



AGENDA

FOR ASSET MANAGEMENT SUB COMMITTEE MEETING TO BE HELD ON

**12 MARCH 2024 AT THE CONCLUSION OF THE ENVIRONMENTAL
SUSTAINABILITY AND TREES SUB COMMITTEE**

**IN WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY**

MEMBERS

Cr A Graham (Chairman)
Mayor G Aldridge (ex officio)
Deputy Mayor, Cr C Buchanan
Cr D Hood
Cr P Jensen
Cr S McKell (Deputy Chairman)

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Deputy Chief Executive Officer, Mr C Mansueto
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Asset Management Sub Committee Meeting held on 12 February 2024.

REPORTS

AMSC1	Future Reports for the Asset Management Sub Committee.....	7
AMSC2	Street Tree Renewal Program.....	11
AMSC3	Playspace Program	21
AMSC4	Road Safety Project Plan	27
AMSC5	Traffic Management Improvements - Settlers Farm Primary	41
AMSC6	Asset Management Improvement Plan - Footpaths Policy and Upgrade Program 2023/2024	47

QUESTIONS ON NOTICE

There are no Questions on Notice

MOTIONS ON NOTICE

There are no Motions on Notice

OTHER BUSINESS

(Motions without Notice, Questions Without Notice, CEO Updates)

CLOSE



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

34 CHURCH STREET, SALISBURY ON

12 FEBRUARY 2024

MEMBERS PRESENT

Cr A Graham (Chairman)
Mayor G Aldridge (ex officio)
Cr D Hood
Cr P Jensen
Cr S McKell (Deputy Chairman)

OBSERVERS

Cr B Brug

STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Deputy Chief Executive Officer, Mr C Mansueto
Manager Governance, Mr R Deco
Manager Field Services, Mr M Purdie
Manager Urban, Recreation and Natural Assets, Mr J Foong
Team Leader Streetscape and Open Space Assets, Mr C Johansen
Governance Project Officer, Mrs M Woods

The meeting commenced at 6.36pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

An apology was received from Cr C Buchanan.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr D Hood
Seconded Mayor G Aldridge

The Minutes of the Asset Management Sub Committee Meeting held on 4 December 2023, be taken as read and confirmed.

CARRIED

REPORTS

AMSC1 Future Reports for the Asset Management Sub Committee

Moved Cr D Hood
Seconded Cr S McKell

That Council:

1. Notes the report.

CARRIED

AMSC2 Asset Management Improvement Plan - Footpaths Policy and Upgrade Program 2023/24

Following his request, the Chairman allowed Cr B Brug as an observer to the meeting to raise some clarifying questions in relation to the report.

Moved Mayor G Aldridge
Seconded Cr S McKell

That Council:

1. Defers Item AMSC2 for further discussion at the upcoming February Council Meeting.
2. Requests the Administration to present further information on any implications following a potential increase from \$250,000 to \$1M for 2024/2025 for new/upgrade increase to the street network to meet the community requests for network improvements.
3. Requests the Administration to present further information on potential implications relating to increasing the service level to existing footpaths based on risk approach for defects greater than 20mm instead of 25mm.

CARRIED

AMSC3 Asset Management Improvement Plan - Street Lighting

Moved Cr S McKell
Seconded Cr P Jensen

That Council:

1. Approves the proposed capital and operating budget for the Public Lighting Continuity Program detailed in the table below for consideration in the 2024/25 Budget:

Financial Year	2024	2025	2026	2027	Total
Capital Renewal ('000)	\$986	\$821.3	\$849.8	\$880.6	\$3,537.7
Maintenance ('000)	\$252.5	\$254	\$55.4	\$56.9	\$618.8
Light Pole Audit ('000)	-	-	-	\$50	\$50
Total Budget Required ('000)	\$1,238.5	\$1,075.3	\$905.2	\$987.5	\$4,206.5

CARRIED**QUESTIONS ON NOTICE**

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business items.

CLOSE

The meeting closed at 6.55pm.

CHAIRMAN.....

DATE.....

ITEM	AMSC1
	ASSET MANAGEMENT SUB COMMITTEE
HEADING	Future Reports for the Asset Management Sub Committee
AUTHOR	Corina Allen, City Infrastructure Administration Coordinator, City Infrastructure
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This item details reports to be presented to the Asset Management Sub Committee as a result of a previous Council resolution.

RECOMMENDATIONThat Council:

- Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- A list of resolutions requiring a future report to Council is presented to each Sub Committee and standing committee for noting.
- If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

3. REPORT

- The following table outlines reports to be presented to the Asset Management Sub Committee as a result of a previous Council resolution:

Meeting Item	- Heading and Resolution	Officer
22/03/2021	Sustainable Verge Development	Craig Johansen
<p>This report will address the following resolutions:</p> <p>22/03/2021 - 4.0.2-AMSC4 - Verge Maintenance Trial and Streetscape Improvement Program</p> <p>8. A report on the outcomes of the Streetscape Improvement Program be submitted to Council in late 2023 after completion of the two-year trial.</p> <p>23/08/2021 - 4.0.3-AMSC3 - 2021/22 Street Tree Renewal Program, Streetscape Renewal Program, Verge Development Program and Verge Maintenance Trial</p>		

Meeting Item	- Heading and Resolution	Officer
Due: Deferred: Reason:	2. Approves that staff present a draft Resident Verge Incentive Scheme policy to the Asset Management Subcommittee in October 2021. March 2024 April 2024 Administration is continuing to work through ways to consolidate, communicate, promote and incentivise various initiatives relating to verge development and will report back to Council with the proposed framework in April 2024	
22/08/2022	Strategic Asset Management Plan – Building Assets - Stage 2 - Levels of Service and Financial Impacts 4. Notes Administration are undertaking a review on the utilisation of Council buildings over the next two years which may result in changes to the building portfolio in the future, and that this work will be the subject of a further report to Council for consideration. Due: August 2024	Tejaswi Karekal
27/02/2023 US-MON2	Motion on Notice – Pooraka Tennis Club 4. Requests the Administration to develop a precinct plan in consultation with the Pooraka Tennis Club and the Ward Councillors by November 2023 with consideration being given to site constraints, the growth of the Club and the current site issues including location of trees, lack of carparking, disability access, limited number of courts, lighting and backstop fencing. 5. Requests the Administration to also investigate grant funding options for the potential implementation of the precinct plan, and bring the proposed plan to the relevant Council Committee. Due: May 2024	Jon Foong
24/7/23 4.4.1 Due:	CCTV Policy and Procedures - Community Safety CCTV Council has previously resolved this resolution to be confidential. June 2024	Andrew Hamilton
27/11/23 US-MON2 Due:	Motion on Notice: Carlyle Reserve Pooraka 1. Requests the Administration to present a report to the Asset Management Sub Committee on options for improved amenities with regard to relevant policies for Carlyle Reserve at Pooraka (including, but not limited to, a small dog park). June 2024	Craig Johansen

Meeting Item	- Heading and Resolution	Officer
18/12/23 US-MON1	Motion on Notice: Road Safety 4. Requests the administration to review all current road safety strategies, programs, initiatives and policies, and bring back a report to the August 2024 Asset Management Sub-Committee meeting.	Mark Purdie
Due:	August 2024	

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Asset Management Sub Committee have been reviewed and are presented to Council for noting.

ITEM	AMSC2
	ASSET MANAGEMENT SUB COMMITTEE
DATE	12 March 2024
HEADING	Street Tree Renewal Program
AUTHORS	Tamika Cook, Landscape Systems Officer, City Infrastructure Craig Johansen, Team Leader Natural Assets, City Infrastructure
CITY PLAN LINKS	1.1 Our City is attractive and well maintained 2.1 Salisbury has a balance of green spaces and natural environments that support biodiversity 2.3 Our community, environment and infrastructure are adaptive to a changing climate
SUMMARY	This report will present the 2024/2025 program of streets and proposed species for the Street Tree Renewal Program for approval.

RECOMMENDATIONThat Council:

1. Approves the 2024/2025 Street Tree Renewal Program presented in Attachment 1 (Asset Management Sub Committee, 12 March 2024, Item No. AMSC2), in order to proceed to community consultation in 2023/2024.

ATTACHMENTS

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

1. Street Tree Renewal Program Streets & Species

1. BACKGROUND

- 1.1 Trees are an important part of the landscape and urban environment across the City of Salisbury. Trees provide a range of environmental and ecological benefits for the City and the wider community.
- 1.2 Trees in urban environments have been proven to;
 - Provide high quality visual amenity, including colour and texture
 - Provide summer shade and cooling for pedestrians and residents
 - Provide habitat and a food source for local birds and wildlife
 - Reduce energy consumption, through shading and reducing the 'urban heat island' effect
 - Provide privacy to homes
 - Add value to adjacent homes and businesses

- 1.3 The Street Tree Renewal Program is aimed at improving the amenity of streetscapes through the programmed renewal of street trees with more appropriate tree species for the space available within our streets.
- 1.4 The aim is to have at least one street tree per property frontage but due to various site constraints (eg. infrastructure, driveways, street lights, etc.), this is not always practical.
- 1.5 Council is diversifying the species used across the City to reduce the reliance on a small number of species previously utilised within streets to mitigate against risks such as climate variation and vulnerability of street trees to pest/disease impacts.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Nil

3. DISCUSSION

- 3.1 The Street Tree Renewal Program gives consideration to the following issues;
 - Appropriateness of tree species planted historically
 - Poor form and health issues of some existing trees
 - The available space to install street trees and the potential conflict that trees may have on services and other public infrastructure such as kerb and gutter
 - Previous customer enquiries related to street trees
 - Land divisions, new driveways and indented car parking bays
- 3.2 The proposed species presented in attachment 1 are selected from the updated species palette approved by Council in April 2021, decision reference 0916/2021.
- 3.3 During the consultation phase of this project, residents and property owners of the nominated streets will be provided with species options/mixes and will have the opportunity to vote for their preferred option to be planted back into the whole of the street.
- 3.4 Refer to Attachment 1 – Street Tree Renewal Program Streets & Species for the proposed program for 2024/25.

4. FINANCIAL OVERVIEW

- 4.1 The budget for the 2024/2025 Street Tree Renewal Program is \$1,042,000. This budget is split with \$412,000 for plant establishment/maintenance and \$630,000 for design and consultation, tree removals and replanting.

5. CONCLUSION

- 5.1 Trees develop and contribute to cultural, economic, aesthetic and environmental benefits within the community. Trees can transform the local character and create an individual ‘sense of place’ for a street, neighbourhood and the whole City.
- 5.2 It is proposed that Council consider the program of streets and proposed species for the 2024/2025 Street Tree Renewal Program as outlined in attachment 1 in order for the project to proceed to public consultation phase.

- 5.3 The species selected for community consultation and presented in this report were taken from the tree palette listing adopted by Council at its meeting in April 2021 and are in line with the agenda to diversify the tree species of the City's urban forest.
- 5.4 Following consultation, a further report will be presented with the final proposed design and species selection for the Sub Committee and ultimately Council's consideration.

Street/Suburb	Species Options
Barbara Street, Salisbury East	<p>Option 1 - Eucalyptus leucoxylon 'Euky Dwarf' (powerline side) & Eucalyptus torquata (non-powerline side)</p> <p>Option 2 – Acer campestre 'Elsrijk' (powerline side) & Acer campestre (non-powerline side)</p> <p>Option 3 – Hibiscus tiliaceus 'Rubra' (both sides)</p>
Batten Crescent, Pooraka	<p>Option 1 – Acer freemannii 'Jeffers Red'</p> <p>Option 2 – Brachychiton populneus</p> <p>Option 3 – Calodendrum capense</p>
Benaud Avenue, Salisbury East	<p>Option 1 – Eucalyptus leucoxylon 'Euky Dwarf' (powerline side) & Eucalyptus leucoxylon 'Megalocarpa' (non-powerline side)</p> <p>Option 2 – Acer campestre 'Elsrijk' (powerline side) & Jacaranda mimosifolia (non-powerline side)</p> <p>Option 3 – Koelreuteria bipinnata (both sides)</p>
Bishop Drive, Salisbury Downs	<p>Option 1 – Geijera parviflora</p> <p>Option 2 – Eucalyptus torquata</p> <p>Option 3 – Brachychiton populneus x acerifolius 'Jerilderie Red'</p>
Border Court, Paralowie	<p>Option 1 – Geijera parviflora</p> <p>Option 2 – Pistacia chinensis</p> <p>Option 3 – Callistemon 'Harkness'</p>
Brion Drive, Paralowie	<p>Option 1 – Pistacia chinensis</p> <p>Option 2 – Bauhinia variegata</p> <p>Option 2 – Geijera parviflora</p>
Buckland Street, Parafield Gardens	<p>Option 1 – Buckinghamia celsissima</p> <p>Option 2 – Acer buergerianum</p> <p>Option 3 - Brachychiton populneus x acerifolius 'Jerilderie Red'</p>
Bye Street, Parafield Gardens	<p>Option 1 – Acer campestre 'Elsrijk' (powerline side) & Acer campestre (non-powerline side)</p> <p>Option 2 – Callistemon 'Harkness' (both sides)</p> <p>Option 3 – Koelreuteria bipinnata (both sides)</p>

Byron Bay Drive, Paralowie	Option 1 – Geijera parviflora Option 2 – Pistacia chinensis Option 3 – Callistemon ‘Harkness’
Cheltenham Crescent, Salisbury East	Option 1 – Pistacia chinensis Option 2 – Callistemon ‘Harkness’ Option 3 – Acer buergerianum
Chesser Street, Parafield Gardens	Option 1 – Brachychiton populneus Option 2 – Fraxinus pennsylvanica ‘Urbanite’ Option 3 – Geijera parviflora
Creaser Street, Salisbury	Option 1 – Prunus cerasifera ‘Nigra’ Option 2 – Banksia integrifolia Option 3 – Cercis canadensis
Cross Keys Road, Cavan/Mawson Lakes	No Choice – Corymbia citriodora ‘Scentuous’ (powerline side) & Corymbia maculata (non-powerline side) * industrial street
Dale Drive, Paralowie	Option 1 – Geijera parviflora Option 2 – Acer buergerianum Option 3 – Pyrus calleryana ‘Aristocrat’
Devon Drive, Salisbury	Option 1 – Brachychiton discolour x populneus ‘Griffith Pink’ (powerline side) & Brachychiton populneus (non-powerline side) Option 2 – Acer buergerianum (both sides) Option 3 – Eucalyptus leucoxylon ‘Euky Dwarf’ (powerline side) & Eucalyptus torquata (non-powerline side)
Elder Avenue, Pooraka	Option 1 – Acer buergerianum (both sides) Option 2 – Fraxinus angustifolia ‘Raywood’ grafted to Fraxinus ornus (powerline side) & Celtis australis (non-powerline side) Option 3 – Brachychiton discolour x populneus ‘Griffith Pink’ (powerline side) & Brachychiton acerifolius (non-powerline side)

Esperance Terrace, Valley View	<p>Option 1 – Acer campestre ‘Elsrijk’ (powerline side) & Acer campestre (non-powerline side)</p> <p>Option 2 – Pistacia chinensis (powerline side) & Zelkova serrata ‘Green Vase’ (non-powerline side)</p> <p>Option 3 – Callistemon ‘Harkness’ (powerline side) & Geijera parviflora (non-powerline side)</p>
Fairway Street, Para Hills	<p>Option 1 – Prunus cerasifera ‘Nigra’ (powerline side) & Fraxinus angustifolia ‘Raywoodii’ (non-powerline side)</p> <p>Option 2 – Callistemon ‘Harkness’ (powerline side) & Geijera parviflora (non-powerline side)</p> <p>Option 3 – Acer buergerianum (powerline side) & Acer negundo ‘Sensation’ (non-powerline side)</p>
Forest Avenue, Paralowie	<p>Option 1 – Celtis australis</p> <p>Option 2 – Fraxinus pennsylvanica ‘Urbanite’</p> <p>Option 3 – Brachychiton populneus x acerifolius ‘Jerilderie Red’</p>
Greig Court, Paralowie	<p>Option 1 – Eucalyptus torquata</p> <p>Option 2 – Prunus cerasifera ‘Nigra’</p> <p>Option 3 – Brachychiton populneus x acerifolius ‘Jerilderie Red’</p>
Hart Court, Parafield Gardens	<p>Option 1 – Bauhinia variegata</p> <p>Option 2 – Harpullia pendula</p> <p>Option 3 – Calodendrum capense</p>
Hazel Road, Salisbury East	<p>Option 1 – Callistemon ‘Harkness’ (powerline side) & Geijera parviflora (non-powerline side)</p> <p>Option 2 – Pistacia chinensis (both sides)</p> <p>Option 3 – Hibiscus tiliaceus ‘Rubra’ (powerline side) & Acer freemanii ‘Jeffers Red’ (non-powerline side)</p>
Holmefield Court, Parafield Gardens	<p>Option 1 – Pistacia chinensis</p> <p>Option 2 – Fraxinus pennsylvanica ‘Urbanite’</p> <p>Option 3 – Jacaranda mimosifolia</p>

Jewell Street, Salisbury North	<p>Option 1 – Eucalyptus leucoxylon ‘Euky Dwarf’ (powerline side) & Eucalyptus torquata (non-powerline side)</p> <p>Option 2 – Pistacia chinensis (both sides)</p> <p>Option 3 – Brachychiton discolor x populneus ‘Griffith Pink’ (powerline side) & Brachychiton populneus (non-powerline side)</p>
Johnswood Drive, Salisbury Park	<p>Option 1 – Acer campestre ‘Elsrijk’ (powerline side) & Acer campestre (non-powerline side)</p> <p>Option 2 – Geijera parviflora (both sides)</p> <p>Option 3 – Hibiscus tiliaceus ‘Rubra’ (both sides)</p>
June Street, Parafield Gardens	<p>Option 1 – Bauhinia variegata</p> <p>Option 2 – Banksia integrifolia</p> <p>Option 3 – Agonis flexuosa</p>
Kermath Court, Parafield Gardens	<p>Option 1 – Eucalyptus torquata</p> <p>Option 2 – Calodendrum capense</p> <p>Option 3 – Fraxinus pennsylvanica ‘Cimmeron’</p>
Lake Street, Parafield Gardens	<p>Option 1 – Lophostemon confertus</p> <p>Option 2 – Flindersia australis</p> <p>Option 3 – Acer negundo ‘Sensation’</p>
Meredith Street, Parafield Gardens	<p>Option 1 – Eucalyptus leucoxylon ‘Euky Dwarf’</p> <p>Option 2 – Acer buergerianum</p> <p>Option 3 – Cercis canadensis</p>
Murrell Road, Para Hills	<p>Option 1 – Geijera parviflora (powerline side) & Eucalyptus leucoxylon ‘Megalocarpa’ (non-powerline side)</p> <p>Option 2 – Koelreuteria paniculata (both sides)</p> <p>Option 3 – Pistacia chinensis (powerline side) & Ceratonia siliqua (non-powerline side)</p>
Southwark Avenue, Salisbury Heights	<p>Option 1 – Brachychiton populneus</p> <p>Option 2 – Pyrus calleryana ‘Aristocrat’</p> <p>Option 3 – Pistacia chinensis</p>

Tolley Close, Paralowie	Option 1 – <i>Acer buergerianum</i> Option 2 – <i>Lophostemon confertus</i> Option 3 – <i>Brachychiton populneus</i> x <i>acerifolius</i> 'Jerilderie Red'
Townsend Avenue, Parafield Gardens	Option 1 – <i>Eucalyptus leucoxylon</i> 'Megalocarpa' Option 2 – <i>Lophostemon confertus</i> Option 3 – <i>Fraxinus pennsylvanica</i> 'Cimмерon'
Ventra Street, Parafield Gardens	Option 1 – <i>Fraxinus pennsylvanica</i> 'Urbanite' Option 2 – <i>Callistemon viminalis</i> Option 3 – <i>Melaleuca quinquinervia</i>

**INFORMATION
ONLY
ITEM**

AMSC3

ASSET MANAGEMENT SUB COMMITTEE**DATE**

12 March 2024

HEADING

Playspace Program

AUTHORS

Peter Young, Senior Landscape Architect, City Infrastructure
Jonathan Foong, Manager Urban, Recreation and Natural Assets,
City Infrastructure

CITY PLAN LINKS

- 1.1 Our City is attractive and well maintained
- 4.2 We deliver quality outcomes that meet the needs of our community

SUMMARY

Council has an allocated budget for the renewal of playspace equipment within the Strategic Asset Management Plan. Administration have commenced a program of undertaking comprehensive Level 3 playspace audits on all its playspaces in accordance with the requirements set out in the Australian standards as well as recommendations from SafeWork SA. The results of the Level 3 audit undertaken in 2022/2023 financial year (FY) are presented in this report. The playground program has been developed based on the findings of the Level 3 audit.

RECOMMENDATIONThat Council:

- 1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At its meeting held on Monday, 27 March 2023 it was resolved that Council:

“Requests Administration bring back a further report to the September 2023 Asset Management Sub Committee on the recommendations identified in the survey results as outlined in paragraph 3.19 of the report (Item AMSC2 – Playspace Survey Results – Asset Management Sub Committee, 14 March 2023), and with specific examples of potential improvements to the playgrounds included in this survey (including costs) with a view to the recommendations being included in Council’s Playspace Policy and being incorporated in the Strategic Asset Management Plan for 2024/25.”

- 1.2 At its meeting held on Monday, 27 February 2023 it was resolved that Council:

“1. Requests that Administration bring back a report to the March 2023 Asset Management Sub Committee meeting detailing the current Playspace program, including 4 years of proposed works.”

- 1.3 At its meeting held on Monday, 22 August 2022 Council considered the Strategic Asset Management Plan – Playspaces – Stage 2 report on Levels of Service and Financial Impacts and it was resolved that Council:

“Approves the priority of the next 4-year renewal program be based on the condition and compliance from the Level 3 Compliance Audit currently underway, noting whole of site renewal will not be undertaken, to be reported to Council in early 2023.”

- 1.4 Australian Standards

The Australian Standards for Playspace Equipment and Surfacing (Standards) are an advisory set of guidelines that are not regulatory on their own; these Standards are voluntary.

The Standards are a national recommendation on minimum requirements for best practice. They are not mandatory however are highly likely be referred to in Court action against owner/ managers of play equipment for personal injury/negligence claims.

They cover specific areas on the design, installation, inspection and maintenance of playspace and equipment. A playspace owner/ manager has a duty of care to all users and visitors and a reasonable standard of care should be applied to the playspace to prevent injury or loss by users.

State and Commonwealth Governments often refer to Australian Standards (AS) or joint Australian/New-Zealand Standards (AS/NZS) in legislation. When this happens, these standards can become mandatory. In addition, AS are sometimes incorporated into legal documents, and considered as a ‘benchmark of acceptability’.

In South Australia, standards are referred to in the Work Health Safety Act 2012 and an incident involving play space equipment can be referred to Safe Work SA, as occurred in 2016 following an incident in St Kilda, which lead Safe Work SA to close the site and issue Council an improvement notice.

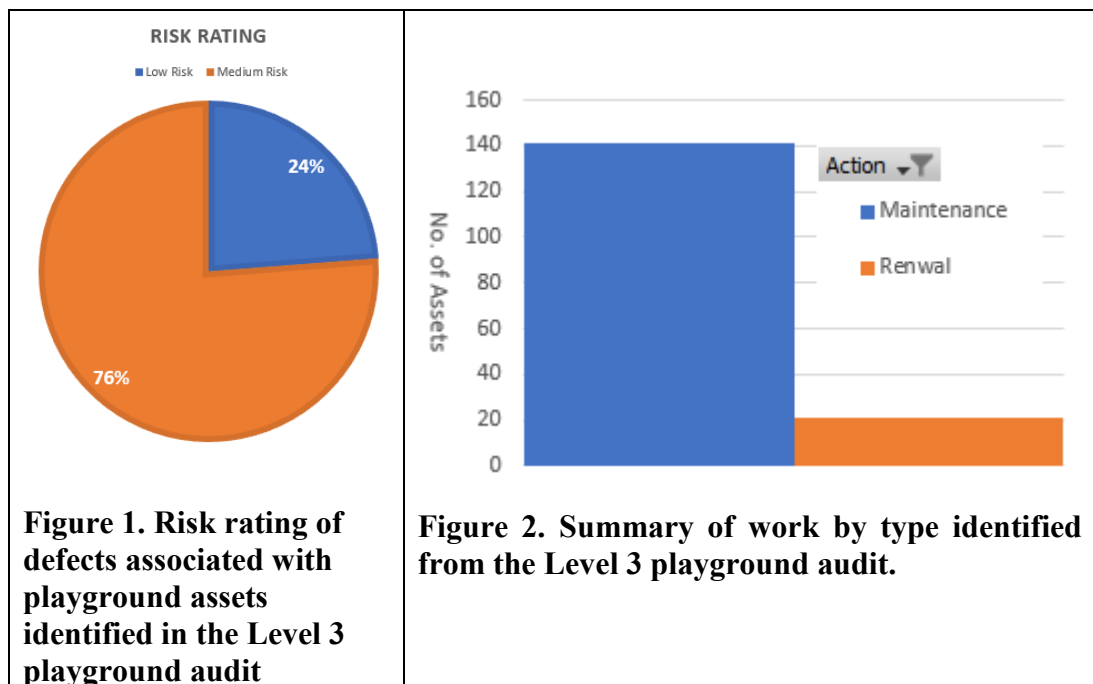
- 1.5 A “Defect” as referenced within the report can be defined to mean an observed issue (Level 1 and 2 inspection) which presents a risk to users but can be addressed through maintenance. Compliance – assessment (Level 3 inspection) of the playspace against the current relevant Australian Standards, noting that standards are reviewed and updated from time to time. For older equipment installed prior to the current standards as they are updated it can be determined that older equipment is non-compliant.
- 1.6 But if the equipment is maintained according to the standard which it was installed under and maintained to a level safe for use, it can be brought up to the new standard as part of maintenance activities to ensure the equipment is safe to use. For example, finger entrapments within swing chains, with recent standards specifying smaller link chains, the administration replaced swing chains on older swing sets to be compliant with the newer standard.

2. EXTERNAL CONSULTATION/COMMUNICATION

- 2.1 Nil.

3. DISCUSSION

- 3.1 Council has for a number of years undertaken Level 1 and Level 2 playspace safety audits of Council playspaces. These are visual inspections undertaken by trained Council staff which are recorded in Council systems.
- 3.2 In general, most defects identified in Level 1 and 2 playspace audits are minor in nature and are rectified within the same financial year through maintenance/operational activities.
- 3.3 Administration has commenced Level 3 Comprehensive Annual Audits in line with AS 4685.0:2021 (all parts) and recommendations from SafeWork SA. These audits have been completed for all Council playspace and fitness equipment sites in the 2022-2023 financial year (FY).
- 3.4 Level 3 playspace audits are a comprehensive review of all playspace equipment and detailed assessment of the condition and compliance with the relevant standard for the equipment and space.
- 3.5 The Level 3 playspace audits are used to drive the subsequent year's playspace renewal program as resolved by Council. These comprehensive audits are undertaken by external accredited personnel who identify defects which cannot be typically identified in Level 1 and 2 playspace audits.
- 3.6 The results of the audit are shown in the following figures.



- 3.7 The following are the key findings from the recent Level 3 playground audit:
- 3.7.1 There were 160 defects (non-compliances) identified from the recent Level 3 playground audit. 76% of the defects were identified as medium risk and 24% of as low risk.
- 3.7.2 140 defects identified could be rectified through maintenance, while asset renewals are required to address 20 identified defects. A larger proportion of playground asset defects could be addressed through simple maintenance avoiding the need to renew the assets to meet compliance.

- 3.7.3 Staff have commenced the maintenance program and are progressing through the work.
- 3.7.4 Where defects identified are of a structural or significant nature, such as rust in post, a risk assessment is undertaken to determine what action can be taken to adequately manage the risk and the remaining life of the equipment, as maintenance cannot reinstate the corroded or lost material. Where an intervention to extend the life and manage the risk of the equipment is not feasible the equipment is removed.
- 3.7.5 The risk rating associated with these defects are “low” to “medium”. The capital renewal works to address the noted defects will be funded through the Playground Continuity Program as outlined further in this report.
- 3.8 The following table shows the proposed playground program for the 2023/2024 and 2024/2025 FY. All the playground equipment defects identified in the recent Level 3 audit are addressed in the maintenance program and the playground renewal program shown in Table 1.

Table 1. Playground renewal program for the 2023/2024 and 2024/2025 FY.

Financial Year	Location	Items
2023/2024 FY	Daniel Ave Reserve Globe Derby	Playground Equipment
	Louisa Reserve, Parafield Gardens	Playground Equipment
	Lukin Reserve, Paralowie	Playground Equipment
	Sanctuary Drive Reserve, Mawson Lakes	Shade Cloth
	Bolivia Crescent Reserve, Paralowie	Shade Cloth
	Bridgestone Reserve, Salisbury South	Shade Cloth
	Shearwater Reserve, Mawson Lakes	Shade Cloth
	Cascade Drive Reserve, Mawson Lakes	Shade Cloth
	Carlyle Reserve, Pooraka	Shade Cloth
	Bagster House Community Centre, Salisbury North	Shade Cloth
2024/2025 FY	St Kilda Playground, St Kilda	Previously retained Playground Equipment

- 3.9 Administration are in the design phase for the renewal of the St Kilda Playground. The complexity of the work is increased significantly because special footings are required due to the soil and local conditions of the area. Staff have adopted a procurement strategy that will enable the delivery of this renewal project in the 2024/2025 FY. Council staff are undertaking more frequent safety inspections of the impacted play equipment at St Kilda to ensure safety related risks to the community are managed appropriately.

4. FINANCIAL OVERVIEW

- 4.1 The current funding arrangement for the Playspace Service Continuity Program is shown in Table 2. All the defects identified in the recent comprehensive Level 3 playground audit will be addressed in the 2023-2024 and 2024-2025 FY through the ongoing maintenance program and the proposed capital renewal program shown in Table 1 of this report.

Table 2. Funding arrangement for the Playspace Continuity Program (note that the figures are based on the 2024 FY bid and as not been adjusted to include 2025FY CPI).

	2024 FY	2025 FY	2026 FY	2027 FY	Total
Capital Expenditure	1,000,000	1,127,500	1,470,800	1,615,400	5,213,700

- 4.2 The capital renewal program will be updated annually based on the findings from the annual Level 3 Playground audits.
- 4.3 The current budget in the 2024 FY for the Playground Continuity Program is adequate to fund the renewal of playground equipment to address the defects identified in the Level 3 Playground Audit.

5. CONCLUSION

- 5.1 All the defects identified in the recent comprehensive Level 3 playground audit will be addressed in the 2023-2024 and 2024-2025 FY through the ongoing maintenance program and the proposed renewal program shown in Table 1 of this report. Current funding arrangements for capital renewals are adequate for the 2024 FY. The annual playspace equipment renewal program for subsequent years will be updated and developed from the inspection findings from the annual comprehensive Level 3 playground audits.
- 5.2 St Kilda playground is rescheduled to occur in the 2024-2025 FY. The playgrounds prioritised for renewal in the 2023-2024 FY are located in Daniel Ave Reserve, Globe Derby, Louisa Reserve Parafield Gardens, Lukin Reserve, Paralowie and shade cloth replacements for 6 other playgrounds shown in Table 1 of this report.

ITEM	AMSC4
	ASSET MANAGEMENT SUB COMMITTEE
DATE	12 March 2024
HEADING	Road Safety Project Plan
AUTHORS	Tony Calandro, Senior Traffic Engineer, City Infrastructure Mark Purdie, Manager Field Services, City Infrastructure
CITY PLAN LINKS	1.2 The health and wellbeing of our community is a priority 4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This report provides further information in response to Council's resolution at the December 2023 Council meeting in relation to undertaking a review of road safety within the City of Salisbury. A proposed project brief for delivering the road safety project is included for Council consideration.

RECOMMENDATION

That Council:

1. Approves the scope of work and project brief (Attachment 1 Asset Management Sub Committee 12 March 2024, Item No. AMSC4) and sections 3.13-3.15 of this report.
2. Approves a non-discretionary budget bid of \$150k at the third quarter budget review to fund the road safety project plan.

ATTACHMENTS

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

1. Road Safety Review Brief

1. BACKGROUND

- 1.1 At its meeting held on Monday, 18 December 2023, Council considered a motion on notice regarding Road Safety and it was resolved that Council:

“8. Requests the administration to bring back a project plan in February 2024 to the Asset Management Sub Committee which articulates delivery of outcomes possible and other matters of process that need to be considered before the final scope of the project is provided at a workshop with Elected Members in February 2024.”

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 SAPOL
- 2.2 Department for Infrastructure & Transport (DIT)

3. DISCUSSION

- 3.1 According to the SAPOL “Safer Communities” Website, there were 117 fatalities in SA for 2023, in comparison to 71 in 2022. In addition, there were 856 serious injuries caused by crashes in SA during 2023. There was a total of 7 accidents resulting in a fatality within the City of Salisbury jurisdiction, of these 5 were on State Roads and 2 on Council’s local roads.
- 3.2 While action on road safety is a shared responsibility, local government has a particular role to play as road managers, employer and leaders in the community. Local Government can influence road and travel safety in many ways including:
 - 3.2.1 Infrastructure Management - Improving safety on roads and pathways it owns and manages
 - 3.2.2 Planning - considering road and travel safety in planning decisions
 - 3.2.3 Advocacy - Advocating for funding, legislative changes and services to support road safety
 - 3.2.4 Support - supporting its community through education and awareness
 - 3.2.5 Leadership - setting an example in protecting its employees and contractors
 - 3.2.6 Enforcement – along with SAPOL policing traffic related requirements, such as speed limits and parking requirements
- 3.3 The City of Salisbury has 921 km of road network within its jurisdiction, comprising 837 km of Council managed roads and 84 km of State Government managed roads (DIT). In addition, there are 1,117 km of pathways providing for bicycle & pedestrian movements throughout the city.
- 3.4 The City of Salisbury has actively participated in the “TOWARDS ZERO” National Road Safety Program and engaged regularly with partner infrastructure programs over many years to improve road safety.
- 3.5 Current key transportation infrastructure programs include:
 - 3.5.1 Minor and Major Traffic & Transport Improvement Projects
 - 3.5.2 Unspecified Traffic for Low Cost-Rapid Installation Type Treatments (e.g. pavement markings & signage for parking &, traffic control measures, and the installation of street furniture such as bollards)
 - 3.5.3 External Grant Funding Programs - Council’s funding contribution for projects for the Australian Government Black Spot Program (AGBS), Heavy Vehicle Safety and Productivity Program (HVSPP), Local Roads & Community Infrastructure (LRCI), Special Local Roads Program (SLRP), Road to Recovery Program (R2R).
 - 3.5.4 Road Renewal Program
 - 3.5.5 Bus Stop Shelter Renewal & Upgrade Program
 - 3.5.6 Car Park Renewal & Upgrade Program
 - 3.5.7 Footpath Renewal & Upgrade Program
 - 3.5.8 Street Lighting Renewal & Upgrade Program; and also

- 3.5.9 School Transport Framework (STF) Program.
- 3.6 Traffic Studies (LATM - Local Area Traffic Management Strategies) have been undertaken proactively to develop Asset Management Plans for Transportation. Also, and reactively in response to customer enquiries collect vehicle speed and traffic volume data for a large part of the city.

Current Issues

- 3.7 The main issues identified through proactive planning and customer enquiries are:
 - 3.7.1 Road Crashes resulting in either Serious Personal Injury or Fatality - sensitive statistical traffic data utilised to inform future actions, in particular project funding for black spot sites with a serious crash history (3 or more personal injury accidents during a 5-year period)
 - 3.7.2 Hoon Driving - dangerous & illegal driver behaviour. Council continue to receive requests from the community related to Hoon Driving in residential streets and commercial areas. Parking Issues - particularly in residential streets and newer sub-divisions with narrow local roads; and also
 - 3.7.3 Schools - requested upgrades to improve parking & road safety around school, and also within designated 25 km/h School Zones.
- 3.8 A preliminary review of customer enquiries shows the City of Salisbury receives on average 295 customer requests per year relating to traffic matters, with 95 per year of these categorised as local area traffic management (LATM) & road safety when logged.

Project Brief

- 3.9 A Project Brief has been developed to help inform the scope and deliverables for a Road Safety Review Project. It is envisaged that this project will be undertaken with the assistance of research and specialist organisations such as Universities, National Transport Research Organisation, and RAA.
- 3.10 It is proposed to complete this work in two (2) stages with a hold point/review at the completion of the first stage. Stage 1 is about identifying the road safety related issues, industry practice, and priorities for improvement; with Stage 2 establishing a framework, action plan and indicative budgets determining objectives, strategies and actions to address the issues in a systematic, resource effective manner.
- 3.11 The proposed description of the project is:
 - 3.11.1 This project involves a review of transport safety initiatives, analysis of the road operating environment and liaison with key stakeholders to identify high risk road safety issues within the City of Salisbury and clarify and prioritise opportunities to improve road safety at a local level.
- 3.12 A summary of the key objectives/outcomes of the brief include:

Stage 1 - Background Analysis, Issues and Opportunities

Desktop research - Existing characteristics

1. Undertake comprehensive analysis and assessment of traffic data including traffic volume, road crash, speed, vehicle and movement type
2. Summarise existing traffic management techniques used in Salisbury
3. Identify a range of common risk zones across the city, such as schools, commercial, city centre, arterial roads, pathways, risk factors and characteristics of each zone; this will include behavioural aspects

Industry research

4. Desk top research to understand existing trends or research findings
5. Consultation with key stakeholders - e.g. Department for Infrastructure and Transport, South Australian Police, Local Government Association, Universities, RAA, & National Transport Research Organisation (formerly. Australian Road Research Board)

Identify Key Issues & Opportunities

6. Identify the effectiveness of the range of treatments across the City of Salisbury
7. Desk top research on industry wide movement studies, and trends, this will include socio-economic cultural and other demographic statistics
8. Liaison with road authorities, SAPOL, etc to understand any behavioural and socio-economic factors that may be applicable to Salisbury
9. Identify key road safety issues at a local level through a comprehensive assessment of data and consultation with key stakeholders
10. Develop a set of principles/framework to apply to road safety at the local level - that enables issues to be categorised and prioritised
11. Identify and prioritise high risk road and travel safety issues
12. Provide a provisional set of opportunities to improve road safety at the local level

Stage 2 - Develop a Transport Safety Action Plan

13. Develop clear objectives and a strategic framework for the future direction and implementation of road safety initiatives that;
 - a. Facilitates systematic improvements in road safety at a local level;
 - b. Links Council and community activities in the achievement of road safety within the broader frameworks of the City Plan 2035
 - c. Enables long-term and short-term objectives to be balanced in terms of priorities and resources
 - d. Positions the Council to best access Federal and State Road Safety Funding Programs
 - e. Contribute to ensuring safer road users, safer roads, safer speeds and safer vehicles and equipment
 - f. Integrate the activities of different Divisions of the Council in the achievement of road safety objectives
 - g. Develops corporate and community awareness, ownership and participation in improving local road safety
 - h. Aligns with South Australia's Road Safety Strategy to 2031

- 3.13 The full project brief is attached to this report, including proposed timelines for delivery.

Scope of Works

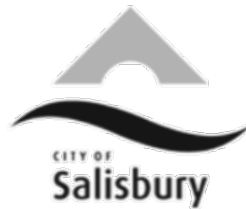
- 3.14 The breadth and detail of the project can be extensive and therefore consideration from Council is required to refine limitations of the scope. In particular consideration should be given to the following:
- 3.14.1 Travel location; proposed scope includes residential, industrial/freight, City Centres, DIT roads, school zones and pathways.
 - 3.14.2 Mode of Travel; proposed scope includes car, freight, bicycle, personal mobility devices, and pedestrian.
 - 3.14.3 Data Time Set – it is suggested the research is based on the most recent 5-year period between 2018 & 2022.
 - 3.14.4 The work will need to focus on both infrastructure treatment assessment/interventions, and road safety behavioural elements.
 - 3.14.5 Potential improvement options could include; design standards, intersection treatments, traffic management devices, speed limits, signage, advocacy, education, enforcement.
- 3.15 Development and implementation of a Transport Safety Action Plan is the proposed key deliverable from the project.

4. FINANCIAL OVERVIEW

- 4.1 This project will require partnering with research organisations such as NTRO, or Universities to create a Research Group, and is currently not funded, which will require a non-discretionary 2023/24 third quarter budget bid of \$150k to facilitate progress on the study this financial year.
- 4.2 The City of Salisbury has funds allocated to Road Traffic Improvements in the Strategic Asset Management Plan which may be partly used to assist with the funding of identified improvement opportunities. It is anticipated that the research will assist to determine future project priorities (2025-26), however it is likely additional funding will be required to fund the full Action Plan.

5. CONCLUSION

- 5.1 At its meeting 18 December 2023, Council resolved to implement a review of road safety programs.
- 5.2 This report provides further information including a proposed scope of work and project brief to undertake the review project for Council consideration.
- 5.3 The project will require funding this financial year in the order of \$150k to engage research organisations and establish a Research Group to assist facilitate the study.



Preliminary Scope | Road Safety Review – FINAL DRAFT

Prepared by Mark Purdie – Acting Manager Engineering Assets and Systems & Tony Calandro – Senior Traffic Engineer
Date 20 February 2024

Description of Project	This project involves a review of road safety programs, analysis of the road operating environment and liaison with key stakeholders to identify high risk road safety issues within the City of Salisbury, and clarify and prioritise opportunities to improve travel safety at a local level.
Priority	High Priority
Complexity	Complex
Reason for Initiation	<p>At its meeting 18 December 2023 Council resolved:</p> <ol style="list-style-type: none"> Notes the increase in the number of lives lost and serious injuries caused as a direct result of road crashes across the state-wide road network in South Australia. Acknowledges, accepts and adopts the notion that ROAD SAFETY IS EVERYONE'S RESPONSIBILITY and re-affirms its ongoing commitment to safe traffic management strategies and road safety policies. Notes the "101 letter" in relation to the death of Charles Stevens (SA Police Commissioner's son) and requests the letter tabled by Cr Graham be included in the minutes. Requests the administration to review all current road safety strategies, programs, initiatives and policies, and bring back a report to the August 2024 Asset Management Sub-Committee meeting. The review is to include, but not be limited to, consultation with all identifiable key road safety stakeholders including the Department for Infrastructure and Transport (DIT) and the South Australia Police (SAPOL). The report is to include a comprehensive review of all resident concerns / complaints reported to Council relating to road safety issues, with a view of identifying high risk roads within the City of Salisbury, using our own data and data available to Council through other resources/agencies (e.g. SAPOL/DIT). The report is to also address a wide-ranging number of local road safety options and associated costings for road safety initiatives including, but not limited to, speed detection advisory signs and other road and road related area signage and infrastructure. Requests the administration to bring back a project plan in February 2024 to the Asset Management Sub Committee which articulates delivery of outcomes possible and other matters of process that need to be considered before the final scope of the project is provided at a workshop with Elected Members in February 2024.
Strategic Links	<p><i>City Plan 2035 – Key Direction – Welcome & Liveable City – Encompasses issues that affect the liveability of the City and the health and wellbeing of its people, including safety...</i></p> <p><i>Foundation - People are valued and they feel safe, included and connected</i></p> <p>Transport Strategic Action Plan 2017</p>
Background	<u>Context</u>

Road crashes have a significant social and economic impact. According to the SAPOL website, there was a total of 109 fatal crashes resulting in 117 fatalities recorded in South Australia for 2023. This is in comparison to 71 fatalities recorded at the same time in 2022 and the first-time fatalities have been over 100 since 2019. There were also 856 serious injuries caused by crashes on the State's road network.

There was a total of 7 accidents resulting in a fatality recorded within the overall road network within the City of Salisbury in 2023. According to statistical accident data, 5 out of the 7 accidents occurred at sites along the Department for Infrastructure & Transport (DIT) metropolitan road network with two (2) along Council's local roads network.

The *National Road Safety Strategy 2021-30* sets out Australia's road safety objectives over the next decade.

South Australia's Road Safety Strategy to 2031 (the Strategy) and *South Australia's Road Safety Action Plan (2023-2025)* (the Action Plan) have been developed to improve road safety in South Australia. Local Government is identified as a key partner in the States Road Safety Strategy.

While action on road safety is the responsibility of all spheres of government, councils have a particular role to play as road managers, employers and leaders in the community. Local government can influence road and travel safety in many ways including:

- Improving safety on roads and pathways it owns and manages
- Considering road and travel safety in planning decisions
- Advocating for funding, legislative changes and services to support road safety
- Supporting its community through education and leadership
- Setting an example in protecting its employees and contractors
- Advocating for improvements to the State's road network through Salisbury

What do we have?

The City of Salisbury has 921km of road network within its jurisdiction, comprising 837 km of Council managed roads and 84km of State Government managed roads (DIT). In addition, there are 1,117km of pathways providing for pedestrian and cyclist movements throughout the City.

The Transport Strategic Action Plan 2017 was endorsed by Council at the June 2017 Council meeting.

What do we currently do?

The City of Salisbury has actively participated in the "TOWARDS ZERO" National Road Safety Program and engaged regularly with partner infrastructure programs over many years to improve road safety. (Refer related projects/programs for Council's infrastructure programs and external funding partner programs).

The City of Salisbury currently invests approximately more than \$12M/annum on road and road safety related initiatives each year through a variety of programs, projects and maintenance activities. The key infrastructure programs include:

- Minor and Major Traffic & Transport Improvement Projects
- Unspecified Traffic: Low Cost-Rapid Installation Type Treatments (line marking, parking controls, traffic control measures, bollards etc.)
- External Grant Funding Programs - Council's funding contribution for projects for the AGBS, HVSP, LRCP, SLRP, R2R Programs (refer related projects)
- Road Reseal Renewal Program
- Bus Stop Shelter Renewal & Upgrade Program
- Car Park Renewal & Upgrade Program

	<ul style="list-style-type: none"> • Footpath Renewal, new & Upgrade Program • Street Lighting Renewal & Upgrade Program; and also • School Transport Framework (STF) Program. • Signalised pedestrian crossing improvements program • City wide trails improvement program • Bicycle network improvement program • Shared pathway improvement program • Transportation service continuity program <p>Traffic studies (LATM – Local Area Traffic Management Plans) have been undertaken proactively to develop Asset Management Plans and reactively in response to customer enquiries – providing speed and volume data for a large part of the City.</p> <p>Administration liaise and meet regularly (including formal quarterly meetings) with representatives from the Department for Infrastructure and Transport (DIT) regarding a wide range of traffic related matters, including road safety projects and programs.</p> <p>The Road & Traffic Safety Unit of South Australia Police (SAPOL) run The Drivers Education Program for high school students with L-Plate “Learners Permit” & P-Plate “Probationary Permit” Drivers Licences and the Department for Infrastructure and Transport (DIT) and Royal Automobile Association (RAA) of South Austral deliver State-wide Road Safety Awareness Programs. The City of Salisbury has supported road safety education through the delivery of the “Wheelie” Bin Stickers programs and provision of materials online and at our Community Hubs.</p> <p><u>Data</u></p> <p>The current data sets that could inform the work of this project include:</p> <ul style="list-style-type: none"> • Accident Data (DIT) – including accident types and severity • Local Area Traffic Management (LATM) studies (CoS) – including traffic volume and speed (including Hoon Driver Heat Maps) • Traffic Data (DIT) • City of Salisbury customer enquiries (CRMs, MP letters, Dataworks) • City of Salisbury Infrastructure works programs (previously completed and future projects identified) • SAPOL – road safety related offences <p><u>Current Issues</u></p> <p>The main issues identified through proactive planning and customer enquiries are:</p> <ul style="list-style-type: none"> • Death/Injury’s – sensitive data utilised to inform future actions, in particular black spot funding sites • Hoon Driving – driver behaviour, hot spot maps identified • Parking – issues, particularly in residential streets and newer subdivisions with narrow local roads • Schools zones – requested upgrades to improve safety around school zones • Trail bikes on shared pathways • Low lighting on selected pathways <p>A preliminary review of customer enquiries shows the City of Salisbury receives on average 295 customer requests per year relating to traffic matters, with 95 per year of these categorised as road safety when logged.</p>
Objectives/Outcomes	<p><u>Stage 1 – Background Analysis, Issues and Opportunities</u></p> <p><u>Desktop research – Existing characteristics</u></p>

	<ol style="list-style-type: none"> 1. Undertake comprehensive analysis and assessment of traffic data including traffic volume, road crash, speed, vehicle and movement type 2. Summarise existing traffic management techniques used in Salisbury 3. Identify a range of common risk zones across the city, such as schools, commercial, city centre, arterial roads, pathways, risk factors and characteristics of each zone <p><u>Industry research</u></p> <ol style="list-style-type: none"> 4. Desk top research to understand existing trends or research findings 5. Consultation with key stakeholders – e.g. DIT, SAPOL, LGA; ARRB <p><u>Identify Key Issues & Opportunities</u></p> <ol style="list-style-type: none"> 6. Identify the effectiveness of the range of treatments across the City of Salisbury 7. Desk top research on industry wide movement studies, and trends 8. Liaison with road authorities, SAPOL, etc to understand any behavioural and socio-economic factors that may be applicable to Salisbury 9. Identify key road safety issues at a local level through a comprehensive assessment of data and consultation with key stakeholders 10. Develop a set of principles/framework to apply to road safety at the local level – that enables issues to be categorised and prioritised 11. Identify and prioritise high risk road and travel safety issues 12. Provide a provisional set of opportunities to improve road safety at the local level <p><u>Stage 2 – Develop a Road Safety Action Plan</u></p> <ol style="list-style-type: none"> 13. Develop clear objectives and a strategic framework for the future direction and implementation of road safety initiatives that; <ol style="list-style-type: none"> a. Facilitates systematic improvements in road safety at a local level; b. Links Council and community activities in the achievement of road safety within the broader frameworks of the City Plan 2035 c. Enables long-term and short-term objectives to be balanced in terms of priorities and resources d. Positions the Council to best access Federal and State Road Safety Funding Programs e. Contribute to ensuring safer road users, safer roads, safer speeds and safer vehicles and equipment f. Integrate the activities of different Divisions of the Council in the achievement of road safety objectives g. Develops corporate and community awareness, ownership and participation in improving local road safety h. Aligns with South Australia's Road Safety Strategy to 2031 14. The Plan must include: <ol style="list-style-type: none"> i. Description of the local environment j. Linkage to the CoS City Plan 2035 and other relevant strategic plans k. Summary of the key issues / data analysis from phase 1 l. Objectives – statements of what is intended to be achieved m. Strategies – statements of direction or processes for achieving the objectives n. Actions – to achieve the strategies and objectives, detailing priorities, metrics, timelines & responsibilities o. A 4-year delivery plan for capital related work with provisional estimates and priorities 15. The specific breadth of areas to be covered/addressed in the Plan can be further refined at the completion of Stage 3 and should consider:
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	<p>p. Road user behaviour</p> <p>q. Road environment – including infrastructure and speeds</p> <p>r. Vehicles & equipment</p> <p>s. Land Use Planning</p> <p>t. Transport Planning</p>
Methodology	<p>The proposed methodology is as follows:</p> <p><u>Stage 1 – Background Analysis, Issues and Opportunities</u></p> <ol style="list-style-type: none"> 1. Analyse Road Crash Data for the City of Salisbury for the five (5) year period 2018-2022 <ol style="list-style-type: none"> a. Provide statistics on accident rates per km for each road b. Compare data with previous 2010 analysis (period 2005-2009) and show trends c. List data set on types of crashes (e.g. fatal, serious injury, moderate injury, minor injury, non-casualty) d. List data set on casualties (e.g. fatality, seriously injured, moderately injured, minor/other) e. Break down casualties to user groups (motor vehicle driver, motor vehicle passenger, motorcyclist, pedal cyclist, pedestrian), age, gender and age of drivers f. Compare accident rates with at least 2 other similar size Council's in South Australia, and the overall State data 2. Review and analyse City of Salisbury traffic study data including annual average daily traffic (AADT) volumes. 3. Review and analyse City of Salisbury customer enquiries data for the period 2018-2022 and categorise. 4. Review and analyse City of Salisbury infrastructure programs over the past 5 years and update the status of the Transport Strategic Action Plan in reference to safety initiatives 5. Consult with key stakeholders to understand any behavioural and socio-economic factors that may be applicable to Salisbury and to determine industry trends and relevant research. 6. Develop principles and criteria to prioritise and highlight key road and travel safety issues 7. Develop a preliminary list of opportunities to improve road safety at the local level <p><u>Stage 2 – Develop a Road Safety Action Plan</u></p> <p>The specific details for the methodology can be further refined at the completion of Stages 1 in line with the objectives/outcomes listed earlier.</p>
Deliverables	<p><u>Stage 1 – Identify Key Issues & Opportunities</u></p> <ul style="list-style-type: none"> • Report with methodology, data summarised and presented in tabular/graphical format, findings including clearly defined key road safety issues and provisional list of opportunities for road safety improvements • Copy all data utilised in analysis • Summary of consultation and research undertaken • Findings • Recommendations <p><u>Stage 2 – Road Safety Action Plan</u></p> <ul style="list-style-type: none"> • Report with Stage 1 findings, strategic linkages, objectives, strategies, actions, priorities, timeframes, implementation and review and indicative costings.

Timeline	Activity		Timeframe
	Project scope clarification / endorsement of project brief – Council Meetings and EM Workshop		Mar 2024
	Engagement of Research Group		April 2024
	Completion of Stage 1 – Background Analysis, Issues and Opportunities		Aug 2024
	Report on Stage 1 Outcomes		Sep 2024
	Reassess Stage 2 Scope of Works – Develop Action Plan		October 2024
	Deliver Action Plan		December 2024
Scope Clarification (What's in/out)	<p>Scope of works are proposed to include:</p> <p><u>Travel location</u>; includes residential, industrial/freight, City Centres, DIT roads, school zones and pathways.</p> <p><u>Mode of Travel</u>; includes car, freight, bicycle, personal mobility devices and pedestrian.</p> <p><u>Data Time Set</u> – research is based on the most recent 5-year period between 2018 & 2022.</p> <p>The work will need to focus on both infrastructure treatment assessment/interventions, and road safety behavioural elements.</p> <p>Potential improvement options to include consideration of ; design standards, intersection treatments, traffic management devices, speed limits, signage, advocacy, education, enforcement.</p> <p>Proposed to complete this work in 2 stages with a hold point /review at the completion of the first stage. Stage 1 – is about identifying the road safety issues and preliminary opportunities and Stage 2 establishing a Plan and framework to determining objectives, strategies and actions to address the issues in a systematic, resource effective manner.</p>		
Assumptions & constraints	<p>Data availability from the Road Safety Information and Analysis, Road Safety at the Department for Infrastructure and Transport (DIT).</p> <p>Customer Enquiries via correspondences entered into from either customers/residents and received by Council in Dataworks. At present, because of limitations with the functionality of this Records Management System it is very difficult to collate and categorise this type of data.</p>		
Stakeholders	<p>City of Salisbury Elected Members City of Salisbury Executive Group State Agencies (SAPOL, DIT, & The Department of Education (DoE))</p> <p>Research Organisations - University of South Australia (UniSA) and also the National Transport Research Organisation (NTRO), previously known as ARRB.</p>		
Risks	Refer to risk register (on Teams) if it is a complex project – complex projects should also have a project management plan.		

Related Projects / Existing Programs	<ul style="list-style-type: none"> ➤ Major & Minor Traffic & Transport Improvement Projects ➤ School Transport Framework (STF) Program ➤ Road Renewal Program ➤ External Grant Funding Programs & Projects – Australian Government Black Spot Program (AGBS), Road to Recovery Program (R2R), Special Local Roads Program (SLRP), Local Roads & Community Infrastructure (LRCI), State Bicycle Funding Program, Heavy Vehicle Safety & Productivity Program (HVSPP) ➤ Other Capital Works projects
Project Sponsor	General Manager City Infrastructure
Project Owner	General Manager City Infrastructure
Project Manager	Manager Engineering & Asset Systems and Senior Traffic Engineer
Other Governance Requirements	
Human Resources	Manager Engineering & Asset Systems Senior Traffic Engineer Research Organisations
Budget Required (\$)	\$150k – estimate subject to scope endorsement
Approval	Council

Resources Summary (Project Team)					
Component of Work	Senior Traffic Engineer	Research Organisations			
Stage 1	TBA	TBA			
Data Gathering	TBA	TBA			
Stage 2	TBA	TBA			
Total Hours	TBA	TBA			
Approval	John Devine				

ITEM	AMSC5
	ASSET MANAGEMENT SUB COMMITTEE
DATE	12 March 2024
HEADING	Traffic Management Improvements - Settlers Farm Primary
AUTHOR	Mark Purdie, Manager Field Services, City Infrastructure
CITY PLAN LINKS	1.3 People are valued and they feel safe, included, and connected
SUMMARY	This report provides the preferred solution for a kiss & drop zone, and other associated parking and traffic improvements, for the Settlers Farm Primary School.

RECOMMENDATION

That Council:

1. Approves the proposed traffic management improvements surrounding the Settlers Farm Primary School as outlined in this report (Item AMSC5 – Traffic Management Improvements – Settlers Farm Primary School, Asset Management Sub Committee, 12 March 2024).
2. Authorises Administration to proceed with the improvements, including any appropriate modifications following consultation with the Settlers Farm Primary School, to the value of \$106,282 should the variation to grant funding be approved under the Local Road and Community Infrastructure (LRCI), Phase 4 Grant Funding Program.
3. Approves a Third Quarter Non-discretionary Budget Review Bid for \$64,000, to complement the Local Roads and Community Infrastructure (LRCI) Grant Funding of \$106,282, providing the required \$170,282 budget to deliver the settler Farm Primary School traffic improvement project.

ATTACHMENTS

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

1. Settlers Farm Primary School - Kiss & Drop Zone Concept

1. BACKGROUND

- 1.1 At its meeting held on Monday, 27 November 2023 it was resolved that Council:

- “1. *Defers Item AMSC2 Traffic Management Improvements – Settlers Farm Primary (Asset Management Sub Committee Meeting, 13 November 2023) to allow Administration to further investigate options and associated costings specifically to include a formal Kiss and Drop Zone whilst not reducing parking on Barassi Street and report back to the Asset Management Sub Committee in January 2024.*
2. *Request that the Administration consult with the Settlers Farm Primary on the proposed options for a Kiss and Drop Zone.*”

- 1.1 At its meeting held on Monday, 23 October 2023 it was resolved that Council:

- “1. Notes resolution number 0443/2023 from the Council meeting held on 28 August 2023 approving the Local Roads and Community Infrastructure, Phase 4 Grant Funding project submission relating to the School Transport Framework to the value of \$683,846.
2. Notes that the Funding Application has been submitted and is currently being reviewed by the funding body.
3. Approve for an Application Variation to be submitted to the funding body requesting that \$106,282, previously allocated to Gulfview Heights Primary School refuge crossing, be redirected to Settlers Farm Primary School traffic management upgrades.
4. Requests that staff provide a report to the November 2023 Asset Management Sub Committee meeting with options and associated costings for a kiss and drop zone or additional car parking at Settlers Farm Primary School.”

2. EXTERNAL CONSULTATION / COMMUNICATION

2.1 Settlers Farm Campus R6

3. DISCUSSION

- 3.1 Further investigations have been undertaken on the proposed “kiss & drop zone” parking zone and other associated parking and traffic improvements for Settlers Farm Primary School, including consultation with the school during February 2024.
- 3.2 The school identified that car parking provisions are generally adequate, in particular there is ample parking provisions on Ronaldo Way and there is adequate on-site parking within the school for staff. The main concerns raised by the school relate to congestion during the morning “drop-off” and afternoon “pick-up” times. Drivers stopping to drop off and pick up students near the pedestrian crossing on Barassi Street, and the current angled parking on Barassi Street creating congestion with other vehicles parking and reversing during peak times.
- 3.3 Considering the feedback from the school and the most effective option to improve traffic concerns, it is proposed to replace the angled parking on Barassi Street with a formalised “kiss & drop” parking zone to operate at school times for drop-off and pick-up. An indented parking bay will be provided for parallel parking outside of these school times. This solution has worked effectively in similar situations at other schools.
- 3.4 A new 2 metre wide footpath would be constructed adjacent to the “kiss & drop” parking zone to facilitate safe egress to and from vehicles and safe pedestrian movements along the verge.
- 3.5 Other options were considered, including modification of an off-road car park area located east of Ronaldo Way. This could also be converted to a “kiss & drop” parking zone. However this car park is not on Council property, and is located at a further walking distance from the main entry to the school. Because of these reasons, this was not the preferred option by the school.

4. FINANCIAL OVERVIEW

- 4.1 The current budget allowance for the project is \$106,282
- 4.2 This project is subject to DIT approving a change to the LRCI grant funding by replacing the approved project to this one.
- 4.3 The estimated cost for the works including, construction, preliminaries and contingency is \$170k, subject to design and final costing, and therefore additional funding in the order of \$64k is required to complete the project.

5. CONCLUSION

- 5.1 Administration have met with the school to consult on the current traffic concerns and options available to alleviate the issues.
- 5.2 It is proposed to install a formalised “kiss & drop” parking zone on Barassi Street to replace the existing angled parking arrangement, including construction of a new 2 metre wide footpath and kerbing adjacent to the “kiss & drop” indented parking bay.



Item AMSC5 - Attachment 1 - Settlers Farm Primary School - Kiss & Drop Zone Concept

ITEM	AMSC6
	ASSET MANAGEMENT SUB COMMITTEE
DATE	12 March 2024
HEADING	Asset Management Improvement Plan - Footpaths Policy and Upgrade Program 2023/2024
AUTHOR	Craig Johansen, Team Leader Natural Assets, City Infrastructure
CITY PLAN LINKS	<p>4.2 We deliver quality outcomes that meet the needs of our community</p> <p>4.4 We plan effectively to address community needs and identify new opportunities</p> <p>4.5 We engage meaningfully and our community is aware of Council initiatives</p>
SUMMARY	This report was prepared in response to Resolution of Council 0422/2023 and takes into consideration the feedback from Council at CEO Workshop dated 6 November 2023. The recommendations in the report are based on findings from the most recent audit of Council's footpaths to maintain accessibility and safety of footpaths. The Footpath Policy has been amended to reflect the audit findings and recommendations in this report.

RECOMMENDATION

That Council:

1. Adopts the Draft Footpath Policy as presented in Attachment 1: Draft Footpath Policy February 2024 of the report (Item AMSC6 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Asset Management Sub Committee; 12 March 2024).
2. Adopts the Footpath Works Program as presented in Attachment 2: Forward Years Footpath Works Program of the report (Item AMSC6 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Asset Management Sub Committee; 12 March 2024).
3. Approves the following budget for the following footpath program to be incorporated into Councils Strategic Asset Management Plan.

Type	Program Name	2024/25	2025/26	2026/27	2027/28
Upgrade/New	Bicycle Network Improvements	\$200 k	\$200 k	\$200 k	\$200 k
Upgrade/New	City Wide Trails	\$880 k	\$880 k	\$800 k	\$500 k
Maintenance	Footpath Maintenance	\$1.5M	\$1.5M	\$1.5M	\$1.5M
Renewal	Bituminous Footpath Renewal	\$200 k	\$200 k	\$200 k	\$200 k
Renewal	Footpath Renewal	\$0	\$0	\$0	\$0

4. Approves the improvement in footpath trip step service level from 25mm to 20mm to be updated in the Footpath Asset Management Plan, finalised by June 2024.

ATTACHMENTS

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

1. Draft Footpath Policy February 2024
2. Forward Years Footpath Works Program

1. BACKGROUND

1.1 At its July 2023 meeting Council resolved the following:

“2. Requests the Administration to review the below criteria for level of service for pathways and requests the Administration to provide costings on different levels of service with consideration to the following.

2.1 Width

2.2 Surface Finish – Material

2.3 Location

2.4 Functionality (could be defined as usability including DDA)

2.5 Lighting

2.6 Signage

3. Requests the Administration to review the footpath policy and provide advice, costings and service levels including types of footpath material for further consideration by the Asset Management Sub Committee by October 2023.

4. Notes the 2023 footpath audit and requests the Administration to bring back a repair/replacement upgrade program including a proposed budget based on \$500,000 for 23/24 and 24/25 for further consideration by the Asset Management Sub Committee by October 2023.”

1.2 At the February Asset Management Sub Committee meeting, Item AMSC2 was deferred for further discussion at the February meeting of Council:

“1. Defers Item AMSC2 for further discussion at the upcoming February Council Meeting.

2. Requests the Administration to present further information on any implications following a potential increase from \$250,000 to \$1m for 2024/2025 for new/upgrade increase to the street network to meet the community requests for network improvements.

3. Requests the Administration to present further information on potential implications relating to increasing the service level to existing footpaths based on risk approach for defects greater than 20mm instead of 25mm.”

1.3 At its meeting held on Monday, 26 February 2024, it was resolved that Council:

“1. Defers until March 2024, the consideration of the Draft Footpath Policy as presented in Attachment 1: Draft Footpath Policy February 2024 of the report (Item GB1 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Council; 26 February 2024).

2. Defers until March 2024, the consideration of the Footpath Works Program as presented in Attachment 2: Forward Years Footpath Works Program of

the report (Item GB1 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Council; 26 February 2024).

5. *Approves in principle a maintenance budget of \$1.5m for the 2024/25 budget with \$200k for Bituminous Footpath Renewal and requests further information on the maintenance, noting that appropriate rise and fall should be incorporated into subsequent financial years.”*

- 1.4 Council currently maintains footpaths through 3 main budget areas, which are:

- 1.4.1 Operating Maintenance Budgets – to repair discrete faults or sections of the footpath network. Council has historically maintained footpaths through various maintenance budgets with a focus on programmed fault repair identified from footpath audits as well as actioning requests from the Community. Footpath maintenance budget allocation for the 2023/24 financial year is \$890,000.

- 1.4.2 Capital Renewal Budgets – to replace entire footpath segmented assets. Whole footpath segments are renewed typically when there are multiple defects along the segment or when the cost of maintenance is not a value for money option. Council as part of the Covid operational savings in 2020, implemented a Capital Footpath Renewal Budget by converting approximately half of the footpath maintenance budget (\$650k) to provide for full segments of assets to be replaced rather than isolated sections previously completed. Capital Renewal budget allocation for the 2023/24 financial year is \$750,000.

- 1.4.3 Capital New Budgets to install new or significantly upgraded assets. Each year Council has a budget allocated for the New Footpath and Kerb Ramps Service Continuity Program, for the installation of new footpath and pram ramp assets which for the 2023/24 financial year has allocated \$250,000 for new footpath and pram ramp construction.

Throughout the year requests are received from the community for the installation of new footpaths and pram ramps, these requests are considered by Footpath Request Evaluation Team (FRET) within the context of the Footpath Policy and are scheduled for construction within the program with priority on those requests which assist the community and members with mobility access across the network.

- 1.5 From the recent audit undertaken in 2023, approximately 94% of the network is in condition 3 or better (ie. footpath condition ranged from fair, good, very good to new). This translates to approximately 875 km of the 916 km street network being in fair or better condition, which indicates that Council’s footpath network is generally performing well from a perspective of condition.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1. Nil.

3. DISCUSSION

- 3.1. Council’s Footpath Network totals 1,111 km of pathways, across the Streets and reserve across the following service level hierarchies endorsed by Council;

- 3.1.1. High Profile
- 3.1.2. Collector/Arterial
- 3.1.3. Industrial
- 3.1.4. Residential
- 3.1.5. Reserve Sealed
- 3.1.6. Reserve Unsealed
- 3.1.7. City Wide Trail
- 3.2. The network has been separated into:
 - 3.2.1. Street Network totaling 916 km; and
 - 3.2.2. Reserve Network totaling 195 km
- 3.3. Figures 1 and 2 show the overview and the distribution of Council's pathway assets. The following are some of the key considerations regarding pathway assets:
 - 3.3.1. Approximately 90% of the City street network is serviced by a footpath on at least one side of the road.
 - 3.3.2. Residential and arterial/collector footpaths form the largest percentage of Council's pathway network.
 - 3.3.3. Most of the residential pathways in the City are constructed of brick pavers.

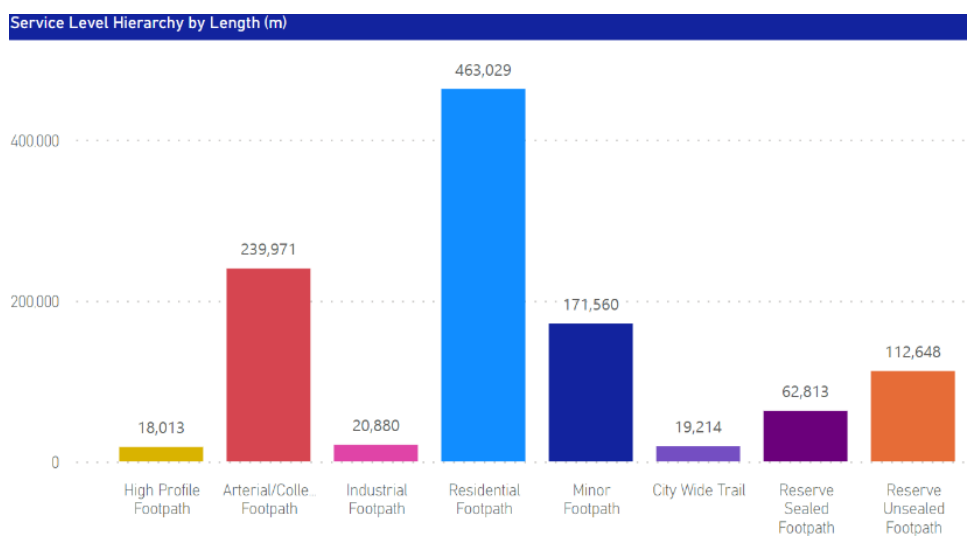


Figure 1. Chart showing path length in metres by the 8 service level hierarchies.

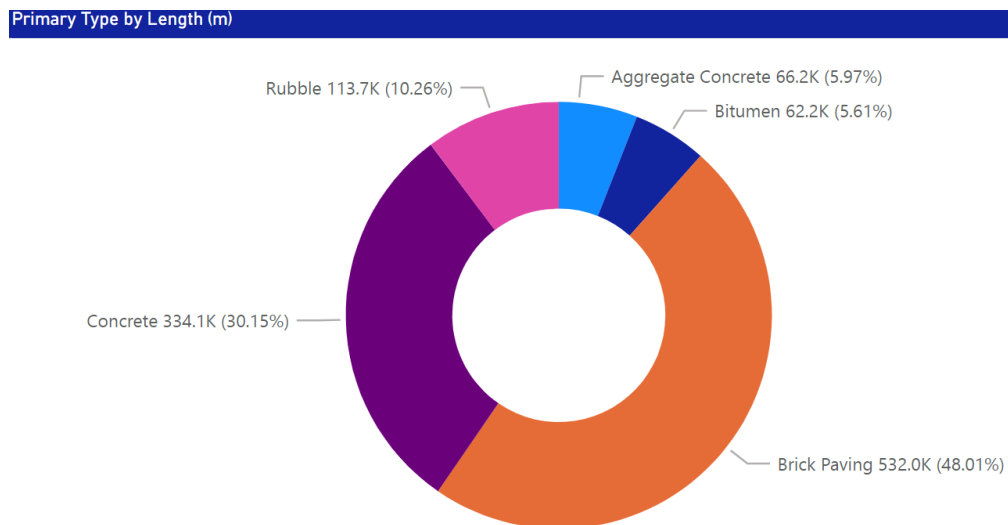


Figure 2. Footpath Length and percentage in the City by material.

- 3.4. The following are the key points from the recent audit of Council's pathways.
- 3.4.1. The audit data of the pathway network (street and reserves) has identified 2,288 defects of which 2,152 of these being steps greater than 20mm across the network. Administration will update the Footpath asset management plan to improve the service level from greater than 25mm to greater than 20mm.
 - 3.4.2. There was an even distribution of trip steps across the City and no one particular location had more defects.
 - 3.4.3. The best performing assets are reserve and high-profile pathways, which had less than 1 defect per km.
 - 3.4.4. However, residential streets and arterial/collector pathways had the greatest concentration of defects, which were recorded at 4.09 and 2.82 defects per km respectively. Residential pathways constitute 54% of all defects in the pathway network, while arterial/collector make up 23% of all defects.
 - 3.4.5. The audit results indicate that the focus of pathway programs should be in residential and arterial/collector assets. With these two hierarchies having greater than 75% of the street network within them and the largest number of defects per kilometre.
 - 3.4.6. The results from the audit identifies that a large proportion of the defects can be addressed through maintenance instead of renewal. Prior to 2022-2023, Council had a significantly larger budget for footpath maintenance of \$1.3 million. The footpath maintenance budget was reduced to manage cost of living pressures during the COVID pandemic and the funding level has remained unchanged since. The footpath maintenance budget in the 4 year Delivery Plan (2023/2024 to 2026/2027) is \$890,000 per year (average budget).

- 3.4.7. An increase in annual operating budget to \$1.5 million will be required to address the current defects greater than 20mm. This funding arrangement reinstate all defects from the recent audit within the next 3 years.
- 3.4.8. Since the footpath network is constantly “moving” resulting in new trip hazards, the actual number of hazards greater than any threshold level (eg 20 mm) can only be known at a point in time. The audit data allows an estimate of the number of hazards, which are tracked over time, and hence provides for a budget estimate. However, as the movement of pavers is not linear, the impact on the budget of changing the intervention threshold can only be assumed.
- 3.4.9. The larger budget provided staff with the resources that enabled staff to implement an effective maintenance program that would address defects in a prompt manner providing better customer experience.
 - 3.4.9.1. Two-thirds of the budget was allocated to programmed maintenance to address defects that were identified through 4 yearly audits.
 - 3.4.9.2. One-third of the budget was allocated for reactive maintenance to address customer requests.
- 3.4.10. There are a significant number of very minor trip steps that are below trigger thresholds that will not be recorded through an audit as a defect. These minor defects over time will grow which are typically influenced by its environment and utilisation. Therefore, it is anticipated that there will be new defects that will emerge each year and an ongoing maintenance program that reflects historical trends should be considered. This intelligence will continue to develop over time to better manage footpath assets in the long term.
- 3.4.11. The results from the audit have been used to prepare an updated maintenance program that is attached with this report (Attachment 2).
- 3.4.12. Administration recommends that a maintenance budget of \$1.5 million be considered to implement the updated footpath maintenance program for both reactive and programmed maintenance. This is an increase of \$610,000 from the current funding level for the maintenance of footpath which is more consistent with pre-COVID funding levels. Based on this funding arrangement, it is anticipated that the program of works shown in Attachment 2 will be completed in 2026/2027.
- 3.4.13. It is anticipated that more defects will emerge in the 2026/2027 and 2027/2028 FY, as defects exceed the intervention level, which will be addressed with the proposed funding arrangement.
- 3.4.14. A subsequent footpath audit across the City will be undertaken in 2027/2028 to review the level of service against the defects observed to inform the next 4 Year Delivery Plan. This audit will also inform Council the effectiveness of the maintenance program in addressing footpath defects.

New Footpath Assets

- 3.5. New footpath requests are evaluated by the Footpath Request Evaluation Team (FRET). One of the key objectives of the FRET program is to improve accessibility and inclusion for footpath users. The following assessment criteria are used to prioritise the annual program for New Footpaths and Ramps.
 - 3.5.1. Service Level Hierarchy;
 - 3.5.2. The needs of people with disabilities or mobility issues;
 - 3.5.3. Key zones and precincts;
 - 3.5.4. Proximity to high pedestrian generators, such as schools, aged care facilities shopping centres, bus stops/routes and reserves or points of interest;
 - 3.5.5. Importance within the footpath network; and
 - 3.5.6. Connectivity to reserves and main roads.
- 3.6. The following key points were considered in developing the new Footpath Works Program (as shown in Attachment 3):
 - 3.6.1. Different materials used for footpath construction have been evaluated. Administration has undertaken a detailed study that included an audit of historical footpath costings supported by specialist consultants to update unit rates that reflect recent and likely future market trends.
 - 3.6.2. A number of footpath renewal program and service level options were reviewed to forecast service levels based on differing budgets, renewal and upgrade strategies.
 - 3.6.3. The scenarios focus on the Street Network (excluding the reserve network) due to the largest portion of the pathway network being found in the Street Network and therefore the potential for increased risk exposure.
 - 3.6.4. The options considered the width of the footpath, the material to be used and functionality to determine the proposed service standards in the updated Footpath Policy presented with this report.
 - 3.6.5. Footpath Surface (material) – ensure that the material of the new footpath matches with the existing footpath.
 - 3.6.6. Functionality – the overall connectivity of the footpath is considered as part of each request to ensure that the resident has safe passage and connectivity from the start to end of the journey.
 - 3.6.7. Adequate lighting for pedestrians – Currently the street network is lit to the requirement of the road/ vehicle user as per the Australian Standards (AS/NZS 1158 Lighting for Roads and Public Spaces). With this provision of lighting being greater than that required for pedestrian movement within the street.
- 3.7. Proposed amendments have been made to the draft Footpath Policy as follows:
 - 3.7.1 The updated Footpath Policy does not adopt a preferred material of construction for footpath renewals but provides flexibility for Council to select a material that best fits the location and consideration will be given to visual amenity, asset life, asset cost, accessibility and inclusion in high traffic areas.

- 3.7.2 The footpath policy refers to the Footpath Asset Management Plan which contains the intervention levels. The Footpath Asset Management Plan will be updated to reflect the changes in the trip step intervention level as determined by Council pending the adoption of the resolution from this report.
- 3.7.3 The footpath renewal program will be developed based on assessing the asset condition and public liability risk. The footpath maintenance program will be prioritised to minimise public liability risk.

Additional Information –motion from AMSC 2, 12 February 2024

- 3.8 The AMSC has requested the Administration present further information on any implications following a potential increase in the FRET program from \$250,000 to \$1 million for the 2024/2025 Financial Year.
- 3.9 The following are the key points from administration in response to this motion:
 - 3.9.1 FRET is a program for the construction of new footpaths based on customer request. It does not address the defects identified in the recent footpath audit.
 - 3.9.2 The FRET budget has increased progressively over the last 15 years to cover demand and increasing cost of the service. In the last 3 years, the \$250,000 per year budget allocated for the FRET program has been adequate in covering the cost of new foot path construction each year. Administration has requested a one off increase from \$250,000 to \$500,000 in the 2024/2025 FY to cover the increase in demand from residents in the 2023/2024 FY. Based on current and anticipated demand, it is unlikely that Council will receive \$1million of FRET related work in the 2024/2025 FY. As such, administration do not recommend the increase in the FRET budget to \$1 million in the 2024/2025 FY. Administration will update Council if the demand for FRET continues to increase in the 2024/2025 FY and recommend appropriate level of funding for the 2025/2026 FY.
 - 3.9.3 Administration is recommending to Council that there is an increase of \$510k in the footpath maintenance budget for at least the next 4 years, and a related reduction in renewal budget. This will enable Administration to have an increased focus on trip hazards and other localised footpath defects.
- 3.10 At the AMSC February meeting in relation to AMSC2, there was discussion around the impact of development on footpaths. The following are some additional comments from administration.
 - 3.10.1 Infrastructure works associated with land development can lead to footpath defects that hinder pedestrian movement. Infrastructure works includes the installation of services and construction of crossovers for vehicle access into the property.
 - 3.10.2 Administration have adopted a process to manage the infrastructure associated work, which include providing instruction to landowners or developers who have lodged a request with Council to seek approval to undertake the work. However, administration are not able to attend each site to verify compliance.

- 3.10.3 Council staff are able to work with the property owner or builder to ensure that, where feasible, defects in the footpath resulting from infrastructure works from land development are minimised.
- 3.11 There was a request from an Elected Member in relation to AMSC2 presented to the AMSC meeting held 12 February 2024 for information relating to the increase in costs associated with widening footpath widths and for the information to be included in this report. The following comments are administration’s response to this request.
 - 3.11.1 The cost associated with increasing the width of footpaths by 300mm (from the minimum width of 1.2m to 1.5m or 1.5m to 1.8m) equates to a 10% increase in the capital cost. An increase in width by 600mm increases the cost by approximately 20%.
 - 3.11.2 Increasing the footpath width from 1.2m to 1.5m equates to 427m less footpath renewal work based on a \$750,000 per year budget (which is the current 2023-2024 FY budget).
 - 3.11.3 Increasing the footpath width from 1.2m to 1.8m equates to 781m less footpath renewal work based on a \$750,000 per year budget.

4. FINANCIAL OVERVIEW

- 4.1. Budget allocations for footpath works in the 2023/24 financial year are \$890,000 for Maintenance, \$750,000 for Capital Renewal and \$250,000 FRET, new and upgrade reactive program. Council had resolve to increase the FRET for the 2024/2025 FY to \$500,000.
- 4.2. Administration recommends the following footpath maintenance budget to address the proposed works (maintenance/renewal) program developed from the recent pathway audit. It is also recommended that the renewal program for the next 4 years be put on hold, with the funds being made available for programmed and reactive maintenance activities. The bituminous footpath renewal program should continue to renew/upgrade reserve pathways to improve and maintain accessibility.

Table 1. Footpath maintenance and renewal budget for 2024/25 FY to 2027/28 FY

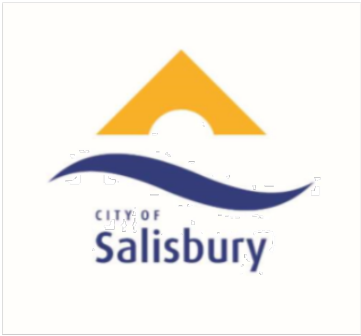
Type	Budget Name	2024/25	2025/26	2026/27	2027/28
Maintenance	Footpath Maintenance	\$1.5M	\$1.5M	\$1.5M	\$1.5M
Renewal	Bituminous Footpath Renewal	\$200 k	\$200 k	\$200 k	\$200 k
Renewal	Footpath Renewal	It is proposed to not have a renewal program because defects can be managed through a maintenance program.			

- 4.3. With the proposed increase of \$610k/year in operating expenditure for footpath maintenance, the proposed total annual operating budget is \$1.5 million. This increase in expenditure is offset by putting the footpath renewal program (average annual budget of \$750k/year) on hold and reallocating the funding to maintenance. under this proposal, the net decrease to the long-term financial plan for footpaths is \$140,000 per year or \$560,000 over the next 4 years in the Delivery Plan.

5. CONCLUSION

- 5.1. A footpath condition audit has recently been completed and modelled for a range of service levels.
- 5.2. Much of the existing footpath network was found to be in good condition with only localised hazards, which were found to be evenly distributed across the City.
- 5.3. That Council adopts the service levels as set out in the draft Footpath Policy for all new and renewal of footpaths. Continue to use block pavers within the street network and give consideration to materiality and access in high profile locations.
- 5.4. That Council notes that the increase in operating budget required to improve the footpath service levels from 25mm to 20mm is estimated to be \$610k/year. This increases the operating budget for footpath maintenance to \$1.5 million. Any changes in the intervention level as resolved by Council will be updated in the Footpath Asset Management Plan.
- 5.5. The cost of the increase will be offset by putting the footpath renewal program on hold for 4 years, which currently has an annual program of \$750k/year. This means the net decrease in annual expenditure is \$140k/year or \$560k over the Delivery Plan.
- 5.6. The following budget bid is proposed for Council’s consideration for the 2024/2025 FY on the basis of the discussion in this report.

Type	Program Name	2024/25	2025/26	2026/27	2027/28
Upgrade/New	Bicycle Network Improvements	\$200 k	\$200 k	\$200 k	\$200 k
Upgrade/New	City Wide Trails	\$880 k	\$880 k	\$800 k	\$500 k
Maintenance	Footpath Maintenance	\$1.5M	\$1.5M	\$1.5M	\$1.5M
Renewal	Bituminous Footpath Renewal	\$200 k	\$200 k	\$200 k	\$200 k
Renewal	Footpath Renewal	\$0	\$0	\$0	\$0



City of Salisbury Values: Respectful, Accountable, Collaborative, Helpful

Footpath Policy

Adopted by:	Council
Responsible Division:	Engineering Assets and Systems Urban, Recreation and Natural Assets
First Issued/Adopted:	26 August 2013
Last Reviewed:	27 November 2023
Next Review Date:	November 2025

1. Purpose

The City of Salisbury is committed to providing a safe, accessible and well-maintained footpath network linked by accessible kerb ramps. Council’s footpath policy provides guidelines for the location and type of footpaths to be constructed or reconstructed.

This Policy sets out guidelines for provision of footpaths constructed with council allocated and developer contributor funds.

2. Scope

This Policy is applicable to all built-up areas within the City of Salisbury.

3. Legislative Requirements and Corporate Policy Context

Local Government Act 1999
Disability Discrimination Act 1992 – Section 23 ‘Access to Premises’

4. Interpretation/Definitions

Footpath:	A path for pedestrians and cyclists.
Built-up:	An area consisting of mainly housing, commercial or industry, with little open space. Refers <u>generally</u> to the <u>general City</u> area east of Port Wakefield Road.
Accessible:	The ability to be accessed by all, and more specifically those with disabilities <u>or limited mobility</u> . In particular this requires that footpath provision includes <u>pairs of</u> accessible kerb ramps for access by pedestrians using various mobility aids and by people with children in prams or strollers. <u>It means that the footpath network complies with the Disability Discrimination Act 1992 Section 23 'Access to Premises'. It also means that Universal Design principles are incorporated into footpath design.</u>

5. Policy Statements

- 5.1 Council supports active transport (walking and cycling) as a preferred method of travel within the City to benefit the health and wellbeing of our residents and to minimise the impact of transportation on the environment.
- 5.2 Council aims to provide a footpath network that is convenient, safe, and easy to use.
- 5.3 As a general principle, Council will renew/repair failing infrastructure before providing new infrastructure.
- 5.4 The nominal minimum level of service for a new footpath is for a 1.2 metres wide path, block paved (concrete pavers) and constructed to at least industry best practice.
- 5.5 The level of service for maintenance of existing footpaths is based on a risk approach, with audit frequency and intervention levels set in the Asset Management Plan.
- 5.6 Where physically practical, Council will provide a footpath:
 - 5.6.1 On both sides of:
 - 5.6.1.1 roads near schools, retirement villages, sports grounds and other public facilities being significant pedestrian generators; and roads with carriageways wider than 12 m or with central medians.
 - 5.6.1.2 roads abutting commercial or shopping areas
 - 5.6.1.3 bus routes;
 - 5.6.1.4 local roads classified as primary collectors;
 - 5.6.1.5 arterial roads;
 - 5.6.1.6 cycling routes where bike lanes terminate.
 - 5.6.1.7 Within and around High Profile Zones and Precincts

5.6.2 On one side of:

- 5.6.2.1 through Local roads, and on the same side of the road as street lighting where possible, and
- 5.6.2.2 cul de sacs greater than 60 m long to the centre of the court bowl and 30 metres long to the centre of the court bowl for any new development.

~~5.6.3 Within and around:~~~~5.6.3.1 Key zones and precincts~~

5.7 Footpaths shall be constructed generally as follows:

- 5.7.1 on arterial and primary collector roads a minimum footpath width of 1.5metres with a preferred width of 1.8 metres where verge width permits.
- 5.7.2 on local roads a minimum footpath width of 1.2 metres with a preferred width of 1.5 ~~to 1.8 metres~~ where verge width permits.
- 5.7.3 Within and around key zones and precincts a minimum width of 1.5metres with a preferred width of 1.8 metres.

5.8 Prior to installation of footpaths within residential streets, residents will be consulted by mail and given the opportunity to express their views. Residents will be advised of the consultation outcome and where objections exceed two thirds of residents directly fronting the proposed footpath, the construction will not proceed. Where feedback received from residents via mail is divided, a street meeting will take place and Elected Members be invited to attend.5.9 Council may defer the construction of a footpath on ~~this a~~ street where the footpath:

- 5.9.1 does not form an essential link within the network;
- 5.9.2 has no persons with disabilities or mobility issues using the street as a pedestrian/ access link; and
- 5.9.3 is in low volume local roads, such as cul-de-sacs, the residents may choose (clear majority) to have no footpath, as the road has the look and feel of a shared use road

5.10 Priority

5.10.1 New footpaths shall be provided by priority based on:

- 5.10.1.1 the needs of people with disabilities or mobility issues.
- 5.10.1.2 key-connection to High Profile zones and precincts
- 5.10.1.3 proximity to high pedestrian generators, such as Schools, Aged Care facilities, Shopping Centres, Bus Stops/ Routes and Reserves
- 5.10.1.4 importance within the footpath network;
- 5.10.1.5 existing usage; and its potential usage;

- 5.11 New paths, shared pathways or trails in reserves shall be considered based upon the connection to the existing network, potential usage and [broader regional connections or](#) statewide programmes. Shared pathways shall have a minimum width of 2.5 metres or as specified in [AusRoad StandardsGuidelines](#).
- 5.12 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.
- 5.13 Resident requests for new footpaths/kerb ramps not included in the annual Footpath Construction Program will be considered for inclusion if:
 - 5.13.1 the request meets the priority criteria listed in item [9-5.10](#) above, and
 - 5.13.2 Funding is available
- 5.14 To ensure the highest priorities are considered in a consistent manner, such requests will be collated over a three month period and reviewed by the Footpath Request Evaluation Team (FRET) quarterly.
- 5.15 FRET is required to provide a quarterly report to the Asset Management Sub Committee, presenting its deliberations to the Sub Committee [by ward](#).
- 5.16 Any appeals to decisions of FRET are [to be](#) reported to the Asset Management Sub Committee.

6. Related Policies and Procedures

- 6.1 City of Salisbury [relevantTransportation](#) Asset Management Plan
- 6.2 AS 1428 “Design for Access and Mobility”
- 6.3 [AusRoad StandardsGuidelines](#)

7. Approval and Change History

Version	Approval Date	Approval By	Change
6	27 November 2023	Council	New Policy Template Format

8. Availability

- 8.1 The Policy is available to be downloaded, free of charge, from Council’s website [www.salisbury.sa.gov.au](#)
- 8.2 The Policy will be available for inspection without charge at the Civic Centre during ordinary business hours and a copy may be purchased at a fee as set annually by Council.

City of Salisbury Community Hub
34 Church Street, Salisbury SA 5108
Telephone: 84068222
Email: city@salisbury.sa.gov.au

9. Review

This Policy will be reviewed:

- If a new Policy - within 12 months of a Council election and thereafter as necessary; or
- The frequency dictated in legislation; or
- Earlier in the event of changes to legislation or related Policies and Procedures; or
- If deemed necessary by Council.

Further Information

For further information on this Policy please contact:

Responsible Officer: Manager [Urban, Recreation and Natural Assets](#)

Address: 34 Church Street, Salisbury SA 5108

Telephone: 8406 8222

Email: city@salisbury.sa.gov.au

Field

Street Name	From Street	Suburb
Wright Road	Gosse Place And Wendy Avenue	VALLEY VIEW
Nelson Road	Helen Terrace And Brian Way	VALLEY VIEW
Finniss Avenue	Finniss Avenue And Prosser Street	INGLE FARM
Mataro Avenue	Pandanya Avenue And Langi Street	INGLE FARM
Wright (Service) Road	Redhill Road And Beovich Road	INGLE FARM
Jacaranda Drive	23 Jackaranda Drive And Daphne Road	SALISBURY EAST
Elinga Avenue	Yutara Avenue And Darrang Avenue	INGLE FARM
Whites Road	Opel Avenue And Tolley Close	PARALOWIE
Burton Road	Clapton Drive And Lauren Drive	PARALOWIE
Sabina Street	Barnstaple Road And Harvey Avenue	SALISBURY
Daphne Road	Shelton Drive And Jeffries Road	SALISBURY EAST
Shearer Crescent	Mccormack Crescent And Hissar Avenue	SALISBURY NORTH
Nelson Road	Julie Road And Goodwin Court	PARA HILLS
Noolinga Way	Bantanga Crescent And Mannara Drive	SALISBURY NORTH
Montague Road	Sullivan Road And Fairfax Road	INGLE FARM
Mozart Avenue	Schumann Street And Grieg Street	INGLE FARM
Whites Road	Driveway 272 Whites Road And Morris Street	PARALOWIE
Whites Road	Morris Street And Firmin Street	PARALOWIE
Coolibah Road	Willow Avenue And Tamarix Avenue	SALISBURY EAST
Mary Leonard Drive	Coondoo Avenue And Ingle Close	INGLE FARM
Margaret Street	Frances Avenue And Williamson Road	PARA HILLS
Burton Road	From 391 Burton Road to Port Wakefield Service Roa	BURTON
McCormack Crescent	On the southern side of McCormack Crescent Header	SALISBURY NORTH
Eyre Crescent	Warburton Road And Entrance Opp 37 Eyre Crescent	VALLEY VIEW
Amundsen Drive	Leyton Avenue And Baldock Road	INGLE FARM
Trener Avenue	Lydia Avenue And Atlanta Avenue	INGLE FARM
Rodney Avenue	Amelia Avenue And Royston Avenue	INGLE FARM
Frances Avenue	Sleep Road And Opp 4 Frances Avenue	PARA HILLS
Bridge Road	Myall Road And 487 Bridge Road	PARA HILLS
Whites Road	Galleon Drive And Camelot Drive	PARALOWIE
Whites Road	Burton Road And 270 Whites Road	PARALOWIE
Metala Road	Yalumba Drive And Burgundy Road	PARALOWIE
Nelson Road	Tennis Court Car Park Entrance South Of 457 Nelson	PARA HILLS
Emerald Drive	Dukas Drive And Bridge Road	INGLE FARM
Bridge Road (Service)	Welby Avenue And Arney Street	SALISBURY EAST
Wright Road	Monty Road And Morris Drive	VALLEY VIEW
Burton Road	Kensington Way And 385 Burton Road	BURTON
Burton Road	Clancy Road And Whites Road	PARALOWIE
Mawson Lakes Boulevard	The Avenue And Montague Road	MAWSON LAKES
Badcoe Street	Van Leeuwen Drive And 33 Badcoe Street	POORAKA
Milne Road	Nelson Road And Duke Avenue	PARA HILLS
Elio Drive	Dale Drive And Mcnicoll Road	PARALOWIE
Whites Road	Jon Road And Galleon Drive	PARALOWIE
Burton Road	Helps Court And 391 Burton Road	BURTON
Adrian Street	Creslin Avenue And 51 Adrian Street	INGLE FARM
Wright Road	Uno Crescent And Walkleys Road	VALLEY VIEW
Sherwood Avenue	Douglas Road And Nottingham Avenue	SALISBURY EAST
Henry Street	Thorne Street And 22 Henry Street	PARALOWIE
Commercial Road	Park Terrace And Wiltshire Street	SALISBURY
Whites Road	Yalumba Drive And Tolley Close	PARALOWIE
Burton Road	Burgundy Road To Martins Road	PARALOWIE
Simpson Street	Titmus Avenue And McIntyre Road	SALISBURY EAST
Marco Avenue	Furner Avenue And Baron Avenue	INGLE FARM
Dulkara Road	Winara Drive And Telowie Avenue	INGLE FARM

Sloan Road	Bergan Avenue And Denning Avenue	INGLE FARM
Kepa Street	Kalina Avenue And 9 Kepa Street	PARA VISTA
Malcolm Street	Margaret Avenue And Lance Street	SALISBURY
Smith Road	Aquamarine Drive And Daphne Road	SALISBURY EAST
Somerset Road	Kanya Road And Kimba Road	PARA HILLS
Whites Road	Yalumba Drive And Burton Road	PARALOWIE
Burton Road	Clement Avenue And Fairbanks Drive	PARALOWIE
Warren Road	Alva Street And Ajax Court	PARA VISTA
The Strand	Dorothy Street And Glen Rovala Street	BRAHMA LODGE
York Terrace	Spains Road And Evan Avenue	SALISBURY
Salisbury Highway	Athalie Avenue And June Street	PARAFIELD GARDENS
Whites Road	Plough Street And McCormack Crescent	SALISBURY NORTH
