



CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 7 October 2025

at 7.30 pm

in the Colonel Light Room, Adelaide Town Hall

Our Adelaide.
Bold.
Aspirational.
Innovative.

CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE
Meeting Agenda, Tuesday, 7 October 2025, at 7.30 pm

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

Councillor Noon (Chair)

Councillor Martin (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Cabada, Couros, Davis, Freeman, Giles,
Maher and Dr Siebentritt

Agenda

Item	Pages
1. Acknowledgement of Country At the opening of the City Planning, Development and Business Affairs 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 Leave of Absence - Councillors Cabada, Giles and Siebentritt	
3. Confirmation of Minutes - 2/9/2025 That the Minutes of the meeting of the City Planning, Development and Business Affairs held on 2 September 2025, be taken as read and be confirmed as an accurate record of proceedings. View public 2 September 2025 Minutes.	
4. Declaration of Conflict of Interest	
5. Deputations	
6. Workshops	
6.1 Update on Kerbside Waste and Resource Recovery Trials	4 - 22
7. Reports for Recommendation to Council	
7.1 Park Safe - On-Street Parking in the City of Adelaide	23 - 28
8. Reports for Noting Nil	
9. Exclusion of the Public In accordance with sections 90(2), (3) and (7) of the <i>Local Government Act 1999</i> (SA) the City Planning, Development and Business Affairs will consider whether to discuss in confidence the reports contained within section 10 of this Agenda.	29 - 31
10. Confidential Reports for Recommendation to Council	
10.1 Lease Rundle Street [S90(3) (b), (d)]	32 - 36

11. Closure

Update on Kerbside Waste and Resource Recovery Trials

Strategic Alignment - Our Environment

Tuesday, 7 October 2025

City Planning, Development
and Business Affairs
Committee

Presenter: David Bills, Manager
Low Carbon and Circular
Economy

PURPOSE OF WORKSHOP

The purpose of this workshop is to discuss a range of trials undertaken by Administration to improve kerbside waste services and resource recovery, as follows:

1. Laneways trial - shared bins
2. Laneways trial – little bins
3. City-wide trial - little bins
4. Soft plastics trial.

Details relating to the little bins initiatives are published on Council's website ([Link 1](#)).

The trials focus on higher density and residential laneways to test the use of smaller bins and a shared bin system for resource recovery in space constrained city environments. An update on the soft plastics kerbside collection trial is also provided.

The workshop seeks feedback to inform potential future waste management service level changes and the City of Adelaide's waste contract negotiations, with the current contract due to expire on 30 June 2027.

Strategic Alignment

The City of Adelaide Strategic Plan 2024-2028 (Strategic Plan) sets the following actions and target for waste management and resource recovery:

Provide progressive waste management and resource recovery services

Partner with the community to divert more waste from landfill

Increase diversion from landfill for residential kerbside waste from 50% (2020) to 80% by 2030.

The development and delivery of the trials respond to the Council's Strategic Plan ([Link 2](#)) as well as Goal 4: of the Integrated Climate Strategy 2030, Resilient, Protected, Sustainable ([Link 3](#)).

Background Context

The workshop follows confidential advice to the City Planning Development and Business Affairs Committee on 5 August 2025 regarding current performance toward strategic waste and resource recovery targets.

As part of an ambitious population growth target of 50,000 people living in the City of Adelaide by 2036, the City of Adelaide is seeking to leverage and grow South Australia's green economy and green brand to prioritise economic outcomes through growth in circular economy businesses and jobs, and repurposing existing buildings for adaptive reuse.

Council endorsed a submission to Green Industries SA (GISA) regarding Accelerating SA's transition to a circular economy: South Australia's Waste Strategy 2025-2030 (SA's Waste Strategy) at its meeting on 22 July 2025 ([Link 4](#)).

This submission noted that the Council supports proactive approaches including legislative reform, flexibility in frequency of waste collection for Council services, and precinct level solutions to enable more tailored organics collection services. Council sought a greater focus on waste management solutions in medium and higher density environments and the introduction of lower-emission collection methods.

City Planning, Development and Business Affairs Committee – Agenda – Tuesday, 7 October 2025

The trials provide options relating to service level changes which will be required to meet the Council's strategic waste and resource recovery targets and State Government targets. Future recommendations will also be informed by the outcomes of the current waste and recycling collection feasibility study.

Ongoing complementary work relating to waste and resource recovery includes a proposed amendment to the State Government's Planning and Design Code to address waste management in multi-unit dwellings (subject to State Government decision).

KEY QUESTIONS

In relation to potential future service level changes, Administration seeks the following feedback:

- What are Council Members' views on extending the trials to other locations in the city?

- END OF REPORT -

Our Environment

Update on Kerbside Waste and Resource Recovery Trials

Park Lands Policy & Sustainability
David Bills, Manager Low Carbon
and Circular Economy

Update on Kerbside Waste and Resource Recovery Trials

Purpose



The purpose of this workshop is to discuss a range of trials undertaken by Administration to improve kerbside waste services and resource recovery, as follows:

1. Laneways trial - shared bins
2. Laneways trial - little bins
3. City-wide trial – little bins
4. Soft plastics trial

The workshop seeks feedback to inform potential future waste management service level changes and the City of Adelaide's waste contract negotiations, with the current contract due to expire on 30 June 2027.

Update on Kerbside Waste and Resource Recovery Trials

Key Questions



KEY QUESTION

What are Council Members' views on extending the trials to other locations in the city?

Update on Kerbside Waste and Resource Recovery Trials

Key Messages



The City of Adelaide (CoA) has strategic targets in place relating to waste and resource recovery which are consistent with State and Federal Government targets.

With a growing population, changes to CoA service levels will be required to meet Council's strategic waste management targets.

Four trials have been implemented in CoA focusing on higher density and residential laneways to test the use of smaller bins and a shared bin system for resource recovery in constrained city environments:

1. Laneways trial - shared bins
2. Laneways trial - little bins
3. City-wide trial - little bins
4. Soft plastics trial

The workshop seeks feedback to inform potential future waste management service level changes and the City of Adelaide's waste contract negotiations, with the current contract due to expire on 30 June 2027.

Update on Kerbside Waste and Resource Recovery Trials

Strategic Alignment



Strategic Plan 2024-2028 target:

- *Increase diversion from landfill for residential kerbside waste from 50% (2020) to 80% by 2030.*

Page 10

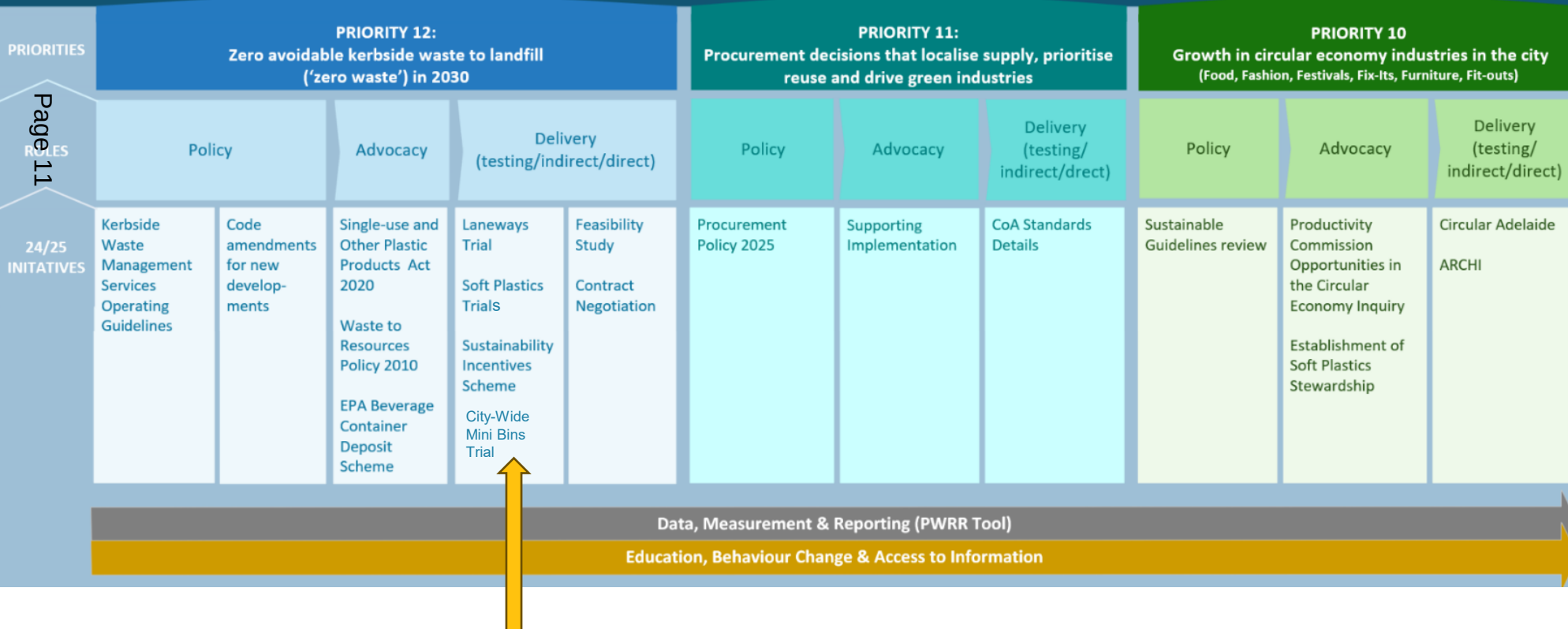
Integrated Climate Strategy 2030: Resilient, Protected, Sustainable Priorities:

- *Achieve Zero avoidable kerbside waste to landfill ('zero waste') in 2030.*
- *Divert 80% of residential kerbside collected material from landfill*
- *Food waste in landfill is below 5% by weight*
- *Reduce waste generation by 15% per capita*
- *Residential kerbside collected recycling bins contain 10% or less contamination.*

Update on Kerbside Waste and Resource Recovery Trials

Strategic Alignment

ICS Goal 4: Priorities for transitioning to a decarbonised economy



Update on Kerbside Waste and Resource Recovery Trials

Laneways Trial – Shared Bins



What:

- A shared 3-stream station was installed to replace individually serviced bins in higher density laneways with limited for storage of bins on property.

Where:

- Sanders Lane, Adelaide (South Ward between Halifax and Gilles Streets).

When:

- The 12-month trial commenced on Monday 14 April 2025 and concludes on Wednesday 15 April 2026.

Why:

- To understand:
 - Community acceptance of shared bins serviced weekly rather than individual bins.
 - If a shared service improves diversion of organic material and maintains low contamination rates.
 - Changes in amenity of the laneway by removing individual bins.



Image: Ex. Laneway - bins impacting safety/amenity

Update on Kerbside Waste and Resource Recovery Trials

Laneways Trial – Shared Bins



Image: Before bin surround installation



Image: After bin surround installation

Budget:

- Supported by Green Industries SA's Council Modernisation Grant (\$40,995 excl. GST) with a 50/50 co-contribution by CoA for Shared Bin.

Stage of Delivery:

- In place and being monitoring over the trial period.

Status:

- Positive feedback on the shared bin trial has been communicated verbally with Administration.

Next Steps:

- Conduct a waste audit of the laneway to understand contamination, and diversion rates.
- Determine whether to operationalise the trial.

Update on Kerbside Waste and Resource Recovery Trials

Laneways Trial – Little Bins

What:

- Use of 80L green organics bin in place of the regular 240L bins to access the weekly food and green organics (FOGO) service in higher density laneways with limited bin storage space.

Where:

- Residents in 5 laneways
 - Hallett, Stephens, Corryton and Ada (South Ward between Halifax and Gilles Streets)
 - Murrays Lane (South Ward between Gouger and Wright Streets)

When:

- 12-month trial commenced 26 August 2025 and concludes 27 August 2026.

Why:

- To understand:
 - If size of bin and frequency of collection increases the uptake of the FOGO service.
 - If changing service delivery improves diversion of organic material and resultant contamination rates.



Update on Kerbside Waste and Resource Recovery Trials

Laneways Trial – Little Bins

Budget:

- Supported by Green Industries SA's Council Modernisation Grant with a contribution by CoA of \$5,582 for the supply of bins.

Stage of Delivery:

Page 15

- In place and ongoing monitoring over the trial period.

Status:

- Residents have provided positive feedback on the trial through a consultant conducting on-site education.

Next Steps:

- Engage a consultant to conduct a waste audit of the 5 laneways to understand contamination, and diversion rates.
- Determine whether to operationalise the trial.



Update on Kerbside Waste and Resource Recovery Trials

City-Wide Trial – Little Bins

What:

- 200 smaller (80L bins) are available to residents city-wide who wish to opt in to a new fortnightly food and green organics (FOGO) service. Eligible residents receive an 80-litre Little Bin, a Kitchen Caddy Kit and education materials to support them in recycling food and garden waste.

When:

- Bin orders commenced on 5 September 2025 targeting 200 bins to be delivered by December 2025 as a 12 month trial.

Where:

- Available city-wide where residents do not have a standard green organics bin or have limited storage for standard size bins.

Why:

- To understand:
 - If size of bin increases the uptake of the FOGO service.
 - If changing service delivery improves diversion of organic material and resultant contamination rates.



Image: Example of mini bin in laneway

Update on Kerbside Waste and Resource Recovery Trials

City-Wide Trial – Little Bins

Budget:

- Supported by Green Industries SA's Council Modernisation Grant with a contribution by CoA of \$5,582 for the supply of bins.

Stage of Delivery:

- Online registrations are open on the City of Adelaide website.

Status:

- Orders from residents for bins commenced 5 September 2025 with all deliveries complete before December 2025. Deliveries will be undertaken in multiple tranches.

Next Steps:

- The Council website is live and social media marketing commenced in September 2025 with additional printed flyers on standby for late September pending social media impact.



Update on Kerbside Waste and Resource Recovery Trials

Outcomes & Implications



1. **Laneways Trial – Shared Bin**
2. **Laneways Trial – Little Bins**

Diversion: CoA is expecting the recovery of about 13 tonnes of green organic material per year.

Page 18

Cost: The cost for the trial was \$10,000 for design, build and installation with costs depending on individual site configurations. The shared bins trial replaces the cost of collection of individual bins with a shared bin (similar to apartment collection) which is expected to be slightly higher than regular servicing. The laneways little bins are serviced weekly with average costs for the 5 laneways at about \$780/month. Moving forward, quantified savings from reduced costs (i.e. solid waste levy and/or disposal costs) will be reported in the trial evaluation for each trial.

3. **City-wide Trial – Little Bins**

Diversion: With 200 new green organics service adoptions, CoA is expecting the recovery of about 34 tonnes of green organic material per year.

Cost: Outside of the trial costs, the ongoing cost is expected to be minimal as this is a BAU service, with only the bin size changing.

Update on Kerbside Waste and Resource Recovery Trials

Soft Plastics Trial

What:

- CoA has been working with Central Adelaide Waste and Recycling Authority (CAWRA), the Australian Food and Grocery Council and the Cities of Charles Sturt and Port Adelaide Enfield to trial a new approach to collecting soft plastics for recycling: [Soft Plastics Recycling Pilot | City of Adelaide](#)
- A Council Member E-News on the soft plastics trials was provided on 31 January 2025 and 14 February 2025.

When:

- The current trial commenced in February 2025 for 12 months following an earlier phase in December 2022 the outcomes of which supported the approach.

Where:

- Available city wide with 1044 (out of 1500) registrations received at time of publication.

Why:

- To test if soft plastics can be successfully collected for recycling using the yellow recycling bin through various 'bag-in-bin' models.
- To contribute to the development of a soft plastics stewardship scheme.



Update on Kerbside Waste and Resource Recovery Trials

Soft Plastics Pilot



Budget:

- The pilot is funded by Soft Plastics Stewardship Australia. CoA has spent \$5,000 for mail out packs via Australia Post.

Benefit:

- The purpose of the pilot is to support research and materials recovery by industry for soft plastics.
- The pilot supports Council's objectives including landfill diversion, reduced emissions (tCO2e), and potentially reduced solid waste levy costs.

Stage of Delivery:

- In progress.

Status:

- 90 tonnes collected across the 9 participating councils to date.
- The soft plastics are being processed at iQRenew in Kundle Kundle, NSW, and 3RG Recycling in Hemmant, QLD.
- Material is sorted, shredded and processed into products such as fence posts and bollards, geotechnical grids, baskets and buckets, and resin pellets suitable for chemical, mechanical and injection moulding processes.
- A survey was sent to residents seeking feedback on the trial which closed on 31 August 2025 with 209 responses received.

Next Steps:

- Await the ACCC outcomes on the Soft Plastics Stewardship Scheme following a draft determination in August 2025. No timeline is available for the ACCC's final determination.

KEY QUESTION

What are Council Members' views on extending the trials to other locations in the city?

Update on Kerbside Waste and Resource Recovery Trials

Next Steps



- Administration has delivered a series of workshops with Council Members to provide details of activity to improve waste management including:
 - Waste Code Amendment update on 5 August 2025.
 - Data and performance toward strategic waste and resource recovery targets on 5 August 2025.
 - Update on current trials (this workshop).
- The next workshop will be on the waste feasibility study outcomes to inform CoA's future waste contract negotiations.

Park Safe - On-Street Parking in the City of Adelaide

Strategic Alignment - Our Community

Public

Tuesday, 7 October 2025

City Planning, Development and Business Affairs Committee

Program Contact:

Steve Zaluski, Associate Director
Regulatory Services

Approving Officer:

Jo Podoliak, Director City
Community

EXECUTIVE SUMMARY

This report responds to a 11 March 2025 Council resolution to provide information and awareness on Council's use of mobile vehicle compliance technology.

Since 2021, the City of Adelaide has utilised mobile, vehicle-based monitoring of parking in the city to complement its team of Parking Information Officers (PIO).

Branded 'Park Safe', the vehicle monitors for certain offences including stopping in No Stopping Zones and Bus Lanes.

While the vehicle is used to identify and photograph potential breaches, determination of whether expiations are issued is made by trained members of staff.

During 2024/25 the Park Safe vehicle was used in issuing 31,373 expiations. Council received 2,199 (7%) requests for review from customers, with 563 (1.8%) withdrawn.

RECOMMENDATION

The following recommendation will be presented to Council on 14 October 2025 for consideration

THAT THE CITY COMMUNITY SERVICES AND CULTURE COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Notes the report as contained in Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 October 2025.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community Convenient and accessible on-street parking supports the city economy and liveability.
Policy	Use of the technology supports effective delivery of existing services which meet Council's On-Street Parking Policy, and compliance with the Australian Road Rules.
Consultation	Not as a result of this report
Resource	Park Safe technology is funded out of operational budgets. Parking & Information Officers use the technology as one of many tools to support evidence gathering within their compliance monitoring activities.
Risk / Legal / Legislative	Expiations are issued according to offences in the Australian Road Rules. Legal considerations regarding the technology were assessed prior to implementation. Officers are permitted to take photographs while performing compliance functions to gather evidence.
Opportunities	The data indicates Park Safe is increasing parking compliance and accessibility, as well as delivering efficiency in use of Council resources. Its limited use so far provides scope for opportunities to continue expanding on these benefits.
25/26 Budget Allocation	The 2025/26 Business Plan and Budget includes funding for a second Park Safe vehicle.
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Council has engaged a supplier on a subscription-based model for software and hardware whereby Council pays a monthly fee rather than outright ownership. The vehicle is a standard EV managed in line with Council guidelines.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing software, hardware and vehicle rental/maintenance costs are covered in existing operational budgets.
Other Funding Sources	Not as a result of this report

DISCUSSION

Context

1. At the 11 March 2025 meeting, Council requested Administration provide a report on the use of mobile cameras for monitoring on-street parking. The decision of Council is available at [Link 1](#).
2. The City of Adelaide (CoA) has:
 - 2.1. Over 20,000 on-street parking bays – providing the greatest availability of CBD car parking per capita of all Australian capital cities.
 - 2.2. Approximately 390,000 visitors to the city each day via all modes of transport.
3. The purpose of monitoring on-street parking is to maintain accessibility, keep the city safe and ensure effective traffic flow, supporting city residents and businesses.
4. Council commenced using vehicle-based parking compliance technology in 2021 to complement foot patrols by Parking and Information Officers (PIOs).
5. Branded 'Park Safe', the technology is explained in the following publicly available video, which also appears on the City of Adelaide website and YouTube channel, available via [Link 2](#).
6. The Park Safe vehicle is fitted with cameras mounted to the roof racks which are equipped with video analytics for vehicle detection.
7. The technology uses Number Plate Recognition (NPR) and GPS integrated with Council's parking controls.
8. Through environment mapping technology and artificial intelligence, the technology is able to determine the exact location of parked vehicles and whether they are complying with the corresponding parking control parameters, for example, that a vehicle is stopped in a bus lane.
9. When a potential breach is observed, a series of high-quality images are taken and NPR conducted.
10. Once back in the office, the PIO reviews the evidence to determine what action, if any, should be taken.
11. This can involve the PIO discarding the photos if there is insufficient evidence to support an expiation or if it demonstrates that an expiation should not be issued.
12. If the PIO determines that the evidence shows an offence has been committed, an expiation is mailed out to the vehicle's registered owner.
13. Images of the process are provided for further clarity in [Link 3](#).
14. Administration has developed Standard Operating Procedures (SOPs) for conducting audits to ensure system integrity. This includes daily processes conducted to confirm GPS and system accuracy prior to use.
15. Council proactively sought media coverage ahead of the initial implementation of the technology.
16. Messaging featured on mainstream television news at the time of launch in 2022 and during the trials in 2021. Public information was also provided on Council's website.
17. Prior to commencing use of the technology to monitor residential permit parking areas in October 2024, notification was sent to all Residential Parking Permit holders.

Expiation & Review Volume

18. While many city-based indicators such as foot traffic and spending have surpassed pre-covid levels, parking expiations remain relatively consistent with pre-covid years (refer Table below).

	Financial Year	Expiations
Pre-Covid	2015/16	\$14.3M
	2016/17	\$13.6M
	2017/18	\$12.4M
	2018/19	\$10.4M
Covid Pandemic	2019/20	\$8.9M
	2020/21	\$8.1M
	2021/22	\$7.1M
Post-Covid	2022/23	\$8.4M
	2023/24	\$10.8M
	2024/25	\$12.7M

19. Use of Park Safe has gradually increased over time as shown in the table below.

Year	Expiations Issued via Park Safe	% of Total Expiations Issued	Expiation Value via Park Safe
2022/23 (commenced mid-year)	2,508	2%	\$402k
2023/24	7,874	6%	\$1.28M
2024/25	31,373	21%	\$4.25M

20. The increase in expiations issued using Park Safe in 2024/25 is largely due to utilising the vehicle after business hours and within Residential Permit Parking Zones. These changes responded directly to concerns raised by residents regarding vehicles parking in dedicated residential zones without the relevant permits.
21. The average dollar value of expiations issued via Park Safe is higher than those issued by foot patrols due to the greater expiation value for offences within zones that Park Safe currently monitors, such as Stopping in a Bus Zone or No Stopping Zone, Expiation values are set by the State Government.

Expiation Review Requests

22. Under the relevant legislation, any person who receives a parking expiation may request a review.
23. Requests for reviews occur regardless of whether expiations are issued by a PIO on foot or in Park Safe, as the reason a vehicle is parked in any location is generally unknown at the time of the offence.
24. It is also generally not possible for a PIO to determine how long a vehicle has been parked in a location prior to it being observed.
25. Legislation provides for withdrawal if an offence is considered trifling. Under the *Expiation of Offences Act 1996* (SA) section 4 (2), an alleged offence is considered trifling if:
- 25.1. There were compelling humanitarian or safety reasons for the conduct – usually associated with a medical emergency of some description.
- 25.2. The alleged offender could not have reasonably avoided committing the offence – usually associated with a breakdown or similar.
- 25.3. The conduct was merely technical, trivial or petty.
26. The percentage of expiations issued by the Park Safe vehicle that are reviewed and withdrawn is shown in the table below. A comparison to PIO-issued expiations is also shown. (based on 2024/25 data).

Method	% of Expiations Reviewed	% of Expiations Withdrawn
Park Safe	7% (2,199)	1.8% (563)
Traditional/On-foot	4.6% (5,473)	2.6% (3,072)

27. The higher ratio of reviews for expiations issued via Park Safe is not unexpected given expiations are received in the mail (not posted on the vehicle at the time of the offence) and the relatively higher value of expiations issued. It is generally accepted that the higher the expiation amount, the more likely is it for a review to be sought.
28. The data shows the ratio of expiations issued via Park Safe that are withdrawn is lower than traditional approaches, demonstrating the accuracy of the technology and the strong evidence available when an alert is progressed to an expiation by a PIO.
29. Each review of an expiation is assessed on its own merit. The most common themes for reviews of expiations issued via Park Safe are categorised below:
- 29.1. Unaware of the legislation/restriction.
- 29.2. Did not look or see line markings.
- 29.3. Other vehicles were in the same zone.

30. Review requests received for reasons relating to stopping briefly in a restricted zone, for any form of reason, are captured in point 29.2, and reflect less than 9% of all reviews received in 2024/25.
31. SOPs are in place to guide staff in determining whether an expiation should be issued, as well as their processing of a request for an expiation review. The SOPs are internal documents and are governed by the provisions under the Australian Road Rules, *Road Traffic Act 1961 (SA)*, and *Expiation of Offences Act 1996 (SA)*.

Council's Approach to Implementation

32. Since implementation, Council's Park Safe vehicle has monitored a limited number of parking zones, prioritising the areas of highest impact to traffic flow, safety and community concern.
33. For all zones currently monitored by Park Safe, the Australian Road Rules do not permit vehicles to stop for any length of time.
34. The zones currently monitored via Park Safe are:
 - 34.1. Bus Lanes/Zones – supporting traffic flow and efficient public transport.
 - 34.2. No Stopping/No Standing Zones – generally in place for safety reasons.
 - 34.3. Yellow Edge Lines – generally in place for safety reasons.
 - 34.4. Taxi Zones – supporting passenger loading and the Taxi community.
 - 34.5. Residential Parking Permit Zones – supporting convenient parking for CoA residents.
 - 34.6. Parking on Park Lands – supporting the protection of our Park Lands and users.
35. At all times a trained PIO is responsible for determining what action, if any, should be taken.

Impacts of Park Safe Usage

36. Traffic Flow
 - 36.1. Use of Park Safe is contributing to higher rates of compliance in areas which improve traffic flow and increase safe parking practices.
 - 36.2. This is illustrated through data and stakeholder feedback provided by the Department of Infrastructure and Transport (DIT) and the Taxi Council in [Link 4: Case Study – Traffic Flow in Bus Lanes](#).
37. Increased Service Coverage
 - 37.1. Use of Park Safe's smart technology combined with having PIOs in a vehicle more often is delivering resource efficiencies, allowing PIOs to cover more area of the city within the same amount of time.
 - 37.2. Utilising technology to reduce manual processes and create efficiencies occurs across almost every industry. Within compliance monitoring, Council's use of resources to deliver the existing function more efficiently allows ratepayer funds to be dedicated to other core community services.
38. Workforce Development & Safety
 - 38.1. Park Safe is providing a platform for transformational change in how Council approaches the PIO function.
 - 38.2. It is creating avenues for new skill development within the workforce and reducing large manual requirements of the role.
 - 38.3. Traditionally, the PIO role has required walking 20kms per day and night in varying weather and repetitive manual labour task such as chalk marking tyres.
 - 38.4. In addition, the nature of the role can expose staff to confrontational situations and instances of physical or verbal abuse while performing the work Council requires of them.
 - 38.5. Across almost four years of using Park Safe, there have been zero staff injuries or incidents.

Future Use of Park Safe

39. The 2025/26 Annual Business Plan & Budget included funding for a second Park Safe vehicle.
40. The use of a second Park Safe vehicle has focused on system testing and data collection.
41. This data will deliver a greater understanding of driver behaviour including areas of unsafe parking and low compliance.
42. It is intended that zones monitored and enforced via Park Safe will continue to expand.

43. Prior to any expansion into other zones, a public awareness campaign will be undertaken.
44. A period of communication, education and awareness raising will occur prior to expiations being issued in additional zones.
45. The next zones will include paid parking zones, followed by time-limited (unpaid) parking zones.
 - 45.1. Paid parking bays are located in the highest-demand areas where regular turnover and compliance to the time limit is critical to local businesses and stakeholders.

DATA AND SUPPORTING INFORMATION

Link 1 - Minutes of 11 March 2025 Council Meeting

Link 2 - SenSen Technology video

Link 3 - Park Safe Enforcement Process

Link 4 - Case Study - Traffic Flow in Bus Lanes

ATTACHMENTS

Nil

- END OF REPORT -

Tuesday, 7 October 2025

**City Planning,
Development and Business
Affairs Committee**

Program Contact:

Anthony Spartalis, Chief
Operating Officer

Public

Approving Officer:

Michael Sedgman, Chief
Executive Officer

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this City Planning, Development and Business Affairs Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Chief Executive Officer's Report seeking consideration in confidence

10.1 Property Lease – Rundle Street [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 10.1:

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 10.1

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the City Planning, Development and Business Affairs Committee dated 7 October 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Property Lease – Rundle Street] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item contains certain information of a confidential nature (not being a trade secret), the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is conducting business, prejudice the commercial position of the Council and prejudice the commercial position of the person who supplied the information and confer a commercial advantage to a third party.

More specifically, the disclosure of certain information in this report could reasonably prejudice the commercial position of the Council including its future commercial dealings given that it contains financial information and further direction with regard to Council's assets and strategic land holdings.

Public Interest

The City Planning, Development and Business Affairs Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information in this report, including certain financial information and further direction, may prejudice its future commercial dealings with regard to its assets and strategic land holdings. On this basis, the disclosure of such information may severely prejudice the City of Adelaide's ability to influence the proposal for the benefit of the City of Adelaide and the community in this matter.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the City Planning, Development and Business Affairs Committee dated 7 October 2025 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.1 [Property Lease – Rundle Street] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) & (d) of the Act.
-

DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.
2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.
3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.
4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -
 - (a) *cause embarrassment to the council or council committee concerned, or to members or employees of the council; or*
 - (b) *cause a loss of confidence in the council or council committee; or*
 - (c) *involve discussion of a matter that is controversial within the council area; or*
 - (d) *make the council susceptible to adverse criticism.*
5. Section 90(7) of the Act requires that an order to exclude the public:
 - 5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
 - 5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
 - 5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.
6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following report is submitted seeking consideration in confidence.
 - 6.1 Information contained in Item 10.1 – Property Lease – Rundle Street
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act
 - (b) information the disclosure of which –
 - (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and
 - (ii) would, on balance, be contrary to the public interest.
 - (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (ii) would, on balance, be contrary to the public interest.

ATTACHMENTS

Nil

- END OF REPORT -

Document is Restricted