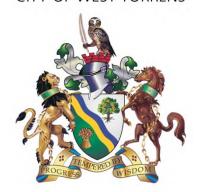
CITY OF WEST TORRENS



Notice of Committee Meeting

NOTICE IS HEREBY GIVEN in accordance with Sections 87 and 88 of the *Local Government Act 1999*, that a meeting of the

CITY SERVICES AND CLIMATE ADAPTATION STANDING COMMITTEE

and

CITY FACILITIES AND WASTE RECOVERY STANDING COMMITTEE

of the

CITY OF WEST TORRENS

will be held in the Council Chambers, Civic Centre 165 Sir Donald Bradman Drive, Hilton

on

TUESDAY, 4 APRIL 2023 at 7.00pm

Angelo Catinari Chief Executive Officer (Acting)

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- 1 MEETING OPENED
- 1.1 Acknowledgement of Country
- 1.2 Evacuation Procedures
- 1.3 Meeting Livestream
- 2 PRESENT
- 3 APOLOGIES

4 DISCLOSURE STATEMENTS

Committee Members are required to:

- 1. Consider Section 73 and 75 of the *Local Government Act 1999* and determine whether they have a conflict of interest in any matter to be considered in this Agenda; and
- 2. Disclose these interests in accordance with the requirements of Sections 74 and 75A of the *Local Government Act 1999*.

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the City Services and Climate Adaptation Standing Committee held on 7 February 2023 be confirmed as a true and correct record.

- 6 COMMUNICATIONS BY THE CHAIRPERSON
- 7 QUESTIONS WITH NOTICE

Nil

- **8 QUESTIONS WITHOUT NOTICE**
- 9 MOTIONS WITH NOTICE

Nil

10 MOTIONS WITHOUT NOTICE

11 CITY SERVICES AND CLIMATE ADAPTATION REPORTS

11.1 Increased enforcement of parking restrictions in Mile End, Marleston, Keswick and Ashford

Brief

This report provides further information on the effect of increased enforcement of time limited parking restrictions in the suburbs of Mile End, Marleston, Keswick and Ashford in response to a resolution of Council.

RECOMMENDATION

The Committee recommends to Council that the report be received.

Introduction

This report responds to a Council resolution that a future report be presented to a meeting of the City Services and Climate Adaptation Standing Committee in relation to the increased enforcement of time limited parking restrictions in the suburbs of Mile End, Marleston, Keswick and Ashford.

The following motions were carried by the Standing Committee and subsequently adopted by Council:

Committee Meeting on 3 November 2020:

- 1. The report be received.
- Council be advised at the end of the 2020/21 financial year of any increase in parking revenue over and above operational costs that is attributable to an increase in the enforcement of time-limited parking in the Mile End, Marleston, Keswick and Ashford suburbs, in order to consider making the extra income available for environmental initiatives.

Committee Meeting on 5 October 2021:

The Committee recommends to Council that a further report on this matter be prepared for the full year ending 30 June 2022, to assess any changes to parking infringement income that may occur as a result of the easing of restrictions associated with the COVID-19 pandemic.

Discussion

As per the Council meeting on 5 October 2021, a further report on this matter providing another full year of data ending 30 June 2022 to assess any changes to parking infringement income is now presented to the Committee.

The Compliance and Waste Services Department Community Safety Team, undertook an inspection program of these suburbs and the following table outlines the number of timed parking expiations issued from 1 July 2019 to 30 June in 2020 and in comparison to the same periods in 2020/2021 and 2021/2022.

	2019 / 2020		2020 / 2021		2021 / 2022	
Suburb	No Expiations	Expiation Fees	No. Expiations	Expiation Fees	No. Expiations	Expiation Fees
Ashford	920	\$ 50,600	902	\$ 50,512	855	\$ 48,735
Keswick	741	\$ 40,755	900	\$ 50,400	799	\$ 42,693
Marleston	31	\$ 1,705	10	\$ 560	87	\$ 4,959
Mile End	493	\$ 27,115	1010	\$ 56,560	1004	\$ 57,228
TOTAL	2,185	\$ 120,175	2,822	\$ 158,032	2,745	\$ 153,615

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The additional expiation fees issued in time restricted parking zones for the areas indicated above totalled \$37,857 collected in 2019/2020 to 2020/2021 and a reduction of \$4,417 in 2020/2021 to 2021/2022 in the above three reporting areas as income to Council.

No additional operating costs were incurred in the monitoring of the above timed parking sites as resources were diverted from issuing expiation notices in other areas to focus on the areas requested in the Council resolutions.

Effectively this meant that while expiation notices were issued in the above areas, less were issued in other areas and it cannot be ascertained that the income received in the above areas is additional income to Council.

Indeed, as a result of COVID-19 and resourcing, total income from all parking expiation notices issued across the City of West Torrens precinct decreased from \$765,295 in 2019/20 to \$697,093 in 2020/21, a reduction of \$68,202 (8.9 percent). Data for 2021/2022 identified a further decrease in expiation notices issued from 2020/21 to 2021/22 to \$643,611, a reduction of \$53,482 (7.9 percent).

After assessing the parking infringement income data and the impacts on resources in other areas of Council, it is recommended to Council that there is no extra income available to supplement further Council environmental initiatives.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact consideration in relation to this report.

Conclusion

The information in relation to the increased enforcement of the time limit restricted parking zones in Mile End, Marleston, Keswick and Ashford is provided in this report in response to Council resolutions.

Attachments

Nil

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11.2 City of West Torrens Road Safety Group Recommencement

Brief

This report provides information regarding the recommencement of Council's Road Safety Group and its initiatives.

RECOMMENDATION

The Committee recommends to Council that:

- 1. The report be received.
- 2. The City of West Torrens Road Safety Group recommence from July 2023.

Introduction

Established in 2004, the City of West Torrens Road Safety Group works in conjunction with SAPOL, local residents, and the Department of Infrastructure and Transport to provide leadership in road safety awareness and respond to concerns of the local community regarding road safety. The Group's meetings and activities were temporarily paused in late 2020.

Discussion

The Road Safety Group proactively develops community road safety initiatives and campaigns that well align with the South Australia's Road Safety Strategy to 2031 and South Australia's Road Safety Action Plan 2023 - 2025 (Action Plan), primarily focussed on road user behaviour improvement.

The South Australia's Road Safety Strategy to 2031 emphasises that road safety is not solely a transport problem and the transport infrastructure solutions alone are not enough to realise Vision Zero by 2050. Best practice, context and appropriate education and public awareness is required to educate road users and influence their behaviour. Research suggests that road safety education campaigns that focus on changing human behaviour are more effective if based on an appreciation of the factors that contribute to crashes, and why some people continue to behave in a manner that increases the likelihood of a crash or the severity of injury in the event of a crash.

The underpinning Road Safety Action Plan identified road user behaviour as a key theme that highlighted a series of action plans that Council's Road Safety group may potentially contribute to, specifically:

- Continue to deliver campaigns and education programs about dangerous road user behaviour and safe road use.
- 2. Contribute to the development of legislative, education and enforcement strategies to address driver distraction.
- 3. Develop initiatives for older road uses to support safe mobility, initiate conversations and enable planning ahead for future road use.

Council, through its Road Safety Group initiatives and campaigns have previously set out to engage the community to participate in road safety education and awareness through a number of initiatives such as:

- Mock crash awareness events:
- Road safety calendar competition for primary school children;
- 50 km/h speed / slow down bin stickers for all residents; and

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 Variable Message Boards that are rotated around the streets within our municipality with a road safety message displayed for passing motorists.

Next steps

Moving forward, the Administration is proposing to reconvene the first Road Safety Group meeting in early July 2023 after the long hiatus. Council will continue to work with participating schools, relevant stakeholders and the broader community through the Road Safety Group to improve road safety awareness and implications.

The existing members of the Road Safety Group will be informed of this meeting to resume their participation and seek voluntary members to grow and deliver the road safety initiatives and campaigns of the group. Council administration will also contact members of the community who have previously expressed interest to join and grow the group; also, a call for further interest will be undertaken. Meetings of the Road Safety Group are open to the public.

The formation of Council's Road Safety Group is not a formal Committee of the Council as defined under the *Local Government Act 1999*, and accordingly Elected Member representation on this Group is voluntary; those Elected Members interested in participating in the Group are encouraged to make contact with the Manager City Assets to register their interest.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact in relation to this report.

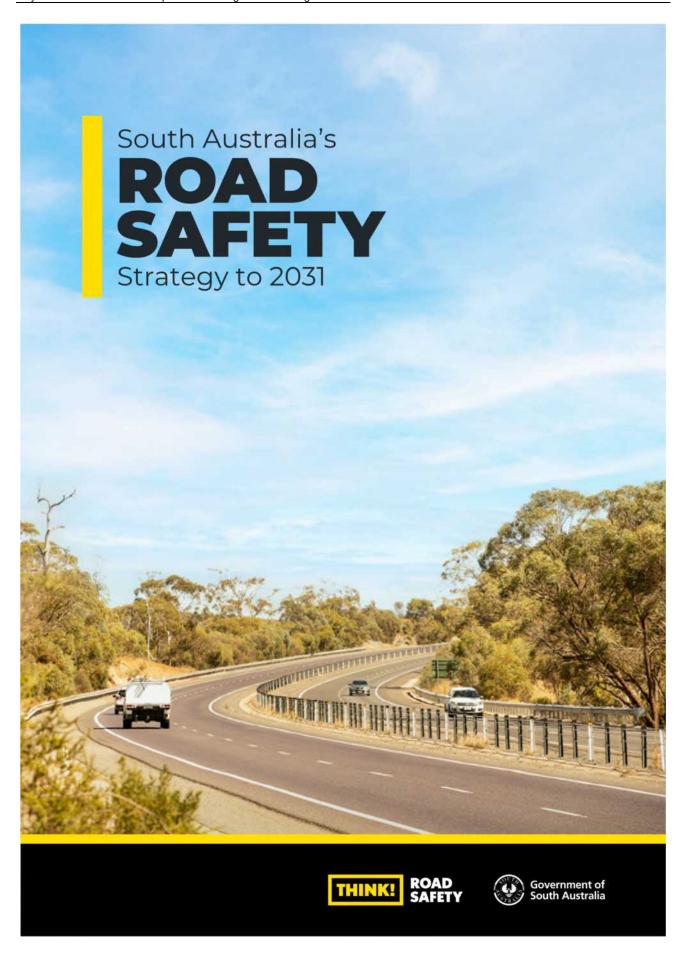
Conclusion

Council administration seeks to resume the Road Safety Group meetings in early July 2023 and commence to deliver road safety awareness initiatives and campaigns within the City of West Torrens.

Attachments

- 1. South Australia's Road Safety Strategy to 2031
- 2. Road Safety Action Plan 2023 2025
- 3. Letter to Mayor (Action Plan)

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Acknowledgement of Country

The South Australian Government acknowledges and respects Aboriginal people as the State's first people and nations, and recognises Aboriginal people as traditional owners and occupants of South Australian land and waters

Foreword



Minister Tarzia

Minister for Police, Emergency Services and Correctional Services, with responsibility for Road Safety

Thank you to all South Australians and stakeholders who provided feedback to inform South Australia's Road Safety Strategy to 2031. As the Minister responsible for road safety in our state, the consequences of road trauma – and what we can do to reduce it – constantly weighs on my mind.

Lives lost and serious injuries devastate families, friends and communities. Our dedicated first responders and support services personnel feel the impacts too.

Losing lives on South Australian roads is unacceptable. Our Strategy targets significant road trauma reductions by 2031 and we have our sights set firmly on zero lives lost by 2050. This can be achieved – but we must all Think! Road Safety. It's up to every motorist to embrace their personal responsibility in the car or on a motorcycle.

The Strategy contains nine strategic focus areas, which were guided by extensive consultation and evidence. We know that a focus is needed on vulnerable road users, such as pedestrians and cyclists, as well as those who are overrepresented in road trauma, including people living in regional and remote South Australia, young and old road users, and Aboriginal people.

Focus areas also include safer roads for all motorists and the use of safer vehicles.

Please take the time to read this new Road Safety Strategy for South Australia and join our commitment to its ambitious vision of zero lives lost on our roads by 2050.

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Minister WingardMinister for Infrastructure and Transport

South Australia's road network plays a vital role in everyone's lives, delivering economic and social prosperity through the ability to access family, friends and recreational activities. We use our roads to get to and from work or school, get away on holidays, to move freight and deliver goods and services.

South Australia's Road Safety Strategy to 2031 sets ambitious targets and a path to realise them. Reducing the number of lives lost by 50 per cent and the number of serious injuries on our roads by 30 per cent by 2031 can be achieved when we work together and focus our efforts on where we can make a significant difference.

The Strategy will guide decision making on transport related investments with a focus on the safe movement of people throughout the state and a particular focus on regional road safety.

Improved road safety is vital to us all, as individuals and as a community. Implementation of the Strategy will help to create a safer road environment that supports road users to make the right decisions, minimises harm if mistakes are made and enables use of new safer vehicle technologies on our road network.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 5

Summary

Vision

Zero lives lost on our roads by 2050

This Strategy sets out what we want to achieve over the next ten years, with a vision that outlines what we are aspiring to achieve in the future.

Ten Year Targets

The South Australian Government is adopting the targets supported for inclusion in the *National Road Safety Strategy 2021-2030*, of at least a 50% reduction in lives lost and at least a 30% reduction in serious injuries on South Australian roads by 2030. As this Strategy extends to 2031, the targets are adjusted accordingly.

The targets are based on halving the total number of lives lost and reducing the total number of serious injuries by 30% rather than on a per capita basis.

Baseline 2018-2020 (3 year average)	National Road Safety Strategy Targets by 2030 for South Australia	By 2031	
96 ^{LIVES}	FEWER THAN 48 LIVES LOST	FEWER THAN 43 LIVES LOST	
708 SERIOUS INJURIES	FEWER THAN 496 SERIOUS INJURIES	FEWER THAN 474 SERIOUS INJURIES	

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Road Safety Strategic Focus Areas



Road user behaviour

Supporting and enforcing safer road user behaviour



Vehicles

Increasing the use and purchase of safer vehicles in South Australia



Roads

Safer design, construction and maintenance of road infrastructure



Regional and remote areas

Reducing the number of lives lost and serious injuries on regional and remote roads



Workplaces

Develop a culture of road safety in South Australian workplaces



Aboriginal road safety

Reducing the over-representation of Aboriginal people in road crashes



Older road users

Greater focus on road users aged 70+



Walking, cycling and public transport

Improving safety for people who walk and cycle and increasing public transport patronage



Young drivers and riders with a focus on those living in regional or remote areas

Reducing their over-representation in road crashes

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 7



Key highlights of the Strategy

A focus on regional and remote areas

Programs and initiatives to improve road safety outcomes will be weighted towards and tailored for regional and remote South Australia due to the disparity in road safety outcomes between metropolitan Adelaide and the rest of the State.

Network Safety Plan

Evidence-based analysis of relevant data and information will be used to plan and prioritise proposed investments in the most effective road safety treatments that reduce the risk to road users and this will be set out in a network safety plan for corridors and/or regions.

A focus on workplace road safety

Programs to improve road safety will be developed and delivered in partnership with key stakeholders, representative associations and large employers given work-related road crashes account for approximately half of all lives lost at work and 15% of lives lost in road crashes.

A focus on Aboriginal road safety

Specific initiatives, developed jointly with Aboriginal Communities' aimed at reducing the over-representation of Aboriginal people in road crashes which result in lives lost or serious injury.

A focus on younger drivers and riders in regional and remote areas

Initiatives aimed at younger drivers and riders aged 16 to 24 will be tailored for those living in regional South Australia, given they are around three times more likely to be involved in a crash where they lose their life, or are seriously injured, compared to Adelaide residents of the same age.

Working with Local Government

We will work in partnership with local government to improve road safety across the state and local network, consulting with them on proposed actions to ensure that planned measures adapt to the needs of the local area.

The social model approach

The social model approach will be applied to road safety education to reach beyond the traditional participants in the transport sector to every community organisation and enterprise that can contribute to behavioural and cultural change.

Research and data

To achieve our goals, reliable and consistent data and information sources will be developed and implemented to monitor, evaluate and understand the impacts of our actions over the life of this strategy.

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Forgiving roads

For new investments, "Forgiving Roads" will be designed to include measures that take into account unintentional road user errors and mistakes, and incorporate features that reduce the likelihood of a crash and reduce their severity when they do occur.

Movement and Place Approach

The Movement and Place approach will be used when planning road safety treatments and determining operational settings (e.g. setting speed limits), as this approach delivers improved road safety outcomes by recognising factors in the local environment.

Normalising the use of safe vehicles

Measures will be applied to influence the rate of uptake and use of safer vehicles, given that newer vehicles with more safety features and 5-star ratings produce better road safety outcomes. A focus will be older and younger owners, and residents in regional areas who are most at risk.

A renewed focus on older road users (70+)

A tailored program will be developed for older South Australians, dealing with the key contributing factors to them losing their lives or being seriously injured on our roads, given the proportion of older people relative to the State's population is expected to grow by 37% by 2031.

Walking and cycling

Specific strategies will be developed to mitigate risks for people who walk or cycle, given the importance of improved safety and connectivity for people who don't travel by car, truck or motorcycle.

Education

Best practice, context appropriate education and public awareness will be used to educate road users and work towards cultural change.

Greater collaboration across Government

A joined up approach in dealing with specific aspects of road safety will be used to address complex issues that can contribute to our road toll such as alcohol and drug dependency.

Capacity and capability

We will build and retain capacity and capability across a range of disciplines within both government and organisations involved in road safety.

Measuring success

This Strategy will be supported by a robust monitoring and evaluation framework. This framework will identify how the actions are leading to change, and enable us to review our actions and to change our approach as needed.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 9



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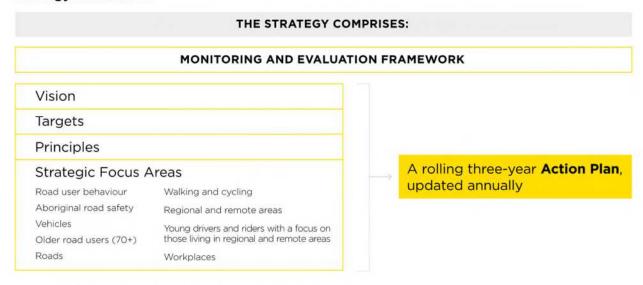
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The Strategy

South Australia's Road Safety Strategy to 2031 (the Strategy) sets out the South Australian Government's agenda for reducing lives lost and serious injuries on our roads.

The Strategy sets ambitious targets for reducing lives lost and serious injuries between now and 2031 in line with the National Road Safety Strategy 2021-30.

Strategy Framework:



- A vision that outlines what we are aspiring to achieve in the future.
- Targets that set out what we want to accomplish by 2031.
- Principles that will guide the South Australian Government's decision making on transport related investments, policy setting, programs and initiatives.
- Strategic priorities that are the focus areas for the Strategy, informed by evidence, consultation and alignment with the National Road Safety Strategy. These focus areas are identified to collectively contribute to achieving our ten year target. The key strategies for each focus area are in no particular priority order.

A rolling three-year action plan, updated annually, will sit alongside the Strategy. It will set out the actions to be taken to give effect to the priorities, as well as responsibilities and timeframes for implementation.

Implementation of the Strategy will be supported by a robust monitoring and evaluation framework designed by the Centre for Automotive Safety Research (CASR) to ensure that what we are doing is effective in reducing lives lost and serious injuries. The outcomes of the monitoring and evaluation framework will help inform the review of the Action Plan and future Road Safety Strategies.

The Strategy has been developed using road safety data about lives lost and serious injuries over the five year period between 2016 to 2020, unless otherwise stated.

We drew on local, interstate and national research to investigate issues the statistics tell us are of significant concern in South Australia. Modelling by the Centre for Automotive Safety Research about what works to reduce lives lost and serious injuries also informed the Strategy.

4 April 2023

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Developing the Strategy

Development of the Strategy has been guided by extensive consultation with stakeholders and the community and we listened to them. This includes:

WHEN

ENGAGEMENT

CONSULTATION TO INFORM THE DEVELOPMENT OF THE STRATEGY

August 2020

A series of 10 webinars with road safety stakeholders across four contexts: metropolitan Adelaide and the CBD; regional roads; regional centres; and rural towns and remote communities which identified priority issues, ambitions and principles.

October - November 2020

A state-wide survey on yourSAy, the South Australian Government's community engagement platform, with over 1340 survey responses received. 36 written submissions were also received.

October 2020 - February 2021

Market research to better understand road user behaviour, motivators and barriers in relation to fatigue and older road users plus a focus session with stakeholders to further explore the issues and possible solutions.

These topics were chosen based on road safety statistics and the need for further investigation (For example, extensive work has been undertaken either in South Australia or nationally on some key issues such as vehicles as a workplace, motorcyclists and driver distraction).

January - February 2021

A series of subject based workshops, including road user behaviour, infrastructure and local government.

February 2021

Three regional community workshops in areas associated with high levels of road trauma: Yorke Peninsula, Coorong and Loxton Waikerie Council areas at Yorketown, Tintinara and Loxton respectively.

CONSULTATION ON THE DRAFT STRATEGY

July 2021 - September 2021



Community consultation on yourSAy including a survey that received 352 detailed responses. Sixty one written submissions were received.

RELEASE OF THE STRATEGY - DECEMBER 2021

Consultation to inform the development of the Strategy

The key themes that emerged from the consultation and informed development of the Strategy were:

Driver education to change behaviour, such as the need to improve driver training and assessment, road user education and broader public messaging campaigns regarding road rules.

Infrastructure improvements for metropolitan Adelaide, such as infrastructure for active travel and better major intersection design to improve traffic flow and reduce the risk of crashes.

Greater investment in road infrastructure, such as better signage and more dual carriageways, overtaking lanes, sealed roads, and rest stops on regional and remote roads.

Higher standards of road maintenance including resurfacing stretches of road rather than patch fixes, maintenance of road shoulders and the width of the roads being suitable for all vehicles using it.

Active and/or alternative transport, such as safer separated cycling and pedestrian options, and the role of passenger transport for safe and active travel.

Speed, including speed limits, speeding and human impacts of speed.

Safe vehicles and fleet, including the role of safety technologies, newer vehicles and autonomous vehicles in improving road safety outcomes.

Heavy vehicles and freight, including educating all road users on the safe interaction with heavy vehicles, and the need for fit-for-purpose road infrastructure to accommodate heavy vehicles (such as overtaking lanes).

Road user behaviour, with a focus on drink and drug driving, distraction (particularly around the use of mobile phones), fatigue, seatbelts and speeding.

Road user compliance and enforcement, including a greater police presence in regional and remote areas.

Removal of and/or higher standards of treatment for roadside vegetation,

to address concerns about visibility, the dangers of animals being too close to the road, and survivability of a crash where objects, such as trees are too close to the roadside.

Consultation on the draft Strategy

The feedback received from stakeholders and the community resulted in a number of amendments to the Strategy including changes to information in the Strategy on motorcycles and child restraints, and changes to, or the addition of, key strategies for Aboriginal road users, vehicles, older road users, younger road users, roads and workplaces.

65% of online survey respondents agreed that the strategies and focus areas would support achieving our ten year targets and improve road safety on South Australian roads.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 15

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Vision

4 April 2023

Zero lives lost on our roads by 2050

To achieve the national vision of zero lives lost by 2050, over the next ten years our goal is to:

- develop a culture of road safety in the community and our workplaces, with local knowledge and capacity to support people and families; and
- have safer road infrastructure and transport options for all road users, ages and abilities.

To achieve this, individual road users, State and Local Government, regulatory partners, non-government organisations and the private sector all need to play a role in the long term aspiration to dramatically reduce harm on our roads.

Ten year targets

The South Australian Government is adopting the targets supported for inclusion in the *National Road Safety Strategy 2021-2030*, of at least a 50% reduction in lives lost and at least a 30% reduction in serious injuries on South Australian roads by 2030. As this Strategy extends to 2031, the targets are adjusted accordingly.

Baseline 2018-2020 (3 year average)	National Road Safety Strategy Targets by 2030 for South Australia	By 2031
96 LIVES	fewer than 48 lives lost	fewer than 43 lives Lost
708 SERIOUS INJURIES	FEWER THAN 496 SERIOUS INJURIES	FEWER THAN 474 SERIOUS INJURIES

The targets are based on halving the total number of lives lost and reducing the total number of serious injuries by 30% rather than on a per capita basis.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 17

Principles for decision making and investment

The following principles will guide the South Australian Government's decision making on transport related investments, policy setting, programs and initiatives

They support the vision of this strategy and will contribute to eliminating serious harm.

Decisions taken over the life of the Strategy will be consistent with these principles and work towards the objectives of safer roads, safer vehicles and safer user behaviour.

- Road safety will be a key criteria in all decision making frameworks for investment decisions and policy setting.
- Roads will be designed to be forgiving of unintentional human error, meaning that design features should result in crashes being less likely to happen and, if they do occur, having a less severe outcome.
- The road environment will be safe for all road users, including pedestrians, cyclists and motorcyclists.
- Current known road safety issues will be prioritised for treatment, while being flexible and responsive to emerging issues, and consider innovative solutions (and opportunities such as technological advancements).
- When designing, building and upgrading road infrastructure, and planning maintenance, safety requirements and safety outcomes will be given priority.
- Well informed choices will be made that are evidence-based, prioritising investments to cost-effective solutions that are affordable and proportionate to the benefits they deliver.
- Input will be sought from communities and stakeholders, and consideration will be given to the issues that are raised that materially impact road safety.
- In planning the transport network we will consider the function of roads and the adjacent land use to provide safe movement and safe use for road users and visitors.

Note, the principles are not in any order of priority.

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The Safe System Approach

The Safe System approach adopts a **holistic view** of the road transport system and the interactions between people, vehicles, and the road environment.

It recognises that people will always make mistakes and may have road crashes - but those crashes should not result in death or serious injury.

The Safe System model is regarded as international best practice and is the framework for improving road safety across Australia. "Safe System" is the Australian terminology for a philosophy shared by different practices in many different nations. It is built on several key principles:

People make predictable mistakes that can lead to road crashes

The human body has a limited physical ability to tolerate crash forces before harm occurs

A shared responsibility exists
amongst those who plan, design,
build, manage and use roads
and vehicles to prevent crashes
resulting in serious injury or death

All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 19

There are four overarching pillars under the Safe System approach that influence road safety outcomes. These are safe road infrastructure, safe vehicles, safe speed at which people travel and safe road user behavior.



Social Model Approach to Road Safety

South Australia's Road Safety Strategy reflects and endeavours to strengthen the social model for road safety. The social model approach acknowledges the social systems which we live in and how individuals, organisations, government and community culture impact on road safety outcomes.

Core to its approach is a collaborative effort across private, not for profit and public sector agencies at the local, state and federal level. The social model also values the contribution of the broader South Australian community in achieving road safety outcomes and acknowledges that road safety is a complex issue that deserves and requires a complex strategy.

The social model approach has many benefits, including:

- positioning road safety as everyone's business, reaching beyond traditional lines of responsibility (i.e. relevant across disciplines, not just the transport sector);
- increased capacity for action through shared ownership of the issue, leveraging on stakeholder networks and influence;
- cultural change towards road safety, leading to long term and self-sustained commitment and contribution to road safety as an inherent part of everyday life; and
- a model that is complementary to the Safe Systems approach to road safety.

There are five layers under the social model.1

System/Public Policy Approach

A systemic cross agency lens of how governmental policies, legislation and investments contribute to road safety outcomes.

Community Approach

This layer emphasises a grass root community led action. For example, a local sporting community promoting the use of a designated driver for after sports celebrations.

¹ Office of Road Safety, Fact sheet: The social model approach to road safety, online October 2021, https://www.officeofroadsafety.gov.au/nrss

Organisational Response

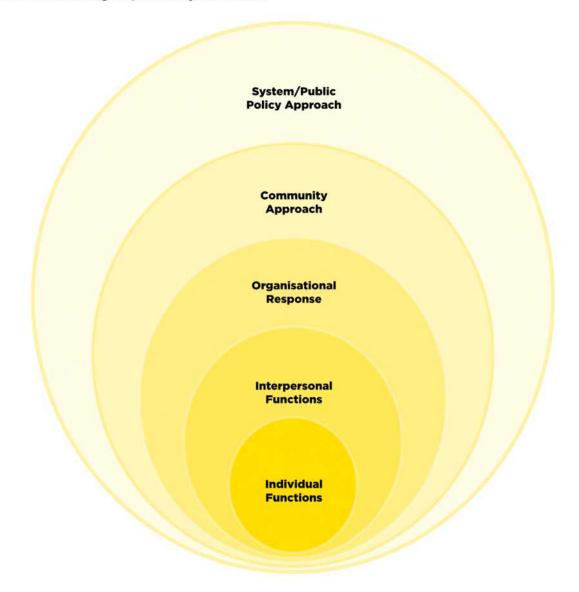
Consideration for how organisations establish systems that support a culture of road safety. For example, establishing policies and procedures for safe travel of employees both in and outside of work hours.

Interpersonal Functions

A relationships driven approach to influencing an individual, organisation or sector to establish a culture of road safety. For example, supporting school leadership to establish a culture of road safety amongst the local parent community.

Individual Functions

This layer focuses on the attitudes and behaviours of the individual and how behaviours demonstrate taking responsibility for oneself.



SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 21

What we know about road safety in South Australia







DRIVERS IN REGIONAL AREAS

Over two thirds of drivers who lose their lives or are seriously injured in regional areas are local to regional South Australia



Each year, based on the average for the past 5 years, 95 PEOPLE LOST THEIR LIVES PEOPLE WERE SERIOUSLY INJURED in road crashes



SA'S REGIONAL POPULATION

Is ageing at a **faster rate** than that of Adelaide

As young people often leave for larger centres in search of opportunities, while older cohorts enter regional areas to retire

Percentage of lives lost and serious injuries by age group, South Australia, 2016-2020

AGE GROUP	LIVES LOST	SERIOUS INJURIES	PERCENT OF POPULATION
0-15	4%	4%	19%
16-24	20%	20%	12%
25-69	53%	62%	56%
70+	23%	14%	13%

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The road network in SA

South Australia has an extensive network of roads.

Most (64%) vehicle travel is on state and national roads that comprise 23% of the state's road network. 68% of crashes where a life is lost and 61% of serious injury crashes occurred on state and national maintained roads in South Australia over the last five years, equating to an average of 66 lives lost and a further 428 serious injuries in crashes on these roads each year.

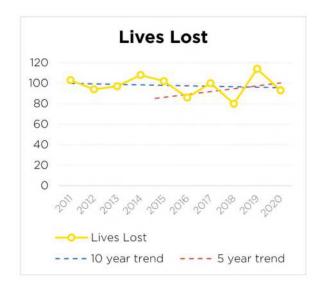
32% of crashes where a life is lost and 39% of serious injury crashes occurred on local government maintained roads in South Australia over the last five years, equating to an average of 28 lives lost and a further 259 serious injuries in crashes on local government roads each year.

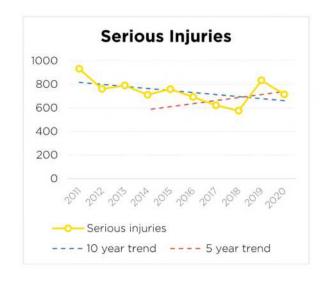
South Australian Roads	Council road length (km)	%	State road length*(km)	%
Sealed roads	18,799	60	12,796	40
Unsealed roads	56,194	85	9,623	15

^{*}State roads include National Highways

Road safety trends in SA

The number of lives lost and serious injuries in South Australia is decreasing over time, however further action is needed if we are to achieve the Strategy's targets.





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Where crashes happen

The majority of the crashes resulting in a life lost occur on regional and remote roads. This is the opposite when it comes to crashes resulting in serious injury with the majority of these occurring on metropolitan roads.

Crashes where lives are lost

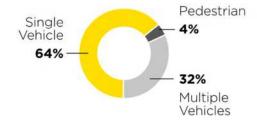


Serious injury crashes

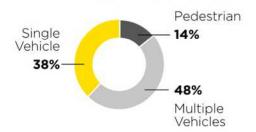


Almost two thirds of the crashes resulting in a loss of life or serious injury on regional and remote roads are often single vehicle crashes that do not involve other vehicles or pedestrians. Many of these occur when the vehicle leaves the road and collides with an object, or rolls over. In comparison, the types of crashes that result in a loss of life or serious injury on metropolitan roads are more likely to involve more than one vehicle or a pedestrian.

Crashes where lives are lost or serious injury occurs on regional and remote roads by crash type

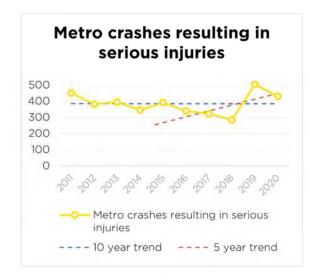


Crashes where lives are lost or serious injury occurs on metropolitan roads by crash type



Metropolitan Adelaide and the CBD

Serious injury crashes are **more likely** to be on metropolitan roads, where large numbers of people live and work.



Crashes resulting in serious injuries have shown a slight decline in trend over the previous 10 years with an average of 393 crashes per year recorded during 2011-2015 to 376 in the 2016-2020 period. The most recent five year trend however shows an increase.

38% of crashes resulting in loss of life or serious injury in the metropolitan area are single vehicle crashes, 48% involve more than one vehicle and 14% involve a pedestrian.

Pedestrians represent around one in every five lives lost and one in 10 serious injuries on metropolitan roads in South Australia.

30% of crashes where a life is lost and 44% of serious injury crashes in the metropolitan area occur at intersections. More than one third (36%) of these crashes are at intersections controlled by traffic signals, another one third (32%) have no intersection controls and the remainder are controlled by stop or give way signs or roundabouts.

Motorcycles are involved in 14% of crashes where a life is lost and 22% of serious injury crashes on metropolitan roads. Over half (54%) of these crashes involve another vehicle with the majority of them (61%) occurring at an intersection.

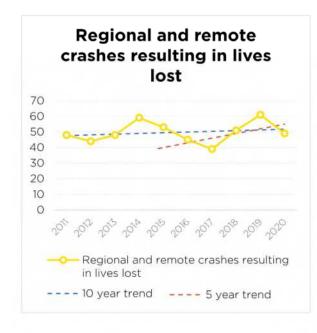


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Regional and remote SA

More than half (56%) of crashes where lives were lost and 36% of serious injury crashes are on regional and remote roads.



The 10 year trend shows the number of crashes on regional and remote roads resulting in lives lost have increased slightly with little change in the average. Fifty crashes were recorded per year in the five year period 2011-2015 and 49 for the period 2016-2020. The five year trend also shows an increase.

When taking into account the population, rates of driver and rider lives lost and serious injuries are much higher in regional and remote South Australia compared to metropolitan Adelaide.

The speed at which we travel has consequences for crash risk and also for injury severity when a crash occurs. 79% of all crashes on regional and remote roads where lives are lost and 70% of serious injury crashes occur on roads with a speed limit at 90km/h or above.

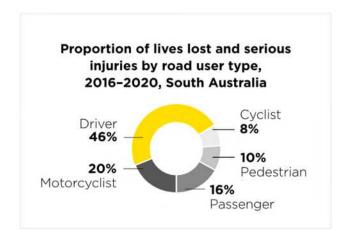
Nearly two thirds of crashes where a life is lost or a person is seriously injured involve a single vehicle on a regional or remote road. Many of these are road departure crashes where the vehicle collides with an object or rolls over.

On higher volume, two way undivided regional roads, head on crashes become more likely. Head on crashes often start the same way as run off road crashes with a driver travelling onto the unsealed shoulder and losing control when they try to steer back into their lane on the different surface.

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What road safety looks like for different users

Around two thirds of people who lose their lives or are seriously injured in road crashes are motor vehicle occupants, and a third are people on motorcycles or bicycles, or pedestrians.



Younger road users

The number of young people being killed or seriously injured on South Australian roads has declined in the last decade, although young people continue to be over represented in road crashes, much more so than older age groups.

People aged 16 to 24 years make up 11% of the population, but account for 21% of all lives lost and 20% of all serious injuries in South Australia. 81% of drivers or riders aged 16 to 24 who lost their life were male. Most young drivers (96%) are responsible for the fatal crash they are involved in.

YOUNGER DRIVERS AND RIDERS IN REGIONAL AND REMOTE SOUTH AUSTRALIA

Young drivers and riders aged 16 to 24 living in regional or remote South Australia are around three times more likely to be involved in a crash where they lose their life or are seriously injured compared with Adelaide residents of the same age.

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Older road users

Older road users (70+) make up 13% of the population yet account for 23% of all lives lost and 14% of serious injuries. Older drivers are involved in a relatively small number of crashes, but these crashes are more likely to be more severe in part due to the fragility and frailty of these older users (and sometimes as a result of the lower level of protection provided by older vehicles).

Older pedestrians have a higher risk of collision with road vehicles due to the perceptual, cognitive and physical deterioration associated with ageing. If an older person is hit by a car, the outcome is likely to be more severe, resulting in a life lost rather than an injury. Older pedestrian rates of lives lost or serious injury increases around the age of 70.

A study led by the Centre for Automotive Safety Research found that 11% of hospitalisation crashes were the result of a medical condition or medical event. For crash-involved people over the age of 70, this proportion increased to 34%. So for older people, medical fitness to drive is an important consideration.²

Older road user crashes are likely to continue to increase in future years due to the growing number of people in the 70+ age cohort. In 2019, 13% of South Australia's population were aged 70 or over. The number and proportion of older South Australians is expected to continue to grow. By 2031, it is projected there will be over 310,000 older people in South Australia (17% of the population), an increase of 85,000 older people.³

PEOPLE AGED 70+

Accounted for about **13%** of the State's population in 2019

By 2031, over **310,000** South Australians will be in the 70+ age group

OLDER DRIVERS

Older drivers are generally more cautious and tend to exhibit less illegal and dangerous driving behaviour than other age groups. They also typically control their exposure to risk when driving by avoiding driving at night or in peak hours.

Older drivers are more likely to be involved in fatal and serious injury crashes at intersections involving right angle crashes. Intersections and junctions are complex traffic environments, in which the driver has to attend to a variety of information while under time pressures. Taking into account licence numbers, drivers in the 70-79 year old age group have the lowest rate of involvement in crashes where lives are lost or serious injuries occur. This increases in the 80-89 year age group and again for drivers aged 90 and over.

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² Lindsay, V.L., Ryan, G.A. (2011) Medical conditions as a contributing factor in crash causation (AP-R389-11). Sydney: Austroads

³ Australian Bureau of Statistics (2018) Population Projections, Australia

Aboriginal people

Aboriginal people comprise approximately 2.4% of South Australia's population but are 2-3 times more likely to lose their life and 30% more likely to have a serious injury than non-Aboriginal people.⁴ This over-representation extends across many public health issues including involvement in road crashes.

Sixty nine per cent of the light vehicles driven by Aboriginal people involved in crashes resulting in a life lost or serious injury were aged 10 years old or more. This is higher than crashes resulting in a life lost or serious injury in general where around 60% of all light passenger vehicles are aged 10 years or more.

Aboriginal drivers and riders represent 3.0% of all drivers/riders involved in crashes resulting in a life lost or serious injury on South Australian roads yet represent approximately 1.7% of all South Australian licence holders.

Aboriginal people aged 16 to 29 years represent 36% of Aboriginal licence holders yet 47% of the Aboriginal drivers and riders involved in crashes resulting in a life lost or serious injury were in the 16-29 year age group.

Twenty per cent of Aboriginal drivers who lost their life or were seriously injured were recorded as not wearing a seatbelt at the time of their crash (where this information was known). For drivers in general, 9% of drivers who lost their life or were seriously injured were not wearing a seatbelt.

Twenty six per cent of Aboriginal drivers and riders who lost their life or were seriously injured (and tested) had an illegal blood alcohol concentration (BAC) at the time of the crash. For drivers and riders in general; 12% of drivers and riders who lost their life or were seriously injured recorded an illegal BAC.

A limitation of the data analysis exists because not all individuals will self-identify their Aboriginal and Torres Strait Islander status when interacting with the department. Additionally the road crash database does not record Aboriginal and Torres Strait Islander information and therefore no such data is available to incorporate numbers of Aboriginal and Torres Strait Islander passengers, pedestrians or cyclists injured in road crashes.

It is likely that Aboriginal road safety data is under reported when taking into account the under representation in road safety data and the over-representation in public health data (presenting with injuries).

Transport disadvantage can increase risks of road trauma. Aboriginal people are more likely to experience social exclusion – related to limited, or no access to transport. Lack of access to transport options can lead people to make unsafe transport decisions whether they are a driver, passenger or pedestrian. Socio economic disadvantage also increases the risk of road trauma through the poor condition of ill maintained vehicles. Similarly, the lack of access and affordability of vehicles with a high safety rating results in lesser protection of occupants. Other forms of disadvantage, such as poor health and education can be compounded for Aboriginal people experiencing transport disadvantage.

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⁴ Australian Institute of Health and Welfare data (2019) online at <u>www.aihw.gov.au/reports/injury/injury-indigenous-austransport-2010-11-2014-15/contents/table-of-contents</u>

⁵ Currie, G., Stanley, J., & Stanley, J. (2007). No way to go: Transport and social disadvantage in Australian communities. Melbourne: Monash University Press.

⁶ NSW Aboriginal Road Safety Action Plan 2014-2017 (2014), Transport for NSW online at www.roadsafety.transport.nsw.gov.au/downloads/aboriginal-road-safety-plan.pdf

Pedestrians

Almost everyone is a pedestrian at some time. Pedestrians can be defined as someone who walks, uses a motorised or non-motorised wheelchair or mobility scooter (gopher). Risks to safety are increased because pedestrians are not protected by the structure of a vehicle and in the event of a crash, are more susceptible to the possibility of loss of life or serious injury. Pedestrians are at greater risk of death and injury if hit at impact speeds above 30 km/h. The most vulnerable pedestrians are children and older people.

Pedestrians are most exposed in busy areas. 82% of pedestrians who lose their lives or are seriously injured are located within the metropolitan Adelaide area at the time of the crash. Nearly one quarter of pedestrians who lose their lives or who are seriously injured are aged 70 years or older.

The presence of alcohol or drugs in a pedestrian's system can impair their ability to safely negotiate roads and traffic. From 2015-2019, 28% of pedestrians tested following a fatality were found to have a blood alcohol concentration of more than 0.05. On average, 16% of pedestrians killed tested positive to cannabis, MDMA (ecstasy), methamphetamine or a combination of these drugs.





Cyclists

The cycling participation rate⁷ in South Australia is similar to the national average. Approximately 13% of the population ride weekly and just under one third have ridden in the past year. The cycling participation rate is higher for males and those aged under 18 years. Since 2007 the weekly bicycle traffic in the Adelaide CBD has increased by 56%.

Most (90%) serious injuries involving a cyclist occur in metropolitan Adelaide while just over half (52%) of lives lost are outside the metropolitan area. Half of the lives lost in regional and remote areas involve a cyclist being hit from behind. 70% of cyclist lives lost are in crashes that involved another vehicle.

Most crashes resulting in lives lost or serious injury of a cyclist occur at peak times of the day, around half occur between 6 am and midday and another 25% occur between 3 pm and 6 pm. 42% of lives lost and serious injuries occur at intersections, almost half of these are right angle type crashes and of these, the driver (not cyclist) was identified as at fault in almost two thirds of crashes.



⁷ Australian Cycling Participation 2019. Austroads Publication No. AP-C91-19. Report for the National Cycling Strategy

Motorcyclists

Motorcycle riding is becoming more popular with an increase in the total number of registered motorcycles in South Australia over the past five years, mostly over 250cc engine capacity.8



Motorcyclists continue to account for a considerable

proportion of South Australia's road trauma and have a higher risk of death or serious injury than all other road users. For the numbers of kilometres travelled, motorcyclists have a much higher risk of losing their life than those travelling in other motor vehicles. Motorcyclists do not have the benefit of vehicle protection in the event of a crash and tend to sustain multiple injuries to the head, chest and legs, either from direct contact with solid objects or as a result of crash forces.

Motorcyclists represent 17% of all lives lost yet only 4% of all registered vehicles on South Australian roads. Of the motorcyclist crashes that result in lives lost or serious injury, 65% occur in the metropolitan Adelaide and CBD area.

Over half of motorcycle crashes (55%) which resulted in a life lost or a serious injury involved the motorcycle only. Most of these crashes (87%) were run-off-road crashes and just under one half occurred on a curved section of the road.

In addition, 44% of the motorcycle crashes which resulted in a life lost or a serious injury involved more than one vehicle. Right of way violations by the other road user was a factor in 37% of the crashes where a life was lost and 57% of serious injury crashes.

Males made up 94% of motorcycle rider lives lost and serious injuries compared to 60% of light vehicle driver lives lost and serious injuries in South Australia. 87% of motorcycle licence holders in South Australia are male.

Behavioural factors including speed, alcohol, drugs, fatigue and riding unlicensed remain significant contributing factors to motorcycle crashes that result in lives lost or serious injury.

Inappropriate speed is a contributing factor in 54% of crashes where a life is lost and 31% of serious injury crashes involving a motorcyclist.

Thirty per cent of riders who lost their lives on South Australian roads were not licensed for riding at the time of the crash. This may be due to the rider never holding a motorcycle licence or the current licence being suspended or cancelled.

The condition of the road surface is important for motorcyclists whereby pot-holes, crumbling pavement, loose gravel and other debris on the road surface can present significant problems for riders.

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⁸ Motorcyclists Fact Sheet Online at Motorcycle safety (www.dit.sa.gov.au)

Driver behaviour

Safe use of the road network relies on road users playing their part to uphold the standards and laws that have been designed to provide protection for all who use the road system. Most road users do the right thing most of the time. However, we also need to target the minority of drivers and riders who are dangerous road users and demonstrate deliberately risky and extreme behaviours.

Drink and drug driving

Impairment due to alcohol and drugs is a major contributor to people losing their life and being seriously injured on South Australian roads. Alcohol impairs skill and decision making and increases confidence and aggression. It can also lead to an increase in other risk-taking behaviour.

Almost one in five drivers and riders (19%) who lost their life on our roads recorded an illegal Blood Alcohol Concentration (BAC) while more than one in five (21%) was drug driving. Combined, this equates to one in three drivers who lost their life in road crashes in South Australia over the past five years testing positive to drugs and/or alcohol. The number of drivers and riders who have lost their life while drink driving has declined over the last decade, however the trend line has remained unchanged for drug driving.

The 20 to 29 year old age group represents the largest percentage of the population of drivers and riders with an illegal BAC losing their life (29%) or being seriously injured (28%). They also represent the largest percentage of the population of drivers and riders killed that tested positive for drugs (33%).

DRINK AND DRUG DRIVING IS OFTEN ACCOMPANIED BY OTHER DANGEROUS BEHAVIOUR

Of the drivers killed that had a BAC of 0.05 or above, 54% were not wearing their seatbelt and 8% of rider fatalities who lost their life were not wearing a helmet. For non-drink drivers 19% of fatalities were not wearing a seatbelt, and 4% of riders were not wearing a helmet.

Of the drivers who lost their life and tested positive for drugs, 43% were not wearing their seatbelt at the time of the crash and 17% of riders who tested positive were not wearing a helmet.

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Distraction

Driver distraction (or inattention) is a significant issue in road safety. Distracted driving refers to any activity that takes a driver's attention away from the task of driving safely. Distractions can be inside a vehicle (e.g. mobile phone use, eating or drinking, navigation devices, passengers, reaching for objects), outside a vehicle (e.g. other road users, billboards) or from the driver's own mind (e.g. day dreaming, emotional stress). Road users other than drivers may also be distracted including pedestrians crossing roads, cyclists and motorcyclists.

Research indicates that taking your eyes off the road for two seconds doubles the risk of a crash.9

It is difficult to identify crashes involving distraction but a recent study revealed that inattention was a contributing factor in at least a third of crashes investigated where a life is lost or a person sustains an injury in South Australia.¹⁰ In-vehicle distractions were found to be most prevalent. Inattention crashes were most likely to involve right turn/angle or rear-end crash types and occur at intersections, in metropolitan areas, and in lower speed zones.

Inappropriate speed

Vehicle travel speeds affect both the risk of crash involvement and the severity of crashes, and subsequent injuries. A recent travel speed survey¹¹ indicated between 12% and 37% of motorists state-wide are not complying with posted speed limits, increasing their risk of being involved in a crash.

The risk of a crash where a life is lost or a person sustains an injury approximately doubles with each 5km/h increase in travel speed above the limit on a 60km/h speed limited road,¹² or with each 10km/h increase above the average speed on higher speed regional roads.¹³

Inappropriate or excess speed was a contributing factor in 31% of all crashes where lives were lost and 26% of crashes resulting in serious injury. Inappropriate speeds that are too fast for the conditions are not necessarily above the speed limit.



⁹ Klauer, S.G., Dingus, T.A., Neale, V.L., Sudweeks, J.D., Ramsey, D.J. (2006) The impact of driver inattention on near-crash/crash risk: An analysis using the 100-car naturalistic driving study data. Washington DC: National Highway Traffic Safety Administration

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¹⁰ Wundersitz, L. N. (2019) Driver distraction and inattention in fatal and injury crashes: Findings from in-depth road crash data. Traffic Injury Prevention 20(7), 696-701.

^{11 2018} travel speed survey

¹² Kloeden, C.N., McLean, A.J., Moore, V.M., Ponte, G (1997) Travelling speed and the risk of crash involvement. NHMRC Road Accident Research Unit, The University of Adelaide

¹³ Kloeden, C.N., Ponte, G, McLean, A.J. (2001) Travelling speed and the risk of crash involvement on rural roads. Road Accident Research Unit, The University of Adelaide

Fatigue

While fatigue is often ranked as a major factor in road crashes, its contribution to individual cases is hard to measure and is often not reported as a cause of crash. Analysis of South Australian crash data suggests fatigue is on average a factor in around ten crashes resulting in lives lost each year.

Research has shown that not sleeping for more than 17 hours has an effect on driving ability the same as a Blood Alcohol Concentration (BAC) of 0.05. Not sleeping for 24 hours has the same effect of having a BAC of 0.10, double the legal limit.¹⁴

Seatbelts and restraints

Wearing a seatbelt doubles your chances of surviving a serious crash. The most recent observational survey of restraint use in South Australia¹⁵ found around 97% of vehicle occupants wore seatbelts. However, seatbelt wearing rates are much lower for crashes where vehicle occupants lose their life or are seriously injured, particularly in regional and remote areas. Around one quarter of all drivers and passengers who lost their lives were not wearing a seatbelt at the time of the crash. Of these, 71% of crashes occurred in regional areas.

Non-seatbelt use in crashes is often associated with other dangerous behaviours (e.g. drink driving).

The incorrect restraint of children travelling in vehicles, or children moving to the next restraint category too soon, is a concern. In South Australia, between 2005 and 2018, 38 children aged 0 to 12 years lost their life while passengers in a vehicle. 61% (24) of these children were not appropriately restrained, including nine children who were unrestrained. Of these 24 children, almost half (11), were aged 8 to 12 years and seated in an adult seat despite being less than 145 cm tall (the tallest child was 140 cm).¹⁶

The correct use of approved child restraints and the correct installation could greatly improve child safety in vehicles. While the Australian Road Rules are specific about what type of restraint is to be used at different ages, children grow at different rates. It is important to improve and maintain public understanding about the correct installation and the selection of the right restraint or booster seat, particularly for children aged 7 to 12 years of age and children with a disability.

In 2018–19 more than 600 police cautions/fines were issued to drivers failing to safely restrain passengers under 16 years.¹⁷

Driveways

The safety of children in driveways is also a concern. Small children are at risk from moving vehicles in low speed off road locations such as driveways, yards and car parks. One child, often a toddler, is run over in their driveway every week in Australia. On average, seven children are killed each year in Australia and 60 seriously injured after being hit or run over by a motor vehicle at home.¹⁸

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¹⁴ Dawson, D, Reid, K (1997) Fatigue, alcohol and performance impairment. Nature 338 (6639): 235

Dawson, D, Sprajcer, M.A., Thomas, M.J. (2021) How much sleep do you need? A comprehensive review of fatigue related impairment and the capacity to work or drive safely. Accident Analysis and Prevention. Department for Health and Wellbeing (2019)

¹⁵ Wundersitz, L.N., & Anderson, R. W.G. (2009) On-road observational study of restraint and child restraint use, 2009 (CASR065). Adelaide: Centre for Automotive Safety Research)

¹⁶ Child Death and Serious Injury Review Committee, Annual Report 2019-20 p42. Online at www.cdsirc.sa.gov.au

¹⁷ Child Development Council (2020) How are they faring? South Australia's 2020 Report Card for Children and Young People, Government of South Australia. Online at <u>www.childrensa.sa.gov.au</u>

¹⁸ BITRE, Information Sheet 43: Child pedestrian safety: 'driveway deaths' and 'low -speed vehicle run-overs', Australia, 2001-10, online www.bitre.gov.au

Vehicles on our roads

Vehicle safety refers to the level of safety a vehicle provides for occupants and other road users in the event of a crash as well as its ability through technology, to avoid or minimise the effects of a crash.

Newer vehicles are generally safer because a vehicle's age reflects the incremental improvements in safety due to advancements in technology, design and mandatory safety standards over time. The level of safety a vehicle provides is commonly reflected through a star rating, provided by an assessment program such as the Australasian New Car Assessment Program or the Used Car Safety Ratings. Research indicates safer vehicle technology can be promoted by active policies to promote uptake by government and private-sector fleets.

Recent highly effective improvements that have been mandated in new vehicles include electronic stability control (ESC) and motorcycle antilock braking system (ABS). Australian research shows that ESC reduces the risk of single car crashes by 25% and single 4WD crashes by 51%.

South Australia has the second oldest vehicle fleet in Australia. People living in regional and remote areas and young and older drivers often drive older vehicles, which may be due to their lower cost and availability.



This data includes light vehicles only, excludes heavy vehicles and motorcycles.

Excluding those with a conditional registration,¹⁹ the average age of light vehicles registered to people aged 70+ in metropolitan Adelaide is 12.7 years. In regional and remote South Australia, the average age of light vehicles is 13.9 years.

Excluding those with a conditional registration,¹⁶ the average age of light vehicles registered to 16-24 year olds in metropolitan Adelaide is 13.0 years. In regional and remote South Australia, the average age of light vehicles is 13.7 years. It should be noted that around half of the licensed drivers in the 16-24 year age group do not have a vehicle registered to them.

Nationally, the age of the heavy vehicle fleet varies depending on the type of heavy vehicle. Light rigid trucks have an average age of 11.0 years, heavy rigid trucks have an average age of about 15.6 years and articulated trucks have an average age of 11.8 years.

Motorcycles in South Australia have an average age of around 12.1 years, again, higher than the national average age of 10.8 years.

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¹⁹ Conditional registration includes: Unregistered vehicle permits, Seasonal registrations, Emergency response vehicles, Special purpose vehicles, Restricted primary producer's vehicle, Registered miscellaneous vehicles, Historic, left-hand drive and street rod vehicles and Light vehicle permits.

Older vehicles are more likely to be involved in a serious crash. 36% of light vehicles involved in crashes resulting in lives lost or serious injuries in South Australia were 15 or more years old. 28% of all light vehicles are more than 15 years old.

New vehicles sold or leased by business will eventually be purchased by the broader community. In 2019, approximately 77% of heavy vehicles and 42% of light vehicles first entered the South Australian market through business fleets. It is expected that following a relatively short lease period of 2-5 years, these vehicles will be sold to the general public.

Heavy vehicles and interaction with other transport modes

The mass and rigidity of heavy vehicles can contribute to the severity of crashes especially in collisions with other vehicles. Other road users may not be aware of the distance that heavy vehicles need to slow down, stop or change lanes, or how to safely overtake heavy vehicles, especially those that are larger such as restricted access vehicles or over dimensional loads.

76% of heavy vehicle crashes where lives were lost involved either a light vehicle, pedestrian, motorcyclist or cyclist. In 80% of these crashes the road user deemed at fault was not the heavy vehicle driver. Crashes between pedestrians, cyclists and heavy vehicles even at very low speeds can result in serious injuries and loss of life.

The most prominent crash type (38%) in heavy vehicle crashes are head on crashes and 95% of the time the other vehicle is going straight ahead, but not overtaking. The next most prominent crash type is a right angle or right turn crash (25%).

Two thirds of lives lost crashes and 44% of serious injury crashes involving a heavy vehicle occurred in regional and remote South Australia. 82% of those heavy vehicle crashes on regional and remote roads were speed limited to 100 or 110 km/h.

Midblock crashes (crashes not at an intersection) accounted for 76% of crashes resulting in lives lost or serious injury on regional and remote roads involving at least one heavy vehicle.



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Road Safety Strategic Focus Areas



Road user behaviour

Supporting and enforcing safer road user behaviour



Vehicles

Increasing the use and purchase of safer vehicles in South Australia



Roads

Safer design, construction and maintenance of road infrastructure



Regional and remote areas

Reducing the number of lives lost and serious injuries on regional and remote roads



Workplaces

Develop a culture of road safety in South Australian workplaces



Aboriginal road safety

Reducing the over-representation of Aboriginal people in road crashes



Older road users

Greater focus on road users aged 70+



Walking, cycling and public transport

Improving safety for people who walk and cycle and increasing public transport patronage



Young drivers and riders with a focus on those living in regional and remote areas

Reducing their over-representation in road crashes

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Road user behaviour

Every person living in or visiting South Australia is a road user, whether they drive, ride, walk or are a passenger. Road user behaviour remains a significant contributing factor to road trauma.

Most people who use the roads in our State obey the road rules and use roads safely most of the time. To improve safety for the majority of road users who do not deliberately engage in dangerous behaviour we need to progress a whole-of-community road safety agenda that assists people to do the right thing. We also need to deliver targeted, evidence-based interventions to address dangerous behaviour given its impact on the community.

The licensing system contributes to road safety outcomes by ensuring drivers and riders have the necessary skills and experience for the class of vehicle they are driving, they are medically fit to drive, and that appropriate sanctions are applied to drivers who don't comply with the road rules.

Licensing pathways for a motor vehicle, motorbike or heavy vehicle, include testing, training and minimum driving experience. Changes have been made to the graduated licensing schemes for motor vehicles and motorbikes to improve road safety outcomes for novice riders and drivers. Current licensing pathways for heavy vehicles do not adequately address safety as they require a driver to hold a class of licence for a minimum period of at least 12 months before they can progress, which does not guarantee that they gain any driving experience with no requirement to log driving hours in the 12 months.

Cultural change will be built over the life of the strategy, and requires ongoing engagement and collaboration with different sectors, including across state government, particularly with partner agencies which have regulatory and other functions that influence road safety outcomes, with local government, workplaces, organisations, community based organisations and the broader community. We will use a variety of communication channels to effectively embed communication reminders to reinforce road safety messaging.

Mass media campaigns, road safety education, training and partnerships with organisations that have a common goal will form part of the social model approach. Messages will be tailored to the audience and their local context and be culturally inclusive. Targeted communication campaigns, including coordinating mass media with enforcement activity (where enforcement messaging is used) and consistent messages are needed to address emerging and recurring road safety issues and build community understanding and support for road safety measures.

ROAD SAFETY EDUCATION

Best practice, context appropriate education and public awareness is required to educate road users and influence their behaviour. Research suggests that road safety education campaigns that focus on changing human behaviour are more effective if based on an appreciation of the factors that contribute to crashes, and why some people continue to behave in a manner that increases the likelihood of a crash or the severity of injury in the event of a crash.²⁰ School based education programs also play an important role. Research indicates that many of the characteristics of programs that are effective at a community level mirror those that are effective in road safety education in schools.²¹



²⁰ Principles for School Road Safety Education (2009) www.sdera.wa.edu.au/media/2245/overview-of-principles-for-school-road-safety-education.pdf &

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 $National\ Practices\ for\ Early\ Childhood\ Road\ Safety\ Education\ \underline{www.childroadsafety.org.au/wp-content/uploads/2020/07/national-practices-for-early-childhood-RSE.pdf$

²¹ Effective Community and School based road safety for young people. Vicroads and the Transport Accident Commission online

DANGEROUS ROAD USERS

A small group of road users are at higher risk of being involved in a serious crash because of the dangerous behavioural choices they make, including: speeding, drink/drug driving, using a mobile phone while driving, failing to wear a seatbelt and driving unlicensed. Targeted strategies to address dangerous behaviours will be informed by research.

One way to target and reduce dangerous road use is through monitoring, detection and enforcement programs. Law enforcement programs targeting dangerous behaviour can provide a deterrent effect.

Intelligence-led targeted enforcement focusses on high risk violations and can reduce road crashes.

General high visibility enforcement by police is also an important approach. It can also help influence road user behaviour because observing enforcement taking place and observing others being detected for offending behaviour increases the perceived likelihood of being caught.

Automated enforcement solutions play a key role with fixed cameras, including point to point average speed cameras, providing deterrence at specific locations and along lengths of roadway. Mobile road safety cameras are temporarily deployed for short periods at high risk locations, creating a network-wide deterrence due to the perception they could be anywhere, at any time. Deterring speeding and red light running improves the safety of not only the vehicle passing the camera but also other road users, including cyclists and pedestrians. Advanced enforcement solutions such as cameras that detect illegal mobile phone use whilst driving are aimed at providing deterrence against driver distraction.

It will be important to continue to build our road policing capabilities, refine our enforcement and prevention activities and enhance road user education, training and public awareness. We will develop a coordinated approach between agencies on specific themes to provide a greater impact for the community.

Key strategies to support and enforce safer road user behaviour include:

- 1 Co-ordinated enforcement and education campaigns to improve and maintain public understanding about the use of child restraints. Explore and address practical barriers to child restraint use;
- 2 Test and trial new technologies that support enforcement and enhance general deterrence;
- 3 Reduce driver and rider distraction through campaigns, education and advanced enforcement solutions, such as cameras that detect mobile phone use;
- 4 Contribute to the development of road rules for driver distraction that apply regardless of the device, that are technology neutral;

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- 5 Better inform and educate the community about safe interaction with heavy vehicles;
- 6 Examine heavy vehicle licensing pathways;
- Better data to inform what further actions are needed to target driver behaviours, with an initial focus on fatigue and distraction;
- 8 Continue to implement effective infrastructure treatments such as audio tactile line marking, barriers and rest stops as well as monitor and promote technological advancements to reduce crashes where fatigue is a factor;
- 9 Campaigns and road safety messaging targeted to risk behaviours, including fatigue;
- Further investigate the road user demographics, behavioural and attitudinal factors that contribute to non-seatbelt use; and then deliver coordinated education and enforcement programs to reduce the instance of non-use;
- Reduce drink and drug driving, through a range of measures, including public awareness and education, enforcement and compliance, and with a human centric approach. Collaboration is required across Government to address drug and alcohol dependency to improve road safety outcomes;
- 12 Through education and cultural change, enforcement and compliance we will reduce lives lost and serious injuries associated with speeding and travelling at inappropriate speeds;
- Address the behaviour of drivers who repeatedly and persistently engage in dangerous driving behaviour. In addition to education and enforcement, collaboration will occur across Government to develop a broader societal approach. As these drivers are less likely to respond to traditional deterrence approaches, measures such as preventative health work or counselling will have a role; and
- 14 Continue to deliver road safety education through schools and other organisations, including bike education.

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Aboriginal road safety

Aboriginal people are **over-represented** in road crashes which result in lives lost or serious injury.

Road trauma continues to have a significant effect on the wellbeing and socio-economic status of Aboriginal people, families, communities and culture.

Concerted effort is required to increase our knowledge of Aboriginal people, their communities and culture to create relevant and responsive actions to improve the safety of Aboriginal road users in South Australia.

Acknowledging and understanding the legacies of past government policies and their impact on Aboriginal South Australians today, is integral to how we address contemporary road safety issues into the future. A sustained reduction in the numbers of road related serious injuries and lives lost will only be achieved where the systemic and institutional barriers experienced by Aboriginal people are identified and addressed by government within this context.

In the context of road safety, barriers to attaining a driver's licence and maintaining a licence, high risk driver behaviour, limited provision and availability of road safety education, road conditions in regional and remote areas, older vehicles, delayed access to medical services in remote areas, roadside hazards, fewer transport options and the need to travel longer distances on higher speed or unsealed roads may all contribute to reduced road safety outcomes.

Not using a seatbelt or child restraint, overcrowding of vehicles, limited access to road safety education and influences from family and passengers to undertake risky behaviours whilst travelling have been found to contribute to road trauma for Aboriginal people. Some offences attract significant penalties which can contribute to an over-representation of Aboriginal people in contact with the criminal justice system.^{22, 23}

Contact with the criminal justice system impacts the social and emotional wellbeing of the individuals, families and their communities and adds to disadvantages already effecting Aboriginal people.

There are opportunities for improved service delivery and improved interaction between government and Aboriginal people by progressing our knowledge and understanding of culture. This will result in a more collaborative approach with increased engagement and relationship building interactions with the licensing and vehicle registration system, driver licensing programs, road network improvements and road safety education and knowledge.

Systematically increasing the numbers of Aboriginal people who obtain, as well as retain, their driver's licence helps to improve road safety as well as improving economic and social outcomes and reducing criminal justice system over-representation.

Challenges arise from the lack of Aboriginal specific road safety data in South Australia, making it difficult to identify the proportion of Aboriginal people involved in road crashes.

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²² SA Health (2010). Improving the Mobility, Safety & Wellbeing of Aboriginal People in South Australia. Health in All Policies: Health Lens Analysis Project.

²³ Legal Services Commission of South Australia: Driving without a licence online May 2021 <u>Driving without a licence</u> (www.lawhandbook.sa.gov.au)

AN EXAMPLE OF WHAT WE ARE ALREADY DOING

'On the Right Track Remote' uses a 'human centric' approach to assist Aboriginal people who live in the APY and MT Lands to improve the culture of safety and driver licensing outcomes for Aboriginal people living in remote communities. Prior to 'On the Right Track Remote' commencing in February 2015, only 17% of age eligible Aboriginal people living in the APY lands held a driver's licence (of any type), compared with 89% of the general SA population. As at March 2021, this has increased to 49%.

Key strategies to improve road safety for Aboriginal people to enhance, sustain and initiate programs/policy are:

- 15 Closing the gap in licensing outcomes between Aboriginal and non-Aboriginal South Australians;
- Collaborating and partnering with Aboriginal communities and Aboriginal Community Controlled Organisations to develop and deliver culturally sound, community led strategies that meet the needs of the people involved;
- 17 Measures to improve access to driver training for Aboriginal people;
- 18 Explore and address practical barriers to child restraint use;
- 19 Areas of attention will include research, community engagement and collaboration to address the over representation of Aboriginal road users in road trauma as well as incarcerated due to road traffic offences;
- 20 Improve data collection and analysis relating specifically to Aboriginal road safety; and
- Review road safety programs to identify improvements to meet the needs of Aboriginal people.

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Vehicles

Improvements in vehicle safety and the inclusion of advanced safety technologies are helping drivers to avoid crashes and also help to reduce the injuries suffered by vehicle occupants and other road users when a crash occurs. Vehicle technology is developing at a rapid rate and advanced safety technologies are now commonly available in new vehicles. According to the Australian and New Zealand Driverless Vehicle Initiative, 90% of all crashes could be eliminated through advanced driverless vehicle technology.²⁴

A Monash University Accident Research Centre study reveals a potential 33% reduction in road trauma if all Australians were able to travel in the safest vehicles possible.²⁵ International research also indicates that single vehicle crashes can be reduced by 35% in light vehicles and 67% in four wheel drive and sports utility vehicles fitted with Electronic Stability Control.²⁶

We will all benefit from these improvements as newer, safer vehicles progressively replace older vehicles on our roads.

The South Australian Government will further promote the use and uptake of the safest vehicles across government and business fleets. This has flow on benefits into the community, as a significant proportion of privately-owned vehicles on our roads are first registered to government or business fleets.

Cost may be a barrier to purchasing a new vehicle with the latest safety technology. Increased consumer awareness and education is needed regarding 'used car safety ratings', 'thinking about the safest vehicle you can afford' when purchasing a second hand vehicle and the safest vehicle that may be available for use for the journey or purpose of travel.

Vehicles affected by compulsory airbag recalls have had registration sanctions applied to them in the interests of road safety. This process has proved successful in rectifying or removing vehicles fitted with defective airbags from South Australian roads.

Similar registration sanctions may be considered should further compulsory vehicle recalls arise under legislation, meaning any safety issue or non-compliance with road vehicle standards in relation to a road vehicle or road vehicle component is resolved in a timely and effective manner.

Some feedback received highlighted the issue of vehicle maintenance. We will investigate whether a light vehicle inspection scheme could improve road safety outcomes, and how often inspections would be required to provide a cost effective safety outcome.

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²⁴ Driverless car benefits | Automated Transport | Self-driving Vehicles (www.advi.org.au) (online April 2020)

²⁵ Budd, L, Newstead, S (2019) Potential road safety benefits of making safer vehicle choices in Australia. Monash University, Accident Research Centre, Victoria

²⁶ Road Safety Commission - Safe Vehicle Features Information | Road Safety Commission WA (www.rsc.wa.gov.au) (online April 2020)

Key strategies for normalising the use of safe vehicles in South Australia are:

- 22 The South Australian Government demonstrating a leadership role through:
 - continuing to demonstrate across government leasing / purchasing policies for the safest vehicles that are fit for purpose;
 - work related travel policies that consider 'vehicles as a workplace'; and
 - supply of safer second hand vehicles through fleet sales.
- More strongly promoting safer vehicles and increased consumer awareness, including 'thinking about the safest vehicle that you can afford';
- 24 Promote the benefit and use of advanced vehicle safety technologies through public awareness and education;
- 25 Continue to trial automated vehicle technologies to increase acceptance and awareness of public benefit;
- 26 Enable the safe deployment of automated vehicles on our roads;
- 27 Influencing the rate of uptake of safer vehicles in regional areas, and with the older and younger demographic. Investigate incentives for younger and older drivers to encourage the move to safer vehicles;
- 28 Investigate options to promote the purchase or lease of the highest ANCAP star rated vehicles for business fleet;
- 29 Continue registration sanctions against vehicles that are unsafe to be driven on the road network, due to a safety recall;
- 30 Investigate the costs and benefits of introducing a light vehicle inspection scheme to improve the safety of older vehicles; and
- Continue to work nationally in partnership with ANCAP and the Commonwealth Government to influence the Australian Design Rules and ANCAP Star ratings.

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Older road users

Older drivers are involved in a relatively small number of crashes, however these crashes are more likely to be of a **higher severity** in part due to the fragility and frailty of these older users.

Research shows that as people age, a medical condition or medical event is more likely to be a contributing factor in a road crash.

There will also be a focus on the use and promotion of safer vehicles with older drivers. The use of safer vehicles could provide benefits for older drivers particularly in providing increased protection when a crash occurs. Improvements to the road environment are also important, particularly changes which reduce or simplify the decision-making task for the driver.

Older road user crashes are likely to continue to increase in future years due to the growing number of people in the 70+ age cohort.

Key strategies include:

- 32 Influencing the uptake of safer vehicles by older people and providing information about the benefits of vehicle safety technology. Investigate incentives for older drivers to encourage the move to safer vehicles;
- A tailored program will be developed for older South Australians, dealing with the key contributing factors to them losing their lives or being seriously injured on our roads;
- **34** Explore opportunities to make roads and crossings easier to use for older road users; and
- In collaboration with the health profession, develop improved reporting and recording systems for the lodgement of medical information relating to licence holders.

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Roads

Investment in infrastructure should be geared towards long-term transformation of the road system taking into account **future transport needs** and the requirements of future vehicles.

A safe road transport system starts with improved planning. Safer road design principles aim to minimise conflict points, remove and simplify road user decisions, minimise impact angles and minimise impact speeds. One aspect of safer road design is to reduce the mistakes and errors that road users make. 'Self-explaining' roads achieve this through consistent roads that make it easier for drivers to match their behaviour to the environment.²⁷ The other aspect of safer road design is to reduce the severity of crashes that do occur. 'Forgiving' roads include measures that take into account unintentional road user errors and mistakes, and incorporate road design features that reduce the likelihood of crashes and reduce their severity when they do occur.

Vehicles are becoming more automated and connected. As vehicle technology advances, we will require road infrastructure that helps to support the operation of automated and connected vehicles. We will continue to review technical road standards and guidelines in the context of changing vehicle performance, new technologies and other new information. Autonomous vehicle technologies are likely to provide significant supporting contributions to the Safe System vision now and into the future. To support autonomous vehicles, a range of changes to the way we build and operate our roads may be required, such as changes to line marking and road signs that allow vehicles to consistently read our roads.

Safety and the consequences of crashes will be a key consideration in the way we manage, build and maintain our transport infrastructure.

Trains and trams provide a critical network for the transport of passengers and freight across our State. However, the combination of speed, passengers and freight travelling on intersecting rail and road systems has the potential for high impact or catastrophic incidents. While they do not occur often, any incident at a level crossing can cause service disruptions, motorist delays, property damage and, in the most serious cases, injury and death. The impacts on communities and the economy can be significant and far-reaching. Research has shown that the major cause of crashes at level crossings is road user behaviour like inattention, distraction, risk taking and disobeying the road rules. Responsibility for managing level crossing safety is shared by many organisations, including State and local governments and rail infrastructure owners.

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²⁷ Herrstedt, L (2006) Self-explaining and forgiving roads: speed management in rural areas. ARRB

Safe system road treatments

Safe system treatments seek to create a forgiving road system, and are used in locations where there is a high risk of a crash, not just those locations where crashes have already occurred. The most common crash types on regional roads are run-off-road and head-on crashes. We will continue to prioritise works to address these. The treatments selected will depend on the role and function of the road, the volume and type of traffic, and both the crash risk and history on the road and are subject to continuous improvements over time.

SITUATION

110 km/h high volume regional road

e.g. National Highway

EXAMPLES OF SAFE SYSTEM TREATMENTS

Midblock

- Roadside barriers or hazard removal and smooth gentle slopes
- High quality wide sealed shoulders at least 1.5m
- Median treatment e.g. Wide Centre Line Treatment and/or Median Wire Rope Safety Barrier
- Duplication with a wide median and/or median barrier
- 2+1 treatments with a median barrier
- Audio Tactile Line Marking on Centre and Edge Lines

Intersections

- Grade Separation
- Roundabout
- Channelised turn lanes
- Relocation of right turns and creation of U-turns

ROAD SAFETY BENEFITS

- Reduced run-off-road crashes
- Reduced severity of any crashes which still occur
- Reduced intersection crashes
- Reduced head on crashes

EXAMPLES





SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 51

110 km/h moderate traffic volume regional road

e.g. road connecting two regional towns

EXAMPLES OF SAFE SYSTEM TREATMENTS

Midblock

- Roadside barriers or hazard removal
- Median treatment e.g. Wide Centre Line Treatment
- Audio Tactile Line Marking on Centre and Edge Lines

Intersections

- Roundabout
- High quality sealed shoulders of 1 m width
 Rural Intersection Active Warning System
 - Channelised turn lanes

ROAD SAFETY BENEFITS

- Reduced run off road crashes
- Reduced likelihood and severity of intersection crashes
- Reduced head on crashes
- Reduced severity of any crashes that still occur

EXAMPLES





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100 km/h low traffic volume regional road providing access to local destinations

EXAMPLES OF SAFE SYSTEM TREATMENTS

Midblock

- Roadside barriers or hazard removal
- High quality sealed shoulders of at least 500mm width
- Audio Tactile Line Marking on Centre and Edge Lines

Intersections

- Channelised turn lanes
- Wide sealed shoulders
- Duplicated warning signs and rumble strips

ROAD SAFETY BENEFITS

- Reduced run off road crashes
- Reduced intersection crashes

EXAMPLES



SITUATION

Metropolitan intersections major roads

EXAMPLES OF SAFE SYSTEM TREATMENTS

- Grade separation
- Control or separation of turn movements
- Separation of walking and cycling movements

ROAD SAFETY BENEFITS

- Reduced right turn crashes
- Reduced pedestrian and cyclist crashes

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Metropolitan intersections with local roads

EXAMPLES OF SAFE SYSTEM TREATMENTS

- Roundabout
- Raised platform
- Cycling and walking infrastructure
- Protected turn lanes
- Reduced speed limit or environment
- Closure / change to some access

ROAD SAFETY BENEFITS

- Reduced turn crashes
- Reduced pedestrian and cyclist crashes

EXAMPLES





SITUATION

Motorcycle touring routes

EXAMPLES OF SAFE SYSTEM TREATMENTS

- High quality advanced warning signs
- Audio Tactile Line Marking on Centre and Edge Lines
- High quality sealed shoulders 1m wide
- Motorcycle under-run protection on all roadside barriers

ROAD SAFETY BENEFITS

Reduced likelihood and severity of motorcycle crashes

54

Metropolitan roads midblock

EXAMPLES OF SAFE SYSTEM TREATMENTS

- Footpaths and shared paths
- High quality, separated bike lanes
- Pedestrian refuges and signalised crossings
- Lower speed limits
- Wide run off areas with minimal roadside hazards
- Frangible roadside infrastructure e.g. removal of stobie poles

ROAD SAFETY BENEFITS

 Reduced likelihood and severity of hit fixed object crashes and pedestrian and cyclists crashes

EXAMPLES



Strategies for safer roads for all road users is located on pages 55-56

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Walking, cycling and public transport

Improving safety for people who walk and cycle and increasing public transport patronage.

In urban areas, safer, lower speed environments can provide environmental, health and access benefits by making road users feel safe and choose more active transport. Public transport is a safer mode of transport than any other form of road travel, based on crash exposure risk.²⁸ Efforts will continue to be directed towards encouraging greater use of these shared transport modes. Improved safety for pedestrians and improved public transport can assist older road users to maintain mobility and access to services without the need to drive a private motor vehicle. Younger people also benefit from this freedom to travel safely before they are old enough to drive.

Strategic approaches are needed to improve road safety for people who walk, ride bikes and to encourage people to use public transport. Data is a key enabler to inform decision making, for example better data on walking and cycling that includes injury crashes. We will also continue to partner with local government, schools and other stakeholders to identify, plan, design and implement safety improvements in local streets near schools and other community precincts to support safer, better connected travel by all road users. School and education precinct improvements will continue to be a focus as will bicycle education to provide practical education for children to learn road rules and safe cycling behaviour.

E-scooters have become popular in Adelaide with the approval of three trials across the metropolitan area. E-scooters can be a low cost, attractive and convenient travel option potentially providing an alternative to vehicles and travel independence for users. Currently they can be used through trials approved for certain council areas.

There are a number of ways to make our roads safer for walking, cycling and using a mobility device, such as clearly marked and signalised pedestrian crossings, pedestrian refuges, bicycle lanes, off road paths and safe road crossings. Lower speed environments where motor vehicles and bicycles travel at comparable speeds, or physical separation between vehicles and cyclists where there is significant speed differential are both ways to improve safety for cyclists as they reduce both the likelihood of collisions occurring and reduces crash severity.

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²⁸ Australian Transport Assessment and Planning Guidelines, M4 Active Travel (2016). Transport and Infrastructure Council. Canberra

DIFFERENT PURPOSES FOR DIFFERENT ROADS

Roads and streets not only enable the movement of people and goods between destinations, they also are places and destinations for people to live, work and socialise. Some roads, such as motorways, provide for fast movement with little or no 'place' function, whereas in vibrant entertainment precincts, local streets and places for people (low speed shared zones), the emphasis on place is the primary consideration.

Movement and Place is an approach that takes into account road function in road design and operation. In planning for the transport network we need to consider the role of the road and its integration with the adjacent land use to ensure that the treatment meets the needs of the users.

Use of the approach involves assigning a place and movement category to a section of road. It considers the local context of the road and assists in selecting appropriate measures for operation, management and improvements to the network. This approach informs speed management and road design and will be used to inform decisions, including those on speed management.

Place is categorised from 1-5 with 1 being a place of strategic significance such as a recognised tourist precinct or major activity centre such as a CBD. These places have active land uses and lots of activity on the street such as outdoor dining. 5 at the other end of the scale is a local residential or industrial street.

Movement is categorised from 1-5 with 1 being corridors for the mass movement of people or goods often defined as major traffic or freight routes. These corridors are designed for non-stop movement with limited access to adjacent land use. Local access roads fit into movement category 5.

In an area where there is high pedestrian usage, cyclists sharing roads with vehicles including buses and meeting places adjacent to the road, the movement and place approach will emphasise the need for slower movement with place as the primary consideration. This might result in a lower speed limit or other road safety treatments to improve the safety for all road users in that area.

Aligning road design with function improves road safety by ensuring the road network recognises and provides for different transport modes.

Key strategies to improve safer roads for all road users include:

- 36 Strengthen or embed the use of the movement and place approach in the design of safer roads, suburbs and towns;
- The movement and place approach will be used to take account of road function when planning road safety treatments and determining operational settings (e.g. setting speed limits);
- Positive provision policies for cycling and walking infrastructure irrespective of the project intent;

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 57

- 39 Safer and more connected walking and cycling infrastructure;
- 40 Enable the safe use of innovative mobility solutions (e-scooters);
- Work with local councils to design safer community and pedestrian precincts (schools, main streets, recreation and sports) using a movement and place approach;
- 42 Improving pedestrian and cyclist safety when crossing arterial roads;
- Work with all relevant stakeholders to ensure a consistent, informed and collaborative approach to the holistic management of level crossing risks;
- 44 Improved design of roads that encourage the desired behaviours in users, for example, signage and a road environment that gives a clear indication of what is ahead;
- 45 Public awareness and education about safe road use;
- 46 Continue to review technical roads standards and guidelines, for example traffic control devices, in the context of road safety risks and priorities, changing vehicle performance, new technologies and other new information;
- 47 Develop an evidence-based model to guide maintenance investment and maximise the safety of existing road assets;
- 48 Infrastructure improvements such as signage and line marking, to facilitate the advancement of automated driving systems, electric vehicles and other technology;
- 49 Monitoring and continuous improvement of road infrastructure treatments to quantify safety performance and effectiveness;
- Continued focus to identify high risk locations for motorcyclists and provide appropriate treatments and protection from roadside hazards;
- Promote the benefits of public transport to encourage mode shift to increase public transport patronage; and
- 52 Improve data collection and analysis relating to walking and cycling crashes.

Specific strategies to improve the safety of regional roads are set out as part of the priority on regional and remote areas below.

Regional and remote areas

While many of the strategies identified will benefit all road users in South Australia, programs and initiatives to improve road safety outcomes will be weighted towards and tailored for regional and remote South Australia due to the disparity in road safety outcomes between metropolitan Adelaide and the rest of the State.

Regional and remote road users are twice as likely to be killed or seriously injured on the roads as those in metropolitan Adelaide. Single vehicle run-off-road crashes account for 58% off all regional crashes where a life is lost or serious injury occurs, and a further 10% are head-on collisions. 71% of all regional and remote crashes where a life is lost or serious injury occurs are on a road with a speed limit of 100 or 110 km/h.

People from regional and remote areas involved in serious injury crashes tend to have poorer outcomes because treatment, care and support is more challenging in regional and remote areas.

Network Safety Plan

There are a number of tools that road authorities can use to assess the safety of their regional and remote road networks. Two of the commonly used ones are AusRAP star ratings and ANRAM Risk Scores.

AusRAP star ratings score sections of the road to a standard considering speed, volume, road and roadside attributes. It provides a measure of the level of safety "built-in" to the road for users and are used for communicating or telling the story of the road network.

ANRAM is used for predicting severe crash risk based on the relative safety performance of the road infrastructure, traffic speed, volume and potential for vehicle conflicts. It is also used to identify the road sections with the highest potential risk of severe crashes (supported by lives lost and serious injury crash data). It informs investment planning as it identifies relative risk of sections of road and the most appropriate treatments.

Data and information from analysis based on star ratings, stereotypes or crash risks can be used to inform the development of a Network Safety Plan. A Network Safety Plan is a strategic plan used to prioritise safety infrastructure investment where it will have the most impact. They comprise analysis of current risks across the network, mapping the network to identify gaps and desired outcomes and determination of appropriate treatment and prioritisation of treatment across the network. Adopting a network wide approach to road design facilitates the self-explaining roads principle providing for more consistent corridors and optimising investment to reduce crash risk for all road users.

Infrastructure safety treatments can provide safety benefits for all road users. Network-wide we will plan for and invest in safer road infrastructure, with additional focus on regional and remote areas. We will continue to target run-off-road and head-on crashes and implement shoulder sealing, roadside hazard removal and road side safety barriers, wide centreline treatments and in some situations median barriers to address high risk and high crash history locations. This investment needs to be informed by a range of considerations, including:

- Investing where the greatest potential for trauma and risk reductions are possible;
- Using the most effective treatments to address key crash types; and
- Addressing current injury trends, as well as maintaining a long-term vision of zero harm across our network.

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Infrastructure treatments such as shoulder and apron sealing, and maintaining roads in regional and remote areas, together with improved delineation and road signage to improve the network in line with the Safe System approach, helps to reduce road trauma for all vehicle occupants. Continuing work to build community understanding about the risk factors related to speeding and travelling at inappropriate speeds is a priority, but also one that will take time to reach its full potential. Innovation and experimentation will be a key enabler for rural and regional road safety. We have to consider new, cost effective countermeasures.

Increasing the perceived risk of detection (i.e. general deterrence) is a key strategy to improve road user behaviour, coupled with coordinated road safety education and public awareness campaigns targeted to the specific needs of the region.

Drink and drug driving is of concern in regional South Australia. In 58% of crashes that occurred in regional South Australia that resulted in drivers and riders who lost their life or were seriously injured the driver or rider had an illegal BAC. The majority (81%) of drink and (76%) drug drivers and riders killed in regional South Australia also lived in regional South Australia.

It is estimated that fatigue plays a role in 20-30% of crashes resulting in a life lost or serious injury nationally.²⁹ We have heard from the broader community and stakeholders that there is a need for a greater number of rest stops across regional and remote areas suitable for both light and heavy vehicles. These rest areas are located to supplement other rest opportunities made available by commercial operations and by local councils within townships. Road network studies are undertaken to identify appropriate rest opportunities (at regular spacing) to enable heavy vehicle drivers' compliance with the regulations as per the heavy vehicle driver fatigue laws. Sealed shoulders, ATLM and roadside barriers can also reduce the likelihood and severity of fatigue-related serious crashes. Through community consultation to inform the development of the Strategy, many people provided feedback on the need to make walking and cycling safer and easier in regional and remote areas. Off-road paths and safe road crossings are ways to help create a safer environment for people who walk or cycle.

There are limited alternative travel or public transport options in many regional and remote areas, and often longer travel distances between services and homes, leading to increased vehicle use.³⁰

Limited public transport could also encourage people to drive when unlicensed or disqualified. It may also be a contributing factor to people choosing to drive under the influence.

Reducing barriers, such as lack of ride share or community transport options and enabling safe alternative travel options in regional and remote areas of need, where possible would help to address this.

Such travel options may also increase the economic and social opportunities for people in remote areas. To increase ownership of outcomes, community-led programs are needed that meet the needs of the community involved.

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²⁹ National Road Safety Strategy 2011-2020

³⁰ Terer, K, Brown, R (2014) Effective drink driving prevention and enforcement strategies: Approaches to improving practice. Trends & issues in crime and criminal justice no. 472. Canberra: Australian Institute of Criminology

Key strategies aimed at improving road safety in regional and remote South Australia include:

- Evidence-based analysis of relevant data and information will be used to plan and prioritise proposed investments in the most effective road safety treatments that reduce the risk to road users, and this will be set out in a network safety plan for corridors and/or regions;
- 54 Improve the star rating of our road network, with a particular focus on high speed, high volume roads;
- Changing vehicle sizes and requirements will be considered when upgrading roads and related infrastructure (including overtaking lanes and rest stops) in regional and remote areas;
- Innovation and experimentation will be key enablers for rural and regional road safety. We have to consider new cost effective road safety infrastructure treatments that are appropriate for South Australian roads;
- 57 Safer walking and cycling infrastructure in regional and remote areas;
- Undertake public awareness campaigns targeted to regional and remote road users on relevant road safety issues, coordinated with enforcement to increase the perceived risk of detection. Encourage community-led programs and ownership of outcomes;
- 59 Enable safe alternative transport options in regional and remote areas of need where possible; and
- 60 Consider policies and initiatives that will increase the uptake of safer vehicles in regional and remote areas.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 61

Young drivers and riders, with a focus on those living in regional and remote areas

Young drivers and riders aged 16 to 24 living in regional or remote South Australia are around three times more likely to be involved in a crash in which they lose their life or are seriously injured compared with Adelaide residents of the same age.

There will be a particular focus on the use and promotion of safer vehicles in regional and remote areas with younger drivers. Many young people drive older cars which do not have the safety features available in newer models. Finding ways to encourage and assist young drivers into safer vehicles could have major safety benefits, as newer vehicles with advanced safety technologies may help to avoid crashes or reduce the severity of injuries in the event of a crash.

AN EXAMPLE OF WHAT WE ARE ALREADY DOING

Motorcycle riding is becoming more popular among young people, and tragically, the number of young people are overrepresented in crashes in terms of motorcycle licence and registration numbers. For novice motorcycle riders, data for the 16-19 year old age group shows that over the last five years, the trend in young rider lives lost and serious injuries increased by an average of about 18.9% per year.

In 2021 enhancements to the South Australian motorcycle Graduated Licensing Scheme (GLS) came into operation to improve the safety of novice motorcyclists and other road users. A GLS is a staged approach to obtaining a full licence, with learners commencing in relatively low risk situations. As the novice grows in knowledge, skills and on-road experience, restrictions are gradually lifted as they progress through to an intermediate stage and then to a full licence.

Enhancements include raising the minimum age for a motorcycle learner's permit from 16 to 18 years (with some exemptions), extending the time holders of a motorcycle learner's permit and R-Date licence classification are required to hold their permit or licence before progressing to the next stage and a number of restrictions relating to passengers, towing trailers, night-time riding restrictions, zero alcohol and riding only an automatic motorcycle if tested on one. Taken together, these measures will mean that generally people will be older and have had more riding experience before they can ride a motorcycle of any size.

The changes to the South Australian motorcyclist licensing system implement several recommendations made by the Centre for Automotive Safety Research (CASR). The recommendations of CASR provided an independent review of best practice Graduated Licensing Systems to reduce the risk of crashing for novice motorcyclists in South Australia.³¹

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³¹ Baldock, MRJ, University of Adelaide, Centre for Automotive Research, Recommendations for a Graduated Licensing System for Motorcyclists in South Australia, January 2018

Key strategies include:

- Targeted public awareness campaigns and education specific to younger drivers including encouraging selecting the safest vehicle accessible to them for the journey or purpose of their travel, and information available to select the safest vehicle that they can afford e.g. the Used Car Safety Rating;
- Research to better understand why regional and remote younger drivers and riders are overrepresented in serious crashes;
- Targeted road safety education and messaging to address dangerous behaviour among younger drivers and riders;
- 64 Investigate measures to improve access to driver training;
- Driver training will be strengthened so that novice drivers have more effective training and experience to identify and undertake safe driving practices; and
- Rider training will be strengthened so that novice riders have more effective training and experience to identify and undertake safe driving practices.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 63

Workplaces

Safe Work Australia data indicates that more workers lose their lives as a result of vehicle-related incidents than any other cause of work-related death. It has been estimated that work-related road crashes in Australia account for approximately half of all occupational lives lost and 15% of lives lost in road crashes nationally.

In 2018, light passenger vehicles were driven 2.34 million kilometres for work travel (excluding the commute) in South Australia.³² Heavy vehicles travel more than 1.3 billion kilometres per year in South Australia.³³ Heavy vehicles represent 7% of the kilometres travelled across the state, yet they were involved in 20% of crashes where lives were lost and 7% of serious injuries.

Vehicles used for work-related travel are considered part of the workplace. There will be benefits from further increasing awareness of Work Health and Safety (WHS) obligations through education, compliance and enforcement with the aim to reduce lives lost and serious injury crashes associated with work-related travel.

Work-related travel contributes to road crash and work health and safety risk for employees in all sectors. Compliance with road traffic law is not necessarily sufficient to ensure WHS obligations have been met.³⁴

Work-related road trauma is likely to be significantly under-reported whereby casualty crashes involving people travelling for work-related purposes is not recorded in the crash data unless the vehicle involved was obviously identifiable as being driven for work (such as a truck or bus).³⁵

The 'gig' economy is creating emerging road safety challenges, particularly with delivery workers. Different business models impact on the ability to apply traditional WHS approaches. This has been identified as an issue both across Australia (particularly NSW) and internationally. ³⁶

There is an opportunity to develop a culture of road safety through engagement with South Australian workplaces and promotion of good practice road safety policies such as fatigue management policies, distraction related policies, speed policies and driver monitoring systems that contribute to a safety culture.

Regulation of heavy vehicle safety is a shared responsibility between the South Australian Government and the National Heavy Vehicle Regulator.

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³² Australian Bureau of Statistics (2018)

³³ Heavy vehicle includes the following types: Rigid truck, Semi-Trailer, Bus, B Double & Other defined motor vehicle

³⁴ Vehicles as a Workplace: Work Health and Safety Guide (2019). Austroads

³⁵ Centre for Accident Research & Road Safety. (2014). Work-related road safety Fact Sheet online

³⁶ NSW Government Media Release: Gig economy at the heart of new project online <u>www.nsw.gov.au/media-releases/gig-economy-at-heart-of-new-project</u>

An overview of roles and responsibilities is below.

SA GOVERNMENT	NATIONAL HEAVY VEHICLE REGULATOR
Driver licensing & vehicle registration	Compliance and Enforcement - Heavy Vehicle National Law
Road safety laws - driver behaviour	Access (Oversize Mass) - Heavy Vehicle National Law notices/permits
Passenger transport regulation	Heavy Vehicle Standards
Enforcement of South Australian road and vehicle laws	National Heavy Vehicle Accreditation Scheme
State road infrastructure – development, maintenance and network management	Performance Based Standards Scheme
National input - Heavy Vehicle National Law, Australian Road Rules, Australian Design Rules	Heavy Vehicle Driver Fatigue - Electronic Work Diary approvals, exemptions
Driver education and awareness	Industry Codes of Practice
	Education of heavy vehicle industry and parties in supply chain

Key strategies aimed to improve road safety in South Australian workplaces are:

- 67 Develop a culture of road safety through leadership across Government and promotion of good practice road safety policies, including reduction in exposure and fleet leasing / purchasing policies;
- 68 Increasing awareness of WHS obligations, combined with education, enforcement and compliance. Programs to improve road safety will be developed and delivered in partnership with key stakeholders, representative associations and large employers;
- 69 Identify and implement measures to address new and emerging service delivery and employment models, such as the gig economy;
- Work collaboratively to progress national reforms of the heavy vehicle sector to improve safety practices and outcomes;
- 71 Expanded network of heavy vehicle rest stops in strategic remote locations; and
- **72** Co-ordinated enforcement and education campaigns for heavy vehicle drivers to improve safety practices and outcomes, in partnership with the National Heavy Vehicle Regulator.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 65

Effective implementation

Local Government

National, state and local government all have an important role in improving road safety in South Australia.

Local government manages a significant proportion of the roads in South Australia. As road managers, councils design, build, maintain and regulate roads and footpaths as well as have a shared responsibility for providing a safe road environment for all road users.³⁷

Local government is the level of government closest to the community. In South Australia they are a significant employer and community leader, employing approximately 11,000 people. Work-related travel (and vehicles as a workplace) can be influenced through policy and by developing road safety culture within councils and their communities.

All levels of government will need to work together to improve data, create a safe road system and minimise harm.

Key strategies are:

- Support capacity building in local government and develop and maintain a shared understanding of the road safety evidence base and safe systems approach through strengthening engagement with and support provided to local government;
- Work in partnership with local government with a holistic view to improving road safety, consulting with them on proposed actions to ensure that planned measures adapt to the needs of the local area. This may include:
 - Supporting the development of Network Safety Plans;
 - Working with Councils on reviewing, designing and improving local precincts, including schools, to prioritise infrastructure improvements such as crossings, signage and connectivity for pedestrians and cyclists; and
 - Using an evidence based approach to inform decision making, such as the black spot program.

Build understanding and support for action

We recognise the need to build and retain skilled people across a range of disciplines both within government and organisations involved in road safety, including road design and planning, road safety assessment and prioritisation, behaviour change, education and communication, enforcement, policy and legislation and data and analytics.

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³⁷ Guide to Local Government Road Safety Strategy and Action Plan (2019). Local Government Association of South Australia. Adelaide

Consistent with the proposed approach outlined in the National Road Safety Strategy, we will adopt a social model approach to road safety, reaching beyond the traditional transport sector to achieve cultural change.

The social model approach recognises that road safety is not solely a transport problem, and that transport solutions alone are not enough to realise Vision Zero by 2050. This approach aims to prevent road trauma through building wider community acceptance and collective ownership of road safety solutions.

Achieving a cultural shift in attitudes and perceptions of road safety and support for changes that can reduce lives lost and serious injuries on South Australian roads will require a range of education and public awareness campaigns to build public understanding of the evidence base.

Key strategies are:

- Collaborate with individuals, businesses, regulatory partners, Aboriginal communities and organisations, organisations (including schools, sporting and other clubs/groups), local government and across government to promote, enhance and sustain a culture of road safety;
- **76** Build and retain capacity and capability across a range of disciplines, within both government and organisations involved in road safety; and
- A variety of communication channels will be used to effectively embed communication triggers and reminders to reinforce road safety messaging.

Improving and integrating information, data and research

To achieve our goals, reliable and consistent data and information is needed to monitor, evaluate and understand the impacts of our actions over the life of this Strategy. Continuous improvements to our road safety data will be underpinned by expanded access to primary information resources from both within government and private sector data consolidators that will allow for appropriate impact modelling and Key Performance Indicator (KPI) tracking to be developed.

As a longer term measure, it is proposed to put in place a more sophisticated modelling tool that enables the road safety outcomes of different scenarios to be modelled across the network to inform decision making using a big data approach.

Further research and data is required to better understand how people are being seriously injured. Currently there is no national definition of what constitutes a serious injury. A consistent definition across Australian jurisdictions is critical to improve the measurement and reporting of serious injury crashes. Work is being done at the national level to match hospital records with police reported crash data. Reporting on crash data alone can result in under reporting of certain types of crashes (e.g. cyclist only crashes) whereas matching this with hospital data will provide a more complete picture of the severity and treatment of injuries.

Better data is needed to understand the problem and inform decisions relating to Aboriginal road safety, workplace road safety, fatigue and distraction, walking and cycling.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031

The National Data Hub will enable more targeted evidence-based interventions to prevent serious injuries and measure the effectiveness of those treatments. Consistent with the National Road Safety Strategy we will work with data custodians across sectors to create a framework to support a timely ongoing data series.³⁸

The importance of research and innovation for improved road safety outcomes is critical.

Key strategies are:

- 78 Working with key agencies and organisations to implement data linkages and processes;
- 79 Research and innovation is required for road safety to better understand current and emerging road safety issues and to develop countermeasures that are relevant in a local context;
- Development of an accessible online road safety information portal providing accurate and timely information for the community, local councils, universities and others;
- Development of more sophisticated analysis and modelling tools to identify what measures will have the greatest impact on road safety; and
- Enabling provision of data via the national road safety data hub to build the national picture of road safety.

Links with other strategies

In developing this Strategy we have considered other strategic documents, including the:

- National Road Safety Strategy 2021-2030
- 20-Year State Infrastructure Strategy
- State Public Health Plan 2019-2024
- Railway Crossing Safety Strategy
- Closing the Gap 2021
- Game On: Getting South Australia Moving
- Vehicle SETUP 2020, and
- Heavy Vehicle Safety Strategy 2021-2025.
- National Serious Injury Strategy 2020-2030
- South Australian Government Climate Change Action Plan 2021 -2025
- South Australia's Electric Vehicle Action Plan
- National Level Crossing Safety Strategy for 2021-2030

38 National Road Safety Strategy 2021-30 (www.officeofroadsafety.gov.au). Consultation Draft February 2021

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Measuring success

This Strategy will be supported by a robust monitoring and evaluation framework. This framework will identify how the actions are leading to change, have the agility and ability to review our actions and to thereby enable adjustments to our approach. Continual improvement will be critical to our success.

Core principles informing the monitoring and evaluation framework include:

- Intermediate measures to identify performance gaps and indicating system transformation;
- Indicators that reveal whether actions are effective;
- Ongoing development of new indicators over the life of the strategy;
- Indicators subject to periodic review and refinement where necessary;
- Transparency and monitoring of implementation; and
- Annual reporting.

Road Safety Performance Indicators for the Strategy will include:

- Outcome indicators including reductions in lives lost and serious injuries in regional and remote areas and metropolitan Adelaide and the CBD;
- Safety performance indicators, including the risk rating of high volume, high speed roads in our network; and
- The outputs delivered to improve the safety of our roads and road user.

The monitoring and evaluation framework aligned with this Strategy and associated Action Plans is separate to the Strategy. This will allow for refinement and periodic review of the indicators and for new indicators to be developed, and progress reports to be published.

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Autonomous vehicles

Automated vehicles are vehicles that include an automated driving system (ADS) that is capable of monitoring the driving environment and controlling the dynamic driving task (steering, acceleration and braking) with limited or no human input.

Distraction

Distracted driving refers to any activity that takes a driver's attention away from the task of driving safely.

Drugs

THC (Cannabis), Methylamphetamine or MDMA (Ecstasy) present in saliva or blood.

Fatigue

Driving when tired. There are a range of factors that cause fatigue, the four main causes are:

- lack of quality sleep;
- number of hours continuously awake;
- time of day driving when you would normally be sleeping (i.e. lam-6am) or in the afternoon period (i.e. 2pm-4pm) when our biological time clock makes us feel tired;
- length of time performing the task; and
- sleeping disorders such as sleep apnoea.

Forgiving roads

Forgiving of road user errors and mistakes, ensuring that these do not lead to serious harm.

Heavy vehicle

Any vehicle over 4.5 tons. This includes the following types: rigid truck, semi-trailer, bus, b-double, mobile crane, low loader and road train.

High speed regional road

Roads in regional and remote South Australia where the speed limit is 100 km/h or 110 km/h.

Inappropriate speed

Speeds that are too fast for the conditions and are not necessarily above the speed limit.

Lives lost on our roads

A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031

Older road users

A person aged 70 years or above.

Road user

Everyone is a road user. Whether you drive, ride a motorbike, cycle or are a pedestrian or passenger.

Serious injury crash

A non-fatal crash in which at least one person is seriously injured.

Serious injury

A person who sustains injuries and is admitted to hospital for a minimum period of an overnight stay as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Shoulder

A sealed or unsealed area on the outside of the travel lanes of a road that has no kerb.

Younger road users

A person aged 16-24 years.

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SOUTH AUSTRALIA'S

Road Safety Action Plan 2023–2025







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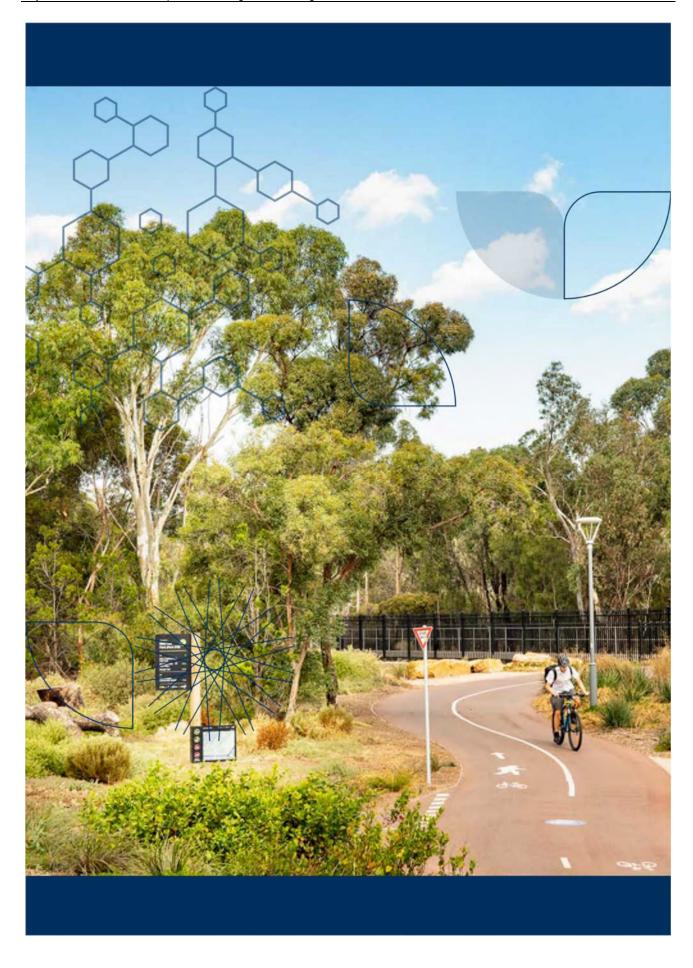




The South Australian Government acknowledges and respects Aboriginal people as the State's first people and nations, and recognises Aboriginal people as traditional owners and occupants of South Australian land and waters.

We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.







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Ministers' Foreword



The impacts of road trauma are significant for families, friends, workmates, first responders and the community. The Road Safety Action Plan 2023-2025 is integral to the State Government's aim of reducing lives lost and serious injuries on South Australian roads.

The Action Plan is informed by consultation and feedback received during the development of South Australia's Road Safety Strategy to 2031. Through that process, we heard that the South Australian community and road safety stakeholders want an ongoing focus on key areas of concern: drink and drug driving, excessive speeding and driver distraction. Over the next three years, the State Government will continue to address high-risk road user behaviour through education and enforcement.

The Action Plan addresses the need for more targeted programs and initiatives to improve road safety for younger road users, older road users, motorcyclists, people pursuing work-related travel and Aboriginal people. For example, we will consider options to ensure more consistent training and assessment for novice drivers to achieve the required level of competency before obtaining a licence, improve the RiderSafe training program to align with best practice training, and evaluate and expand the On the Right Track program for better licensing outcomes for Aboriginal people. We will also continue to deliver the bicycle education program for primary school children to provide practical skills and knowledge about safe road use.

Stakeholders have highlighted the importance of a Movement and Place approach to ensuring safer community environments. This approach aims to deliver improved road safety outcomes by recognising how local areas and destinations interact with roads when planning road safety treatments and determining how roads operate. Through collaboration with key stakeholders such as local councils and schools, we will prioritise road safety in local places and improve the safety of visitors, local people, and children travelling to and from school, work and businesses.

Engaging the community through the Road Safety Action Plan 2023-2025 is critical to reducing lives lost on South Australian roads. By working together, we can achieve lasting change and create a safer road environment which protects South Australia's road users, including the most vulnerable members of our community.

The Hon, Joe Szakacs MP

Minister for Police, Emergency Services and Correctional Services, with responsibility for Road Safety

Road Safety Action Plan



South Australia's Road Safety Action Plan adopts the Safe System approach with a focus on action to improve our roads, encourage the uptake of safer vehicles and encourage safe road user behaviour.

The Safe System approach acknowledges that people will make mistakes that lead to crashes, but that this should not result in death or serious injury. How we plan, design and build our road infrastructure is crucial to reducing road trauma. We will use an evidence-based analysis to plan and prioritise proposed investment in the most effective road safety treatments, and will apply Safe System principles to reduce the risk to road users. The Action Plan includes a range of initiatives that will build a foundation to progressively transform the road network, including the development of a network safety plan and identifying improvements that will leverage the benefits of emerging vehicle technology and innovate treatments.

In line with community and stakeholder feedback, the Action Plan makes it a priority to encourage greater use of public transport, which is the safest mode of road travel based on crash exposure risk. We are planning for mass transit corridors to and from the city and key regional centres, to connect people and places and reduce reliance on private vehicles.

The Action Plan also includes safety improvements for some of our most vulnerable road users such as cyclists and pedestrians.

The Hon. Tom Koutsantonis MP Minister for Infrastructure and Transport



As the Minister for Regional Roads and a member of a regional community, the disproportionate level of trauma on South Australia's regional roads greatly concerns me. Some 22% of South Australia's population resides in regional areas but over half of all crashes (56%) where lives are lost, and 36% of serious injury crashes occur on regional and remote roads. This statistic demonstrates the devastating impact of road trauma to regional communities and the need for action.

The State Government's commitment to improving safety outcomes on regional and remote roads is comprehensively demonstrated through the Road Safety Action Plan 2023-2025. The Action Plan includes 10 actions for regional areas over the next three years, including prioritising road network safety infrastructure improvements where they are most needed on regional roads.

A key action is to develop a Network Safety Plan for South Australia's regional road network. The Network Safety Plan will allow us to plan and prioritise road safety improvements where they will have most impact to reduce the risk to all road users. Improvements will be based on evidence of the most effective treatments to target run off road and head on crashes, the most common regional crash types.

As well as delivering and determining the safety improvements necessary to improve our regional roads other key actions for regional and remote areas include further addressing road user behaviour, including driver fatigue, through education and enforcement, a rest areas strategy and the uptake of safer vehicles.

The Hon. Geoff Brock MP Minister for Regional Roads

Road Safety Action Plan

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South Australia's Road Safety Action Plan 2023–2025

South Australia's Road Safety Action Plan 2023–2025 (Action Plan) has been developed to help us reduce lives lost and serious injuries on South Australian roads.

Over the past decade South Australia has achieved improvements in road safety outcomes:

- In 2021, there were 99 lives lost and 827 serious injuries compared to an annual average of 112 lives lost and 1,125 serious injuries between 2008 and 2010.
- In 2021, 44 people lost their lives or were seriously injured while not wearing a seatbelt, compared to an annual average of 77 people who lost their lives or were seriously injured while not wearing a seatbelt between 2008 and 2010.
- In 2021, 15 drivers and riders lost their lives with a Blood Alcohol Concentration (BAC) above the legal limit, a decline from an annual average of 22 lives lost between 2008 and 2010.

The Action Plan looks to further these reductions by responding to emerging trends in road crash data and developments in research and technology which support new solutions. It builds on and furthers the priorities identified through development of *South Australia's Road Safety Strategy to 2031*, which were shaped by consultation with the community and is in line with the *National Road Safety Action Plan 2023-25*.

The Action Plan identifies actions that will contribute to our target of at least a 50% reduction in lives lost and a 30% reduction in serious injuries on South Australian roads by 2031. This equates to fewer than 43 lives lost and 474 serious injuries by 2031. It also sets us on the path towards realising our vision of zero lives lost and zero serious injuries on our roads by 2050.

No death or serious injury on our roads is acceptable or inevitable, and we must work together to address the trauma caused by the everyday use of our road network. The Action Plan reflects evidence-based, safe system practices to protect our community, with a focus on actions that will progressively transform our road network and bring about cultural change in road user behaviour.



8 Road Safety Action Plan



Vision

Zero lives lost and zero serious injuries on our roads by 2050

Ten-year targets

The ten-year targets to reduce deaths and serious injuries are aligned with targets in the *National Road Safety Strategy 2021–2030*. South Australia's targets are for at least a 50% reduction in lives lost and a 30% reduction in serious injuries by 2031.

FEWER THAN

43 LIVES

474 SERIOUS INJURIES

BY 2031

Road Safety Action Plan





Responding to the Road Safety Challenge in South Australia

Road safety data indicates that there are groups of people who are overrepresented in road trauma, including:

- · older and younger riders and drivers
- people living in regional and remote areas
- Aboriginal people
- people travelling for work-related purposes.

Vulnerable road users such as children, pedestrians, cyclists, and motorcyclists also need to be prioritised.

We need to build the capacity and capability across all levels of government and other key organisations to improve road safety for the community and across the state and local network.

It is known that some road users engage in dangerous behaviours that put themselves and other road users at risk of losing their lives or being seriously injured. These behaviours are also known as the "fatal five", which includes drink and drug driving, speeding, distraction, seatbelts and dangerous road users. Targeting these behaviours will require a combination of enforcement approaches, regulatory changes, education and public awareness.

How we plan, design, build and upgrade our road infrastructure is also crucial to reducing and ultimately eliminating road trauma. Evidence-based analysis of relevant data and information will be used to plan and prioritise proposed investments in the most effective road safety treatments, and application of safe systems principles that reduce the risk to road users.

We all benefit from advances in vehicle safety technology as newer, safer vehicles progressively replace older vehicles on our roads. Consumer awareness and education is needed to inform road users of the safety benefits of newer vehicles and the safest used cars, with a focus on older and younger road users. We will also investigate other measures to improve vehicle safety, including whether a light vehicle inspection scheme could improve road safety.

To achieve our goals, reliable and consistent data and information sources will be built to monitor, evaluate and understand the impacts of our actions over the life of South Australia's Road Safety Strategy to 2031.

The Action Plan will be delivered by agencies including the Department for Infrastructure and Transport, South Australia Police, Department for Health and Wellbeing and SafeWork SA in collaboration with key road safety stakeholders including the National Heavy Vehicle Regulator, Local Government, the Department for Education, School leadership and emergency service organisations.

The actions outlined below should be read and considered as a package, rather than as isolated actions or priority areas. This is due to a number of the actions throughout the Action Plan contributing to other priority areas.

- Read <u>South Australia's Road Safety</u> Strategy to 2031.
- Development of the strategy has been guided by extensive consultation with stakeholders and the community.
 Read the <u>Consultation Outcomes</u> Report.

Both documents are available on the THINK! Road Safety website.

Road Safety Action Plan

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The Safe System Approach

The Safe System approach adopts a holistic view of the road transport system and the interactions between people, vehicles, and the road environment.

It recognises that people will always make mistakes and may have road crashes – but those crashes should not result in death or serious injury.

The Safe System model is regarded as international best practice and is the framework for improving road safety across Australia. "Safe System" is the Australian terminology for a philosophy shared by different practices in many different nations. It is built on several key principles:



People make predictable mistakes that can lead to road crashes

The human body has a limited physical ability to tolerate crash forces before harm occurs



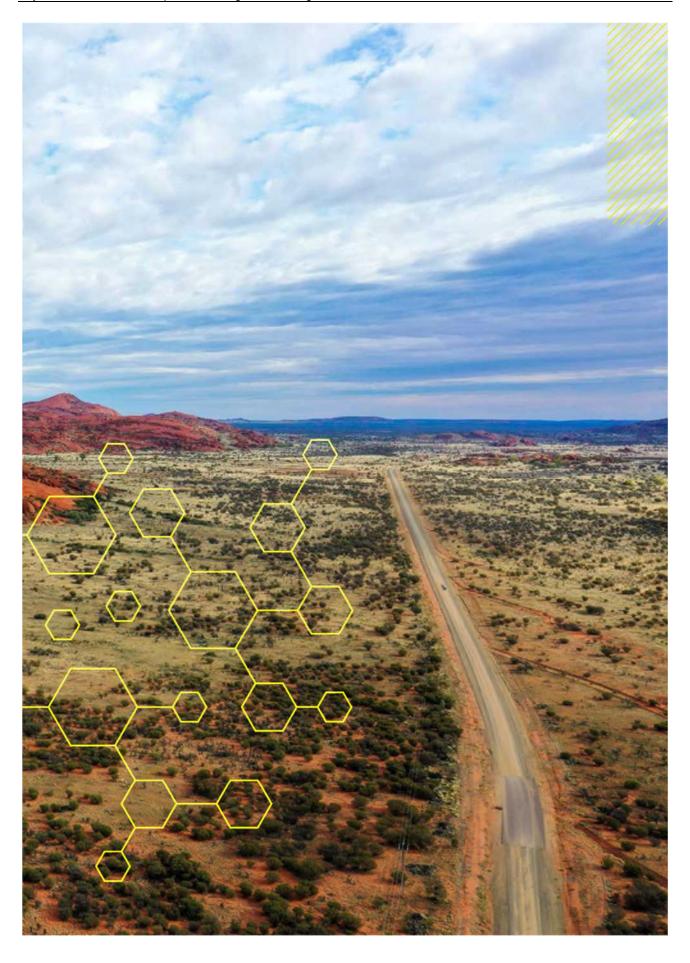
A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death

All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected

There are four overarching pillars under the Safe System approach that influence road safety outcomes. These are safe road infrastructure, safe vehicles, safe speed at which people travel and safe road user behavior.

Road Safety Action Plan

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Measuring Success

Monitoring and evaluation will assess the effectiveness of interventions and inform the development of new actions, policies and interventions to help reach the long-term target of zero lives lost and zero serious injuries on our roads by 2050.

Road Safety Performance Indicators will measure:

- number of lives lost in road crashes
- number of serious injuries in road crashes
- share of vehicles detected at or below the posted speed limit
- share of lives lost of drink drivers and riders
- share of lives lost of drug drivers and riders
- share of lives lost of unrestrained vehicle occupants
- number of drivers and riders detected using a mobile phone while driving
- number of lives lost and serious injuries of vulnerable road users
- average age of the South Australian vehicle fleet
- number of lives lost and serious injuries per 100 million vehicle kilometres travelled
- number of lives lost and serious injuries of Aboriginal and Torres Strait Islander people
- share of light vehicle fleet that has an ANCAP
 5-star rating within a six-year date stamp
- share of heavy vehicles sold or registered with electronic stability control, advanced emergency braking, and lane-keep assist technologies
- share of motorcycles with emergency brake assist systems or rider assist systems
- share of high-pedestrian city-centre and town-centre areas under Movement and Place or equivalent approaches with posted speed limits of less than 40 km/h

- share of roads in urban areas with a posted speed limit of 50 km/h or more with separated cycle ways, and in urban areas outside of Australian Bureau of Statistic's remoteness category 'major cities'
- share of roads with a separated cycle path
- share of travel on all national highways and on the high speed network
 (≥ 80 km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating) or better
- share of the regional road network that had an improvement in star rating in the past twelve months
- share of local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- share of lives lost on local governmentcontrolled roads
- number of casualty crashes per million vehicles at intersections
- share of signalised intersections with a speed limit of less than 70km/h
- share of road length on designated motorcycle routes with motorcyclefriendly crash barriers
- · share of roads with safety defects
- share of lives lost where travelling for a work-related purpose.

The Action Plan will be internally reviewed annually to ensure that progress remains on track. An annual progress report will be prepared for the Minister responsible for road safety and will be published on the THINK! Road Safety website.

Road Safety Action Plan

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Road Safety Actions 2023–2025

Schools and local places



Action No.	Actions 2023–2025	Action Lead
1	Review existing school-based traffic measures and develop guidelines related to best-practice infrastructure treatments and traffic management in South Australian school precincts.	Department for Infrastructure and Transport
2	Trial a collaborative school precinct approach, within a rural local government area, to improve safety around schools in regional SA.	Department for Infrastructure and Transport
3	Continue to deliver bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic and road rules.	Department for Infrastructure and Transport
4	Implement and evaluate smart school zones to identify innovative pedestrian safety solutions.	Department for Infrastructure and Transport
5	Invest in road safety infrastructure treatments and kiss and drop zones to support the movement of children to and from school, with an investment by the South Australian Government of over \$10 million.	Department for Infrastructure and Transport
6	Continue to work with local government and schools to deliver improvements in local streets that facilitate the safe movement of children walking, riding, scooting or skating to and from school with an annual investment by the South Australian Government of \$200,000.	Department for Infrastructure and Transport
7	Invest in safer local roads and community environments, including priority intersection upgrades, pedestrian crossings and improved local traffic management, at five priority locations. Investment by the South Australian Government is over \$7 million.	Department for Infrastructure and Transport
8	Review speed limits on beaches to ensure a safe community environment for all beach users.	Department for Infrastructure and Transport
9	Review the Speed Limit Guideline for South Australia to apply the Movement and Place approach in the speed limit assessment process, to improve guidance for local government.	Department for Infrastructure and Transport

Road Safety Action Plan

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10	Conduct planning studies in the Fleurieu Peninsula and Adelaide Hills with a focus on strategic transport planning and improving road safety.	Department for Infrastructure and Transport
11	Undertake corridor planning studies through a Movement and Place approach to identify opportunities to improve the road corridor for all road users.	Department for Infrastructure and Transpor
12	 Collaborate and engage with local government to: identify opportunities and pathways for local government to access funding for road safety infrastructure explore opportunities for proactive knowledge-sharing and capacity-building within local government. 	Department for Infrastructure and Transport



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Public transport, cycling and walking



Action No.	Actions 2023–2025	Action Lead
13	Plan for mass transit corridors to and from the city and key regional centres to connect people and places to facilitate the mode shift to public transport and reduce reliance on private vehicles.	Department for Infrastructure and Transport
14	Improve pedestrian and cyclist safety through changes to intersections, reduced speed zones, separated bike routes and crossing facilities.	Department for Infrastructure and Transport
15	Consult with privately-owned electric mobility device (PMD) users and the broader community, on the desirability of a framework to allow the use of PMDs on our roads and in other public places.	Department for Infrastructure and Transport

Action Actions 2023-2025 No. **Action Lead** 16 Continue to assess popular motorcycle routes and Department for implement effective safety treatments to improve Infrastructure and Transport rider safety. 17 Lead a national review of the learner-approved Department for motorcycle scheme (LAMS) to reduce the risk of Infrastructure and Transport casualties for novice motorcyclists and optimise safety outcomes, including examining safety risks associated with electric motorcycles.

Department for

Department for

Infrastructure and Transport

Infrastructure and Transport

Support the motorcycle protective clothing assessment

Enhance the RiderSafe training program to better align

with best practice training for novice motorcycle riders.

Road Safety Action Plan

program (MotoCAP).

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Motorcyclists

Aboriginal road users





Road Safety Action Plan

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Road user behaviour



Action No.	Actions 2023–2025	Action Lead
24	Deliver a communications strategy to identify and promote safety messages on interacting with heavy vehicles, correct use of child restraints and choosing a safer vehicle.	Department for Infrastructure and Transport
25	Deliver the THINK! Road Safety partnership program with a focus on regional road users, effective road safety education and building a culture of road safety.	Department for Infrastructure and Transport
26	Update the road rules refresher guide to explain road rules that are often misunderstood and lead to serious crashes.	Department for Infrastructure and Transport
27	Continue to deliver campaigns and education programs about dangerous road user behaviour and safe road use.	South Australia Police
28	Consult on best practice behaviour change measures for people who drink and/or drug drive taking into account South Australia's existing model for dependency assessments, the alcohol interlock scheme and opportunities for referral to treatment services.	Department for Infrastructure and Transport South Australia Police Drug and Alcohol Services South Australia
29	Install mobile phone detection cameras at high-risk metropolitan sites to detect illegal mobile phone use while driving.	Department for Infrastructure and Transport South Australia Police
30	Contribute to the development of legislative, education and enforcement strategies to address driver distraction.	Department for Infrastructure and Transport South Australia Police
31	Increase the perceived risk of detection of dangerous road user behaviour, with a particular focus on regional areas.	South Australia Police
32	Continue to target recidivist drivers with a focus on the 'fatal five' driver behaviours.	South Australia Police
33	Develop initiatives for older road users to support safe mobility, initiate conversations, and enable planning ahead for future road use.	Department for Infrastructure and Transport Office for Ageing Well

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Action No.	Actions 2023–2025	Action Lead
36	Develop a 'road safety at work' website as a way of engaging and supporting South Australian workplaces to develop a culture of road safety.	Department for Infrastructure and Transpor
37	Increase awareness about road safety work health safety obligations through education and compliance programs for light and heavy vehicles.	SafeWork SA
38	Undertake an audit of road safety policies across South Australian State Government agencies.	Department for Infrastructure and Transport Department of Treasury and Finance SafeWork SA
39	Support implementation of CLOCS-A to provide government and industry with a framework for managing risks associated with heavy vehicles and construction logistics, and/or ISO 39001 Road Traffic Safety Management Systems in line with Manual of Uniform Traffic Control Devices (MUTCD) or equivalent guidelines.	Department for Transport and Infrastructure



Road Safety Action Plan

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Regional and remote areas

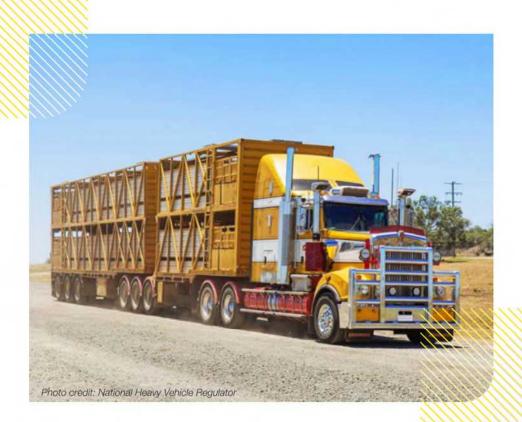
Action No.	Actions 2023–2025	Action Lead
40	Develop a network safety plan to ensure future investment prioritises road safety infrastructure improvements where they will have the most impact on South Australia's roads, to reduce risk to road users and optimise investments in road safety infrastructure.	Department for Infrastructure and Transport
41	Improve safety outcomes and reduce risk to road users on key roads, commencing with the delivery of a productivity and safety package for the Adelaide Hills, with a joint State/Commonwealth investment of approximately \$150 million.	Department for Infrastructure and Transport
42	Investigate and trial innovative technologies that provide cost-effective solutions to reduce crash risks and improve safety on regional and remote roads.	Department for Infrastructure and Transport
43	Implement rest areas for light and heavy vehicles, including the provision of amenities to encourage drivers to manage fatigue, as funding becomes available.	Department for Infrastructure and Transport
44	Undertake area planning studies that consider road safety improvements for key roads.	Department for Infrastructure and Transport
45	Implement road safety training and education programs to build capability and capacity across government, including safe systems.	Department for Infrastructure and Transport
46	Provide support to road safety engineers to expand and maintain their technical expertise to develop and deliver safe system-based road safety risk assessments, including network safety plans.	Department for Infrastructure and Transport
47	Increase routine and targeted skid testing, and prioritise surfacing treatments to improve safety.	Department for Infrastructure and Transport
48	Support the implementation of the National Service Level Standards (NSLS) Framework for roads to provide transparency about the function and safety performance of our roads, and support decisions regarding road investment and maintenance to improve the economic and social functions of the road network.	Department for Infrastructure and Transport
49	Review road maintenance safety-related intervention levels to ensure they are evidence-based and aligned to road safety warrants, as well as meeting community expectations.	Department for Infrastructure and Transport

Road Safety Action Plan

Heavy vehicles



Action No.	Actions 2023–2025	Action Lead
50	Targeted operations to monitor the safety and compliance of heavy vehicles.	South Australia Police National Heavy Vehicle Regulator
51	Contribute to the development and implementation of the National Heavy Vehicle Competency Framework for heavy vehicle driver licensing.	Department for Infrastructure and Transport National Heavy Vehicle Regulator
52	Deliver improvements to safety on the South Eastern Freeway down-track identified as an outcome of a comprehensive heavy vehicle safety review.	Department for Infrastructure and Transport
53	Contribute to the delivery of Heavy Vehicle National Law Reforms.	Department for Infrastructure and Transport



Road Safety Action Plan

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Vehicles and technology

No.	Actions 2023–2025	Action Lead
54	Investigate measures and incentives to improve the safety of the light vehicle fleet in South Australia, including the cost and benefits of introducing a light vehicle inspection scheme.	Department for Infrastructure and Transport
55	Develop an action plan to prepare for the safe deployment of automated vehicles on our roads, including contributing to the development of a national regulatory framework.	Department for Infrastructure and Transport South Australia Police
56	Continue to fund ANCAP and the Used Car Safety Rating program.	Department for Infrastructure and Transport
57	The South Australian Government will use 5 star ANCAP-rated passenger and sport utility vehicles where practicable, with at least three safety assist technologies.	Department for Infrastructure and Transport Department of Treasury and Finance
58	Promote safer vehicle options targeted towards younger and older drivers.	Department for Infrastructure and Transport Office for Ageing Well
59	Develop a website that explains the Used Car Safety Ratings and encourages people to explore safer vehicle options.	Department for Infrastructure and Transport



Road Safety Action Plan

Research and data

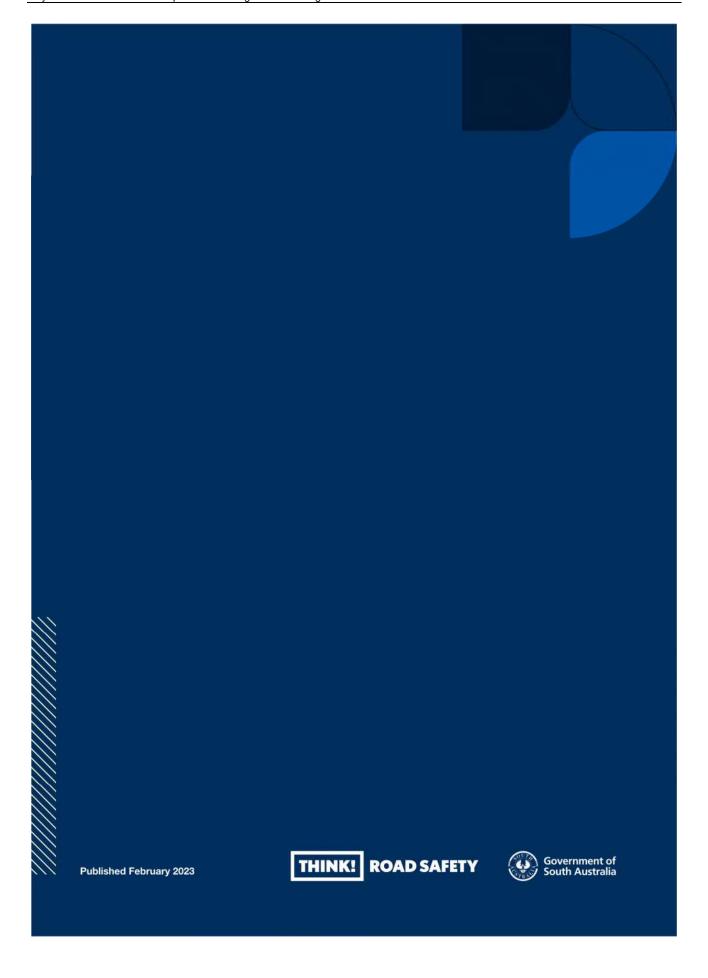


Action No.	Actions 2023–2025	Action Lead
60	Continue to fund priority road safety research through a coordinated approach, including research about effective infrastructure treatments, road user behaviour and compliance approaches.	Department for Infrastructure and Transport South Australia Police
61	Develop a data portal to improve South Australia's road safety data collection, analysis and dissemination to enable the identification of latent and emerging issues.	Department for Infrastructure and Transport South Australia Police
62	Establish data-sharing agreements with government agencies, research institutions and private enterprise to improve road safety data collection and dissemination.	Department for Infrastructure and Transport
63	Support local governments to improve the data they hold on local road networks, to: • better understand the dynamics of their network • report on and invest in their local infrastructure • communicate and engage with their communities on road safety.	Department for Infrastructure and Transport



Road Safety Action Plan

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Hon Joe Szakacs MP



23MRS0083

Mayor Michael Coxon City of West Torrens 165 Sir Donald Bradman Drive HILTON SA 5033

By email: csu@wtcc.sa.gov.au

Dear Mayor Coxon

Road trauma has a devastating impact on the South Australian community. Each year an average of 91 people lose their lives on South Australia's roads, with more than 700 people seriously injured (2018-2022).

Unfortunately, we have had a heartbreaking start to 2023 with the number of lives lost already above average, a pattern nobody wants to see continue.

The South Australian Government is committed to finding ways to stopping this tragedy on our roads by improving road safety, and I am pleased to announce that the South Australian Government has released *South Australia's Road Safety Action Plan 2023-2025* (Action Plan).

This three-year rolling Action Plan has been developed in line with South Australia's Road Safety Strategy to 2031, informed by stakeholder feedback, and the National Road Safety Action Plan 2023-2025 to help us reduce lives lost and serious injuries on South Australian roads.

The Action Plan identifies the South Australian Government's actions that will contribute to our target of at least a 50% reduction in lives lost and a 30% reduction in serious injuries on South Australian roads by 2031.

The Action Plan contains ten central themes:

- 1. Schools and local places
- 2. Public transport, cycling and walking
- 3. Motorcyclists
- 4. Aboriginal road users
- 5. Road user behaviour
- 6. Road safety in the workplace
- 7. Regional and remote areas
- 8. Heavy vehicles
- 9. Vehicles and technology
- 10. Research and data.

I encourage you to read South Australia's Road Safety Action Plan (2023-2025), which can be found with South Australia's Road Safety Strategy to 2031 at www.thinkroadsafety.sa.gov.au

No death or serious injury is acceptable or inevitable, and we must work together to address the trauma caused by the everyday use of our road network.

I look forward to working together to continue improving road safety for all South Australians.

Yours sincerely

Hon Joe Szakacs MP

Minister for Police, Emergency Services and Correctional Services

1 March 2023

11.3 Henley Beach Road to Hardys Road Left Turn Restriction

Brief

This report proposes left turn restriction signage be installed indicating operation during the morning and evening peak periods, i.e. 7.30am to 9.00am, 4.00pm to 6.00pm (Monday to Friday) for vehicles turning left from Henley Beach Road into Hardys Road on a trial basis for 6 months.

RECOMMENDATION

The Committee recommends to Council that:

- 1. Approval be given for the installation of left turn prohibition signage to operate during the morning and evening peak periods, i.e. 7.30am to 9.00am, 4.00pm to 6.00pm (Monday to Friday) for vehicles turning left from Henley Beach Road into Hardys Road on a trial basis for 6 months, subject to favourable community consultation.
- 2. Final approval be sought from the Department for Infrastructure and Transport and (DIT) subject to favourable community consultation to proceed with the 6 month trial.
- 3. Monitoring of the traffic flows in the parallel streets, specifically Pearse Street and Stephens Avenue for a period of 6 months be undertaken.

Introduction

Hardys Road, located between Henley Beach Road and Ashwin Parade is a major collector road. A major collector road is ranked the higher order of streets and which generally serves a subarterial function, carrying higher volumes than a local collector road but lesser traffic volumes than an arterial road. A major collector road generally provides convenient and more direct connection between arterial roads, are generally without traffic control devices and carry more significant volumes of commercial traffic and through traffic.

Hardys Road, from Henley Beach Road is also well connected to the major collector route of Ashley Street-Hardys Road-Ashwin Parade which currently operates as a major east-west connection between South Road and Holbrooks Road.

The issue of cut through traffic from Henley Beach Road to Hardys Road in order to bypass the intersection of Henley Beach Road / South Road has been considered by the administration in recent times. Recent feedback from residents along Hardys Road (between Ashley Street and Henley Beach Road) also identified substantial cut through traffic, congestion and speeding along Hardys Road (south of Ashley Street) regardless of the existing traffic calming devices such as slow points and a roundabout along this road. The residents have also frequently observed vehicle collisions along this section of Hardys Road.

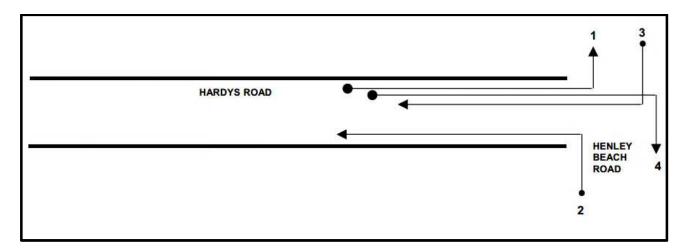
Discussion

The issue of through traffic and excessive left turn traffic movements from Henley Beach Road to Hardys Road has been considered by Council for quite some time. In order to bypass the intersection of Henley Beach Road / South Road, the traffic uses Hardys Road to access South Road via Carlton Parade, North Parade and Ashwin Parade.

Recent traffic data shows that Hardys Road (between Henley Beach Road and Ashley Street) carries approximately 5500 vehicles per day. Whilst the traffic volume is considered acceptable for a major collector road, the latest traffic turning surveys at the intersection of Henley Beach Road / Hardys Road record significant traffic movements turning left from Henley Beach Road into Hardys Road, prompting a series of traffic collisions along Hardys Road and the intersection of Henley Beach Road / Hardys Road.

Traffic Analysis

The vehicle turning movement surveys at the intersection of Henley Beach Road / Hardys Road during AM and PM Peak periods (2 September 2021) and (22 March 2023) are shown below:



2021 Data	Tu	urning M	oveme	nt	2023 Data	T	urning M	oveme	nt
Time (AM)	1	2	3	4	Time (AM)	1	2	3	4
8:00 to 8:15	14	133	13	8	8:00 to 8:15	13	120	14	7
8:15 to 8:30	13	135	22	4	8:15 to 8:30	14	136	20	8
8:30 to 8:45	23	125	21	13	8:30 to 8:45	16	136	16	5
8:45 to 9:00	15	106	11	14	8:45 to 9:00	20	137	10	6
Total	65	499	67	39	Total	63	529	60	26

2021 Data	Tu	rning M	oveme	ent	2023 Data	Τι	ırning N	loveme	nt
Time (PM)	1	2	3	4	Time (PM)	1	2	3	4
4:00 to 4:30	42	85	26	40	4:00 to 4:30	50	131	35	29
4:30 to 5:00	65	134	27	28	4:30 to 5:00	52	135	26	32
5:00 to 5:30	57	103	24	29	5:00 to 5:30	53	104	32	35
5:30 to 6:00	43	78	14	32	5:30 to 6:00	45	105	31	26
Total	207	400	91	129	Total	200	475	124	122

The traffic turning movement surveys shown above compare the traffic data at the intersection of Henley Beach Road / Hardys Road in 2021 and 2023. Both sets of data shows substantial volumes of traffic turning left from Henley Beach Road into Hardys Road during the AM and PM peak periods, with increased numbers of left turn movements recorded in 2023.

On 22 March 2023, a member of the Council Administration, whilst undertaking the traffic turning surveys, witnessed a rear-end collision that occurred at approximately 4:20pm on Henley Beach Road as cars were queued waiting to turn left into Hardys Road due to constant congestion. A fire engine truck arrived to tend to potential fire hazards and had a high degree of trouble even accessing the two vehicles involved in the crash.

Even with the existing traffic calming devices on Hardys Road, between Henley Beach Road and Ashley Street, the latest crash data (2017 - 2021) identified approximately 27 number of crashes on this road including the intersections.

The locality and severity of the crashes are tabled below:

Location	Injury crash	Property Damage Only crash	Total vehicle crashes
Hardys Road / Ashley		4	4
Street intersection			
Hardys Road (between	1	1	2
Ashley Street and			
Stuckey Avenue			
Stuckey Avenue / Hardys		1	1
Road intersection			
Hardys Road (between		1	1
North Parade and			
Norman Street			
Hardys Road (between		4	4
Carlton Parade and			
Henley Beach Road)			
Hardys Road / Henley	6	9	15
Beach Road intersection			
Total	27		

In accordance with the traffic analysis for this report, the Administration proposes a left turn prohibition during the peak periods of 7.30am to 9.00am and 4.00pm to 6.00pm (Monday to Friday) for vehicles turning left from Henley Beach Road into Hardys Road on a trial basis for 6 months.

This specific turning movement restriction is aimed at reducing the traffic volumes on Hardys Road during peak periods on weekdays and could potentially minimise traffic collisions associated with traffic congestion caused by the excessive left turn movements during these peak periods. For instance, the congestion of traffic flows on Hardys Road, back to Henley Beach Road have led to rear-end collisions and right angle crash types for vehicles that are required to exit / enter the road in a non-forward direction.

As this proposal may cause some traffic diversion to other nearby streets such as Pearse Street and Stephens Avenue, these streets need to be monitored over a 6 month period to determine if the similar left turn restrictions may be required at its intersection with Henley Beach Road.

The Administration will undertake the traffic turning movement surveys at the intersections of Pearse Street / Henley Beach Road and Stephens Avenue / Henley Beach Road respectively before and after the implementation of the said left turn restriction to assess potential traffic implications and diversions. The overall assessment at a later date will inform the final decision for enforcing the left turn restriction permanently at the intersection of Henley Beach Road / Hardys Road and consider appropriate traffic management measures on Stephens Avenue and Pearse Street if found necessary.

The prohibition of the left turn movement for traffic from Henley Beach Road to Hardys Road will potentially minimise vehicle collisions on Hardys Road, especially at the intersection of Hardys Road / Henley Beach Road. The cut through traffic to South Road via local streets such as Carlton Parade and North Parade may also be minimised as part of this turning restriction during peak periods.

Consultation process

The residents along Pearse Street (between Norman Street and Henley Beach Road), Hardys Road (between Ashley Street and Henley Beach Road) and Stephens Avenue (between North Parade and Henley Beach Road) will be directly consulted via letter drops due to foreseeable direct traffic impacts along these roads. Stephens Avenue is a no through road at the intersection of Ashley Street therefore the extent of consultation along Stephens Avenue ends at North Parade.

The proposed six months trial for the left turn ban will proceed if majority of the consulted residents support the proposal.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact in relation to this report.

Conclusion

The traffic analysis found substantial volumes of traffic turning left from Henley Beach Road to Hardys Road during the AM and PM peak periods in recent years. Whilst the overall traffic volumes on Hardys Road are acceptable from a road function and capacity perspective, analysis has identified that the left turn movement rat runs on Hardys Road have led to many traffic collisions along the road, even with the existing traffic calming devices on site.

The other nearby streets off Hardys Road and Henley Beach Road such as North Parade, Carlton Parade, Pearse Street and Stephens Avenue will be monitored for a 6-month period before and after the installation of the proposed left turn restriction at Henley Beach Road / Hardys Road.

Attachments

Nil

11.4 Water Management Action Plan 2023-2027

Brief

This report presents the next version of the Water Management Action Plan (2023-2027) for information.

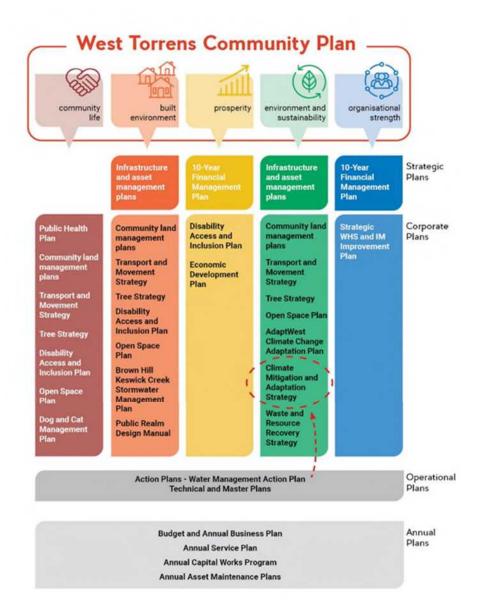
RECOMMENDATION

The Committee recommends to Council that the Water Management Action Plan 2023-27 be received.

Introduction

Climate change has a significant impact on rainfall and seasonal water availability. Waterproofing the City for a changing climate is important and there is the need to optimise the use of recycled water (GAP) to irrigate parks and reserves, as well as the utilisation of water from bores and stormwater. Both droughts and floods are common in Adelaide and it is necessary to plan for both.

The Water Management Action Plan 2023-27 (the Action Plan) is linked to the City of West Torrens' *Climate Mitigation and Adaptation Strategy*, as shown in the following diagram, and is the key driver for the delivery of Council's sustainability and adaptation goals for water management.



The Action Plan outlines key water resource management issues and identifies actions to undertake from 2023 to 2027. These have been developed in collaboration with key staff from across the organisation. The Sustainability Team will coordinate the implementation of the Action Plan, working closely with staff across the organisation, and regular reporting to the Committee on progress.

Background

The City of West Torrens (CWT) first introduced a Water Management Action Plan in 2009, which addressed issues relating to the drought Adelaide was experiencing at the time. At the height of the drought, severe water restrictions were in force and Council prioritised its water use to irrigate only the most essential green open spaces. There was also a heightened awareness amongst the community at this time of the need to use water wisely and conserve wherever possible. That Plan aimed to minimise the consumption of, and dependence on, potable (drinking) water for non-potable needs, resulting in:

- Upgrades to more efficient irrigation systems and practices at parks and reserves to reflect the Irrigated Public Open Space Code of Practice (IPOS);
- Installation of water sensitive urban design such as raingardens;
- Installation and plumbing of rainwater tanks for general purpose such as flushing toilets at Council owned buildings;
- Rainwater tank rebates and water efficient product distribution to residents; and
- Continued expansion of the Glenelg to Adelaide Pipeline (GAP) network for recycled wastewater irrigation from the Glenelg Wastewater Treatment Plant to Council's open spaces.

That plan was then replaced by the Water Management Action Plan (2014-2019), building on the earlier work, and to drive adaptations and enhancements in:

- Water resource demand and supply;
- Diversifying water resources;
- Greening open spaces sustainably; and
- Improving stormwater management through water sensitive urban design (WSUD).

As a result, Council increased its water security through effective monitoring and controls focused on reducing water usage. Council has now achieved 100% IPOS compliance for open space irrigation, well in advance of its target date of 2024.

It is now timely to deliver actions for the next timeframe from 2023 to 2027.

Discussion

The new Water Management Action Plan 2023-2027 responds to the water related community aspirations in Council's Community Plan 2030 and the State Government's 30 Year Plan for Greater Adelaide. It has been developed with consideration of current and emerging water management issues such as climate change, urban development, our public open spaces and buildings, community aspirations, and the local, state and federal water policy context.

The Action Plan links to Council's overarching Climate Mitigation and Adaptation Strategy and is integral in delivering on sustainable water management issues in the face of a changing climate.

This third iteration of Council's Water Management Action Plan seeks to reflect the community's aspiration for a city that responds to climate change and protects and conserves our natural resources.

This requires determining an optimal water mix to ensure an efficient and sustainable water supply, while also considering the objectives of economic costs, social preferences and environmental impacts.

Council activities and operations will play a vital role, as well as building community capacity and fostering partnerships across other parts of the public sector in relation to integrated water cycle management.

The five objectives for the Water Management Action Plan 2023-2027 are:

- Improve water security;
- Maintain green spaces and cool places;
- Mitigate flooding;
- Protect waterways and the natural environment; and
- Support community wellbeing.

These objectives will be achieved through a number of actions, with the overarching aim to transition towards a water sensitive and climate resilient city. These actions are outlined in the Action Plan in **Attachment 1**.

Throughout the life of the Action Plan, it is anticipated that the portfolio of alternative water supplies will be increased and diversified and water efficiency will be enhanced. It will encourage the use of water planning in local developments and continue to promote and adopt water sensitive urban design and sustainable stormwater solutions.

Delivery of the Action Plan will be tracked and evaluated annually and reported on via regular departmental activity reports, and the entire Action Plan will be reviewed in 2027 to set direction for the next plan.

The previous Water Management Action Plan 2014-2019 went through a community consultation process. However, since that time, Council's corporate planning framework has been introduced and this changes the way corporate plans and strategies are developed and consulted on. The strategic plans are consulted on, such as our new Climate Mitigation and Adaptation Strategy, while the detailed action plans no longer go through a community consultation process. This enables such plans to be modified as needed to respond to priorities and emerging issues each year without the need to continually consult the community.

The Water Management Action Plan 2023-2027 will be placed on our website (as it has in the past) to demonstrate to the community how we are addressing these important water management and sustainability issues

Climate Impact Considerations

The Water Management Action Plan 2023-2027 enables Council to implement solutions that save water and reduce flooding at the same time, assisting in City of West Torrens' resilience and adaptation in the face of a changing climate.

Conclusion

This report details the development and actions of the Water Management WMAP 2023-2027.

Attachments

1. Water Management Action Plan 2023-2027

Water Management Action Plan **2023 - 2027**





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Production acknowledgment

This document was produced by the City of West Torrens.



Kaurna Acknowledgement

The City of West Torrens is located on the Traditional Homelands of the Kaurna Nation of People, the first Traditional Owners and Custodians of the Adelaide Region. It is important to recognise that, while colonisation has resulted in the dispossession and dislocation of the Kaurna Meyunna, their Spiritual, Cultural Heritage and relationship with their Country is enduring. Kaurna's Connection and obligation to their Ancestral Lands the (Yarta) is still as important to the living Kaurna people today. The Kaurna people have lived on their lands for more than 50,000 years and developed strong and enduring spiritual, social, economic and governance systems that are still relevant for Aboriginal Title and are recognised within the 1836 Letters Patent.

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2.0	1 February 2023	Draft for Executive review
3.0	1 March 2023	Final

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Introduction

Purpose

Water is one of our most valuable resources. The provision of a clean and sustainable water supply, and healthy waterways are important for the vitality and wellbeing of our community and environment. The likely impacts of climate change for South Australia indicate an increase in high intensity rainfall events, higher temperatures, higher evaporation rates and reduced overall rainfall. Hence efficient and sustainable management of our water resources is integral for our community and environment.

The City of West Torrens (CWT) and the community have a role to play in the sustainable management of water resources in the western region of Adelaide.

It is now timely to review and update Council's previous Water Management Action Plan for 2023-27 to ensure we respond to emerging issues, and continually improve the way we use and manage water.

The purpose of the Water
Management Action Plan 2023-27 (the
Action Plan) is to build upon the
important work already undertaken
and to provide a program of works to
continually enhance Council's water



management activities. It provides a framework for prioritising sustainable water management actions over the next five years and describes how progress will be measured as we plan, deliver and advocate for improved water management.

Earlier Achievements

The City of West Torrens first introduced a Water Management Action Plan in 2009 which addressed issues relating to the drought Adelaide was experiencing at that time. At the height of the drought, severe water restrictions were in force and metropolitan councils were turning off taps to irrigate all but the most essential green open spaces. There was a heightened awareness amongst the community of the need to use water wisely and conserve wherever possible.

That earlier Action Plan aimed to minimise the consumption of, and dependence on, potable (drinking) water for non-potable needs, resulting in:

- Upgrades to more efficient irrigation systems and practices at park and reserves to reflect the Irrigated Public Open Space Code of Practice (IPOS);
- Installation of water sensitive urban design installations such as raingardens;
- Installations and plumbing of rainwater tanks at Council owned buildings;
- Rainwater tank rebates and water efficient product distribution to residents; and
- Continued expansion of the Glenelg to Adelaide Pipeline (GAP) network for recycled wastewater irrigation from the Glenelg Wastewater Treatment Plant to Council's open spaces.

That Action Plan was then replaced by the Water Management Action Plan (2014-2019). It built upon the earlier work undertaken and aimed to drive adaptations and enhancements in:

- Water resource demand and supply;
- Diversifying water resources;
- Greening open spaces sustainably; and
- Improving stormwater management through water sensitive urban design (WSUD).

As a result, Council increased its water security through effective monitoring and controls focused on reducing water usage. Council has now achieved 100% IPOS compliance for open space irrigation, well in advance of its target date of 2024.

As water use for irrigation purposes being highly variable and dependent on climatic conditions, which can fluctuate from year to year depending on rainfall levels, setting water reduction targets for irrigation usage has not been found to be the most useful, or accurate, method to manage and demonstrate how we manage water for such purposes.



Development of the Water Management Action Plan

The community consultation and engagement undertaken for preparing Council's Community Plan 2030 received feedback from over 1,000 members of the community. This helped to develop a sound understanding of the needs and aspirations of the community and helped to develop Council's strategic objectives, including: Reducing the City's impact on the environment; preparing for and responding to the challenges of a changing climate; open spaces that foster the natural environment, support biodiversity and encourage people to spend time outdoors; protecting and expanding the urban forest.

This Action Plan builds on the work already achieved, responds to the water-related community aspirations in Council's Community Plan 2030, objectives in Council's Climate Mitigation and Adaptation Strategy, and the State Government's 30 Year Plan for Greater Adelaide. As such, it has

been developed with consideration of current water management issues and directions, community aspirations, and the local, state and federal water policy environment.

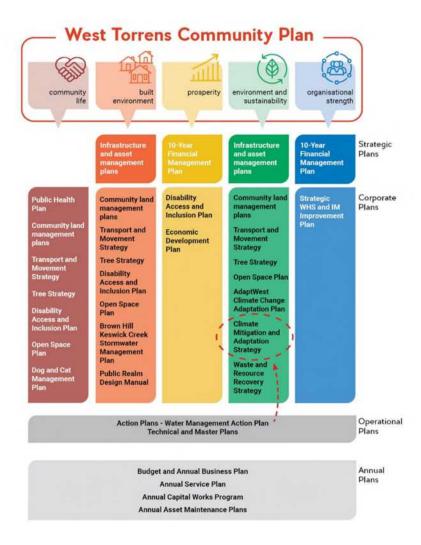
Strategic alignment

Our community has expressed its desire to live and work in a city that is prepared for and responds to the challenges of a changing climate, provides open spaces that foster the natural environment, support biodiversity and encourage people to spend time outdoors. The ability to meet these desires is dependent on efficient and sustainable water management.

Council's Community Plan 2030 reflects our community's vision for "West Torrens - committed to being the best place to live, work and enjoy life". It presents aspirations for a vibrant and connected community within a liveable and sustainable city and proposes long-term and short-term strategies to guide the operations, investment and decisions of Council.



Within City of West Torrens corporate planning framework the Water Management Action Plan (WMAP) sits within the environment and sustainability focus area. The WMAP is an operational plan and sits below and is linked to the Climate Mitigation and Adaptation Strategy which is a corporate plan.



The WMAP sits within the following State Government and Council strategic framework:

State Government:

SA's 30 Year Plan for Greater Adelaide - Sets out targets to protect and secure our water resources.

Adelaide Plains Water Allocation Plan 2022 - describes how water licences and permits for the groundwater resources within the Adelaide Plains area will be issued and managed in the future.

Green Adelaide - Green Adelaide is driving an integrated 'hills to sea' approach to ensure the sustainable management of all water sources so the benefits to the environment and community are maximised.

SA Water - Responsible for the distribution and maintenance of potable water and recycled water networks throughout South Australia.

The Planning and Design Code - The Code sets out a comprehensive set of policies, rules and classifications which, when combined with mapping, apply in the various parts of the State for the purposes of development assessment in South Australia

Relevant legislation:

- Local Government Act 1999
- Planning, Development and Infrastructure Act 2016
- Metropolitan Drainage Act 1935
- Water Industry Act 2012
- Safe Drinking Water Act 2011
- South Australian Water Corporation Act 1994
- Landscape South Australia Act 2019
- Environment Protection Act 1993

Council:

Climate Mitigation and Adaptation Strategy - sets out overarching objectives and initiatives for mitigation of, and adaptation to, the effects of a changing climate.

Stormwater Asset Management Plan - Council's suite of Asset Management Plans includes a plan for stormwater.

Tree Strategy - sets out the ongoing management of trees in streets and parks.

Open Space Plan - highlights the importance of creating greener and cooler public open spaces.

Design guidelines for 'Street Trees in Challenging Spaces' - guidelines for planning and planting street trees in confined spaces.

AdaptWest Climate Change Adaptation Plan - AdaptWest provides a forward plan for the delivery of regional priorities to manage stormwater to protect and enhance where we live and work.

Brown Hill Keswick Creek Catchment Stormwater Management Plan - The plan is designed to substantially reduce the number of properties affected by very large flood events.

Stormwater Management Plan - West Torrens Drainage Catchments (draft currently in development).

Our city and community

West Torrens comprises 37 square kilometres of Adelaide's western metropolitan area and is situated between the Adelaide Central Business District (CBD) and Gulf St Vincent. As a result, its location makes it a sought after place to live.



The region, its plants, animals and waterways, including the River Torrens (Karrawirra Pari) have continuing cultural and spiritual significance to Kaurna people. The river is not only a special place for Kaurna, but is also valued for its natural landscape appeal, biodiversity and open space and recreation activities.

Approximately 61,000 residents live in West Torrens and the need for residential properties increases each year. The influx of people to our city means that the need for services and amenities are always changing and, as a result, a large portion of Council's annual budget is earmarked for upgrades and maintenance, as well as the development of new infrastructure and provision of services.

The majority of the land area within West Torrens is dedicated to residential development while the commercial areas comprise a range of industrial, logistic, distribution and retail establishments. West Torrens is well-known for its shopping facilities including Harbour Town, Ikea, Brickworks Marketplace, Kurralta Central and Mile End Homemaker Centre.

Infill development is a current and ongoing issue impacting the City of West Torrens. This will both increase our residential population in the future and also, have a range of impacts on water resources that will need to be managed.

Adelaide Airport occupies a significant area of land in the centre of West Torrens, taking up approximately 38% of land within the Council boundary.

Approximately 6% of the total land area within West Torrens is dedicated to public open space, including the River Torrens Linear Park, local and neighbourhood parks, and other public open space such as public ovals and sporting grounds.

Approximately 30% of the population of West Torrens was born overseas, and 30% of our residents speak a language other than English at home. More people of non-English speaking ancestry and a larger percentage of overseas arrivals live in West Torrens compared to Greater Adelaide, with the largest groups being from India, Greece, China and Italy as well as those born in the United Kingdom.



Many residents of European heritage migrated to Australia in the second half of the twentieth century, whereas the past few years have seen many new migrants from non-European countries such as India, China, the Philippines, Malaysia and Bangladesh.

The community is culturally diverse and is undergoing population growth and change, where our existing senior citizens are transitioning into the elderly category and younger populations are moving into the area.

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Water management in West Torrens

Our roles and responsibilities in water management

Roles and responsibilities related to managing water in the urban landscape are complex and span multiple agencies and authorities, including Local and State Government.

- Water quality policies are managed by the Environment Protection Authority, while water access policies are managed by the Department for Environment and Water, and Green Adelaide.
- SA Water and Local Government manage the infrastructure system, although some parts of the stormwater system (for example creeks) are privately owned.
- The Department of Infrastructure and Transport, and Local Government have a significant impact on the creation and movement of stormwater by regulating the type and location of built infrastructure.
- Human health impacts are managed by SA Health and SA Water, while flood related issues
 involve the Department of Environment and Water and State Emergency Services.
- The Stormwater Management Authority implements the State-Local Government
 Stormwater Management Agreement and operates as the planning, prioritising and funding body in accordance with that Agreement.

Water flows through West Torrens without regard to administrative boundaries. Development in one part of a catchment may have impacts far away, often in other council areas. The City of West Torrens therefore collaborates with a range of stakeholders in managing water issues, particularly stormwater management activities.



Council has a key role in planning and managing the local water cycle. Council is responsible for strategic planning for its region through the development of plans, land use planning, stormwater drainage, local roads, streets, footpaths, nature strips and street trees, many parks and playing fields and much of the land around our waterways.

Influencing water management

The City of West Torrens has the ability to influence the way water is used and valued by the community, and governing bodies through its approach to water management. In particular, Council can make a significant impact in three key ways, as outlined below. These have been given due consideration when developing the Council's targets and actions. These key areas of influence are:

Leading by example

Council takes an integrated water management approach to its own developments and capital works and asset management programs.

Assisting local communities

Council is committed to working with local communities to empower them to take water sensitive urban design planning into their own hands and be part of the solution. The Council will do this by educating the community about solutions available to them, such as raingardens and water efficiency measures and the benefits of each, while providing rebates and grants to financially assist the community in implementing these solutions.

Promoting Water Sensitive Urban Design

West Torrens is a state leader in applying WSUD such as raingardens and tree inlets along streets and is committed to promoting the inclusion of WSUD across the landscape. It will continue to work with developers, water authorities and the South Australian Government to ensure new developments are planned to be water efficient, use best practice stormwater management, flood protection and mitigation.



Our water resources

The City of West Torrens uses a number of sources of water which includes mains water, groundwater (bore water), recycled water (GAP) and stormwater.

Mains water is supplied by SA Water and is used for drinking water, servicing toilets and kitchens in Council buildings and facilities and open space irrigation in areas not serviced by GAP or groundwater.

Groundwater is used by Council to irrigate Weigall Oval, Thebarton Oval and Camden Oval. This licensed groundwater is accessed via bores from confined tertiary sedimentary aquifers. The bores provide water at a low cost relative to mains water. Metering of groundwater extraction commenced in 2010. The irrigation demand for groundwater is seasonal which therefore allows the groundwater aquifers a chance to recover during the winter period when not being pumped. In addition, recharging of the aquifers occurs via aquifer storage and recovery schemes operating within the West Torrens Council area at Glenelg Golf Course and the SA Water Glenelg Wastewater Treatment Plant.

The origin of the groundwater extracted by Council is within the Central Adelaide Prescribed Wells Area. Sustainable management of ground water extraction and use of bore water is an important resource consideration. A Water Allocation Plan for the Adelaide Plains is being finalised by the Department for Environment and Water for this area to provide for the sustainable management of the groundwater resources.

Recycled water from the Glenelg to Adelaide Parklands Recycled Water Project, commonly known as GAP water is also used for irrigation. The GAP scheme filters and disinfects wastewater before reuse. The treated wastewater is pumped from the Glenelg wastewater treatment plant via a pipeline to irrigate ovals, parks, reserves and open space. The project is designed to reduce Adelaide's reliance on River Murray water, reduce wastewater being pumped into the Gulf St Vincent, and increase water availability to support urban greening and also builds resilience to the impacts of climate change.

Stormwater runoff is collected by a network of underground drains and channels. The majority of this runoff drains into the Patawalonga Lake (Barcoo Outlet), with some smaller areas discharging into the River Torrens and directly into the Gulf St Vincent. Council recognises stormwater as a valuable resource and it is captured and reused using Water Sensitive Urban Design along our streets and open space network to irrigate plants and trees.

Natural watercourses have been substantially altered to serve as stormwater drainage channels and the natural wetlands have been drained and reclaimed for residential development and the Adelaide Airport. The River Torrens remains as the only semi natural watercourse intact for most of its length.

The breakdown of Council's water supply mix is shown in the chart below in Figure 1. This chart demonstrates Council's achievement and commitment to sustainable water management through diversification of supply sources. Over 50% of Council's water usage is from sources other than mains water.

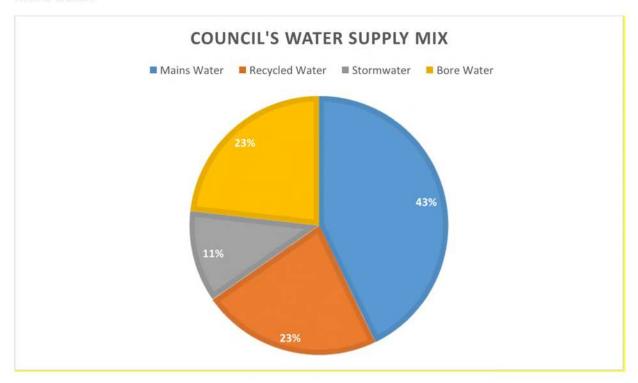


Figure 1 - Council's Water Supply Mix

Emerging issues

West Torrens is experiencing changes to its urban landscape and climate, and this Plan aims to address emerging issues and to continually improve upon our management of water. Some key issues for water management are described below.

Climate change

Climate change has a significant impact on rainfall and seasonal water availability. Despite the implementation of the Adelaide Desalination Plant, waterproofing the city for a changing climate is important and there is the need to optimise the use of recycled water (GAP) to water parks and reserves, as well as the utilisation of water from bores and stormwater.

South Australians are faced with complex challenges due to climate change, including sea level rise, reduced average rainfall, intensification of storm events, and more frequent and severe heatwaves, bushfires and droughts. These changes are already being felt by South Australia's people, environment and economy. Average temperatures across the state are now warmer than in the past and are projected to rise to as much as 2.2 degrees Celsius above the long-term average by 2050.¹

Between 1997 and 2009 South Australia experienced the Millennium Drought. A feature of the drought was a long period without major wet episodes, which prevented water storages from recovering. At the height of the drought, severe water restrictions were in force and metropolitan councils were turning off taps to irrigate all but the most essential green open spaces. There was a heightened awareness amongst the community of the need to use water wisely and conserve wherever possible.

This drought period was subsequently followed by two years when local flooding occurred across Adelaide. These flood events raised awareness of the need to reduce stormwater runoff from hard surfaces, such as roofs and roads, an issue further exacerbated by an increase in infill development.

Both droughts and floods are common in Adelaide and it is necessary to plan for both. Using an integrated total water cycle approach to water management enables councils, businesses and residents to implement solutions that save water and reduce flooding at the same time.



¹ Climate Change in Australia (2021), *South Australia's Changing Climate*, https://www.climatechangeinaustralia.gov.au/en/changing-climate/state-climate-statements/south-australia/, accessed 10 June2022.

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Urban development

West Torrens has experienced significant urban redevelopment such as in-fill residential development activity with increase in housing densities. This in-fill development is expected to continue and increase further in the future. This has led to an increase in impermeable surfaces, preventing rainwater from seeping into the ground and putting more rainwater into the stormwater system. This increases the potential for flooding and the amount of pollutants that enter local waterways and the Gulf.

However new development provides the opportunity to implement best practice water management systems such as water efficient appliances, rainwater tanks and raingardens which reduce stormwater runoff and hence flooding, while increasing water security and improving the health of local waterways.

Stormwater and surface water quality

Stormwater pollutants can severely affect the health of our waterways by smothering seagrass and causing toxic algal blooms. While stormwater is just one component of the water cycle, stormwater runoff quality runoff is an important indicator of how well we are tracking towards our water sensitive future. This is because the methods to achieve best practice are diverse and deliver multiple water sensitive benefits. For example, the primary purpose of a rainwater tank is to store harvested rainwater for use, but it also prevents pollution running off into stormwater drains and natural waterways, as well as providing stormwater detention which helps to reduce flooding.

As a leader in applying WSUD, measures such as raingardens and tree inlets along streets are considered to be important elements for watering roadside vegetation with stormwater runoff, reducing our reliance on mains water supply, and filtering out pollution that would have otherwise have discharged to the Gulf St Vincent.

Groundwater

The water currently extracted from Council's bores is typically of good quality, although salinity is increasing. Uncertainty about the groundwater allocation process and the security of supply and potential future extraction charges are driving consideration of alternative water supply options.

Recreation and open spaces

Council maintains a network of open spaces and public places that cater for a range of recreational activities for West Torrens residents and visitors. Community demand for well-maintained sports grounds and high quality, landscaped settings creates a high water supply demand. In a typical year around 60% of the water used by Council is used to maintain these spaces to their optimal amenity level in line with the Irrigated public open space code of practice (IPOS).

To increase water security while maintaining these spaces it is important to ensure water is efficiently used, via an optimal mix of water supply sources that balance social, environmental and economic benefits.



Irrigated Public Open Space Code of Practice (IPOS)

When considering the management of open space, ovals and playing fields, it is important to understand the technical process by which they are managed. Irrigation Management of Council's Public Open Space is undertaken via the Code of Practice: Irrigated Public Open Space (IPOS). IPOS provides the tools and reporting models necessary to implement best practice irrigation management in the provision of public open space such as sports fields, parks and reserves. As mentioned previously 100% of all Council open space irrigation is IPOS compliant.

The objective of IPOS is to provide fit for purpose turf based on efficient irrigation management and sound horticultural practices. The Code of Practice brings significant benefits not only to Council but to the community and environment in a broader context. These benefits are summarised as:

- Fit for purpose turf
- Significant water savings translating into reduced watering costs
- Increased flexibility for the irrigator in the case of water restrictions
- Recognition of the level of irrigation efficiency in assessing exemption applications in the case of water restrictions
- Efficient irrigators are not penalised for efficiencies already demonstrated
- Community recognition/accountability/demonstration of efficient watering practices employed
- Potential aversion of public health and safety issues particularly in the case of school ovals and sporting grounds
- Increased amenity levels associated with appropriately irrigated public open space

Through IPOS water savings come from:

- System scheduling during the shoulder periods either side of the peak season significant savings are also generally available at smaller sites where system constraints are not so much of an issue.
- Efficient irrigation systems particularly older systems, were poorly designed resulting in significantly greater water use than would otherwise be required
- Ongoing monitoring and reporting of irrigation performance and adjustment of irrigation scheduling to match climatic conditions.



The process for irrigating public open spaces is comprised of six steps outlined within the code:

- Implement a strategic approach to irrigation management underpinned by a policy statement and commitment to appropriately resource and manage the irrigation of the sites under their control.
- 2. Ensure that systems are functioning to the appropriate performance standard with periodic system audits and ongoing regular maintenance.
- 3. Ensure that an appropriate horticultural maintenance program is in place to maintain soil structures and turf nutrient requirements.
- 4. Determine the baseline irrigation requirement that using long term average climatic data is used to set the monthly irrigation schedule and consumption.
- 5. Amend the determined irrigation schedule on a regular basis to account for climatic variance to the long term average. This will ensure that the turf is receiving the required water requirement to maintain it at the predetermined quality level.
- 6. Monitor irrigation water consumption against irrigation requirement and report on irrigation efficiency and turf quality.

As such, when assessing the management of IPOS, emphasis is placed on the irrigation efficiency, as opposed to just the irrigation consumption:

- Irrigation efficiency is calculated by dividing the actual consumption by the requirement.
- Efficiency is the only method of measuring water used for the purpose of irrigating.
- Optimum efficiency is 100 %, with the desired outcome being within 10% of this.

Public open space irrigated under IPOS has a site specific irrigation management plan in place to maximise its water efficiency, taking in to consideration:

- Vegetation type (each plant has unique water requirements)
- Soil (soil type will determine water availability and infiltration rate)
- Activities undertaken on the site (use of the site will determine suitable vegetation standards for parks and ovals).

The allocation of water is subject to an order of irrigation hierarchy, as below:

- 1. Sports Grounds
- 2. Strategic Regional Parks
- 3. Local/ Neighbourhood Parks with playgrounds
- 4. Local/Neighbourhood Parks without playgrounds
- 5. Traffic Control Devices
- 6. Tree Watering (Street and Reserve)

Every site that meets IPOS standards is assigned a water allocation dependent on:

- Area to be irrigated
- Required turf standard
- Climatic conditions
- Vegetation type
- Soil type
- Irrigation system distribution efficiency

Vision, objectives and actions

Vision

Our vision for water management is - A Council committed to becoming a water sensitive and climate resilient city through sustainable water usage and holistic best practice water management across all operations.

Objectives and actions

Five objectives have been developed for this Water Management Action Plan 2023-27, building on the work of the previous two water management action plans. The five objectives were developed through a workshopping process with internal stakeholders, with the objectives from the previous plans used as a starting point.

In addition, the objectives respond to:

- City of West Torrens desire to become a water sensitive and climate resilient city
- Review of the Water Management Action Plan 2014 2019;
- The recently updated City of West Torrens Community Plan 2030;
- Council's Climate Mitigation and Adaptation Strategy;
- Council's Open Space Plan; and
- Relevant state and national legislative requirements, plans and strategies.

The objectives have also been developed with consideration of Council's scope of influence to ensure that local issues are addressed in the most effective and practical way possible.

The objectives seek to reflect the community's aspiration for a city that responds to climate change, and protects and conserves our natural resources. This requires determining an optimal water mix to ensure an efficient and sustainable water supply, while also considering the objectives of economic costs, social preferences and environmental impacts.

Council activities and operations will play a vital role, however, for our vision to be fully realised, the City of West Torrens must also build community capacity, and foster partnerships across other parts of the public sector in relation to integrated water cycle management.

The five objectives for this plan are:

- 1. Improve water security.
- 2. Maintain green spaces and cool places.
- 3. Mitigate flooding.
- 4. Protect our waterways and natural environment.
- 5. Support community wellbeing.

These objectives will be achieved through a number of actions. The actions are intended to be a significant step in the transition towards a water sensitive and climate resilient city.

1. Improve water security

Actions:

The following actions will be undertaken to help achieve and enhance water security:

- Undertake an optimal water mix study to develop targets for using alternative water sources, including sustainable bore water use.
- Investigate the feasibility and financial sustainability of purchasing harvested (non-potable) water from other sources (e.g. neighbouring councils, Adelaide Airport).
- Continue extension of the GAP to irrigate more public open spaces in West Torrens.

 Undertake water efficiency audits for Council buildings and facilities to identify opportunities for improvement, such as:

- Install taps and appliances with the highest efficiency ratings in Council buildings and facilities.
- Install rainwater tanks and connect to indoor water appliances (toilet facilities, hot water service, laundry taps) in Council-owned buildings where practical and where it can cater for the water use demand.
- Improve Council's water cycle management through the use of technology, behavior change programs, effective policy and procedures.
- Use Water Sensitive Urban Design techniques to support a water sensitive city such as in Council buildings and capital works, where practicable, such as:
 - Permeable paving for footpath and trafficable surface replacement works
 - o Raingardens/tree water wells installed around trees in streets and open spaces
 - Stormwater harvesting, such as rainwater tanks.
- Utilise new industry standard maintenance guidelines for WSUD assets.
- Report annually on Council's water consumption and sustainability performance to elected member body and provide such information on Council's website.

2. Maintain green spaces and cool places

Actions:

The City of West Torrens will create green spaces and cool places for our community by the following actions:

- Irrigate Council's open spaces within the efficiency bounds defined by IPOS.
- Seek opportunities to install irrigation systems that are IPOS compliant for new irrigated open space areas.
- Install water data loggers to monitor water use which will help ensure irrigation is undertaken in an effective and efficient manner to maintain green and cool open spaces.
- Expand the scale and scope of green and cool streetscapes throughout West Torrens.
- Design streetscapes to maximise opportunities for greening.
- Effectively engage with the community to gain their support for the greening and cooling of streetscapes.
- Continue to sustain healthier streetscapes and green spaces:
 - Increase mulching around street trees
 - Install tree water wells and raingardens to maximise passive irrigation
 - Seek opportunities to create permeable footpaths.



3. Mitigate flooding

Actions:

The City of West Torrens will mitigate flooding within our community by the following actions:

- Implement the upcoming Council-wide Stormwater Management Plan for Local Drainage.
- Continue collaborative arrangements with other local catchment councils to coordinate flood mitigation outcomes, such as the Brown Hill Keswick Creek Stormwater Management Plan, and planning for stormwater management for the Lower Sturt catchment.
- Provide infrastructure and ongoing maintenance appropriate for long-term stormwater and flood management.
- Reduce risk of flooding through stormwater management planning and infrastructure which ensures post development flows equal or improve on pre development flows.
- Research the level of compliance of new residential developments with required stormwater management measures (i.e. rain water tanks and plumbing connections) to increase community flood protection.
- Build and maintain Council's internal capacity (technical expertise, resource allocation, operational processes/guidelines etc.) to effectively plan, design, construct, maintain, and renew existing and new WSUD infrastructure for sustained performance and beneficial outcomes.



4. Protect our waterways and natural environment

Actions:

The City of West Torrens will support the health of our waterways and natural environment through the following actions:

- Support climate resilient streetscapes and open spaces by planting species suitable to local conditions.
- Develop water sensitive streetscapes and open spaces, such as installing WSUD.
- Seek opportunities to capture and use stormwater to protect and enhance biodiversity and the health of the natural environment.
- Create streetscapes and open spaces that respond to the passive use of stormwater as well
 as the active use of stormwater through harvesting techniques.



5. Support community wellbeing

Actions:

The City of West Torrens will support the wellbeing of our community through the following actions:

- Continue to offer the community Council's rainwater tank and raingarden rebate program to encourage water conservation, as well stormwater or grey water treatment and reuse.
- Engage effectively with households and businesses in West Torrens to encourage watersensitive behaviour and practices in the community.
- Educate and engage the tenants of City of West Torrens owned buildings and facilities on water-sensitive behaviour and practices.
- · Promote and encourage the community to apply water sensitive urban design techniques.
- Seek opportunities to use temperature sensors across West Torrens to promote cool spaces for the community to visit during hot weather.



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Implementation Plan - Summary of objectives, and actions

Water Management		120 120 100 1	Total No.
Objectives 1. Improve Water Security	Actions	Lead Department	Timeframe
2. Improve valer security	Undertake an optimal water mix study to develop targets for using alternative water sources, including sustainable bore water use.	Sustainability Team	2022/23 Financial Year
	Investigate the feasibility and financial sustainability of purchasing harvested (non-potable) water from other sources (e.g. neighbouring councils, Adelaide Airport).	Sustainability Team	2024/2025 Financial Year
	Continue extension of the GAP to irrigate more public open spaces in West Torrens.	City Operations	Ongoing
	Undertake water efficiency audits for Council buildings and facilities to identify opportunities for improvement.	Sustainability Team	2022/2023 Financial Year
	Install taps and appliances with the highest efficiency ratings in Council buildings and facilities.	City Property	2023-2024
	Install rainwater tanks and connect to indoor water appliances (toilet facilities, hot water service, laundry taps) in Council-owned buildings where practical and where it can cater for the water use demand.	City Property	2025-2027 Financial Year
	Improve Council's water cycle management through the use of technology, behaviour change programs, effective policy and procedures.	Sustainability Team	Ongoing
	Use Water Sensitive Urban Design techniques to support a water sensitive city such as in Council buildings and capital works, where practicable eg: - Permeable paving for footpath and trafficable surface replacement works; - Raingardens/Tree Water Wells installed around street trees, along our streets and in open spaces; - Stormwater harvesting, such as rainwater tanks.	City Assets	Ongoing
	Utilise new industry standard maintenance guidelines for WSUD assets.	City Assets	Ongoing
	Report annually on Council's water consumption and sustainability performance to elected member body and provide such information on Council's website.	Sustainability Team	Ongoing - End of Financial Year annual reporting

2. Maintain Green Spaces and Cool Places	Irrigate Council's open spaces within the efficiency bounds defined by IPOS.	City Operations	Ongoing
	Seek opportunities to install IPOS compliant irrigation systems for new irrigated open space areas.	City Operations	Ongoing
	Install water data loggers to ensure irrigation is undertaken in an effective and efficient manner to maintain green and cool open spaces.	City Operations	Ongoing
	Continue and expand the scale and scope of green and cool streetscapes throughout West Torrens.	City Assets	Ongoing
	Design streetscapes to maximise opportunities for greening.	City Assets	Ongoing
	Strongly engage with community for the greening and cooling of streetscapes.	Sustainability Team	2023/2024 Financial Year
	Continue to sustain healthier streetscapes and green spaces: o Increase mulching around street trees; o Utilisation of water wells for passive irrigation; o Permeable footpaths	City Operations	Ongoing
3. Mitigate Flooding	Complete a Council-wide Stormwater Management Plan for Local Drainage.	City Assets	2023/2024 Financial Year
	Continue collaborative arrangements with other local catchment councils to coordinate flood mitigation outcomes.	City Assets	Ongoing
	Provide infrastructure and ongoing maintenance appropriate for long-term stormwater and flood management.	City Assets	Ongoing
	Reduce risk of flooding through stormwater management planning and infrastructure which ensures post development flows equal or improve on pre development flows.	City Assets	Ongoing
	Research the level of compliance of new residential developments with required stormwater management measures (i.e. rain water tanks and plumbing connections) to increase community flood protection.	City Development	2023
	Build and maintain Council's internal capacity (technical expertise, resource allocation, operational processes/guidelines etc) to effectively plan, design, construct, maintain, and renew existing and new WSUD infrastructure for sustained performance and beneficial		
	outcomes.	City Assets	Ongoing

4. Protect our waterways and natural environment	Support climate resilient streetscapes and open spaces by planting species suitable to local conditions.	City Operations	Ongoing
	Develop water sensitive streetscapes and open spaces, such as installing WSUD.	City Assets	Ongoing
	Seek opportunities to capture and use stormwater to protect and enhance biodiversity and the health of the natural environment.	City Assets	Ongoing
	Create streetscapes and open spaces that respond to the passive use of stormwater as well as the active use of stormwater through harvesting techniques	City Assets	Ongoing
5. Support community wellbeing	Continue to offer the community Council's rainwater tank and raingarden rebate program to encourage water conservation, as well stormwater or grey water treatment and reuse.	Sustainability Team	Ongoing
	Engage effectively with households and businesses in West Torrens to encourage water-sensitive behaviour and practices in the community.	Sustainability Team	2023/2024 Financial Year
	Educate and engage the tenants of City of West Torrens owned buildings and facilities on water-sensitive behaviour and practices.	Sustainability Team	2023
	Promote and encourage the community to use water sensitive urban design techniques.	Sustainability Team	Ongoing
	Seek opportunities to use temperature sensors across West Torrens to promote cool spaces for the community to visit during hot weather.	Sustainability Team	2025

Conclusion

Through the use of an integrated approach to water management it is possible to implement solutions that have multiple benefits throughout the water cycle.

A set of objectives and actions have been developed to help achieve integrated water management and the ultimate vision as a water sensitive and climate resilient city.

Throughout the life of this Action Plan, Council will increase its portfolio of alternative water supplies and increase its efficiency. It will encourage the use of water planning in local developments and continue to promote and adopt water sensitive urban design and sustainable stormwater solutions.

While the actions in this plan will be tracked and evaluated annually, the entire plan will be reviewed in 2027 to evaluate all actions undertaken and their effectiveness.

Implementation, monitoring and reporting

Progress on delivering the Action Plan will be reported on regularly through the Strategy department, such as via departmental Activity Reports and annual reporting mechanisms.

References

https://www.environment.sa.gov.au/topics/climate-change/climate-change-action-plan-2021-2025

https://www.climatecouncil.org.au/resources/water-security-report/

https://www.unwater.org/publications/un-world-water-development-report-2021/

https://www.climatechangeinaustralia.gov.au/en/changing-climate/state-climate-statements/south-australia/

11.5 Community Services Activity Report - February and March 2023

Brief

This report details the activities of the Community Services Department for February and March 2023.

RECOMMENDATION

The Committee recommends to Council that the Community Services Activity Report - February and March 2023 be received.

Introduction

The Community Services department (Department) provides a report to each City Services and Climate Adaptation Standing Committee meeting detailing the status of key projects and activities for the preceding two months.

Discussion

The key projects and activities undertaken by the Department during the months of February and March 2023 are as follows:

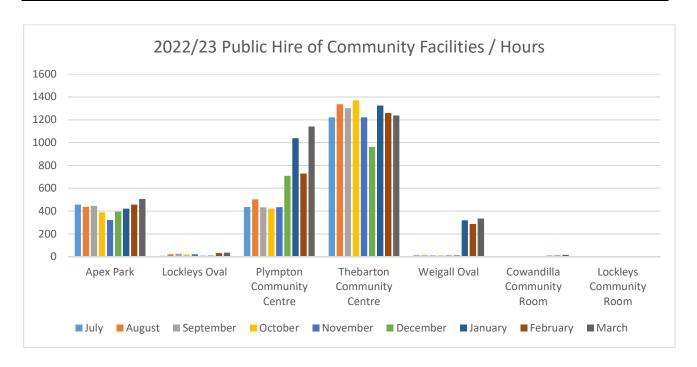
Community Centres

The usage statistics for all the community centres/facilities for February 2023 are as follows:

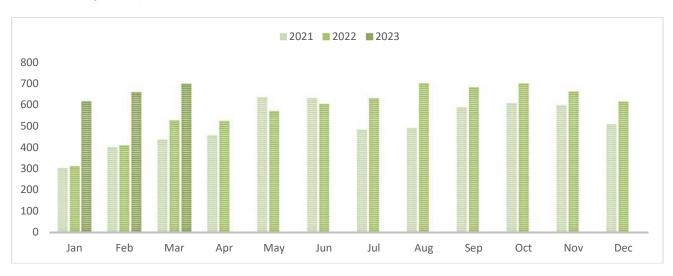
Facility	# Groups	Hours used	Notes
Apex Park Community Facility	29	456	
Cowandilla Community Room	1	10	
Lockleys Community Room	-	-	Closed - Capital works
Lockleys Oval Sporting Facility	6	31	Meeting Rooms only
Plympton Community Centre	22	728	
Thebarton Community Centre	63	1259	
Weigall Oval Sporting Facility	5	286	
Total	126	2770	
Average per day	4.5	99	

The usage statistics for all the community centres/facilities for March 2023 are as follows:

Facility	# Groups	Hours used	Notes
Apex Park Community Facility	29	505	
Cowandilla Community Room	3	15	
Lockleys Community Room	-	-	Closed - Capital works
Lockleys Oval Sporting Facility	6	35	Meeting Rooms only
Plympton Community Centre	22	1140	
Thebarton Community Centre	63	1238	
Weigall Oval Sporting Facility	5	334	
Total	128	3267	
Average per day	4	105	



Total bookings comparison chart:



Facility types: arts and gardens			Notes
Auditorium Gallery	No. exhibitions avail.	No. exhibitions used	Wall-use exhibitions only
Plympton Community Garden	No. plots avail.	No. plots used	Current wait list = 3
Clifford St. Community Garden	No. plots avail.	No. plots used	Current wait list = 3
Netley Community Garden	No. plots avail.	No. plots used	Site is in development

Plympton Community Centre update

New access doors were installed throughout the centre to bring a modern touch and enhance the security and accessibility to the Centre. The new doors were installed from Tuesday 14 February through Friday 24 February 2023. The new doors look more modern and increase the security of the Centre through the use of electronic glass sliders. Now that the new security panel is in place, customer are being transitioned to a FOB system rather than key and code.







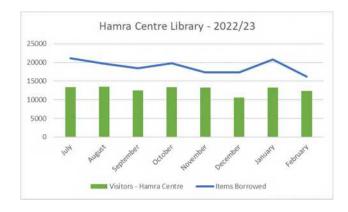
Community Gardens

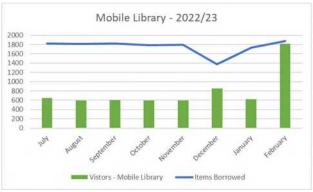
In response to requests from residents around Plympton, the procurement of a larger community garden plot has been initiated for Plympton Community Centre. This larger plot was requested by residents who are looking for the opportunity to engage in community gardening through small group collaborations on shared plots. Upon its arrival and installation, this new community garden plot will offer residents an option for communal gardening and expand the range of community gardening options available to the community. Composting kits have also been installed at both Clifford Street and Plympton Community Gardens. They are now ready for use by community gardeners.

Library Statistics

Library Visitor and borrowing statistics - January 2023		Average per day
Total Number of visitors to the Hamra Centre	13,218	529
Total Number of items checked out from the Hamra Centre	20,774	831
Total Number of visitors to the Mobile Library	620	31
Total Number of items checked out from the Mobile Library	1,731	87

Library Visitor and borrowing statistics - February 2023		Average per day
Total Number of visitors to the Hamra Centre	12,338	441
Total Number of items checked out from the Hamra Centre	16,274	581
Total Number of visitors to the Mobile Library (includes 1,113 at Summer Festival Events)	1,814	90
Total Number of items checked out from the Mobile Library	1,877	84





Access and Inclusion

A quiet/sensory space was set up at the Kings Fork Summer Festival event in February. The space was set up in one of the Thebarton Community Centre meeting rooms. It included soft play equipment and a sensory pod. The room was monitored by staff to ensure it was used appropriately. It was very popular and the community were very positive and appreciative in their feedback about the space. The sensory play equipment is available for hire by community groups through the Community Resource Collection.





The programs in collaboration with Deaf Butterfly Effect began in February. The program of activities includes:

- Auslan Story Time once per month (during school term);
- Sign Squad Auslan tutoring group once per month (during school term); and
- Butterfly Garden Auslan social group: Over 100 people attended the Memorial Gardens singing and signing 'Old MacDonald had a farm' with the opportunity to play with baby farm animals from Old MacDonald's Travelling Farm.

Arts and Place Activation

This Hamra Centre Auditorium hosted the Fringe Faces Exhibition. This was a visual exhibition of 'faces of West Torrens' that was added to throughout February and March. The exhibition included art from:

- Box Face faces from the Kings Fork Festival activity in February;
- Active Ageing faces from activities at the Active Ageing programs;
- Collage faces from activities with children run in the Hamra Centre Library;
- Paint a portrait from a community workshop in February;
- Digital portraits from a community workshop in February;
- Print a portrait from a community workshop in March; and
- Collage portraits from a community workshop in March.









The latest Little Galleries exhibition is also themed 'Faces of West Torrens'. It includes nine original artworks representing faces of the known and unknown, unsung heroes, personal connections and treasured pets.



Collaborations and Networking

- Participated in the information meeting on the Retailer Energy Productivity Scheme (known as REPS) which provides discounts and rebates on energy efficient services and products for South Australians.
- Attended the first WCAFDA (Western Collaboration Against Family & Domestic Abuse)
 meeting of the year at which future direction, purpose and format of the Collaboration was
 discussed.
- Met with ECH to discuss possible Active Ageing collaborations.
- Attended the Western Community Connections Forum. This forum included presentations and information from the SAPol Crime Prevention Unit, Women's Legal Service, NDIS providers, and Tiraapendi Wodli. It was useful forum to keep updated on services relevant to West Torrens residents.

- The Children and Youth Officers have focussed on promotion of programs to local schools.
 This promotion has generated a lot of interest from the school and may result in some future collaborative opportunities.
- During Harmony Week, the Peace Pole was unveiled in the library garden next to the West Torrens Memorial Gardens. This initiative is a collaboration with the Rotaract Clubs of Adelaide City, Adelaide Peace, Adelaide University, Salisbury City and Thebarton Senior College. This is the thirty-fifth pole installed by the Rotaract Clubs and symbolises a celebration of World Peace Day, it is an internationally recognised symbol of the hopes and dreams of the entire human family and peace on earth. The pole bears the message "May Peace Prevail on Earth" in several different languages. The unveiling day was on Friday 24 March 2023 and included craft, coffee, large games and sensory activities. There was also a special Auslan story time with Samantha from The Deaf Butterfly Effect and a music performance by Zhao from the School of Chinese Music and Arts.

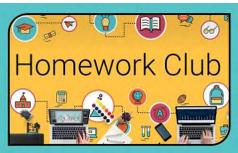
Youth, Children and Families

- Collaborated with Western Youth Centre to promote a 4-week after school inclusive cricket program to local schools. The program ran in February and March and was well attended.
- Little Bang Discovery Club was run by Library Services over 4 weeks. The program was booked to capacity. It was a 4-session hands-on program combining everyday objects and experiences with genuine scientific enquiry methods for children aged 3 to 5 years and their accompanying parents.
- The first semester of Homework Club started in February, it is every Monday during the school term and already has regular weekly attendees. The Youth Services Library Officer is a qualified secondary school teacher and runs the sessions to assist students with homework and assignments.
- Young Writers Group has started up, this group meets monthly and aims to assist young people develop their narrative skills and have the opportunity to socialise with other young writers.
- The last week of March was Youth Week, the activities for Youth Week included:
 - Introduction to Auto with the MTA
 - Barista Training
 - Youth Hang Out at the Hamra Centre

In March, the Story Time program partnered with the *Pretty Foundation* to run one of their Pretty Campaigns during Story Time. The Pretty Foundation develops programs to help children nurture a positive body image from a young age. Their Pretty Campaign "seeks to make impact by helping children embrace what makes their body unique, value their character, skills and abilities and look after their bodies as they are vehicles for life, not ornaments to be stared at". The focus of the program is to instil positive body image messages early, to help children develop body confidence and prevent the onset of negative body image.

This session focused on teaching children that their skills and abilities are far more important than their appearance. Each child received a children's pack containing a copy of the picture book *Charlie's Tales: The Sprites and the Heat Flower*, craft materials to make their own heart flower and some information for parents.







Ageing Well Activities

- 'Drop in Tuesdays' held January at Plympton Community Centre proved to be very popular, giving people an opportunity to connect and share a cuppa during the summer break from regular programming. Regular programs resumed in February.
- 'Share a Table' is a fortnightly lunch at Plympton Community Centre, which includes social activities. The lunch has been running at capacity with 43 people attending each session this year so far. After lunch activities have included live music and a caricature artist.
- A 6-week program, called 'Nourish Yourself and Live Well', was offered to local residents over the age of 50 in February and March 2023. The program was held weekly at Apex Park and focussed on learning a holistic approach to nutrition and hydration, sleep movement, stability and flexibility and social connections. The program did not run at capacity but the residents who attended found it very worthwhile.
- A group of 20 residents attended the Fringe Show, 'Andrew Sisters', a social connection activity. The feedback was extremely positive, with most of the people saying that they had not been out to a live show for many years.
- All programs were included in a Seniors Directory recently developed by Mark Butler MP's
 office.
- In March, the 'Ageing Well' program took 20 residents to visit Monarto Zoo. This included transport to Monarto on the community bus and then back to home. The social outing was open to residents over the age of 50 and booked out very quickly.

Community Outreach and Lifestyle programs

- Community transport was provided to residents to attend the Historic Cummins House tour in February 2023. Residents utilised bus pick up locations situated around the West Torrens area. Presenters of the tour were very knowledgeable and informative and provided Devonshire Tea at the end of the presentation.
- The Community Resource Collection supplied resources to support 11 council and local community group programs and events in the last 6 weeks. This includes support to each event in the Summer Festival with a large amount of resources including big games, marguees, tables, chairs and PA systems.
- All the Lifestyle Groups (knitting, sewing, walking) restarted in February after a short break.







Library Services

- Applications for the new 'Connect with Tech' program opened up in March. Library Services were successful in obtaining a Digital Inclusion Grant to fund this new program. The program will provide Surface Go laptops (& accessories) and a basic internet plan to customers (residents of West Torrens) to use for most of this year (program ends in November, in line with the grant). The program is aimed at those who have financial barriers to technology and are lacking in digital confidence/skills. Participants will receive support and tech sessions to help them grow their confidence and skills alongside the access to the device and internet plan.
- The Craft and Art Space hosted several workshops in February and March. The workshops included jewellery making, bag sewing and making stickers on the Cricut machine.
- A Chinese New Year celebration was held in the West Torrens Auditorium in February. The
 Chinese song and dance troupe "Jasmine" performed dances and songs to classical Chinese
 folk, modern dance, and other genres. Everyone had the opportunity to enjoy traditional
 Chinese food and immerse themselves in Chinese culture. The program was at capacity with
 100 people attending.
- The Library Service has created a new collection highlighting a range of books and resources which can benefit people living with dementia and memory loss, along with their carers. The 'Memory Collection' includes books on various topics for diverse reading levels and is tailored to people living with dementia and the people who care for them. The collection includes items that can assist with personal development, wellbeing, provide information on how to address certain issues and stimulate and engage people living with dementia, Alzheimer's or memory loss.
- The author/book talk by Valerie Volk in March was moved to Thebarton Community Centre due to more than 100 people registering to attend. Valerie Volk is an award-winning Adelaide writer and this book talk was on her latest book, Witnesses.
- Adelaide Writers Week was held on 6 March to 9 March 2023. Library Services hosted live streaming of the activities and Author talks in the Sunroom over the three days. This was very well attended with people being able to 'drop in' to sessions without bookings.
- Harmony Week was celebrated with a Bollywood Infusion event in the West Torrens Gallery on 23 March. This event was extremely well attended with much positive feedback.
- The Mobile Library visited the Goodstart Early Learning Centre at Cowandilla for a special Story Time session. It was very successful with the children all being very excited about listening to stories in the truck.







Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

All Community Services programs have, when relevant, implemented climate adaptation strategies.

Conclusion

This report provides details on the key activities of the Community Services Department for the months of February and March 2023.

Attachments

- 1. Community Services Activities March 2023
- 2. Community Services Activities April 2023

Community Services Activities and Events - March 2023

Date	Time	Activity/Event	Location
	10.30am-12.30pm	Learn English Reading Group: post beginner to	Hamra Centre
		pre-intermediate	
Wed	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
1/3	10.30am-12.30pm	Book Club	Hamra Centre - Sun Room
	11am-2pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	4.30pm	After School Cricket Program	Western Youth Centre
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Fulham Gardens Shopping Cnt
	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
Thu	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
2/3	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
2/0	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	2.30pm-3.30pm	Give it a Go - Nourish Yourself & Live Well	Apex Park
	6pm-8pm	Book Club	Hamra Centre - Sun Room
	9am	Brickworks Shopping Bus Run	Brickworks Marketplace
	10am-12pm	Lifestyles Program: Knit Natter Knitting Group	Hamra Centre - Sun Room
	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
Fri 3/3	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
	12pm	Kurralta Park Shopping Bus Run	Kurralta Park
	1pm-4pm	Rewire Tech Help Drop-in session	Hamra Centre
	5pm-6pm	Sign Squad (learn AUSLAN): ages 12-25	Hamra Centre
	6pm-8pm	Book Club	Hamra Centre - Sun Room
Sat	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
4/3	10am-12pm	Poetry Workshop with Julie Wright	Hamra Centre - Sun Room
Sun			
5/3			
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	10am-12pm	Lifestyles Program: Yarn Knitting Group	Hamra Centre - Sun Room
Mon	10.30am-12.30pm	Learn English Reading Group: intermediate to	Hamra Centre
		advanced	
6/3	3pm-5.30pm	Craft & Art Space	Hamra Centre - Sun Room
	3.30pm-5pm	Lego Club: school aged children	West Torrens Auditorium
	6pm-9pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
		Lineary lear regram. Coming Chadle	Triginipion Community Centre
	9am	Active Ageing: Coffee, Tea & Me	Plympton Community Centre
	9am 9.30am		
		Active Ageing: Coffee, Tea & Me	
Tue	9.30am	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour	Plympton Community Centre
Tue 7/3	9.30am 10am-12pm	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session	Plympton Community Centre Hamra Centre
	9.30am 10am-12pm 10.30am-11am	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months	Plympton Community Centre Hamra Centre West Torrens Auditorium
	9.30am 10am-12pm 10.30am-11am 11.15am-11.45am	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months-3 years	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium
	9.30am 10am-12pm 10.30am-11am 11.15am-11.45am 1pm-3pm	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months-3 years Learn English Class with free crèche Baby & Toddler Time Facebook Live Active Ageing: Fit Ball Drumming	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium Hamra Centre Plympton Community Centre
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7/3	9.30am 10am-12pm 10.30am-11am 11.15am-11.45am 1pm-3pm 2pm 3pm-4pm	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months-3 years Learn English Class with free crèche Baby & Toddler Time Facebook Live Active Ageing: Fit Ball Drumming Step Up to Clean Up Learn English Reading Group: post beginner to pre-intermediate Story Time: 5 years and under	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium Hamra Centre Plympton Community Centre Rex Jones Reserve
7/3	9.30am 10am-12pm 10.30am-11am 11.15am-11.45am 1pm-3pm 2pm 3pm-4pm 9am 10.30am-12.30pm 10.30am-11.30am 11am-2pm	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months-3 years Learn English Class with free crèche Baby & Toddler Time Facebook Live Active Ageing: Fit Ball Drumming Step Up to Clean Up Learn English Reading Group: post beginner to pre-intermediate Story Time: 5 years and under Lifestyles Program: Sewing Studio	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium Hamra Centre Plympton Community Centre Rex Jones Reserve Hamra Centre Hamra Centre Plympton Community Centre
7/3	9.30am 10am-12pm 10.30am-11am 11.15am-11.45am 1pm-3pm 2pm 3pm-4pm 9am 10.30am-12.30pm	Active Ageing: Coffee, Tea & Me Thebarton Police Barracks Tour Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months-3 years Learn English Class with free crèche Baby & Toddler Time Facebook Live Active Ageing: Fit Ball Drumming Step Up to Clean Up Learn English Reading Group: post beginner to pre-intermediate Story Time: 5 years and under	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium Hamra Centre Plympton Community Centre Rex Jones Reserve Hamra Centre Hamra Centre

Date	Time	Activity/Event	Location
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Fulham Gardens Shopping Cnt
Th	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
Thu	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
9/3	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	9am	Hilton Shopping Bus Run	Hilton Plaza Shopping Centre
	10am-2.30pm	Lifestyles Program: Orange Tree Quilters	Hamra Centre - Sun Room
Fri	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
10/3	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
	12pm	Kurralta Park Shopping Bus Run	Kurralta Park
	1pm-4pm	Rewire Tech Help Drop-in session	Hamra Centre
0-4	10am-12pm	Poetry Workshop with Julie Wright	Hamra Centre - Sun Room
Sat	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
11/3	1.30pm-3.30pm	Rewire Feature Class: Introduction to Email	Hamra Centre
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12/3			
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	10am-12pm	Lifestyles Program: Yarn Knitting Group	Hamra Centre - Sun Room
Mon	10.30am-12.30pm	Learn English Reading Group: intermediate to	Hamra Centre
13/3		advanced	
	3pm-5.30pm	Craft & Art Space	Hamra Centre - Sun Room
	6pm-8pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	10am-12pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
-	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
Tue	12pm-2pm	Active Ageing: Share A Table	Plympton Community Centre
14/3	1pm-3pm	Learn English Class with free crèche	Hamra Centre
	2pm	Baby & Toddler Time Facebook Live	
	3pm-4pm	Active Ageing: Fit Ball Drumming	Plympton Community Centre
	9.30am	Central Markets Shopping Bus	Central Market - Adelaide
	10.30am-12.30pm	Learn English Reading Group: post beginner to	Hamra Centre
Wed		pre-intermediate	
15/3	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
	11am-2pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	4.30pm	After School Cricket Program	Western Youth Centre
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Transa Fan
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
Thu	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
16/3	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
10/5	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	6.30pm-8.30pm	Author visit: Valerie Volk	West Torrens Auditorium
	9am	Brickworks Shopping Bus Run	Brickworks Marketplace
	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
Fri	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
17/3	12pm	Kurralta Park Shopping Bus Run	Kurralta Park
	1pm-4pm	Rewire Tech Help Drop-in session	Hamra Centre
Sat			
18/3	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
10/3			
C			
Sun		1	

Date	Time	Activity/Event	Location
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	10am-12pm	Lifestyles Program: Yarn Knitting Group	Hamra Centre - Sun Room
	10.30am-12.30pm	Learn English Reading Group: intermediate to	Hamra Centre
Mon		advanced	
20/3	3pm-5.30pm	Craft & Art Space	Hamra Centre - Sun Room
	3.30pm-5pm	Lego Club: school aged children	West Torrens Auditorium
	6pm-8pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	9am	Active Ageing: Coffee, Tea & Me	Plympton Community Centre
	9.30am	Lifestyles Program: Adventure Walkers	
	10am-12pm	Rewire Tech Help One-to-One session	Hamra Centre
Tue	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
21/2	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	1pm-3pm	Learn English Class with free crèche	West Torrens Auditorium
	2pm	Baby & Toddler Time Facebook Live	71 21 10
	3pm-4pm	Active Ageing: Fit Ball Drumming	Plympton Community Centre
	10.30am-12.30pm	Learn English Reading Group: post beginner to	Hamra Centre
	Totogaill (Zioopiii	pre-intermediate	The state of the s
Wed	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
22/3	11am-2pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	4.30pm	After School Cricket Program	Western Youth Centre
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Fulham Gardens Shopping Cnt
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
Thu	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
23/3	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	9am	Hilton Shopping Bus Run	Hilton Plaza Shopping Centre
	10am-2.30pm	Lifestyles Program: Orange Tree Quilters	Hilton Plaza Shopping Centre
Fri	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
24/3	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
24/3	12pm	Kurralta Park Shopping Bus Run	Kurralta Park
	1pm-4pm	Rewire Tech Help Drop-in session	Hamra Centre
	Трит-чрит	The wife Tech Fielp Drop-in session	Trianna Centre
Sat	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
25/3	Toam-Tpm	Rewire Tech Help Drop-In session	Hailia Ceille
Sun			
26/3			
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	10am-12pm	Lifestyles Program: Yarn Knitting Group	Hamra Centre - Sun Room
Mon	10.30am-12.30pm	Learn English Reading Group: intermediate to	Hamra Centre
27/3		advanced	
	3pm-5.30pm	Craft & Art Space	Hamra Centre - Sun Room
	6pm-9pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	10am-12pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
Tue	12pm-2pm	Active Ageing: Share A Table	Plympton Community Centre
28/3	1pm-3pm	Learn English Class with free crèche	Hamra Centre
	2pm	Baby & Toddler Time Facebook Live	
	3pm-4pm	Active Ageing: Fit Ball Drumming	Plympton Community Centre
	Inde Hilder	Prouve rigoring. Fit Dail Drumming	I sympton community centre

Date	Time	Activity/Event	Location
	10.30am-12.30pm	Learn English Reading Group: post beginner to	Hamra Centre
Wood		pre-intermediate	
20/2	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
6/67	11am-2pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	4.30pm-5.30pm	Youth Book Club: ages 12-17	Hamra Centre - Sun Room
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Fulham Gardens Shopping Cnt
- -	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
2/00	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
20/2	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	11.15am-11.45am	Toddler Time: 18 months-3 years	West Torrens Auditorium
	9am	Brickworks Shopping Bus Run	Brickworks Marketplace
	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
L	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
24/2	12pm	Kurralta Park Shopping Bus Run	Kurralta Park
010	1pm-4pm	Rewire Tech Help Drop-in session	Hamra Centre
	3pm-5.30pm	Book Club (revised date due to Easter)	Hamra Centre - Sun Room
	5pm-6pm	Sign Squad (learn AUSLAN): ages 12-25	Hamra Centre

* Dates and times are correct from date of publication

Community Services Activities and Events - April 2023

* School Holiday program available soon as separate program

Date	Time	Activity/Event	Location
	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
Sat 1/4	1.30pm-3.30pm	Rewire Feature Class: Digitising and editing photos	Hamra Centre
Sun 2/4	10am-4pm 2pm-3pm	Fire & Spice Festival Book Launch: Little Treasure by Chanelle Gosper Book reading, meet the author, followed by kids yoga and craft.	Lockleys Oval West Torrens Auditorium
Mon 3/4	3pm-5.30pm 3.30pm-5pm 6pm-9pm	Lifestyles Program: Almond Tree Walkers Lifestyles Program: Yarn Knitting Group Learn English Reading Group: intermediate to advanced Craft & Art Space Lego Club: school aged children Lifestyles Program: Sewing Studio	Kurralta Park Hamra Centre - Sun Room Hamra Centre Hamra Centre - Sun Room West Torrens Auditorium Plympton Community Centre
Tue 4/4	9am-11am 10am-12pm 10.30am-11am 11.15am-11.45am 1pm-3pm 2pm 3pm-4pm	Active Ageing: Coffee Tea and Me Rewire Tech Help One-to-One session Baby Time: 0-18 months Toddler Time: 18 months - 3 years Learn English Class with free crèche Baby & Toddler Time Facebook Live Active Ageing: Fit Ball Drumming	Plympton Community Centre Hamra Centre West Torrens Auditorium West Torrens Auditorium Hamra Centre Plympton Community Centre
Wed 5/4		Learn English Reading Group: post beginner to pre- intermediate Story Time: 5 years and under Book Club Little Bang Discovery Club: ages 3-5 *final session of four-week program Lifestyles Program: Sewing Studio	Hamra Centre Hamra Centre Hamra Centre - Sun Room West Torrens Auditorium Plympton Community Centre
Thu 6/4	8am-9am 9am 10am-12pm 10am-1pm 10.30am-1pm 10.30am-11am	Lifestyles Program: Almond Tree Walkers Fulham Shopping Bus Run West Torrens Men's Social 8 Ball Group Rewire Tech Help One-to-One session Craft & Art Space Baby Time: 0-18 months Toddler Time: 18 months - 3 years Book Club	Kurralta Park Fulham Gardens Shopping Cnt Plympton Community Centre Hamra Centre Hamra Centre - Sun Room West Torrens Auditorium West Torrens Auditorium Hamra Centre - Sun Room
Fri 7/4		GOOD FRIDAY	
Fri 8/4		EASTER SATURDAY	
Sat 9/4		EASTER SUNDAY	
Mon 10/4		EASTER MONDAY	

Date	Time	Activity/Event	Location
	10am-12pm	Rewire Tech Help One-to-One session	Hamra Centre
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
T	11.15am-11.45am	Toddler Time: 18 months - 3 years	West Torrens Auditorium
Tue	12pm-2pm	Active Ageing: Share A Table	Plympton Community Centre
11/4	1pm-3pm	Learn English Class with free crèche	Hamra Centre
	2pm	Baby & Toddler Time Facebook Live	
	3pm-4pm	Active Ageing: Fit Ball Drumming	Plympton Community Centre
		Learn English Reading Group: post beginner to pre-	
		intermediate	
Wed	10.30am-11.30am	Story Time: 5 years and under	Hamra Centre
12/4	11am-2pm	Lifestyles Program: Sewing Studio	Plympton Community Centre
	4.30pm-5.30pm	Young Writers' Group: ages 12-25	Hamra Centre
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	9am	Fulham Shopping Bus Run	Fulham Gardens Shopping Cnt
	10am-12pm	West Torrens Men's Social 8 Ball Group	Plympton Community Centre
Thu	10am-1pm	Rewire Tech Help One-to-One session	Hamra Centre
13/4	10.30am-1pm	Craft & Art Space	Hamra Centre - Sun Room
	10.30am-11am	Baby Time: 0-18 months	West Torrens Auditorium
	11.15am-11.45am	Toddler Time: 18 months - 3 years	West Torrens Auditorium
	l 9am	Brickworks Shopping Bus Run	Brickworks Marketplace
	10am-12pm	Active Ageing: Movers and Shakers	Plympton Community Centre
	The State of the Control of the Cont		Hamra Centre - Sun Room
Fri	10am-2.30pm 10.30am-11.30am	Lifestyles Program: Orange Tree Quilters	Hamra Centre
14/4	12pm	Story Time: 5 years and under	Kurralta Park
14/4	1pm-4pm	Kurralta Park Shopping Bus Run Rewire Tech Help Drop-in session	Hamra Centre
	трпі-чрпі	Rewire Tech Fielp Drop-in session	I lamira Centre
Sat 15/4	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
		No. 18-	
Sun 16/4			
10/4			
	8am-9am	Lifestyles Program: Almond Tree Walkers	Kurralta Park
	10am-12pm	Lifestyles Program: Yarn Knitting Group	Hamra Centre - Sun Room
Mon	3pm-5.30pm	Craft & Art Space	Hamra Centre - Sun Room
17/4			
	10am-12pm	Rewire Tech Help One-to-One session	Hamra Centre
Tue			
18/4			
Wed 19/4			

Date	Time	Activity/Event	Location
Thu 20/4	8am-9am 9am 10am-1pm 10.30am-1pm	Lifestyles Program: Almond Tree Walkers Fulham Shopping Bus Run Rewire Tech Help One-to-One session Craft & Art Space	Kurralta Park Fulham Gardens Shopping Cnt Hamra Centre Hamra Centre - Sun Room
Fri 21/4	9am 12pm 1pm-4pm	Hilton Shopping Bus Run Kurralta Park Shopping Bus Run Rewire Tech Help Drop-in session	Hilton Plaza Shopping Centre Kurralta Park Hamra Centre
Sat 22/4	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
Sun 23/4			
Mon 24/4	8am-9am 10am-12pm 3pm-6pm	Lifestyles Program: Almond Tree Walkers Lifestyles Program: Yarn Knitting Group Craft & Art Space: Sewing machine basics workshop	Kurralta Park Hamra Centre - Sun Room Hamra Centre - Sun Room
Tue 25/4		ANZAC DAY HOLIDAY	
Wed 26/4	4.30pm-5.30pm	Youth Book Club: ages 12-17	Hamra Centre - Sun Room
Thu 27/4	8am-9am 9am 10am-1pm 10.30am-1pm 7pm	Lifestyles Program: Almond Tree Walkers Fulham Shopping Bus Run Rewire Tech Help One-to-One session Craft & Art Space Movie Night: Elvis (M)	Kurralta Park Fulham Gardens Shopping Cnt Hamra Centre Hamra Centre - Sun Room West Torrens Auditorium
Fri 28/4	9am 12pm 1pm-4pm	Brickworks Shopping Bus Run Kurralta Park Shopping Bus Run Rewire Tech Help Drop-in session	Brickworks Marketplace Kurralta Park Hamra Centre
Sat 29/4	10am-1pm	Rewire Tech Help Drop-in session	Hamra Centre
Sun 30/4			

^{*} Dates and times are correct at date of publication

11.6 Urban Services Activities Report - April 2023

Brief

This report provides Elected Members with information on activities within the Urban Services Division.

RECOMMENDATION

The Committee recommends to Council that the Urban Services Activities Report for February 2023 be received.

Discussion

This report details the key activities of the City Assets, City Operations, City Property, and City Development departments.

Special Project Work		
Street Lighting - LED transition (Stage 2)	SA Power Networks have commenced the transition of the V-category type street lights in the week beginning 6 March 2023. SAPN have advised due to some delay in attaining luminaires the project is anticipated to be completed by the end of May 2023. Preliminary design works are continuing for the upgrade of the Council owned streetlights (transition to LED) in Novar Gardens.	
Electric Vehicle Charging Stations	The Administration is currently negotiating a contract with the preferred supplier.	
	The Administration is also liaising with the RAA as part of the 140 charging stations planned within their rollout. The RAA has committed to establishing a rapid (DC) charging site within the western suburbs of the greater Adelaide region.	
	Council has the opportunity to become a site host for this charging station and the RAA is seeking suggestions for possible locations where this site could be established.	
Stormwater Management Plan - West Torrens	The overall document is currently receiving a final technical review from the Stormwater Management Authority (SMA). Upon receipt of the feedback from the SMA, public and stakeholder consultation will be undertaken with the draft document updated to present to Council for approval.	
Packard Street, Stormwater Drainage - North Plympton	Construction works have now been completed.	
Camden Park and North Plympton Stormwater Upgrade Investigations	Detail design has commenced on future drainage systems from within the study area. Engineering survey and investigations for some of these is currently being undertaken.	

Ashley Street, Torrensville, Stormwater Upgrade	Design on this project is continuing, with physical service depthing having been completed on site.
Kurralta Park Stormwater Upgrade Investigations	Design on this project is continuing, with physical site survey of the potential works scope having been completed.
Novar Gardens, Stormwater Upgrades	Replacement and upgrade of the existing stormwater drainage located in the vicinity of Coach House Drive, Cygnet Street and Saratoga Drive has been programmed due to the identified existing poor condition of this infrastructure.
	Detail design of these replacement works has been undertaken by engineering design consultants in conjunction with the road reconstruction design of Cygnet Street.
	Design and documentation for these combined works are undertaking final review in preparation for tendering of works.
Chapel Street, Thebarton, Stormwater Upgrade	This project is to provide improved connection of recently upgraded stormwater works in Admella Street, along Chapel Street and potentially Albert Street to the existing stormwater drainage in George Street.
Opgrade	Engineering design consultants have been engaged and are working on initial design and physical site survey.
Burbridge Road, West Beach, Culvert	This project includes the replacement of the existing stormwater drainage box culvert from the entrance driveway to Apex Park, upstream to the Council boundary with City of Charles Sturt.
Replacement	These works have been programmed due to the identified existing poor condition of this infrastructure.
	Engineering design consultants have been engaged with detail design well advanced.
St Anton Street, Marleston	This project includes the major road reconstruction and establishment of new stormwater drainage along the section of St Anton Street, Marleston, from Sutton Terrace to Aldridge Terrace.
	Engineering design consultants have been engaged and a final design for review has recently been received.
Jervois Street, Torrensville	Design and tender documentation is being finalised for construction of the works and tenders will be called around the end of the first quarter of 2023.
McArthur Avenue, Plympton	Design and tender documentation is being finalised for construction of the works and tenders will be called around the end of the first quarter of 2023.

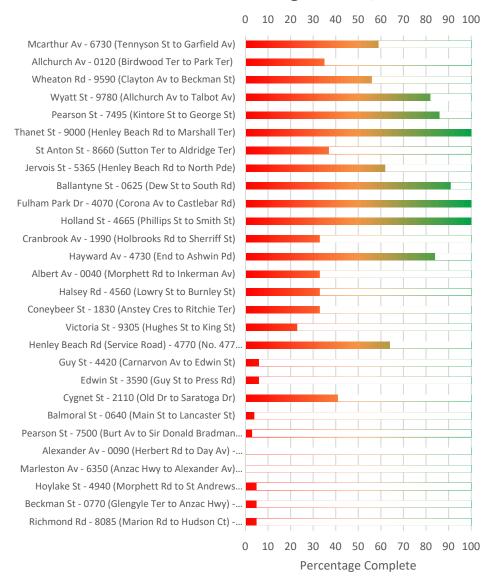
Wheaton Road, Plympton	Community consultation on this project has closed and responses are currently being collated and reviewed.
	Detail design and documentation of the proposed works are continuing, noting that the most contentious item of the design, as raised through the community consultation, can easily be removed from the design documentation with little impact to the balance of the project design.
Ashburn Ave, Fulham	The full length of Ashburn Ave, Fulham, has been programmed for road rejuvenation.
	Engineering design consultants have been engaged to develop a proposed redesign as part of these roadworks, which predominately improves the amenity and interface of the road with the adjacent reserve on the southern side of the road.
	Community consultation on the proposed road design is being prepared to be undertaken during April 2023.
Allchurch Ave, North Plympton	The section of Allchurch Ave, North Plympton, from Birdwood Terrace to Park Terrace, has been scheduled for major reconstruction works.
	Engineering design consultants have been engaged to develop a proposed redesign, which predominately improves the amenity and interface of the road with the adjacent Rex Jones Reserve on the southern side of the road.
	Community consultation on the proposed road design is being prepared to be undertaken during April 2023.
Guy Street and Edwin Street, Brooklyn Park	This project includes the major reconstruction of both of these connected roads, with allowance for establishment of sections of new footpath.
	A concept design for the proposed upgrade works is currently being developed which will include the necessary removal and replacement of some existing street trees, as well as alteration of the width of some sections of road to enable the establishment of a new footpath.
	Community consultation on the proposed alterations and upgrades is anticipated to be undertaken during April 2023.
Hopson Street, Torrensville - Street Trees in Challenging Spaces.	This project is looking at the options for adopting new "Street Trees in Challenging Spaces" design approach practices to establish street trees along the length of Hopson Street. The use of supporting infrastructure in the street tree establishment process provides the opportunity for street trees to be located in a street where previously it was considered not appropriate and/or too restrictive to successfully establish trees.
	Community consultation on two options for the street tree establishment has been completed and feedback will be used to influence the ultimate design.

Glengowan Avenue, Brooklyn Park - Street Trees in Challenging Spaces.	In association with road and footpath upgrade works, this project is looking at the options for adopting new "Street Trees in Challenging Spaces" design approach practices to establish street trees along the length of Glengowan Avenue. The use of supporting infrastructure in the street tree establishment process will provide the opportunity for street trees to be located in a street where previously it was considered not appropriate and/or too restrictive to successfully establish trees.
	A concept design for these works has been developed and community consultation will be undertaken.
Beare Avenue and Watson Avenue Bridge Upgrade	This Project is to be delivered by Brown Hill Keswick Creek Project (BHKCP). These works are ongoing.
Linear Park shared path (Riverway to Henley Beach Road)	This project includes the widening of the existing shared pathway along the western side of the River Torrens Linear Park and is being undertaken to the same design principles which the City of Charles Sturt have recently been utilising to widen and improve the linear pathway to the north. The staged widening of the pathway will ensure an improved user experience providing the continual transit and commuter connection between the city and the coast.
Linear Park shared path (Port Road to South Road)	Following receipt of a \$4m grant from the State Government, preliminary scoping is being undertaken to identify the area of land that will need to be acquired from various landholders to deliver this project.

Capital Works

Road Reconstruction Works The progress of works associated with the 2022/2023 Road Reconstruction Program are as follows:

Road Reconstruction Program 2022/23



Construction works are currently in progress for the following projects:

Ballantyne Street, Thebarton (Dew Street to South Road)

Due to gas infrastructure works in Ballantyne Street, the road pavement works have been rescheduled to be completed in mid-April.

The construction works for Holland Street, Thebarton (Phillips Street to Light Terrace) and Fulham Park Drive, Lockleys (Corona Avenue to Castlebar Road) are complete.

Traffic Projects and Parking Management

Richmond/ Mile End LATM

The detailed design of the speed humps project has been completed. Tender documentation is now being developed.

Consultation material is being prepared for the proposed traffic calming in Hounslow Avenue and Bagot Avenue.

Council will proceed to consult with the residents of Hounslow Avenue in mid-April 2023 with three traffic calming options, specifically:

- 1. A series of bicycle friendly speed humps (no loss of parking);
- 2. A series of bicycle friendly speed humps with water sensitive urban design garden beds (loss of some parking); and
- 3. Installation of roundabouts at the existing intersection of Hounslow Avenue / Thomas Street and Hounslow Avenue / Wilson Street.

Proposed Safety upgrade at the intersection of Clifford Street / North Parade

The administration has recently received high number of complaints from residents along Clifford Street, along with correspondence from the RAA regarding recent collisions, increased traffic volumes and speeding along the road.

A concept plan and business case are being developed for submission to the Black Spot Program in July 2023.

State Government Grant for Plympton International College - Traffic and Parking initiatives

The administration recently met with the Department for Infrastructure and Transport (DIT) and key personnel from Plympton International College to discuss the recent State Government election commitment for Plympton International College.

The following local traffic improvements were identified:

- Raised Intersection Platform at Errington Street / Gardner Street with localised stormwater improvements
- Koala Crossing Upgrade (with potential road geometry realignment)
- New Footpath across the reserve to Myer Avenue (2m wide 45m length)
- Missing footpaths to connect to Whelan Avenue (2m wide 45m length)
- Footpath upgrades along Errington Street (3m both sides 220m length)
- Thornber St / Whelan / Ave Meyer Ave intersection delineation upgrade (line marking and pavement bars)
- Signs and Line marking for School Zone and parking extensions
- New Kiss and Drop Facility with new footpaths and road reseal and realignment

Council is currently in discussions with DIT to finalise the required traffic projects in relation to the scope of projects for construction and available funding dedicated to the traffic and parking projects.

Marleston/ Keswick/ Kurralta Park/North Plympton/ Ashford LATM

At its meeting on 6 September 2022, Council resolved to adopt Option 2 - Full Closure of Moss Avenue, as the preferred option for the upcoming Black Spot submission for the Moss Avenue road closure project. The Administration has submitted a Blackspot Application based on this option.

The impact of the changes to the draft LATM for the precinct based on the revised Torrens to Darlington reference design is being assessed.

Proposed Road Safety Projects on Barwell Avenue

In June 2022, the Department for Infrastructure and Transport (DIT), through its Community Infrastructure Grants Program offered the City of West Torrens a grant-funding offer of \$1,000,000 to upgrade the pedestrian crossing on Barwell Avenue at the Kurralta Park Kindergarten and to implement a range of local area traffic management improvements on Barwell Avenue to improve road safety.

The proposed traffic projects on Barwell Avenue are tabled below:

- Harvey Street/Barwell Avenue and Bice Street/Barwell Avenue Speed Humps;
- 2. Koala Crossing (with flashing signals) and protuberance upgrade;
- Anstey Crescent/Barwell Avenue roundabout upgrade;
- 4. Wombat crossing upgrade at Westside Bikeway;
- 5. Ritchie Terrace/Barwell Avenue/Clifford Avenue protuberance upgrade; and
- 6. Mid-block section protuberances and/or parking bay line marking.

Consultation with the residents in the vicinity of Barwell Avenue closed on 23 December 2023. Administration are currently undertaking detailed design for the project.

The Koala Crossing has been installed and scheduled to be live in mid-April 2023.

Traffic and Parking Review

Over the years, the long-term parking around the Adelaide Airport area has been attributed to the activity from the Airport including both employee parking and travellers.

An assessment has been undertaken of the existing parking conditions in the streets identified below and suitable precinct wide parking controls proposed to eliminate the identified long-term parking:

- 1. Clifford Street (from Sir Donald Bradman Drive to Lipsett Tce);
- 2. Kennedy Street (full extent);
- 3. Fewings Avenue (full extent):
- 4. Byrnes Street (full extent); and
- 5. Airport Road (east side between Sir Donald Bradman Drive to Lipsett Terrace).

Feedback has been received from the community regarding the proposed 3 Hour Limit, 8.00 AM - 5.00 PM, Mon - Fri parking control. The majority of the residents consulted supported the proposal and Council will therefore implement the new area wide parking control. The notification letters have been distributed to the residents in late February to inform all affected residents. The parking control signs will be erected by early April 2023.

Pearson Street and Formby Street, Hilton

In February 2023, Council received a petition to review the existing parking controls along Pearson Street and Formby Street due to the saturation of all day parking.

The Administration has conducted multiple parking surveys and found that on-street parking in Pearson Street and Formby Street was in use at close to capacity by commercial businesses on Sir Donald Bradman Drive. Notification letters to the adjacent businesses advising that staff are to utilise their on-site and off street car parks. Another parking survey will be conducted in late March to assess whether parking controls are required if business parking continues to dominate the streets.

Armour Avenue, Underdale

In February 2023, Council received a petition to implement a 2 hour parking limit, Monday to Friday 7am to 5pm in Armour Avenue.

The administration conducted multiple parking survey in late February 2023 and identified a high volume of all day parking. Council subsequently consulted with the affected residents with a proposed **2** *Hour Limit 8.00am - 5.00pm Mon - Fri* parking control along residential section of Armour Avenue. The consultation letters have been delivered and feedback is due by the end of March 2023. The course of action to implement parking controls will be decided at the time of reviewing the feedback.

Capital Works

Kerb and Gutter Program 2022/2023

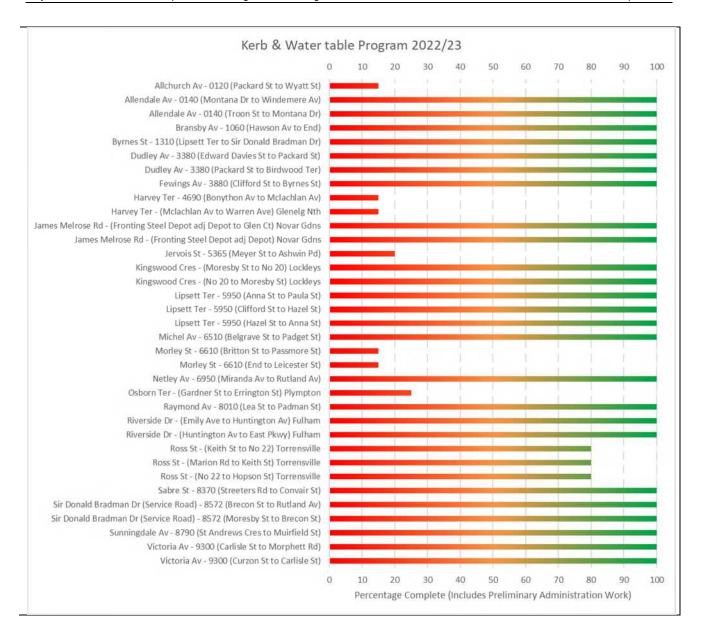
The following graph lists the streets scheduled for the 2022 / 2023 Kerb and Gutter Program

Construction works completed as of February 2023:

- Allendale Ave (Troon Street to Windemere Ave)
- Bransby Ave (Hawson Ave to End)
- Michel Ave (Belgrave St to Padget St)
- Riverside Dr (Huntington Ave to East Parkway) Fulham
- Riverside Dr (Emily Ave to Huntington Ave) Fulham

Construction works commenced as of January 2023:

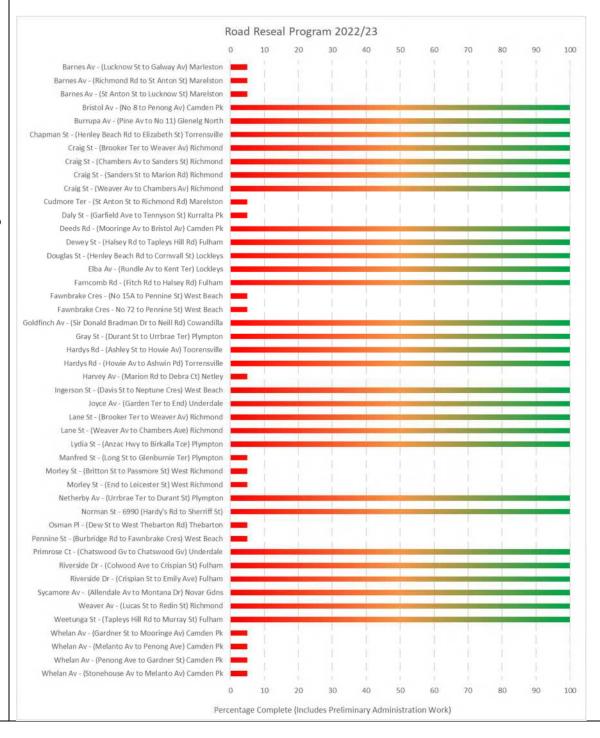
- Ross St (No 22 to Hopson St) Torrensville
- Ross St (Marion Rd to Keith St) Torrensville
- Ross St (Keith St to No 22) Torrensville
- Osborn Tce (Gardner St to Errington St) Plympton



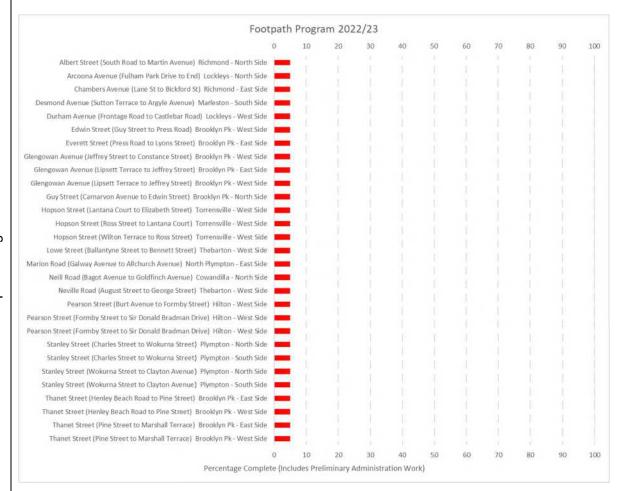
The following graph lists the streets scheduled for the 2022 / 2023 Road Reseal Program

Construction works completed February 2023:

- Burrupa Ave (Pine Av to No 11) Glenelg North
- Chapman St (Henley Beach Rd to Elizabeth St) Torrensville
- Craig St (Brooker Tce to Richmond Rd) Richmond
- Deeds Rd (Mooringe Ave to Bristol Ave) Camden Pk
- Douglas St (Henley Beach Rd to Cornwall St) Lockleys
- Goldfinch Av (Sir Donald Bradman Dr to Neill Rd) Cowandilla
- Gray St (Durant St to Urrbrae Tce) Plympton
- Hardys Rd (Ashley St to Ashwin Pde) Toorensville
- Lane St (Brooker Tce to Chambers Ave) Richmond
- Lydia St (Anzac Hwy to Birkalla Tce) Plympton



The following graph lists the streets scheduled for the 2022 / 2023 Footpath Program.



The following is an update on the progress of the playground(s) upgrade / replacement program:

 Mile End Common, Mile End. Project has commenced and is expected to be completed in April/May 2023.

The 2022/2023 playground replacement program is listed below:

- St Georges Reserve, Glandore;
- Coast Watchers Park Ashburn Avenue / Coral Sea Road, Fulham; and
- Beare Avenue Reserve, (corner with Ramsey Street), Netley.

Designs are currently being finalised and the procurement process is underway. There continues to be nation-wide delays in sourcing equipment and therefore the new playgrounds will not be installed until the new financial year.

The following is an update on the new / replacement of outdoor fitness equipment:

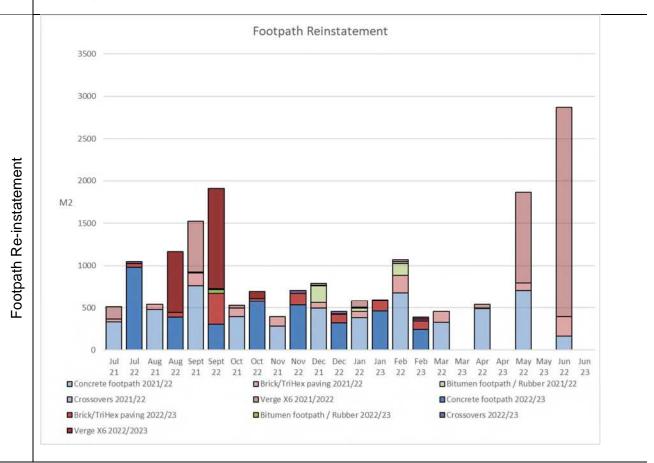
- Replacement of the existing outdoor fitness equipment located on the Westside Bikeway (Long St, Plympton) is scheduled for May/June 2023 due to delays with availability of rubber soft-fall contractors; and
- New outdoor fitness equipment is planned for Lindfield Reserve, Novar Gardens.
 The equipment has been ordered and the Administration is awaiting its arrival.
 Installation is expected to take place in May/June 2023.

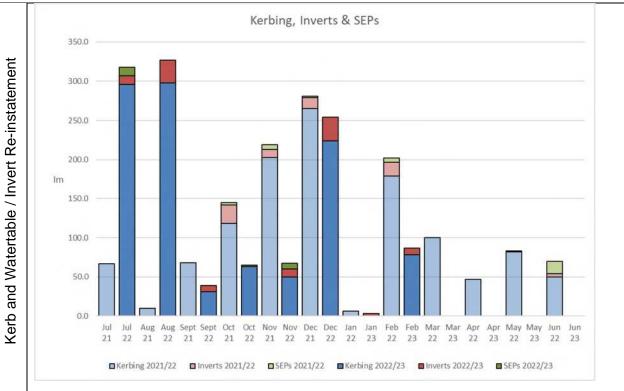
The following is an update of the current reserve and irrigation upgrades projects:

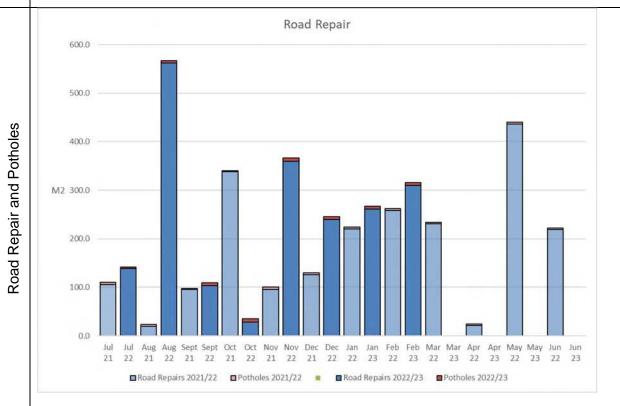
- Brownhill Creek / Adelaide Airport Captain McKenna Bikeway (sections by bikeway).
 Works commenced in March and will be complete by May 2023.
- Memorial Gardens, Hilton Irrigation replacement and landscaping / garden beds rejuvenation. The project will be completed in conjunction with landscape and lighting upgrades within the Civic Centre vicinity. Procurement is now underway for both the upgrade of the lighting and the new irrigation system. Works will be scheduled to commence after Anzac Day 2023.

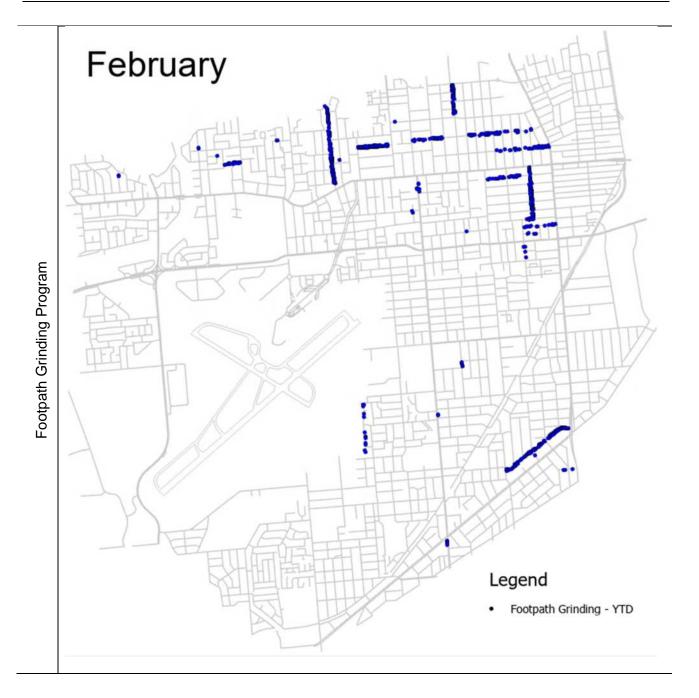
The reserve locations listed below are scheduled for irrigation and upgrades for the 2022/2023 program.

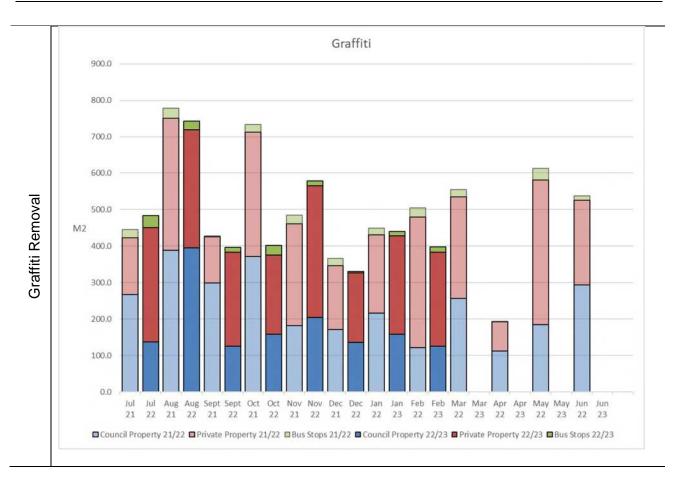
- Kandahar House), North Plympton; Draft concepts have been developed for new landscaping / garden beds and irrigation. Consultation to occur with facilities users and adjoining properties.
- Grallina Street, Lockleys (traffic island irrigation) Irrigation design is complete and works are scheduled for April.
- Beare Avenue Reserve, Netley (corner with Ramsey Street); Works will be scheduled / arranged on the completion of the playground replacement which is not anticipated to commence until the new financial year.
- Errington Street Reserve, Plympton; Irrigation and landscaping/garden beds works are scheduled to be completed by the end of the financial year.
- River Torrens Linear Park (sites in Lockleys/Fulham); irrigation installation has been completed (Autumn Ave / Riverview Dr)

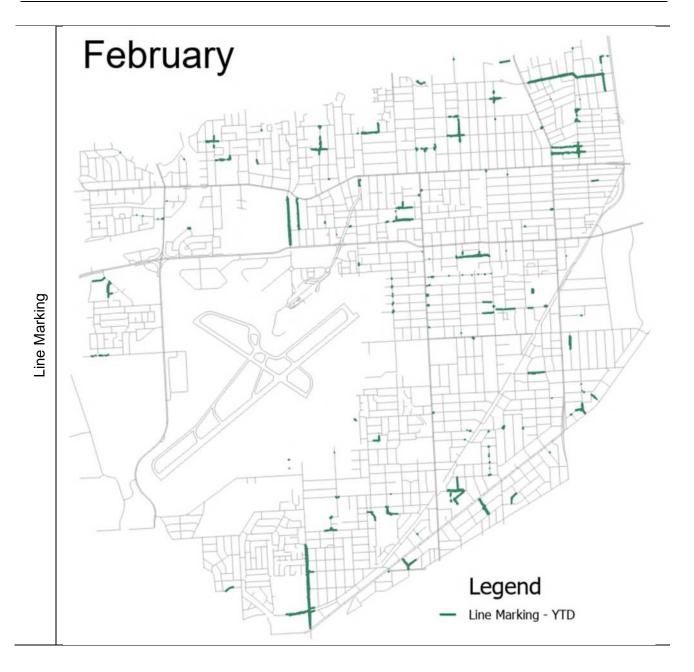


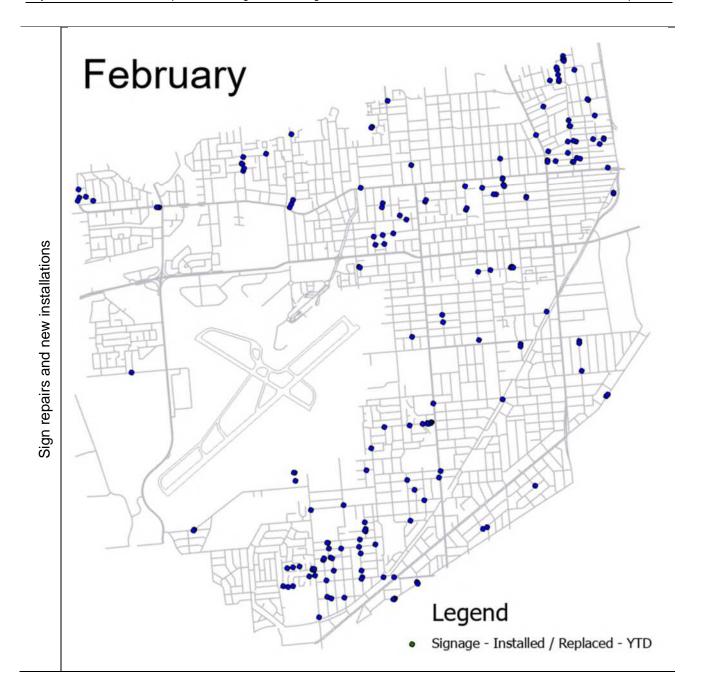


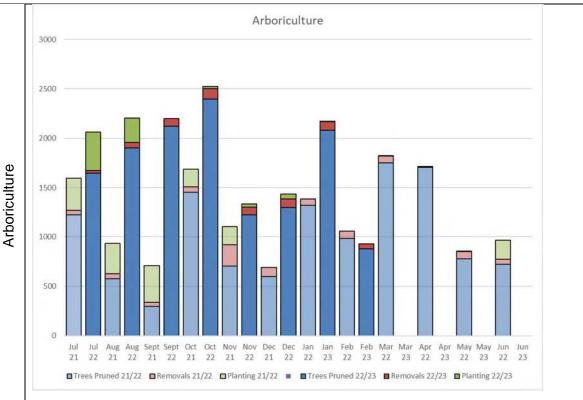


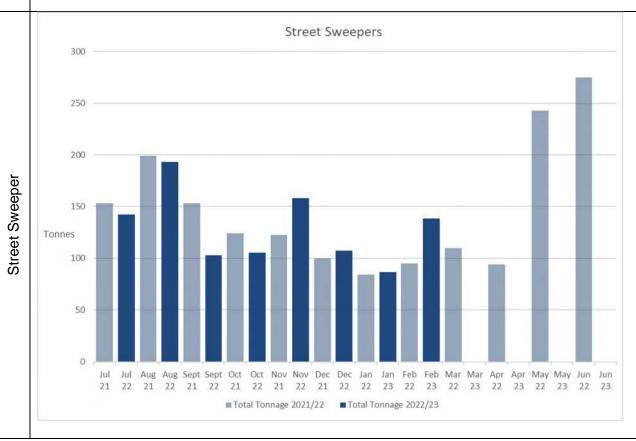


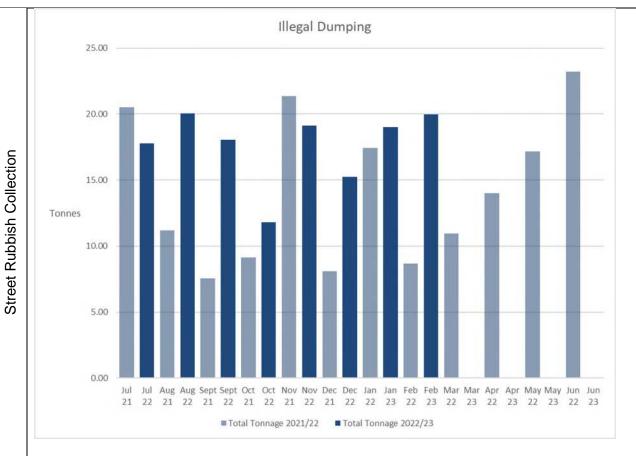


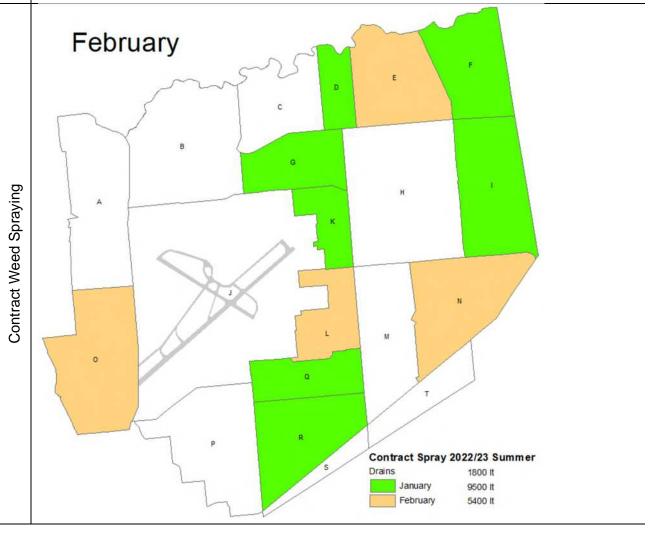












Property and Facilities

Apex Park Redevelopment Stage 2

The Landscape component of the Stage 2 works of Apex Park has commenced following approval by the funding body to change the scope and timeframe of the works due to high tender prices being received.

The site has been prepared with all identified weed species removed and contractors are now focussing on the BMX tracks (on the northern edge of the detention basin) and new paths.

The funding deed stipulates that all works must be complete by 30 June 2023. Contractors are working hard to achieve this deadline. Some landscape elements that fall outside the scope of the grant works may extend beyond this deadline.

Additional funding was received from the Office for Recreation, Sport and Racing to construct a Basketball third-court at Apex Park. This is also in progress with contractors determining the most appropriate location and orientation of the court.

Kesmond Reserve, Keswick -Redevelopment

Procurement for the recreation component of Kesmond Reserve has commenced. Funding received for the open space component of the redevelopment was received through the Open Space Fund of the State Government with Council contributing matching funding for the project. It is expected a contractor will be selected in April 2023 and work will commence mid-year.

Preliminary design documentation is nearing completion for the proposed new joint community facility for the Hilton RSL Sub-branch / National Servicemen's Association. On completion of the draft design documents and endorsement of the design from both the Clubs a further update report will be provided to Committee to progress the development at Kesmond Reserve.

Thebarton Theatre Redevelopment

The Administration has been continuing with the development of the design and documentation of the redevelopment of Thebarton Theatre as part of the \$4m grant funding received from the Local Government Infrastructure Partnership Program. Council has also contributed matching funding for the project. A detailed report has been provided to the Council Meeting held 21 March 2023.

Mellor Park Upgrade

The construction of a new Memorial to honour the former Soldiers Memorial Hall and Lockleys RSL Sub-branch and the local residents of the Lockleys district who served in armed conflicts for Australia is underway at Mellor Park. It is anticipated that the Memorial will be completed in time for Anzac Day 2023.

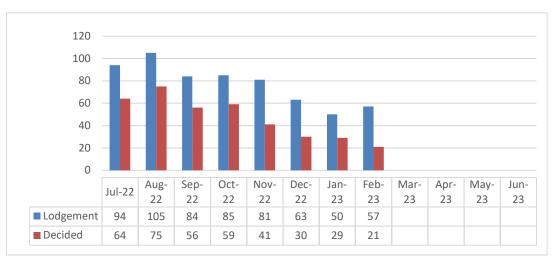
The refurbishment of the Community Hall will commence within the coming three months and is expected to be completed by October-November 2023. This upgrade will improve accessibility of the hall and will allow the facility to be hired by the community for activities and events.

A Nostalgia walk has been completed at Mellor Park which honours the Nostalgia Walk previously located within the former Odeon Star Theatre (Windsor Theatre).

A number of iconic movie posters have been printed and installed on frames and installed in garden beds leading from the carpark to the reserve. Please refer to the City Facilities and Waste Recovery Standing Committee Agenda for a more detailed update on projects, property and facility management.

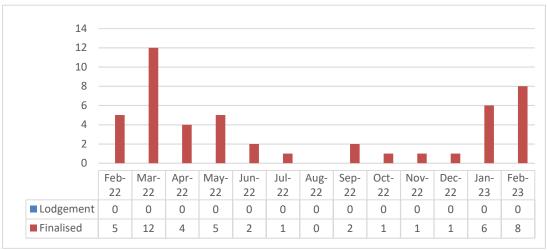
Development Applications

As at 9 March 2023, a total of 2,625 applications had been submitted in the PlanSA Portal in the City of West Torrens area under the *Planning, Development and Instructure Act 2016* (PDI Act). Of these 2,319 have completed the lodgement (verification) process. The approved applications have an estimated development cost of \$367.72 million.



Source: PlanSA, Council Area Report

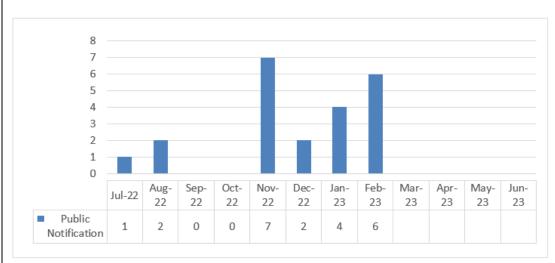
Note: Applications lodged include transitional applications and applications determined to no require Development Approval. Therefore the number of applications lodged is always higher than the number of applications decided.



Source: City of West Torrens, Pathway data

Note: 'Lodgement' relates to the number of new development application lodged during the month which is represented by the number of new development application numbers issued (including variation applications). 'Finalised' relates to the number of decision notification forms issued during the month and may including decisions relating to development plan consent, land division consent, building rules consent and development approval. This includes consents issued by both Council and private certifiers.

Public notification



Source: PlanSA, Council Area Report

Note: Applications currently on public notification can be viewed at the PlanSA Website on the Current Public Notices page and via a map viewer:

https://plan.sa.gov.au/have_your_say/notified_developments#current_public_notices

Assessment Appeals

There are no new appeals since last report.

There is one (1) ongoing appeal since last report.

 An appeal against the Council Assessment Panel's decision for DA21028599 for "Demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies with associated offices along with associated carparking landscaping and freestanding pylon signage" at 239 & 241-243 Richmond Road, Richmond.

A conference is scheduled to be held on 30 March 2023.

There has been one (1) finalised appeal since last report.

 An appeal against an against the Assessment Manager's decision for DA22013657 for "Construction of two (2) single storey detached dwellings" at 3 Lowry St, Fulham.

A full hearing was held on 1 & 2 December 2022. ERD Court Order was issued to uphold the decision and dismiss the appeal.

There are no ongoing appeals against SCAP decisions within the City of West Torrens area.

Assessment Appeals

Community advice and education

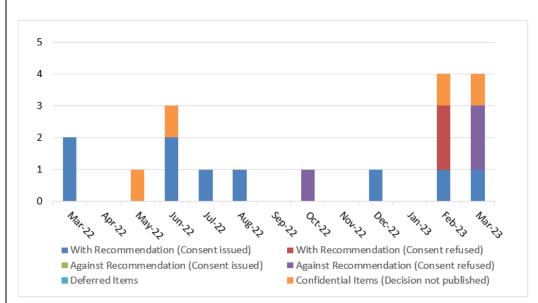
Pre-lodgement

Rostered Duty Planner and Duty Building Officers are available to answer preliminary pre-lodgement and general enquiries during Service Centre opening hours. Advice is provided to the general public and applicants via the phone, email, video conference and in person at the Service Centre.

The Administration participates in PlanSA's confidential pre-lodgement case management service for development of five storeys or more in height within the Urban Corridor Zone.

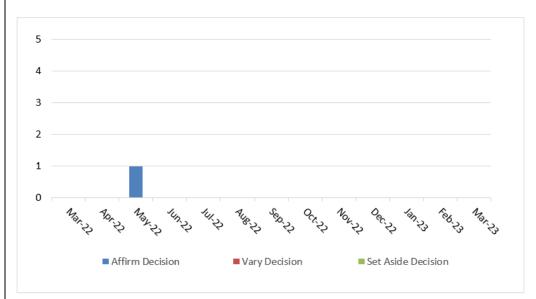
Council Assessment Panel

Council Assessment Panel Decisions on Planning Consent Applications



Source: City of West Torrens

Council Assessment Panel Decisions on Review of Assessment Manager Decisions (PDI Act)



Source: City of West Torrens

Note: For planning consent applications where the Assessment Manager is the relevant authority, the PDI Act introduces a new avenue of appeal for applicants as an alternative to appealing to the ERD Court. Applicants may seek a review of a prescribed decision of the Assessment Manager by the Council Assessment Panel.

The CAP has adopted a <u>Review of Decision of Assessment Manager Policy</u> to guide this process. The CAP consider applications for review at its monthly meetings.

Referrals from other statutory agencies

Council is a statutory referral agency for some applications that are assessed by other agencies, including State Commission Assessment Panel (SCAP), Minister for Planning, Governor of South Australia (under the former *Development Act 1993*) and Adelaide Airport Limited (*Airports Act 1996*).

Council is also referred applications for development five storeys or more in height within the Urban Corridor Zone that are assessed by SCAP.

Planning Consent Applications currently under assessment by state authorities

State Assessment Commission Panel / State Planning Commission

DA Number	Referral Reason	Address	Description of development
211/M135/21 Lodged 16 March 2021	Schedule 10, Development Regulations	1 Selby St, Kurralta Park	Construction of a 10-storey residential flat building with associated car parking and site works.
23000380	Restricted - Section 94(1)(b)	254-262 Richmond Rd, Marleston	Change of use of an existing building to a shop (bulky goods outlet) incorporating alterations and additions, installation of associated advertising signage and car parking and tree damaging activity
22040437	Designated by Regs - Section 94(1)(a)(ii)	Lot 2 Neill Rd, Cowandilla	Two single-storey detached dwellings undertaken by the SA Housing Trust
22036672	Designated by Regs - Section 94(1)(a)(ii);	86 George St, Thebarton	To retain an existing shop and demolish an existing detached dwelling to accommodate a new residential flat building comprising 10 dwellings of five levels with associated carparking and landscaping
23004225	Designated by Regs - Section 94(1)(a)(ii)	Lot 13 Richmond Rd, Keswick Terminal	Storage shed for railway carts at the Adelaide Parklands Terminal. 60m long, 6m wide and 5.4m high.

Source: PlanSA Portal, Public DA Register

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Planning Consent Applications currently under assessment by state authorities (cont) Minister for Planning (Crown Development)

DA Number	Applicant	Address	Description of development
211/V148/22	Office for Recreation, Sport and Racing	145 Railway Terrace, Mile End South	Construction of the National Centre for Sports Aerodynamics GRANTED 24 February 2023
211/V149/22	Office for Sport, Recreation and racing (ORSR), C/- Department for Infrastructure and Transport	145 Railway Terrace, Mile End and 155 Railway Terrace, Keswick Terminal	Construction of a multi-level sports training and research facility including offices, learning/teaching areas and café, along with associated car parking and landscaping at the Mile End Sports Precinct. GRANTED 24 February 2023
211/G069/22	Department for Infrastructure and Transport	42 Ann Street, Thebarton	Land Division - 6 into 2
211/G070/22	Department for Infrastructure and Transport	Lot 701 West Thebarton Road, Thebarton	Land Division - 3 into 3
211/D129/19	Mr Martin Palmer	9,7,292-304,410 Elizabeth, Marion, Anzac Hwy, Plympton	Boundary Re-alignment

Source: PlanSA Portal, Public DA Register

Service improvements

Work has continued on a suite of business improvement initiatives including:

- City Development staff have implemented a new Liquor Licencing referral process to assist Consumer and Business Services (CBS) in the assessment of liquor licence applications.
- City Development staff have recently reviewed the Development Mailbox process, internal weekly reporting and mandatory documentation request process.
- City Development staff continue to participate on external working groups with PlanSA on process and reporting improvements for the PlanSA Portal, and report process issues and enhancements to the PlanSA Service Desk.
- City Development staff have participated in workshops with PlanSA on reporting and inspections in the Portal.

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Development compliance

Month/Year	No of Requests Received	Requests resolved within the month	Requests resolved from previous months	Total Ongoing Actions
Feb 2022	23	15	6	31
Mar 2022	17	16	6	26
Apr 2022	15	8	1	32
May 2022	22	16	1	31
June 2022	20	15	2	32
July 2022	8	5	1	36
Aug 2022	19	10	5	40
Sept 2022	30	17	0	40
Oct 2022	17	17	1	31
Nov 2022	23	12	4	38
Dec 2022	28	18	4	42
Jan 2023	32	18	5	55
Feb 2023	23	18	8	50

Source: City of West Torrens, Pathway data

Note: Compliance actions include investigating potential use of properties for activities that haven't been approved, approval conditions that may have been breached or buildings being constructed without the required approvals.

	1	
Month/Year	Enforcement Notice Issued	Emergency Order Issued
Feb 2022	-	-
Mar 2022	-	-
Apr 2022		1
May 2022		-
June 2022	-	1
July 2022	1	1
Aug 2022		-
Sept 2022		-
Oct 2022		-
Nov 2022		-
Dec 2022		-
Jan 2023	1	-
Feb 2023	1	-

Source: City of West Torrens, Pathway data

Note: Section 213 enforcement notices are the first stage of prosecution for unapproved development. Section 155 emergency orders are the first stage of prosecution for unsafe buildings.

Compliance Requests

Enforcement Appeals

There is one ongoing appeal since last month's report.

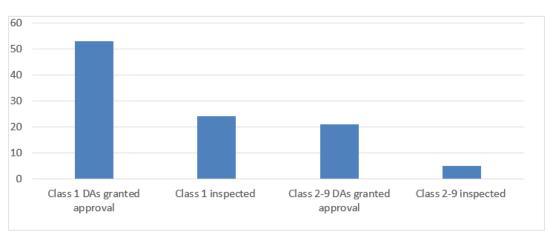
 An appeal against an Enforcement Notice relating to development without approval at 1 Kenneth Avenue, Underdale.

A conference was held on15 December 2022 and a further conference will be held on 23 March 2023.

There were no new or finalised court matters as at 9 March 2023.

Building compliance inspections

Council's Building and Swimming Pool Inspection Policy sets out the minimum number of inspections required to be undertaken during the year.

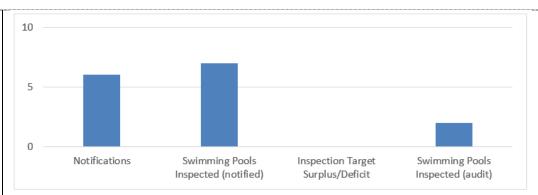


Source: PlanSA, Building Inspections Report

Note: The State Planning Commissions' Practice Direction 9 - Inspection Policy for Swimming Pools requires that a minimum number of approved buildings and notified swimming pools are inspected for compliance with their associated Development Approval documentation. Where the required inspections have not been met in a month the requirement is rolled over to the next month until all required inspections have been undertaken. The inspection target is based on the first inspection of a building or swimming pool and re-inspections are not included in the target.

Building Inspections (2022/23 to date)

Swimming Pool Inspections (2022/23 to date)



Source: PlanSA, Building Inspections Report

Note: The State Planning Commissions' Practice Direction 8 - Inspection Policy for Swimming Pools requires that a minimum number of approved buildings and notified swimming pools are inspected for compliance with their associated Development Approval documentation. Where 100% of inspections have not been met in a month the requirement is rolled over to the next month until all required inspections have been undertaken. The inspection target is based on the first inspection of a building or swimming pool and re-inspections are not included in the target. An inspection may be carried out at any time during construction or on completion.

City of West Torrens Building Fire Safety Committee

A Building Fire Safety Committee (BFSC) meeting is being held on 6 March 2023.

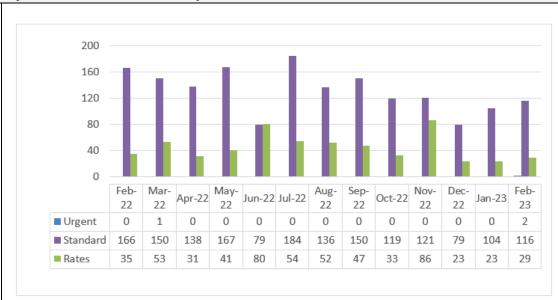
BFSC Aeetings

Property Searches

The next ordinary BFSC meeting will be held on 5 June 2023.

There are no new, ongoing or finalised appeals since last month's report.

Property and land information requests



Source: City of West Torrens, Pathway data

Note: When a property is purchased, the purchasers are provided with a Form 1 (commonly known as cooling off paperwork) Council contributes to this Form 1 with a Section 12 Certificate, the certificate provides the potential purchaser with all relevant known history for the property. Prior to settlement on the property the relevant Conveyancer will also request a Rates statement from Council to ensure the appropriate rates payments are made by the purchaser and the vendor (seller).

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact consideration in relation to this report.

Conclusion

This report details the key activities of the City Assets, City Property, City Operations and City Development departments.

Attachments

Nil

12 MEETING CLOSE

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- 1 MEETING OPENED
- 2 PRESENT
- 3 APOLOGIES

4 DISCLOSURE STATEMENTS

Committee Members are required to:

- 1. Consider Section 74, 75 and 75A of the *Local Government Act 1999* and determine whether they have a conflict of interest in any matter to be considered in this Agenda; and
- 2. Disclose these interests in accordance with the requirements of Sections 75B and 75C of the *Local Government Act 1999*.

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the City Facilities and Waste Recovery Standing Committee held on 7 February 2023 be confirmed as a true and correct record.

- 6 COMMUNICATION BY THE CHAIRPERSON
- 7 OUTSTANDING REPORTS / ACTIONS

Nil

8 REPORTS OF THE CHIEF EXECUTIVE OFFICER

8.1 Use of Golflands Reserve

Brief

This report provides Members with information regarding the current and proposed use of Golflands Reserve, Glenelg North.

RECOMMENDATION(S)

The Committee recommends to Council that:

A. Golflands Reserve - Netball / Tennis facilities

1. A new tenancy agreement with Glenlea Tennis Club for use of the multi-lined courts and clubroom facility be negotiated;

Or

 An Expression of Interest be undertaken to ascertain the level of interest of the use of the multi-lined courts and/or clubroom facility by local sporting clubs and community groups (through entering into a licence agreement). The results to be presented back to Committee for a decision;

Or

3. Any further licence agreements are not entered into over the netball/tennis facilities and community facility available at Golflands Reserve and instead allow full public access to the courts and retain existing user's access to the community facility.

B. Golflands Reserve - open space / playing fields area

1. A new tenancy agreement with the Phantoms Cricket Club for use of the green open space and/or Clubroom facility from 1 October until 31 January annually (so as not to interfere with existing tenant WT Birkalla Soccer Club), be negotiated;

Or

 A period of community consultation be undertaken to ascertain the views of local residents regarding the potential to increase the number of user groups holding a licence agreement over the open space at Golflands Reserve. The results to be presented back to Committee for a decision;

Or

3. Any further licence agreements are not entered into over the green open space at Golflands Reserve and instead allow full public access to area outside of existing user's agreed access.

Introduction

Golflands Reserve is bound by Aroona Avenue, Wongala Avenue, McCann Avenue and Iluka Street in Glenelg North. (Attachment 1)

The Reserve features three multi-lined netball/tennis courts with lighting, small clubroom facility, large reserve with soccer pitch and floodlighting on one light tower, children's playground, barbecue facilities and picnic shelter. Public toilets are not available at Golflands Reserve. Toilet facilities are available however within the Clubroom building and are accessible by members of the user groups that hold licence agreements over various facilities at the Reserve.

User groups of Golflands Reserve currently include:

Club	Licenced Area	Hours of Licence	Special Conditions
Plympton High School Old Scholars (PHOS) Camden Netball Club Holding over - previous lease term 5 years 1 March 2013 - 28 February 2018	The three multi-lined courts plus Clubroom facility	 Mondays 4pm until 8pm Thursdays 6pm until 8pm Saturdays 11.30am until 5.40pm 	The courts will be available for the use of the general public outside of licences times
WT Birkalla Soccer Club Lease term 5 years 1 February 2021 to 31 January 2026	The green open space (plus access to toilet facilities within the Clubroom building) from 1 February until 30 September annually	 Wednesdays and Fridays 6.30pm until 8.30pm Sundays 9am until 1pm 	The Licensee has received all required approvals to construct a storage shed on the Reserve which will remain the responsibility of the Licensee.
Agility Dog Club of SA Lease term 3 years 1 March 2021 to 28 February 2024	The green open space plus Clubroom facility	 Thursdays 6pm until 9.30pm Five additional day or evening trials on dates agreed to by Council and the Club 	The Licensee has constructed a storage shed on the Reserve (following appropriate approvals) which remains the responsibility of the Licensee.

In addition, Glenlea Tennis Club (located at Camden Oval), sub-lease the multi-lined courts from the PHOS Camden Netball Club as required.

As Members may be aware, Camden Oval is located in close proximity to Golflands Reserve and as part of the Camden Oval Masterplan, four new netball courts with lighting as well as a Club shelter and storage facility, are currently being constructed. Although their own separate Incorporated body, the PHOS Camden Netball Club are associated the PHOS Camden Football Club (who hold a lease over the new clubroom and changeroom facilities at Camden Oval).

One aim of the Camden Oval masterplan was to relocate the Netball Club from Golflands Reserve to Camden Oval in order to maximise the use of the newly developed Clubroom and Changeroom facility. Similarly, steps have been taken to allow access to Camden Oval by the Glenelg ANA Phantoms Cricket Club (PHOS Camden Cricket Club).

The Glenelg District Cricket Club currently hold the licence agreement over the Oval and changerooms for the summer season at Camden Oval, however, following a report to Council and in consultation with the Glenelg District Cricket Club, allowances have been made for the PHOS Camden Cricket Club to train at Camden Oval and hold some junior games at the site. New cricket nets were constructed to allow for Club training.

By facilitating use of Camden Oval by the PHOS Camden Cricket Club, increased use of the clubroom facility has occurred which benefits both the cricket and football clubs as well as their members.

This arrangement allows the cricket club to offer social activities and results in fundraising opportunities for both clubs through the clubroom bar and kitchen. Equally, when the PHOS Camden Netball Club relocate to Camden Oval, the same opportunities will exist.

It is anticipated that the new facilities will be completed in May and therefore the PHOS Camden Netball Club will relocate to Camden Oval shortly after.

The user agreement for the PHOS Camden Netball Club is currently operating on a holding over basis due to the Club's impending relocation to Camden Oval. Following the relocation, a vacancy will therefore be created at Golflands Reserve.

It is important to note that a number of local residents have contacted the Administration over the past two-three years voicing their concerns over the increased use of Golflands Reserve for organised sport, especially over the weekends. This was exacerbated during the COVID-19 pandemic as local gyms were utilising Council reserves for small-group fitness activities as enclosed gyms were unable to operate for a period of time. This specific activity has now ceased, however some residents are of the opinion that no further 'organised' activity should take place at this site.

Discussion

Netball/Tennis Courts:

With the approaching relocation of the PHOS Camden Netball Club, a vacancy will be created at Golflands Reserve which could potentially allow a further sporting or recreation club access to Council-owned facilities through a licence agreement.

Glenlea Tennis Club operate their Club activities from Camden Oval, which features a small clubroom facility and eight tennis courts (most with lighting). The Club has an impressive membership base and facilitate tennis games, competitions and tournaments along with social tennis from the Camden Oval site.

Glenlea Tennis Club have, on occasion, sub-let the three courts at Golflands Reserve for tournaments or as an 'overflow' for games over specific weekends.

The President of Glenlea Tennis Club has previously contacted the Administration regarding the potential to take over the licence agreement at Golflands Reserve from the PHOS Camden Netball Club.

In addition, two local netball clubs have approached the Administration seeking information regarding the process to apply to enter into a tenancy agreement over the courts and community facility at Golflands Reserve.

Although the PHOS Camden Netball Club are yet to vacate the premises at Golflands Reserve, it is timely to discuss the opportunity that now exists. The Administration is seeking direction from the Committee as to the preferred option for the use of the multi-lined courts at Golflands Reserve:

Option 1:

Negotiate a new tenancy agreement with Glenlea Tennis Club for use of the multi-lined courts and Clubroom facility.

Option 2:

Undertake an Expression of Interest to ascertain the level of interest of the use of the multi-lined courts and/or Clubroom facility by local sporting Clubs and community groups (through entering into a licence agreement).

Option 3:

Do not enter into any further licence agreements over the netball/tennis facilities and community facility available at Golflands Reserve. Allow full public access to the courts and retain existing user's access to the community facility.

Green open space:

As previously mentioned within this report, the Glenelg ANA Cricket Club (PHOS Camden Cricket Club - the Phantoms) have recently expanded their activities to Camden Oval. The Club operates from Plympton International High School however, with increased membership numbers and inadequate training facilities at the school. Council approval was sought to relocate some activities to Camden Oval.

The Club has experienced further growth and now is seeking additional venues that may be available for cricket matches over the summer season. The President of the Club contacted both the Administration (in July 2022) and the Ward Councillors (during the caretaker period of 2022 due to Council elections) seeking approval to expand the activities to Golflands Reserve. (Attachment 2)

The Under 10's team numbers of the Phantoms Cricket Club have grown from a single team to four teams. In addition, four under 12's teams and one under 14's teams have also developed in the past 6 year period.

As a result of this growth in the juniors, the Club has identified the potential for junior games to be played at Golflands Reserve using a Fliex pitch, which is a roll-out plastic pitch enabling cricket to be played on almost any flat surface.

The Club is seeking to enter into licence agreement with Council over the green open space at Golflands Reserve on Friday afternoons from 4.30pm until 7.30pm and also on Sunday mornings from 8am until 11am over the summer months.

Given the timing of the Netball Club shortly vacating the site, it is opportune to also consider this request concurrently.

The proposed times requested by the Phantoms Cricket Club potentially clash with current user WT Birkalla Soccer Club's licenced times as the soccer club train on Friday evenings and play games on Sunday mornings at Golflands from 1 February until 30 September annually.

The Administration is therefore now seeking direction from the Committee as to whether negotiations commence with the Phantoms Cricket Club to enter into a licence agreement over the green open space at Golflands Reserve:

Option 1:

Negotiate a new tenancy agreement with the Phantoms Cricket Club for use of the green open space and/or Clubroom facility from 1 October until 31 January annually (so as not to interfere with existing tenant WT Birkalla Soccer Club).

Option 2:

Undertake a period of community consultation to ascertain the views of local residents regarding the potential to increase the number of user groups holding a licence agreement over the open space at Golflands Reserve. The results to be presented back to the Committee for a decision.

Option 3:

Do not enter into any further licence agreements over the green open space at Golflands Reserve. Allow full public access to area outside of existing user's agreed access.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There are no perceived significant climate change impacts arising as a result of consideration of this report.

Conclusion

The PHOS Camden Netball Club will shortly relocate from Golflands Reserve to Camden Oval. As such, will no longer require a licence agreement over the courts and clubroom facility at Golflands Reserve.

In addition, an approach has been made to Council by the Phantoms Cricket Club seeking to enter into a licence agreement over the green open space at Golflands Reserve for the purpose of junior cricket games over summer.

Direction is now being sought by Council as to the future of tenancy arrangements over the Golflands Reserve sporting facilities.

Attachments

- 1. Aerial View of Golflands Reserve
- 2. Request for use of Golflands Reserve for Cricket

NORTH 1:1,128

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City of West Torrens
Methods to Sea

----Original Message----

From: President Phantoms Cricket [mail to:

Sent: 13 July 2022 4:04 PM

To: Steve Watson [mail to:], Teresa Desteno [mail

to:

Subject: Oval space in Plympton area

Good afternoon Steve and Teresa, I hope you are both well

Phantoms Cricket junior program has been expanding in recent years, with one team in 2017/18, and 7 teams and a Blasters program in 2021/22. Whilst perhaps not at the same rate, we are anticipating further growth over the coming seasons.

As such, we are exploring any and all opportunities regarding oval space to play games and for training. Our recent move to Camden Oval has been fantastic, but Camden is also used by other clubs, namely Glenelg District and the Camden Athletics Club. This reduces our opportunities for training. We use Plympton International College and Plympton Primary School for games, but we may reach the capacity for each of these if we do indeed continue to grow.

I am therefore looking at what other opportunities exist. This includes other schools in the greater area, such as Cowandilla, but also at council spaces. One such which I would like to discuss with you is Golflands Reserve. It is ideally located, as many of our junior players come from Glenelg North and St Leonards Primary School, we are linked with PHOS Camden Football and Netball clubs, the latter having courts adjacent to the open space. And I understand the reserve did once have a concrete pitch. We have this season ordered a Flicx pitch, a roll out plastic pitch which will enable us to play on almost any flat surface. Should we gain access, we would use a Flicx pitch at Golflands.

Would it be possible to discuss this opportunity with you? Either in person or via Teams/Zoom etc?

Kind regards, Matt

Matthew Polkinghorne & Adrian Pope Club Presidents

Phantoms Cricket – Glenelg ANA Cricket Club
phantomscricketclub.com | facebook.com/phntmcricket/



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8.2 Request for Council to enter into a Joint Use Agreement - Department for Education (Torrensville Primary School)

Brief

This report advises Committee Members that correspondence has been received from the Department for Education seeking an indication as to whether Council wishes to enter into an agreement for the out of school hours public access to the Torrensville Primary School oval and playground area.

RECOMMENDATION

The Committee recommends to Council that:

- 1. Council provide its consent for the Administration to enter into negotiations with representatives from the Department for Education and Torrensville Primary School for the grant of a 5-year joint use agreement for the community's use of the Torrensville Primary School grounds.
- 2. The Administration provides a further report to Council following completion of negotiations for the grant of the new joint use licence agreement.

Introduction

The Principal of the Torrensville Primary School has met with the Administration and subsequently, a representative of the Department for Education has written to Council seeking to commence discussions regarding entering into an agreement permitting community use of the school grounds at times other than those when required for school use (Attachment 1).

An aerial map showing the location of the school and its oval is attached (Attachment 2).

Background

From approximately 2003, there have been a series of rolling agreements between the Cowandilla Primary School and the Council for use of the Cowandilla Primary School grounds. From 2015, the agreement was formalised as a Joint Use Agreement between Council and the Minister for Education. The Joint Use Agreement has a licence term of 5 years with the most recent agreement having been signed in 2020, with a commencing licence fee of \$21,460.67 per annum (plus GST).

The land upon which the school sits is owned by the Minister for Education, and as such, the agreement is between the Minister and Council.

The current, and previous, agreements with Cowandilla Primary school offer benefits to both the school and the wider West Torrens community. There are a large number of community groups, and community members who utilise the school grounds for various activities. Most, if not all of these groups, would be unable to be accommodated within other existing Council owned facilities.

Discussion

Torrensville Primary School oval and recreation area is located on Ashley Street, Torrensville and features approximately 7,300m² of open space including:

- an area of green open space (approximately 54m x 100m)
- two cricket practice nets,
- a large nature-play playground,
- a traditional playground,
- handball courts,
- a basketball ring (however hoop is removed after hours),
- a sensory path,
- shaded areas and areas of seating, and
- an area of hard-stand surface for bike/scooters as well as ball games.

Council's Open Space plan 2021-2026, outlines an open space hierarchy for the City of West Torrens which is to be used as a guide for the planning and management of open spaces across the council area. Shared Open Space is identified as a classification in the hierarchy and describes this open space as:

"Spaces that are accessible to the public but are not owned by the City of West Torrens. They may be land owned by an educational facility or club sporting fields. They may also include school grounds which have an agreement in place with the Council to assist in the maintenance in return for allowing the public to access after school hours. Currently the Council has an agreement in place with Cowandilla Primary School and will look to expand this in the future."

The total open space in West Torrens (defined within the Open Space Plan 2021-2026) represents 2.48ha per 1,000 people, based on the population of the time of 60,842 residents. The National Standard for the adequate supply of open space is 3ha per 1,000 people. With existing shared open space agreements held for land not owned and managed by the Council, the available open space in West Torrens represents 4.65ha per 1,000 people. It is evident that joint use agreements can provide substantial open space benefits to local residents.

As Members are likely aware, there is growing evidence of the mental and physical health benefits enjoyed by people that have access to quality green open spaces. Parks and other forms of open space provide opportunities for people to be in touch with nature and gain those positive health benefits.

As residential densities in the City of West Torrens increase, the amount of private green space is likely to diminish. Council strives to provide access to a range of open space types within walking distance of homes i.e. within a radius of approximately 400m.

The agreement that exists over open space at Cowandilla Primary School, allocates a set "rental" (rent equivalent) paid by Council for the community use of the space outside of school hours. The school originally (in 2015) quantified the expenditure it contributed at the time toward ground maintenance and, following inspection of the property by, and advice received from, independent turf maintenance companies, an annual budget estimate was agreed upon. This estimate was then apportioned to reflect the proposed shared, i.e. school versus wider community, use of the facility. It is expected that maintenance costs have increased significantly since the original budget estimate was provided in 2015.

Similarly to Cowandilla Primary School, Torrensville Primary School do not have floodlights available for the green open space, and as such, from a "times of use" perspective it could be suggested that, the grounds are available for use at the following times:

- Daylight Savings Hours 7.30am to 8.00pm
- Non daylight savings hours 7.30am to 6.00pm

The school has sole use of the facility during school term times and during school hours, which includes an out-of-hours school care program. No sports training takes place after-school at the site.

Therefore, it could be suggested that the **School use** would remain reasonably consistent throughout the year as approximately 7.30am - 5pm, 5 days/week. **Public availability** would likely then be between: 5pm and 6pm on weekdays and 7.30am until 6pm on weekends during non-daylight saving hours; and 5pm and 8pm on weekdays and 7.30am until 8pm on weekends during daylight saving hours.

It is worth noting that both Council and the Department for Education share a similar role and ethos in providing facilities for the community. This is evidenced by the fact that the Department for Education (DECD) previously produced a discussion paper advocating the use of Schools as Community Hubs.

As per the discussion paper:

"Schools as community hubs is in accord with DECD's mission to achieve a fully integrated child development system capable of improving outcomes for all young people by harnessing the statewide capacities of families, communities, government and non-government agencies with responsibilities for children."

"The concept of schools as community hubs creates an opportunity to ensure that duplication of services by different agencies is reduced/eliminated"; and

"..the community users of the school space are more like fellow consumers of space that is a valid complementary goal."

The Administration now seeks Council direction regarding the opportunity to enter into a Joint Use Agreement with the Minister for Education over the open space at Torrensville Primary School. Should Council provide endorsement for discussions to take place, a further report will be provided to Council following completion of negotiations for the grant of the new joint use licence agreement.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

This report outlines an opportunity for Council to manage our environment in a responsible way, improving the community's access to well-maintained public open spaces, which has a direct and positive influence on the liveability of the city. The intent of this report is consistent with the objectives of Open Space Plan 2021-2026.

Conclusion

The Principal of Torrensville Primary School approached the Administration regarding the potential to enter into a Joint Use Agreement for the open space located at the school. The Department for Education subsequently emailed the Administration seeking to discuss a potential agreement over the site.

The Administration now seeks direction from Council regarding the proposal to enter into an agreement with the Department for Education over land at Torrensville Primary School

Attachments

- Email from Department For Education: Seeking to commence negotiations for a Joint Use Agreement
- 2. Aerial View of Torrensville Primary School open space
- 3. Open Space Provision with City of West Torrrens
- 4. Location of Torrensville Primary School in relation to the suburbs of Torrensville and Underdale

From: Brady, Jodie (Education)

Sent: Wednesday, 8 February 2023 2:47 PM

To: Dean Ottanelli

Subject: Proposed JUA for use of Torrensville Primary School's green space

OFFICIAL

Good afternoon Dean,

I have been assigned to assist in the preparation of a Joint Use Agreement for a proposal allowing the City of West Torrens to share use of Torrensville Primary School's green space areas.

In order to progress the matter, can you please advise of the details of the arrangement that Council are seeking and any specific terms/conditions required.

Please contact me if you wish to discuss further or have any queries at this stage.

Thank you, Jodie

Jodie Brady

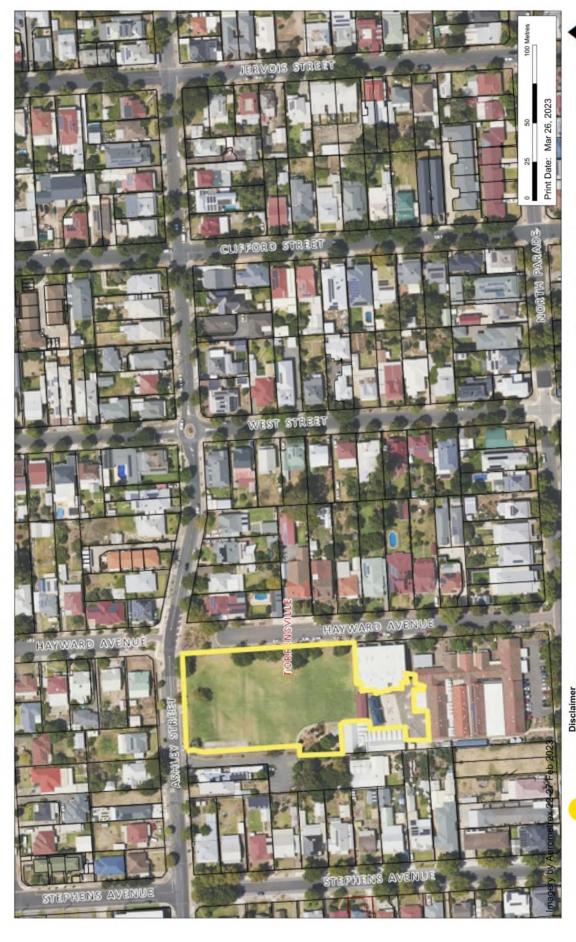
Property Coordinator | Asset and Facilities Management

Department for Education | Level 2, Education Support Hub, 8 Milner Street, Hindmarsh SA 5007



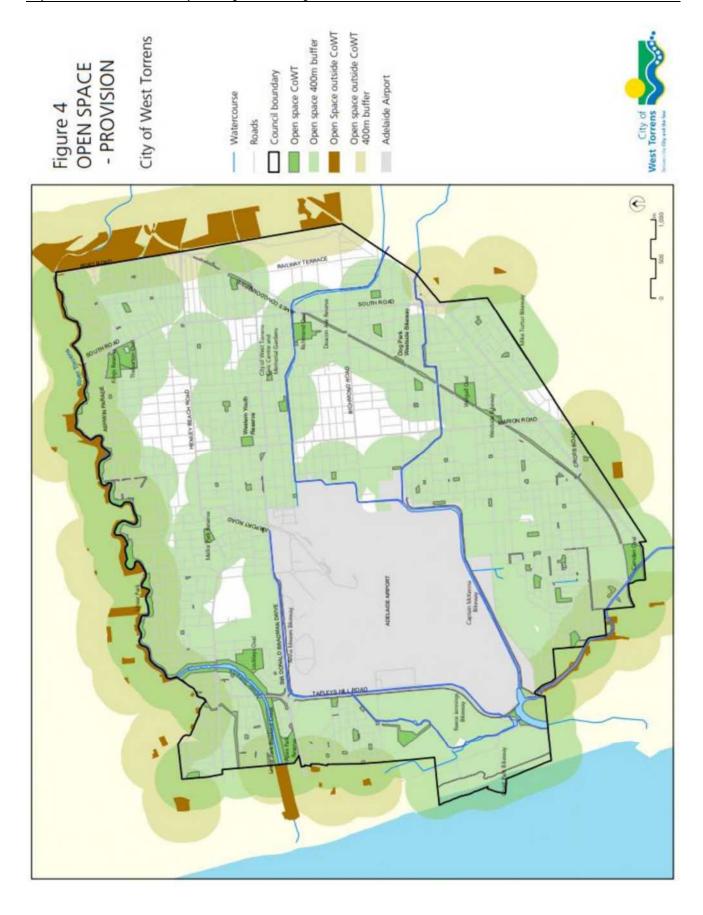


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City of West Torrens



City of West Torrens
Between the Gity and the Sea



8.3 Community Gardens across West Torrens

Brief

This report provides Committee Members with information regarding the establishment and operation of community gardens located on Council owned and managed land across West Torrens.

RECOMMENDATION

The Committee recommends to Council that:

- 1. The report be noted.
- 2. The Administration develop a Community Garden Policy and associated Guidelines to guide the establishment and management of community gardens across the City, and present a report back to Committee with the draft documents for approval.

Introduction

As medium and high density housing increases across the City, there is also an increasing demand for the provision of social infrastructure such as community gardens. A community garden is an open space that is used, primarily for the purpose of producing food and contributing to a sustainable urban environment. Community gardens are mainly located on public open space and are supported by local councils. They assist in sustaining the social, physical and mental health of our community through a continued connection to community and nature.

Community gardens also have many environmental benefits including improving air and soil quality and increasing biodiversity of flora and fauna.

There are two Council-operated community gardens within West Torrens. One is located at the rear of the Plympton Community Centre and the other is located within Clifford Street Reserve, Torrensville. In addition, Camden Community Centre and Fulham Community Centre manage their own community gardens within the Council area. Furthermore, funding has been received through the office of local Member for Badcoe, Jayne Stinson, to establish a community garden at Beare Avenue Reserve, Netley. A design has been developed however due to recent price increases further funding is required and is currently being investigated through the State Government. Once complete, local residents will have access to five community garden locations across the city.

In comparison, neighbouring councils have the following number of active formal community gardens within their cities:

Council Area	Number of Community Gardens
City of Holdfast Bay	2
City of Marion	4
City of Charles Sturt	6 formal and 3 informal
City of Unley	3

A range of community garden management models exist and each requires varying levels of council resources, support and involvement. Traditionally, community gardens are (usually) not-for-profit, locally activated spaces that operate on designated land for residents and volunteers. The gardens are usually initiated and managed by a group of organised residents, such as a garden committee or a group of people living in the vicinity of the garden.

Discussion

The Administration recognises that community gardening is a valuable recreational activity that contributes to public health and wellbeing, supports community development, fosters environmental education and increases awareness of sustainability principles.

However, the Administration has observed an increased number of requests to establish community gardens within the City, usually within a short timeframe.

Neighbouring councils have clear policies and guidelines for the establishment of community gardens yet the City of West Torrens presently does not have such an adopted policy or guidelines. In addition, requests for community gardens are often made by an individual resident and the Administration is required to invest significant time and resources in developing the potential proposal for a community garden, including undertaking community engagement to pursue additional residents who may wish to be involved.

Current community gardens managed by the Administration

The two existing Council-managed community gardens within West Torrens run on an allocated plot system where each gardener is responsible for their own plot. Garden plots are available for West Torrens residents and there are no fees involved in taking on a plot. A waiting list currently exists for each community garden site however there is a high turnover of members therefore the waiting time experienced is not extensive.

The Clifford Street Community Garden comprises 19 plots and operates on a Council-run, membership-based single plot model. This garden also features community-share garden beds and fruit trees in the surrounding areas. A small shed is located within the reserve to store gardener's tools with current members holding a key to the shed. Members mainly plant specific vegetables and herbs for their own personal use however, as the site is accessible by the public, others can take any items produced.

The Plympton Community Garden is comprised of 15 plots, located behind a secure fence at the rear of the Plympton Community Centre. It also operates on a Council-run, membership-based single plot model, with community-share garden beds and fruit trees in the surrounding areas. The garden has several large in-ground plots which can be temporarily sub-divided as they become available, allowing multiple gardeners to cultivate one plot when demand increases. This site also includes a storage shed for gardener's tools, and current members hold a key to the entry gate of the garden as well as the storage shed. The public cannot access the community garden.

The proposed community garden to be constructed at Beare Avenue Reserve North with funding received through the State Government, will be located in an open-air reserve in Netley. This site is currently designed to provide seven (7) raised plots and five (5) fruit trees. It is anticipated to operate on a Council-run, full community share model as well as a membership-based model, and will be accessible to the public.

At present, all available community garden spaces are fully occupied, with small waitlists for each of the Clifford Street and Plympton Community Gardens. There is a monthly turnover rate of one plot between the two sites.

Both of these community gardens were requested by members of the community. Council staff developed the proposal and designs and engaged with the community to promote membership. The staff oversaw the construction of the gardens and once established, Council staff continue to support the sites and the members.

Council staff make weekly visits to each community garden site to ensure compliance with the Public Liability insurance policy and maintain orderliness. They remove excess produce and weeds to prevent any hazards or disorderliness, especially at the end of a season or after harvesting.

The staff also provide support to the gardeners, managing concerns such as vandalism, issues with harvesting, and assisting gardeners who require extra help due to health issues or absence. Staff have recently been managing concerns of a rough sleeper located at the Clifford Street Community Garden, whereby there were safety and health/hygiene concerns raised by gardeners due to the area being used as a 'home' by the rough sleeper. No public toilets are located at this reserve.

In addition to managing the physical aspects of the gardens, Council staff also work to foster social connections and improve the well-being of community members who join the gardens to reduce social isolation.

Community gardens in their current form require significant support and investment by Council. At present, the Community Services Community Centres team is responsible for managing the bookings and facilitation of the community gardens located within West Torrens. Given the increasing demand and growing nature of community gardening, further consideration regarding the resource requirements of supporting and facilitating community gardening within the City may be required.

Models for the management of community gardens:

The current community gardens within West Torrens are managed in a 'top down' model. This is where the Administration established and maintains the gardens, and local residents apply for a plot in the gardens.

Many other councils operate a 'bottom-up' model of managing their community gardens. This is a community driven model where the garden is identified and created by the community and then maintained by the community, usually with a start-up fund and/or design assistance from Council.

In reviewing community garden models, the Administration met with the Open Space Planner at the City of Charles Sturt to review their model. The City of Charles Sturt has a mixture of informal and formal community gardens that have been running very successfully for up to ten years.

The six formal community gardens operating within the City of Charles Sturt are all located on council land, are membership-based and community run. These gardens are similar to the two current community gardens in the City of West Torrens except that, following their establishment, the community groups that were involved in their management/operation, became incorporated bodies and self-insured.

Although these formal community gardens are ultimately community managed, information gathered from the City of Charles Sturt estimates that the initial 'top-down' model of establishing community gardens could cost between \$40,000 and \$60,000 to set up.

Three informal community gardens are also active within the City of Charles Sturt and these are more of a 'bottom-up' model of management whereby a group of people in the community identify a potential location (usually on council-owned land) and are committed to setting up and maintaining the garden. Council assists with establishing these gardens at a cost of between \$5,000 and \$10,000. The informal gardens are then completely maintained by the community groups.

The 'bottom-up' model is the approach to establishing community gardens in the Marion and Holdfast Bay council areas.

As the number of requests for local community gardens increases, it is recommended that the Committee considers an informal 'bottom-up' community garden model to expand the community garden opportunities available to the community. When community members lead the development of the garden, they are more likely to invest their time, energy and resources into maintaining and utilising the space, making it a valuable asset for the entire community. This helps to build a sense of ownership and pride among the members and fosters a strong community spirit.

Policy and Guidelines for Community Gardens

As mentioned earlier within this report, most neighbouring councils have a Community Gardens Policy as well as Guidelines. It is recommended that these be developed for the City of West Torrens.

A Community Garden Policy would outline the role of Council in the management of community gardens on Council owned and/or managed land, including its resource commitment and the outcomes it seeks to achieve.

It would include the principles by which gardens are expected to operate, important management aspects of community gardening as well how the City of West Torrens will assess requests for new community gardens. A policy will provide the framework for Council to consider requests from the community relating to use of publicly accessible land and will assist the decision making process for granting use of community land.

Although community gardens may also operate on private land, this policy would only apply to community gardens on Council owned and/or managed land. The Community Garden Guidelines would be a companion document to the policy and would outline more detailed operational and management aspects of community gardening.

Guidelines will better inform the community and mitigate the risks to Council in regard to issues such as soil contamination, public liability insurance and general resourcing of community gardens' development and maintenance. These documents would remove the ad hoc nature that currently exists when considering requests for community gardens. Instead, they will provide a clear process that the community and Administration can follow, ensuring consistency across the Council area.

Guidelines could include an application form/expression of interest which would include elements such as details pertaining to the individual/group applicant, proposed location, considerations regarding accessibility, proposed management of the site if established etc. Gathering this information will allow the Administration and Council to assess applications consistently and in context of other nearby community gardens to ensure user catchments don't overlap. Council preferences can also be highlighted within the guidelines, such as preference will be given to sites that are located within existing or proposed high density residential areas where residents have limited to no private open space.

The proposed role of Council:

By establishing a Community Garden Policy and associated Guidelines, the Administration proposes that a community development approach to new community gardens be taken (where possible) with a 'bottom-up' model of management. The role of Council and staff will therefore alter as community garden groups operate the sites gardens themselves with support from Council and other partners.

Council's main role in community gardens will be as the 'landlord' however it is proposed that the Administration will continue to support community gardens situated on Council-owned and/or managed land in the following ways:

Information and advice

Provide information, connections, knowledge and resources to assist the community in developing, operating and participating in community gardens.

Education and training

Support training opportunities to build the capacity of community garden groups and volunteers in order to build success and sustainability of community gardens. This may also include connecting community groups with relevant advice and expertise.

Partnership brokerage

Connect interested community members and groups with relevant networks to facilitate the operation of community gardens.

Funding support

Provide information on Council's annual Community Grants program and other external funding opportunities that may be available to assist in establishing or expanding community gardens.

Infrastructure and planning

Assist with identifying potential sites for the development of community gardens. Council may also support the development, design and layout of approved community garden sites.

The role of the Community:

Successful community gardens are generally those that have been established by a committed group of local residents and volunteers or sponsored by a community organisation. Community gardens require substantial community involvement in planning, decision-making, garden management as well as day-to-day activities.

It is recommended that the establishment and ongoing management of community gardens within the City of West Torrens be led by interested residents or community groups in order to:

- Promote ownership and investment:
 - When residents take the lead in establishing community gardens, they are more likely to feel a sense of ownership and investment in the project. This helps to build community involvement and engagement, which is crucial for the success and sustainability of community gardens.
- Maximise local knowledge and perspectives:
 - Residents have a better understanding of the local community and its needs, including access to resources and the local climate. They can use this knowledge to ensure that the community garden is designed in a way that meets the needs of that community.
- Ensure inclusiveness and diversity:
 - When residents are at the forefront of establishing community gardens, they are better equipped to ensure that the project is inclusive and accessible to all members of their particular community, regardless of age, ability, or background.
- Empower Members:
 - By leading the establishment of community gardens, residents can gain skills and experience in community organizing, planning, and problem solving, which can lead to a sense of empowerment and confidence.

Overall, the establishment of community gardens being led by interested residents themselves is important for building community, fostering a sense of ownership and investment, and promoting inclusiveness and empowerment.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

Community gardening is a valuable recreational activity that contributes to public health and wellbeing, supports community development, fosters environmental education and increases awareness of sustainability principles.

Conclusion

Community gardening is regarded as an urban agriculture activity that has many associated social and environmental benefits, including increasing the availability of fresh food, providing an opportunity for people to gain practical experience and learning about sustainable living practices.

The Administration has observed an increase in the number of requests for community gardens in West Torrens and, following investigations into the practices of neighbouring councils, recommends that a policy and guidelines be developed for the establishment and management of community gardens on Council-owned and/or managed land.

In addition, it is proposed that the existing 'top-down' approach to establishing and managing community gardens be revised to also include a 'bottom-up' approach (where possible), which will foster a greater sense of ownership and investment by the local community.

Attachments

Nil

8.4 RecycleSmart Trial Results

Brief

This report presents the results and recommendations following the RecycleSmart Trial for hard to recycle items. The official trial took place between 1 July 2022 and 31 December 2022 with collection services provided prior and post official trial dates for operational and service needs.

RECOMMENDATION

The Committee recommends to Council that:

- 1. Council does not continue with RecycleSmart for future collection services.
- Results and financial data is provided to Green Industries SA as part of the grant funding agreement requirements.

Introduction

A trial with RecycleSmart was endorsed at the Council meeting on 19 April 2022. The trial provided an on-call residential collection and transportation service for items that cannot be recycled through the kerbside stream. The official trial was scheduled between 1 July 2022 and 31 December 2022, however restricted collection services were provided prior and post the trial for operational and customer service benefits.

Key dates to note are as follows:

22 June 2022:

A soft launch commenced with no Council promotion, residents were able to book a collection to familiarise local drivers with the collection process and refine the booking process. RecycleSmart undertook their own promotions in June 2022.

1 July 2022 to 31 December 2022:

Official trial period in West Torrens.

1 January 2023 to 28 February 2023:

An oversight by the service provider allowed bookings beyond 28 February, to honour these bookings Council extended the service a further two months after negotiating a reduced rate.

Following the conclusion of the trial, the Administration undertook an analysis of the service. Information reviewed included; monthly collection and financial data and results from a community feedback survey.

Discussion

The City of West Torrens was the first Council in South Australia to offer the RecycleSmart home collection service for recyclable or reusable items not accepted through the kerbside system. Over the trial period data was collected on a monthly basis including; number of residents utilising the service, number of booked collections, number of bags collected and the weight of items collected.

A disruption to the service occurred on 9 November 2022 when REDCycle ceased national operations for soft plastics collections and processing. As REDCycle collection points were utilised by RecycleSmart, they were unable to continue collection of soft plastics. The months following saw a decline in the quantity of bags collected, as documented in Table 1.

Promotion of the trial

To promote the service a variety of promotional methods were implemented including:

- A launch event to promote the South Australia first RecycleSmart trial;
- Paid online promotion via a digital marketing agency with advertisements across a range of online platforms including Facebook, twitter, Instagram and Spotify;
- Promotions via Council social media platforms;
- Information and updates on the Council website;
- Inclusion of West Torrens' logo on the RecycleSmart website;
- Articles in talking points; and
- Flyers distributed at events and mailbox drops by Elected Members.

Community engagement

Table 1 documents the utilisation of the RecycleSmart service by the community. The service saw 3,056 bags collected with 5,651kg diverted for reuse or recycling. There were a total of 646 individuals subscribed to the service with each entitled to two bags collected per month for free.

From November 2022 through the February 2023, the collections decreased with the weight increasing which we attribute to the cessation of soft plastics collections.

Table 1: City of West Torrens RecycleSmart trial results					
Month	Number of bags	Number of collections	Weight collected (kg)	New subscribers	Cost (ex GST) \$
June 2022	29	15	40	85	5,000
July 2022	149	82	242	79	5,000
August 2022	344	179	542	137	5,000
September 2022	435	225	643	77	5,000
October 2022	500	259	739	111	5,000
November 2022	478	262	853	87	7,000
December 2022	353	192	826	37	7,000
January 2023	384	207	923	22	3,500
February 2023	384	207	843	11	3,500
Total	3,056	1,628	5,651	646	46,000

Council published an online community feedback survey between 17 January and 15 February 2023 to obtain feedback from the community. 140 individuals viewed the survey with 75 responses received. The responses had a majority of positive reviews from the community regarding the service. 68 percent of the respondents had heard of the service, 65.3 percent had registered a booking and there was 100 percent satisfaction of the service from booking through to collection, for those that had used the service. When individuals were asked to provide comments about the services the general theme of responses are such as the below quote, please note all responses are anonymous.

"Have absolutely loved this program and would like to see it continue as a free service to West Torrens residents. RecycleSmart provide very clear instructions and lots of information on recycling which is great for education. The pickups are easy and the communication is also great, lots of reminders and helpful suggestions along the way. Would highly recommend it!"

There were also comments that some residents stopped using the RecycleSmart service once soft plastic collection ceased, one respondent questioned whether the cost for the service is the best use of Council rates however the overwhelming responses from the community were in support of the service and its potential continuation.

Financial models

The data in Table 1 documents the utilisation and overall cost of the service. This data can be broken down to understand the individual cost of the service such as cost per bag, or cost per collection, or cost per kg or cost to deliver the service based on the total subscribers at the end of the trial period. During the trial, the costs incurred equated to:

- \$15.05 per bag collected, or
- \$28.26 per collection, or
- \$8.14 per kg collected (\$8,140.15 per tonne) or
- \$71.21 per subscribers to the program.

The cost analysis indicates the trial was a premium service for Council with the future quoted monthly cost increasing.

The Council report endorsed on 19 April 2022 included the financial projected budget for the program being \$48,600 consisting of \$26,100 contribution from Council and the remaining \$22,500 through Green Industries SA (GISA) grant funding.

The trial costs exceeded the projected budget cost due to an unexpected monthly service fee increase imposed by RecycleSmart. November 2022 and December 2022 invoices increased from \$5,000 ex GST to \$7,000 ex GST, despite Council officer's best efforts to negotiate this down to the previously agreed amount.

Additionally the RecycleSmart service operated prior and post the official trial dates adding additional costs to Council. It is important to note that for January 2023 and February 2023 the collection of bags was capped at 500, which in turn capped the monthly service fee to \$3,500 ex GST instead of \$7,000 ex GST per month.

Based on the increase to the minimum service option being 1,000 bags collected per month at \$7,000 ex GST, the minimum cost per year for Council would be \$84,000 ex GST, this is an increase to the original anticipated budget by \$24,000 per year. For every bag collected over the 1,000 per month there will be an additional cost per bag as seen in the table below (option 1).

The Waste and Resource Recovery Team have obtained different pricing options for Council to review and determine the future of the service.

Option 1

Providing a fully subsidised service to the community would enable West Torrens residents to subscribe to the program and access two bags collected per month at no cost. The minimum cost for this option is \$7,000 ex GST per month enabling a maximum of 1,000 bags to be collected. For bags collected over 1,000 cap, there is a tiered pricing structure, impacting on Councils ability to budget accordingly.

The minimum cost to deliver the RecycleSmart service for 12 months would be \$84,000 ex GST for a maximum of 1,000 bags collected per month.

Quantity of bags	Cost per month ex GST	Cost/bag variation
0 - 1,000	\$7,000	\$7-\$7,000
1,001 - 3,000	Calculated by number of bags	\$7 per bag
3,001 - 5,000	Calculated by number of bags	\$6.5 per bag
5,000 +	Calculated by number of bags	\$6 per bag

Option 2

Fully subsidise the program but cap the number of bags collected to a maximum of 500. Based on the data of the trial this cap would meet the current needs of the service but would not allow the program to grow.

The minimum cost to deliver the RecycleSmart service for 12 months would be \$42,000 ex GST for a maximum of 500 bags collected per month.

Quantity of bags	Cost per month ex GST	Cost/bag variation
0 - 500	\$3,500	Maximum of 500 bags

Option 3

City of West Torrens has a current population of 62,469; with the uptake of the program being 646 registered users, the program has engaged 1.03 per cent of our population. Despite actively promoting the trial through a digital marketing specialist and all of Council's available media channels, the service did not progress beyond 50 per cent capacity.

Due to the financial consideration and overall uptake of the program across the municipality, it is recommended that Council does not progress the collection service of hard to recycle or reuse items.

The Administration recognise and appreciate the community feedback received in support of a solution for hard to recycle items. However, the analysis of service show that it is not feasible to continue with the service.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

To deliver the service to the community RecycleSmart employed multiple drivers to complete the collections, which included segregating the materials in to the streams, weighing each of the four categories, returning bags to the resident's front door and transporting the materials to the designated drop off points. The program's service model generates increased carbon footprint due to the collection process however, as uptake increases, service efficiencies can be gained through attending multiple collections each trip.

The program enables hard to recycle or reuse items to the transported to appropriate locations or facilities for processes as opposed to contaminating recycling bins or being sent to landfill.

Conclusion

The main item collected by volume was soft plastics, which do not currently have a viable recycling solution in South Australia. Whilst RecycleSmart have identified an alternate solution for soft plastic, the solution requires material to be baled and transported to a different State for processing. This solution does not cater for all types of soft plastics and increases the risk to the City of West Torrens as recently experienced by Coles and Woolworths.

It is recommended that Council does not continue with the service, as the return on investment does not benefit the majority of residents in West Torrens. It is recommended that this report and supporting information be provided to GISA to acquit the Council Modernisation Grant.

Attachments

Nil

8.5 Waste and Resource Recovery Activity Report

Brief

This report provides information on waste and resource recovery activities undertaken between December 2022 and January 2023.

RECOMMENDATION

The Committee recommends to Council that the report be received.

Introduction

Information is provided in this report on waste and resource recovery activities undertaken between December 2022 and January 2023.

Discussion

Cowandilla Learning Centre - 1 December 2022

Waste Staff conducted waste and recycling education to all students as part of a three-stage long-term education and engagement plan.

Workshop: Backyard Composting 101 - 3 December 2022

Council facilitated a composting workshop as part of International Soil Day. The workshop was presented by Port Adelaide Food Gardening at Plympton Community Garden with 10 residents in attendance.

Christmas Family Fun Day - 4, 11 and 18 December 2022

Waste Staff participated at Council's three Christmas Family Fun Day events through delivering Christmas-themed environmentally sustainable craft activities. The Waste Team developed an activity for residents to decorate a bamboo Christmas decoration with materials that allowed the decorations to be recycled through Council's green bin. The activity provided an opportunity to promote responsible waste practices.

- 4 December 100 participants
- 11 December 150 participants
- 18 December 200 participants

WMRR Young Professionals meeting - 6 December 2022

Waste Staff attended the WMRR Young Professionals Working Group meeting.

WMRR Waste Educators meeting - 8 December 2022

Waste staff attended the Waste Educators meeting where three presentations were delivered:

- Communicating to improve waste management behaviours Philip Roetman, City of Burnside
- Revitalisation of Edwardstown Kate Silkstone, City of Marion and Kat Heinrich, Rawtec
- Reuse and Recycle Hubs Cam O'Malley, City of Adelaide

Meeting with YCA Recycling - 12 December 2022

Waste staff met with YCA Recycling, Recycling and Management Company, to investigate plastic recycling opportunities for Council operations. YCA confirmed that they could recover plastic from items such as; corflute signs, HDPE tree guards, LDPE (clear or mixed colour), plastic planter pots, plastic drums and sweeper brushes from street sweepers. Arranging meeting with City Operations to propose process improvements for material recovery and increase waste diversion.

National WMRR Young Professionals meeting - 14 December 2022

As the Chair for WMRR SA's Young Professionals Working Group, Amy Henshaw, Project Officer Waste and Resource Recovery attended the National WMRR Young Professionals meeting to develop the upcoming WMRR Young Professionals Online Debate.

Meeting with City of Adelaide - 10 January 2023

Council staff met with City of Adelaide's Waste Project Team to view their Recycle Hub Project. The City of West Torrens is investigating opportunities to develop a community Recycle Hub to collect hard to recycle items.



Additional Updates

Project: Improving Source Separation at Multi-Unit Developments

Date	Project Updates
17 January 2023	Conclusion of 3-month weekly visual inspections of bin to ensure residents have adequate bin volumes. The visual inspection documented the number of kerbside bins presented for collection, fullness of bin and contamination.
24 January 2023	Online meeting with Rawtec and participating Councils to review proposed interventions for the six multi-unit developments participating in the trial. A documented oversight of the proposed interventions requested.
1 March 2023	Kerbside audits of the two (2) multi-unit developments trial locations for the recycle bins.
8 March 2023	Kerbside audits of the two (2) multi-unit developments trial locations for the landfill and organics bins.

Project: RecycleSmart Trial

Council's RecycleSmart Trial was in operation from 1 July to 31 December 2022, however the service was extended a further two months to honour overflow bookings taken by RecycleSmart. The last day of service was 28 February 2023.

The Administration identified that RecycleSmart opted to continue operating beyond the end of the trial with full cost being passed onto customers. Council's website has been updated to notify residents that RecycleSmart is no longer affiliated with Council.

Month	Booked Collections	Bags Collected	Weight (kg)
June 2022	15	29	40
July 2022	82	149	242
August 2022	179	344	542
September 2022	255	435	643
October 2022	259	500	739
November 2022	262	478	853
December 2022	192	353	826
January 2023	207	384	923
February 2023	207	384	843
TOTAL	1,628	3,056	5,651

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact in relation to this report.

Conclusion

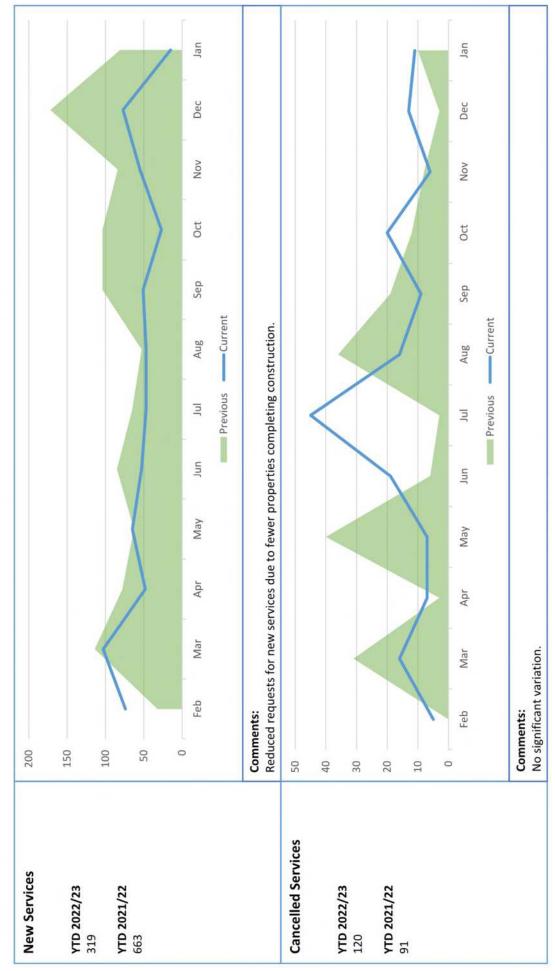
This report provides information of waste and resource recovery activities undertaken between December 2022 and January 2023.

Attachments

1. Waste Management Activity Report - Period Ending Jan 2023

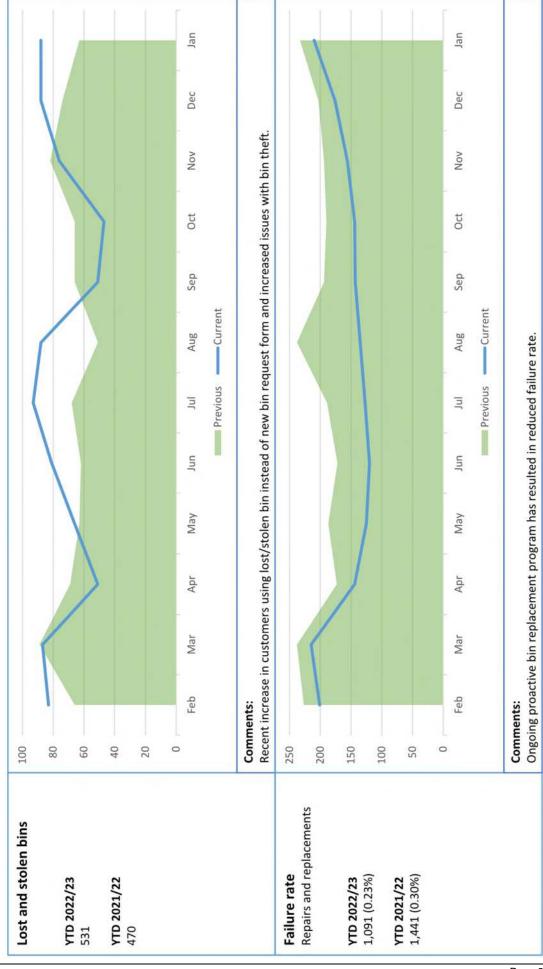


Period Ending January 2023



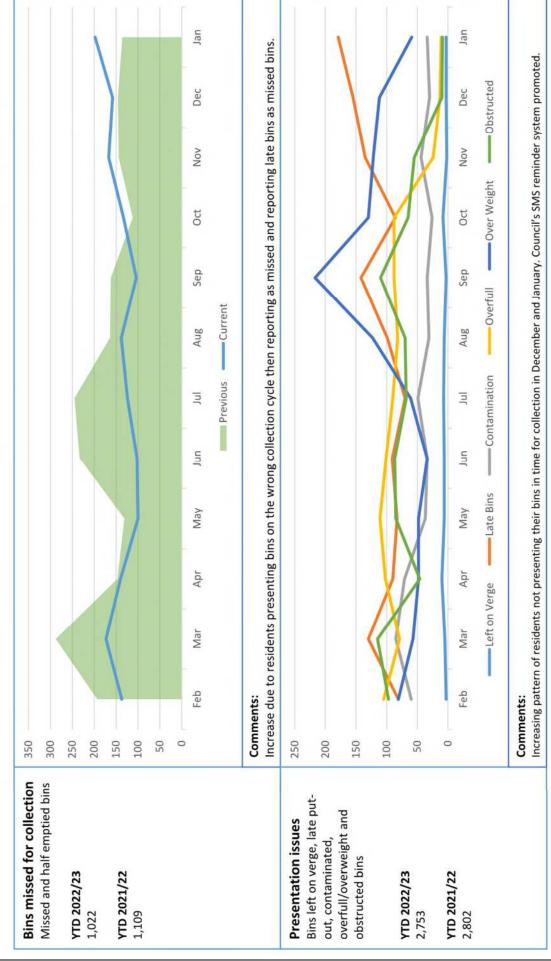


Period Ending January 2023



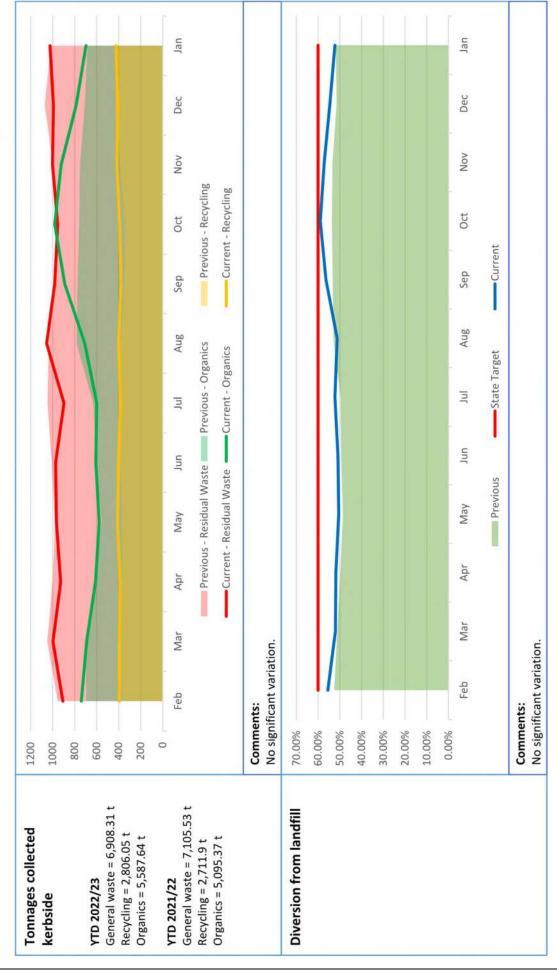


Period Ending January 2023





Period Ending January 2023 Waste Management Activity Report



Comments: Recent increase in illegal dumping activity on vacant blocks attributed to vacating tenants.

Jan

Dec



Waste Management Activity Report

Hard waste bookings

YTD 2022/23 5,096

YTD 2021/22 5,347

Nov Nov Oct Oct Period Ending January 2023 Sep Sep -Current -Current Aug Aug Previous Previous \exists E Jun Jun May May Apr Apr Mar Mar No significant variance Feb Feb Comments: 800 700 600 500 400 300 140 120 100 09 40 20 80

Jan

Dec

4 April 2023 Page 32

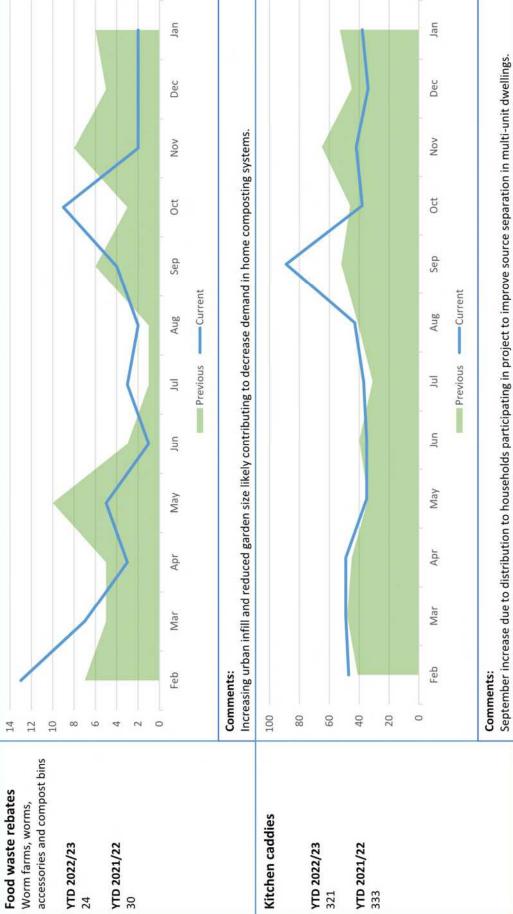
Illegal dumping

YTD 2022/23 490

YTD 2021/22 662



Period Ending January 2023



9 OTHER BUSINESS

10 CONFIDENTIAL

Nil

11 NEXT MEETING

6 June 2023, at the conclusion of the Committee in the Council Chamber.

12 MEETING CLOSE