pre-existing conditions, people experiencing homelessness are at greater exposure to contracting the virus.
- 3.24 We have been working with homeless people in the city center to assist them in finding alternative accommodation which is secure, safe and stable. Staff have assisted a homeless couple to secure a 2 bedroom property in Enfield with an enclosed back yard for their dog from the Community Housing Associations.
- 3.25 In another instance, staff have assisted a homeless person who sleeps outside the Hub to connect with the Boarding House manager who reassured him that there will always be a room available if he decides to move in. At this stage the homeless person has chosen not to access the housing on offer.
- 3.26 Accessing food and other services has been difficult for homeless people in the City of Salisbury to during the COVID-19 situation. This has resulted in the Jack Young Centre temporarily providing hot meals to homeless people in the City of Salisbury.
- 3.27 At noon, our volunteers pick up meals from the JYC (a soup and main meal), and deliver this to homeless people living in the city centre.

Coffee Vouchers

- 3.28 Three hundred and thirty one (331) free coffee vouchers were distributed to people waiting in the Salisbury Centrelink line and are redeemable at five local coffee shops.

Volunteers

- 3.29 Volunteer Services have made 'check in' phone calls to all registered volunteers where they have updated their contact details and checked volunteer wellbeing and posted personalized "Thank you " card from the Mayor to celebrate Volunteers week.

4. CONCLUSION / PROPOSAL

- 4.1 Salisbury Home and Community Services will continue to provide essential services to all senior residents including those who are not clients of Commonwealth Home Support Services for the duration of the COVID-19 threat. The Community Health and Wellbeing division has achieved outstanding outcomes in supporting older residents to stay safe and access necessary support.

- 4.2 We are currently working on reinstated Home Assist programs and Social programs under directions of the Commonwealth Department of Health, Commonwealth Home Supper Programme and National Disability Insurance Agency (NDIA).

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 09/06/2020

ITEM	2.4.1		
	WORKS AND SERVICES COMMITTEE		
DATE	15 June 2020		
PREV REFS	Council	GB4	25/03/2019
	SPDSC	0	12/02/2019
HEADING	Framework Development for Additional Greenspace in Salisbury		
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. 2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.		

SUMMARY The development of the PAS and endorsement of both Informal Recreational Open Space targets, and the COVID-19 budgets, along with the development of Master Plans for major new developments, there is considered to be the frameworks in place to identify the open space requirements of the existing and growing city.

RECOMMENDATION

1. The information be noted and Resolution 0091/2019 be closed.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At its meeting of 25 February 2019 Council resolved as follows:

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.*

Resolution 0091/2019

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 City Infrastructure
- 2.2 External

2.2.1 Ward Councillors

3. REPORT

- 3.1 Council has been considering the development of a Place Activation Strategy over recent months, with the Asset Management Sub Committee endorsing a set of criteria for Informal Recreation Spaces across the city, which includes open irrigated spaces. The target set in this strategy is for 85% of households to have an irrigated open space within 500m.
- 3.2 The work in preparing the strategy has indicated that with the planned re-irrigation and irrigation programs over the next few years the PAS target for open space will be met.
- 3.3 As the City grows or new major redevelopments are planned Master Plans will be prepared which will include required open spaces.
- 3.4 With the development of the PAS and likelihood that any new major redevelopments will include a Master Plan, there is considered to be sufficient frameworks in place to address the intent of the Council resolution.

4. CONCLUSION / PROPOSAL

- 4.1.1 The development of the PAS and endorsement of both Informal Recreational Open Space targets, and the COVID-19 budgets, along with the development of Master Plans for major new developments, there is considered to be the frameworks in place to identify the open space requirements of the existing and growing city.

CO-ORDINATION

Officer: GMCI
Date: 11/06/2020

ITEM	2.4.2
	WORKS AND SERVICES COMMITTEE
DATE	15 June 2020
HEADING	Fencing for Pines School and Andrew Smith Drive Oval
AUTHOR	Craig Johansen, Team Leader Parks and Open Space 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	This report presents the proposal and associated costs for the installation of fencing to The Pines School Oval and Andrew Smith Drive reserve as requested from the May 2020, Works and Services meeting.

RECOMMENDATION

1. That the information within the report be received and noted
2. That staff continue to liaise with the Pines School about the alignment of the fencing to be installed by DECD.
3. That staff be authorised to approve the installation of the DECD fencing on Council reserve to meet the field requirements of North Pines Sport and Social Club to allow senior cricket to be played on the school oval (Attachment 3 –line A) .
4. That Council consider funding the vehicle access gates between the reserve and school oval as part of the next financial year budget, in the fencing program.
5. That the installation of hoop top pool fencing be considered for the Andrew Smith Drive frontage of the reserve as part of the next financial year budget (Attachment 3 – Line B).

ATTACHMENTS

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

1. The Pines School fencing letter
2. North Pines Sports and Social Club correspondence about fence
3. The Pines School fence lines A and B

1. BACKGROUND

- 1.1 At the April 2020 Works and Services meeting, a deputation was received from Mr Michael Brown MP, Member for Playford, on behalf of the community of Parafield Gardens in support of fencing at the Pines School, W&S-OB1.

1.2 W&S-OB1 Installation of Fencing – Pines School and Andrew Smith Drive Reserve Resulted in the following resolutions;

2. *Staff are requested to bring back designs and costing of replacing the pine log fencing with metal fencing at a height of 1.8m along the council school boundary, and the installation of metal fencing around the perimeter of Andrew Smith Reserve. Design and costings be provided to the June 2020 Works & Services committee.*
4. *As part of the design, access school reserve after Andrew Smith Reserve be made available to ensuring disability access is available, but also restricts access to trail bikes.*
5. *That Council ask the Pines School and the Department of Education for financial contribution towards the installation of the metal fence on the perimeter of the school oval.*

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure

2.1.2 Para Ward Councillors

2.2 External

2.2.1 The Pines School (Principal)

3. REPORT

- 3.1 In May 2020, staff met on site with Ward Councillors and the Pines School Principal to discuss the scope of the deputation by Mr Michael Brown and other considerations of the school.
- 3.2 From this meeting it was confirmed that the Pines school have secured funding for the installation of fencing around their oval, for the purpose of ensuring that the site is secure for the purposes of child and teacher safety during school hours. This funding has been confirmed for the 2020/21 financial year.
- 3.3 At the meeting the school presented information that the existing fencing (post and rail), some recently installed by Council, is an impediment to DECD proceeding with their fence installation and requested that this fencing be removed as soon as possible to allow DECD to install the fence unhindered, the letter from the school is found in Attachment 1. The Pines school has stated that the new fence is to be installed by October 2020.
- 3.4 This meeting also presented the joint use arrangement that the Pines School has, with the North Pines Sports and Social Club, to use the school oval for summer and winter sport. With the desire of the Pines School to continue to allow this use, it would require that vehicle access gates be installed between the Council Reserve and School Oval (refer to Attachment 3 – Line A). The fence is required on this alignment so that that the school can secure their site during school hours, for staff and student safety. This could not occur if Andrew Smith Drive Reserve was fenced, as this is public space which is unable to be secured for exclusive use.

- 3.5 Further to this the North Pines Sports and Social Club provided correspondence Attachment 2, to support the above as well, and presented other constraints that the new fencing location would have on them, in that the recently installed fencing infringed upon the ability of the Club to comply with the requirements for senior cricket as it encroaches on the oval run off area.
- 3.6 The advice provided by the school was that DECD has funded the installation of fencing to the school oval boundary with personal access gates being installed on each frontage and a vehicle access gate being installed on the Hemming Street frontage. It should be noted that the fence being installed by DECD is spear top fencing to match the existing fencing on site.
- 3.7 The total boundary length being fenced is approximately 390 m, 120 m being the shared boundary between Andrew Smith Drive Reserve and school oval. Staff estimate that the cost to install spear top fencing for the full length being approximately \$58,500, with the shared boundary amounting to approximately \$18,500 of this cost.
- 3.8 To ensure that the DECD installs a fence that allows for North Pines to play senior cricket on the school oval the fence is required to be installed offset from the school boundary line. The full extent is still to be confirmed on site, once the school boundary is known/ pegged by DECD surveyor, noting that at present the post and rail fencing is offset from the school boundary but to what extent it is unknown.
- 3.9 To provide the access as requested by North Pines, an additional vehicle access point (double gates) would be required between the school oval and Andrew Smith Drive Reserve. This would need to be funded by Council, as this is currently not part of DECD scope of works. Staff estimate that the approximate cost to install vehicle access gates to match the fence on this boundary to be \$3,000.
- 3.10 To fence the site extents of Andrew Smith Drive Reserve, fencing would be required for approximately 175 metres on the Morgan Street frontage and 300 metres for the Andrew Smith Drive frontage, excluding the carpark extents. This requires an additional 100 metres of fencing whilst still allowing access around the club room and to the school gates.
- 3.11 To ensure that the fence installation can provide maintenance and disability access and be restrictive to trail bikes. Fencing will need to be installed around the carpark right up to the building. Requiring the installation of self-closing pedestrian gates at four locations, these being at the footpath through the playspace adjacent the bus stop, on either side of the clubroom and the school access point from the end of the carpark.
- 3.12 The new fencing will need to tie into existing or allow access to the Salisbury Water compounds located on the Morgan Street side of Andrew Smith Drive Reserve
- 3.13 The installation of gates, with secure mechanisms such as self-closing capability and latching, in a fence line with public spaces, has potential to see increased maintenance costs. As the self-closing mechanism or latching items are either

tampered with or damaged so that they do not operate as required or are removed totally from site with the fence becoming less restrictive.

- 3.14 It is proposed that the reserve be fenced with 1,200mm high hoop top pool fencing. The approximate cost of installing fencing as per the frontage lengths mentioned above are Morgan Street \$23,000, Andrew Smith Drive \$39,000 and the Carpark \$13,000, totaling \$75,000.
- 3.15 The highest risk area for consideration of fencing is along the Andrew Smith Drive frontage adjacent to the playground (refer Attachment 3 – Line B).

4. CONCLUSION / PROPOSAL

- 4.1 Noting that for North Pines to utilise the school oval for senior cricket, the new fence alignment (DECD fence) is required to encroach into the adjacent reserve beyond school boundary. It is proposed that Council staff continue to liaise with the Pines school to confirm the school boundary alignment and that of the fencing to meet the requirements of the club.
- 4.2 The Pines School has secured DECD funding in the 2020/21 financial year for the installation of fencing to their boundary, which is not required to be funded by Council that the cost of the vehicle access gates between the reserve and school oval be included in the Fencing program, currently under consultation.
- 4.3 The installation of fencing to the Andrew Smith Drive frontage of the reserve with 1200mm high hoop top fencing be considered as part of the next budget cycle.

CO-ORDINATION

Officer: GMCI
Date: 11/06/2020

28/05/2020

Attention John Devine
General Manager City Infrastructure
Salisbury Council

Dear John,

Thank you for meeting with me today.

I am writing as the Principal of the Pines School and on behalf of The Pines Governing Council. Salisbury Council erected a log barrier fence between the verge and The Pines School ovals. This barrier fencing is also between our ovals and the North Pines Sport and Social Club.

Our Governing Council is requesting that this wood barrier fence be removed as soon as possible. The Department for Education has approved the erection of a large black fence around the school boundary and this pine log fence will impede this project.

Regards,

Cherie Collings

Principal- The Pines School

Amanda Rundle

Governing Council Chairperson

From: North Pines [mailto:secretary.northpines@gmail.com]
Sent: Thursday, 28 May 2020 10:18 AM
To: John Devine; Chad Buchanan; Kylie Grenfell
Subject: Pines School oval

I write on behalf of the North Pines Sports & Social Club in regards to the pines school oval.

As you are aware, the club has used the school oval as for many years for cricket and junior football.

We understand that the school and council are considering putting in a fence, we would like to bring to you attention and request that you please give consideration to the clubs need to access the school oval.

Since council installed the pine log fence, this reduced the size of the playing area for senior cricket. Although there is no grass at this section, it is a run off and when the cones are put out along the boundary, it allows the club to comply with oval size requirements and for fielders to have the extra space required.

Furthermore, if the school and council are considering putting a fence between the school and club, we will need to be able to access the oval to continue playing. Personally, I don't see a need for a fence at this location if council fences off Andrew Smith Reserve, this will stop cars accessing the school oval from the club.

I am happy to meet onsite and explain further.

Thank you for your consideration and understanding.

Regards

Chad Buchanan
President



Item 2.4.2 - Attachment 3 - The Pines School fence lines A and B

ITEM 2.5.1

WORKS AND SERVICES COMMITTEE

HEADING Minutes of the Strategic Property Development Sub Committee meeting held on Wednesday 10 June 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.
3.2 Have interesting places where people want to be.
3.4 Be a proud, accessible and welcoming community.

SUMMARY The minutes and recommendations of the Strategic Property Development Sub Committee meeting held on Wednesday 10 June 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 10 June 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.

ATTACHMENTS

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

1. Minutes Strategic Property Development Sub Committee - 10 June 2020

CO-ORDINATION

Officer: GMCID CEO
Date: 11.6.2020 11.6.2020



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

10 JUNE 2020

MEMBERS PRESENT

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

OBSERVERS

Cr C Buchanan

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Development, Mr T Sutcliffe
Manager Governance, Mr M Petrovski
PA to the General Manager City Infrastructure, Ms E Semrau

The meeting commenced at 8:22pm.

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

APOLOGIES

Apologies were received from Cr M Blackmore and Cr S Reardon.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr G Reynolds

The Minutes of the Strategic Property Development Sub Committee
Meeting held on 14 April 2020, be taken and read as confirmed.

CARRIED

REPORTS

SPDSC1 Future Reports for the Strategic Property Development Sub Committee

Moved Cr G Reynolds
Seconded Cr D Proleta

1. The information be received.

CARRIED

CONFIDENTIAL ITEMS

SPDSC2 Strategic Development Projects Status Update Report

Moved Mayor G Aldridge
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*
 - *Non-disclosure of this matter at this time would protect Council's commercial position as public disclosure may provide third parties with a commercial advantage*

*On that basis the public's interest is best served by not disclosing the **Strategic Development Projects 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 8:25pm.

The meeting moved out of confidence at 8:28pm.

SPDSC3 Strategic Land Review Minor Review - Findings & Revised Short Term Action Plan

Moved Mayor G Aldridge
Seconded Cr L Braun

1. Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:

- it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and

- information the disclosure of which would, on balance, be contrary to the public interest.

2. In weighing up the factors related to disclosure,

- disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations

- Non-disclosure of this matter would protect Council's commercial position as public disclosure may provide third parties with a commercial advantage

On that basis the public's interest is best served by not disclosing the **Strategic Land Review Minor Review - Findings & Revised Short Term Action Plan** 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 8:29 pm.

The meeting moved out of confidence and closed at 8.39 pm.

CHAIRMAN.....

DATE.....

ITEM	2.6.1
	WORKS AND SERVICES COMMITTEE
DATE	15 June 2020
HEADING	Capital Works Report - May 2020
AUTHOR	Christy Martin, Team Leader Project Support, City Infrastructure
PREV REFS	Works and Services Committee 2.6.1 16/03/2020
CITY PLAN LINKS	3.2 Have interesting places where people want to be.
SUMMARY	The following monthly status report and requests for amendments is presented to effectively manage the City Infrastructure Capital Works Program.

RECOMMENDATION

1. Include the construction of footpath and any associated ramp/s along in a section of Rayner Court, Para Hills, within the 2020/21 PR14498 Council Funded New Footpath Program and PR21412 Kerb Ramp Construction / Upgrade Programs.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

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

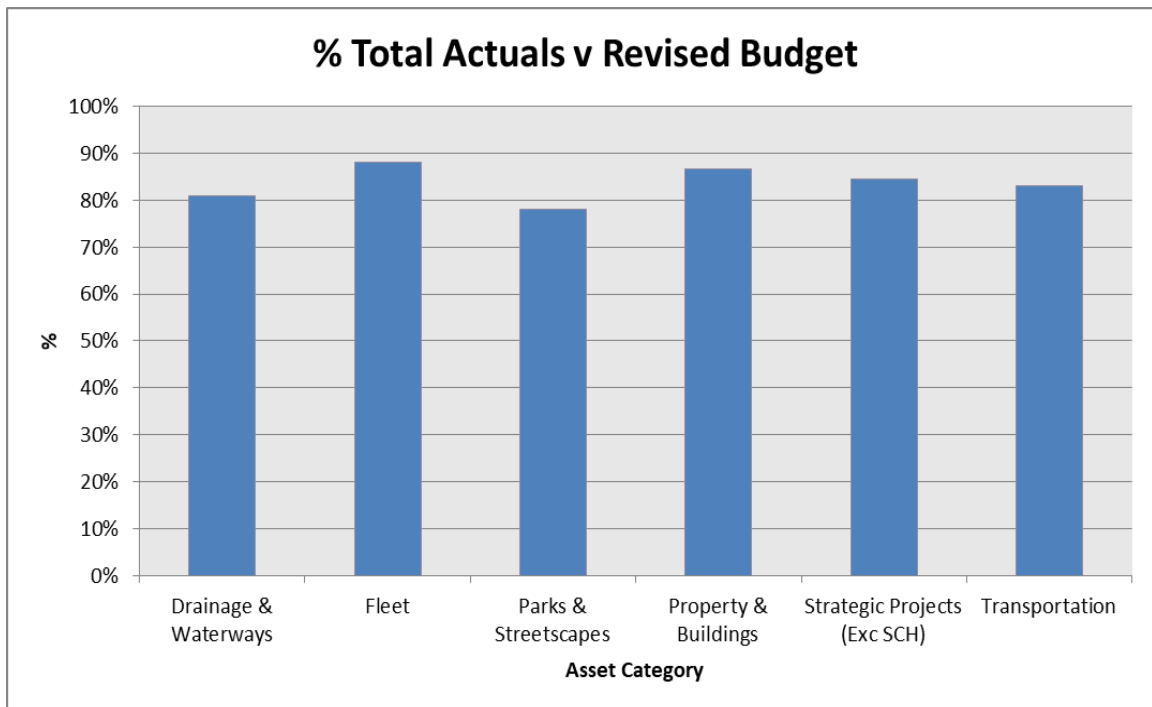
2. CONSULTATION / COMMUNICATION

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

3. REPORT

- 3.1 The Capital Works Program continues to be delivered working in accordance with Covid19 requirements. Whilst the end of the financial year is nearing, the Capital Works Program does not stop, it remains progressively delivered with some projects and programs scheduled to cross financial years.

- 3.2 At the commencement of June 2020, financially the program was tracking as follows;



NB: Total Actuals = Actual Spend + Commitments

- 3.3 The new community facility at Bridgestone Reserve is preparing for Practical Completion in June 2020. The laying of the synthetic track is proposed for spring 2020, pending weather and COVID-19 requirements.
- 3.4 The creation of a viewing mound at the Paddocks, Para Hills West, is currently taking place. This work is being constructed in alignment with new tracks through the reserve. The implementation of this Master Plan project will continue over the next few years. As part of the works proposed for next year includes the creation of a new nature playground.
- 3.5 As part of the Street Tree Program, the supply and plant contract has been awarded which will follow behind the removal works which have commenced across various locations within the City of Salisbury. This work commonly occurs over the cooler climate.
- 3.6 The new pedestrian crossing, Cross Keys Road, Salisbury South, was able to be swiftly constructed, minimising the impact to the community and road users.
- 3.7 Programs such as the Playground Renewal remain impacted by COVID-19. The supply of equipment has been delayed and therefore completion for some sites will not occur this financial year.
- 3.8 With the presentation of the \$100M Capital Recovery Program in May, work has commenced on preparing this two year program. It is vital that we be on the front foot with this program and aid in the stimulation of work for the community.

- 3.9 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;

Program Amendment

PR14498 Council Funded New Footpath Program

PR21412 Kerb Ramp Construction / Upgrade Program

Following receipt of an accessibility request for footpath network connection and/or ramp, approval is now sought to include the following within the 2020/21 Council Funded New Footpath Program and Kerb Ramp Construction / Upgrade Program respectively;

- Rayner Court, Para Hills, Accessibility Request

These items above will aid in providing further connectivity within the City's via its path network.

Recommendation: Include the construction of footpath and any associated ramp/s along in a section of Rayner Court, Para Hills, within the 2020/21 PR14498 Council Funded New Footpath Program and PR21412 Kerb Ramp Construction / Upgrade Programs.

Impact: No impact

4 FOR INFORMATION

Recently Completed

Happy Homes, Salisbury North
Small Dog Park



Salisbury North Oval,
New Netball Court

Recent Completions

Venturi Avenue Reserve, Paralowie, Sports Court Renewal



Jenkins Reserve,
Salisbury Park,
Outdoor Furniture



Interpretive Signage &
Park Fun Run Signage



In Construction

**Prette John Gully
Para Hills
Inclusive Playground**



**City Wide Trails Pooraka /
Mawson Lakes**

5. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer: Executive Group
Date: 09/06/2020

ITEM	2.6.2		
	WORKS AND SERVICES COMMITTEE		
DATE	15 June 2020		
PREV REFS	Council	MWON12.3	25 May 2020 6:30 pm
	Works and Services Committee	2.6.2	20/04/2020

HEADING COVID Stimulus Funding – Federal Government

AUTHOR Jarred Collins, Manager Infrastructure Delivery, City Infrastructure

CITY PLAN LINKS 2.4 Have urban and natural spaces that are adaptive to future changes in climate.
3.2 Have interesting places where people want to be.

SUMMARY On 22 May 2020 the Australian Government announced a new \$500 million Local Roads and Community Infrastructure Program (LRCI Program).

The intent of the program is to support local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

The City of Salisbury has been awarded \$1,683,846 worth of funding.

This report provides a summary of the projects selected for the funding to be allocated to, in line with the guidelines.

RECOMMENDATION

1. That the information be received
2. That Council notes COVID Stimulus Funding be allocated to the following projects;
 - a. Verge Development Program – Treatment Type Changes \$1.183m
 - b. Irrigation System Upgrades - \$0.5m
3. That \$0.5m from the irrigation upgrade program in 2021/22 be reallocated to the School Transport Framework and Priority Traffic Safety works in the 2021/22 financial year.

ATTACHMENTS

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

1. Local Road and Community Infrastructure Guidelines

1. BACKGROUND

1.1 At its meeting on 25 May 2020 Council resolved as follows:

COVID Stimulus Funding – Federal Government

1. *Council thanks the Federal Government for the \$1.6m COVID stimulus funding.*
2. *Staff report back identifying the shovel ready projects discussed at the April budget meeting to be considered as part of the \$1.6m stimulus grant, by June 2020*
3. *Staff to include in the report for consideration of allocation of \$1.6m grant:*
 - a. *increasing the budget of the 20/21 streetscape renewal program*
 - b. *allocate further funds towards the School transport program*

Resolution 0571/2020

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure Staff

2.1.2 Executive Group

3. REPORT

3.1 The Australian Government announced a new \$500 million Local Roads and Community Infrastructure Program (LRCI Program).

3.2 The intent of the program is to support local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

3.3 The City of Salisbury has been awarded \$1,683,846 worth of funding to be allocated across projects that fit the eligibility criteria and conditions;

3.4 The conditions for the projects are as follows;

- *Councils will need to complete all project works by 30 June 2021 to receive their full nominal share of funding.*
- *Councils will also need to demonstrate that projects are additional to their pre-COVID-19 work program for 2020-21. If a project has been brought forward from a future work program it will be eligible for funding.*

3.5 The criteria for the projects is as follows;

Eligible local road projects could include works involving any of the following associated with a road:

- *traffic signs;*
- *traffic control equipment;*
- *street lighting equipment;*
- *a bridge or tunnel;*

- a facility off the road used by heavy vehicles in connection with travel on the road (for example, a rest area or weigh station);
- facilities off the road that support the visitor economy; and
- road and sidewalk maintenance, where additional to normal capital works schedules

Eligible community infrastructure projects could include works involving:

- Closed Circuit TV (CCTV);
 - bicycle and walking paths;
 - painting or improvements to community facilities;
 - repairing and replacing fencing;
 - improved accessibility of community facilities and areas;
 - landscaping improvements, such as tree planting and beautification of roundabouts;
 - picnic shelters or barbeque facilities at community parks;
 - playgrounds and skateparks (including all ability playgrounds);
 - noise and vibration mitigation measures; and
 - off-road car parks (such as those at sporting grounds or parks).
- 3.6 Prior to this the Marshall Government implemented a \$350 Million stimulus package in the wake of the COVID-19 Pandemic and recent bushfires.
- 3.7 The City of Salisbury was successful in 2 out of 8 submissions the summary of which is as follows;

Successful Projects

Project	Council Contribution	Grant Contribution	Total
City Wide Trails – Jenkins Reserve to Carisbrooke Park – Successful	\$0.5m	\$0.5m	\$1m
Establishing a native forest in the Little Para Channel – Successful	\$0.2m	\$0.2m	\$0.4m

Unsuccessful Projects

Project	Council Contribution	Grant Contribution	Total
Church Street and John Street Improvement - Unsuccessful	\$6.5m	\$2.5m	\$9m
Bridge Replacement Program – City Wide Trails - Unsuccessful	\$0.15m	\$0.15m	\$0.3m
Irrigation Activation – Unsuccessful Dunkley Green – Valley View	\$0.3m	\$0.3m	\$0.6m

Beadell Street Reserve – Burton Delamere Drive – Paralowie			
Salisbury Oval – Brown Tce Playspace & Indoor Training Facility – Unsuccessful	\$2.7m	\$1.0m	\$3.7m
Fairbanks Reserve Upgrade – Playspace and Sports Court – Unsuccessful	\$0.4m	\$0.4m	\$0.8m
Bridgestone Reserve – Seating and Shade – Unsuccessful	\$0.2m	\$0.2m	\$0.4m

Projects Included within Current Endorsed Capital Program

3.8 The following projects have been included within the City of Salisbury's COVID19 Infrastructure Recovery Program as presented to Council in May 2020;

- 3.8.1 Church and John Street Improvement - \$6.5m
- 3.8.2 Salisbury Oval Masterplan – Brown Tce Playspace and Reserve Upgrade - \$2.7m
- 3.8.3 Fairbanks Reserve Upgrade - \$0.4m
- 3.8.4 Bridgestone Reserve Seating and Shade - \$0.2m
- 3.8.5 Irrigation Activation - \$0.6m
 - Dunkley Green – Valley View
 - Beadell Street Reserve – Burton
 - Delamere Drive – Paralowie

COVID Stimulus Funding – Projects to be considered

3.9 The following projects be considered as part of the stimulus funding, by bringing forward works from the 2021/22 budget and increasing the scope of works in the 2020/21 COVID-19 Infrastructure Recovery Program, which is in line with the criteria and conditions

Verge Development Program – Treatment Type Changes

- 3.10 As part of the Opex Savings package, and COVID-19 Infrastructure Recovery Program Council has endorsed a change in verge treatment types for a series of collector roads.
- 3.11 Within the COVID-19 Infrastructure Recovery Program, the following funding has been allocated verge treatment changes:
 - 3.11.1 2020/21 - \$1m
 - 3.11.2 2021/22 - \$1m
- 3.12 It is proposed to utilise \$1.183m of the grant funding to increase the scope of the verge treatment changes to accelerate the realization of the Opex savings for the 2020/21 financial year.

- 3.13 This would see a total spend of \$3.183m for verge treatment changes over the next 2 financial years.
- 3.14 The verge works aligns to the Draft City Plan;
- 3.14.1 *Enhance visual appearance and amenity of public space through an expanded verge maintenance program, appropriate lighting and increased greening of reserves*

Irrigation System Upgrades

- 3.15 As part of the Opex Savings package and COVID-19 Infrastructure Recovery Program, Council has endorsed a series of irrigation system upgrades to achieve greater efficiencies.
- 3.16 Within the COVID-19 Infrastructure Recovery Program, the following funding has been allocated for these upgrades as follows;
- 3.16.1 2020/21 - \$0.5m
- 3.16.2 2021/22 - \$0.5m
- 3.17 It is proposed to utilise \$0.5m of the grant funding to complete the irrigation system upgrades and to accelerate the realization of the Opex savings for the 2020/21 financial year.

School Transport Program – Further Works

- 3.18 The School Transport Framework was adopted by Council in February 2020.
- 3.19 It is proposed that \$0.5m of previously allocated irrigation funds from the 2021/22 budget be utilised to assist in acceleration the School Transport Framework and Priority Traffic Safety works in the 2021/22 financial year.

Streetscape Renewal – Increase 20/21

- 3.20 An increase to the 2020/21 Streetscape Renewal Program has been considered by staff. The current program delivers renewal works to the order of \$1.5m over three years, which renews between 30 and 60 streets annually. The current program stretches current resources (internal staff and contractors) to deliver in a timely and efficient manner.
- 3.21 An increase to the renewal budget and subsequent program would require an additional resource to manage the process. This also has a significant operational maintenance increase following the completion of the capital works, as the establishment period for trees is the most critical for the long term benefit of the community, with operational activities being critical for the first 5 to 7 years from planting.
- 3.22 An accelerated program also has a longer term effect in that the delivery peak continues through the life of the street tree asset to the end of its useful life where there will then be the same peak for renewal, which is not financially sustainable for the city.
- 3.23 It is recommended that there be no change to the Streetscape Renewal Program and that the program be maintained within its current budget allocation.

Summary of COVID Stimulus Funding

3.24 The following table summarises the proposed spend of the \$1.683m in stimulus funding

Project	20/21 Council Contribution	20/21 Grant Funding	21/22 Council Contribution	Total
Verge Development Program	\$1.0m	\$1.183m	\$1.0m	\$3.183m
Irrigation Systems Upgrade	\$0.5m	\$0.5m	-\$0.5m	\$1.0m
Additional School Transport Framework and Priority Traffic Safety works reallocation	\$0	\$0	\$0.5m	\$0.5m

4. CONCLUSION / PROPOSAL

4.1 The following list of projects make up the \$1,683,000 worth of grant funding:

4.1.1 Verge Development Program – Treatment Type Changes

4.1.2 Irrigation Systems Upgrade

4.2 That \$0.5m from the Irrigation Upgrade Program in 2021/22 is reallocated to the School Transport Framework and Priority Traffic Safety Works in the 2021/22 financial year.

CO-ORDINATION

Officer: Executive Group
Date: 09/06/2020



Australian Government
Department of Infrastructure, Transport,
Regional Development and Communications

Local Roads and Community Infrastructure Program

As the closest tier of government to the community, local governments have a critical role in delivering vital services and ensuring the quality of life for communities across Australia. Local governments are now also playing a key role in protecting the community from the impacts of COVID-19.

The Australian Government has committed \$500 million to the Local Road and Community Infrastructure Program (LRCI Program) to support jobs, businesses and the resilience of local economies.

From 1 July 2020, councils will be able to access funding to support delivery of priority local road and community infrastructure projects.

Who will receive funding?

All local councils will be eligible for funding under the LRCI Program.

State governments and the shires of Christmas Island, Cocos (Keeling) Islands and Norfolk Island and the Lord Howe Island Board that deliver council services to unincorporated areas in their jurisdiction will also be eligible for funding.

In addition, the Northern Territory Government will be eligible for funding for roads in areas which until 2008 were unincorporated and for which responsibility has not been transferred to relevant councils.

How much funding will each council receive?

Each council will receive a share of funding under the Local Roads and Community Infrastructure Program (see *Local Roads and Community Infrastructure Program: Funding Allocations*).

A council's share of funding has been calculated in a similar way to how the Roads to Recovery Program and the road component of the Financial Assistance Grants works. This formula takes into consideration road length and population and is based on recommendations of Local Government Grants Commissions.

How can councils apply for funding?

Councils will be able to select the projects to be funded in their community according to priorities at the local level.

Similar to the Roads to Recovery Program, councils will need to submit a Work Schedule that outlines the project(s) they plan to undertake.

As long as these projects are eligible local road or community infrastructure projects, they will receive funding.

1

What projects will be eligible for funding?

Funding is available for local road and community infrastructure projects that involve the construction, maintenance and/or improvements to council-owned assets (including natural assets) that are generally accessible to the public.

Projects will need to deliver benefits to the community, such as improved accessibility, visual amenity and safety benefits.

Eligible local road projects could include works involving any of the following associated with a road:

- traffic signs;
- traffic control equipment;
- street lighting equipment;
- a bridge or tunnel;
- a facility off the road used by heavy vehicles in connection with travel on the road (for example, a rest area or weigh station);
- facilities off the road that support the visitor economy; and
- road and sidewalk maintenance, where additional to normal capital works schedules.

Eligible community infrastructure projects could include works involving:

- Closed Circuit TV (CCTV);
- bicycle and walking paths;
- painting or improvements to community facilities;
- repairing and replacing fencing;
- improved accessibility of community facilities and areas;
- landscaping improvements, such as tree planting and beautification of roundabouts;
- picnic shelters or barbeque facilities at community parks;
- playgrounds and skateparks (including all ability playgrounds);
- noise and vibration mitigation measures; and
- off-road car parks (such as those at sporting grounds or parks).

When will funding be available?

Funding will be available from 1 July 2020.

2

Are there any conditions that apply to funding?

Councils will need to complete all project works by 30 June 2021 to receive their full nominal share of funding.

Councils will also need to demonstrate that projects are additional to their pre-COVID-19 work program for 2020-21. If a project has been brought forward from a future work program it will be eligible for funding.

Additional conditions, such as signage requirements, will be outlined in program guidelines, which are currently being finalised.

What are the next steps?

The Department of Infrastructure, Transport, Regional Development and Communications will be consulting with local government organisations to finalise implementation arrangements for the LRCI Program.

Councils will then be asked to agree to the program arrangements and identify local projects in their area.

ITEM	2.6.3 WORKS AND SERVICES COMMITTEE
DATE	15 June 2020
HEADING	Gawler Rail Electrification Project Update
AUTHOR	John Devine, General Manager City Infrastructure, City Infrastructure
CITY PLAN LINKS	3.1 Be an adaptive community that embraces change and opportunities.
SUMMARY	<p>The electrification of the Adelaide to Gawler railway is proceeding with public consultation expected to commence through the Salisbury area in mid June.</p> <p>Council was been briefed on the project by DPTI & Lendlease project staff on the 1st June 2020.</p> <p>The electrification of the rail corridor will involve installing a new fence and the removal of vegetation along the corridor, including impacting on some 90 regulated trees.</p> <p>Council staff are working with the DPTI project team to minimize the loss of key vegetation and to ensure the Salisbury community is kept informed of the project and how it affect them.</p>

RECOMMENDATION

1. The report be noted.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1.1 The Department of Planning, Transport and Infrastructure (DPTI) is introducing an electrified passenger rail service between Adelaide and Gawler.
- 1.1.2 Council staff have been liaising with DPTI staff involved on the electrification project to understand and discuss the potential impact on the Salisbury community.
- 1.1.3 DPTI last held consultation sessions on the project with the Salisbury community in mid 2018.
- 1.1.4 A briefing on the project was provided to Council by DPTI and Lendlease project staff on Monday 1st June 2020.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 City Infrastructure
- 2.2 External
 - 2.2.1 DPTI
 - 2.2.2 Lendlease

3. REPORT

- 3.1 DPTI has been progressing on the design of the Adelaide to Gawler rail electrification with an aim to reduce the potential vegetation impacts along the corridor. The works involve signal changes, overhead wiring and a new corridor fence. Strict clearance requirements will also be put into place due to the electrified environment within the rail corridor.
- 3.2 The new fencing will consist of 1.8m high black chain mesh along both sides of the corridor, with 1.8m black spear top around stations.
- 3.3 Council staff have inspected the Salisbury portion of the rail corridor with project staff to understand the potential impact of the proposed works and to reduce impacts where possible. Discussions have also been held on improved pedestrian crossings along the corridor.
- 3.4 Following discussions with Council staff and further design work the impact on trees has been reduced substantially, with the number of regulated/significant trees to be removed reducing from 77 to 35, while the number to be pruned is now 52.
- 3.5 Council staff are currently developing a revegetation program along sections of the corridor that are heavily affected by the electrification works. Planting will occur after the construction work has been completed. This plan will be discussed with Council once it has been prepared.
- 3.6 DPTI will offer some compensation for loss of vegetation along the corridor. The amount of this compensation will be negotiated with the DPT project staff and has yet to be finalised.
- 3.7 Consultation with the Salisbury community along the rail corridor, on the planned works, is scheduled to commence in mid June and comprise of broad notifications on the works, targeted letters and door knocking to properties prior to the commencement of works, and street corner meetings for sensitive issues, such as vegetation management.
- 3.8 The DPTI project communications team have been asked to work with Council's communication team and keep elected members informed. It is expected that Ward Councillors, of those wards through which the rail line passes through, and staff will be invited to attend the street corner meetings.
- 3.9 A further update report will be provided to Council as more detail becomes available.

4. CONCLUSION / PROPOSAL

- 4.1 The electrification of the Adelaide to Gawler railway is proceeding with public consultation expected to commence through the Salisbury area in mid June.
- 4.2 The rail works are expected to impact on about 90 regulated or significant trees along the corridor, as well a portion of the screening vegetation. There will be some compensation provided by DPTI for the vegetation loss and this is currently being negotiated.
- 4.3 A revegetation program is being developed by Council staff.
- 4.4 The DPTI project team have committed to working with Council to keep residents informed throughout the final design and construction phases of the project, which are expected to be completed in June and preliminary works (vegetation clearance) during July.

CO-ORDINATION

Officer: Executive Group
Date: 09/06/2020

ITEM	2.7.1
	WORKS AND SERVICES COMMITTEE
DATE	15 June 2020
PREV REFS	Works and Services Committee 2.5.1 20/04/2020
HEADING	Salisbury Heights Traffic Management Plan
AUTHOR	Dameon Roy, Manager Infrastructure Management, City Infrastructure
CITY PLAN LINKS	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice. 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	This report recommends not proceeding with an additional report, with the report attached being current, however it does recommend ongoing monitoring of the area, as the development occurs.

RECOMMENDATION

1. Council continues to monitor the Salisbury Heights traffic with respect to speed, volumes and queueing times at Council / DPTI intersections and on the local network.
2. A traffic study, using the outcomes of the recent Salisbury Heights Traffic Study, be undertaken over the next 3 to 5 years as development is completed in the area to confirm the success of the traffic management undertaken in the area and recommend additional treatments where required.
3. That a process to close the unmade section of Parachilna Road which was the subject of W&S report 2.5.1 below, be commenced.

ATTACHMENTS

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

1. Salisbury Heights Traffic Study

1. BACKGROUND

- 1.1 Council passed a further motion in response to W&S Report 2.5.1, (Road Closure and Renaming of Portion of Parachilna Road, Salisbury Heights), that asked *"8. That a further report be provided to the Works and Services Committee by June 2020 for Council consideration of a brief, scope and cost of a traffic management plan for Salisbury Heights."*
- 1.2 In response to the Council's request, this report presents a completed traffic management plan report for Salisbury Heights.

- 1.3 Originally a traffic report was completed on behalf of the Coomurra Drive developers, with a focus specifically on the rezoning and development of the Coomurra Drive area. The foundations of the report were assessed and considered as part of a subsequent Council commissioned report, which is attached.
- 1.4 It is noted that the estimate around additional vehicle numbers from the proposed new developments, that have been used in the report, are considered as conservative given what has actually transpired in the proposed developments, is less than what was estimated. This means that the recommendations of the report are still relevant to current conditions.
- 1.5 This report summarises what Council has been continuing to implement with respect to Traffic Management in the Salisbury Heights area, to give background as to the reason for not needing to undertake an additional traffic management plan for Salisbury Heights.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 Civil & Traffic Team, Development Services

2.2 External

- 2.2.1 DPTI

3. REPORT

- 3.1 The cost of a Local Area Traffic Management Study for Salisbury Heights in line with the attached report would be \$50-\$60,000, having the same scope and background as the previous study.
- 3.2 At this stage it is not recommended to undertake an additional study at this stage, given that the study is current for today's development and traffic conditions.
- 3.3 It is recommended that once the majority of development has been completed in the area (3 years time), Council should work proactively with DPTI to undertake additional monitoring, similar to that outlined below to confirm the success of the various works undertaken in the area.
- 3.4 The Salisbury Heights Traffic Study makes a number of recommendations as outlined below:
 - 3.4.1 Conduct origin-destination surveys to improve understanding of trip patterns through the study area and to quantify:
 - The extent of which traffic may be using Stanford Road to access Grove Way that might otherwise use Green Valley Drive;
 - The demand for U-turns at the Main North Road/Grove Way intersection originating from Target Hill Road.
 - 3.4.2 Conduct surveys of traffic movements at Canterbury Drive and Green Valley Drive intersections with The Grove Way
 - 3.4.3 Make presentation to DPTI on its concern regarding access to The Grove Way and initiate discussions into how access can be improved without significant detrimental impact on the function of this arterial road.

- 3.5 With regard to local traffic management issues:
- 3.5.1 Continue to monitor the safety performance of roads and junctions in the study area, particularly at the priority controlled junctions that will be impacted by traffic demands generated by future development;
 - 3.5.2 Conduct surveys of traffic speeds to confirm inappropriate traffic speeds. Subject to the outcome of the surveys, initiate further investigations to develop appropriate mitigations treatments that will be acceptable to residents;
 - 3.5.3 Continue to monitor the performance of the junction of Ward Street with Target Hill Road;
 - 3.5.4 Consider the merits of the alternative layout for the intersection of Stanford Road-Target Hill Road.
- 3.6 Over the last 3 years Council has used these recommendations to inform works in the area, but also be used to inform DPTI in the proactive management of their intersections with Council roads.
- 3.7 A number of works have been undertaken based on this report as outlined below:
- DPTI Intersections***
- 3.8 DPTI upgraded the Grove Way / Main North Road intersection, to improve capacity, particularly the additional lane turning right. Similarly, with the Shopping Centre upgrade there was further modifications to the intersection to improve access to the shopping centre and the efficiency to the intersection.
 - 3.9 The U-Turn when travelling south from Target Hill Road onto Main North Road that U-turns at Grove Way / Main North Road to travel north has been lengthened and upgraded. The time for the U-Turn phase has also been significantly increased during peak periods.
 - 3.10 The time to enter Main North Road from Target Hill Road, has been significantly increased with modifications to the traffic signalling at the Black Top Road / Main North Road intersection, which has reduced the queueing time in Target Hill Road back to Canterbury Drive, completed in April this year.
 - 3.11 Integration of signals between the Grove Way / Main North Road and Stanford Road / Grove Way has improved the right hand turn access from Canterbury Drive, bearing in mind DPTI will not be installing lights at this intersection given the proximity to Stanford Road.
 - 3.12 DPTI has also made a number of additional modifications to the signal phases at Stanford Road and Bridge Road intersections to improve the ability of traffic to exit from Green Valley Drive onto The Grove Way.
 - 3.13 DPTI continues to monitor all of the associated Salisbury Heights intersections, and with the recent modifications of signalization at various locations and the opening of the Northern Connector, it is unlikely there will be any further works in the area in the next three years.
- Local Area Traffic Management***
- 3.14 Council has upgraded Target Hill Road / Ward Street intersection to improve safety and traffic movements around the school. Recent observations show that this is working well.

- 3.15 It is proposed to consider the Target Hill Road / Stanford Road Round-about improvements over the next two years as part of the Minor Traffic Program.
- 3.16 Council has continued to undertake traffic monitoring in Stanford Road, Target Hill Road, Canterbury Drive and Coomurra Drive with the mean speeds being well within normal ranges (46-52km/h). This indicates that the LATM devices in the area are meeting the needs of general traffic control.
- 3.17 However in the last 12 months there have been a number of additional concerns raised by residents around high speed hoon driving, with SAPOL being notified and their presence increased in the area, particularly noticeable over the last three months.
- 3.18 The traffic management studies to date indicate that there is no need for the section of Parachilna Road which was the subject of W&S report 2.5.1 above, meaning that this portion of road can be closed.

4. CONCLUSION / PROPOSAL

- 4.1 It is recommended that Council continues to monitor the traffic with respect to speed, volumes and queueing times at Council / DPTI intersections and on the local network.
- 4.2 The results, to date, show no speeding issues in the local roads, bearing in mind Council does not have oversight/control or queueing at DPTI intersections.
- 4.3 It is recommended that a traffic study, using the outcomes of the recent study, be undertaken over the next 3 to 5 years as development is completed in the area to confirm the success of the traffic management undertaken in the area.

CO-ORDINATION

Officer: GMCI
Date: 11/06/2020

(especially if there were no complementary improvements in capacity at the Main North Road-Grove Way intersection). More traffic using Target Hill Road would have a detrimental impact on the amenity for Salisbury Heights' residents and increase safety concerns in the vicinity of the primary school. On balance, leaving the junction in its present form may be the best outcome, albeit with further development in Canterbury Drive, may ultimately force greater demands on the junction with The Grove Way.

4.6.2.2 The Grove Way intersection

The Department of Planning Transport and Infrastructure has responsibility for the care and control of both Main North Road and The Grove Way, and hence the intersection between the two. The traffic study conducted by MFY reported that the existing intersection configuration is operating at capacity, and any increase in traffic demands arising from further development in the neighbourhood will exacerbate congestion at this location. Currently traffic queues on The Grove Way approach occasionally extend back far enough to interfere with access to and from the neighbourhood at Canterbury Drive and Stanford Road. This extent of queuing has been exacerbated by the recent completion of the emergency services depot and the associated "keep clear" pavement message on The Grove Way.

The impacts of queuing along The Grove Way on access from Salisbury Heights provide further justification for possible capacity improvements at the intersection with Main North Road. DPTI though has informally advised that it has no plans to upgrade this intersection in the foreseeable future. Performance of the intersection may be indirectly improved with the construction of the Northern Connector which may divert traffic currently using Main North Road.

Congestion at this intersection alone may not present any deterrent to any further development (and new residents) within Salisbury Heights but impacts on reliable and safe access to and from The Grove Way (primarily) could.

4.6.3 Access to The Grove Way

4.6.3.1 Route choice

It is reasonable to expect (by observation of the road network) that a proportion of the traffic using Target Hill Road has origins and/or destinations to the east of the study area in Greenwith and Golden Grove. This may be tempered by the turn restrictions to and from Target Hill Road at the Main North Road junction. It may also be reasonable then to expect that traffic might alternatively travel between Target Hill Road and The Grove Way via Stanford Road (direct) or Canterbury Drive (indirect). Further traffic surveys are required to quantify the traffic patterns in this area but clearly traffic desiring to travel north along Main North Road from Target Hill Road must either make U-turns on Main North Road and The Grove Way intersection or travel through the study area roads to access The Grove Way. Either alternative may be problematic at certain times of the day.

Ideally traffic travelling between Greenwith/Golden Grove and Main North Road would use The Grove Way in preference to Target Hill Road, and this might be further encouraged if Green Valley Drive was to provide better access opportunities at The Grove Way.

Three improvement concepts were developed and assessed. These are:

- Extending the vehicle storage length in the median at the existing junction to allow more than one car to stand and wait to enter gaps in westbound traffic on The Grove Way. This would reduce delays and queueing on Green Valley Drive but not to the extent that it would attract traffic away from Target Hill Road. The concept is shown in Figure 4.7 and is estimated would cost about \$82,000.
- Signalling the existing junction to provide some priority to turning traffic. This would significantly reduce delays to traffic accessing and egressing Green Valley Drive but would introduce delays to eastbound



City of Salisbury

Salisbury Heights Traffic Study

22 April 2016



Item 2.7.1 - Attachment 1 - Salisbury Heights Traffic Study

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Parsons Brinckerhoff Australia Pty Limited

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22 April 2016

Dameon Roy
City of Salisbury

Dear Dameon

Salisbury Heights Traffic Study

Herewith, the final report for the Salisbury Heights Traffic Study.

The report addresses comments on the draft provided by yourself and Pat Trimboli.

I look forward to discussing the recommendations with you and how we may assist in further progressing these.

Yours sincerely

Andrew Leedham
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1. Introduction

1.1 Background and context

In recent years, the City of Salisbury has been reviewing the Development Plan zoning and policies that affect land within Salisbury Heights to facilitate additional and more intense residential development. This review has included consideration of the rezoning of land from Rural Living to Residential, which would enable increased residential density in the area.

In 2012 MFY reported the findings of investigations into the impacts on the road network of traffic generation associated with the rezoning of land and development of 120 residential allotments in Coomurra Drive (comprising vacant allotments on the northern side of the road and new allotments created from sub-dividing existing Rural Living allotments on its southern side). These investigations identified a number of existing traffic access issues in the neighbourhood that would be exacerbated by any such development.

There is further potential for residential development in the neighbourhood either on vacant lots or new lots created through the subdivision of existing rural living lots enabled by rezoning.

This current traffic study reviews the traffic analyses undertaken in previous related studies, and further examines the current and forecast future traffic issues within the context of further development in the area. The study proposes a road hierarchy for the neighbourhood against which is assessed the current and forecast future road network performance and further proposes a number of improvements to the road network to address the identified current and forecast future traffic issues.

1.2 Study objectives and scope

The objectives derived from the study brief were to provide:

- a functional road hierarchy for the study area which will provide a framework and basis for determining:
 - ▶ how roads should be managed now and in the future
 - ▶ responsibilities for managing and improving the performance of the road network
- a list of costed concepts and traffic management strategies to address current and future traffic and safety issues
- a traffic report that will satisfy the conditions imposed as part of the approval of the DPA.

The study is focussed primarily on identifying and mitigating or eliminating traffic issues in the study area and maintaining (as a minimum) or improving the amenity of residents of Salisbury Heights in the City of Salisbury, recognising also the interests of two key stakeholders – the Department of Planning, Transport and Infrastructure (which is responsible for the management of the arterial roads in the study area) and the City of Tea Tree Gully (the neighbouring council in which the adjoining neighbourhood of Greenwith generates some of the traffic travelling through the study area and contributing to the traffic related issues).

The study was undertaken and is reported in two parts:

- Part 1 – a strategic assessment of the study areas' land use, transport system and accessibility.
- Part 2 – investigation of local traffic management issues.

1.3 Basis for study analysis

The study addresses both strategic and local traffic issues identified through previous traffic studies, further analysis and local traffic issues raised by the community. This assessment, the study findings and recommendations, are based on:

- reviews of recently completed relevant traffic studies
- inspections of the study area and observations of traffic behaviour during periods of weekday (commuter) peak traffic activity
- the most recent surveys of traffic movements on roads and at junctions in the study area conducted by or on behalf of the Department of Planning, Transport and Infrastructure and the City of Salisbury. No new traffic surveys have been conducted although it is noted that the surveys are at least 3 years old and in some cases greater than 10 years old.

2. Study area characteristics

2.1 Locality and extents

The Salisbury Heights study area is shown in Figure 2.1, and is bounded approximately by Main North Road to the west, The Grove Way to the south, Little Para Linear Park and Hills Face Zone to the north of Target Hill Road and the local government boundary of the Cities of Salisbury and Tea Tree Gully to the east of Green Valley Drive.

Salisbury Heights is a residential suburb within the City of Salisbury, and is conveniently located to a number of regional retail and commercial centres, it being approximately:

- 3 kms from the Salisbury Town Centre (Parabanks shopping centre)
- 5 kms from the Elizabeth Town Centre
- 8 kms from Modbury (Tea Tree Plaza)
- 8 kms from Mawson Lakes (including Technology Park and the University of SA)
- 21 kms from the Adelaide CBD.

The suburb is predominantly a residential neighbourhood supported by a local shopping precinct.

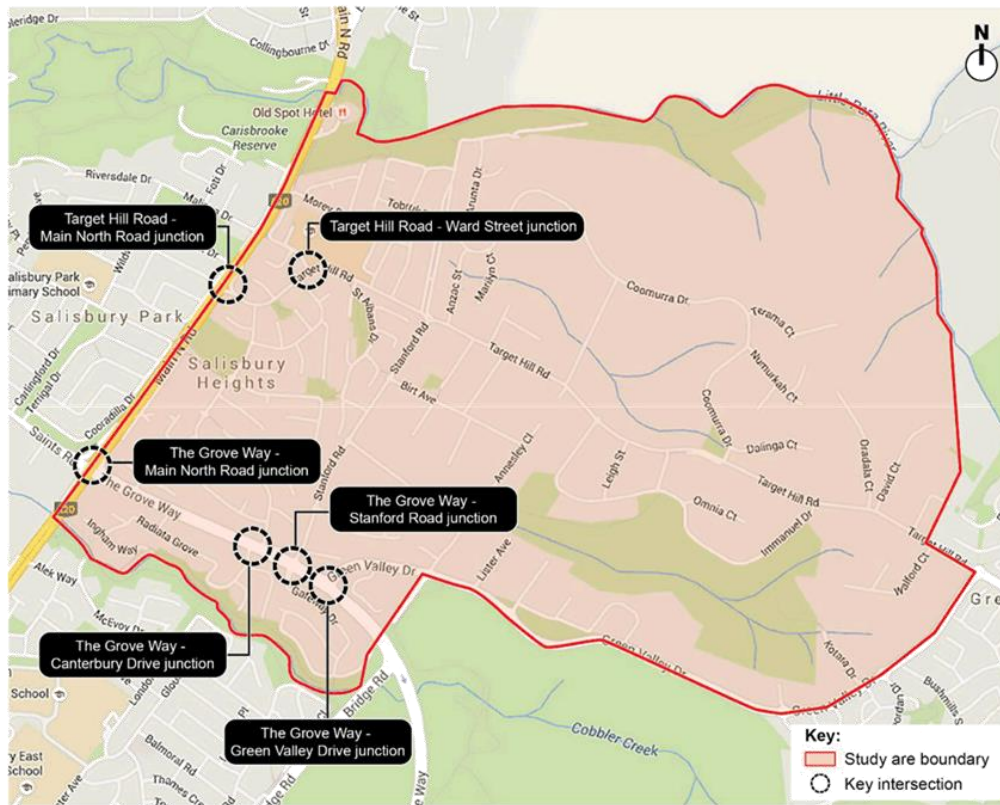


Figure 2.1 Study area locality plan and extents

The topography of the study area varies from generally flat within the vicinity of Main North Road to moderately undulating and steep in the eastern side of the study area. Within the study area, a number of waterways and creeks form physical barriers to the movement of people and vehicles to, from and within it.

Early development of the neighbourhood commenced at the lower (western) flatter area near Main North Road over 50 years ago. The upper section of Salisbury Heights was originally established as Castieu Estate in the 1970s by a private consortium. The blocks of land in this area were typically much larger than surrounding suburbs with half acre blocks compared to the usual quarter acre block. At the time of its development, the land represented the eastern extremity of urban development bounded by the steeper terrain to the east. Golden Grove Road (as it was then named, now Grove Way/Green Valley Drive) skirted the eastern side of the area and linked Main North Road with the largely undeveloped rural areas further east.

The study area is located to the west of Greenwith and Golden Grove. Greenwith was established as a residential community much later than Salisbury Heights in the period 1985-2000. This and the wider Golden Grove area were developed by another private developer (in a joint venture with the SA government) which incorporated upgrading and expansion of the road network. This included constructing the Grove Way through the Cobbler Creek West Reserve and connecting into Main North Road via the upgraded/renamed western end of Golden Grove Road.

2.2 Zoning and land use

The study area is zoned predominantly for residential dwellings (residential (R) or residential hills (RH)) – refer Figure 2.2 (Zone Maps Sal/27) and Figure 2.3 (Zone Maps Sal/28). The exceptions to this are the Local Centre (LCe) zone in Canterbury Drive comprising small shops, the Salisbury Heights Primary School (located adjacent Ward Street and Target Hill Road) and the Salisbury Heights Preschool Centre) in Stanford Road.

Residential development in the residential zone comprises mainly single story detached dwellings on traditional quarter acre blocks and larger single and two story homes on larger allotments in the residential hills zone. The neighbourhood is largely developed but there are vacant lots in Canterbury Drive and Coomurra Drive zoned for further residential development. These include (refer Figure 2.4):

- Lot A300 (Canterbury Drive)
- Lot A213 (Canterbury Drive)
- Lot A625 (Canterbury Drive)
- Northern side of Coomurra Drive.

The City of Salisbury has advised that development of these vacant lots could yield up to 100 and 120 new dwellings in Canterbury Drive and Coomurra Drive respectively. Infill development could yield a further 50 dwellings.

The development of land in Coomurra Drive was the subject of the traffic study undertaken by MFY in November 2012 (discussed further in section 3).

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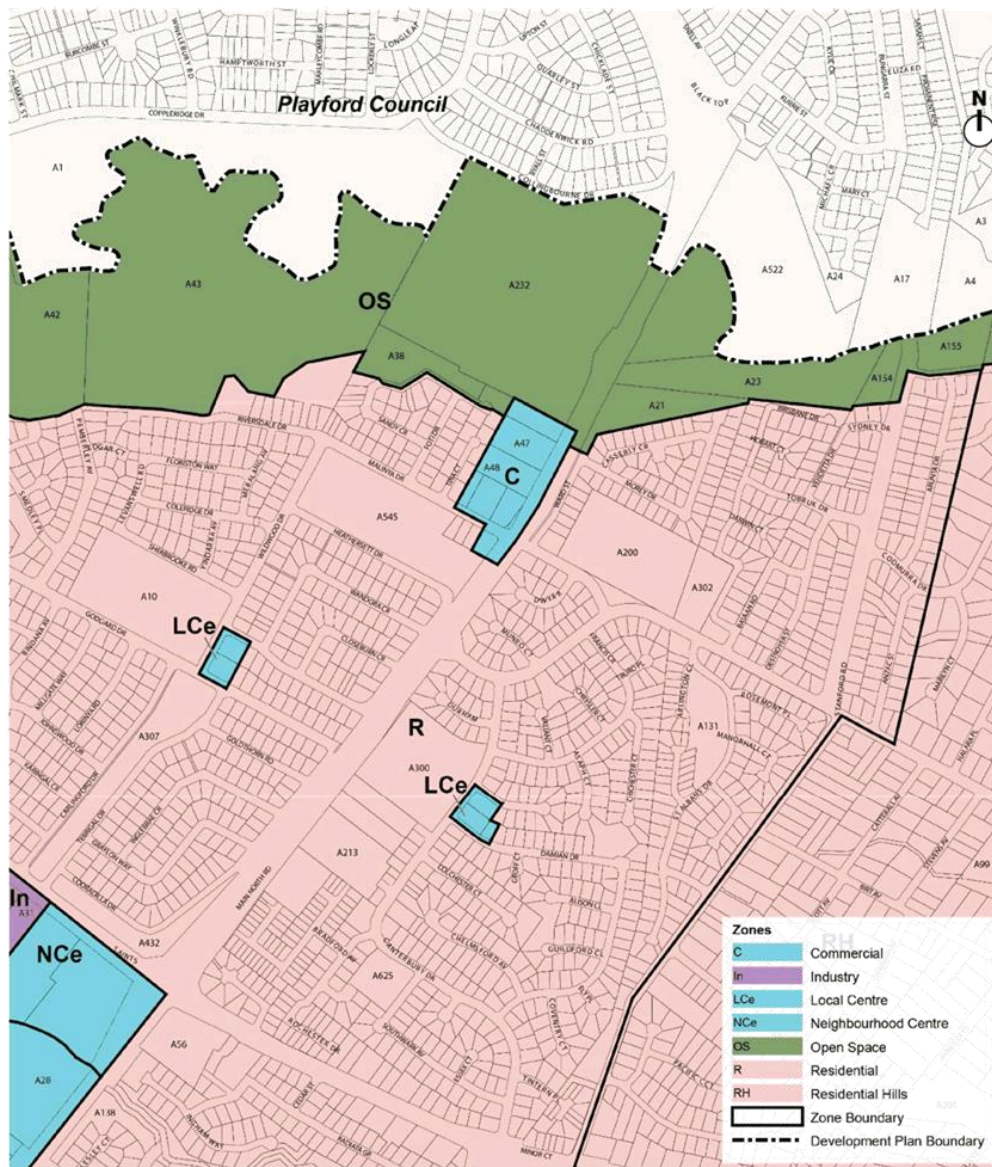


Figure 2.2 Zone map Sal/27

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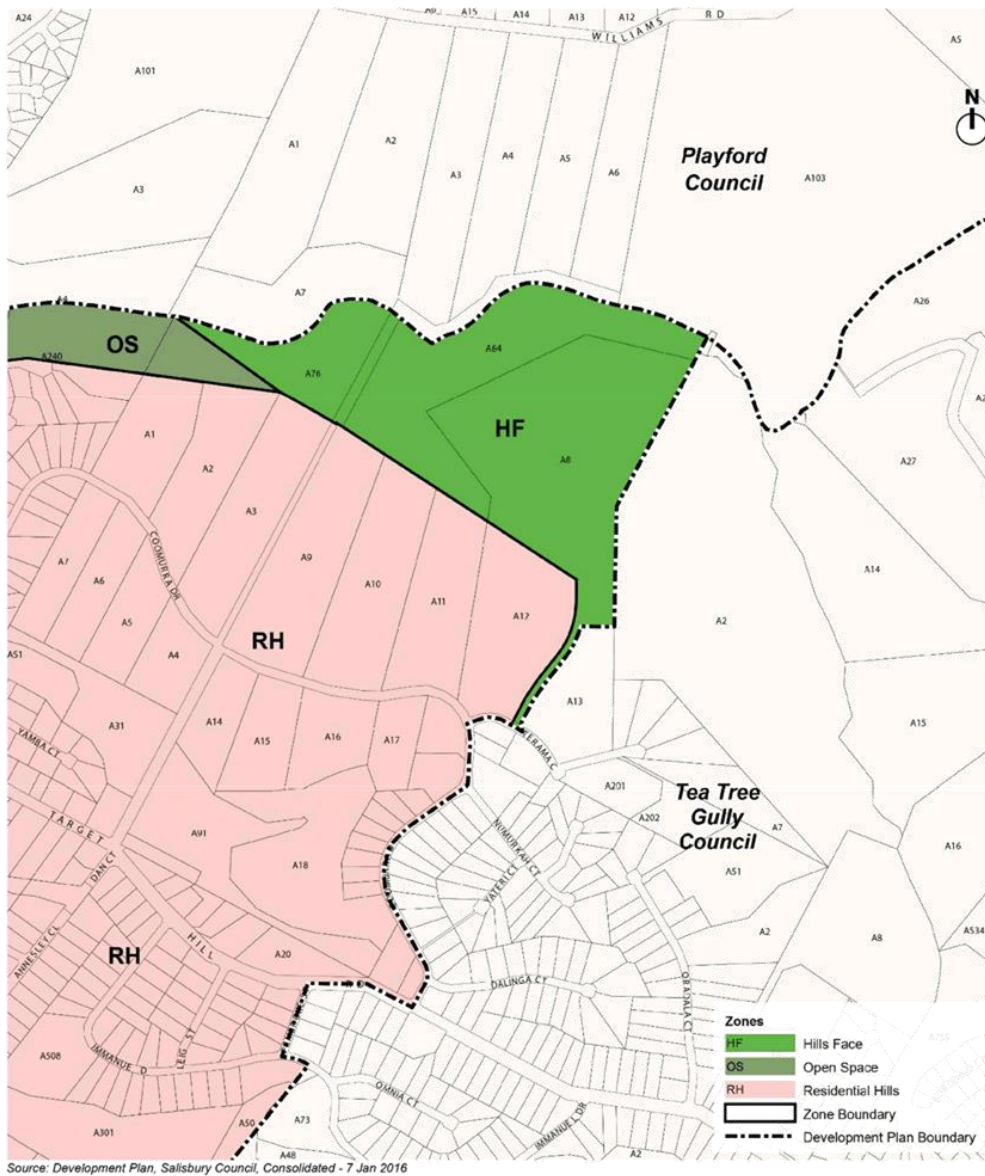
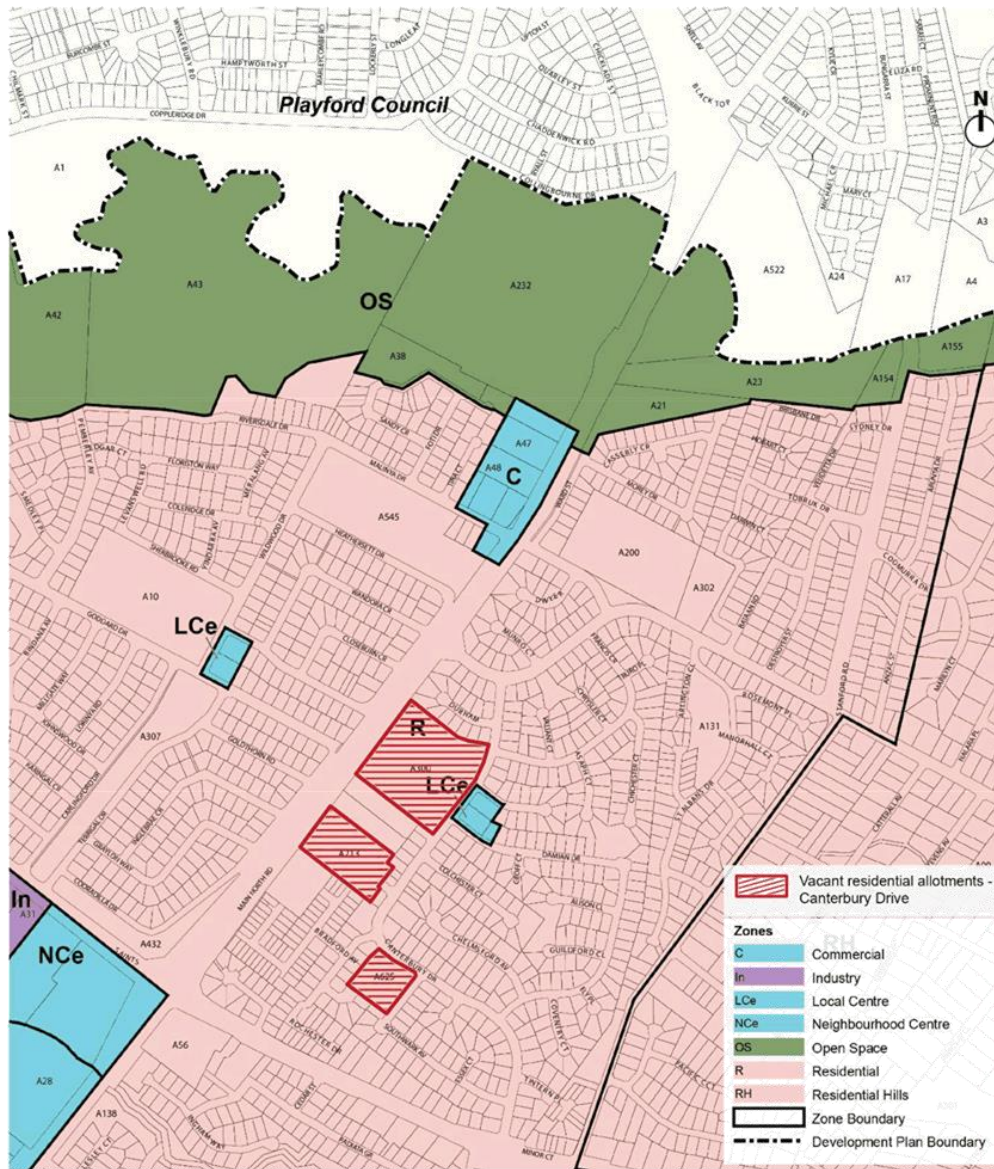


Figure 2.3 Zone map Sal/28

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Source: Development Plan, Salisbury Council, Consolidated - 7 Jan 2016

Figure 2.4 Vacant residential allotments

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2.3 Demographics

The 2011 Census indicates that 4,237 people were living in Salisbury Heights in 1,576 dwellings, with an average household size of 2.78.

This represents 146 fewer people living in the neighbourhood than in 2006, but living in 49 more dwellings with a reduction in the average household size of 5.5%. This may possibly be explained by a combination of mature siblings moving out of the family home and the neighbourhood, larger families moving out of established homes and being replaced by smaller families and smaller families moving into new homes.

This change in demographics has likely increased the number of vehicle trips generated within the study area but the extent cannot be quantified without further analysis.

2.4 Accessibility

The study area is physically well connected via the road network to other areas in the region including regional centres, schools and employment precincts.

Main North Road is a major primary arterial road and provides access to other regional destinations in the north (Gawler, Munno Para), west (Elizabeth and Salisbury) and south (Mawson Lakes, Adelaide CBD) of Salisbury Heights. The study area has access to this primary arterial road via Target Hill Road (which passes through the study area) and The Grove Way. The study area has three road connections to The Grove Way at Canterbury Drive, Green Valley Drive (both priority junctions) and Stanford Road (signalised).

Both Target Hill Road and The Grove Way provide access to areas further east including Greenwith, Golden Grove and Modbury.

By inspection, the study area's road network would appear to be reasonably well connected physically to the adjoining arterial road network in terms of the number and type of junctions. As is discussed further though in sections 3 and 4, access to the arterial road network can be problematic during times when significant traffic volumes use the Grove Way and Main North Road. These problems might reasonably be expected to become more prominent with any significant increases in traffic flows either generated from within the study area or background growth in traffic using the adjoining arterial roads. Such impacts though are likely to be experienced in a gradual manner, resulting from the incremental development of vacant land over time.

2.5 Summary

Salisbury Heights is predominantly a residential neighbourhood which is near fully developed with some scope for further development in Canterbury Drive and Coomurra Drive. It has good physical access to regional retail and employment centres via the adjoining road network but opportunities to access these roads may be problematic during periods of high traffic activity. The impacts on access opportunities by further development within the study areas are discussed in the following sections.

3. Relevant studies

3.1 Introduction

There have been two traffic studies undertaken recently which have addressed capacity and traffic performance issues on the road network serving the study area. The outcomes of these studies, listed below, have been reviewed in Part 1 study activities.

- Salisbury Heights Residential Development Plan Amendment Traffic Report (MFY – November 2012).
- Proposed Shopping Centre Development, Main North Road/Saints Road, Salisbury Plains – Traffic and Parking Assessment (Phil Weaver and Associates, November 2014)

3.2 Salisbury Heights DPA

The MFY traffic report was prepared to complement the Salisbury Heights DPA. It assessed the impacts of traffic generated by the proposed development of 120 vacant allotments in Coomurra Drive, on the performance of the existing road network, specifically at the junctions of:

- Main North Road – Grove Way
- Main North Road – Target Hill Road
- Grove Way – Stanford Road.

The MFY study determined that in the weekday peak commuter periods, there are significant traffic volumes using Main North Road and the Grove Way, and intersections along them (including the intersection with each other) are operating close to or at capacity. Long delays and queues are experienced by traffic using minor road approaches to these junctions, and capacity improvements would be required to improve the current level of service. The restriction of turns to and from Main North Road at Target Hill Road junction exacerbates access to and from the study area.

Without any increase in the capacity at these intersections, forecasts of increased traffic volumes generated by development in Coomurra Drive would exacerbate these delays and queues at Stanford Road intersection with Grove Way, and at Grove Way and Target Hill Road intersections respectively with Main North Road. The report offered no suggestions for improvements to these intersections.

The report compared the peak period performance of each intersection for both existing traffic demands and those predicted should the vacant land be fully developed. However, it is worth noting that:

- the peak commuter periods represent perhaps only 4 hours a day
- in terms of access to the arterial roads from the study area, the morning peak hour is the worst
- during time periods outside of the peak hours, delays and queues experienced by traffic accessing or egressing the study area are much lower
- the forecast additional traffic volumes represent the traffic generated by the full development of the vacant land. Realistically, the land will be developed incrementally over a number of years and accordingly the increase in traffic volumes will be more gradual. The impacts on existing users will not be as evident as may be perceived by comparing only the existing and ultimate future states of development
- the analysis presented assumes that car drivers will continue to choose to travel in the peak periods as they do now. New and existing users of the road network may in time choose to travel outside of the

conventional peaks to avoid congestion, where they have the option to do so. Accordingly the impacts on peak period performance will not be as severe as predicted.

3.3 Saints Road neighbourhood precinct

This study, prepared for a private developer, investigated (in part) the impacts on the traffic performance of the Main North Road – Saints Road – Grove Way intersection of the proposed 10,000 square metre mixed use development on the south west corner. The study acknowledged the existing capacity issues of this intersection, and the extent to which these would be exacerbated by additional traffic passing through it to access the proposed development. The impacts would include further delays and queues on the Grove Way approach to the intersection, which may in turn impact on the opportunities to access Grove Way from roads in the Salisbury Heights study area.

Capacity improvements to this intersection would be required to mitigate these impacts and it is noted that there may be opportunities to widen the Saints Road approach to the intersection and provide either an additional turning lane or extend the length of existing lanes.

3.4 Relevance of key findings

The two studies have identified capacity and peak period traffic performance issues at junctions on the road network in Salisbury Heights which limit access to and (in particular) from the study area. Specifically these are:

- turn restrictions at the Target Hill Road junction with Main North Road, and delays to vehicles accessing Main North Road via left turns
- congestion at the Grove Way intersection with Main North Road
- delays to traffic on Stanford Road at the intersection with Grove Way.

4. Strategic review

4.1 Introduction

Part one of this study represented a high level strategic review of the study area accessibility. It examines in the road network serving the area, identifies physical restrictions and impacts of congestion on access and suggests improvements within the context of a proposed road hierarchy.

4.2 Road network

4.2.1 General description

Road access in and through the study area is constrained by the topography of the land, particularly with east-west movements restricted by the Little Para River in the north and Cobbler Creek in the south.

Key roads providing access to the study area and connecting it with the wider study area include (refer Figure 2.1):

- Main North Road – abuts the western edge of the study area. It provides the principal access between the study area and regional centres to the north, south and west.
- The Grove Way – passes through the southern edge of the study area. It provides access to the study area and the primary connection between Greenwith/Golden Grove and Main North Road.
- Green Valley Drive – passes through the study area abutting the eastern edge of development. It links Greenwith with Grove Way/Main North Road via the eastern section of Target Hill Road.
- Target Hill Road – passes through the study area and links Greenwith and Main North Road.

The Grove Way (4 lane divided arterial road) and Target Hill Road (2 lane undivided road) are approximately 1 km apart and are the only continuous roads in the approximate west-east direction through the neighbourhood, linking areas to the west of Main North Road (Elizabeth and Salisbury) with Greenwith (via Green Valley Drive) and Golden Grove to the east. There are no other road connections to Main North Road within the neighbourhood. Alternative access to Main North Road for non-local traffic is via Bridge Road and McIntyre Road (nearly 4km south of the Grove Way). There is an alternative access to Main North Road to the north of Target Hill Road via One Tree Hill Road and Yorktown Road, but this is very indirect.

Road access to and from the study area is further restricted at the junction of Target Hill Road with Main North Road (allowing left turns in and out only), placing greater importance on The Grove Way for travel to the west/north and from the south. It is possible, nevertheless, for traffic using Target Hill Road to head north on Main North Road to then turn left and conduct a permitted U-turn at the signalised intersection with Grove Way.

The Grove Way, Green Valley Drive and Target Hill Road carry both locally generated traffic, and traffic from outside of the immediate area to varying degrees.

Stanford Road provides a convenient link between Target Hill Road and The Grove Way (a signalised junction). It is possible that non-local and local traffic use this route to access Main North Road via The Grove Way because of the turn restrictions at the Target Hill Road/Main North Road junction.

Main North Road and Grove Way are arterial roads and are under the care and control of the Department of Planning Transport and Infrastructure (DPTI). The City of Salisbury is responsible for all other roads in the study area.

4.2.2 Key roads and intersections

A commentary on the key features and performance of the road network is provided below. Possible improvements to address specific issues are discussed in Section 4.6.

4.2.2.1 Target Hill Road

This road provides a west-east connection between Main North Road (Salisbury Heights in the city of Salisbury) and The Golden Way (Greenwith in the City of Tea Tree Gully). Within the City of Salisbury (the section west of the junction with Coomurra Drive), it features:

- a two lane predominantly undivided road (except for the section between Pembroke Street and Coomurra Drive at the eastern end)
- gradient varying from level at the western (Main North Road) end to moderately steep at the eastern end
- long straight sections with a large radius curve at the eastern end
- on-road bicycle lanes between Main North Road and Stanford Road
- on-road bus stops
- on-street parking lanes between Main North Road and Ward Street
- continuous footpath along the full length on the southern side and from Main North Road to Pembroke Street on the northern side
- direct access to properties.

Target Hill Road terminates at its western end at a junction with Main North Road.

This is a priority controlled T-junction with turns restricted to left in and out only. The left turn in is via a dedicated left turn slip lane from Main North Road and the left turn out is via a 70-degree junction. Main North Road comprises 3 traffic lanes and the posted speed limit in the vicinity of the junction is 80 kph. Traffic queues on Target Hill Road have been reported to extend back as far as the junction with Ward Street (about 350 metres) because of the lack of gaps in traffic for left turns to enter Main North Road. During site inspections, queues were observed to extend back no further than 5 or 6 car lengths.

The most recent survey of traffic movements at this junction was conducted in 1997. This indicated that the 11 hour total for left turns into and out of Target Hill Road was about 1300 vehicles.

The MFY traffic analysis concluded that the junction does not have the capacity to cater for any additional traffic demands for left turns out of Target Hill Road in peak hours, because of the lack of adequate gaps in the significant volumes of high speed southbound traffic using Main North Road.



Figure 4.1 Target Hill Road/Main North Road Junction

4.2.2.2 The Grove Way

This road is the primary west-east arterial road connection between Main North Road (Salisbury Heights in the City of Salisbury) and The Golden Way (Greenwith in the City of Tea Tree Gully). Within the City of Salisbury (the section west of the junction with Bridge Road), it features:

- a high standard four lane divided road with turn lanes at side road junctions
- combination of relatively straight alignment and large radius curves
- on-road bus stops
- continuous footpath along the full length on both sides of the road
- direct (driveway) access to properties

There are a number of key junctions along the route.

Main North Road

This four-way intersection with Main North Road and Saints Roads is controlled by traffic signals. The Grove Way widens on the approach to the intersection to provide an additional three lanes including dedicated left and right turn lanes. The last survey of traffic movements at this intersection conducted in October 2012 indicated that over 32,000 vehicles per day travelled through the intersection into or out of the Grove Way.

The significant majority of westbound traffic on The Grove Way turned right (north) into Main North Road (1480 in am peak and 930 in pm peak). Interestingly the 11 hour total for right turns (over 8700 vehicles) was significantly higher than the corresponding left turn into Grove Way from Main North Road (7200) which might be explained by the turn restrictions at Target Hill Road.

U-turns at the traffic signals are permitted between the eastern (southbound) carriageway and the western (northbound) carriageway on Main North Road. This is presumably to compensate for the restrictions on right turns out of Target Hill Road.

Analysis of the am and pm peak performance of the intersection undertaken by MFY indicated that the intersection is operating at capacity, with long delays and queues being experienced by all movements. The queues on The Grove Way in the am peak in particular are long but do not extend back far enough to interfere with the operation of local road junctions which provide access to and from the neighbourhood. Traffic having origins and destinations outside of the study area contribute to the congestion but have a legitimate cause to use the arterial road.



Figure 4.2 The Grove Way/Main North Road Junction

Canterbury Drive

This priority controlled (unsignalised) junction is located about 650 metres east of the intersection with Main North Road. It features a raised central median on the approaches to the junction and provides an approximate 50 metres long turn lane (for turns into Canterbury Drive) and an approximate 20 metres long standing area for turns out of Canterbury Drive entering the westbound carriageway of Grove Way.

Traffic turning right from Canterbury Drive towards Main North Road can do so in two distinct movements by first turning across the eastbound carriageway and waiting in the central median space before merging with traffic on the westbound carriageway. The holding area though can only accommodate two cars at a time which limits the capacity of the junction for turning movements. Observations during the am peak confirm reports that queues develop on Canterbury Drive because of difficulties in finding gaps in the free flowing traffic on The Grove Way. Although delays did not appear to be excessive, there were occasions when right turning traffic could not cross gaps in the eastbound traffic because a vehicle was standing in the central holding area waiting for gaps to merge with westbound traffic.

Gaps in the otherwise free flowing westbound traffic are created by the operation of the traffic signals at the upstream intersection with Stanford Road (see below) which assists traffic in turning out of Canterbury Drive.

In the am peak period an estimated 70 vehicles are estimated to turn right (based on 1992 traffic survey and assumed growth of 10%). Any future increase in traffic volumes on either the Grove Way or Canterbury Drive (as a result of further residential development) will exacerbate delay and queuing issues at the junction. The

holding area in the central median cannot be extended because it would encroach into the turning lane into the Nicholas Avenue junction.



Figure 4.3 The Grove Way/Canterbury Drive Junction

Stanford Road

This signalised 4-way intersection with Gateway Drive is located about 120 metres east of the junction with Canterbury Drive. The Grove Way approaches are separated by a raised median which provide for separate right turn lanes into Gateway Drive and Stanford Road. The Stanford Road approach is flared to create two turning lanes into The Grove Way.

The MFY traffic report stated that this intersection is operating close to capacity in the am peak and at capacity in the pm peak with limit scope to cater for additional traffic movements generated by proposed development in Coomurra Drive.

It could be reasonably assumed that traffic movements out of Stanford Road could include traffic movements that might otherwise use Target Hill Road but for the lack of right turning provisions at Main North Road. The extent of these traffic movements has not been quantified.

MFY proposed no suggestions for improvements at this intersection.



Figure 4.4 The Grove Way/Stanford Road Junction

Green Valley Drive

This priority controlled T-junction is located only 130 metres east of the signalised intersection with Stanford Road. It is configured as a seagull type junction with a raised median on both of the Grove Way approaches providing for a dedicated right turn lane. There is a single right turn lane on Green Valley Drive supplemented with a very short (one car length) holding area in the central median. Observations during the am peak support reports that vehicles turning right out of the Green Valley Drive experience delays and queues on the approach. Significant peak hour traffic flows along The Grove Way and the limited storage in the central median area restrict the capacity of the junction to cater for large demands for right turn movements from Green Valley Drive. The MFY traffic report made no mention of this junction as the traffic generated by development in Coomurra Drive would not be expected to use this intersection. Analysis of the performance of the junction (based on the most recent traffic survey in 2007 and traffic surveys conducted in 2012 at the two adjacent intersections) indicates that there is little spare capacity to cater for additional demands for right turns out of Green Valley Drive into Grove Way during peak period. Long queues and delays were estimated and may be responsible for non-locally generated traffic using Target Hill Road/Stanford Road to gain access to the Grove Way as an alternative.



Figure 4.5 The Grove Way/Green Valley Drive Junction

Bridge Road

Whilst not forming part of the study area, Bridge Road provides an important link to the wider network to the south and an alternative to Main North Road for some trips. This partially signalised T-junction is located about 360 metres east of the junction with Green Valley Drive. Only the conflicting westbound movements along Grove Way and the right turns across them to and from Bridge Road are signalised. The right turn into Bridge road is permitted to filter for large proportions of the signal cycle. The south-east bound traffic along Grove Way is free flowing. The MFY traffic report did not consider this intersection. Analysis of the performance of this intersection indicates long queues and delays to traffic turning right into Bridge Road from the Grove Way during peak periods.

4.3 Trip generation and traffic volumes

4.3.1 Traffic volumes

Surveys of traffic volumes on roads in the study area have been conducted from time to time at intersections and along road sections.

These surveys indicate the following AADT's:

- Main North Road – 60,000 vpd and 46,000 vpd north and south of The Grove Way respectively. This significant difference either side of the intersection is indicative of the significant daily traffic travelling between The Grove Way and areas further north.
- The Grove Way – 32,000 vpd adjacent to the study area and 21,000 vpd east of Bridge Road. This suggests a significant proportion of traffic travels between Bridge Road and Main North Road.
- Green Valley Drive – approximately 5,000 vpd.

- Target Hill Road – ranging between 3,800 vpd and 4,700 vpd with the higher volumes at the western end. The lower volume at the eastern end is reasonably high given the extent of local development in proximity and is an indicator of traffic travelling to and from Greenwith.
- Canterbury Drive – ranging between 1,200 vpd and 2,700 vpd.
- Stanford Road – ranging between 2,800 vpd and 4,500 vpd.

Although some of these surveys are dated, they provide a reasonable indication of the relative traffic demands using the roads in the study area and the significant volumes using Main North Road and the Grove Way.

Traffic volumes on roads in the study area vary by direction and location. This is generally to be expected to some extent, but with the restrictions on movements into and out of Target Hill Road, it might have been expected that the variation in volume by direction on it and other roads may have been more pronounced than is the case. Overall the traffic volumes using Target Hill Road are not high with one way flows varying between 1,835 and 2,288 vpd, well within the traffic carrying capacity of the road.

On Stanford Road, the traffic volumes again are not significantly high but 50% higher at the western end near Grove Way reflecting the preferred access to Grove Way.

Canterbury Drive carries only moderate traffic volumes with these being higher at the Grove Way end of the road.

The traffic surveys support to some extent the view that traffic having origins in Greenwith travel west along Target Hill Road and then via Stanford Road (primarily) or Canterbury Road to access The Grove Way and then turn right onto Main North Road to continue north because of the restrictions on access at Main North Road and Target Hill Road junction. Some trips having origins in Greenwith would however turn left from Target Hill Road into Main North Road and then U-turn at the traffic signals with the Grove Way.

4.3.2 Trip generation and distribution

Residential dwellings are the predominant land use in the study area, and generate (produce) vehicle trips throughout the day having destinations within and outside of the study area. Other land uses (school, child care centre, neighbourhood shops) are attractors of vehicle trips; some of these would be trips generated within the study area. The dominance of residential dwellings over other land uses implies that the study area is a net trip producer.

The topography of a large proportion of the study area is not conducive to walking and cycling (particularly in the eastern side) and it is considered that the motor vehicle would be the preferred mode of travel more so than other areas developed on flatter terrain. This might further be the case because there is only the primary school, child care centre and neighbourhood shops to attract short trips within the study area. Many residents have to travel outside of the study area to access secondary school, larger retail and employment opportunities.

Trip purposes will be varied but a high proportion will include residents travelling to and from work or places of education in the morning and evening peak hours. In the morning peak many of these vehicle trips will access Main North Road via The Grove Way or Target Hill Road.

MFY in its traffic study made assumptions on the overall rate of trip generation by new residential dwellings in the proposed development in Coomurra Drive, and the general direction of trip origins and destinations to determine the volume of traffic that would use various roads and junctions.

These assumptions are adopted to estimate the total vehicle trip generation for the study area for existing and potential new residential development.

4.3.2.1 Assumptions

The MFY traffic study reported assumptions for estimating the number of vehicle trips generated by residential development. These assumptions are listed below and were adopted for estimating trip generation for this study.

- Daily vehicle trip generation rate per dwelling – 7.5.
- Peak hour proportion of daily trips – 10%.
- Peak hour trip distribution (inbound, outbound) – 20%/80% for AM and 67%/33% for PM.
- Geographic distribution of trip origins and destinations – 66% to/from south/west (via Main North Road/Grove Way), 22% to/from north-west (via Main North Road/Grove Way or Main North Road/Target Hill Road) and 12% to/from the east (via Target Hill Road/Grove Way).

4.3.2.2 Trip generation and distribution

Estimates of vehicle trips generated by current and future possible development in the study area are presented below. These estimates are made to provide an appreciation of the extent of traffic required to use the adjoining arterial roads (complementing the traffic surveys at key junctions).

Existing

There are approximately 1600 dwellings in the study area. Based on the above assumptions it is estimated that these generate:

- 12,000 vehicle trips per day travel to, from or within the study area
- 1,200 vehicle trips in the morning and afternoon peak hours.

Of the morning peak hour trips:

- it is assumed 10% or 120 have destinations in the study area (i.e. school, childcare centre, shops or other houses) and don't need to access the arterial roads
- 1,080 travel to or from outside of the study area
- 864 leave the study area and 216 enter it
- those leaving the study area comprise:
 - ▶ 570 travel to south/west via Main North Road/Grove Way
 - ▶ 190 travel to north via Main North Road and either Grove Way or Target Hill Road
 - ▶ 104 travel east via Grove Way or Target Hill Road.

Future possible development

Further residential development is likely to occur along Coomurra Drive and Canterbury Drive. The MFY traffic study reported a total of 900 daily and 90 peak hour trips may be generated by the development of vacant lots in Coomurra Drive which would use Stanford Road to access the Grove Way and Target Hill road to access Main North Road.

Based on the assumptions above, for the 100 new dwellings that may be developed in Canterbury Drive:

- 750 daily and 75 peak hour vehicle trips would be generated
- 50, 17 and 8 peak hour trips would travel to/from the south-west, north-west and east respectively.
- at the Target Hill Road junction with Main North Road
 - ▶ 14 vehicles in the AM peak and 5 vehicles in the PM peak would turn left into Main North Road followed by a U-turn at the traffic signals at Grove Way intersection
- at the Canterbury Drive junction with Grove Way
 - ▶ 40 vehicles in the AM peak and 16 vehicles in the PM peak would turn right from Canterbury Drive into the Grove Way

- all other less significant movements would use these and other junctions but would not conflict with major movements at the junctions.

These traffic volumes represent only a moderate increase in overall traffic volumes generated by the study area.

Impacts of future development

The analysis undertaken by MFY indicated that the intersections on Main North Road (Grove Way and Target Hill Road) and at Grove Way/Stanford Road were operating at or close to capacity. Trips generated by the development of vacant land in Coomurra Drive would gradually increase demands on these intersections over time. Traffic generated by development in Canterbury Drive would further exacerbate the performance issues at the two Main North Road intersections and at Canterbury Drive junction with the Grove Way but again the performance would deteriorate over time and may not be immediately apparent to existing users.

The additional traffic demands at priority controlled junctions will not significantly impact on the traffic flow on Grove Way or Main North Road, but rather increase the delays for traffic already attempting to access these roads. The additional demands on Stanford Road would also increase delays to traffic using this route as it is unlikely that DPTI would improve this and increase delays to the main road traffic as a consequence.

4.4 Functional road hierarchy

Currently there is no formalised road hierarchy for the study area. A clear definition of the intended roles and functions of the road network in the study area would provide a sound basis for managing the traffic that uses them. Accordingly, as part of this study, a functional road hierarchy was developed based on the following rationale.

4.4.1 Objectives of a hierarchy

The AustRoads Guide to Traffic Management¹ defines the role of a road hierarchy in terms of the traffic movement and access functions that a road network performs. Aside from expressways which provide for traffic movement only with controlled access, most roads have mixed traffic/access functions. On these multi-function roads, traffic demand levels can be quite variable over the course of a day (driven by different traffic generators), as can levels of access demand. These differing functions are typically reflected in the classification of a road or street.

The combination of functions met by roads across a network is usually expressed as a functional hierarchy. The function of a road is reflected in terms of traffic characteristics such as volume, speed, and mix of vehicular and non-vehicular traffic. The function should also be reflected in the physical characteristics of a road, such as pavement width, number and width of traffic lanes, provision for parking on-street, and inclusion of bicycle-only lanes.

In addition to the above elements, a road hierarchy typically defines how linkages between roads of differing levels in the hierarchy might preferably intersect. For example, the hierarchy might desirably be structured such that a road desirably intersects only with roads immediately above or below it in the hierarchy. This approach then strongly influences intersection design treatments. For example, intersections between arterial roads would be controlled by traffic signals; intersections of lower roads and arterial roads would typically be priority junctions with left in/left out access (for example Target Hill Road/Main North Road); intersections between distributor and collector roads might typically be roundabouts.

¹ Part 1: Introduction to Traffic Management

4.4.2 Road hierarchy definition for City of Salisbury

Parsons Brinckerhoff recently developed a road hierarchy in conjunction with the City of Playford, principally for use within the proposed Buckland Park urban development project, but with a view to wider application across the City of Playford. Parsons Brinckerhoff applied the same principles to determine roles and functions in Morphett Vale for the City of Onkaparinga. These principles have been adopted for this study for the City of Salisbury for ongoing planning purposes. The hierarchy is shown in Table 4.1.

Table 4.1 Proposed road hierarchy

Road Characteristic	Road Class				
	Arterial 2+2 Lanes	Sub-arterial 2 Lanes	Distributor	Collector	Local
Maximum desirable daily traffic volume (vehicles)	>15,000	>10,000	5,000-10,000	<5,000	<1,000
Design Speed (km/h)	60 (min.)	60 (min)	50	50	40-50
Carriageway Width (metres)	7.0 ⁽¹⁾	8.0 ⁽²⁾	7.0	7.0	7.0 ⁽³⁾
Overall Road Width (metres)	22.1 ⁽⁴⁾	16.0 ⁽⁵⁾	11.4 ⁽⁶⁾	9.2 ⁽⁷⁾	7.0 ⁽³⁾

Source: Buckland Park: Traffic Impact Assessment

Notes

- (1) 2 x 3.5m lanes on each carriageway
- (2) 2 x 4.0m lanes
- (3) Minimum 7.0m for new local roads
- (4) Comprises 2 x 7m carriageways plus 4.5m median and 2 x 1.8m bicycle lanes. (Median allows for 3.3m turn lane plus a 1.2m refuge for pedestrians.)
- (5) Provides for 8m carriageway plus 2 x 1.8m bicycle lanes plus 2 x 2.2m parking lanes.
- (6) 2 x 3.5m lanes plus indented parking (assumed 2.2m each side)
- (7) 2 x 3.5m lanes plus indented parking (assumed 2.2m each side)

4.4.3 Application of Hierarchy to Salisbury Heights

Roads within the Salisbury Heights study area have been classified according to the above hierarchy, having regard to the function of each road (refer also Figure 4.6):

- Main North Road and The Grove Way provide for inter-regional linkages and are designated Arterial Roads. DPTI is responsible for the management of both roads.
- Green Valley Drive which links The Grove Way with Target Hill Road and serves catchments in both Salisbury Heights and Greenwith provides an intra-regional through trip function linking major roads and is therefore designated a Sub-Arterial Road
- Distributor Roads: This class of road is designed to link between arterial and sub-arterial roads, enabling trips to distribute into adjoining areas, and to also provide access to major generators: Target Hill Road and Stanford Road. Target Hill Road serves catchments in the Salisbury Heights study area and the wider area including Greenwith. Stanford Road provides a central link between Target Hill Road and The Grove Way
- Canterbury Drive and Coomurra Drive provide for secondary patterns of traffic distribution into residential areas. They are designated collector roads.
- Local Roads: These comprise the network of streets linking mainly to distributor and collector roads, providing access to residential precincts.

This hierarchy is tested and validated in the next section by comparing actual use (traffic volumes and speeds) with the threshold values tables above. Speeds have been derived from surveys provided by the City of Salisbury.

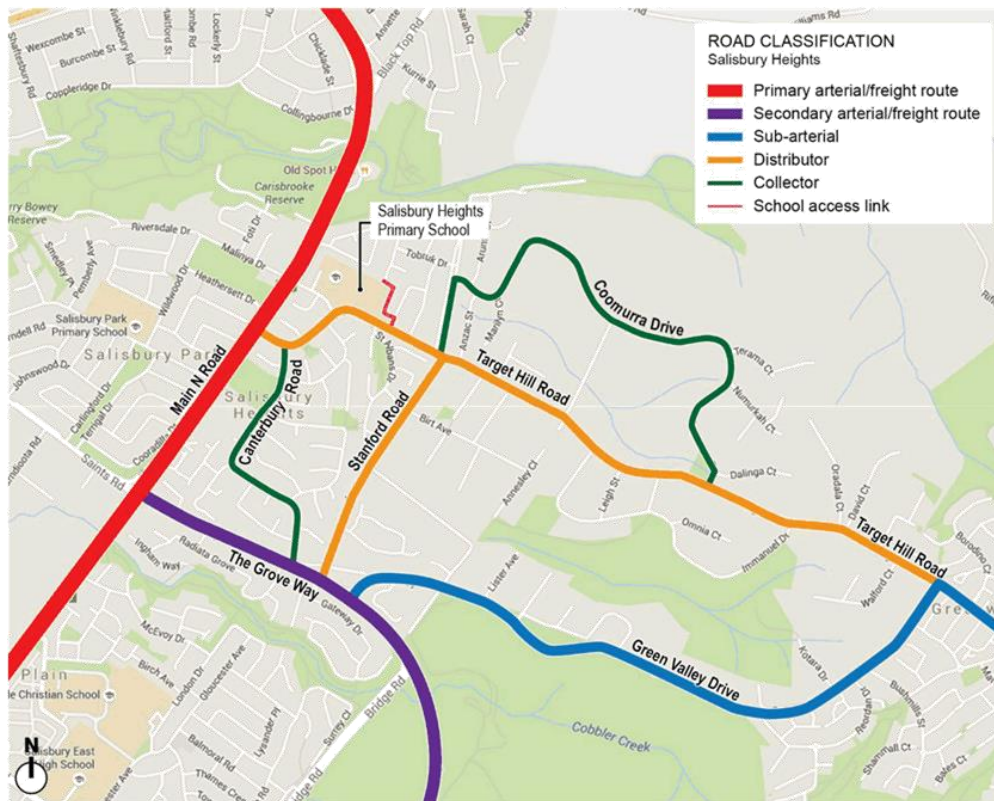


Figure 4.6 Road classifications – Salisbury Heights

4.4.4 Compliance with the road hierarchy

The characteristics of each road class were compared with the actual characteristics of key roads in the Salisbury Heights study area to determine the extent of compliance. The characteristics are summarised in Table 4.2 below.

Table 4.2 Comparison of existing road characteristics with road class characteristics

Road Characteristic	Road Name						
	Target Hill Road	Main North Road	Stamford Road	Coomurra Drive	The Grove Way	Canterbury Drive	Green Valley Drive
Traffic volume (vehicles)	3400-4400	46,000 – 60,000	140-4882	<1,000	21,000-32,000	1,200-2,700	5,000
85 th percentile Speed (km/h)	54-71		39-58	33-54		43-58	57-69
Carriageway Width (metres)	9.7		6.2	7.2	22	10	7
Classification	Distributor	Primary Arterial	Distributor	Collector	Secondary Arterial	Collector	Sub-Arterial

It is concluded that the traffic volume and road width characteristics of each of the key roads in the study are compliant with the desired characteristics for the designated road classification. Compliance alone though, does not imply that the traffic usage of the road network is satisfactory.

For example, traffic volumes alone using Target Hill Road may mask issues with traffic passing through the study area between the adjoining neighbourhoods in Greenwith and Main North Road. Although there have been no surveys of traffic origins and destinations of trips using this road, it could be conservatively estimated that 40% of the traffic using Target Hill Road at the eastern end of the neighbourhood (i.e. 800 vpd) could have origins or destinations outside of the study area.

4.5 Summary of strategic traffic issues

The key strategic issues for the Salisbury Heights study area concern accessibility to the wider road network including the Grove Way and Main North. Specific issues that have been identified include:

- Main North Road – Target Hill Road (turn restrictions and difficulties in making left turns out of Target Hill Road which may also cause traffic to divert along Stanford Road to access The Grove Way as an alternative)
- Main North Road – Grove Way (congestion and delays to traffic on the Grove Way)
- Grove Way – Canterbury Drive (delays to right turns out of Canterbury Drive)
- Grove Way – Stanford Road (inadequate intersection capacity)
- Grove Way – Green Valley Drive (delays to right turns out of Green Valley Drive which may deter non-local traffic using this route to gain access to The Grove Way and use Stanford Road as an alternative)

4.6 Management strategies

4.6.1 Aim

The foregoing assessment of access to and from the study area has confirmed the difficulties for residents to access Main North Road via The Grove Way and Target Hill Road, particularly in the morning peak commuter period.

Following is a discussion of possible management strategies aimed at reinforcing the road hierarchy and maintaining or improving access during periods of high traffic demands.

4.6.2 Access to MNR

4.6.2.1 Target Hill Road junction

The MFY traffic study identified this location as requiring capacity improvements to reduce queues and delays to traffic entering Main North Road from Target Hill Road. Further traffic demands on Target Hill Road will exacerbate congestion on the approach. Performance of the junction at off-peak times is otherwise satisfactory.

The MFY report suggested extending the left turn lane to form an acceleration lane onto Main North Road. This is unlikely to be viewed favourably by DPTI as it prefers the safety performance of the current 70 degree left turn arrangement; it is considered easier for drivers entering the main road to see oncoming traffic.

Significant upgrading of the junction to enable all turns into and out of Target Hill Road would likely be not supported by DPTI. It would have to be a fully or partly signalised intersection (resulting in delays and stops to traffic on Main North Road) and would potentially change significantly traffic patterns in the study area

and westbound traffic on The Grove Way. DPTI has informally advised that it would not support this concept as the junction is close (140 metres) to the existing signalised junction with Stanford Road. Signalisation and associated civil works might cost in excess of \$300,000.

- Realigning Green Valley Drive to connect Grove Way opposite Bridge Road at the existing signalised junction. This would move the existing junction with Green Valley Drive a further 360 metres east and create a four-way intersection requiring signalisation of the existing free flowing eastbound traffic on The Grove Way. The existing junction at Bridge Road though has been shown to be operating close to capacity and the introduction of a fourth approach and an additional signal phase would exacerbate the operation. DPTI has again informally advised that it may not consider this suggestion favourably. The concept is shown in Figure 4.8 cost of the concept is estimated at about \$4.8m.

In the short term, minor upgrading of the existing junction to increase the opportunities for traffic to turn right out of Green Valley Drive into The Grove Way would be beneficial. Signalisation of the existing junction or realigning Green Valley Drive to connect with the existing signalised junction with Bridge Road would significantly increase accessibility for the area of the neighbourhood and may attract some traffic currently using Target Hill Road. These concepts require further discussion with DPTI.

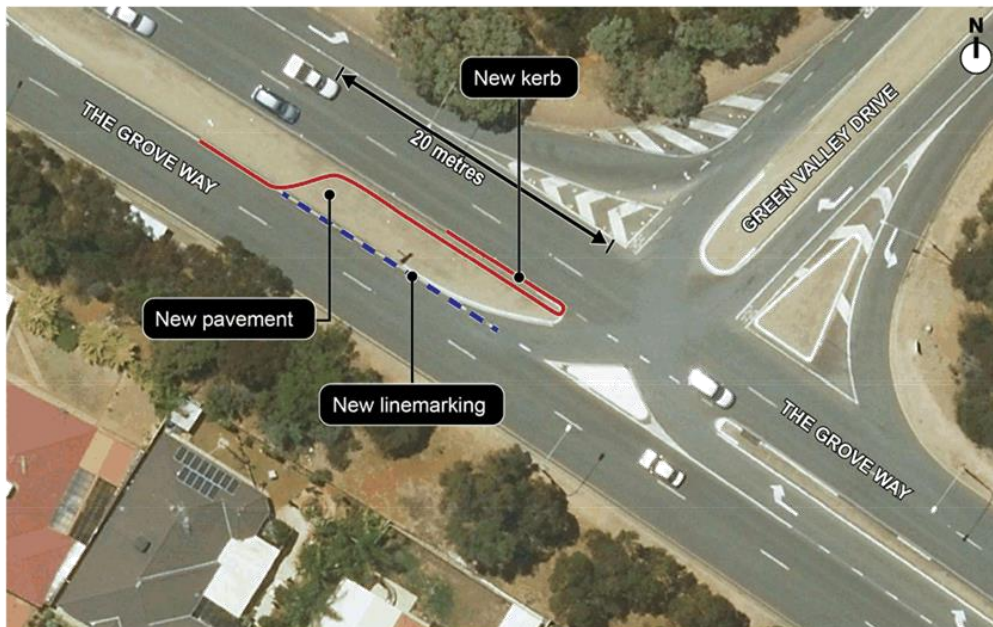


Figure 4.7 The Grove Way/Green Valley Drive Junction – minor improvements



Figure 4.8 Green Valley Drive realignment to Bridge Road

4.6.3.2 The Grove Way – Canterbury Drive junction

Delays to traffic egressing Canterbury Drive into The Grove Way are likely to be exacerbated by the increase in demands for the movements generated by the possible development of vacant land in the street.

Signalisation of the junction to give movement's priority and flaring the approach to provide a second turning lane would reduce the delays and queues. This might cost upwards of \$300,000 depending on the extent of roadworks.

Again, DPTI has informally advised that it would not view favourably the signalisation of this junction because of its proximity to the Stanford Road intersection.

This presents a dilemma because good access to and from the neighbourhood and the new developments is an imperative that cannot be achieved without significant improvements to this junction. Alternative access to Grove Way would be indirect via Target Hill Road/Stanford Road. Capacity restrictions at the Target Hill Road – Main North Road junction limit the extent to which traffic would use that junction.

4.6.3.3 The Grove Way – Stanford Road

MFY Traffic Report concluded that this intersection was operating close to capacity but could accommodate some additional traffic demand on Stanford Road (resulting from development of land in Coomurra Drive). Stanford Road is a key access road to/from the neighbourhood yet it only serves a small portion of it and it is not directly linked to the other access roads – Canterbury Drive and Green Valley Drive.

Further capacity improvements at this intersection would require flaring of the approaches and departures on The Grove Way to create a third through lane in each direction. These improvements have not been costed and further discussions with DPTI are required to determine its view on the concept and any funding issues.

Notwithstanding this, it would seem inappropriate to improve capacity at this junction (and at significant cost) to improve accessibility to cater for development in Coomurra Drive without improving access to Canterbury Drive serving a similar number of new dwellings.

4.7 Summary and recommendations

Salisbury Heights is reasonably well connected to the wider road network via junctions with Main North Road and The Grove Way. There are times though during the weekday commuter periods when the traffic volumes using these roads are significant, that residents experience delays and queues. The performance of these junctions is predicted will gradually deteriorate gradually over time with increased traffic demands generated by new development in the study area.

Improving accessibility for Salisbury Heights during peak traffic periods requires capacity improvements at the junctions within the study area along The Grove Way. A number of improvement options have been presented, ranging in scale and cost but none of which have been discussed with the Department of Planning Transport and Infrastructure which has the responsibility for the care and control of this road. DPTI though has no immediate plans to upgrade The Grove Way, and has indicated informally that it would not favour any actions that would impact on traffic flow on this road.

To progress the findings of this strategic review, and to develop a management plan to improve access to the study area, will require a collaborative approach between the City of Salisbury and DPTI. Accordingly it is recommended that the City of Salisbury:

- conduct origin-destination surveys to improve understanding of trip patterns through the study area and to quantify:
 - ▶ the extent to which traffic movements from outside of the study area may be using Stanford Road to access Grove Way that might otherwise use Green Valley Drive
 - ▶ The demand for U-turns at the Main North Road/Grove Way intersection originating from Target Hill Road
- conduct surveys of traffic movements at Canterbury Drive and Green Valley Drive intersections with The Grove Way
- make representations to DPTI on its concerns regarding access to The Grove Way and initiate discussions into how access can be improved whilst maintaining the functionality of this arterial road.

5. Local traffic management issues

5.1 Introduction

Part 2 of this study addressed local traffic management issues.

A number of local traffic issues within the study area have been brought to the attention of the City of Salisbury both through previous traffic studies and complaints or comments made by residents. These issues were made known at the start of the study, have been investigated and possible remedial treatments assessed if appropriate. These investigations have been conducted in some cases with little available data and have been limited to site inspections and discussions with council officers. Accordingly any remedial treatments suggested may require further investigation.

5.2 Safety

Crash statistics for roads and intersections in the study area for the period 2012-2014 are summarised by location, number and type in Figure 5.1 and in Appendix A.

These show that in the three year period:

- 40 crashes including 24 casualty crashes occurred in the study area.
- 9 crashes occurred mid-block along Target Hill Road. 5 of these involved single vehicles hitting fixed objects
- 6 mid-block crashes occurred along Green Valley Drive, 3 along Stanford Road and 1 along Canterbury Drive
- crashes at intersections occurred at The Grove Way – Stanford Drive (13), The Grove Way – Green Valley Drive (6), The Grove Way – Canterbury Drive (2) and Target Hill Road – Stanford Road (3)
- the most frequently occurring crash types were hit fixed objects (midblock) and right angle, rear end and right turn at intersections.

The crash frequency is not particularly high in any location (the intersection with Stanford Road displaying a high number of crashes in one year only). However, the risks of crashes are likely to increase with any increases in traffic demands (and hence exposure of conflicts). These risks may be higher at priority junctions along the Grove Way (Canterbury Drive and Green Valley Drive) and could potentially result in more severe casualties.

The mid-block crashes have not occurred in large numbers at specific sites and so it is difficult to develop targeted remedial treatments that will have cost effective benefits. Single vehicle crashes involving hitting fixed objects are not unexpected on steep sections of road.

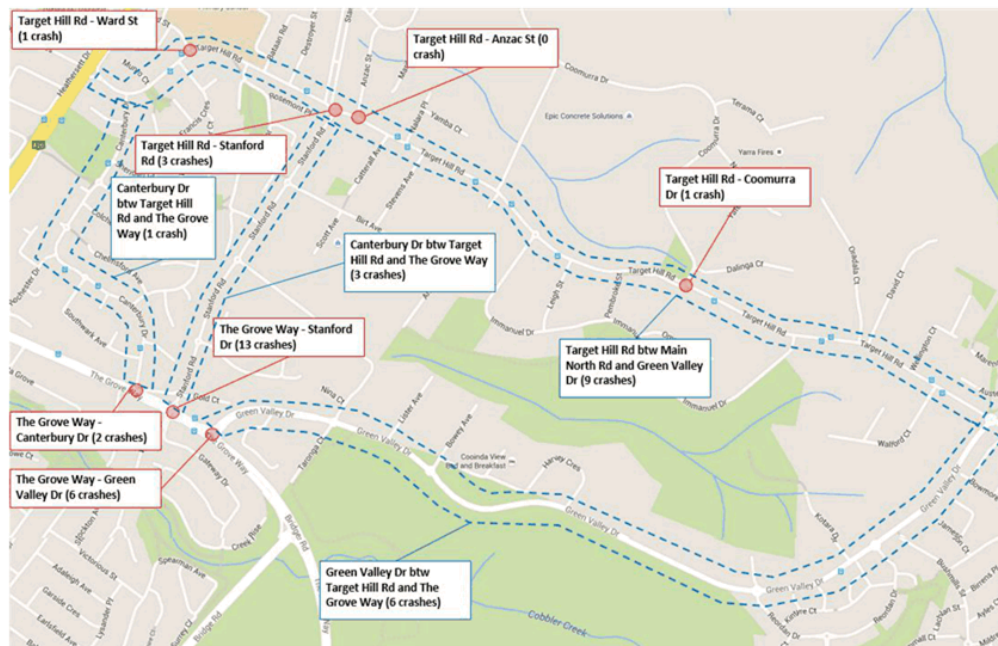


Figure 5.1 Locations of crashes in the study area (2012–2014)

5.3 Traffic speeds

Surveys of traffic speeds have been undertaken from time to time by the City of Salisbury. A review of these has indicated 85%ile speeds above the speed limit of the road as follows:

- on Target Hill Road, in excess of 60 kph were recorded near the primary school and in excess of 70 kph at the eastern end of the study area
- on Stanford Road, generally along the length but highest near the Target Hill Road end
- Canterbury Drive at the western end
- Green Valley Drive along the steeper sections.

Some of these surveys are more than 5 years old and perhaps cannot be relied on. Nonetheless, there has apparently been concerns raised by the community inappropriate speeds and the terrain on some roads is conducive to high speeds.

The higher speeds on Target Hill Road at the eastern end may be attributed to the surrounding environment and the steeper grade of the road. Management of speeds along this section would preferably require changing the speed environment rather than any physical devices. These may also address the risks of crashes involving hit fixed objects.

Mitigation of speeds along the other roads in the flatter areas of the neighbourhood could be achieved through the implementation of conventional traffic control devices (plateaus or humps) but would need the support of the local community who would be affected.

It is considered that further investigations and more surveys are required to be undertaken in order to determine the locations and extent of problems and hence appropriate mitigation strategies.

5.4 Junctions – Target Hill Road

The City of Salisbury suggested investigation of congestion and safety issues at junctions on Target Hill Road at Ward Street and Stanford Road.

5.4.1 Ward Street

It has been reported that there are unreasonable delays to traffic turning right out of Ward Street in the morning peak period during the period of school arrivals. The performance of the junction was observed on 3 occasions to determine the extent of the problem.

Ward Street is a two lane undivided road and forms a T-junction with Target Hill Road at the western end and on the outside (northern side) of a right hand curve. There are raised central medians on the main road approaches which provide for a protected right turn lane into Ward Street. There is a pedestrian actuated crossing (signals) located immediately east of the junction (bisecting the right turn lane). Ward Street abuts the southern boundary of the Salisbury Heights Primary School.

Traffic activity at the junction is most prominent during school start and finish times, and whilst there are indications of delays and queuing in the turn lanes into and out of the junction, recent works to formalise an off street car park just east of the junction appear to have reduced the traffic demands to use the junction and hence mitigated the delay and queuing issues.

There have been no traffic surveys at this junction but on the basis of the site observations, there appeared no demonstrable problems to be remediated. Council should monitor the delays at the junction over the next few months to determine if the improvements observed are not just temporary.



Figure 5.2 Target Hill Road/Ward Street Junction

5.4.2 Stanford Road

The 4-way intersection is located about 780 metres east of Main north Road. It features an unconventional layout and is controlled by a 14 metre diameter roundabout. Stanford Road (north) is a two lane road divided by a 14 metre wide vegetated median and is offset from the road on the south side of Target Hill Road. The northbound carriageway of Stanford Road does not form part of the roundabout but rather forms a T-junction with Target Hill Road approximately 20 metres further west. Target Hill Road exhibits a 7.3% uphill grade from west to east through the intersection which is significantly steeper than desirable for implementation of a roundabout.

There has been some concerns brought to the attention of council by residents who use this intersection and an inspection of the site identified the following potential issues:

- Stanford Road north eastern carriageway approaches the intersection with a shallow angle which would require drivers to crank their neck to see approaching traffic on Target Hill Road. Sight distance to the west though is otherwise adequate.
- Sight distance from Stanford Road (south) is slightly restricted by the brick housed transformer located to the east.
- Heading west on Target Hill Road (and downhill) the visual cues suggest that the movement is straight ahead and sight distance along Stanford Road (south) is similarly restricted by the transformer building.
- Heading east on Target Hill Road (and uphill) sight distance to Stanford Road (south) is restricted by boundary fencing and at the intersection proper by vegetation.

A concept was developed to address these and is shown in Figure 5.3.

A dis-benefit of the concept is the risk of rear end crashes involving vehicles turning right into Stanford Road west at the junction immediately west of the roundabout. This requires more consideration during the design development phase should the concept progress further.

The estimated cost of these improvements is \$93,000. There have only been three crashes at this intersection in three years and so it would be difficult to justify improvements in benefit-cost terms. The improvement is provided for consideration by council.

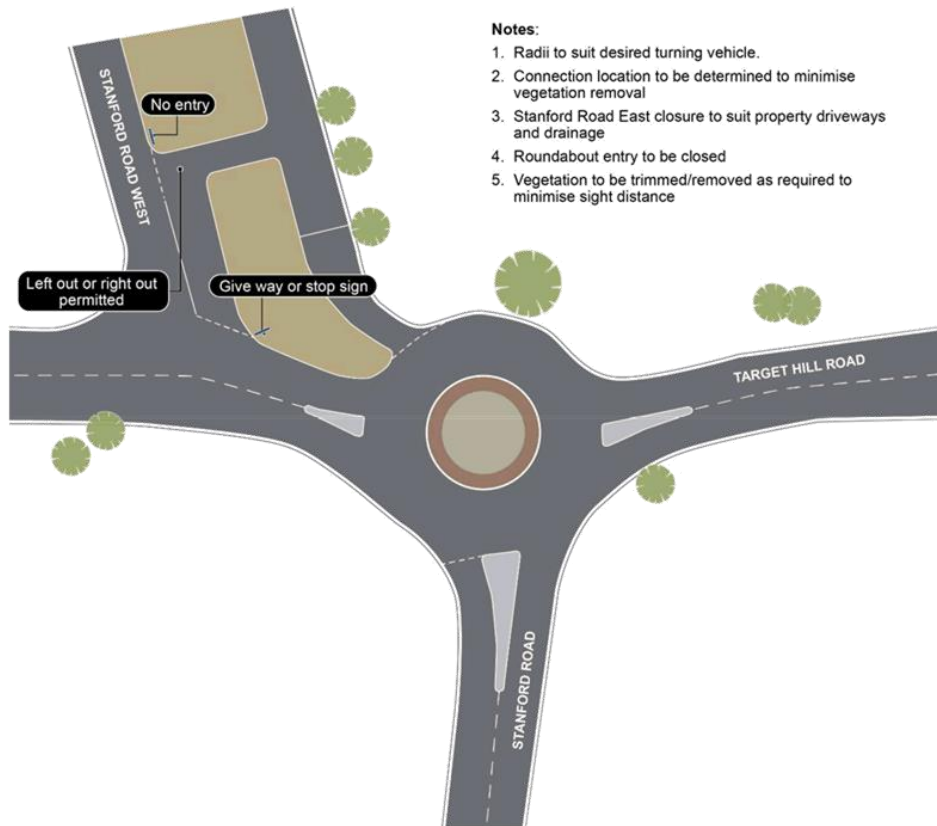


Figure 5.3 Target Hill Road/Stanford Road Junction – Intersection improvements

5.5 Recommendations

The local traffic management issues that were identified have been investigated. These investigations have shown:

- no significant safety concerns in the study area although the potential for crashes on steep road sections and at priority controlled junctions is evident. It is difficult to mitigate these crashes with appropriate treatments because of the low frequency of crashes and lack of concentration of crashes at specific locations
- inappropriate speeds on Target Hill Road, Green Valley Drive, Stanford Road and Canterbury Drive. These may be mitigated however more detailed investigations are required to determine the extent and location of problem to be treated and which would be acceptable to the residents in the streets
- no apparent congestion issues at the junction of Ward Street with Target Hill Road
- design issues with the roundabout at the Stanford Road/Target Hill Road intersection but no apparent safety performance issues. An alternative intersection layout has been developed which addresses many of the deficiencies of the existing roundabout but the cost may outweigh the benefits.

Accordingly it is recommended that Council:

- continue to monitor the safety performance of roads and junctions in the study area, particularly at the priority controlled junctions that will be impacted by traffic demands generated by future development
- conduct surveys of traffic speeds (in conjunction with surveys of traffic volumes recommended in section 4) to confirm inappropriate traffic speeds. Subject to the outcome of these surveys, initiate further investigations to develop appropriate mitigations treatments that will be acceptable to residents
- continue to monitor the performance of the junction of Ward Street with Target Hill Road
- consider the merits of the alternative layout for the intersection of Stanford Road-Target Hill Road estimated to cost \$93,000.

6. Summary and recommendations

6.1 Summary

6.1.1 Study context and objectives

The City of Salisbury is reviewing its Development Plan zoning and policies that affect land within Salisbury Heights to facilitate additional and more intense residential development. This review has included consideration of the rezoning of land from Rural Living to Residential, which would enable increased residential density in the area.

There are currently about 1,600 residential dwellings in Salisbury Heights and further development of vacant residential allotments in Canterbury Drive and Coomurra Drive could provide an additional 220 new dwellings in the neighbourhood. These new dwellings could ultimately generate an estimated 1500 additional vehicle trips per day and may contribute to existing traffic issues over time.

This study has identified the location and assessed the extent of current and future potential traffic issues within a strategic context (i.e. network accessibility) and local traffic management perspective. The objectives of the study were to provide:

- a functional road hierarchy for the study area which will provide a framework and basis for determining:
 - ▶ how roads should be managed now and in the future
 - ▶ responsibilities for managing and improving the performance of the road network
- a list of costed concepts and traffic management strategies to address current and future traffic and safety issues
- a traffic report that will satisfy the conditions imposed as part of the approval of the DPA.

6.1.2 Road network and accessibility

Salisbury Heights is generally well connected to the wider urban area via Main North Road and The Grove Way, albeit access to the north and east is restricted somewhat by the natural geographic features of the land (Little Para River, Cobbler Creek and the steep topography).

There are three road connections with the Grove Way one road connection with Main North Road at Target Hill Road. The Grove Way and Target Hill Road provide links to Greenwith and Golden Grove. Overall, accessibility to and from Salisbury Heights is good however there are some physical and operational issues characteristic of the area.

Target Hill Road provides limited access to Main North Road because it does not provide for right turns into or out the junction. Canterbury Drive and Green Valley Drive provide access to the Grove Way via priority controlled junctions but the opportunities to turn in and out of the neighbourhood are severely restricted during periods of peak traffic flow on the arterial road. Stanford Road provides superior access to the neighbourhood via a signalised intersection with The Grove Way but delays and queues on Stanford Road are evident during peak periods. None of these three roads are directly connected or at all internally within the neighbourhood and therefore serve specific localised catchments within the neighbourhood.

Traffic analysis undertaken by MFY highlighted existing congestion and capacity issues at Grove Way-Stanford Road, Grove Way-Main North Road and Target Hill Road – Main North Road which would be

exacerbated by traffic generation associated with further residential development in Coomurra Drive. However, any new development will occur incrementally over time and any increase in delays to traffic at these junctions will not be immediately apparent and only to existing, not new, users.

Traffic analysis undertaken as part of this current traffic study confirmed these assessments and highlighted other existing traffic issues at Canterbury Drive-Grove Way and Green Valley Drive-Grove Way intersections. Some of these will be exacerbated by new residential development in Canterbury Drive but similarly the extent of the impacts will become evident gradually over time with incremental development of the vacant land.

Both studies have also identified the capacity issues at the Main North Road-Grove Way intersection which indirectly impact on the accessibility issues for Salisbury Heights. Peak period congestion results on occasions in long queues on The Grove Way extending back to the vicinity of the Canterbury Road and Stanford Road, thereby increasing the difficulty for vehicles to enter the Grove Way.

This study has shown that there casualty crashes (no fatalities) have occurred at these junctions but the frequency of these is not alarming. The safety performance will need to be monitored to ensure the safety risk does not exceed an acceptable level.

On the basis of these two independent traffic studies it is clear that, during periods of peak commuter traffic flow on the major arterials, accessibility to and from the Salisbury Heights neighbourhood is severely restricted because of the lack of opportunities to turn into or out of the three main roads serving the area. Without any improvements to increase these opportunities, these current levels of access will deteriorate with growth in traffic on the arterials (especially The Grove Way) and increases in local traffic demands generated by development of existing vacant lots and densification.

Improved access to and from the area during these periods of high traffic volumes on the adjoining arterial roads can only be achieved by increased capacity at the three junctions along The Grove Way ultimately through signalisation of Canterbury Drive junction, additional traffic lanes at Stanford Road intersection and signalisation of Green Valley Drive (either at its current location or realigned to connect opposite Bridge Street. Capacity improvements may also be justified along Main North Road at The Grove Way and at Target Hill Road. A number of capacity improvement concepts were developed and cost estimates prepared.

All of these junctions and intersections are under the care and control of DPTI. DPTI has informally advised that it would not favour any further signalisation of junctions along The Grove Way so as to maintain a reasonable level of service for through traffic on The Grove Way.

These issues though and the lack of certainty around any future capacity improvements at junctions providing access to Salisbury Heights should not be considered a factor in whether further development in the area should be permitted. Whilst the traffic analyses show degradation in traffic performance at these junctions it is emphasised that:

- for all but the weekday peak commuter periods (and predominantly the morning peak period when the highest proportion of generated traffic is attempting to leave the neighbourhood) the level of access provided by the road and junctions is acceptable
- the majority of existing residents who use the junctions in the peak periods are to an extent tolerating the current levels of delays in accessing the arterial roads. Those who don't and who have the ability to do so, have changed their travel behaviour to avoid the worst of the peak period
- increases in traffic demands associated with any new development will occur incrementally over time and hence the impacts on delays and queues at intersections will increase accordingly. New residents will no doubt accept the level of delay as a consequent of choosing to live in the area. Existing residents will generally not notice changes in levels of delay on a day to day basis and probably will do only over a period of time.

6.1.3 Road hierarchy

A functional hierarchy for the road network in the study area was developed and is shown in Figure 4.6. It suggests:

- Main North Road and The Grove Way provide for inter-regional linkages and are designated Arterial Roads. DPTI is responsible for the operation and management of both roads.
- Green Valley Drive which links The Grove Way with Target Hill Road and serves catchments in both Salisbury Heights and Greenwith provides an intra-regional through trip function linking major roads and is therefore designated a Sub-Arterial Road.
- Distributor Roads: This class of road is design to link between arterial and sub-arterial roads, enabling trips to distribute into adjoining areas, and to also provide access to major generators: Target Hill Road and Stanford Road. Target Hill Road serves catchments in the Salisbury Heights study area and the wider area including Greenwith. Stanford Road provides a central link between Target Hill Road and The Grove Way.
- Canterbury Drive and Coomurra Drive provide for secondary patterns of traffic distribution into residential areas. They are designated collector roads.
- Local Roads: These comprise the network of streets linking mainly to distributor and collector roads, providing access to residential precincts.

The roads are generally performing their desired roles but there are suggestions that even though traffic volumes are low, non-local traffic may be inappropriately using Stanford Road to access The Grove Way from Target Hill Road rather than Green Valley Drive because of either turn restrictions at Target Hill Road into Main North Road or difficulties in accessing Grove Way from Green Valley Drive.

6.1.4 Local traffic management issues

Other more minor traffic issues were identified and addressed in this study. These issues may be evident or exacerbated by the intrusion of non-local traffic in the study area, however there is insufficient data to quantify the extent to which this may be the case.

Surveys along various roads in the neighbourhood indicated higher than desirable speeds on sections of Canterbury Drive, Target Hill Road, Stanford Road and Green Valley Drive. Further investigations are required to quantify the extent of the problems before embarking on mitigation measures that will impact on local residents. It might also be prudent to resurvey the identified areas and test the views of the community.

The configuration of the roundabout controlled intersection of Target Hill Road with Stanford Road was also reviewed to address perceived safety issues raised by the community. A concept which improves the layout and hence reduces the safety risks at this location was developed.

6.2 Recommendations

On the basis of the foregoing analysis and discussion a series of recommendations are made.

To progress the findings of this strategic review, and to develop a management plan to improve access to the study area, will require a collaborative approach between the City of Salisbury and DPTI. Accordingly it is recommended that the City of Salisbury:

- conduct origin-destination surveys to improve understanding of trip patterns through the study area and to quantify:

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- ▶ the extent to which traffic may be using Stanford Road to access Grove Way that might otherwise use Green Valley Drive
- ▶ The demand for U-turns at the Main North Road/Grove Way intersection originating from Target Hill Road
- conduct surveys of traffic movements at Canterbury Drive and Green Valley Drive intersections with The Grove Way
- make presentation to DPTI on its concerns regarding access to The Grove Way and initiate discussions into how access can be improved without significant detrimental impact on the function of this arterial road.

With regard to local traffic management issues:

- continue to monitor the safety performance of roads and junctions in the study area, particularly at the priority controlled junctions that will be impacted by traffic demands generated by future development
- conduct surveys of traffic speeds (in conjunction with surveys of traffic volumes recommended in section 4) to confirm inappropriate traffic speeds. Subject to the outcome of these surveys, initiate further investigations to develop appropriate mitigations treatments that will be acceptable to residents
- continue to monitor the performance of the junction of Ward Street with Target Hill Road
- consider the merits of the alternative layout for the intersection of Stanford Road-Target Hill Road.



Appendix A

Crash statistics 2012–2014



Crash statistics 2012–2014

Intersection/ Midblock Name		Target Hill Rd – Ward St	Target Hill Rd – Stanford Rd	Target Hill Rd – Anzac St	Target Hill Rd – Coomurra Dr	The Grove Way – Canterbury Dr	The Grove Way – Stanford Dr	The Grove Way – Green Valley Dr	Target Hill Rd btw Main North Rd and Green Valley Dr	Canterbury Dr btw Target Hill Rd and The Grove Way	Stanford Rd btw Target Hill Rd and The Grove Way	Green Valley Dr btw Target Hill Rd and The Grove Way
Total Number of Crashes		1	3	0	1	2	13	6	9	1	3	6
Total Casualties		0	1	0	2	4	5	5	5	0	2	3
Total Fatalities		0	0	0	0	0	0	0	0	0	0	0
Total Serious Injuries		0	0	0	0	0	2	0	0	0	0	1
Total Estimated Damage(\$1000)		4	2.3	0	6.5	10	119.5	42	88	5	10.1	32.5
Number of Crashes by Year	2012	1	0	0	0	2	1	0	2	1	2	2
	2013	0	0	0	1	0	10	2	3	0	0	0
	2014	0	3	0	0	0	2	4	4	0	1	4
Number of Crashes by Type	Hit Fixed Object	1	2	0	0	0	0	1	5	0	0	4
	Right Angle	0	1	0	0	2	4	2	1	0	1	1
	Rear End	0	0	0	1	0	4	1	2	0	0	1
	Right Turn	0	0	0	0	0	5	2	0	0	0	0
	Side Swipe	0	0	0	0	0	0	0	1	1	1	0
	Roll Over	0	0	0	0	0	0	0	0	0	1	0
Number of Crashes by Severity	PDO	1	2	0	0	1	8	2	5	1	1	3
	Injury	0	1	0	1	1	5	4	4	0	2	3
	Fatal	0	0	0	0	0	0	0	0	0	0	0

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Intersection/ Midblock Name		Target Hill Rd – Ward St	Target Hill Rd – Stanford Rd	Target Hill Rd – Anzac St	Target Hill Rd – Coomurra Dr	The Grove Way – Canterbury Dr	The Grove Way – Stanford Dr	The Grove Way – Green Valley Dr	Target Hill Rd btw Main North Rd and Green Valley Dr	Canterbury Dr btw Target Hill Rd and The Grove Way	Stanford Rd btw Target Hill Rd and The Grove Way	Green Valley Dr btw Target Hill Rd and The Grove Way
Number of Crashes by Surface Condition	Dry	1	3	0	0	2	9	6	8	1	3	3
	Wet	0	0	0	1	0	4	0	1	0	0	3
Number of Crashes by Apparent Error	Died, sick or asleep at the wheel	1	0	0	0	0	0	0	1	0	0	0
	D.U.I.	0	2	0	0	0	0	1	3	0	0	1
	Fail to Give Way	0	1	0	0	2	0	2	1	1	1	1
	Inattention	0	0	0	1	0	2	1	3	0	1	4
	Fail to Stand	0	0	0	0	0	5	2	0	0	0	0
	Disobey - Traffic Lights	0	0	0	0	0	4	0	0	0	0	0
	Follow Too Closely	0	0	0	0	0	2	0	0	0	0	0
	Overtake Without Due Care	0	0	0	0	0	0	0	1	0	1	0
Number of Crashes by Light Conditions	Daylight	1	2	0	1	2	10	3	7	1	3	4
	Night	0	1	0	0	0	3	3	2	0	0	2

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