



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 19 November 2024

at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 19 November 2024, at 7.00 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith

Councillor Elliott (Chair)

Councillor Noon (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Couros, Davis, Giles,
Hou, Li, Martin and Dr Siebentritt

Agenda

Item	Pages
1. Acknowledgement of Country	
At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:	
‘Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.	
And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’	
2. Apologies and Leave of Absence	
On Leave -	
Councillors Martin and Noon	
3. Confirmation of Minutes - 15/10/2024	
That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 15 October 2024, be taken as read and be confirmed as an accurate record of proceedings.	
View public 15 October 2024 Minutes .	
4. Declaration of Conflict of Interest	
5. Deputations	
6. Workshops	
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7.4 Capital Works Monthly Project Update - October 2024	79 - 90
7.5 Her Majesty's Theatre Commemorative Artwork Proposal	91 – 105

- 8. **Reports for Noting**
Nil
- 9. **Closure**

Citywide Speed Limit Review

Strategic Alignment - Our Places

Public

Tuesday, 19 November 2024
Infrastructure and Public
Works Committee

Presenter: Rebecca Strachan
Senior Principal Transport
Modeller, Stantec

PURPOSE OF WORKSHOP

At its meeting 8 March 2022, Council resolved to investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less (in alignment with speed zones that are already below 40 km/h) to help support businesses and residents for a safer urban environment.

Stantec has been commissioned to undertake the citywide speed limit review and has developed a technical report detailing the findings, following extensive research from around Australia and overseas. The scope included:

- data collection to assess existing conditions
- assessment of the current operation of the road network
- gap analysis of the current and desirable speed environments
- future speed limit options to address current issues and risks identified
- high level assessment of each option with consideration of compliance, treatment and infrastructure.

From the evidence, Stantec have provided three speed limit options.

This workshop presentation will provide the citywide speed limit review technical findings and speed limit proposals, to seek Council Members' views on the proposed options and engagement approaches with our community.

KEY QUESTIONS

1. What are Council Members' views on implementing a citywide speed limit reduction?
2. For the purpose of consistency, what are Council Members' views on reducing the number of different speeds across the city?
3. Noting the significance of the Safe System approach and best practices, what are Council Members' views on 50km/h Park Lands roads and 30km/h or less for the majority of roads in the City?
4. Noting the technical findings and safety related matters, what are Council Members' views on an 'inform and educate' engagement approach in line with many other Councils' approaches?

- END OF REPORT -

Our Places

Citywide Speed Limit Review

The purpose of this workshop is to present Council Members with the investigation findings and citywide speed limit recommendations

City of Adelaide
Citywide Speed Limit Review

Stantec
Rebecca Strachan



Implementing **Safer Speed Limits** implementation is supported at a national level, state and within local policies, as well as through international research and best practice.

Benefits:

- Assist in enhancing public safety and wellbeing for all road users and pedestrians.
- Enhance place value.
- Reduce noise and air pollution levels.
- Provide a better road environment for active transport.

Advocating the importance of safety to our Community, provides:

- Opportunity to lead as a capital city.
- Applying a maximum speed limit of 30km/h across the City would significantly enhance safety and align with **Safe System approach**.
- Supported evidence based decisions with an 'Inform and educate' approach to community engagement to change speed limits and its benefits.
- Continuous feedback mechanisms while implementing the speed limit change.

KEY QUESTION

What are Council Members' views on implementing a citywide speed limit reduction?

KEY QUESTION

For the purpose of consistency, what are Council Members' views on reducing the number of different speeds across the city?

KEY QUESTION

Noting the significance of the Safe System approach and best practices, what are Council Members' views on 50km/h Park Lands roads and 30km/h or less for the majority of roads in the City?

KEY QUESTION

Noting the technical findings and safety related matters, what are Council Members' views on an 'inform and educate' engagement approach in line with many other Councils' approaches?

Council Resolution – 8 March 2022

Council resolved to investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less (in alignment with speed zones that are already below 40 km/h) to help support businesses and residents for a safer urban environment.

Note: Whilst the resolution focused on road safety outcomes, reduced speed limits also bring a range of other benefits to health and livability.

Review and Research

A citywide speed limit review has been undertaken by Stantec, including extensive research from around Australia and overseas.

Technical Findings Report

A technical report ([Link 1](#)) detailing these findings has been developed by Stantec, including the following scope:

- data collection to assess existing conditions.
- assessment of the current operation of the road network.
- gap analysis of the current and desirable speed environments .
- future speed limit options to address current issues and risks identified.
- high level assessment of each option with consideration of compliance, treatment and infrastructure.

From the evidence, Stantec have provided three speed limit options.

Citywide Speed Limit Review

Safe Systems Approach

What is the Safe System Approach?

The safe system approach acknowledges that:

- People make unpredictable 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.

The Safe System considers four (4) pillars:

1. Safer roads
2. Safer speeds
3. Safer road users
4. Safer vehicles

Council has a responsibility to create safe speeds and safe facilities for all, including for people to walk/wheel and cycle.



Source: Department of Infrastructure and Regional Development (2016).

Wramborg Curves: Generally accepted threshold speeds



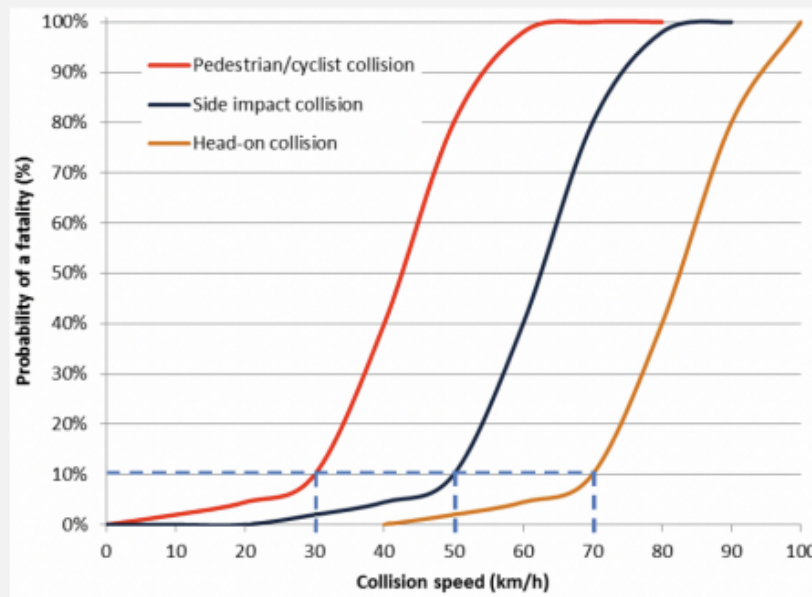
Relationships between collision speed and probability of a fatality for different crash configurations.

“According to these probability curves, there is a 10% chance of fatality outcome when vehicles impact at the following speeds:

30 km/h in pedestrian/cyclist crashes

50 km/h in side impact collisions

70 km/h in head-on collisions.” (Jurewicz et al. 2015)



Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)

While 30 km/h is higher than typical pedestrian or bicycle speed, most cyclists operate in speed environments well above 30 km/h, and pedestrians cross streets where that is the typical motor vehicle speed.

Policy and Strategy Alignment

Relevant policies of the South Australian Government and City of Adelaide have informed this review and support adopting the **Safe System approach**.

They include:

- [South Australia's Road Safety Strategy to 2031](#)
- [South Australia's Road Safety Action Plan \(2023-2025\)](#)
- [Speed Limit Guideline for South Australia](#)
- City of Adelaide Strategic Plan 2024-2028
- City Plan 2036
- City of Adelaide Integrated Climate Strategy 2030
- [Austroads Guide to Traffic Management Part 4: Network Management](#)

One of our **Strategic Plan 2024-2028** long term aspirations is to make **Our Place**: interesting, purposeful and **safe**. Set target aligned to **SA Road Safety Strategy**.

Safer speed limits are key to the successful implementation of **The City Plan 2036** priority of transport diversity and walkable experiences.

New zero ready city is a set **Integrated Climate Strategy** goal priorities:

- to triple the number of city workers who cycle to work
- double the number of local residents who walk to work

People feeling unsafe around vehicle traffic at speed is a key barrier to active travel; safe system speeds are key to achieving the required mode shift and decarbonisation.

Australian Implementation

Extensive research from around Australia shows the benefits of safer speed limits in urban areas.

State	Study scope	Findings	Reference
South Australia	introduction of the 50 km/hr default speed limit	- reduced speed (mean 3.62 km/hr) and injury crashes; 23.4% reduction in casualty crashes; - greatest reduction in fatal crashes (36.6%) (not statistically significant); - smaller reductions on roads that remained at 60 km/hr (comparison roads).	Woolley et al 2007
Victoria	Introduction of school zones (40 km/h or 60 km/h)	17% reduction in crashes for people walking and cycling 30% reduction in crashes involving children, and adolescents	VicRoads 2008
Victoria	Introduction of the 50km/h default urban speed limit	12% reduction in overall casualty crashes - Reductions in fatal and serious injury crashes	Hoareau et al 2006
Victoria	Evaluating 40km/h strip shopping zones	8% reduction in casualty crashes 17% reduction in crashes involving pedestrians	Scully et al 2008
New South Wales	Introduction of the 50km/h default speed limit in urban areas	45% reduction in fatal crashes 22% reduction in all casualty crashes 51% reduction in crashes involving a pedestrian 50% reduction in crashes involving older drivers	Roads and Traffic Authority 2000

Australian Implementation

Several 30km/h zones have been implemented across Australia. In recent years, there is not enough publicly available data on the change to the crash record.

- NSW**
 - Northern Beaches Council implemented 30km/h zones in Manly in 2020
 - Wollongong City Council has implemented multiple 30 km/h projects, starting with the dining district of Crown Street and Helensburgh CBD in 2022
- QLD**
 - City of Gold Coast implemented its first 30 km/h speed limit on Hedges Avenue, Mermaid Beach as part of overall improvements for people walking and riding bikes.
- VIC**
 - City of Yarra: parts of Fitzroy and Collingwood have had 30km/h speed limits since 2018 and recently expanded the 30km/h zone to cover all of Fitzroy and Collingwood.
 - Warrnambool City Council implemented 30 km/h on Liebig Street as part of a broader city centre transformation
 - City of Melbourne has a 30km/h speed limit on Swanston Street, which is also restricted to 'permitted vehicles only'
 - City of Mildura has implemented a 30 km/h zone in parts of the Mildura CBD. Following a 12-month trial, the council voted to keep the 30 km/h speed zone in place.
- WA**
 - Fremantle has a 30 km/h speed limit on South Terrace (along the 'Cappuccino Strip')
 - The Western Australia Government has also implemented several 30 km/h speed limits as part of its Safe Active Streets program, which also includes measures to improve safety and comfort for people riding bikes.

SA Policy and Strategy Alignment

The draft South Australia's Road Safety Strategy sets out the following ambitious 10-year targets (by 2031) for South Australian roads to support a long-term vision of zero lives lost on our roads by 2050:

- At least 50% reduction in lives lost
- At least 30% reduction in serious injuries

Despite road safety messages and actions between 2011 and 2021, there has been a 10-year trend with no reduction in serious injuries, and an increase in serious injuries in the 5-year period in metropolitan areas.

South Australian is not meeting its targets to have zero lives lost on our roads by 2050.

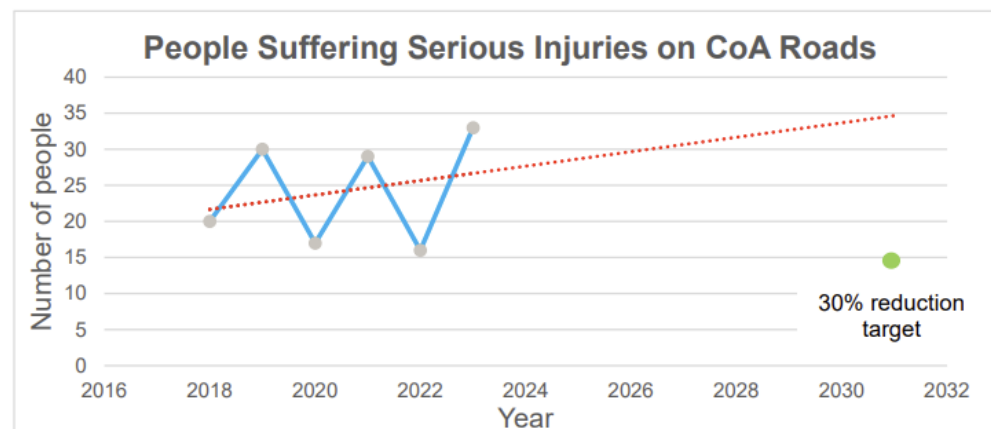
City of Adelaide - Crash History

The City of Adelaide has recorded 2,400 crashes in the past 5 years with:

- 4 fatal crashes
- 211 crashes resulting in serious injury
- 658 crashes resulting in minor injury

The remaining crashes are property damage crashes.

This equates to someone being injured nearly every second day in the City of Adelaide.



Citywide Speed Limit Review

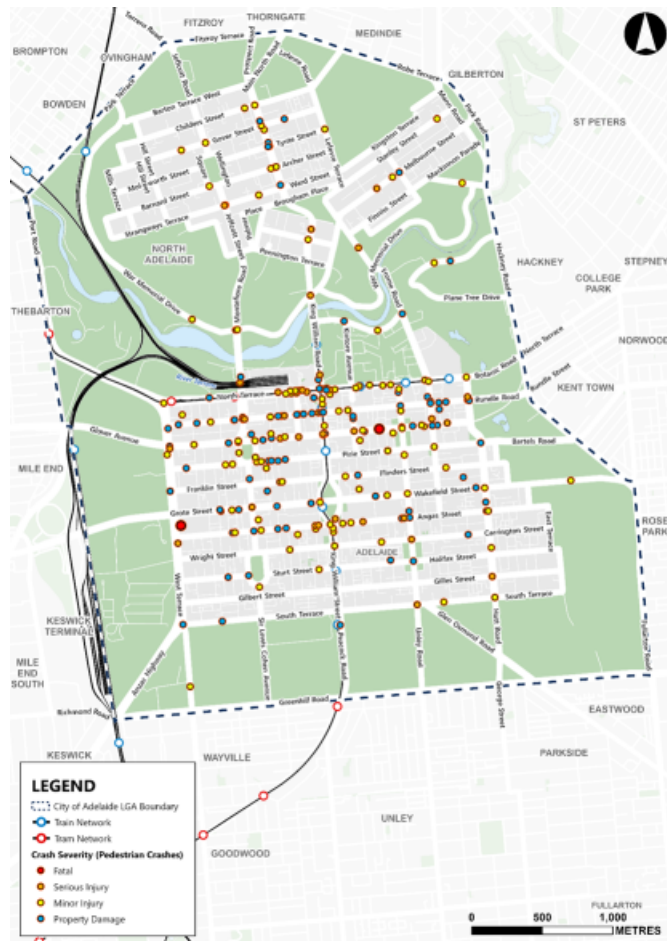
Technical Findings - Road Safety

Crash Analysis (5-year period 2019 / 2023)

All crashes



Crashes involving a pedestrian

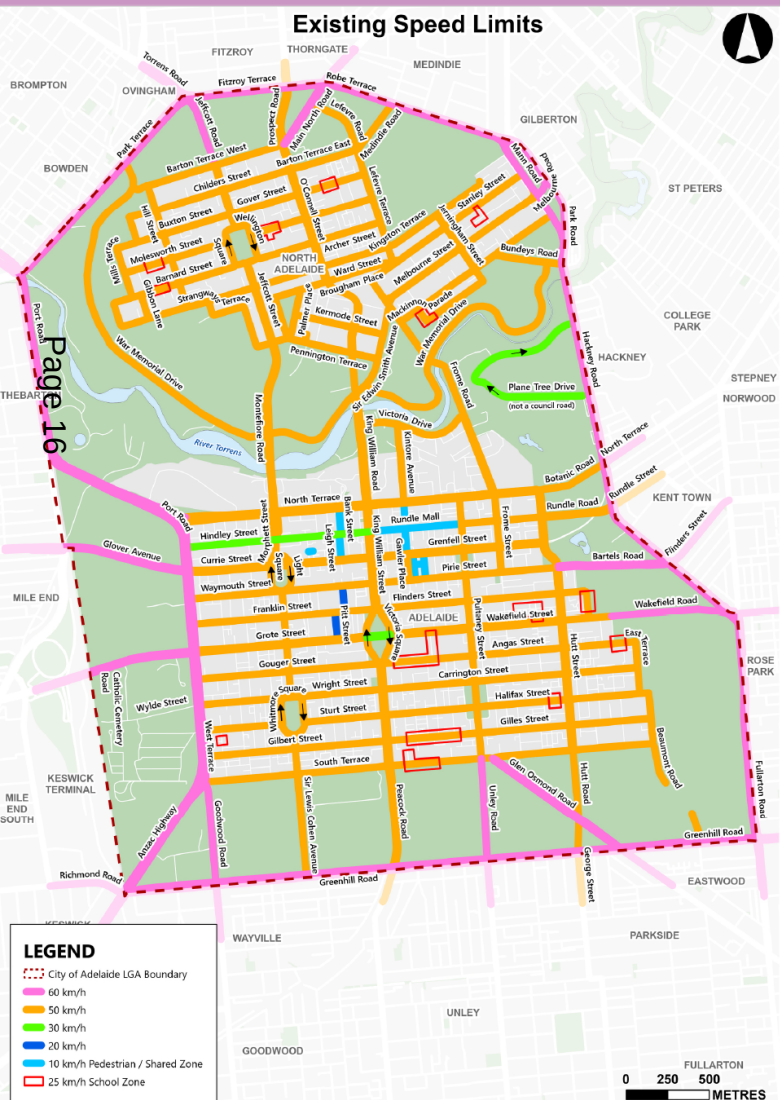


Crashes involving a cyclist



Citywide Speed Limit Review

Technical Findings – Existing Speed limits



The City of Adelaide has a number of different speed limits in operation:

- A **60km/h** speed limit applies to the roads around the council border and to most of the roads which travel through the Adelaide Park Lands in Adelaide.
- A **50km/h** speed limit applies to most roads.
- A **30km/h** speed limit applies to three roads. These are Plane Tree Drive, Hindley Street and a small section of Grote Street in the middle of Victoria Square.
- A **25km/h** speed limit applies adjacent to several school zones.
- A **10km/h** speed limit applies to Rundle Mall, Bank Street and a section of Gawler Place.

Most roads in the city exceed the Safe System Speed for pedestrian and cyclist safety.

Citywide Speed Limit Review

Technical Findings – Observed Speeds

- Speed surveys show that the majority of 51 surveyed locations operate at speeds less than the posted speed limit.
- Average 85th percentile speeds at 16 out of 26 locations are already below 40km/h.



Citywide Speed Limit Review

Technical Findings – Observed Speeds



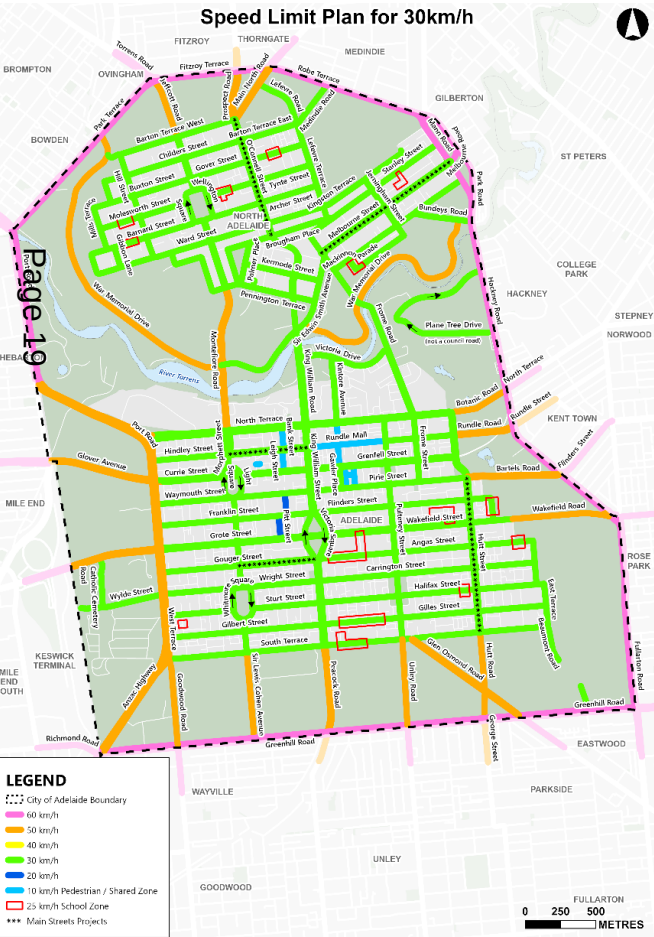
- Average speeds along the routes were already below 30km/h in the AM and PM peak on the survey dates.
- The highest 85th percentile speed in the AM peak was 36.3km/h and the PM peak was 30.1km/h.

Citywide Speed Limit Review

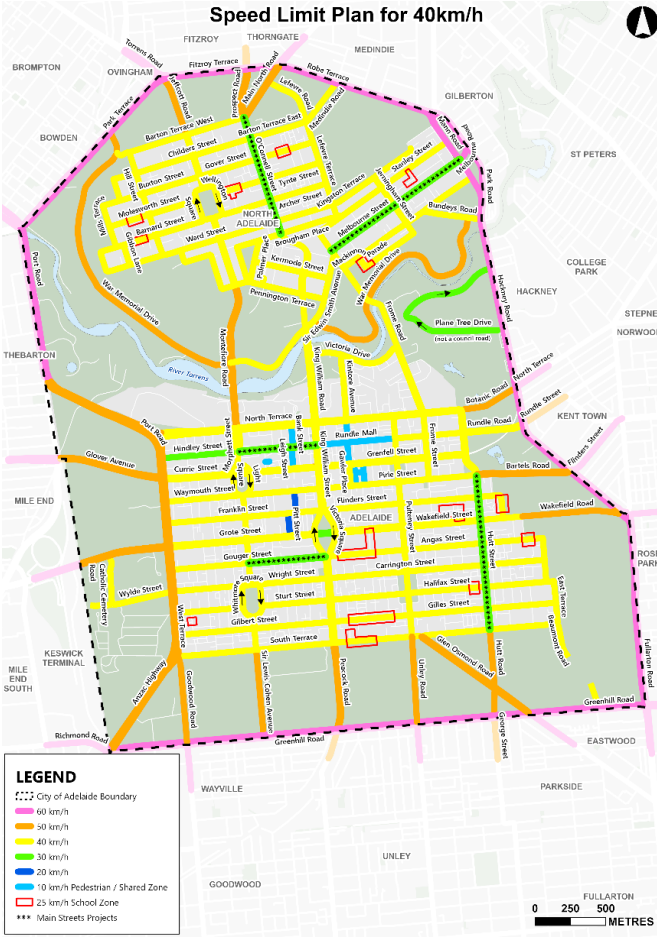
Proposed Options



Option 1 - 30km/h speed limit plan



Option 2 - 40km/h speed limit plan



Option 3 - Mixed speed limit



Options 1

30 km/h speed limit

Key Summary

- Aligns the most with the Safe System approach.
- Council able to best ensure a safe street environment.
- Supports pedestrians and cyclists to occupy all areas of the city.

Benefits

Provides a calmer environment:

- Reduces noise on local streets, improve air quality and encourage more outdoor use.
- Enables safer streets where people walking/wheeling and cycling and vehicles regularly interact. Provides children increased options to play outdoors.
- Increases social connectivity and access to goods and services.
- Provides more time and safer options for people to cross the street.

Perceived Disadvantages

- Frustrated drivers not visually seeing the street is shared with differ users to justify the speed reduction.
- Increases in travel time.

Evidence

- Reduces the risk of a driver killing a person walking from 90% at 50km/h to less than 10% at 30km/h.
- Improves safety for all road users. Reduce the severity and likelihood of crashes.



Citywide Speed Limit Review

Options 2

40 km/h speed limit

Key Summary

- Above the Safe System speed for interactions between passenger vehicles and people walking, wheeling and cycling and with people on footpaths in proximity to vehicles.

Benefits

Provides a calmer environment:

- Enables safer streets where people walking/wheeling and cycling and vehicles regularly interact.
- Provides more time and safer options for people to cross the street.
- Improves safety:
 - Expected to result in fewer crashes than a 50 km/h or more speed limit.
 - Provides drivers with more time to react in a crash.

Perceived Disadvantages

- Frustrated drivers not visually seeing the street is shared with differ users to justify the speed reduction.
- Increases in travel time.

Evidence

- Reduces the risk of a driver killing a person walking from 90% at 50km/h to less than 40% at 40km/h.
- Experience fewer crashes than a 50 km/h or more speed limit.
- Provides drivers with more time to react in a crash.



Citywide Speed Limit Review

Options 3

Mixed speed limit

Key Summary

- Above the Safe System speed for interactions between passenger vehicles and people walking, wheeling and cycling and with people on footpaths in proximity to vehicles.
- Distinguishes between local streets and streets with higher vehicle traffic.

Benefits

Provides a calmer environment on some streets which:

- Enables safer streets where people walking/wheeling and cycling and vehicles regularly interact.
- Providing more time and safer options for people to cross the street.
- Improving safety:
 - Expected to result in fewer crashes than a 50 km/h or more speed limit.
 - Provides drivers with more time to react in a crash.

Perceived Disadvantages

- Does not align with Safe System principles or the City of Adelaide's own objectives.
- Will be the most expensive option due to higher complexity of speed limits.
- Creates a less cohesive and intuitive speed environment and may be difficult for motorists to understand.

Evidence

- Maintaining a significant number of 50km/h streets, will limit the ability to improve road safety and reduce the severity when crashes occur



Strategic Alignment - Options

Strategic Alignment	Issues and Outcomes	30km/h	40km/h	Mixed Speed
Strategic Plan Integrated Climate Strategy Urban Greening Strategy (in development)	Increase greening Higher speed requires longer sight distances reducing opportunities for planting trees.			
Strategic Plan Integrated Climate Strategy Disability Access and Inclusion Plan 2024-2028	Safe, inclusive and healthy places for our community - Streets and paths need to be comfortable for all ages and abilities. - Higher speed streets form barriers, particularly for older adults, children, and people with disabilities.			
Strategic Plan Wellbeing Plan	Public health and wellbeing, healthy places Road traffic is a significant issue for public health. Higher speeds (and volume) traffic causes: - Increased noise. - A barrier to more people, including children, to cycle, walk and wheel.			

Next Steps - Engagement Options

Option 1: 'Inform and Educate'

1. Consult with the Department for Infrastructure and Transport (DIT) on the options presented and present back to Council for consideration.
2. Council endorses an option for implementation.
3. Council proceeds with an inform only approach to the Community, advocating the rationale for the change with a focus on communicating;
 - Evidence based decisions.
 - Strategic alignment.
 - The importance of safety.
 - Legislative roles and requirements.

Option 2: Consult

1. Consult with the Department for Infrastructure and Transport (DIT) and seek feedback from the Community (community engagement) on the preferred option/s.
2. Council receives feedback from DIT and the Community and endorses an option for implementation.

KEY QUESTION

What are Council Members' views on implementing a citywide speed limit reduction?

KEY QUESTION

For the purpose of consistency, what are Council Members' views on reducing the number of different speeds across the city?

KEY QUESTION

Noting the significance of the Safe System approach and best practices, what are Council Members' views on 50km/h Park Lands roads and 30km/h or less for the majority of roads in the City?

KEY QUESTION

Noting the technical findings and safety related matters, what are Council Members' views on an 'inform and educate' engagement approach in line with many other Councils' approaches?

Hutt Street Revitalisation Project Concept

Strategic Alignment - Our Places

Tuesday, 19 November 2024
Infrastructure and Public
Works Committee

Presenter: Tom McCready,
Director, City Services

Public

PURPOSE OF WORKSHOP

The purpose of this workshop is to discuss the current concept of the Hutt Street Revitalisation project and present car parking options that optimise car parking provision and design outcomes.

The workshop steps through findings of a study into different car parking layouts and defines the benefits and deficiencies of each option, providing an options analysis for comparison.

In response to the request to review concept plans with a particular focus on the provision of car parking, Council Members' views on the presented options and support to engage with community are sought.

KEY QUESTIONS

1. What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

- END OF REPORT -

Hutt Street Revitalisation Project

Car Parking Review Workshop
19 November 2024

Council Meeting – 27 August 2024

On 27 August 2024, Council resolved that it:

‘Requests Administration review the concept plans for Hutt Street Revitalisation Project as contained in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024, with particular focus on the provision of car parking spaces.’

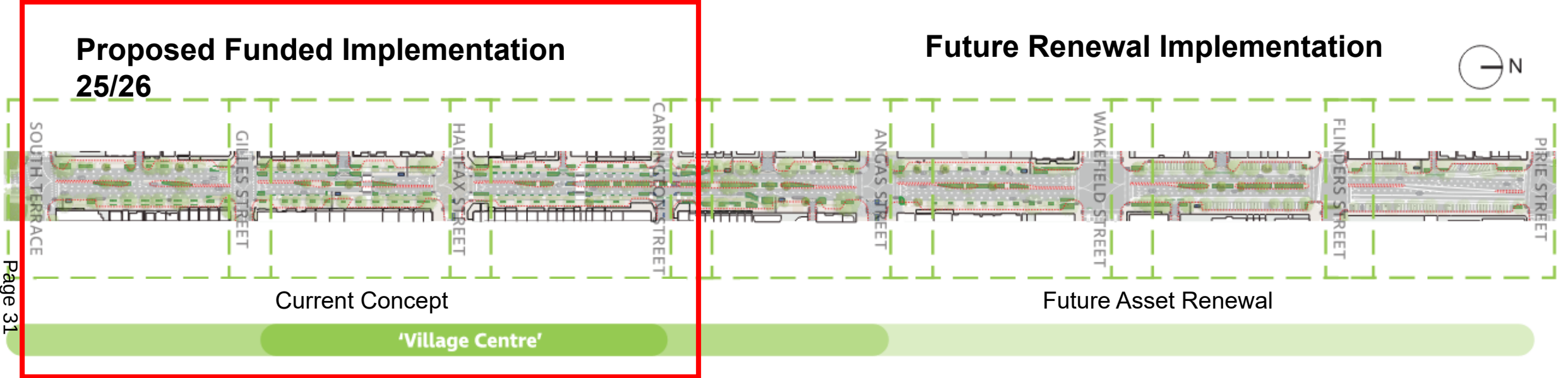
Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

Hutt Street Car Parking Review Workshop

- Discuss Current Concept (August 2024) and table options that increase car parking provisions
- Outline and define the benefits and deficiencies ('gain' and 'loss') of each option
- Mitigation for loss of car parking (broader precinct view for car parking)
- Project timeline implications

Scope of Works



The current proposed funded implementation scope is between South Terrace and Carrington Street and includes new and upgrade and renewals.

This proposal retains all the existing angled parking for the remainder of Hutt Street (Carrington to Pirie) until future renewal occurs.

	Budget	Extent of Works	Basis of Design	Strategic alignment
Focused Activation Zone (Current Concept)	\$15.44m (Detailed costings subject to further detailed design depending on Council)	South Terrace to Carrington Street - <i>Connects to Stage 1 Entry Statement.</i>	As per previous concept design Developed from master plan	Higher degree of alignment with CoA strategies

Hutt Street Community Feedback

Design Principles – ranked in order of importance*

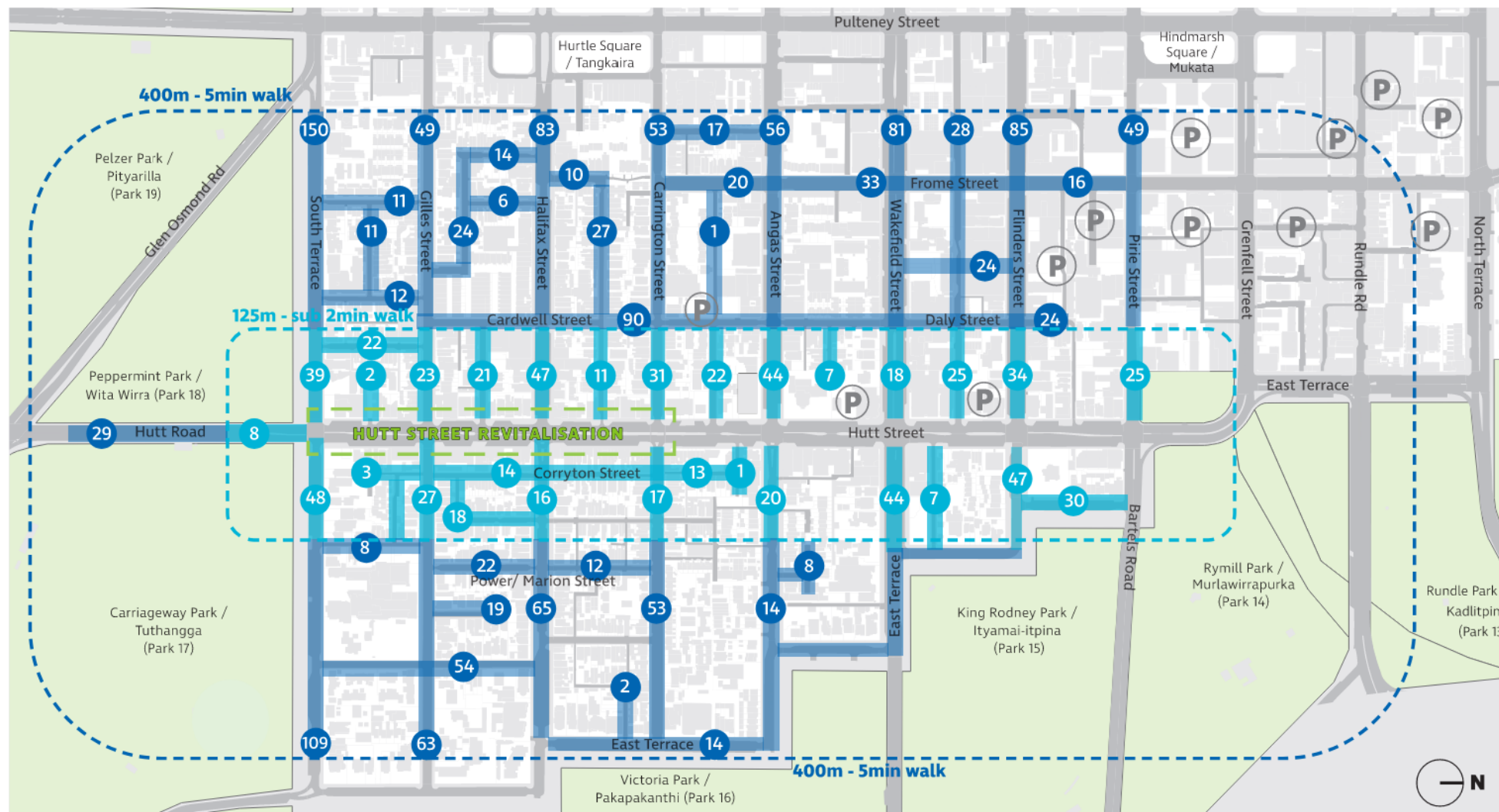
1	Provide a well-planned street that is welcoming, accessible & comfortable
2	Celebrate and reinforce the existing leafy green streetscape & historic village charm
3	Rationalise the reallocation of public space from vehicle use (parking & traffic lanes)
4	Create a new public 'heart' as the epicentre & provide unique experiences
5	Public art opportunities, activation, & improved amenity to support businesses

Design features translated from community

- Wider footpath
 - Separated and protected cycle lane or cycle path
 - Traffic calming
 - Public lighting
 - Inclusive parking
 - Raised thresholds
 - Wayfinding
 - Bus stops
- Trees and garden beds
 - Pedestrian scaled streetscape
 - Community spaces
- Reduce parking and/or traffic lanes to increase pedestrian activity zones
- Promenade along the street to enjoy a diverse range of retail and service offerings
 - Central community and gathering space/events
- Increased activation spaces (large/small events)
 - Upgraded public lighting and wayfinding

* Results of all preferences averaged

Precinct Car Parking Opportunities



- P** Off-street car park (paid parking)
- Total 2130 on-street precinct parking opportunities
- #** 684 on-street car parking spaces within 125m (sub 2min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.
- #** 1446 on-street car parking spaces within 125 - 400m (5min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

Car Parking Review

A car parking options study has been conducted to compare numbers and spatial allowance against a baseline of:

- Existing conditions (60 degrees)
- Street Renewal (60 and 45 degrees)



Key Design Challenges for Hutt Street

- **Alignment with Council strategies** including the Strategic Plan:

- Develop and implement an integrated Transport Strategy and establish associated targets by 2024 that aligns to the South Australian Road Safety Strategy to 2031
- Achieve Disability Access compliance in all new and upgraded infrastructure
- Increase the number of people living in the city from 26,000 to 50,000 by 2026

- **Parking** – To reduce risk of collision and injury between vehicles as well as other road users, **Austroad Guidelines** recommends parallel parking over angled parking. Angled parking restricts sight lines for motorists reversing out of the parking space and into oncoming traffic, including cyclists and pedestrians.

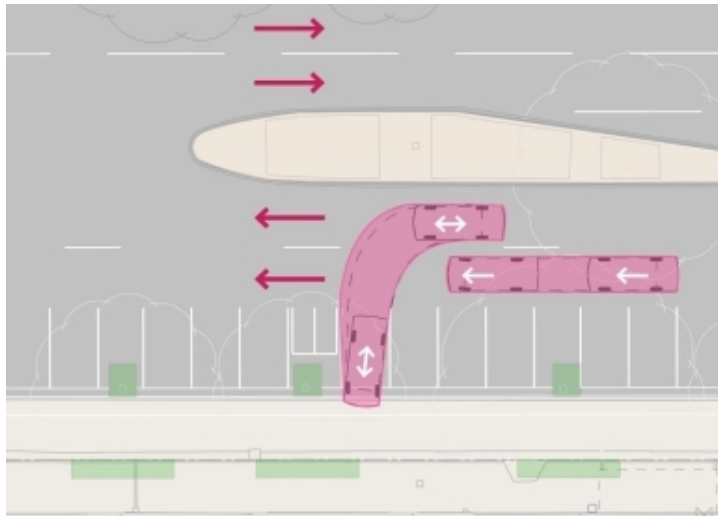
Australian Standards defines how the angle of parking bays also determine the minimum width of adjacent traffic lanes, widening the overall road pavement to accommodate vehicles reversing with minimum clearances.

The length and width allowed for a car park determines the level of usage and associated traffic controls. Wider parking bays are required for high turnover locations including convenience stores, dry cleaners, take away shops and customer drop-off / pick-up businesses. Width and length also increase for loading and accessibility parking.

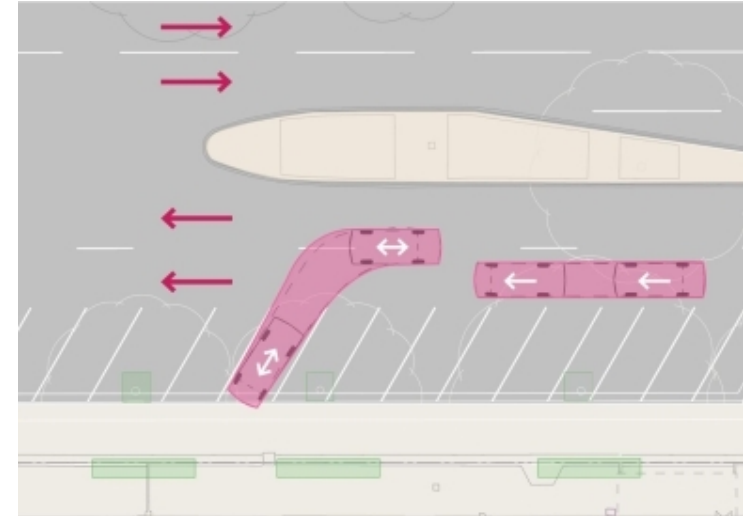
A minimum clearance from intersections determined by road characteristics including speed and vehicle numbers defines where adjacent on-street parking can begin relative to the intersection.

- **Street Trees** - Location of growing Plane trees lining the street and along the central median influences finished levels and delineates cross-sectional space – particularly for parking and cycle paths. Additional space to be allowed for future tree growth and health.
- **Cycle Lanes and Paths** – Minimum pavement widths and clearances for cycle lanes and paths reduce risk of collision and injury. Separated and/or protected low-speed cycle paths are significantly safer and promote use and access by less confident users.
- **Bus stops** – Swept paths of rigid and articulated buses and step-down access to and from the footpath through front and middle/rear doors impacts available space for parking along the kerb.
- **Verandah Posts** - Define visual and spatial boundaries within the footpath. Not all aligned.
- **Established outdoor dining** with semi-permanent structures constrains design flexibility.
- **Lighting** – Additional lighting infrastructure is required along footpaths to meet standard illumination levels, due to existing street lighting being blocked by tree canopies and awnings.

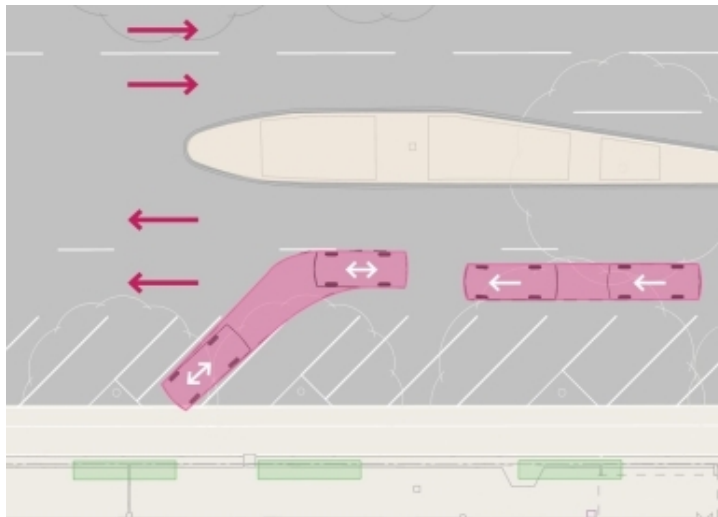
Parking Layout Safety Comparison



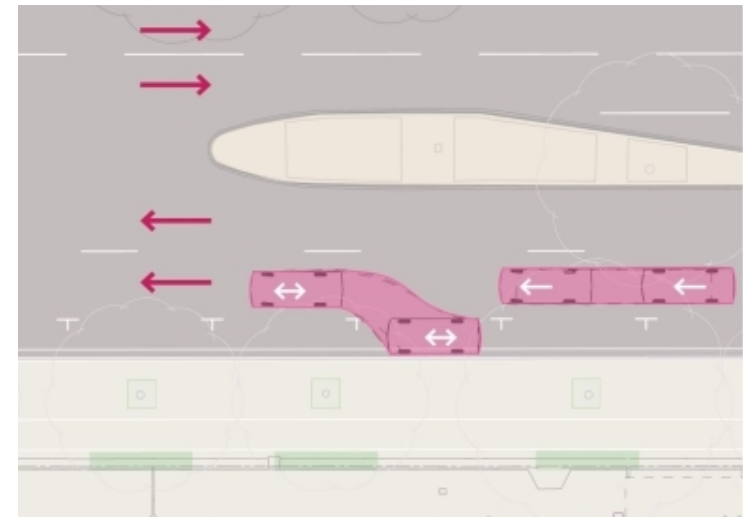
❌ 90° - High risk of conflict parking/unparking



❌ 60° - Moderate to high risk of conflict parking/unparking



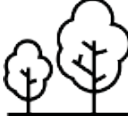
✅ 45° - Moderate risk of conflict unparking



✅ Parallel parking - Low risk of conflict parking/unparking

Concept Options

Community Priorities

Design options	Community Priorities					Vehicle Lanes
	 Increased Activity Zone	 Protected Cycle Path	 Protective Tree Surrounds	 Car Parking Numbers Maintained		
A. Existing conditions 60°	✗	✗	✗	✓		2 lanes each direction
B. Renewal 60°	✗	✗ Buffer line marking to on-road cycle lane	✓	✗		2 lanes each direction
C. Renewal 45°	✗	✗ Buffer line marking to on-road cycle lane Increased clearance from reversing cars	✓	✗		2 lanes each direction
D. Current Concept inter-peak parallel	✓	✓	✓	✗		2 lanes each direction peak Outer lane as parallel parking inter-peak
E. Combined 45°	✓	✓	✓	✗		2 lanes each direction
F. Inter-peak 60°	✓	✓	✓	✗		2 lanes each direction peak – parallel parking 1 lane each direction inter-peak - 60° parking
C. Two-way cycle path and 90° west side	West side only ✓	East side only – two way ✓	✓	✗		2 lanes each direction
D. Shared Area and 60°	✓	Shared zone, protected for cyclists not delineated from footpath ✓	✓	✗		2 lanes each direction
F. Combined 45° with traffic risk and increased activation zone	✓	✓	✓	✗		2 lanes each direction

Car Parking Review Concept Options



*Unchanged until future renewal occurs. Current concept scope is comprised of the village centre only. Remainder of Hutt Street (Carrington to Pirie) including parking remains.

Car Parking Options

Vehicle Lanes

On-street Car Parks

Note: To enable more direct comparisons, design options exclude additional tree planting, additional footpath protuberances, and mid-block and informal crossings but assume a 2x2m allowance for surrounds to existing trees. Inclusion of these items would reduce parking numbers further.

'Village Centre' parks
South to Carrington
(Proposed Funded
Implementation 25/26)

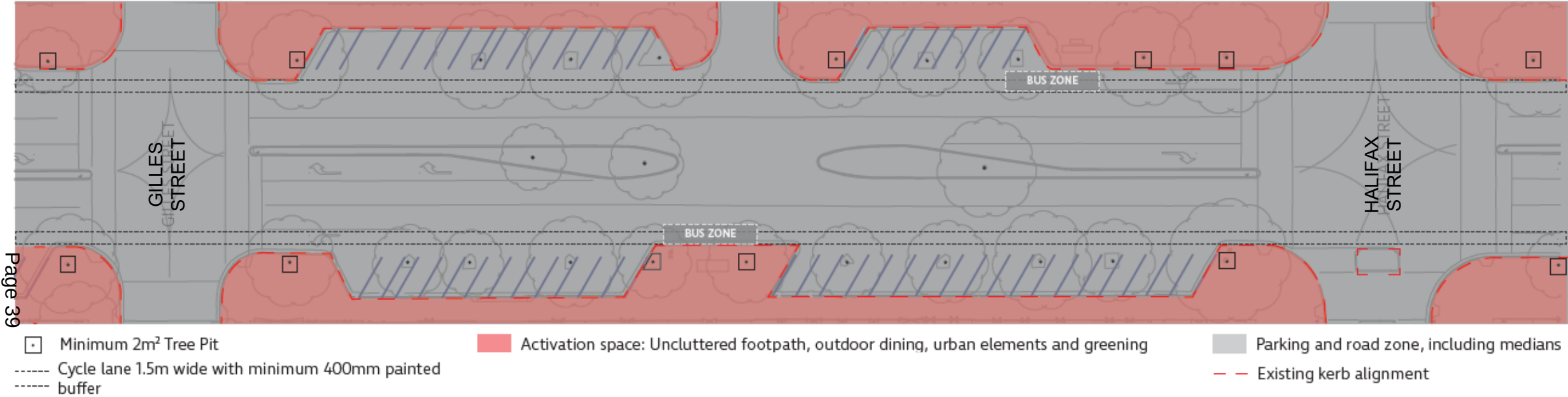
Overall parks*
South to Pirie
(existing retained
Carrington to Pirie)

*Overall parks
with Renewal 60° x 117
for Carrington to Pirie*

*Overall parks
with Renewal 45° x 76
for Carrington to Pirie*

A. Existing conditions 60°	2 lanes in each direction	132	292	N/A	N/A
B. Renewal 60°	No change	114	274	231	N/A
C. Renewal 45°	No change	82	242	N/A	158
D. Current Concept inter-peak parallel	2 lanes in each direction peak Parallel inter-peak parking	73	233	190	149
E. Combined 45°	2 lanes in each direction	81	241	198	157
F. Interpeak 60°	2 lanes in each direction inter-peak Outer lane as off-peak parking	136	296	280	212
G. Two-way cycle path and 90° west side	2 lanes in each direction	105	265	219	181
H. Shared Area and 60°	2 lanes in each direction	112	272	229	188
I. Combined 45° with traffic risk but increased activation zone	2 lanes in each direction	85	245	202	161

Option A: Existing 60° Angle Parking

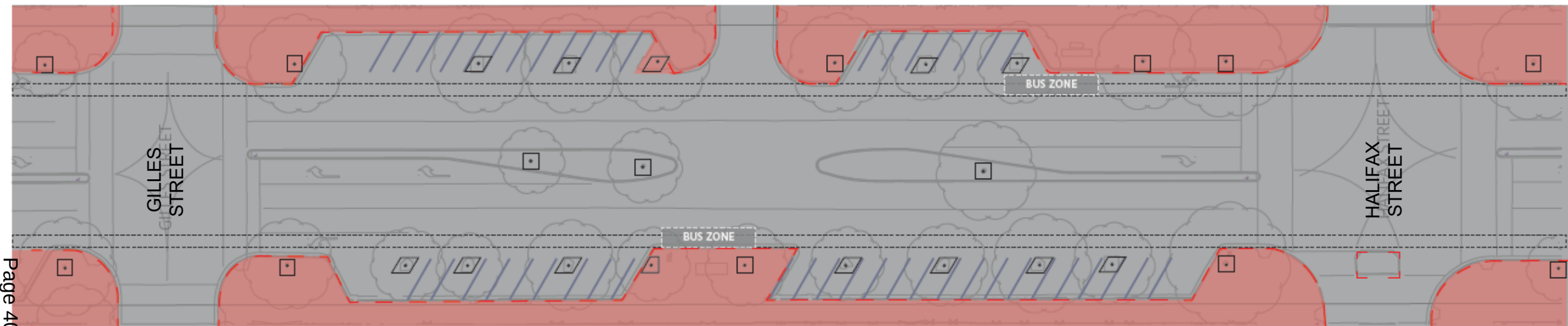


Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
	No increase to activity areas
	Parking does not reflect recommended Austroad Guidelines
	On-road cycle lane in conflict with 60° angle parking and bus stops
	No protective in-road tree surrounds
	Cluttered footpath
	Intermittent illumination of the footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option B: Renewal 60°



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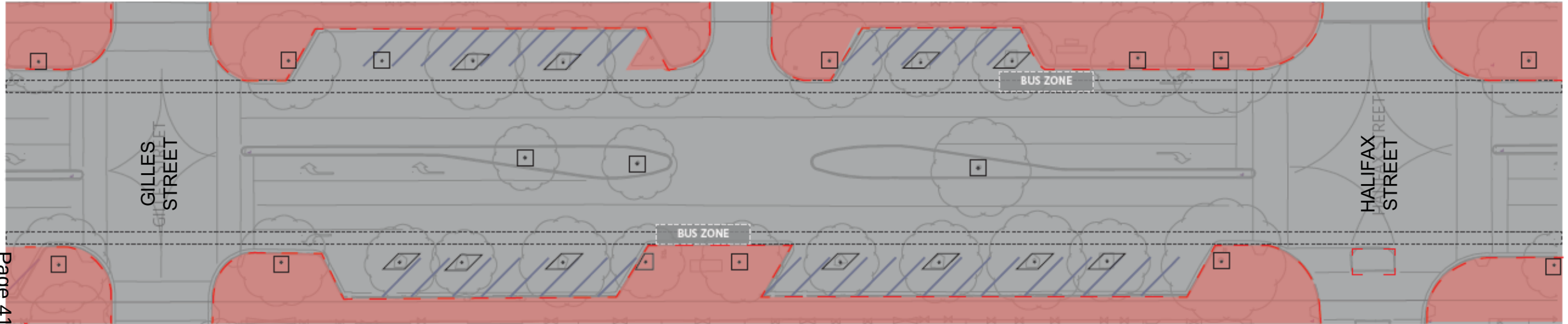
- Minimum 2m² Tree Pit
- Activation space: Uncluttered footpath, outdoor dining, urban elements and greening
- Parking and road zone, including medians
- Cycle lane 1.5m wide with minimum 400mm painted buffer
- Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Protective in-road tree surrounds for long term tree health	Parking does not reflect recommended Austroad Guidelines
Small pavement-marked buffer zones to on-road cycle lanes	Unsafe on-road cycle lane running behind 60° angle parking and obstructed by multiple bus stops
	No increase to activity areas
	Cluttered footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option C: Renewal 45°



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□ Minimum 2m² Tree Pit

----- Cycle lane 1.5m wide with minimum 400mm painted
----- buffer

Activation space: Uncluttered footpath, outdoor dining, urban elements and greening

Parking and road zone, including medians

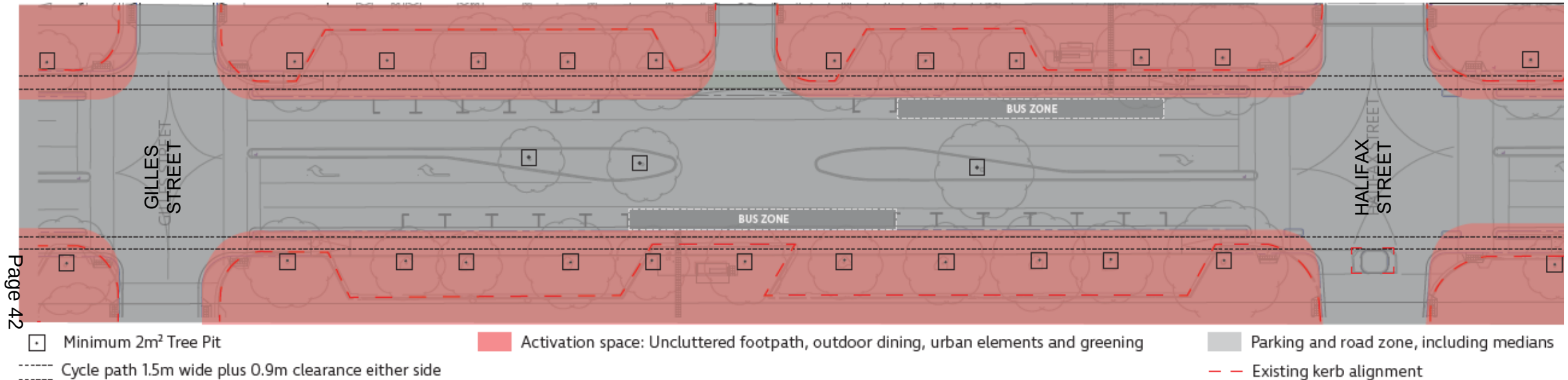
--- Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Pavement-marked buffer zones to on-road cycle lanes	On-road cycle lane running behind 45° angle parking and obstructed by multiple bus stops
Protective in-road tree surrounds	Parking does not reflect recommended Austroad Guidelines
	No increase to activity areas
	No protective in-road tree surrounds
	Cluttered shared footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option D: Current Concept inter-peak parallel

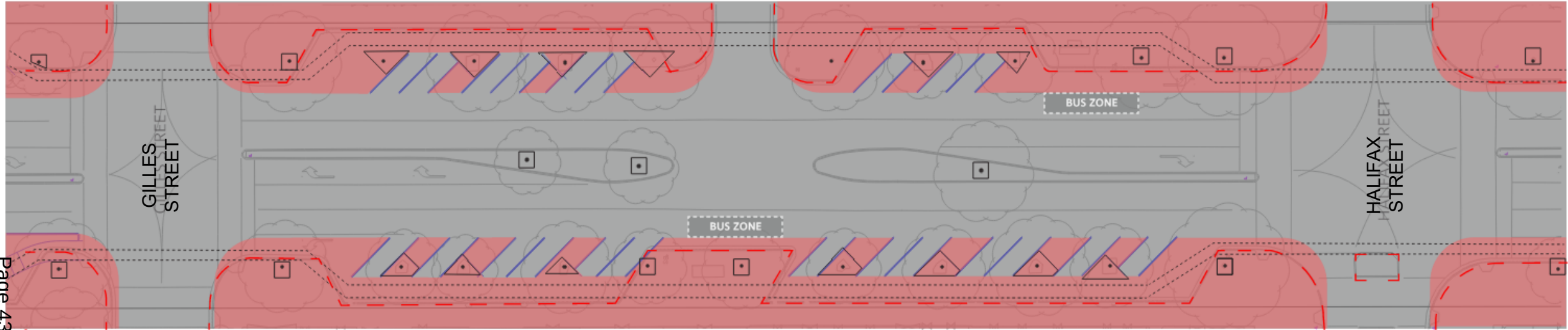


Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	17	75

Current concept scope is comprised of the village centre only. The remainder of Mill Street (Carrington to Nile) including parking remains unchanged until future renewal occurs.

GAIN	LOSS
Parallel parking – clear sightlines, reduced risk of collision and injury. Reflects recommended Austroad Guidelines	Reduced parking
Significant increase to activity areas for outdoor dining, community gathering spaces, activation events, urban elements, and greening.	Inter-peak concentration of traffic to one vehicle lane.
Traffic calming through inter-peak period	
Protected cycle path for all people wheeling - low speed	
Consistent footpath lighting	
Bus stops accommodated within outer/parking lane	

Option E: Combined 45°



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□ Minimum 2m² Tree Pit

Activation space: Uncluttered footpath, outdoor dining, urban elements and greening

Parking and road zone, including medians

..... Cycle path 1.5m wide plus 0.5m clearance either side

- - Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	17	73
E. Combined 45°	22	61

Note: Renewal options retain the existing alignment of the road kerb, including medians.

GAIN

- Separated and protected cycle path at footpath level for all people wheeling – low speed
- Protective in-road tree surrounds for long term tree health and greater potential for greening and WSUD between parking bays.
- Uncluttered footpath
- Increase to total activity area for outdoor dining and urban elements but fragmented.
- Consistent footpath lighting

LOSS

- Parking reduction due to location of established trees
- Conflict parking/unparking of angle parking and passing traffic, but with less risk than 90° or 60° angled.

Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

Hutt Street Main Street - Revitalisation Project Concept

Strategic Alignment - Our Places

Public

Tuesday, 19 November 2024

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Tom McCready, Director City Services

EXECUTIVE SUMMARY

On 27 June 2023, Council approved funding for a number of Main Street Revitalisation projects. In response to the decision, the concept plans for Hutt Street were updated to align the project scope to the approved budget, whilst meeting the objectives of transforming the street to be a desirable destination where people want to live, do business and visit, thereby providing economic uplift for the precinct.

At the Infrastructure and Public Works (IPW) Committee on the 21 May 2024, Council Members provided feedback on the proposed concept for Hutt Street and endorsed the extent of works to be between South Terrace and Carrington Street.

The revised concept pack, which incorporated Council Members' comments from the IPW Committee on 21 May 2024, was presented to the IPW Committee on 20 August 2024.

On 27 August 2024, Council resolved that it:

'Requests Administration review the concept plans for Hutt Street Revitalisation Project as contained in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024, with particular focus on the provision of car parking spaces.'

The purpose of this report is to seek Council approval to progress to community consultation on the Concept Plan options prepared (which have been considered by Council Members through a Workshop presentation held on the 19 November 2024).

This report provides Council Members with further information on the impacts of car parking numbers on the streetscape design and the associated consequences in achieving project objectives. Mitigation strategies such as improvements to access of car parking in the precinct is also further elaborated. Various options that were previously investigated are also presented to Council Members for consideration.

RECOMMENDATION

The following recommendation will be presented to Council on 26 November 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Approves for the purposes of public consultation.:
 - 1.1. Option A (Existing conditions - footpath option only); and / or
 - 1.2. Option B (Renewal with 60-degree angle parking) and / or
 - 1.3. Option C (Renewal with 45-degree angle parking) and / or
 - 1.4. Option D (Current Concept (interpeak parallel) and /or

1.5. Option E (Combined 45-degree angle parking)

As presented on the 19 November 2024 within the Hutt Street Revitalisation Project (Car Parking Review) Workshop and contained within Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.

2. Notes the outcomes of the Community consultation will be presented to Council for consideration and approval.
 3. Notes the new timeline and forward estimates for the New / Upgrade allocation due to the request to review the concept plan with particular focus on the provision of car parking spaces.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Facilitate and activate our places in a safe and accessible way for our community. “Deliver quality street and laneway upgrades, main streets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.”
Policy	Not as a result of this report.
Consultation	Community engagement will be undertaken for feedback on the concept plans to inform progression of the detailed design.
Resource	Produce revised concept plans and visualisation to support the consultation process.
Risk / Legal / Legislative	Design costs are subject to finalisation of design and will be presented to Council for consideration.
Opportunities	Not as a result of this report.
24/25 Budget Allocation	\$1,250,000 New and Upgrade approved budget for design development.
Proposed 25/26 Budget Allocation	The proposed New and Upgrade and applicable Renewal allocations will be utilised in the 2025/26 financial year, which is identified in the Long-Term Financial Plan.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
24/25 Budget Reconsideration (if applicable)	Due to revised project timeline, a portion of this financial year’s budget will be carried over to next financial year.
Ongoing Costs (eg maintenance cost)	Minimised through design. 2% per annum maintenance cost increase is anticipated due to installation of new assets.
Other Funding Sources	To be pursued where relevant opportunities become available.

DISCUSSION

Background

1. Following confirmation of the approved budget at its meeting on 27 June 2023, the concept plan for Hutt Street Revitalisation was refined to ensure alignment with the budget allocation and community expectation. Hutt Street was assigned with a total new and upgrade allocation of \$12.5 million for detailed design in 2024/25 and delivery from 2025/26 onwards. The Council decision can be viewed at [Link 1](#).
2. Council considered the concept plan and extent of works at the Infrastructure and Public Works (IPW) Committee on 21 May 2024 and provided feedback accordingly. At the Infrastructure and Public Works (IPW) Committee on 21 May 2024, Council Members provided feedback on the revised concept for each street. The workshop paper can be viewed at [Link 2](#).
3. The current Concept Plan was presented to the IPW Committee on 20 August 2024, and it can be viewed at [Link 3](#). On the 27 August 2024 [Link 4](#), Council resolved that it:

'Requests Administration review the concept plans for Hutt Street Revitalisation Project as contained in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024, with particular focus on the provision of car parking spaces.'

Concept Options

4. This project involves streetscape improvements on Hutt Street from South Terrace to Carrington Street, connecting to Stage 1 Entry Statement works, which creates an exciting and meaningful southern entrance to the precinct, and encompasses an inviting village centre surrounded by busy pedestrian retail and hospitality activities.
5. The Workshop Presentation outlined five Concept Plan options for Council to consider that address on-street car parking within the precinct and a summary is outlined below:
 - 5.1. Option A – Existing Conditions (60-degree angle parking).
 - 5.2. Option B – Renewal with 60-degree angle parking.
 - 5.3. Option C – Renewal with 45-degree angle parking.
 - 5.4. Option D – Current Concept (interpeak parallel).
 - 5.5. Option E – Combined 45-degree angle parking.
6. This report provides Council Members with further information on the impacts of retaining car parking on streetscape design and the associated consequences in achieving project objectives.
7. Mitigation strategies such as improvements to access of on-street car parking in the precinct is also further elaborated. Various options that were previously investigated are also referenced for Council Members' reconsideration.

Provision of car parking

8. Hutt Street, between South Terrace to Pirie Street, provides for a total of 292 on street car parks. The proposed scope of works for the Village Centre, proposes objectives that deliver on the key community priorities including:
 - 8.1. greatly increased space on the footpath for outdoor dining and other activities.
 - 8.2. a safe protected cycle path.
 - 8.3. improved tree surrounds and enhancing the established tree canopy.
9. The current Concept Plan proposes to maintain two lanes of traffic in both directions. Activation space can be gained by from changing the current 60-degree parking to parallel, interpeak parking for the proposed implementation scope. This will reduce the amount of on-street parking within this area, South Terrace to Carrington Street, but retains the existing number of car parking spaces between Carrington Street and Pirie Street.
10. Feedback was received from Council and trader / property owners, taking into account a desire to consider provision to maintain more of the on-street parking and questioned whether the outcomes could still be achieved.

11. An iterative study was conducted to test options. The study aimed to test every plausible car parking configuration option whilst maintaining safety. Each option was then compared to the baselines of: Existing Conditions and Renewal.
12. It is proposed that viable options are tested with the community to gauge support and appetite on their design priorities. The outcomes of the study show that in lieu of removing a traffic lane, there is no perfect option that caters for all the objectives. Of the challenges that constrain the design, the need to protect, enhance and allow for the existing trees within the median and along the shop fronts, means spatially there are restrictions when changing the parking configuration from 60-degree angle parking to the safer, 45-degree angle parking and parallel parking.
13. Each option has been analysed for its deficiencies and benefits, or 'Loss' and 'Gain' in relation to the prioritised design principles. The priorities are distilled down to allow for a side-by-side comparison of whether each option meets or does not meet: Increased Activity Area, Protected Cycling, and Enhanced Greening against car parking provision.
14. The overall catchment of on-street parking within a 5-minute (400m) walk and a sub-2-minute (125m) walk shows the proximity and capacity as a total number of on-street, free, and timed carparks. Main street and side street car parks have been counted, showing available parking within easy walking distance to Hutt Street businesses. Further assessment on whether the parking capacity can be optimised will form future phases of the Hutt Street Revitalisation project.
15. Each option has its merits and compromises when it comes to delivering on a community outcome.

Project Timeline Implications

16. Revised project timeline for implementation of the Hutt Street Revitalisation Project following Council approval of a concept option is summarised below:

Timeframe	Activity / project milestone
November 2024	Council approval to proceed to public consultation on the Concept Plan(s).
February - April 2025	Community and stakeholder engagement on approved concept. Procurement of detailed design consultancy team.
April 2025 >	Detailed design.
September 2025 onwards	Procurement of construction contractor to progress to construction.

17. Note that the timing of the New and Upgrade forward estimate will be presented upon resolution of the concept design.
18. Upon approval of the concept design, the design outcomes will be communicated to the community and key stakeholders.
19. Further project updates will be provided to Council at 70% detailed design, including any significant changes from the concept and a summary of community engagement.
20. Subject to Council approval, the project will progress to 100% design for delivery, where the construction budget will be approved through the Annual Business Plan and Budget process for a phased implementation.

DATA AND SUPPORTING INFORMATION

Link 1 – Council Decision (27 June 2023).

Link 2 – Infrastructure and Public Works Committee presentation (21 May 2024).

Link 3 - Hutt Street Revitalisation Project Current Concept Plan (20 August 2024).

Link 4 – Council Decision (27 August 2024).

ATTACHMENTS

Attachment A – Hutt Street Revitalisation Project (Car Parking Review Workshop)

- END OF REPORT -

Hutt Street Revitalisation Project

Car Parking Review Workshop
19 November 2024

Council Meeting – 27 August 2024

On 27 August 2024, Council resolved that it:

‘Requests Administration review the concept plans for Hutt Street Revitalisation Project as contained in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024, with particular focus on the provision of car parking spaces.’

Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

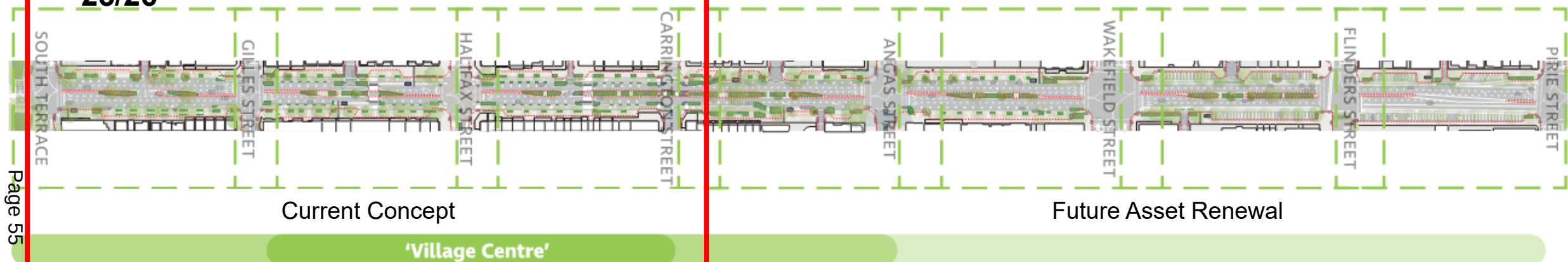
Hutt Street Car Parking Review Workshop

- Discuss Current Concept (August 2024) and table options that increase car parking provisions
- Outline and define the benefits and deficiencies ('gain' and 'loss') of each option
- Mitigation for loss of car parking (broader precinct view for car parking)
- Project timeline implications

Scope of Works

Proposed Funded Implementation 25/26

Future Renewal Implementation



The current proposed funded implementation scope is between South Terrace and Carrington Street and includes new and upgrade and renewals.

This proposal retains all the existing angled parking for the remainder of Hutt Street (Carrington to Pirie) until future renewal occurs.

	Budget	Extent of Works	Basis of Design	Strategic alignment
Focused Activation Zone (Current Concept)	\$15.44m (Detailed costings subject to further detailed design depending on Council)	South Terrace to Carrington Street - <i>Connects to Stage 1 Entry Statement.</i>	As per previous concept design Developed from master plan	Higher degree of alignment with CoA strategies

Hutt Street Community Feedback

Design Principles – ranked in order of importance*

1	Provide a well-planned street that is welcoming, accessible & comfortable
2	Celebrate and reinforce the existing leafy green streetscape & historic village charm
3	Rationalise the reallocation of public space from vehicle use (parking & traffic lanes)
4	Create a new public 'heart' as the epicentre & provide unique experiences
5	Public art opportunities, activation, & improved amenity to support businesses

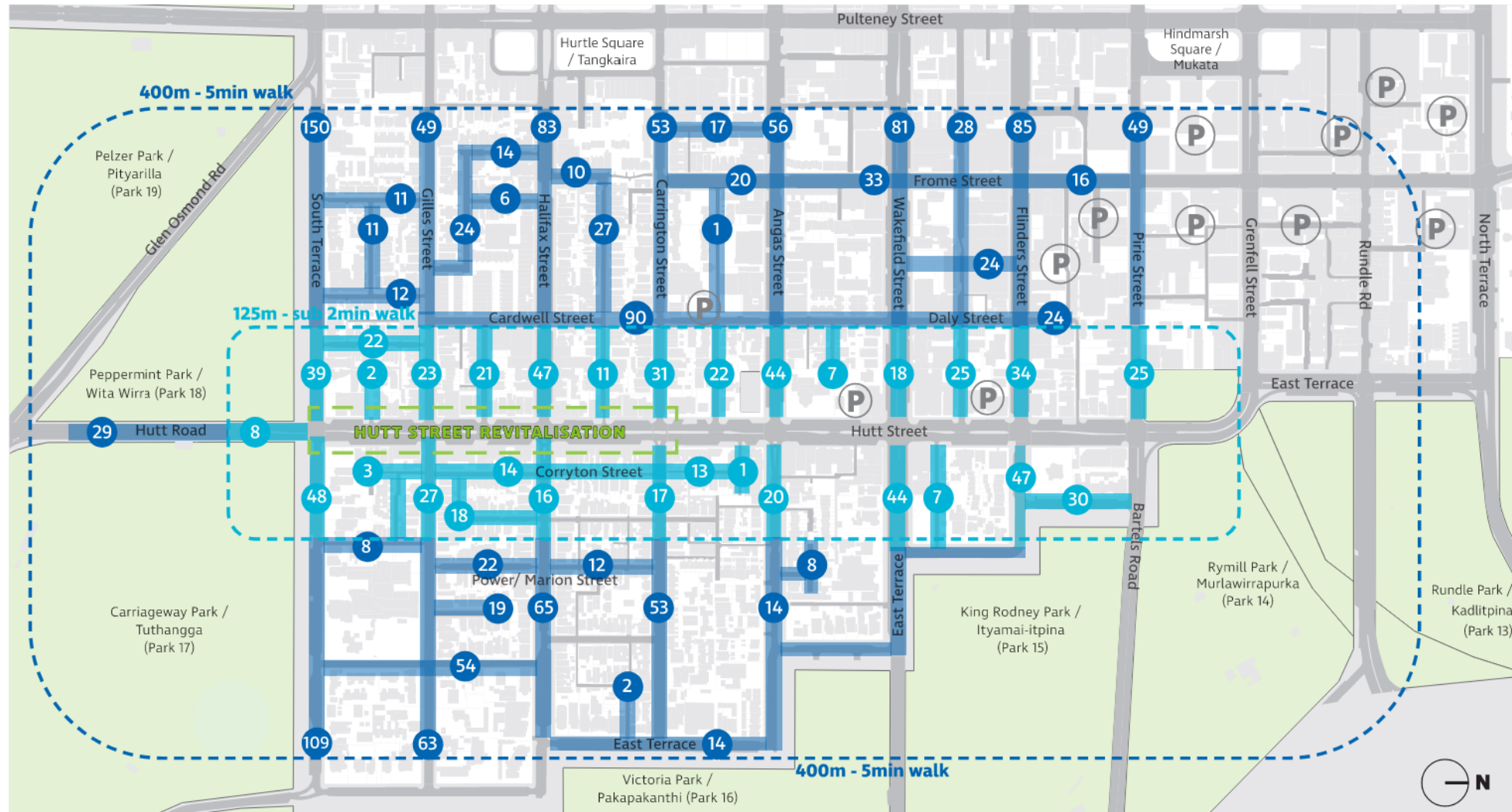
Design features translated from community

priority

- Wider footpath
 - Separated and protected cycle lane or cycle path
 - Traffic calming
 - Public lighting
 - Inclusive parking
 - Raised thresholds
 - Wayfinding
 - Bus stops
- Trees and garden beds
 - Pedestrian scaled streetscape
 - Community spaces
- Reduce parking and/or traffic lanes to increase pedestrian activity zones
- Promenade along the street to enjoy a diverse range of retail and service offerings
 - Central community and gathering space/events
- Increased activation spaces (large/small events)
 - Upgraded public lighting and wayfinding

* Results of all preferences averaged

Precinct Car Parking Opportunities



P Off-street car park (paid parking)

■ Total 2130 on-street precinct parking opportunities

684 on-street car parking spaces within 125m (sub 2min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

1446 on-street car parking spaces within 125 - 400m (5min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

Car Parking Review

A car parking options study has been conducted to compare numbers and spatial allowance against a baseline of:

- Existing conditions (60 degrees)
- Street Renewal (60 and 45 degrees)



Key Design Challenges for Hutt Street

- **Alignment with Council strategies** including the Strategic Plan:

- Develop and implement an integrated Transport Strategy and establish associated targets by 2024 that aligns to the South Australian Road Safety Strategy to 2031
- Achieve Disability Access compliance in all new and upgraded infrastructure
- Increase the number of people living in the city from 26,000 to 50,000 by 2026

- **Parking** – To reduce risk of collision and injury between vehicles as well as other road users, **Austroad Guidelines** recommends parallel parking over angled parking. Angled parking restricts sight lines for motorists reversing out of the parking space and into oncoming traffic, including cyclists and pedestrians.

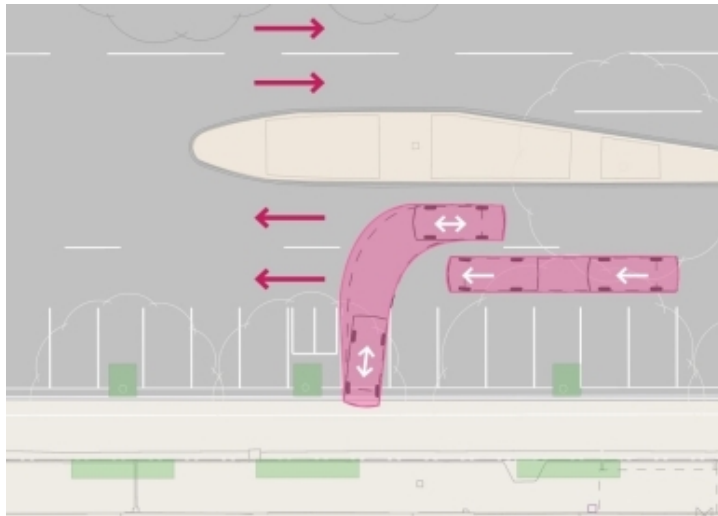
Australian Standards defines how the angle of parking bays also determine the minimum width of adjacent traffic lanes, widening the overall road pavement to accommodate vehicles reversing with minimum clearances.

The length and width allowed for a car park determines the level of usage and associated traffic controls. Wider parking bays are required for high turnover locations including convenience stores, dry cleaners, take away shops and customer drop-off / pick-up businesses. Width and length also increase for loading and accessibility parking.

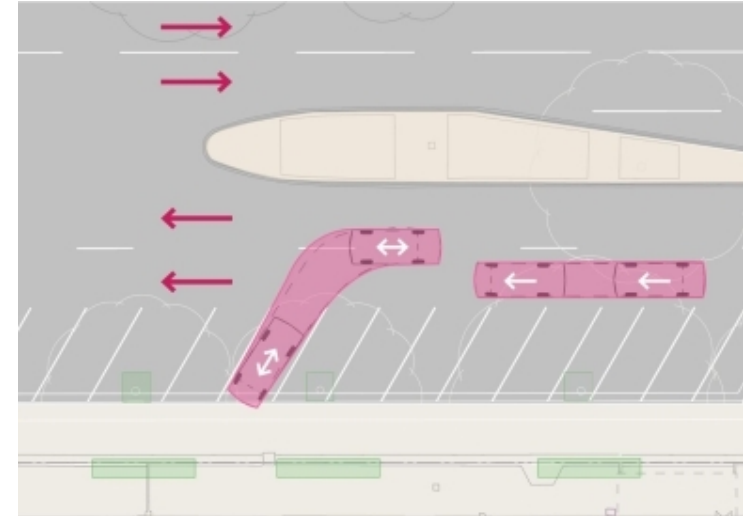
A minimum clearance from intersections determined by road characteristics including speed and vehicle numbers defines where adjacent on-street parking can begin relative to the intersection.

- **Street Trees** - Location of growing Plane trees lining the street and along the central median influences finished levels and delineates cross-sectional space – particularly for parking and cycle paths. Additional space to be allowed for future tree growth and health.
- **Cycle Lanes and Paths** – Minimum pavement widths and clearances for cycle lanes and paths reduce risk of collision and injury. Separated and/or protected low-speed cycle paths are significantly safer and promote use and access by less confident users.
- **Bus stops** – Swept paths of rigid and articulated buses and step-down access to and from the footpath through front and middle/rear doors impacts available space for parking along the kerb.
- **Verandah Posts** - Define visual and spatial boundaries within the footpath. Not all aligned.
- **Established outdoor dining** with semi-permanent structures constrains design flexibility.
- **Lighting** – Additional lighting infrastructure is required along footpaths to meet standard illumination levels, due to existing street lighting being blocked by tree canopies and awnings.

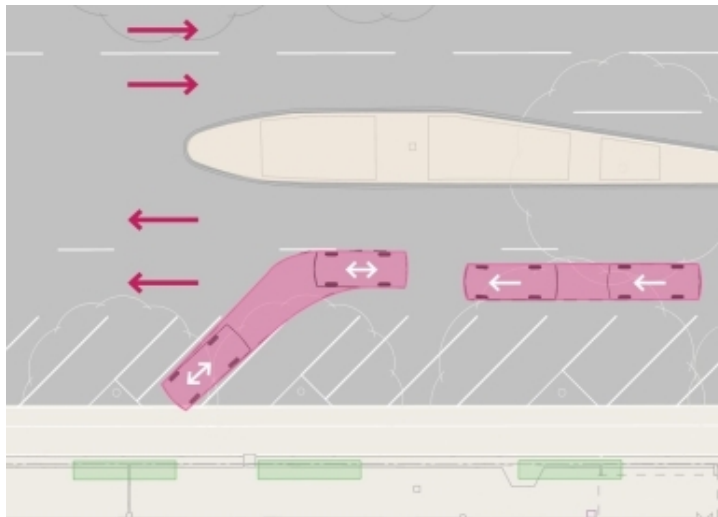
Parking Layout Safety Comparison



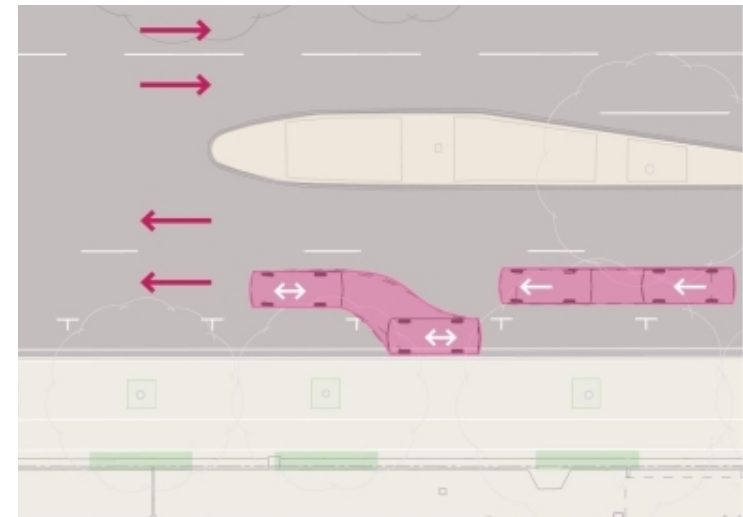
❌ 90° - High risk of conflict parking/unparking



❌ 60° - Moderate to high risk of conflict parking/unparking



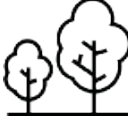
✅ 45° - Moderate risk of conflict unparking



✅ Parallel parking - Low risk of conflict parking/unparking

Concept Options

Community Priorities

Design options	Community Priorities					Vehicle Lanes
	 Increased Activity Zone	 Protected Cycle Path	 Protective Tree Surrounds	 Car Parking Numbers Maintained		
A. Existing conditions 60°	✗	✗	✗	✓		2 lanes each direction
B. Renewal 60°	✗	✗ Buffer line marking to on-road cycle lane	✓	✗		2 lanes each direction
C. Renewal 45°	✗	✗ Buffer line marking to on-road cycle lane Increased clearance from reversing cars	✓	✗		2 lanes each direction
D. Current Concept inter-peak parallel	✓	✓	✓	✗		2 lanes each direction peak Outer lane as parallel parking inter-peak
E. Combined 45°	✓	✓	✓	✗		2 lanes each direction
F. Inter-peak 60°	✓	✓	✓	✗		2 lanes each direction peak – parallel parking 1 lane each direction inter-peak - 60° parking
C. Two-way cycle path and 90° west side	West side only ✓	East side only – two way ✓	✓	✗		2 lanes each direction
D. Shared Area and 60°	✓	Shared zone, protected for cyclists not delineated from footpath ✓	✓	✗		2 lanes each direction
F. Combined 45° with traffic risk and increased activation zone	✓	✓	✓	✗		2 lanes each direction

Car Parking Review Concept Options



*Unchanged until future renewal occurs. Current concept scope is comprised of the village centre only. Remainder of Hutt Street (Carrington to Pirie) including parking remains.

Car Parking Options

Vehicle Lanes

On-street Car Parks

Note: To enable more direct comparisons, design options exclude additional tree planting, additional footpath protuberances, and mid-block and informal crossings but assume a 2x2m allowance for surrounds to existing trees. Inclusion of these items would reduce parking numbers further.

'Village Centre' parks
South to Carrington
(Proposed Funded
Implementation 25/26)

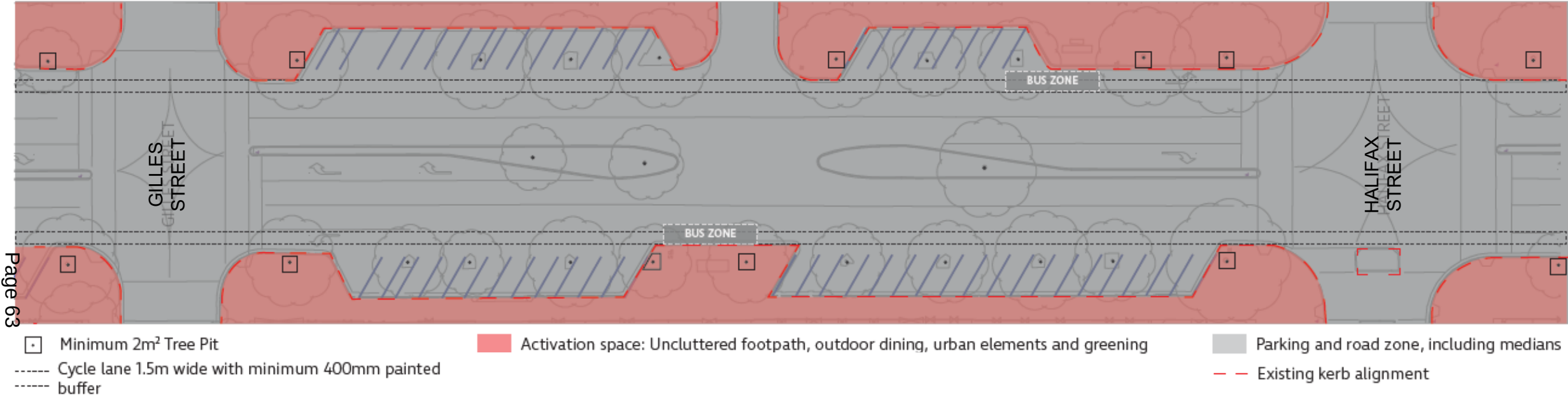
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Option A: Existing 60° Angle Parking

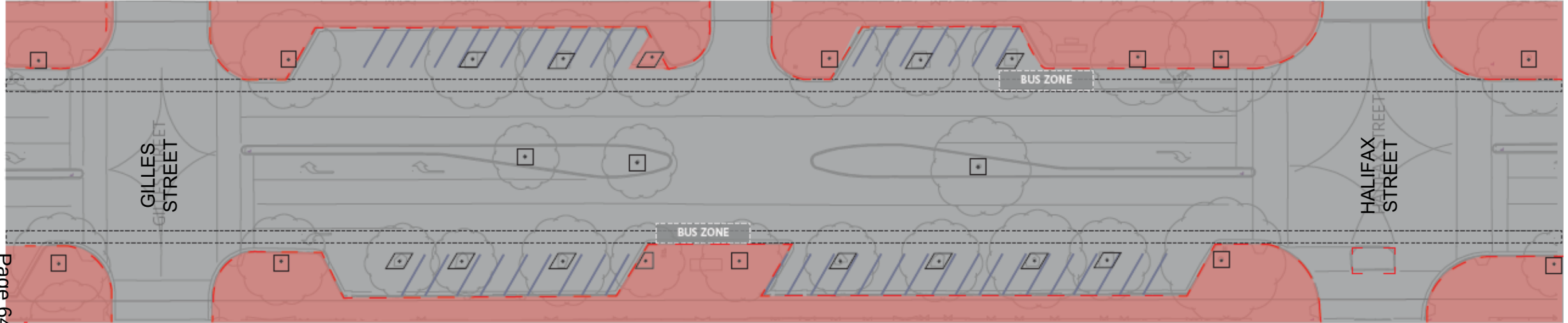


Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
	No increase to activity areas
	Parking does not reflect recommended Austroad Guidelines
	On-road cycle lane in conflict with 60° angle parking and bus stops
	No protective in-road tree surrounds
	Cluttered footpath
	Intermittent illumination of the footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option B: Renewal 60°



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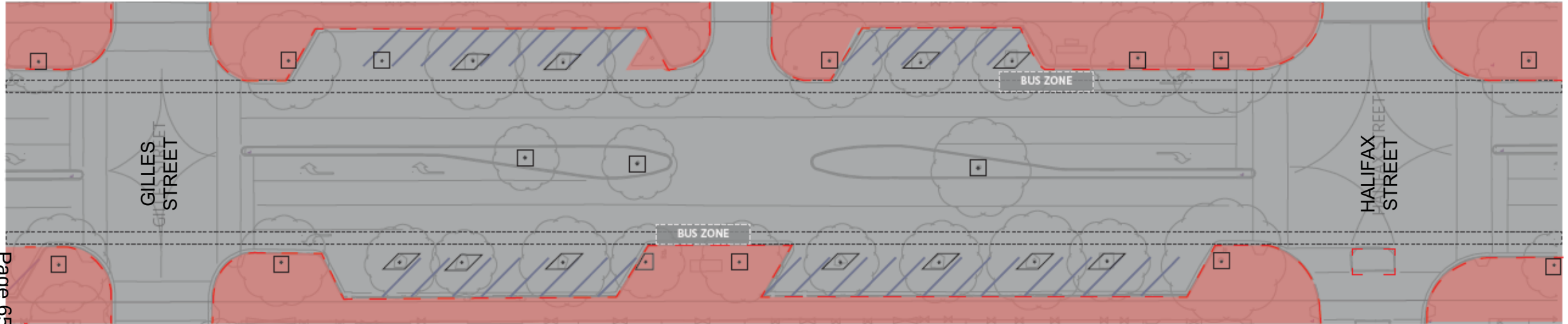
-  Minimum 2m² Tree Pit
-  Cycle lane 1.5m wide with minimum 400mm painted buffer
-  Activation space: Uncluttered footpath, outdoor dining, urban elements and greening
-  Parking and road zone, including medians
-  Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Protective in-road tree surrounds for long term tree health	Parking does not reflect recommended Austroad Guidelines
Small pavement-marked buffer zones to on-road cycle lanes	Unsafe on-road cycle lane running behind 60° angle parking and obstructed by multiple bus stops
	No increase to activity areas
	Cluttered footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option C: Renewal 45°



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□ Minimum 2m² Tree Pit

----- Cycle lane 1.5m wide with minimum 400mm painted buffer

Activation space: Uncluttered footpath, outdoor dining, urban elements and greening

Parking and road zone, including medians

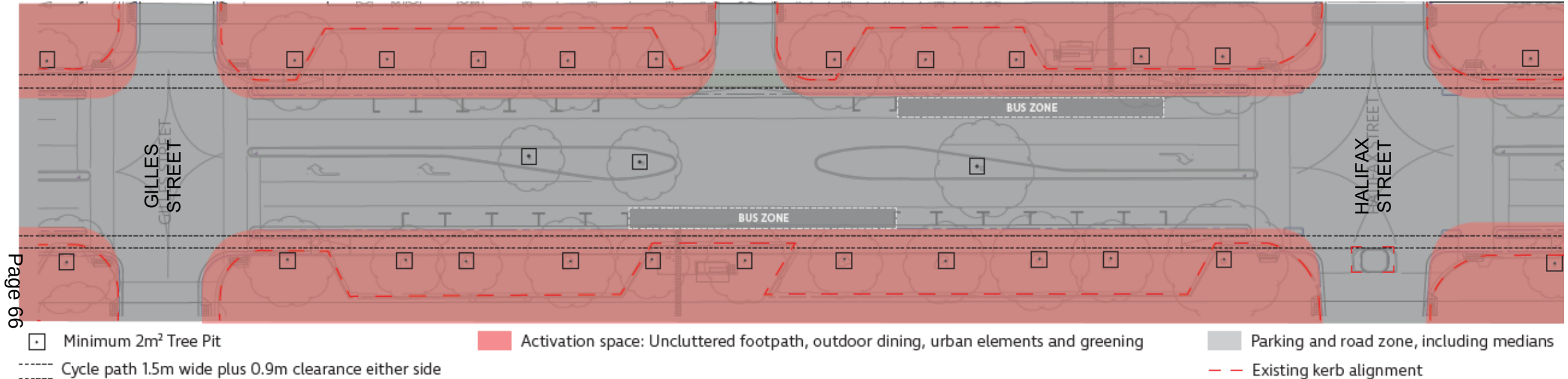
--- Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Pavement-marked buffer zones to on-road cycle lanes	On-road cycle lane running behind 45° angle parking and obstructed by multiple bus stops
Protective in-road tree surrounds	Parking does not reflect recommended Austroad Guidelines
	No increase to activity areas
	No protective in-road tree surrounds
	Cluttered shared footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option D: Current Concept inter-peak parallel

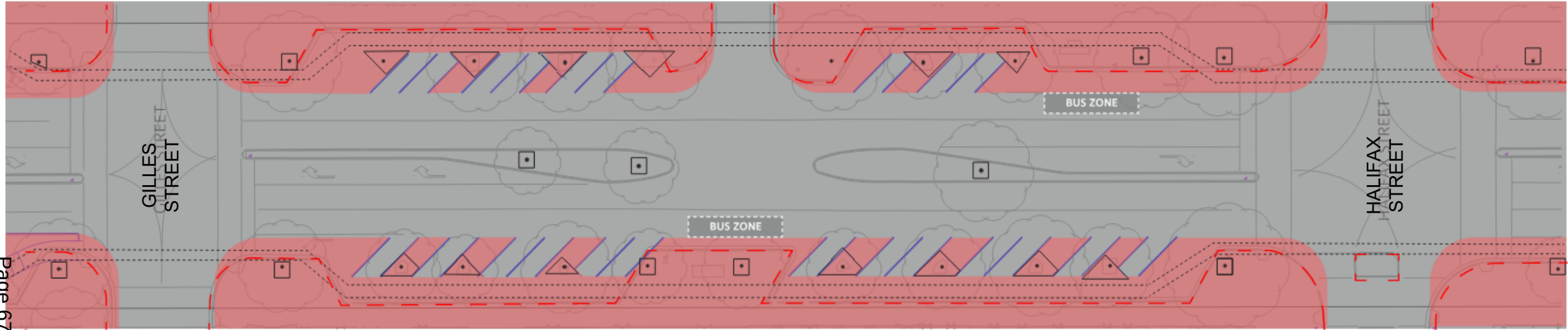


Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	17	75

Current concept scope is comprised of the village centre only. The remainder of Mill Street (Carrington to Pine) including parking remains unchanged until future renewal occurs.

GAIN	LOSS
Parallel parking – clear sightlines, reduced risk of collision and injury. Reflects recommended Austroad Guidelines	Reduced parking
Significant increase to activity areas for outdoor dining, community gathering spaces, activation events, urban elements, and greening.	Inter-peak concentration of traffic to one vehicle lane.
Traffic calming through inter-peak period	
Protected cycle path for all people wheeling - low speed	
Consistent footpath lighting	
Bus stops accommodated within outer/parking lane	

Option E: Combined 45°



□ Minimum 2m² Tree Pit

Activation space: Uncluttered footpath, outdoor dining, urban elements and greening

■ Parking and road zone, including medians

..... Cycle path 1.5m wide plus 0.5m clearance either side

- - Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St (Funded Implementation)
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	17	73
E. Combined 45°	22	61

Note: Renewal options retain the existing alignment of the road kerb, including medians.

GAIN

- Separated and protected cycle path at footpath level for all people wheeling – low speed
- Protective in-road tree surrounds for long term tree health and greater potential for greening and WSUD between parking bays.
- Uncluttered footpath
- Increase to total activity area for outdoor dining and urban elements but fragmented.
- Consistent footpath lighting

LOSS

- Parking reduction due to location of established trees
- Conflict parking/unparking of angle parking and passing traffic, but with less risk than 90° or 60° angled.

Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

Franklin Street Pedestrian Crossing

Strategic Alignment - Our Places

Public

Tuesday, 19 November 2024

**Infrastructure and Public
Works Committee**

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Services

EXECUTIVE SUMMARY

At its meeting on 30 January 2024, Council requested Administration prepare a report on the creation of a raised wombat crossing, and / or other crossing solutions on Franklin Street within the vicinity of the IGA (small format supermarket at 2/186 Franklin Street Adelaide). A consultant was engaged to consider the current conditions, including safety issues, and undertake an assessment against the Department for Infrastructure and Transport (DIT) numerical guidelines for pedestrian crossings.

The assessment found that the conditions within the specified area would meet the DIT numerical guidelines.

A concept design for a wombat (raised zebra) crossing located outside of the IGA has been developed and is shown in [Link 2](#). This design outcome would require significant capital funds to implement.

Alternatively, an innovative solution could be developed to provide a priority crossing of each arm of the Franklin Street, Elizabeth Street and Byron Place intersection to cater for the high pedestrian crossing volumes surveyed and better cater for cyclists. This solution will achieve the desired City Plan outcome to be a strategic north-south active travel route and be safer for all road users. The design and approvals process of such an innovative crossing will require additional time to complete but is considered feasible given the timeframe of the asset renewal program in future years.

These streets have been scheduled for asset renewal in the next three to five years which offers an opportunity to consider the crossing improvement as part of a general streetscape upgrade. Additionally, the Integrated Transport Strategy is expected to identify street improvement projects to be delivered throughout the city which will likely include improvement at this location.

As an interim measure, a low-cost zebra crossing could be considered with additional traffic control/management devices (i.e. speed cushions).

RECOMMENDATION

The following recommendation will be presented to Council on 26 November 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Notes the findings of this report.
2. Notes that Administration will undertake design review in consultation with the Department for Infrastructure and Transport to develop an innovative crossing at the intersection of Franklin Street, Byron Place and Elizabeth Street in the vicinity of the IGA at 2/186 Franklin Street Adelaide.
3. Notes that the Administration will consider the delivery of the improved crossing facility in conjunction with the hierarchy of projects provided within the forthcoming Integrated Transport Strategy and coordinated with the Franklin Street and Byron Place road renewal.

4. Notes should Council support an improved crossing facility, a funding request will be provided for Council's review and consideration as part of a future Business Plan and Budget process.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Crossing facilities for people walking and riding will provide a safer and more attractive walking and cycling environment, encouraging active travel.
Policy	Not as a result of this report.
Consultation	Consultation has been undertaken internally within the Infrastructure Program.
Resource	Additional resources are required to further develop concept designs.
Risk / Legal / Legislative	Not as a result of this report.
Opportunities	Reduced crash risk for all transport modes and an improvement in the walking/wheeling and cycling environment. Contribute to the implementation of City Plan and Integrated Climate Strategy targets to increase levels of active travel.
24/25 Budget Allocation	Not as a result of this report.
Proposed 25/26 Budget Allocation	To be considered through the Business Plan and Budget process.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report.
24/25 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

DISCUSSION

1. At its meeting on 30 January 2023, Council requested Administration prepare a report on the creation of a raised wombat crossing, and / or other crossing solutions on Franklin Street within the vicinity of the IGA, located at 2/186 Franklin Street Adelaide (the IGA).
2. This report has been developed in response to Council's request.

External Consultant's Investigation

3. A consultant was engaged to investigate the possibility of installing a raised wombat crossing. The full report is shown in [Link 1](#). A summary of the key findings is provided below.
 - 3.1. Franklin Street consists of one traffic lane in each direction, with bicycle lanes, footpaths, nature strips and on-street angle parking on both sides. The annual average daily traffic volume is approximately 11,000, representing a barrier to people wishing to cross Franklin Street, particularly during the commuter peak periods.
 - 3.2. A Give Way controlled intersection is formed at Franklin Street, Elizabeth Street and Byron Place, with the east-west orientated Franklin Street having priority.
 - 3.3. Crossing facilities at the intersection consist of kerb ramps to assist people with mobility issues in crossing Elizabeth Street, Byron Place and Franklin Street but only on the west side of the intersection. No priority crossing is provided for people walking/wheeling or cycling.
 - 3.4. Three crashes have occurred in the previous five years, resulting in two minor injuries. None involved a pedestrian or cyclist.
 - 3.5. Both Elizabeth Street and Byron Place form part of a north-south active cross city link identified by the Smart Move Transport and Movement Strategy 2012-2022. The status as an active cross city link supports an improved crossing facility for people walking/wheeling and cycling.
 - 3.6. The IGA small format supermarket is located in the north-east corner of the intersection and occupies the ground floor of a multi-storey mixed-use development. The Star Academy (performing arts) is located in the south-east corner. These two land uses generate foot traffic within the vicinity of the intersection.
 - 3.7. The report recommended that a survey be undertaken to assess the type of pedestrian facility that should be provided as recommended in the Department for Infrastructure and Transport (DIT) Supplement to AS1742.10 – Pedestrian control and protection.
 - 3.8. The Safe System Approach, as provided within the 'Austroads Traffic Management and Road Design' guidance documents, recommends; pedestrian and cyclist treatments that include very low speed environments, the installation of a pedestrian and cyclist refuge, improving sight distance, providing signalised crossings, improving the street lighting, reducing motor vehicle traffic volumes and employing enforcement measures.
 - 3.9. The consultant's report recommended developing four design options as follows:
 - 3.9.1. Wombat crossing.
 - 3.9.2. Refuge islands.
 - 3.9.3. Speed reduction via a lower speed limit, installation of raised safety platforms, or both.
 - 3.9.4. Street lighting assessment.

Pedestrian Survey and Supplement to AS 1742.10 Assessment

4. Following receipt of the external consultant's report and its recommendation to assess the type of pedestrian facility to be provided, Administration commissioned a survey of the vehicle, pedestrian and cyclist movements at the intersection. The survey was timed to capture the busiest weekday and weekend movements, as generated by the IGA small format supermarket, the Star Academy and commuter travel. As there currently is no pedestrian access across the rain gardens outside of the IGA, the area of the survey was extended east by 85 metres to capture crossing movements where access is possible. The surveys conducted on Saturday 22 June and Thursday 27 June 2024 revealed the following:
 - 4.1. The busiest day for people walking is the Saturday with 4,405 people counted at the intersection, and 3,138 counted on Thursday.
 - 4.2. On a Saturday, most people crossed outside of the Star Academy (west side of the intersection) with 902 people counted during the day, peaking at 139 during an hour. On a Thursday, most people

crossed outside of the IGA (east side of the intersection) with 598 people counted during the day, peaking at 68 during an hour.

- 4.3. The busiest location for people to cross was Elizabeth Street with 1,622 people counted during the day, peaking at 191 during an hour.
- 4.4. On a Thursday, 658 cyclists were counted at the intersection. Of these, 57 crossed Franklin Street with 12 crossing from the footpath.
- 4.5. The vehicle, pedestrian and cyclist movement survey identified the highest demand for a crossing of Franklin Street to be outside of the Star Academy. However, all four legs of the intersection experience high numbers of people crossing.
5. The numerical guidelines as defined by DIT indicates the following:
 - 5.1. That a wombat crossing is recommended on Franklin Street, both outside of the IGA (east side of the intersection) and outside of the Star Academy (west side of the intersection).
 - 5.2. With a minor growth in pedestrian or motor traffic volumes, the criteria for a pedestrian actuated traffic signal would be met outside of the Star Academy (west side of the intersection).

Concept Design Development

6. A concept design for a raised wombat crossing was produced to assess the feasibility of its installation outside of the IGA and is shown in [Link 2](#). The following advantages and disadvantages have been identified:
 - 6.1. A mean speed of 39 km/hour for westbound traffic was recorded, and 37 km/hour for eastbound traffic. A low-speed environment of 30km/h or less should be sought for Safe System aligned outcomes and to reflect The DIT Supplement to AS 1742.10.
 - 6.2. To reduce the potential for blocking of the intersection by drivers waiting to give way to people on the crossing, the crossing has been positioned to enable one vehicle to wait outside the path of the north-south vehicle movements. This necessary offset from the north-south axis of Elizabeth Street/Byron Place, is likely to result in the more confident cyclists ignoring the wombat crossing when travelling north-south. Less confident cyclists are likely to divert to use the wombat crossing.
 - 6.3. Scope exists to provide a sheltered right turn lane for cyclists heading in the northbound direction to encourage their use of the wombat crossing.
 - 6.4. The existing kerb extensions with planted areas will need to be modified to match the width of the raised pavement of the wombat crossing and to provide connecting paths. These modifications result in a loss of approximately 16m² of vegetation.
 - 6.5. The existing rain garden reduces the amount of additional stormwater infrastructure that is needed to mitigate the barrier effect to overland stormwater flows caused by the raised pavement of the wombat crossing however additional stormwater assessment and works would be required.
 - 6.6. The vertical deflection resulting from raising the road pavement will reduce vehicle speeds on Franklin Street, improving safety for all road users.
 - 6.7. To achieve the required Crossing Sight Distance, three parking spaces will need to be removed.
 - 6.8. A lighting assessment will be needed to determine if additional street lighting is required and to be undertaken during a detailed design phase.
 - 6.9. The raised wombat crossing is considered a higher cost crossing facility noting the modifications required to address stormwater issues and construct the raised platform.

Strategic Context

7. The City Plan – Adelaide 2036 identifies Elizabeth Street and Byron Place as part of the West Terrace Laneways that form a north-south active travel spine through the western part of the city. As such, Elizabeth Street and Byron Place will be subject to future enhancements to enable active travel.
8. The forthcoming Integrated Transport Strategy is anticipated to define a hierarchy of street improvement and transport projects to be implemented throughout the city. This hierarchy will influence the allocation of Administration resources and may affect the delivery of an improved crossing facility at the Elizabeth Street, Byron Place and Franklin Street intersection.

9. Council's Asset Management Plan has Franklin Street and Byron Place scheduled for renewal in the three to five year timeframe.

Opportunities

10. The scheduled asset renewal of Franklin Street and Byron Place provides an opportunity to consider a more holistic street design that considers the future role of Franklin Street as defined by the Integrated Transport Strategy, and which can include a priority crossing for Franklin Street in the vicinity of the LGA, as well as the other locations where a high crossing demand was recorded.
 - 10.1. The strategic importance of Elizabeth Street and Byron Place within the active travel network should be considered as part of any proposed upgrades to pedestrian infrastructure in the vicinity of these streets.
 - 10.2. In conjunction with DIT, an innovative traffic control device could be developed to provide a priority crossing of each arm of the intersection, without signalisation, for all active transport modes. The design and approvals process of an innovative crossing will require additional time to complete when compared to a standard traffic control device, such as a raised wombat crossing. The scheduled asset renewal of Franklin Street and Byron Place allows for adequate time to achieve the necessary DIT approvals of such a device.
11. As an interim measure whilst Council progresses the Integrated Transport Strategy, a lower-cost zebra crossing could be installed with additional traffic control/management devices (i.e. speed cushions) to provide a crossing for pedestrians and cyclists.

Next Steps

12. Should Council wish to progress with a crossing, a funding request will be needed for the construction of the zebra crossing facilities and will be considered as part of the 2025/26 budget.
13. Work with the Department for Infrastructure and Transport to develop innovative crossing facilities of Franklin Street, Elizabeth Street and Byron Place for people walking and wheeling in the vicinity of the IGA.
14. Consider the delivery of the improved crossing facility in conjunction with the hierarchy of projects provided within the forthcoming Integrated Transport Strategy and coordinated with the Franklin Street and Byron Place road renewal.
15. Should Council wish to progress with an improved crossing facility, a budget allocation for the detailed design and construction will be requested through a future Business Plan and Budget process.

DATA AND SUPPORTING INFORMATION

Link 1 – External Consultant Investigation: Sproutt Franklin Street Wombat Crossing

Link 2 – High Level Concept Plan for a Wombat Crossing at Franklin Street near Elizabeth Street and Byron Place

ATTACHMENTS

Nil

- END OF REPORT -

O'Connell Street Main Street - 88 O'Connell Street

Strategic Alignment - Our Places

Public

Tuesday, 19 November 2024

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Services

EXECUTIVE SUMMARY

At its meeting held on 27 August 2024, Council resolved that the design and construction of the section of O'Connell Street adjacent to the Eighty-Eight O'Connell Development be accelerated to align with the completion of the development.

In order to progress the section of O'Connell Street adjacent the Eighty-Eight O'Connell Development in line with the decision of Council, the developer of Eighty-Eight O'Connell, Commercial & General, has been engaged to undertake the detailed design and construction of the eastern footpath between Archer Street and Tynte Street (the section of works), under direction of the City of Adelaide.

Detailed design is progressing as planned, with construction scheduled to occur within the 2024/25 Financial Year to align with the completion of the Eighty-Eight O'Connell Development.

The purpose of this report is to seek Council's consideration and endorsement of the current progress of the detailed design of the section of works adjacent the Eighty-Eight O'Connell Development, to allow for the detailed design to be fully resolved and construction to commence in a coordinated manner to align with the completion of the Eighty-Eight O'Connell Development.

RECOMMENDATION

The following recommendation will be presented to Council on Tuesday, 26 November 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Approves the detailed design for the O'Connell Street Revitalisation Project, in relation to the eastern footpath between Archer Street and Tynte Street as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.
2. Notes the further development of detailed design to 100% completion and the subsequent construction of the eastern footpath between Archer Street and Tynte Street.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places An upgrade of O’Connell Street will provide a safer and more attractive street environment, encouraging additional activation and revitalisation.
Policy	Not as a result of this report.
Consultation	Consultation has previously been undertaken for the Main Streets program. Additional consultation is currently underway informing the community of the upcoming works.
Resource	The presented section of the O’Connell Street upgrade will be delivered by Commercial & General under direct engagement to align with the completion and opening of the Eighty-Eight O’Connell Development.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Opportunity to construct this section of the O’Connell Street upgrade in alignment with the Eighty-Eight O’Connell Development opening.
24/25 Budget Allocation	\$1,000,000.00
Proposed 25/26 Budget Allocation	\$1,500,000.00
Life of Project, Service, Initiative or (Expectancy of) Asset	25 Years
24/25 Budget Reconsideration (if applicable)	A budget allocation will be presented to Council for consideration as part of the Quarter 2 budget reconsideration process.
Ongoing Costs (eg maintenance cost)	\$10,000 (approximately 2% of new and upgrade budget).
Other Funding Sources	A contribution of a value yet to be determined will be sought from Commercial & General as part of their ‘make good’ clause in association with the Eighty-Eight O’Connell development.

DISCUSSION

1. At its meeting held on 27 August 2024, Council resolved, that Council:
Approves the concept plans for O'Connell Street Revitalisation Project as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024.
Approves the proposal to construct a section of O'Connell Street to align with the completion of the Eighty-Eight O'Connell Development with budget reviewed at quarterly budget review.
2. The endorsed Concept Plan for O'Connell Street can be viewed at [Link 1](#).
3. In order to progress the section of O'Connell Street adjacent the Eighty-Eight O'Connell Development (the development) in line with the decision of Council, the developer of Eighty-Eight O'Connell, Commercial & General (C&G), has been engaged to undertake the detailed design and construction of the eastern footpath between Archer Street and Tynte Street (the section of works).
4. The detailed design for this section can be viewed in **Attachment A** and includes the following features:
 - 4.1. New concrete pavers (400mm x 200mm) – colour to be determined.
 - 4.2. New underground electrical and communication services.
 - 4.3. New kerb ramps at Archer Street and Tynte Street.
 - 4.4. New street furniture including bike racks, bins and seating.
 - 4.5. Two new trees with low level planting including new irrigated garden beds to existing tree surrounds.
 - 4.6. New underground stormwater connections.
 - 4.7. Coordination of light poles and traffic signal poles.
5. Further modifications to the street, including construction of the separated cycle path will be undertaken in conjunction with the broader Main Street construction program.
6. The design intent determined by the detailed design of this section of works will inform the detailed design of the balance of O'Connell Street.
7. Procurement of design consultants to progress the detailed design for the balance of O'Connell Street is currently out to tender. Contract award is anticipated in December 2024 with detailed design expected to occur between January 2025 and mid-2025.
8. Additionally, Black Spot funding has been provided to the project via the 'Black Spot' funding grant. \$350,000 will be allocated to improve the safety of the Archer Street intersection. Black Spot works are anticipated to be undertaken this financial year alongside the section of works adjacent to the development.
9. Community engagement has been ongoing since the master plans were endorsed in December 2023.
10. Additional stakeholder engagement is being undertaken with all stakeholders along O'Connell Street. This is anticipated to be completed by January 2025. During the detailed design phase, we will address stakeholder queries raised.
11. Detailed design for the balance of O'Connell Street will be brought back to Council for endorsement prior to construction contractor procurement being undertaken.
12. Implications to the 2024/25 project budget are currently being assessed, with any budget adjustments to be reviewed at quarterly budget review (Quarter 2).

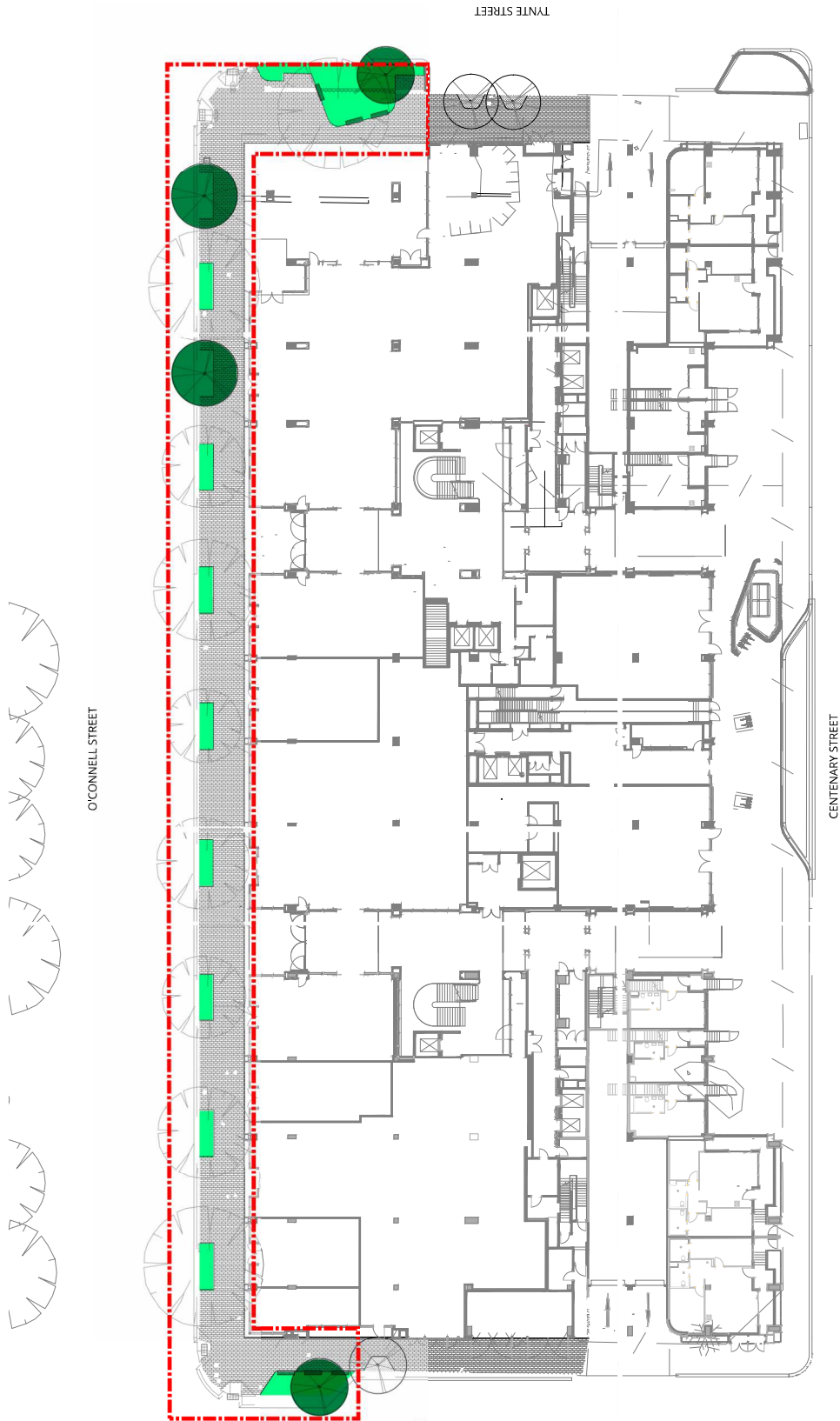
DATA AND SUPPORTING INFORMATION

Link 1 – Approved Concept Plan– 27 August 2024

ATTACHMENTS

Attachment A - Detailed Design– Eastern Footpath between Archer Street and Tynte Street.

- END OF REPORT -



- LEGEND**
- EXTENT OF WORKS
 - LOT LINE
 - EXISTING TREE TO BE RETAINED AND PROTECTED
 - NEW TREE
 - GARDEN BED PROFILE
 - PLANTING
 - STONSET RESIN BOUND PAVING
 - REFER DETAIL 01/L202
 - REFER MATERIALS & FINISHES SCHEDULE
 - PAVING TYPE 01
 - REFER CITY OF MELBOURNE ST ANDARD DETAIL
 - REFER DETAIL 01/L202 FOR PAVING DETAIL

BIRDSEYE : STUDIOS

347 Unwin Rd
Melbourne, VIC 3001
ABN 69 818 067 25
9509 298 791
F: 9509 298 791
E: info@birdseyestudios.com.au
W: www.birdseyestudios.com.au

WARNING

Before underground services. The locations of underground services are illustrative only. Their exact position should be proven on site. All services should be marked and protected before any excavation. Report all services to the relevant authority. If any services are found, they should be marked and protected before any excavation. If any services are found, they should be marked and protected before any excavation. If any services are found, they should be marked and protected before any excavation.

REV	DESCRIPTION	DATE
1	FOR COA APPROVAL	06/11/2024
2	FOR COA APPROVAL	06/11/2024

Attachment A

COMMERCIAL - GENERAL

EIGHTY EIGHT O'CONNELL - PUBLIC REALM

EXTENT OF PUBLIC REALM WORKS - 88 O'CONNELL

70% FOR COA APPROVAL

DRAWN	CHECKED	SCALE
CH	BB	A1 1:500
PLOT DATE	REFERENCE NO.	
06 NOVEMBER 2024	21014	
DRAWING NO.	REVISION	
21014.PR_L001	A	



Capital Works Monthly Project Update - October 2024

Strategic Alignment - Our Corporation

Public

Tuesday, 19 November 2024

**Infrastructure and Public
Works Committee**

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Services

This report provides a summary view of the Capital Works Program delivery and financial performance as of 31 October 2024 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

The Infrastructure Program will present a monthly report to the Infrastructure and Public Works Committee reflecting the previous monthly performance.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL:

1. Notes the Capital Works Program Update for October 2024 as contained within this report and Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.
-

IMPLICATIONS AND FINANCIALS

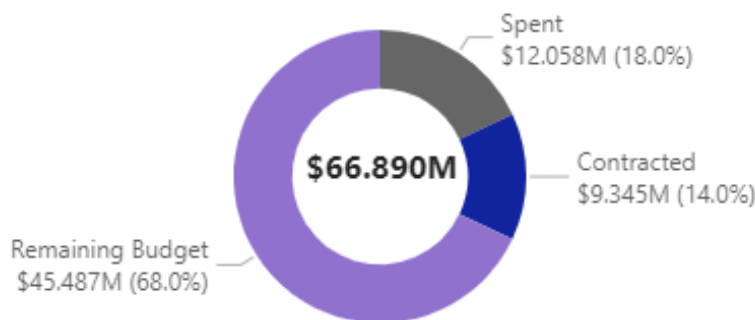
City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report.
Consultation	Consultation and / or engagement to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not as a result of this report.
Opportunities	Not as a result of this report.
24/25 Budget Allocation	This report tracks capital works performance against the 2024/25 Capital Works budget of \$122.908m. (subject to Council's consideration and endorsement of the Quarter 1 budget reconsideration).
Proposed 25/26 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class.
24/25 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and / or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Council's Capital Budget, however various State and Federal grant funding opportunities have been leveraged against a number of projects.

DISCUSSION

1. The total revised Capital Expenditure Budget for 2024/25 approved by Council is \$122.912m (subject to Council's consideration and endorsement of the Quarter 1 budget reconsideration).
2. The Capital Works Program is itemised as follows.
 - 2.1. New and Upgrade Projects are identified through Strategies, Plans and decisions, and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The funding allocated within the 2024/25 financial period totals \$66.890m.
 - 2.2. Renewal Projects are grouped against multiple asset categories and are directly aligned to maintenance service levels contained within Council's Asset Management Plans. The funding allocated within 2024/25 financial period totals \$56.022m.
3. The monthly Capital Works Update provides the status of these two capital programs as at the end of each calendar month.

New and Upgrade

4. New and Upgrade Projects as of 2024 reflects \$12.058m in spend and a further \$9.345m in contracted works.



5. New and Upgrade Summary:
 - 5.1. The new and upgrade program is progressing well, with design and delivery of smaller streetscapes as well as improvements to pedestrian and cycling infrastructure.
 - 5.2. The following New and Upgrade projects have reached practical completion in October 2024.
 - 5.2.1. Light Square Electrical Infrastructure Upgrade
 - 5.2.2. Pitt Street Improvements (Construction).
6. Examples of New and Upgrade Projects within this category are:
 - 6.1. Vincent Street and Vincent Place improvements. The works will include road rehabilitation, kerb and water table renewals, footpath, and stormwater. Public lighting improvements, greening, pedestrian and cycling improvements will also be enhanced. The project is now out to market with intention to engage a contractor prior to Christmas and commence works in mid-February 2025. Lighting along Vincent Street and Vincent Place will be upgraded under this project and South Australian Power Networks (SAPN) has been engaged for this purpose. Notification updating stakeholders on the program was distributed in October 2024. Expected completion timeframe is four months from commencement of works.
 - 6.2. Charles Street streetscape upgrade is progressing well with Stage 1 (Rundle Mall end) anticipated to be substantially complete by early November 2024. Practical completion of the full scope is on schedule for February 2025. The project team are looking to accelerate works to reach Practical Completion prior to major events activities. Department for Infrastructure and Transport (DIT) has recently committed \$1m to support the project. Community engagement is ongoing with traders around impactful works. Regular meetings are occurring with impacted traders to understand their

issues and to discuss where support might be offered. Impacted traders are being supported by Adelaide Economic Development Agency (AEDA) and Council with temporary directional signage to improve trader visibility and a voucher scheme to assist in business promotion.

- 6.3. The North-South Bikeway along Frome Street and Frome Road has progressed from its most challenging phase (Southern end) into the Frome Road Northern end. The project is nearing completion despite several challenges encountered on site, including latent conditions, aged third-party infrastructure, and a portion of re-design. Revised program dates are:

- Rundle Street- North Terrace - completion anticipated mid-November
- North Terrace- Victoria Drive - completion date is late November
- Victoria Drive- North Terrace - completion date is late November

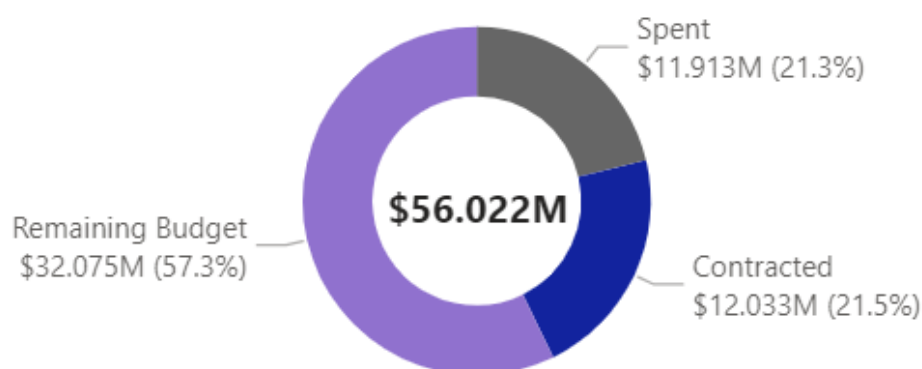
The project team have worked closely with traders at the Southern end of the bikeway between North Terrace and Rundle Street and are now focussed on the Northern end of the area of works with excavation completed and new pathway ready to be laid. The project team are negotiating acceleration of the works with the contractor. Regular updates are being provided to stakeholders.

- 6.4. School safety implementation program. Detailed design for road safety improvements adjacent to St Aloysius College is forecast to commence late 2024 with delivery to occur in early 2025. The project team held a meeting on this project recently and aims to finalise the design and liaise with community to ensure the desired outcome is achieved. The project team is intending to construct most of the works over the April 2025 school holidays and is working to obtain DIT sign off on the Traffic Impact Statement (TIS) to implement a reduced speed limit zone over the Christmas school holidays.

- 6.5. Greening Program is accelerating with location mapping, design, and delivery of street trees. Some 635 locations have passed a preliminary assessment for tree installation and 112 of these progressed to detailed design phase. We have now planted 14 trees with another 14 in construction. The project team is expanding delivery resources, including a dedicated project manager, and streamlining a procurement framework to expedite getting 'trees in ground'. To date the project team has been actioning quick wins, whilst undertaking higher level planning around locations that are problematic or stakeholder sensitive, for example those with a high concentration of services or parking impacts. With significant location planning undertaken, the second half of the 2024/25 financial year will be an intensive period of community engagement and planting.

Renewal Projects

7. Renewal Projects as of 31 October 2024 reflect \$11.913m in spend and a further \$12.033m in contracted works.



8. Renewal Project Summary:

- 8.1. Renewals are tracking well, with approximately 43% of works spent and committed. Expenditure will increase over the 2024/25 financial year forward months as contracted works progress. A sizeable portion of renewal work is undertaken with New and Upgrade projects across the Main Streets program, stormwater upgrades and streetscapes.

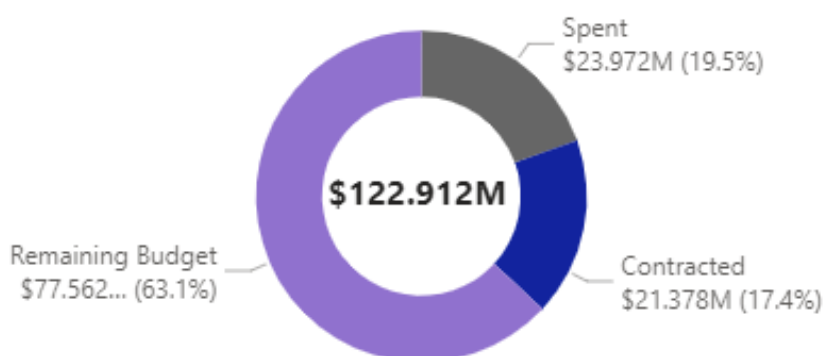
- 8.2. The following Renewal projects have reached practical completion in October 2024.

- 8.2.1. 2023/24 Footpath and Lighting Renewal – Wellington Square internal paths.

9. Examples of Renewal Projects within this category:
 - 9.1. Stormwater Culvert Renewal project Unley Road is out to market. Construction will be timed to allow the contractor to procure prefabricated culverts and undertake works in the historically drier months of March and April 2025. This project will deliver a much-needed infrastructure renewal and assist stormwater transfer across Unley Road, into the stormwater network. The stormwater tender was released on the 9 October 2024, with review and award in November 2024.
 - 9.2. Hutt Street and South Terrace stormwater improvements has progressed, and contract execution is pending. The stormwater upgrade will offer the localised benefit of reducing water inundation at the intersection and directing stormwater away from properties at the intersection; primarily offsetting risk to commercial buildings. Works are anticipated to commence on site prior to the end of the 2024 calendar year and be completed first quarter of 2025.
 - 9.3. Footpath renewals at Grenfell Street will remove defective flagstone pavers and reinstate the footpath with tooled in-situ concrete. The project will also bring non-compliant access ramps up to City of Adelaide (CoA) compliance standards, renew bus stop tactiles and include works to the intersection of Gawler Place to improve pedestrian movement. The project is currently out to tender with contract award anticipated by mid November 2024.
 - 9.4. Royal Avenue design is finalised, and procurement will be undertaken shortly, with construction forecast to occur in early 2025. Community engagement in the street commenced earlier this year. A street meeting with residents to consider the design is scheduled towards the end of November 2024. Shortly after this, the works design package will be presented for procurement. The street upgrade will be delivered in 2024/25 financial year.
 - 9.5. Irrigation renewal project in Rymill Park will deliver much needed Park 14 Irrigation improvements. Detailed design is well progressed and enabling works to link into the Lake works is commencing in the coming months. Construction of the works throughout Rymill Park over the remainder of 2024/25 financial year is challenging due to access limitations to accommodate upcoming festive events.
 - 9.6. Progress continues with our roads resurfacing program. The scheduled North Adelaide segments have been completed including Priory Lane and Mills Terrace in addition to Light Square. The project achieved close to \$800,000 of renewals expenditure for the month. With several reseals brought back into the 2024/25 financial year program (~10 road segments), significant planning will be undertaken in November 2024 to ensure all works are completed within the Financial Year.

Capital Works Program

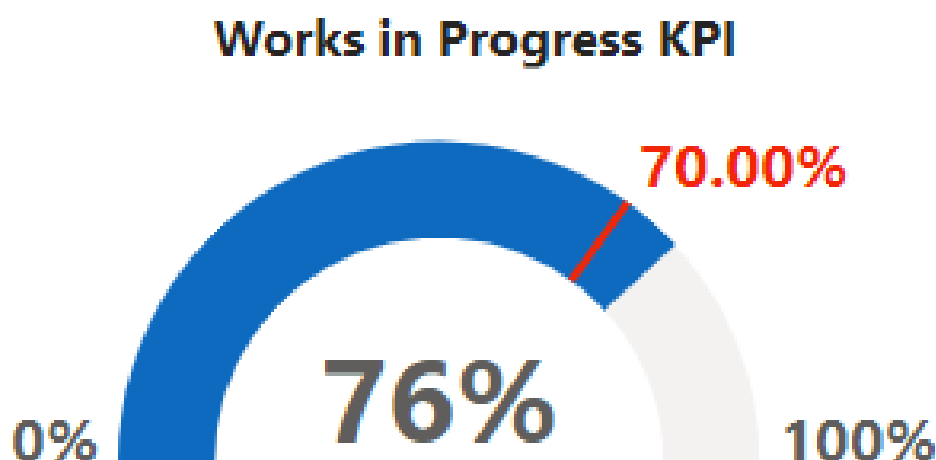
10. There are 420 projects within the approved program in the 2024/25 financial year.
11. Within the 2024/25 Capital Works Program there are currently 173 projects within the Initiate, Concept and Design phase.
12. The total value of projects within the Initiate, Concept and Design Phase is \$7.818m.
13. There are 247 projects in the Delivery Phase with a total value of \$115.094m.
14. The total expenditure against the Capital Works Program to the end of October 2024 is \$23.972m spent with a further \$21.378m contracted, totalling \$45.350m in the first four months.



Summary of commitments and expenditure by asset class for October 2024

Capital Works	No. of Projects	Approved Budget	Commitments	Expenditure	Remaining Budget
⊟ Asset Renewals	263	\$56.022M	\$12.033M	\$11.913M	\$32.075M
Corporate Overhead		\$5.665M	\$0.030M	\$1.894M	\$3.741M
Bridges	4	\$0.350M	\$0.079M	\$0.056M	\$0.214M
Buildings	38	\$11.325M	\$3.327M	\$3.114M	\$4.884M
ICT Renewals	8	\$1.591M	\$0.250M	\$1.060M	\$0.281M
Light'g & Electrical	31	\$1.985M	\$1.513M	\$0.475M	(\$0.004M)
Park Lands Assets	19	\$2.174M	\$0.381M	\$0.286M	\$1.507M
Plant and Fleet	9	\$1.689M	\$0.721M	\$0.191M	\$0.778M
Traffic Signal	11	\$2.937M	\$2.005M	\$0.189M	\$0.743M
Transport	79	\$17.370M	\$2.988M	\$3.387M	\$10.995M
Urban Elements	54	\$2.944M	\$0.410M	\$0.545M	\$1.988M
Water Infrastructure	10	\$7.992M	\$0.330M	\$0.715M	\$6.947M
⊟ New/Upgrade Projects	177	\$66.890M	\$9.345M	\$12.058M	\$45.487M
Total	420	\$122.912M	\$21.378M	\$23.972M	\$77.562M

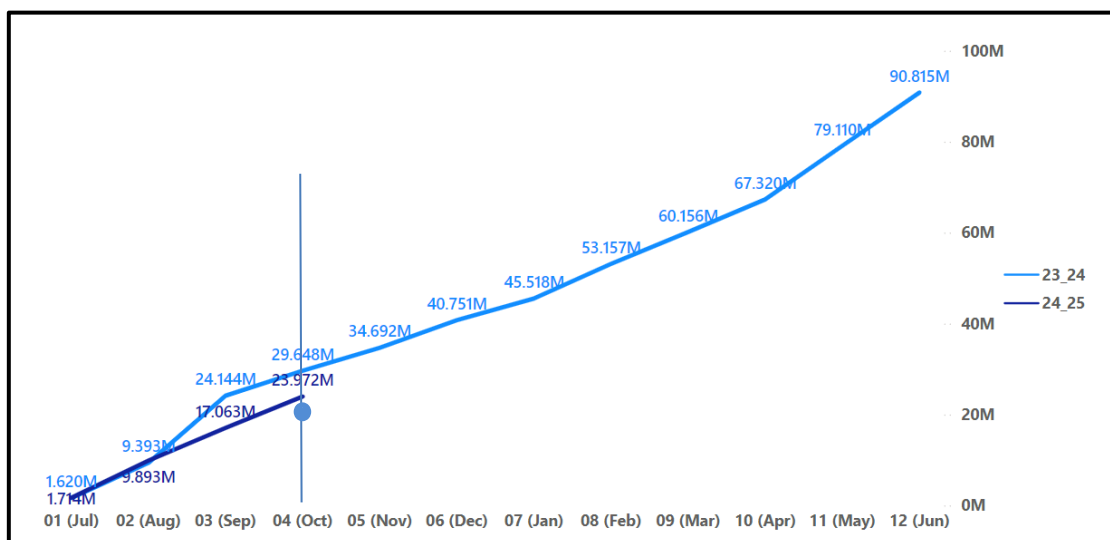
15. Examples of those works completed or in progress are reflected in **Attachment A** - Capital Works.
16. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at 76%. WIP KPI - 70%.



Capital Works Year on Year Spend Profile

17. The spend profile for October 2024 reflects a capital spend of \$23.972m year to date, compared to \$29.648m in October 2023. This represents a 19% decrease on the same period last year.
18. Note, the spend represented last year at this point in time included the purchase of 218-232 Flinders Street at \$8.3m. With this purchase excluded, our capital spend represents a 12% increase compared to the same time last year.

Capital Works year-on-year spend comparison 2023 vs 2024.



- 23/24 October comparative spend (\$21.348M) excluding Flinders St building purchase.

Future Procurement Activities

19. The following procurement activities are currently in progress, or due to commence shortly:
 - 19.1. South Terrace / Hutt Road Stormwater upgrade – Award stage
 - 19.2. Project Management service – Greening Program – Tender review
 - 19.3. Grenfell Street – Out to tender
 - 19.4. Unley Road Culvert upgrade – Preferred supplier.

Future Community Consultation and Engagement Activities

20. The following are community consultation activities and engagements that are ongoing or planned:
 - 20.1. Royal Avenue Upgrade – Community awareness session scheduled 22/11
 - 20.2. Vincent Street Improvements – Information bulletin distribution
 - 20.3. Melbourne Street – Decorative lighting expressions of interest (current)
 - 20.4. Bikeways North South – Stakeholder progress update distributed.

Funding Contributions

21. The following funding contributions have been confirmed:
 - 21.1. Charles Street – Government of South Australia funding towards Charles Street project of \$1.0m for construction plus \$350,000 for design.
 - 21.2. James Place – Government of South Australia funding towards James Place of \$500,000. Seeking additional third-party funding.
22. The information provided reflects the first four months of the 2024/25 fiscal year. For further details on the 2024/25 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – October 2024

- END OF REPORT -

Capital Works October Update

Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of October 2024.



North-South Bikeways

\$5.5m

New/Upgrade



Frome Street Works: Traffic signal upgrades commenced at Rundle Street intersection, also including new pram ramps and kerbs. Stormwater works on the corner of Frome Road and North Terrace are now completed.

The full shared-use path and lighting works along Frome Road are ongoing with completion anticipated in November 2024.

Central Market Arcade Redevelopment

2 – Capital Works – October 2024 Update

\$15.9m

New/Upgrade



All civil works involving the excavation have now been completed.

The construction phase of works includes the completion of the lower basement slab on ground pours which means reduced mud drag out onto the street. Progress on the main structure continues over the next two-week period in the following areas,

- Suspended slab construction.
- Precast panel install.
- Construction of core Jumpform (North and South).

- Installation of protection scaffolds under Central Market glass canopies.

The Contractor has established four tower cranes on site with supporting concrete boom towers. There are now up to 125 workers on site during usual workdays.

Externally, the Contractor has reconstructed the street facing hoardings with a gantry system for overhead protection to both Gouger and Grote Streets including the corners.

The forecasted completion for the delivery of Council's Returnable Works remains on track for mid-2026.

Charles Street Streetscape Upgrade

\$5.925m

New/Upgrade



The southern section of Charles Street is anticipated to be open to the public in early November.

The northern section is progressing well. A change in the program has been implemented to minimise disruption to stakeholders.

Works are tracking to program, with Practical Completion anticipated in mid-Feb 2025.

Rymill Park Masterplan Safety and Accessibility Works

\$1.8m

New/Upgrade



Works have progressed well over the past month, with all the main paths rebuilt prior to event season (renewal).

The contractor will now demobilise to allow for the event season and will re-commence work in Quarter 4 to complete the last lake pedestrian paths, earthworks to improve grades through the central section of the park and renew the event platform on the island.

All works are near complete, with practical completion walkover scheduled for 30 October 2024.

New stormwater infrastructure was installed, along with kerb and road maintenance.

Stakeholder consultation was a high priority due to the location of the works being a no-through road.

Figtree Court Road and Stormwater Renewal

\$250,000

Renewal

Wellington Square Footpath and Electrical Renewal

Footpath \$395,000

Lighting and Electrical \$349,000

Renewal



Wellington Square Footpath and Electrical Renewal reached practical completion in October.

This has included completion of removal and renewal of existing asphalt paths, luminaires, light poles, and conduits.

Construction included new path base and installation of new timber edging and reserve bench slabs.



Works have commenced on a road reconstruction of Blenheim Lane from Blenheim Street to Marlborough Street including spoon drain renewal.

Works are anticipated to be completed by early 2025.

Road Reconstruction - Blenheim Lane - Blenheim Street to Marlborough Street

\$124,000

Renewal

Her Majesty's Theatre Commemorative Artwork Proposal

Tuesday, 19 November 2024
Infrastructure and Public Works Committee

Strategic Alignment - Our Community

Program Contact:
Jennifer Kalionis, Associate
Director City Culture

Public

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

This report provides an update on progress with the Her Majesty's Theatre commemorative public artwork. It seeks Council's approval for the City of Adelaide (CoA) to assume full responsibility as project lead and commissioner of the proposed bronze statue of Mr Barry Humphries AO CBE, with project partner, the Adelaide Festival Centre (AFC) concentrating their future contributions on fundraising. This will enable the project to progress beyond initiation phase.

At the 12 December 2023 Council meeting, Council requested Administration work with the AFC Trust and Foundation to progress the manufacture and installation of an artwork to commemorate the longstanding relationship of the late Barry Humphries, AO CBE with Her Majesty's Theatre, the CoA, and multiple significant heritage conservation projects in Adelaide and South Australia.

On 12 March 2024, Council noted that Administration had been working with the AFC to develop a project plan and proposal for a commemorative artwork, for Council's consideration. Council requested Administration assist the Trust by managing the commission to ensure compliance with installation requirements, and progress investigations of site conditions to facilitate the placement of the artwork, as part of the capital works program. Council noted that Administration would bring a further report to Council following receipt of a formal proposal from the AFC.

The AFC has met its obligations to engage the artist and has commenced fundraising for the realisation of the sculpture. This report now seeks the approval of Council to confirm its role as project lead to progress and manage the public artwork commission.

Administration intends to expedite this undertaking by engaging a public art and design specialist to prepare a detailed proposal to be presented to Council in Q4 2024/25. The proposal will include the artwork concept, streetscape design, materials, risk assessment, governance, timeline, and a detailed budget with funding contributions outlined.

A provisional allocation for Council's contribution to the project has been made in the 2024/25 public art budget, and should Council approve the recommendations in this report, a retiming of public art projects in 2025/26 will occur to enable this project to be completed.

RECOMMENDATION

The following recommendation will be presented to Council on 26 November 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL:

THAT COUNCIL:

1. Notes the communications from the Adelaide Festival Centre regarding the Her Majesty's Theatre commemorative artwork opportunity contained in Attachment A to Item 7.5 on the Agenda for the meeting of Infrastructure and Public Works Committee held on 19 November 2024.
2. Approves the City of Adelaide to manage the commission to ensure compliance with requirements for installation of the bronze sculpture of Barry Humphries AO CBE to be located near Her Majesty's Theatre on Grote Street.
3. Notes the Draft Proposal for Her Majesty's Theatre Commemorative Artwork from the Adelaide Festival Centre as contained in Attachment B to Item 7.5 on the Agenda for the meeting of Infrastructure and Public Works Committee held on 19 November 2024.
4. Notes that Administration will develop a formal proposal for Council's consideration in Q4 2024/25.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community Elevate the City's reputation for exceptional and unique arts and cultural experiences by encouraging and providing arts, culture and events partnerships, grants, and sponsorship opportunities.
Policy	The Public Art Operating Guideline outlines the procedures for implementing public artworks and activities within the City of Adelaide, providing a framework that also allows external partners to propose co-funded, Council-led art projects or offer gifts, including cash donations, to support public art acquisitions or commissions aligned with the Public Art Action Plan's goals.
Consultation	As outlined in the Public Art Operating Guideline and External Proposals for Public Art are reviewed by the City of Adelaide Creative City team with input from other teams and with advice from the Public Art Round Table on their artistic and cultural merit and contribution to the City of Adelaide's public art collection. This process includes a comprehensive consultation strategy that ensures engagement and support from key stakeholders, such as the artist and project partners.
Resource	The City will engage a Public Art and Design specialist to develop a formal proposal, in collaboration with the Adelaide Festival Centre (AFC) and the artist. This specialist would work alongside City teams, including Technical Design, Asset Management, and Creative City, to oversee the proposal's development.
Risk / Legal / Legislative	Administration has been collaborating with the AFC on the public artwork proposal. Given the high-profile nature of the subject and the involvement of a prominent project partner, this initiative has generated significant media and community interest.
Opportunities	New artwork in City by Robert Hannaford AM (growing strong representation of his sculptural practice in the public realm), enhancing the public realm, and commemorating cultural heritage at a significant cultural venue.
24/25 Budget Allocation	\$25,000 from the Public Art capital budget for 2024/25.
Proposed 25/26 Budget Allocation	An indicative budget for the commission of a new significant artwork such as a life size figurative bronze statue is in the range of \$200,000 to \$300,000 which includes: artist's fees, expert labour, technical advice, materials, engineering, casting, plinth, lighting, footings, excavation, installation, remediation, plaques and future maintenance. A provisional allocation for Council's estimated contribution to the project (up to \$100,000) has been made against the 2024/25 public art budget. The formal proposal developed for Council consideration in Q4 2024/25 will confirm the total project costs and funding contribution from the CoA and the AFC. As the commission and installation is projected to be between 12-18, funding will be timed across the 2025/26 and potentially 2026/27 financial years.
Life of Project, Service, Initiative or (Expectancy of) Asset	An enduring public artwork commissioned by the City of Adelaide has an expected lifespan of 25 years or more.
24/25 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Commemorative public artworks are registered as part of the City of Adelaide Public Art collection, with a requirement for ongoing cleaning and maintenance over the life of the asset.
Other Funding Sources	To date, the AFC has paid the identified artist an initial commission fee of \$36,000. AFC are raising funds for the sculpture through private donations to contribute to the realisation of the artwork. A further contribution of up to \$117,000 (approximately) is expected from the AFC's fundraising efforts. Council is anticipated to be the other major funder of the public artwork.

DISCUSSION

1. At the Council meeting of [12 December 2023](#), Council resolved to:
 - 1.1. Request Council staff work with the Adelaide Festival Centre Trust and Foundation to progress the manufacture and installation of an artwork to commemorate the long-standing relationship of the late Barry Humphries AO CBE with Her Majesty's Theatre, the City of Adelaide and multiple significant heritage conservation projects in Adelaide and South Australia.
 - 1.2. Request a report be returned to Council by the end of March 2024 outlining a project plan, final design, and potential for funding between the City of Adelaide and the Foundation.
2. At the meeting of [12 March 2024](#), Council resolved to:
 - 2.1. Noted that Administration is currently working with the Adelaide Festival Centre and Trust to develop a project plan and proposal for a commemorative artwork celebrating Mr Barry Humphries, AO CBE for Council's consideration.
 - 2.2. Acknowledge the fundraising commitment by the Adelaide Festival Centre Trust to purchase a commissioned bronze sculpture.
 - 2.3. Assists the Adelaide Festival Centre Trust by managing the commission to ensure compliance with requirements for installation.
 - 2.4. Progress investigations of site conditions to facilitate the placement of the artwork, as part of our capital works program.
 - 2.5. Notes that Administration will bring a further report to Council following receipt of a formal proposal from the Adelaide Festival Centre.

Work to Date

3. Administration has been liaising with the Adelaide Festival Centre (AFC) on the development of a formal proposal and the processes associated with establishing a public artwork commemorating Mr Barry Humphries, AO CBE in the City of Adelaide.
4. In February 2024, Administration undertook a preliminary site investigation and underground service location of the proposed area which was shared with the AFC.
 - 4.1. Initial survey and underground service location at the front of Her Majesty's Theatre and the neighbouring Metropolitan Hotel on Grote Street indicate that it might be a challenging site for installation of the artwork due to the significant number of underground services, limiting potential locations for the artwork.
5. In June 2024, Administration received a draft proposal from the AFC for the proposed artwork opportunity (**Attachment B**).
 - 5.1. The AFC advised that their organisation had insufficient technical expertise, resourcing and capacity to prepare a formal proposal that would meet the necessary inclusions and standards required for Council consideration.
 - 5.2. In response, Administration presented a draft partnership agreement to the AFC, offering funding and support for them to engage a suitable specialist to complete the formal proposal to the required standards.
6. The AFC has commissioned celebrated South Australian sculptor and painter, Robert Hannaford AM for the opportunity through a Letter of Agreement to create a life-sized bronze sculpture of Barry Humphries AO CBE.
 - 6.1. Robert Hannaford AM (b. 1944) is a celebrated and award-winning artist who has been a finalist in the Archibald Art Prize over 25 times and has created many portraits and public sculptures of significant public figures.
 - 6.2. To date, the artist has undertaken preliminary concept designs of the statue, alongside creation of a series of plaster maquettes and moulds of the proposed statue that will be utilised by the AFC for fundraising efforts.
 - 6.3. The artist has not undertaken scoping of the accompanying works such as streetscape, plinth or other required electrical, engineering or civil works required for the public artwork.
 - 6.4. The artist has been advised by the AFC that the project cannot progress until Council has granted approval for the Her Majesty's Theatre commemorative artwork of Barry Humphries to be permanently installed (**Attachment A**).

7. In communications to the City of Adelaide, the Estate and Family of Barry Humphries AO CBE are supportive of a proposed life-like bronze of the subject outside of Her Majesty's Theatre on Grote Street by artist, Robert Hannaford AM.

Status

8. The project remains in an initiation phase, requiring the development of a formal proposal to understand the project's scope, budget and viability.
 - 8.1. The development of a formal proposal is the responsibility of the proponent as outlined in the External Proposals for Public Art- Fact Sheet.
9. In October 2024, the AFC communicated their role and contribution towards this proposed project (**Attachment A**).
 - 9.1. Their role in the undertaking will be concentrated on fundraising through private donations as a contribution towards the realisation of the artwork.
 - 9.2. The AFC has established a fundraising committee that will seek private philanthropic support to realise the sculpture.
 - 9.3. To date, the AFC has paid the initial commission fee for the selected artist valued at \$36,000.
 - 9.4. The estimated cost for the sculpture is \$153,000, excluding footings, engineering, and installation costs.
 - 9.5. Under the proposal and in line with the 12 March 2024 decision of Council, the costs to install the sculpture are estimated to be at least \$100,000 and would be the responsibility of the CoA.

Proposed Approach

10. The CoA now needs to assume the lead on the project as commissioner of the total project to enable the project to progress beyond the initiation phase.
11. To expedite the undertaking, Administration will engage a public art and design specialist to prepare a detailed proposal to the standards required by Council to be presented to Council in Q4 2024/25 for consideration. The formal proposal will include:
 - 11.1. Artwork and streetscape concept design, including lighting, paving and accompanying signage.
 - 11.2. Proposed materials, fabrication and installation methods.
 - 11.3. Project risk assessment, engineering and civil works documentation.
 - 11.4. Project governance and management including roles and responsibilities of parties including details of third parties, contractors, consultants, project managers, supply relationships, and fabricators.
 - 11.5. Project timeline and milestones.
 - 11.6. Proposed indicative budget outlining expenditure and income including funding contributions from project partners.
 - 11.7. Advice from CoA teams including Technical Design, Infrastructure Delivery, Asset Management, Creative City, and artistic and cultural expertise from a specifically convened Public Art Round Table for the project.
12. The cost associated with the engagement of the specialist will be managed through the Public Art Capital budget for 2024/25.
13. A provisional allocation for Council's estimated contribution to the project (up to \$100,000) has been made against the 2024/25 public art budget. As the commission is projected to be 12-18 months away, these provisionally allocated funds would need to be carried forward into 2025/26 and potentially 2026/27.
14. Should Council approve the formal proposal in Q4 2024/25, the project would then be incorporated into the 2025/26 public art works program for delivery and installation.
15. Administration would then manage the development and delivery of the project including the public art commissioning process, including:
 - 15.1. Stakeholder management including the Estate and Family of Barry Humphries, AO CBE, Adelaide Festival Centre) and the artist, Robert Hannaford, along with other appointed subcontractors.
 - 15.2. Procurement and contracting such as funding agreements with partners, the engagement of the artist, and contractors.
 - 15.3. Detailed design phases.

- 15.4. Obtaining approval and permissions such as Development Approval.
- 15.5. Budget management and funding for the installation of the artwork, civil works, and accompanying streetscape and any shortfall from the fundraising committee campaign.
- 15.6. Fabrication and installation of the artwork.
- 15.7. Asset handover including defect review and remediation.
- 15.8. Promote, market and unveil the artwork in a launch event.
- 15.9. Ongoing care and maintenance of the artwork as an asset in city's public art collection.
16. This commission opportunity demonstrates alignment with the CoA Strategic Plan 2024-2028, particularly with the Our Community aspiration, aiming to make the city an engaging place to live, learn, and visit. It supports the key action of enhancing Adelaide's reputation for exceptional and unique arts and cultural experiences by fostering partnerships, grants, and sponsorship opportunities in arts, culture, and events.
17. As major public artwork commissions can take between 18-24 months, the estimated timeframe for realisation of the artwork through to installation and launch of the sculpture is during 2026. This is informed by the following:
 - 17.1. The AFC has estimated that fundraising for the statue may take up to 6 months and the success of this campaign will guide Council's future decision making about the proposal and budget allocations.
 - 17.2. Obtaining necessary approvals and accompanying Council reporting requirements.
 - 17.3. Once approved, the artist has estimated that 12 months is required for the creation of the scale mould and fabrication of the artwork.
 - 17.4. As the project progresses, reports would be presented to Council for noting per the reporting requirements for artwork commissions valued over \$100,000.

ATTACHMENTS

Attachment A - Letter to Lord Mayor from Adelaide Festival Centre CEO

Attachment B – Draft Proposal for Her Majesty's Theatre Commemorative Artwork from the Adelaide Festival Centre

- END OF REPORT -

17 October 2024

The Right Honourable the Lord Mayor of Adelaide
Dr Jane Lomax-Smith AM
City of Adelaide
GPO BOX 2252

Dear Lord Mayor

Adelaide Festival Centre Trust: Her Majesty's Theatre Commemorative Artwork

Thank you for meeting with us recently.

I'm pleased to inform you that our private donor fundraising efforts have begun in earnest, and we hope to have an update of funds raised soon. As agreed, it is our intention to raise funds for the sculpture through private donations.

We have received the attached quote from Robert Hannaford AM and asked him to submit an invoice for the preparatory works completed to date.

For your information, please find attached a copy of our recent communication to him. As you will see, we have made it clear that the project cannot progress until Council has granted approval for the Her Majesty's Theatre Commemorative Artwork of Barry Humphries to be permanently installed.

As we discussed when we met, for the project to progress, Council Administration will need to engage a professional public art contractor to prepare a report for Council, which may include liaison with the artist directly.

We will continue fundraising and keep in touch with our progress.

With best wishes



Douglas Gautier AM
CEO and Artistic Director

17 October 2024

Robert Hannaford AM

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Robert

Adelaide Festival Centre Trust: Her Majesty's Theatre Commemorative Artwork

Thank you for your quote and recent communication. The work is looking wonderful.

Finalisation and installation of this project requires City of Adelaide Council Public Art approval. We understand that the City of Adelaide is working on a report to that effect.

Meanwhile, here at the Adelaide Festival Centre, we are working to raise funds from private donors for the project. We therefore cannot commission you to progress to the next stage of creating a life-sized clay sculpture and cast, until the City of Adelaide have granted approval.

We would like to pay you for the work you have undertaken to date, as per your quote of 3 October, and ask that you forward us an invoice for the preparatory works including:

3 plaster Marquettes	\$30,000
Design & creation, includes sketches, research, materials, models, artists hours and studio costs	
Moulds and plaster cast (By Tim Thompson)	\$6000

We understand on your receipt of payment, we will be entitled to:

- The original sketches to be held in perpetuity – to be received at a mutually agreed date.
- Use of the original sketches & for use in promotional and fundraising purposes.
- The original plaster Marquette moulds to be held in perpetuity - to be received at a mutually agreed date.

- Photographic images of the Marquettes – as supplied by you, for use in promotional and fundraising purposes.
- Access to the Marquettes to enable us to arrange additional photography for promotional purposes.

This is the extent of our agreement with you for now.

We anticipate that you will be contacted directly by City of Adelaide staff members, for them to gain the information they require to prepare a report for Council.

Many thanks again for your extraordinary work.

Yours sincerely



Douglas Gautier AM
CEO and Artistic Director

QUOTE

ROBERT
HANNAFORD

Adelaide Festival Centre Trust

Date
03 October 2024

[Redacted]
[Redacted]
[Redacted]
[Redacted]

Barry Humphries Sculpture

Scope: To design and create a life-size sculpture of Barry Humphries, includes the making of several maquettes as preparation

Deliverables: Life-size bronze sculpture (1.78m) of Barry Humphries

Quote	Amount AUD
Preparatory Work Completed:	
3 plaster maquettes	
Design + creation - includes sketches, research, materials, models, artist hours and studio costs	30,000.00
Moulds and plaster casts (by Tim Thompson)	6,000.00
Life-size clay sculpture (1.78m)	64,000.00
(includes, sketches, research, materials, models, artist hours, studio costs, welding internal structure costs)	
Casting by Tim Thompson	
Silicone rubber mould (includes travel to Riverton)	15,000.00
Life-size cast in bronze, colour and wax including mounting points in stainless steel (1.78m)	38,000.00
	TOTAL AUD 153,000.00
	(inclusive of GST)

NOTE: Does not include installation, footings or engineer report

BARRY HUMPHRIES SCULPTURE – REPORT DRAFT

11 June 2024

1. Scope of Project - CA

- 1.1 Adelaide Festival Centre is in discussions with Robert Hannaford AM to create a celebratory public artwork commemorating Mr Barry Humphries, AO CBE for permanent installation on Grote Street in front of Her Majesty's Theatre.
- 1.2 Her Majesty's Theatre has a rich history of presenting world famous artists. Mr Barry Humphries often described it as his favourite theatre. To honour the artists that have connection with Her Majesty's Theatre, the Barry Humphries sculpture will form the centrepiece of a new Walk of Fame that enables recognition of these figures in the public realm.
- 1.3 This report provides detailed overview of the Barry Humphries Sculpture and Walk of Fame concept.
- 1.4 Adelaide Festival Centre will commission Robert Hannaford to create the Barry Humphries sculpture and fund-raise for the costs.
- 1.5 The sculpture will then be gifted to the City of Adelaide.
- 1.6 The City of Adelaide will be required to undertake the required risk assessments, install, maintain and insure the sculpture at their own cost.
- 1.7 Once commissioned and contracted, the sculpture will be within 12months.
- 1.8 The Walk of Fame requires separate costing and detailed engineering and design analysis.

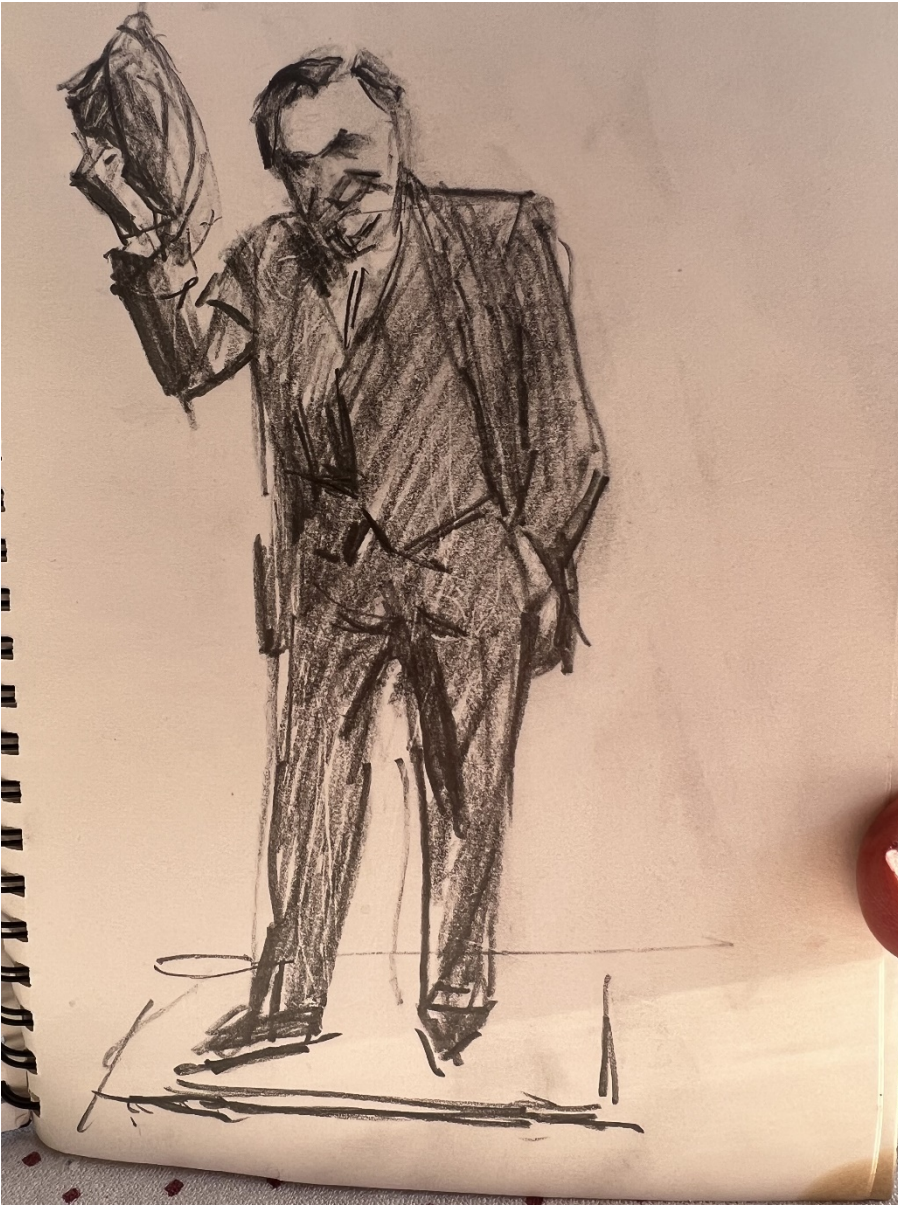
2. Concept

- 2.1 The bronze sculpture of Barry Humphries will be 1.8metres in height and viewed from 360°.
- 2.2 Designed to be installed and displayed on an accompanying plinth with feature lighting.
- 2.3 Featuring a plaque celebrating Barry Humphries achievements and connection to the City of Adelaide and Adelaide Festival Centre.
- 2.4 The name of the artist and significant donors that have funded the work to be included on the plaque.
- 2.5 The Walk of Fame to include name plate footpath inlays that identify well know celebrities and stars that have performed at Her Majesty's Theatre, Barry Humphries being a significant highlight.

3. Statue detail

- 3.1 Robert Hannaford AM is one of Australia's leading portrait, landscape painter and sculptor.
- 3.2 Born in 1944 he lives and works in Riverton, South Australia his place of birth. He has been an Archibald finalist 23 times and won the people's choice 3 times. He has won the Doug Moran Portrait Prize and was the inaugural winner of the Fleurieu Art Prize.

- 3.3 It is proposed that Robert be commissioned to create a life-size (1.78mtrs high) bronze sculpture of Barry Humphries AO CBE will be located directly in front of Her Majesty's Theatre on Grote Street, Adelaide.
- 3.4 Humphries was an Australian comedian, author, and satirist. Best known for his stage and television characters Dame Edna Everage and Sir Les Patterson. Humphries's characters brought him international renown. Humphries has had a long association with Adelaide Festival Centre in particular a special relationship with Her Majesty's Theatre which commenced in 1953 when a then 19-year-old Humphries performed in *The Wind of Heaven* as part of an Australian Universities Drama Festival. That performance heralded a long association with Her Majesty's Theatre with Humphries, often describing it as his favourite theatre. This sculpture will honour and celebrate Humphries remarkable career after his passing in 2023.
- 3.5 The sculpture will feature Barry tipping his hat to theatre patrons and public as they walk by or enter the theatre. Viewers will be able to move around the sculpture to gain a 360-degree view. The sculpture would sit atop a plinth 10cm high with a plaque to acknowledge the artist Robert Hannaford and major donors and sponsors. The footprint would be roughly 1mtr square.
- 3.6 Lighting would be required within the plinth or externally facing the sculpture, so it can be viewed at night.



Artist concept sketch not for reproduction.



Sculpture mock-up.

4. Location rationale for Her Majesty's Theatre

- 4.1 The bronze sculpture of Barry Humphries AO CBE would be located directly in front of Her Majesty's Theatre on Grote Street, Adelaide on the left-hand side of the entrance doors. This location is preferred as it sits slightly back from the footpath but would still be in a prime position for the public to view. It could also be seen from inside the theatre when patrons look out. This position would not interfere with patrons lining up to enter the theatre or public waiting at the bus stop.
- 4.2 Other locations in the precinct will be determined by the COA based on assessment of installation requirements.



Location mock-up.

5. Key Stakeholder Support

- 5.1 A fund raising committee has been established through Adelaide Festival Centre, to raise the necessary funds to cover costs of the bronze sculpture. Donors have already expressed interest in this project, such is the respect for the connection the late Barry Humphries AO CBE had with Her Majesty's Theatre
- 5.2 The fund raising committee will be given a timeframe to raise funds once the approval for the sculpture is received by the City of Adelaide and the Barry Humphries Estate
- 5.3 The artist, Robert Hannaford has given permission for AFC to re-produce the Marquette images to assist with fundraising.
- 5.4 It is estimated that fundraising will take between three and six months

6. Cost

- 6.1 Artist Robert Hannaford is yet to send through official quotes, so the following cost estimates are based on conversations and relevant comparisons.
- 6.2 The Plaster Marquette will be approx. \$9,000. Robert will retain ownership of the Marquette
- 6.3 The cost of the Marquette has been privately commissioned and work has commenced.
- 6.4 In total, the bronze statue will approx. \$200,000.
- 6.5 This does not include the plinth, or plaque, nor engineering and installation – all of which will be delivered by the City of Adelaide.

7. Her Majesty's Walk of Fame

- 7.1 The Barry Humphries Sculpture forms an integral part of the concept for Her Majesty's Walk of Fame.
- 7.2 One hundred and ten stars could be included, to celebrate the famous stars who have performed at HMT over the past 110 years.
- 7.3 Going forward each year a star will be added via a public vote – as is the case for the Walk of Fame at the Adelaide Festival Centre on King William Road.
- 7.4 Learning from the AFC Walk of Fame, the HMT Walk of Fame would include stars designed in-house by the AFC Design Studio
- 7.5 CoA have quoted approx. \$3,000 per plaque
- 7.6 Comparatively, the current stars on AFC Walk of Fame cost approx. \$1,500 per plaque. The cost is lower as the infrastructure such as electrical for the lighting underneath already exists.



HMT stars mock-up.