



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 18 February 2025

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, 18 February 2025, at 7.00 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Deputy Lord Mayor, Councillor Elliott (Chair)
Councillor Noon (Deputy Chair)
Councillors Abrahamzadeh, Couros, Davis, Giles, Hou, Li, Martin, Dr Siebentritt and Snape

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 Nil	
3.	Confirmation of Minutes - 19/11/2024 That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 19 November 2024, be taken as read and be confirmed as an accurate record of proceedings. View public 19 November 2024 Minutes .	
4.	Declaration of Conflict of Interest	
5.	Deputations	
6.	Workshops Nil	
7.	Reports for Recommendation to Council	
7.1	Janet Mead Lane	3 - 8
7.2	One Way Access to Car Parks in Calvary Hospital vicinity	9 - 14
7.3	Unnamed public road off Ward Court	15 - 19
7.4	Capital Works Monthly Project Update - January 2025	20 - 32
7.5	Expansion of Green Waste Collection Services	33 - 39
8.	Reports for Noting Nil	
9.	Closure	

Agenda Item 7.1

Janet Mead Lane

Strategic Alignment - Our Community

Public

Tuesday, 18 February 2025

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

On 28 May 2024, Council resolved to ask the Administration to prepare a report looking into the possible naming of a road after Sister Janet Mead. The Administration has investigated the matter and proposes that Council assign the name 'Janet Mead Lane' to the unnamed private road opposite the house where Sister Janet ran the 'Adelaide Day Centre for Homeless Persons' (along with Sister Anne Gregory).

RECOMMENDATION

The following recommendation will be presented to Council on 25 February 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves, subject to no objections being received through consultation, assigning the name 'Janet Mead Lane' to the private road lettered 'A' and 'B' on Filed Plan 182506 as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 February 2025).

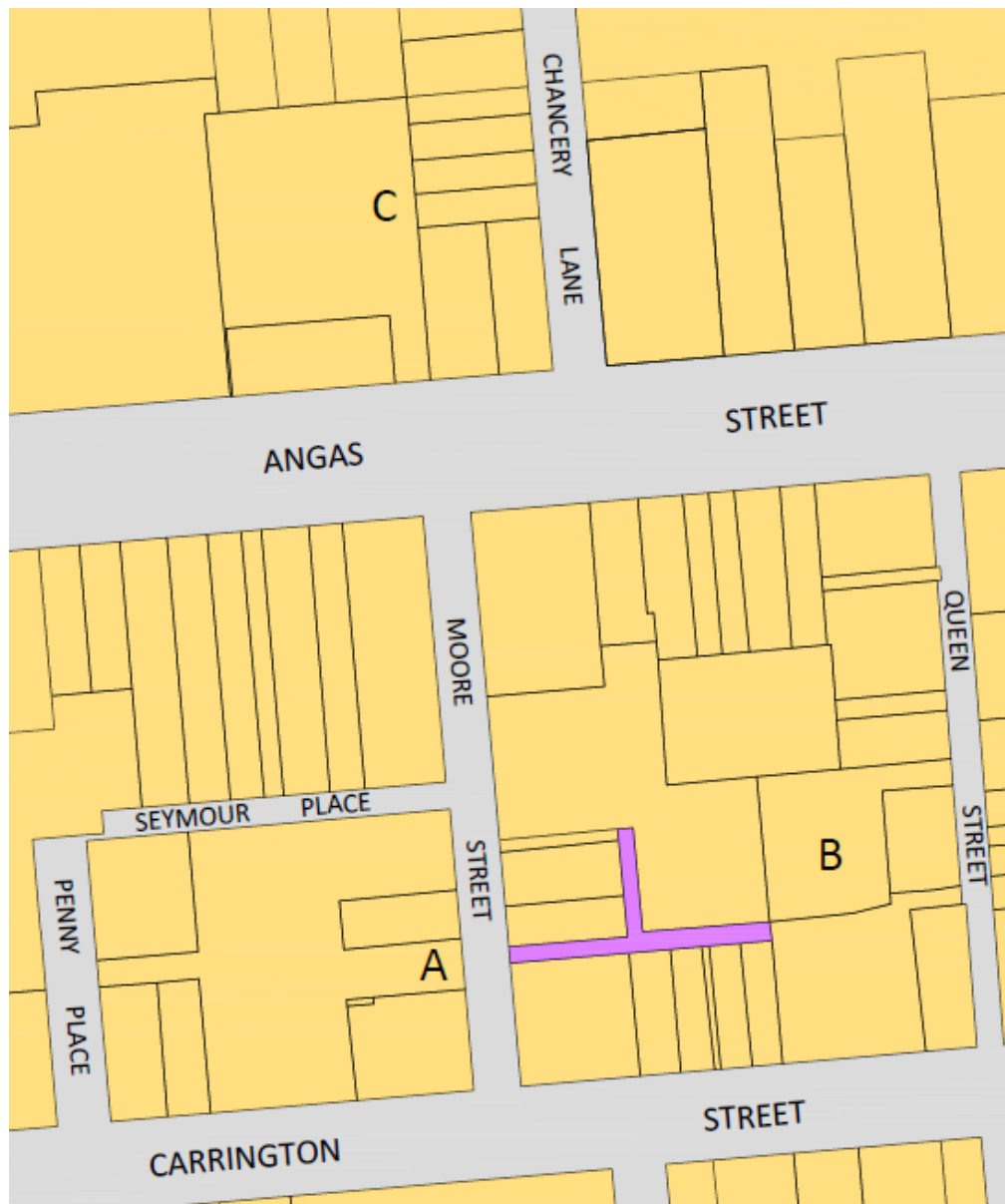
IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community
Policy	The name 'Janet Mead Lane' complies with the 'Naming Policy for Roads'
Consultation	Subject to Council adopting the recommendation of this Report, the Administration will consult with representatives from Sister Janet Mead's family, along with the owners of land adjoining the private road that is proposed to be named (in accordance with Council's 'Naming Policy for Roads').
Resource	Minimal resources will be required to consider (and adopt) the request to assign the name 'Janet Mead Lane'.
Risk / Legal / Legislative	A council may assign a name to a private road pursuant to section 219 of the <i>Local Government Act 1999 (SA)</i> .
Opportunities	Not as a result of this report
24/25 Budget Allocation	Not as a result of this report
Proposed 25/26 Budget Allocation	Not as a result of this report
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. On 28 May 2024 Council resolved that it:
“Asks the Administration to prepare a report consistent with Council Policy on the possible naming of a street in the City of Adelaide after the late Sister Janet Mead to honour her contribution to our community, including her tireless work to assist the homeless”.
2. A short biography of Sister Janet Mead can be found at [Link 1](#).
3. As discussed in the biography, Sister Janet Mead established the ‘Adelaide Day Centre for Homeless Persons’ (the ‘Day Centre’) in 1985, along with Sister Anne Gregory. The Day Centre was located in an old house at 31 Moore Street, which is in the location lettered ‘A’ on the map below. The house has since been demolished.

Image 1



4. In 1993 the Day Centre moved from its premises at 31 Moore Street to premises located on Queen Street (shown lettered ‘B’ on the map above). The Centre continues to serve the community, ensuring that Sister Janet Mead’s legacy lives on.
5. The land coloured purple on the map above is a private road (the ‘Road’). The Road is part of a deceased estate dating back to the late 1800’s. There are over 100 such private roads in the City of Adelaide. The Road, which is shown in the Google image below, is unnamed.



6. It is considered fitting that the Road should be named after Sister Janet Mead given its proximity to the original (and existing) location of the Day Centre.
7. The proximity of St Aloysius College (lettered 'C' on the map above) is also relevant given Sister Janet Mead's life-long association with that school.
8. In relation to what name should be assigned to honour Sister Janet Mead, it is important that the name complies with Council's 'Naming Policy for Roads' (the 'Policy'), noting that:
 - 8.1. The Policy (Section 2) discourages changing the name of roads, necessitating the need to find an unnamed road to assign a name to. This task was made somewhat easier as a consequence of Council amending the Policy (on 24 September 2024) to allow 'minor' roads (which there are many of) to also be named.
 - 8.2. The Policy states that, as a guide, *'Two road names should generally be assigned to a 'T' shaped road, as the 'T' intersection is considered to be the 'logical start or end point' of one road.'* Notwithstanding this policy statement, the north-south portion of the Road is only 23 metres long, which is not considered sufficient to warrant a separate name being assigned.
 - 8.3. The Policy provides a range of suffixes to choose from. The suffix of 'Lane' is considered most appropriate, being defined in the Policy (and associated links) as *'a narrow way between walls, buildings or a narrow country or city roadway'*.
 - 8.4. The Policy states that the name assigned to a road may include *'People who have made a significant contribution to the betterment of the City of Adelaide and/or its community.'* Sister Janet Mead comfortably fits this description.
 - 8.5. The Policy states that, when naming roads after people:
 - 8.5.1. *'the name of living persons should be avoided, being used only in exceptional circumstances'*. Sister Janet Mead died on 26 January 2022.
 - 8.5.2. *'given name or initials will only be included with a family name where it is essential to identify an individual or where it is necessary to avoid ambiguity'*. In this instance it is considered appropriate to include the given name 'Janet' in the name proposed to be assigned given the relative commonality of the name 'Mead'.
 - 8.6. The Policy is silent in relation to the use of titles or honorifics in a person's name (when naming a road after a person, however):
 - 8.6.1. Whilst not precluded by either the Policy or the relevant Australian Standard (AS/NZS 4819:2011 – Rural and Urban addressing), it is not accepted practice in Australia to include titles or honorifics in a person's name. A relatively recent exception to this was the assigning of the name 'Sir Donald Bradman Drive'. Exceptions from much earlier include King William

Street, Sir Lewis Cohen Avenue, Sir Edwin Smith Avenue, St Johns Street and St Lukes Place.

- 8.6.2. It is worth noting that section 4.8 of the 'Principles for the Consistent Use of Place Names', a national guideline used for place-naming, states that:

'Titles are added to the beginning of a person's name to signify respect, a hereditary entitlement, an official position or a professional/academic qualification. Letters or abbreviations after a person's name signifying that the individual holds a position, office or honour are known as postnominals. Neither titles nor postnominals should form part of an official place name'.

9. Noting the proximity of the Day Centre and links to St Aloysius College the unnamed road would be a suitable location, and 'Janet Mead Lane' is considered to be the most appropriate name to assign to the Road.
10. The Road can be formally identified as the land lettered 'A' and 'B' in Filed Plan 182506, as contained in **Attachment A**.

Next Steps

11. Subject to Council approval, the Administration will consult with representatives from Sister Janet Mead's family, along with the owners of land adjoining the private road that is proposed to be named (in accordance with Council's 'Naming Policy for Roads'). If no objections are received to the proposed naming, the Administration will, as required under section 219 of the *Local Government Act 1999 (SA)*:
- 11.1. Notify the Registrar-General, Surveyor-General and Valuer-General of Council's decision to assign the name; and
- 11.2. Give 'public notice' of Council's decision to assign the name via notices in the Government Gazette, The Advertiser and Council's website.

DATA AND SUPPORTING INFORMATION

Link 1 – Short biography of Sister Janet Mead

ATTACHMENTS

Attachment A – Filed Plan 182506 - showing the private road that is proposed to be named 'Janet Mead Lane'

- END OF REPORT -



S.A. LANDS TITLES OFFICE RE-IDENTIFICATION PLAN

PLAN NUMBER

Attachment A
FP 182506

SHEET 1 OF 1

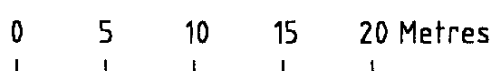
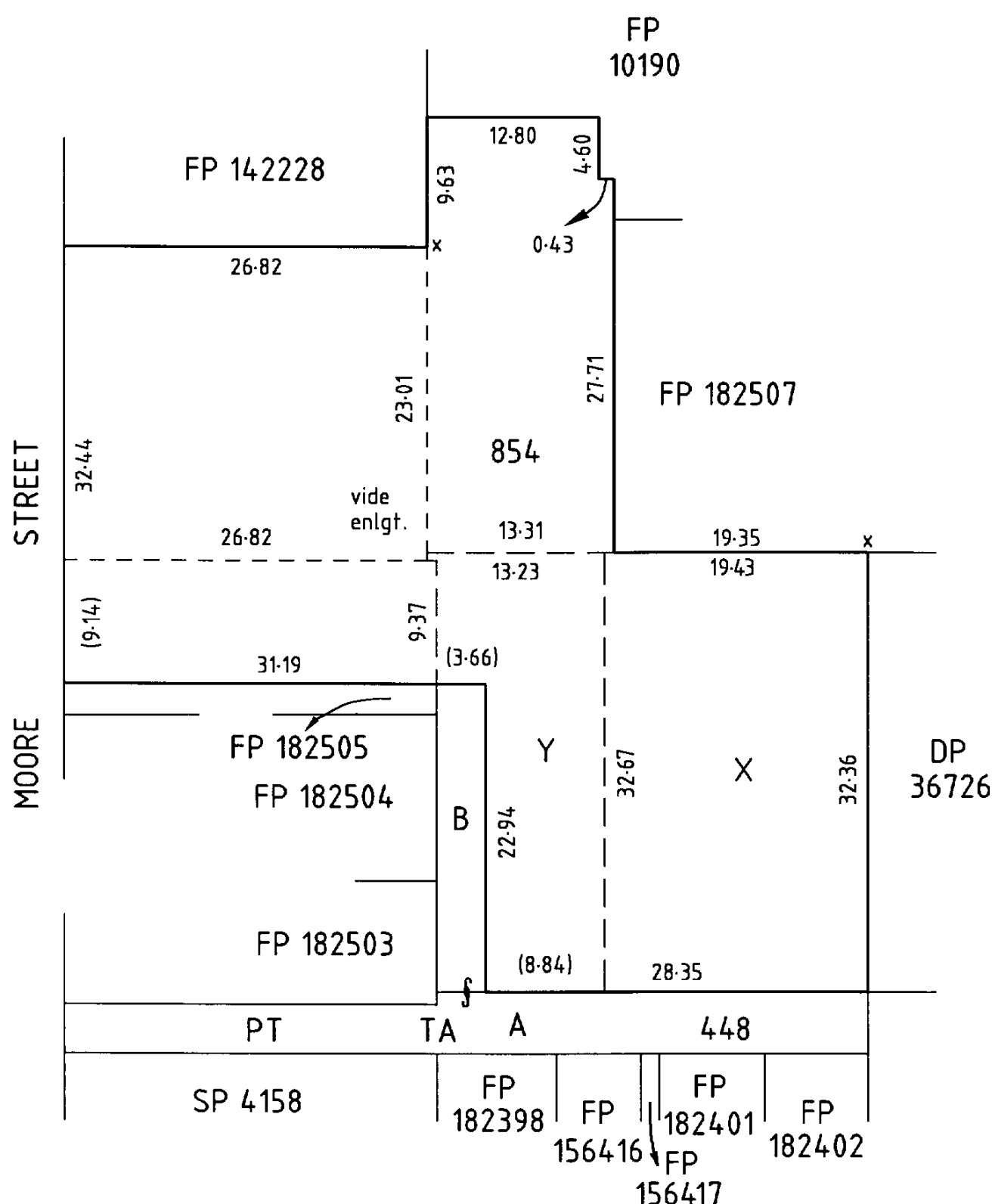
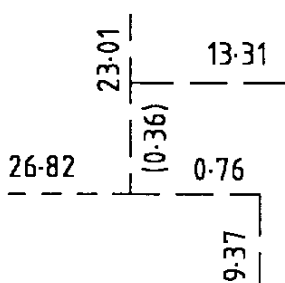
ACCEPTED FOR FILING
24/05/1996

[Signature]
REGISTRAR-GENERAL

AREA : ADELAIDE
LGA : CORP OF THE CITY OF ADELAIDE
HUNDRED : ADELAIDE
SECTION : P T 413

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3801/13
SEE TITLE TEXT FOR EASEMENT DETAILS

ENLARGEMENT
(NOT TO SCALE)



NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

One Way Access to Car Parks in Calvary Hospital vicinity

Strategic Alignment - Our Places

Public

Tuesday, 18 February 2025

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge Associate Director Infrastructure

Approving Officer:

Tom McCready Director City Infrastructure

EXECUTIVE SUMMARY

At its meeting on 23 April 2024, Council resolved:

'That Council asks the Administration to undertake a review of vehicular movement in and out of Bath Lane (east) (off Pulteney Street) due to concerns raised by local businesses and members of the public in the area associated with near misses and a recent accident and that a report is presented back to Council in the first quarter of 2024-25 for consideration taking into account access requirements for emergency vehicles (ambulances).'

Bath Lane (east) connects Pulteney Street with Bath Lane (north and south) and Calvary Hospital. The road is a low-speed environment and as a result vehicle collisions at the intersection of Bath Lane (east) with the north and south sections of the road are typically low consequence.

The two-way configuration of the street allows for vehicles to travel east and exit onto Pulteney Street, where impediment to sightlines have resulted in a small number of accidents between vehicles and cyclists/motorcyclists. Opportunity exists to review the two-way configuration of the street and implement turning restrictions to improve safety at the intersection of Bath Lane and Pulteney Street.

When the Calvary Adelaide Hospital was constructed, negotiations with all relevant parties including the Metropolitan Fires Service (MFS) were undertaken regarding all sections of Bath Lane and if they should operate as two-way or one-way. Strong objections and conflicting preferences to installing one-way sections were received and the road was retained as two-way, which remains the case.

Further engagement was undertaken with key stakeholders (Calvary Hospital facility management and Metropolitan Fire Service (MFS) and feedback provided by the AMM City Café on the corner of Bath Lane (east) and Pulteney Street.

On balance they are supportive of retaining the two-way configuration, with the Café operator indicating their support of a 'No Right-Hand Turn' from Pulteney Street into Bath Lane (east).

Upon further consideration it is proposed to investigate the implementation of a 'no right turn' restriction for vehicles on Pulteney Street turning to Bath Lane (east)

RECOMMENDATION

The following recommendation will be presented to Council on 25 February 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the findings of the investigation report of One-Way Access to car parks in Calvary Hospital vicinity and supports maintaining Bath Lane (east) as a two-way road.
2. Notes that the Administration are progressing with an investigation to implement a right turn restriction from Pulteney Street into Bath Lane (east) subject to further consultation with impacted properties.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places The review of Bath Lane (East) one-way access to the car parks in Calvary Hospital vicinity will provide Council more detailed traffic movement assessment for consideration.
Policy	Not as a result of this report
Consultation	Direct consultation with two key stakeholders (Calvary Hospital facility management and Metropolitan Fire Service (MFS). The AMM City Café on the corner of Bath Lane (east) and Pulteney Street was contacted in relation to the proposed changes and provided feedback, the café provider indicated that they would be in favour of a 'No Right-Hand Turn' from Pulteney Street into Bath Lane (east).
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report.
24/25 Budget Allocation	Not as a result of this report
Proposed 25/26 Budget Allocation	Not as a result of this report
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

Background

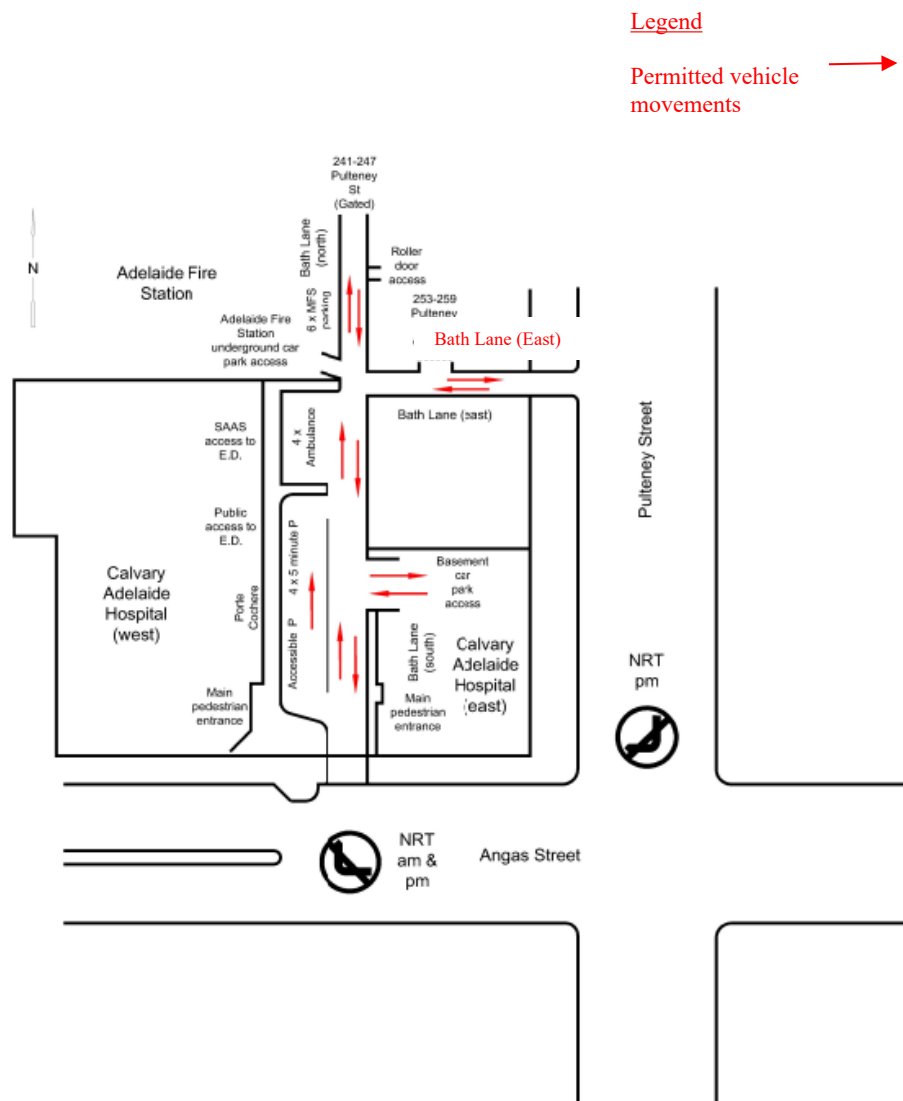
1. On 23 April 2024 Council resolved:

That Council asks the Administration to undertake a review of vehicular movement in and out of Bath Lane (off Pulteney Street) due to concerns raised by local businesses and members of the public in the area associated with near misses and a recent accident and that a report is presented back to Council in the first quarter of 2024/25 for consideration taking into account access requirements for emergency vehicles, (ambulances)

Existing Conditions

2. The current arrangement of the Bath Lane precinct is shown in Figure 1 and comprises of:
 - 2.1. Southern section of Bath Lane (Bath Lane South) which is a private road/driveway with public rights of way and has a 7.2m road width that accommodates two-way vehicle movements.
 - 2.2. Northern section of Bath Lane (Bath Lane North) with an approximate 4.2m width that, depending on vehicle and driver, can physically allow two cars to pass each other
 - 2.3. Eastern section of Bath Lane (Bath Lane East) with an approximate 3.2m road width that cannot accommodate two vehicles passing each other.

Figure 1 – Current access arrangement



3. The available crash data from the Department for Infrastructure and Transport (DIT) identifies two crashes recorded at the Pulteney Street and Bath Lane (east) intersection within the previous five years. Both

crashes involved a motor vehicle failing to stand whilst turning right from Pulteney Street into Bath Lane (east) as follows:

- 3.1. 18 March 2019 Minor injury to a motorcyclist heading north.
- 3.2. 16 December 2021 - Property damage to a cyclist heading north.
4. Council Administration has received the following customer requests relating to the traffic operation of Bath Lane following the completion of the hospital development in early 2020:
 - 4.1. 20 February 2020 – request for a pedestrian crossing at the Angas Street and Bath Lane (south) intersection.
 - 4.2. 28 January 2021 – concerns with poor visibility between people walking and cycling on the Pulteney Street path and vehicles coming out of Bath Lane (east).
 - 4.3. 15 March 2024 – request to convert Bath Lane to one-way operation.

Site observations

5. To gain an understanding of the people and vehicle movements and their interactions within the Bath Lane precinct, site observations were conducted on Wednesday 24 July 2024 at 2:00pm and at 4:45 pm, with the following key elements noted:
 - 5.1. Traffic generation – Vehicle movements are associated with the activities of the hospital, fire station and commercial land uses that adjoin Bath Lane. Most movements occur between Angas Street and the underground staff car parking facility located in Calvary Adelaide Hospital (east) building. A much smaller number of movements are associated with the porte cochere, ambulance bays and onward connections to Bath Lane east and north and their direct access to the two small car parks of 241-247 and 253-259 Pulteney Street. No vehicles were observed using Bath Lane (north) to access the gated car park of 253-259 Pulteney Street. Staff members of the MFS needing to access the rear Adelaide Fire Station underground car park utilised Bath Lane (east) heading east.
 - 5.2. Pedestrian movements – These occurred primarily between the Angas Street footpath and the main entrance to the hospital, with people using the continuous footpath and having priority over vehicle movements. A path on the east side of Bath Lane (south) connects the Angas Street path to the consulting rooms entrance of the Calvary Adelaide Hospital (east) building. A fence prevents people from walking from this path onto Bath Lane (south). Minimal movements were observed within Bath Lane, with less than 10 people counted walking between the hospital entrances and the small car park of 253-259 Pulteney Street.
 - 5.3. Service vehicles – a small bus was observed parking within the No Parking area of Bath Lane (south) during the commuter travel time of 4:45 pm to 5:15 pm. This resulted in delays to vehicles exiting the staff parking area and heading to Angas Street. Drivers were required to wait for northbound vehicles to overtake the small bus before completing their turn out of the underground car park aisle. No bins were presented for collection indicating that no waste collection vehicles use Bath Lane. No other service vehicles were observed.

Options

6. There are three main options for traffic movements in Bath Lane (east):
 - 6.1. Option A - One-way eastbound.
 - 6.2. Option B - One-way westbound.
 - 6.3. Option C – Existing two-way arrangement, with option for addition of a no right turn into Bath Lane (East) from Pulteney Street.
7. A qualitative routing impact assessment of the main options was conducted. The two main options considered. Both Options A and B show considerable route diversions as depicted in the figures.
8. A comparison of an eastbound and a westbound one-way operation has found the following key differences:
 - 8.1. **Option A – One-way eastbound** refer to [Link 1](#).
 - 8.1.1. Eliminates the potential conflict between vehicles turning right from Pulteney Street and northbound vehicles and cyclists and pedestrians on the Pulteney Street footpath.
 - 8.1.2. Eliminates the potential conflict between vehicle movements between (Bath Lane south and north) and Bath Lane (east).
 - 8.1.3. The potential conflict remains between vehicles emerging from Bath Lane (east) and people

on the footpath in a location where intervisibility is restricted.

8.1.4. Cars can turn from Bath Lane (south) to Bath Lane (east) from the correct side of the road.

8.2. **Option B – One-way westbound** – refer to [Link 2](#)

8.2.1. Eliminates conflict between vehicles emerging from Bath Lane (east) and pedestrians on the Pulteney Street footpath in a location where intervisibility is restricted.

8.2.2. Eliminates the potential conflict between vehicle movements between Bath Lane (south and north) and Bath Lane (east) with respect to simultaneous entry and exit to Bath Lane (east) however the potential conflict for vehicles egressing from Bath Lane (east) and vehicle movements along Bath Lane (south and north) due to the obstructed visibility remains.

8.2.3. The potential conflict remains between vehicles turning right from Pulteney Street and pedestrians on the footpath and vehicles travelling north along Pulteney Street, a situation that has resulted in two crashes.

8.3. **Option C - Existing two-way arrangement**, with addition of a 'no right turn' restriction into Bath Lane (East) from Pulteney Street – refer to [Link 3](#)

8.3.1. Eliminates the potential conflict between vehicles turning right from Pulteney Street and northbound vehicles and cyclists and pedestrians on the Pulteney Street footpath, a situation that has resulted in two crashes.

8.3.2. Maintains two-way vehicle movements along Bath Lane (east) which has an approximate 3.2m road width that cannot accommodate two vehicles passing each other.

8.3.3. The potential conflict remains between vehicles emerging from Bath Lane (east) and people on the footpath in a location where intervisibility is restricted.

9. The implementation of any of the options will result in drivers needing to divert to alternate routes when entering and/or leaving the precinct. It has been estimated that the diversionary routes for drivers originating in the east, north and south will experience an increase in journey times of between 3 and 7 minutes during the peak commute times. Journeys originating from the west are least effected.

10. The volume of traffic that will be diverted has been estimated at between 30 and 50 vehicle movements per day. However, vehicle turn counts would be required to accurately define this number.

Consultation

11. Direct consultation was undertaken on 17 January 2025 with the Calvary Hospital facility management and MFS for feedback on Option A and Option B.

12. The feedback is that the Calvary Hospital prefers to maintain the existing arrangements, with secondary preference for Option A (One-way eastbound) as Bath Lane (East) access is convenient for both patients, visitors and ambulances for the following scenarios:

12.1. If they miss the turn for entry from Angas Street their alternative option is going through Bath Lane (East). Without this, people will need to go through a whole block to go around to return to the Angas Street entry.

12.2. Bath Lane (East) access is an alternative exit in case Angas Street is congested. This is a quick exit out from the hospital.

13. The MFS feedback is that the MFS prefers Option B (one-way westbound) with secondary preference to maintain the existing arrangements, as:

13.1. The MFS have between 250 and 300 vehicle movements into the MFS undercroft carpark per day, 365 days per year (approximately 110,000 movements per annum). All these movements are inwards (through Bath Lane East or South) as the MFS carpark exit is directly onto Wakefield Street. If the council decided to close Bath Lane East or make one way Eastbound this would also significantly increase vehicle traffic through the hospital emergency area being Bath Lane south, increasing Bath Lane South traffic via Angas Street significantly.

14. Both key stakeholders accept the option of maintaining the existing situation.

15. The AMM City Café on the corner of Bath Lane (east) and Pulteney Street was contacted in relation to the proposed changes and provided feedback. The Café operator is supportive of a 'No Right-Hand Turn' from Pulteney Street into Bath Lane (east). They indicated, *vehicles turning right into bath lane from Pultney Street are speeding in making it very unsafe.*

Recommendation

16. It is recommended the existing situation i.e. Bath Lane (East) remains a two-way operation and consideration will be given to implementing a right turn restriction from Pulteney Street into Bath Lane (east) subject to further consultation with impacted properties.

DATA AND SUPPORTING INFORMATION

Link 1 – Option A – One-Way Eastbound

Link 2 – Option B – One-Way Westbound

Link 3 – Option C – Existing Two-Way Arrangement

ATTACHMENTS

Nil

END OF REPORT -

Unnamed public road off Ward Court

Strategic Alignment - Our Economy

Public

Tuesday, 18 February 2025

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The Genworth Group is contracted to acquire (from the Lutheran Church of Australia and New Zealand) the land shown hatched on **Attachment A**. It would also like to acquire (from Council) the unnamed public road lettered 'A' on **Attachment A** in order to form a consolidated site that can be more readily developed (for housing).

Council may, if it chooses, transfer the road to the Genworth Group by undertaking a 'road process' under the *Roads (Opening & Closing) Act 1991 (SA)* (the Act). The 'road process' has various steps, including that Council must notify anyone 'affected' by the proposed transfer and give consideration to any objections or requests for easements over the road.

The first step under the Act is to commence the 'road process', which is the recommendation of this Report.

RECOMMENDATION

The following recommendation will be presented to Council on 25 February 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves commencing a 'road process' pursuant to section 5 of the *Roads (Opening & Closing) Act 1991 (SA)* to close and transfer the unnamed public road lettered 'A' as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 February 2025 to the Genworth Group (or a subsidiary of) for 'market value'.
2. Authorises the Chief Executive Officer to make a 'road process order' to close and transfer the public road lettered 'A' as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 February 2025 to the Genworth Group (or a subsidiary of), providing there are no objections or applications for easements in relation to the proposed closure and transfer.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Economy Transferring the unnamed public road to the Genworth Group will facilitate housing development.
Policy	The sale of the unnamed public road to the Genworth Group (for market value) is consistent with Council's ' <i>Acquisition and Disposal of Land and Assets Policy</i> '.
Consultation	The <i>Roads (Opening & Closing) Act 1991 (SA)</i> (the Act) requires Council to notify anyone that may be 'affected' by the proposed transfer of the unnamed public road to the Genworth Group – along with the public. Anyone is allowed to object to the proposed transfer or request an easement over the road. Council must give consideration to those objections and requests.
Resource	The transfer of the unnamed public road to the Genworth Group will have costs associated with it, including valuation, surveying and legal costs. These costs will be offset by a fee that all applicants must pay to Council, which is set (in Council's 'Schedule of Fees and Charges') at \$12,800.
Risk / Legal / Legislative	If Council transfers the unnamed public road, all risk associated with owning the land will be transferred to the Genworth Group. The proposed transfer of the unnamed public road to the Genworth Group can be achieved by utilising the provisions of the Act.
Opportunities	Transferring the unnamed public road to the Genworth Group will facilitate housing development.
24/25 Budget Allocation	Not as a result of this report
Proposed 25/26 Budget Allocation	Not as a result of this report
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

Background

1. The Lutheran Church of Australia and New Zealand (LCANZ) owns all the land adjoining the unnamed public road lettered 'A' on **Attachment A** (the 'Road').
2. The LCANZ is contracted to sell the land that is shown hatched on **Attachment A** to the Genworth Group.
3. The Genworth Group would like to acquire the Road from the City of Adelaide to form a consolidated site that can be more efficiently developed for housing. The Road is 3.05 metres wide and 27.43 metres long (84 square metres).

Roads (Opening & Closing) Act 1991 (SA)

4. A council may sell a public road (or portion thereof) by closing and transferring it to an adjoining landowner by utilising the provisions of the *Roads (Opening & Closing) Act 1991 (SA)* (the Act).
5. Where a council is the 'relevant authority' under the Act (it isn't always), the closure and transfer of a road has the following key steps:
 - 5.1 The council must first decide if it agrees, in principle, to close and transfer the road. This is referred to as commencing a 'road process'.
 - 5.2 Where the road that is proposed to be closed and transferred to an adjoining landowner adjoins multiple parcels of land, the council must first invite offers from all owners of the adjoining land. If multiple offers are received, the council must determine which (if any) offer it wishes to progress.
 - 5.3 A plan and other information relating to the proposed closure and transfer must be lodged with the Surveyor-General.
 - 5.4 The council must give 'public notice' of the proposal and also notify anyone 'affected' by the proposal. Anyone is entitled to object to the proposal or request an easement over the road that is proposed to be closed and transferred.
 - 5.5 If an objection or application for easement is received, the council must meet to consider those objections and requests for easements. Parties that objected to the proposal or requested easements are entitled to attend the meeting and make submissions in support of their position. The council must then decide whether to make a 'road process order' to close and transfer the road (and what order should be made).

Acquisition and Disposal of Land and Assets Policy

6. In relation to paragraph 5.1, in deciding whether to commence a 'road process' to close and transfer the Road, Council is required to consider if the disposal of land against Council's '*Acquisition and Disposal of Land and Assets Policy*' (the 'Policy'). The Policy requires Council to consider a proposed disposal in terms of the following key criteria:
 - 6.1 Council's required ownership of the Land or Asset for essential civic purposes.
 - 6.2 Current and future alignment to Council's strategic directions.
 - 6.3 City shaping or public value add potential.
 - 6.4 Commercial and financial value of the Land or Asset.
 - 6.5 Community value of the Land or Asset.
7. In relation to paragraph 6.1, as can be seen in the image below (Image 1), the Road has been incorporated by LCANZ into a car parking area. This has been the case since at least 1997. LCANZ own all properties surrounding the Road, so the public have no need to access the Road. The LCANZ will continue to own the land to the north of the Road after the Road has been transferred to the Genworth Group, however they have indicated they will not require the Road to access their land and will not seek a Right of Way over the Road during the 'road process'.
8. In relation to paragraph 6.2, there is nothing in the City of Adelaide's 'Strategic Plan 2024/2028' that would preclude the Road being closed and transferred.
9. In relation to paragraphs 6.3 and 6.5, the dimensions of the road (3.05 metres wide) make it impractical to develop into a park and there are no other apparent 'public value' uses for it.
10. In relation to paragraph 6.4:

- 10.1 Section 3.7 of the Policy allows Council to dispose of land by direct negotiation.
- 10.2 Section 3.8 of the Policy requires that, if land disposal is not by open market, it should be sold for 'market value' (as determined by a Certified Practising Valuer). It is a recommendation of this Report that the Road be transferred for 'market value'.

Image 1



Next Steps

11. In relation to paragraph 5.2 (i.e. the requirement that Council must offer a road to all adjoining owners) LCANZ will be the only other adjoining owner after the land hatched on **Attachment A** has been transferred to the Genworth Group. LCANZ have confirmed they do not wish to acquire the Road.
12. Council may now, if it chooses, commence a 'road process' to close and transfer the unnamed public road lettered 'A' on **Attachment A** to the Genworth Group (the recommendation of this Report). If it does, the first step for the Administration will be to have a Certified Practising Vauer determine the 'market value' of the Road.
13. In relation to paragraph 5.5, it is a recommendation of this Report that Council authorises the Chief Executive Officer to finalise the transfer of the Road to the Genworth Group by making a 'road process order' on the condition that:
 - 13.1. no objections are received to the 'road process'; and
 - 13.2. no applications for easements over the Road are received.
14. If Council decides not to commence a 'road process', the Genworth Group will be notified.

ATTACHMENTS

Attachment A – Map showing the unnamed public road that is proposed to be closed and transferred

- END OF REPORT -

LEGEND

- Public Road
- Land owned by Genworth Group Pty Ltd



Capital Works Monthly Project Update - January 2025

Tuesday, 18 February 2025

**Infrastructure and Public
Works Committee**

Program Contact:

Mark Goudge Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

Strategic Alignment - Our Corporation

Public

This report provides a summary view of the Capital Works Program delivery and financial performance as of January 2025 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 & 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 January 2025 as contained within this report and Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure & Public Works Committee held on 18 February 2025.
-

IMPLICATIONS AND FINANCIALS

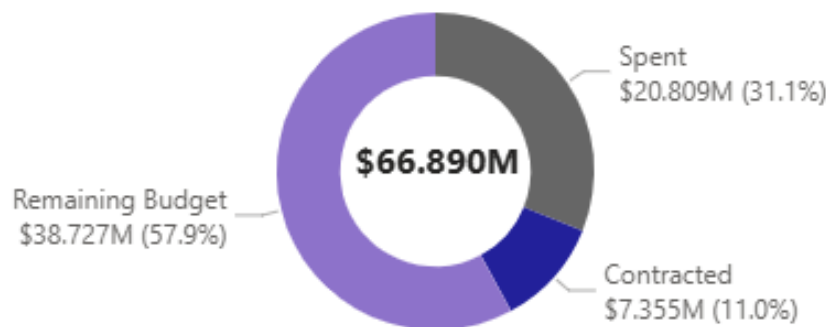
City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various levels as required 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 \$122.912M.
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.
2. The Capital Works Program is itemised as follows.
 - 2.1. New and Upgrade Projects are identified through Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The funding allocated within 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 31 January 2025 reflects \$20.809M in spend and a further \$7.355M in contracted works.



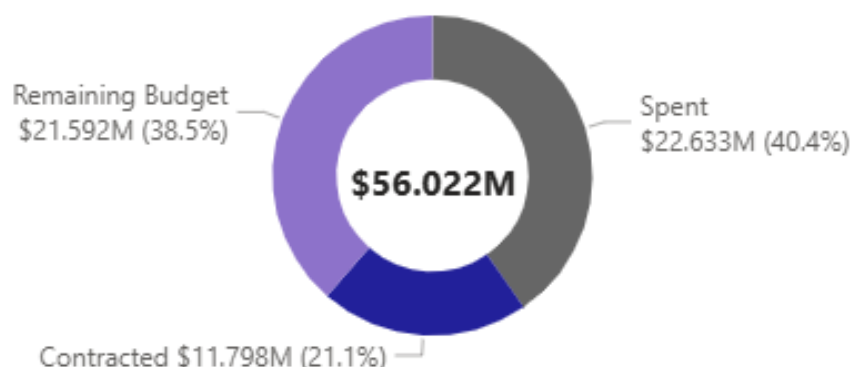
5. New and Upgrade Summary:
 - 5.1. Contractors returned to site after the break. No safety or security concerns were reported at our construction sites over this period. Generally, January has been a quieter month 'in-field' for New and Upgrades with exception of those projects at the near completions end, including the North-South Bikeways and Charles Street, which have seen accelerated works.
 - 5.2. A number of new projects planned in are final stages of procurement / award of contract and are ready to commence construction.
 - 5.3. The following two New and Upgrade projects achieved practical completion in January.
 - 5.3.1. Christmas 2024
 - 5.3.2. Communication Server Relocation and associated services
6. Examples of New and Upgrade Projects in this category are:
 - 6.1. Charles Street Streetscape, the project remains on track for Practical Completion end of February 2025. The paving work crew are progressing well at the Northern end of the street, while bollards will be installed toward end of February at the Northern end of the street. The project team are working collaboratively with the street stakeholders to communicate progress and any impacts.
 - 6.2. The Central Market Arcade Redevelopment is continuing to progress well. Structural works include ongoing progress with suspended slab construction and precast panel placements. Level 1 concrete pours are completed with subsequent stripping of formwork of lower floors. Formwork and steel reinforcement are being set up for level 2. Construction of core Jumpform (North and South) continues with commensurate floor by floor progress above.
 - 6.3. North-South Bikeways will reach practical completion in February 2025. This challenging project has delivered a continuous separated bikeway between Rundle Street and Albert Bridge. Minor works are

continuing to finalise the alignment aesthetic, while traffic signal optimisation and line marking is being monitored closely for impacts on traffic flows. The administration acknowledges the current challenges and concerns regarding traffic flow and are working actively with the Department for Infrastructure monitoring vehicle, pedestrian and cycle patterns and implementing adjustments to optimise outcomes users.

- 6.4. Rymill Park Stage 2 works including civil and electrical scope, commenced on site in December 2024 and will continue through January aiming to complete the bulk of works prior to Gluttony's bump in. Work crews will then return following the festive events in Quarter 4. The project scope is approximately 50% delivered including new pathways and lighting which have significantly enhanced the area.
- 6.5. A second Torrens retaining structure (Stage 2) comprising a sheet pile earth retaining wall will prevent further bank erosion along the River Torrens between the Torrens Lake Weir and Red Ochre Restaurant. Design was completed in January and a contract awarded. Development Approval of 6-8 weeks has resulted in a short delay to overall project timeline. Site works are now expected to commence in April and run through to July 2025.

Renewal Projects

7. Renewal Projects as of 31 January 2025 reflects \$22.633M in spend and a further \$11.789M in contracted works.



8. Renewal Project summary:
 - 8.1. The following three Renewal projects achieved practical completion in January:
 - 8.1.1. Blue gum Park (Park 20) Various locations – Footpath renewal.
 - 8.1.2. Public Art – Underneath the Arches – King William Street. Adelaide Bridge.
 - 8.1.3. Street Lighting Renewal – Angas Street and East Terrace.
9. Examples of Renewals Projects within this category are:
 - 9.1. Park 11 Shared-Use Path Renewal and Public Lighting Upgrade is underway, to resurface the shared use path along the linear trail on the northern bank of the River Torrens / Karrawirra Parri, east of Frome Road/Albert Bridge. New asphalt has been laid and minor improvements to path widths and grading are occurring. Additionally, conduit and lighting pole sleeves are being installed with the support of grant funding from the SA Government's State Bicycle Fund. This will also enable the future installation of post top lighting along the path.
 - 9.2. Renewal of concrete culvert and headwalls at Unley Road. The stormwater culvert design is complete and works now under contract, expecting to see on-site activity from mid-February running through until end-May 2025. The contractor has ordered preformed culverts, with delivery anticipated February. The project is at some risk from weather events during April construction, but these will be managed if they prevail. The renewed culvert will offer greater capacity managing storm water flows in the Park Lands; it will be less prone to blockage and will alleviate risk of flooding.
 - 9.3. Wyatt UPark Golden Wattle Air Conditioning Unit and Main Switch Board Renewal. The existing assets have reached end of life and required replacement to ensure efficient cooling and heating for occupants while minimising energy consumption and maintenance costs. Over the end of year break the project team successfully renewed the engineered packaged air conditioning system serving the Golden Wattle

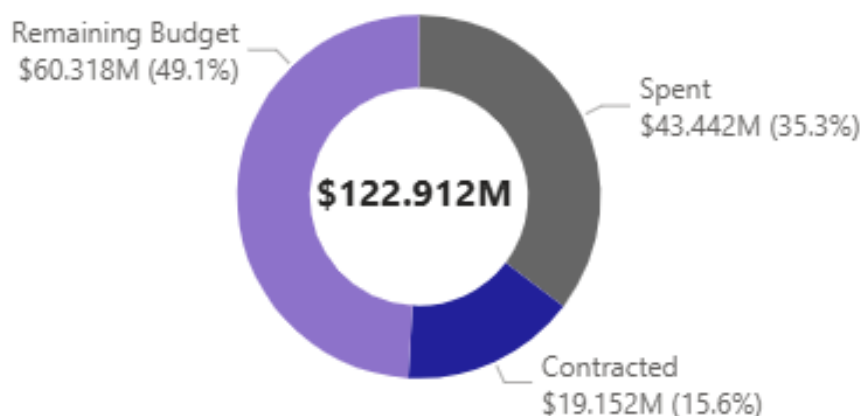
tenancy within the Wyatt Street UPark. The project team worked closely with the trader to minimise impact on business, working outside the peak trading period. Stage 2 of this project will now renew the main switch board ensuring efficient electrical distribution within the parking facility. This scope has been separated with a forecast delivery April 2025.

Greening Adelaide Streets

10. In line with our strategic goals for greening Adelaide streets, teams are committed to an extensive tree planting initiative across the CBD. A sizable budget and KPI target have been assigned with expectation to plant 200 trees in 2024/25, not including tree planting in Park Lands space.
11. An extensive review of tree locations is being undertaken, with a preliminary assessment undertaken on 137 streets with 674 potential tree locations identified to date, and consideration is being given to a range of parameters, namely compliance with tree species as directed by the Office for the Technical Regulator relating to tree species planted in and around underground utility assets, proximity of underground services, car parking, proximity to buildings (including heritage) heat island impact, and future canopy expansion.
12. Planting opportunities have been categorised across four streams, taking account of complexity, from quick wins through to higher design risk requiring service and community considerations.
13. Following a comprehensive supplier review, a variety of mature tree species are being sourced predominately from Freshford and Adelaide Advance noting planting season commences from April onwards and provides the new plantings the best chance of success.
14. Trees are being selected from a list of 71 species, with trees selected for specific locations based on spatial and canopy considerations, character of the area/street, passive or active irrigation opportunities aspect, exposure and drought resilience. The project team has engaged with colleagues across Council, including Park Lands, Policy & Sustainability, and City Operations, as well as experts from the University of Adelaide.
15. The total number of trees procured is 102 and the total number of trees planted this financial year is 16.
16. To expedite tree planting, a procurement framework has been created that enlists a panel of prequalified contractors to deliver the work. This will facilitate a continuous workflow and end-to-end scope including design, community consultation, infrastructure (tree pits and irrigation) and tree planting.
17. Future Capital Works report will include a monthly update on progress against the planting target.

Capital Works Program

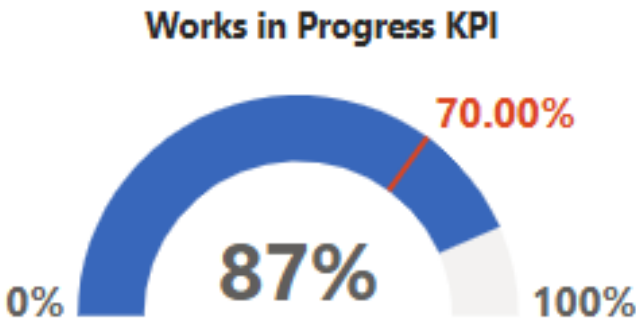
18. There are 428 projects within the approved program in the 2024/25 financial year.
19. Within the 2024/25 Capital Works Program there are currently 175 projects within the Initiate, Concept and Design phase.
20. The total value of projects within the Initiate, Concept and Design Phase is \$8.552M.
21. There are 253 projects in the Delivery Phase with a total value of \$114.360M. Of these projects, 55 have reached practical completion.
22. The total expenditure against the Capital Works Program to the end of January 2025 is \$43.442M spent with a further \$19.152M contracted, totalling \$62.594M.



Summary of commitments and expenditure by asset class for January 2025.

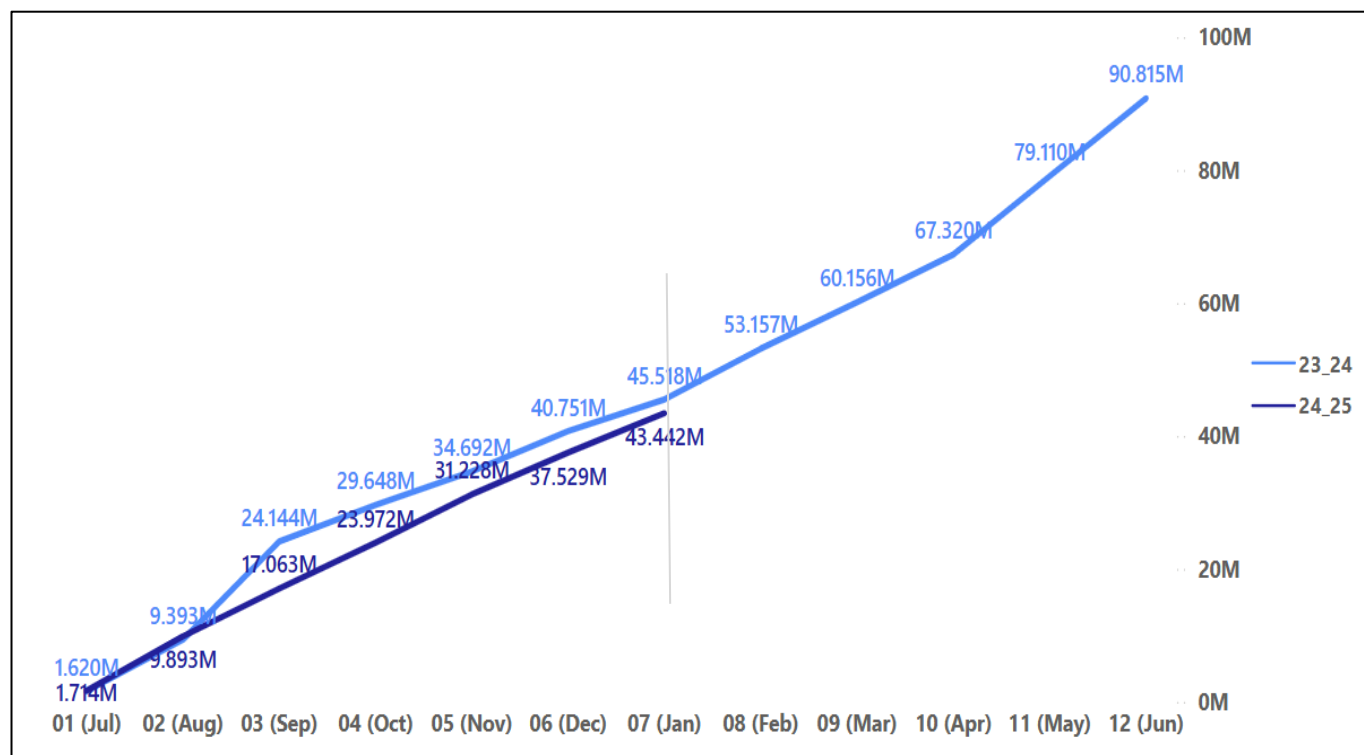
Capital Works	No. of Projects	Approved Budget	Commitments	Expenditure	Remaining Budget
⊖ Asset Renewals	266	\$56.022M	\$11.798M	\$22.633M	\$21.592M
Corporate Overhead		\$5.665M	\$0.000M	\$3.247M	\$2.418M
Bridges	4	\$0.350M	\$0.067M	\$0.146M	\$0.137M
Buildings	41	\$11.325M	\$2.126M	\$5.204M	\$3.994M
ICT Renewals	9	\$1.591M	\$0.340M	\$1.213M	\$0.039M
Light'g & Electrical	30	\$1.985M	\$1.582M	\$1.629M	(\$1.226M)
Park Lands Assets	19	\$2.174M	\$0.242M	\$0.610M	\$1.322M
Plant and Fleet	10	\$1.689M	\$0.755M	\$0.481M	\$0.453M
Traffic Signal	11	\$2.937M	\$1.703M	\$1.820M	(\$0.586M)
Transport	80	\$17.370M	\$2.898M	\$6.366M	\$8.106M
Urban Elements	52	\$2.944M	\$0.347M	\$0.961M	\$1.636M
Water Infrastructure	10	\$7.992M	\$1.739M	\$0.955M	\$5.297M
⊖ New/Upgrade Projects	183	\$66.890M	\$7.355M	\$20.809M	\$38.727M
Corporate Overhead		\$6.764M	\$0.000M	\$2.232M	\$4.532M
New/Upgrade Projects	158	\$43.169M	\$0.765M	\$14.019M	\$28.385M
Buildings	3	\$0.487M	\$0.017M	\$0.094M	\$0.376M
ICT Renewals	1				
Light'g & Electrical	1	\$0.033M	\$0.007M		\$0.027M
Park Lands Assets	2		\$0.000M	\$0.000M	\$0.000M
Total	428	\$122.912M	\$19.152M	\$43.442M	\$60.318M

23. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works**.
24. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at 87%. WIP KPI - 70%.



Capital Works Year on Year Spend Profile

25. The spend profile for January 2025 reflects a capital spend of \$43.442M year to date, compared to \$45.518m in January 2024.
26. Note, the spend reported last year at this point in time included the purchase of 218-232 Flinders Street at \$8.3M which occurred in September 2023.



Future Procurement Activities

27. The following procurement activities are currently being undertaken or will commence shortly:
 - 27.1. Greening Adelaide Streets – ready to award.
 - 27.2. Vincent Streetscape – ready to award.
 - 27.3. Royal Avenue streetscape upgrade – ready to issue to Market.

Future Community Consultation and Engagement Activities

28. The following are some of the community consultation activities and engagements that are ongoing or planned:
 - 28.1. Hutt Street and South stormwater improvement works – multiple channels.
 - 28.2. Greening Adelaide Streets - 15 inform packages across 7 streets.
 - 28.3. Vincent Street – inform package pending – post tender award.
 - 28.4. Royal Avenue: streetscape upgrade / community briefing.
 - 28.5. Hutt Street – Mainstreet Revitalisation (Parking Options Consultation – 21 February 2025).
 - 28.6. Gouger Street - Mainstreet Revitalisation - 70% Design, further community engagement planned (date to be confirmed)
 - 28.7. O'Connell Street - Mainstreet – Revitalisation- Community Engagement March 2025

Grant Funding Confirmed

28. The table below reflects the year-to-date position relating to achieved funding.

Grants Awarded in 24/25		
Grant Scheme	CoA Project	Grant Amount
Blackspot	Hutt Street & South Terrace	\$135,000
Blackspot	O'Connell & Archer Street	\$350,000
National Road Safety	Melbourne St Wombat Crossings	\$600,000
National Road Safety	Adelaide Park Lands Trail – Sir Donald Bradman Drive BPAC	\$1,200,000
National Road Safety	Mike Turtur Bikeway – Peacock Road separated bike lanes	\$500,000
National Road Safety	Belair-City Bikeway / Adelaide Park Lands Trail – Glen Osmond Road BPAC	\$1,300,000
Thriving Suburbs Program	Hutt Street	\$7,324,192
State Bike Fund	Glen Osmond Road, Hutt Road and Park 17 Improvements	\$20,000
State Bike Fund	River Torrens Linear Shared Use Path Improvements (West of Victoria Bridge)	\$20,000
State Bike Fund	Shared Use Path Improvements - Park 27 - Adjacent the Port Road & Park Terrace Intersection	\$100,000
Open Space	Charles Street	\$1,000,000
Open Space	James Place	\$500,000
Open Space	Flinders Street	\$500,000
Live Music Office	Live and Local	\$44,000
Community Centres Grant Round DHS	North Adelaide Community Centre.	\$30,000
DPC	Place of Courage	\$100,000
Preventative Health SA	AED devices	\$29,000
Financial Assistance Grants:	Mills Terrace	\$200,000
Financial Assistance Grants:	Priory Lane	\$35,000
Financial Assistance Grants:	Light Square	\$70,683
Supplementary Roads:	Sappers Lane	\$45,000
Supplementary Roads:	Vinrace Street	\$35,000
Supplementary Roads:	Wisdom Court	\$20,000
Supplementary Roads:	Downer Place	\$29,055

Total \$14,186,930

29. The information provided within this report reflects the first seven months of the 2024/25 financial 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 – January 2025

- END OF REPORT -

Capital Works January Update

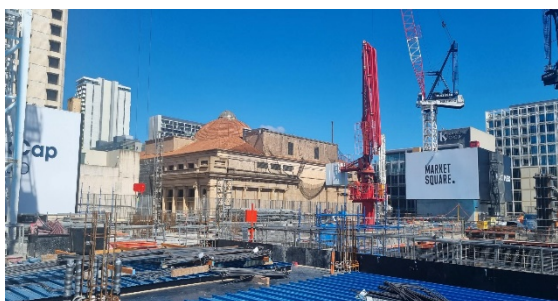
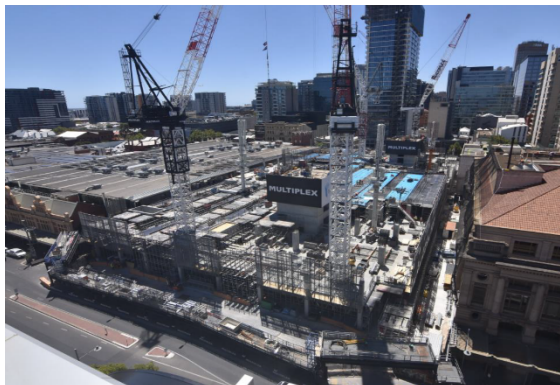
Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of January 2025



Central Market Arcade Redevelopment

New / Upgrade



There are currently 180 personnel on site. Structural works include ongoing progress with suspended slab construction and precast panel placements.

Level 1 concrete pours are completed with subsequent stripping of formwork of lower floors. Formwork and steel reinforcement are being set up for level 2.

Construction of core Jumpform (North and South) continues with commensurate floor by floor progress above.

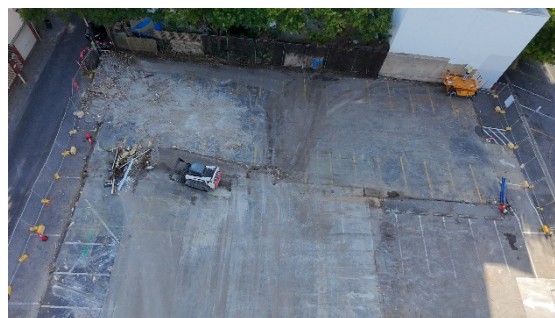
Fit out work includes the construction of new site amenities within basement level.

Other relevant works include overhead protection systems along the Market boundary to the Eastern Roadway on ground, Levels 1 and 2 in the car park.

Progress remains on track for completion in Q2 2026.

Demolition of Structure at 218 – 232 Flinders Street.

New / Upgrade



Council purchased the public car park land in September 2023 with the intention to redevelop the site to include affordable housing outcomes.

A key risk highlighted in the due diligence process was the condition of the existing buildings.

Asbestos removal has been completed to the satisfaction of the independently appointed air quality monitor.

The demolition commenced on 6 January 2025, with completion anticipated for late February 2025. The project remains on schedule.

Greening Public Realm Greening Program

New / Upgrade



Pitt Street



Field Street

Our project teams are committed to an extensive tree planting initiative across the CBD. Planting season commences April 2025.

This work is integrated across all projects and includes comprehensive review of opportunities across city streets, design and delivery. Several examples of trees are now appearing on our streets.

Charles Street New / Upgrade

3 – Capital Works – January 2025 Update



Charles Street Streetscape - the paving work crew are progressing well, while bollards will be installed shortly at the Northern end of the street.

The project team are working collaboratively with traders to communicate progress, timelines and offer support as needed. Practical Completion is anticipated end of February 2025 ahead of schedule.

Shared Path at Mistletoe Park / Tainmuntilla (Park 11)

Renewal



Work is currently underway to refresh the shared use path along the linear trail on the northern bank of the River Torrens / Karrawirra Parri, east of Frome Road/Albert Bridge.

New asphalt has been laid and minor improvements to path widths and grade will also occur.

Additionally, conduit and lighting pole sleeves are being installed with the support of grant funding from the SA Government's State Bicycle Fund. This will enable the future installation of post top lighting along the path for added safety along the alignment.

Adelaide Town Hall - Albert Tower Rehabilitation

Renewal



New lanterns stone has been sourced and detailed carving is being undertaken to replicate previous lantern stone. This is specialised masonry works that will secure the heritage features of the building facade.

The restoration project is ongoing, and works will begin on the Prince Alfred laneway façade late February. The decorative fascia curtain will be removed in stages, commencing end May/ June 2025, through to August.

Albert Lane – Road and Spoon Drain Renewal

Renewal



The Albert Lane - Road and Spoon Drain renewal is well underway. Construction commenced on 13 January 2025 with works to be completed by 3 February 2025.

Expansion of Green Waste Collection Services

Strategic Alignment - Our Environment

Public

Tuesday, 18 February 2025
Infrastructure and Public Works Committee

Program Contact:

Sarah Gilmour, Associate
Director Park Lands, Policy &
Sustainability

Approving Officer:

Ilia Houridis, Director City
Shaping

EXECUTIVE SUMMARY

The report responds to a Council decision on 9 July 2024 ([Link 1](#)) that requested the Administration report back on opportunities to expand the three-bin waste collection services to other places where people gather, noting the green organics waste trial in Rundle Mall, as follows:

'That Council, noting the successful green waste trial that was implemented in Rundle Mall and the pending further restrictions on single use plastics, asks the Administration to report back on opportunities to expand the three bin waste collection services to other places where people aggregate across the City including key sites in the CBD, main streets and select locations in the Park Lands.'

The options presented draw on Council Member feedback provided during a workshop of the City Planning, Development and Business Affairs Committee (the Committee) on 6 June 2023 to discuss resource recovery and waste policy options ([Link 2](#)).

The options presented are:

- Option A: Expanded Community Groups Kerbside Collection Service
- Option B: Expanded Business Kerbside Collection Service
- Option C: Additional Public Place Waste Collection Services.

The options address key actions in the Council's Strategic Plan 2024-28 to:

- 'provide progressive waste management and resource recovery services', and to,
- 'partner with the community to divert more waste from landfill'.

Council's strategic target is to 'Increase diversion from landfill for residential kerbside waste from 50% (2020) to 80% by 2030', our current focus is on residential kerbside diversion rather than public place recycling.

CoA considered amendments to its Kerbside Waste Management Services Operating Guidelines (Operating Guidelines) on 12 March 2024 ([Link 3](#)), which was deferred back to the Committee for further discussion.

The Council subsequently noted the updated Operating Guidelines at its meeting on 14 May 2024 without changing service levels or operating budget ([Link 4](#)).

The Administration is undertaking a feasibility study in 2024/25 of CoA's existing kerbside waste and recycling service which does not assess options for expanding waste services or identifying potential or future trial projects.

The current kerbside waste collection contractor is Cleanaway Pty Ltd. Further discussions with our existing collection contractor to assess their service capabilities and determine the financial implications associated with the options presented in this report would be part of next steps.

The options proposed within this report are unfunded. They are subject to budget deliberations and a future decision(s) by the Council.

RECOMMENDATION

The following recommendation will be presented to Council on 25 February 2025 for consideration

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

1. Notes the options presented to expand the three-bin waste collection service as contained in Item 7.5 on the Agenda of the Infrastructure and Public Works Committee held on 18 February 2025, and currently unfunded within the operating budget.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Alignment – Our Environment Action: Provide progressive waste management and resource recovery services Action: Partner with the community to divert more waste from landfill
Policy	The City of Adelaide's (CoA's) Strategic Plan 2024-2028 and Integrated Climate Strategy 2030 provide the policy framework and targets for waste and resource recovery. CoA's Operating Guidelines for Kerbside Waste Management Services were noted by the Council on 14 May 2024 (Link 4) and would require amending in the event of any future service level change to expand waste services.
Consultation	Not as a result of this report
Resource	Implementation of any service changes are unfunded and subject to future budget deliberations.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	To provide progressive waste management and resource recovery services, and to partner with the community to divert more waste from landfill.
24/25 Budget Allocation	CoA allocates approximately 2% of its 2024/25 budget to waste management services. The 2024/25 Annual Business Plan and Budget includes \$100,000 for feasibility studies for existing kerbside waste and recycling collection. Any expansion of waste services or trial projects is beyond the scope of this study.
Proposed 25/26 Budget Allocation	The item that is the subject of this report is currently unfunded. Any required funding for this item is subject to, and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the 2025/26 budget, and within the parameters of the Long Term Financial Plan to ensure long-term financial sustainability.
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)	If waste service levels are changed, there will be ongoing operating and administrative costs to be determined.
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The purpose of this report is to present opportunities to expand the three-bin waste collection service, considering key locations in the city, including main streets and select locations in the Adelaide Park Lands to meet Council's strategic objectives.
2. The report responds to a Council decision on 9 July 2024 ([Link 1](#)) that requested the Administration report back on opportunities to expand the three-bin waste collection services to other places where people gather, noting the success of the green organics waste trial in Rundle Mall, as follows:
 - 2.1. *'That Council, noting the successful green waste trial that was implemented in Rundle Mall and the pending further restrictions on single use plastics, asks the Administration to report back on opportunities to expand the three bin waste collection services to other places where people aggregate across the City including key sites in the CBD, main streets and select locations in the Park Lands.'*
3. Through a collaboration between CoA, the Adelaide Economic Development Agency (AEDA), and Green Industries SA, a 12-month public place organics recycling pilot was delivered in Rundle Mall commencing in the 2022/23 financial year and operationalised in 2023/24. The pilot introduced six bin stations with three collection streams (waste, recycling, and green organics).
4. The pilot was delivered through a systems approach that considered all users, including public and retailer interactions, bin placement locations, collections and cleansing, end processing of material, asset management, education and incentives.
5. The Rundle Mall pilot demonstrated effective practice for waste, recycling and green organics recovery, where the system was supported through comprehensive on-site educational support. Without ongoing educational initiatives to support the system improvements, a reduction in the diversion of green organics has occurred under standard operation.
6. Despite recent legislative changes to reduce single-use plastics associated with food and beverage packaging in September 2024, contamination levels in the Rundle Mall organics stream remain higher than other kerbside organics collections within the city.
7. The Rundle Mall waste system is a bespoke model and was not expanded to other public locations noting the existing resource requirements associated with managing contamination levels, servicing and education for users.

Current Waste Services

8. CoA considered amendments to its Kerbside Waste Management Services Operating Guidelines (Operating Guidelines) on 12 March 2024 ([Link 3](#)), which was deferred back to the Committee for further discussion.
9. The Council subsequently noted the updated Operating Guidelines at its meeting on 14 May 2024 without changing service levels or operating budget ([Link 4](#)).
10. CoA currently offers the following waste service levels:
 - 10.1. Residential Kerbside Collection Service – three waste stream collection comprising: weekly general waste, fortnightly co-mingled recycling, fortnightly food and green organics.
 - 10.2. Businesses and Commercial Kerbside Collection Service – two waste stream collection comprising: weekly general waste, and fortnightly co-mingled recycling to eligible businesses
 - 10.3. Multi-unit Dwellings Residential Kerbside Collection Service – three waste stream collection comprising: weekly general waste, weekly co-mingled recycling, and weekly food and green organics to eligible multi-unit dwellings.
 - 10.4. Community Groups Kerbside Collection Service – single waste stream collection comprising weekly general waste collection to eligible groups.
 - 10.5. Public general waste bins across the city and the Adelaide Park Lands.
11. CoA's strategic waste target is to *'Increase diversion from landfill for residential kerbside waste from 50% (2020) to 80% by 2030'*.
12. Public place recycling may contribute to the Council's strategic key actions however, the greatest improvements toward the strategic target in the short term may be realised through a change in existing service levels for residential kerbside waste collection.

13. This will become increasingly important as the population grows to ensure ongoing amenity for city residents, including assessing the suitability and financial sustainability of a three-bin kerbside collection and bin presentation to the street.

Options to expand the three-bin waste collection services

14. In response to Council's decision on 9 July 2024 ([Link 1](#)), three options to expand the three-bin waste collection services, including to public places across the city are presented, as follows:
 - 14.1. **Option A:** Expanded Community Groups Kerbside Collection Service - expand the current waste service to include yellow recycling and green organics services to existing community user groups serviced by CoA.
 - 14.2. **Option B:** Expanded Business and Commercial Kerbside Collection Service - expand the current waste service to include green organics services to existing businesses serviced by CoA.
 - 14.3. **Option C:** Additional Public Place Waste Collection Services - expand the Rundle Mall organics approach to other city locations with a focus on high pedestrian areas such as main streets.
15. The options presented draw on Council Member feedback provided during a workshop of the City Planning, Development and Business Affairs Committee (the Committee) on 6 June 2023 to discuss resource recovery and waste policy options ([Link 2](#)).
16. Changes to all service levels and related programming have not been costed, and the implementation of any future service changes decided by the Council will be subject to the Annual Business Plan and Budget process.
17. Preliminary assessment of the Council's current service provision against forecast growth and strategic targets support further consideration being given to Option A and Option B.
18. Education programming is needed to support the successful outcome of all three options to manage change and support the correct use of the collection systems.

Option A: Expanded Community Groups Kerbside Collection Service

19. CoA currently provides a waste collection service (red bin) for eligible Community Groups in accordance with the Kerbside Waste Management Services Operating Guideline.
20. The current cost of this service is approximately \$23,000 per annum for collection only from 11 sporting clubs.
21. Expansion of this service to a three-bin collection would capture locations where people gather across the city including key sites in the CBD, main streets and select locations in the Adelaide Park Lands within a managed setting.
22. This option could be further refined to apply to Adelaide Park Lands sites only, or, expanded to include all eligible community groups within the city.
23. To be eligible for CoA servicing, a Community Group must provide space to store one week's worth of waste, allow for proper access and egress for safe waste collection by CoA or its provider, and accommodate the ability to transition to private waste management services if waste volumes exceed the city's service capacity.
24. Eligible Community Groups may include:
 - 24.1. Sporting and recreational clubs
 - 24.2. Child-care centres
 - 24.3. Churches
 - 24.4. Adelaide Park Lands Lessees (non-commercial).
25. A preliminary forecast was prepared by Aurecon. This was based on a three-bin kerbside service with new weekly green organics, new fortnightly recycling, and existing weekly waste services provided to *all* eligible Community Groups.
 - 25.1. This service change would result in an additional 80-90 bins for each stream (160-180 additional bins above the current service offering).
26. Assuming that 80% of contamination in all three streams is recovered, the following outcomes are estimated (noting a transitional period would be required to meet full service delivery):

- 26.1. Cost for collection and disposal services: \$17,600 per annum (plus an additional, one-off initial cost for new green organics and yellow recycling bins \$9,000)
- 26.2. Diversion from landfill rate estimated up to 70%
- 26.3. Tonnes collected: approximately 30 tonnes per annum
- 26.4. Carbon Emissions reductions for all three streams: 11 tCO₂e per annum (approximately half of current operations).

Option B: Expanded Business and Commercial Collection Service

- 27. The current Business and Commercial Kerbside Collection Service for eligible businesses in accordance with the Kerbside Waste Management Services Operating Guidelines comprises:
 - 27.1. 1 x 240 litre recycling (yellow lid) bin, collected fortnightly
 - 27.2. 1 x 140 litre waste (red lid) bin, collected weekly
 - 27.3. A cardboard collection service may be provided and is reviewed periodically by CoA.
- 28. Eligible businesses or commercial premises that pay one Council rate may presently receive one kerbside collection service and a maximum of two if they pay two Council rates or more.
- 29. The cost of this service is approximately \$490,209 per annum for collection and disposal only.
- 30. This service could be expanded to provide a weekly organics recycling service as part of the overall business offering on the basis the site must have sufficient approved space for storing one week's worth of waste, recycling and green organics, along with adequate access and egress for safe collection by CoA or its provider.
- 31. If the business's waste volumes exceed the capacity of the City's service, the premises must transition to private waste management services
- 32. A preliminary forecast was prepared by Aurecon. This was based on a three-bin kerbside service with new weekly green organics, and existing fortnightly recycling and existing weekly waste services provided to *all* eligible businesses.
 - 32.1. This service change would result in an additional 2,000 bins above the current service offerings.
- 33. Assuming that 80% of contamination in all three streams was recovered, the following outcomes are estimated (noting a transitional period would be required to meet full service delivery):
 - 33.1. Cost for collection and disposal services: \$492,137 (plus an additional, lump cost for new green organics bins only \$118,721)
 - 33.2. Diversion from landfill rate: up to 75%
 - 33.3. Tonnes collected: approximately 950 tonnes
 - 33.4. Carbon Emissions for all three streams: 303 tCO₂e in 25/26 (down from 589 CO₂e in 2023/24).

Option C: Additional Public Place Waste Collection Services

- 34. Excepting Rundle Mall, there are no public place three-bin waste collection services offered by CoA.
- 35. In 2022/23, CoA committed \$143,000 with additional funding of \$72,000 from Green Industries SA to implement the Rundle Mall pilot.
- 36. The cost of this service is approximately \$68,810.00 per annum assuming the recovery of all organics bins.
- 37. CoA offers bespoke waste collection solutions in a limited number of locations, including 10-cent container collection trays on public waste bins, and recycling and reuse hubs for hard-to-recycle materials located at the customer centre in Pirie Street, North Adelaide Community Centre, City Library and the Minor Works Building Community Centre.
- 38. Additional locations could be evaluated for feasibility, with a focus on high-pedestrian areas such as main streets.
- 39. Contamination rates in public places are expected to be higher than in Option A and Option B. This is because public spaces have more variables, such as different collection systems within them, varied materials collected, and visitors who are accustomed to different systems.

Next Steps

40. Implementation of any of the options presented within this report are unfunded and would be subject to budget deliberations and a future decision(s) by the Council.
41. The Administration is undertaking a feasibility study in 2024/25 of CoA's existing kerbside waste and recycling service. The scope of that study does not assess options for expanding waste services or identifying potential or future trial projects.
42. The current kerbside waste collection contractor is Cleanaway Pty Ltd. Further discussions with our existing collection contractor will be required to assess their service capabilities and determine the financial implications associated with the option supported from this report.

DATA AND SUPPORTING INFORMATION

Link 1 – [Agenda – Council – Tuesday, 9 July 2024](#)

Link 2 – [Agenda – City Planning, Development and Business Affairs Committee – Tuesday, 6 June 2023](#)

Link 3 – [Agenda – City Planning, Development and Business Affairs Committee – Tuesday, 5 March 2024](#)

Link 4 – [Agenda – City Planning, Development and Business Affairs Committee – Tuesday 7 May 2024](#)

ATTACHMENTS

Nil

- END OF REPORT -