



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 21 October 2025

at 6.00 pm

in the Colonel Light Room, Adelaide Town Hall

© 2025 City of Adelaide. All Rights Reserved

Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 21 October 2025, at 6.00 pm

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

Councillor Maher (Chair)

Councillor Freeman (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Cabada, Couros, Davis, Giles, Martin, Noon
and Dr Siebentritt

Agenda

Item		Pages
1.	Acknowledgement of Country At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state: 'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today. And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'	
2.	Apologies and Leave of Absence Leave of Absence - Councillor Giles, Martin and Siebentritt	
3.	Confirmation of Minutes - 16/9/2025 That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 16 September 2025, be taken as read and be confirmed as an accurate record of proceedings. View public 16 September 2025 Minutes.	
4.	Declaration of Conflict of Interest	
5.	Deputations	
6.	Workshops Nil	
7.	Reports for Recommendation to Council	
7.1	Capital Works Monthly Project Update - September 2025	4 - 17
7.2	Gouger Street Revitalisation Project – 70% Design	18 - 44
7.3	Speed Limit Review (Integrated Transport Strategy & City-Wide Speed Limit Review)	45 - 55
8.	Reports for Noting Nil	

9.	Exclusion of the Public	56 - 60
	In accordance with sections 90(2), (3) and (7) of the <i>Local Government Act 1999</i> (SA) the Infrastructure and Public Works Committee will consider whether to discuss in confidence the reports contained within sections 10 and 11 of this Agenda.	
10.	Confidential Workshops	
	10.1 Electric Vehicle Charging Infrastructure Design [S90(3) (d)]	61 - 93
11.	Confidential Reports for Recommendation to Council	
	11.1 Commercial Expressions of Interest – Victoria Park / Pakapakanthi (Park 16) [S90(3) (b), (d)]	94 - 148
	11.2 Expressions of Interest - E-scooter Business Operating Permits [S90(3) (b), (d)]	149 - 162
12.	Closure	

Capital Works Monthly Project Update - September 2025

Strategic Alignment - Our Corporation

Public

Tuesday, 21 October 2025

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Tom McCready, Director City Services

This report provides a summary view of the Capital Works Program delivery and financial performance as of 30 September 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 and Public Works Committee reflecting the previous monthly performance.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL:

1. Notes the Capital Works Program Update for 30 September 2025 as contained within this report and Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 21 October 2025.
-

IMPLICATIONS AND FINANCIALS

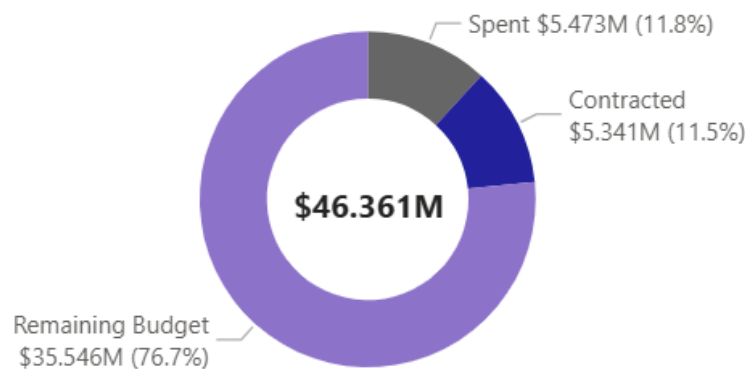
City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various levels as required 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
25/26 Budget Allocation	This report tracks capital works performance against the 2025/26 Capital Works budget of \$114.298m.
Proposed 26/27 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.
25/26 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 Capital Expenditure Budget for 2025/26 approved by Council is \$114.298m.
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 either complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The funding allocated within the 2025/26 financial period totals \$46.361m.
 - 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 the 2025/26 financial period totals \$67.937m.
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 30 September 2025 reflects \$5.473m in spend and a further \$5.341m in contracted works.

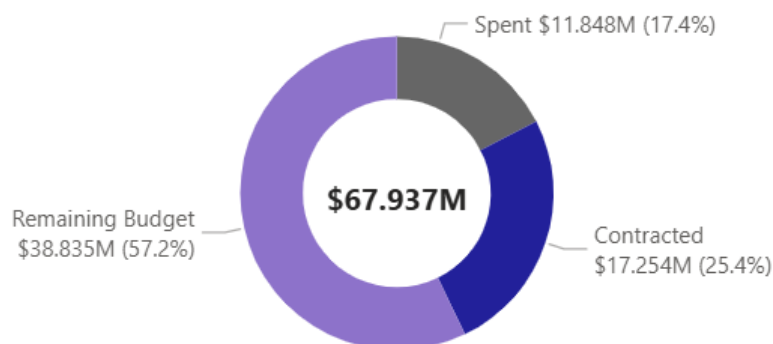


5. New and Upgrade Summary:
 - 5.1. The New and Upgrade portfolio includes more than 90 projects over 2025/26.
 - 5.2. The program deliverables extend to community outcomes that will futureproof essential infrastructure; funds will deliver building and essential water assets, traffic and transport resources, enhanced streetscapes, and improvements to pedestrian and cycling safety.
 - 5.3. Five New and Upgrade projects have reached Practical Completion over September 2025.
 - 5.3.1. Greening - Barton Terrace East.
 - 5.3.2. Greening - Hurtle Square.
 - 5.3.3. Greening - Mill Street (Gouger Street to Wright Street).
 - 5.3.4. Greening - Strangways Terrace – Ward Street to Hill Street.
 - 5.3.5. Market to Riverbank Link Project.
 - 5.4. At the end of September 2025, we have spent and contracted over 22% of the New and Upgrade budget, in addition to multiple projects moving through the procurement phase.
6. Examples of New and Upgrade Projects:
 - 6.1. Adelaide Park Lands Trail. Council has received Federal Government Road Safety Funding for the design and construction of a new raised signalised pedestrian and cyclist activated crossing adjacent the Park Lands Trail. Utilising similar design as the successful crossing at Hutt Street delivered in 2024/25 the crossing will be located on Sir Donald Bradman Drive and provide a crossing point for the Park Lands Trail. Project funding is \$1.2m. Design and procurement is nearing completion with Award of contract to progress soon after.

- 6.2. Melbourne Street Wombat Crossings will be constructed as Stage 1 of the Melbourne Street Revitalisation project. Scope of work includes two wombat crossings, one in the East and one in West of Melbourne Street: currently on track for completion by 30 June 2026. Concept design associated with subsequent stages of the revitalisation project is currently being developed and anticipated to be presented to Council in late 2025 - early 2026. Subject to Council endorsement of the proposed concept, community engagement will take place over Quarters 3/4 - 2025/26.
- 6.3. Town Clerks Walk and Red Gum Park / Karrawirra (Park 12) improvements. Renewal of the Town Clerks Walk Footpath, between King William Road and Frome Road and renewal of the Park Lands access road from Sir Edwin Smith Avenue into the University Cricket Club. The project involves widening the existing footpath to 2.5m in asphalt with exposed aggregate concrete nodes, and futureproofing for lighting infrastructure along the length of the path. The project team are procuring a construction contractor and anticipate completion of the walk in Quarter 3 of the 2025/26 financial year.

Renewal Projects

7. Renewal Projects as of 30 September 2025 reflects \$11.848m in spend and a further \$17.254m in contracted works.



8. Renewal Project Summary:
 - 8.1. The City of Adelaide's target asset renewal ratio (ARFR) is set at 93.5% for the 2025/26 financial period and is seeking to transition to 100% over an eight-year period, with the goal to reach 100% in the 2031/32 financial year. This target was adopted in the 2024/25 Long Term Financial Plan (LTFP) to ensure adequate funding for the maintenance and replacement of the council's assets, such as roads, footpaths, and buildings.
 - 8.2. 240 Renewals outcomes are in the process of planning and delivery across multiple asset categories including like-for-like replacements, as well as revitalisation and rehabilitation of existing infrastructure.
 - 8.3. The Main Streets program includes a sizable renewals scope that will be delivered in conjunction with New and Upgrade assets. Examples of this hybrid delivery approach include Gouger Street and O'Connell Street, which sees New and Upgrades alongside renewal of base assets, pavements, footpaths, kerb and roads. These Mainstreet projects are approaching 70% design in readiness for the next round of review.
 - 8.4. Three projects reached Practical Completion over September 2025.
 - 8.4.1. Road resurfacing - Bloor Court – Currie Street to end of street.
 - 8.4.2. Road resurfacing - Gawler Place – Flinders Street to Wakefield Street.
 - 8.4.3. Road resurfacing and Footpath Renewal - Ward Court - Ward Street to end of street.
 - 8.5. At the end of September 2025, we have spent and contracted over 42% of the Renewals budget.
9. Examples of Renewal Projects:
 - 9.1. A comprehensive Renewals program at the Adelaide Central Market Authority (ACMA) delivered across multiple assets. Over September this has included the following projects at different stages:

- 9.1.1. *Stall Renewal* - Stall 20/21 completed mid-September and handed over to ACMA/Tenant. Tender to occur prior to Christmas (agreed with Procurement) for construction works for stalls to begin in February 2026.
- 9.1.2. *New Parents Room* – Working with Council's nominated architects to finalise design. Once received, the architects will issue tender documentation in October 2025.
- 9.1.3. *Basement Structural Works* – Contractor has undertaken propping to the structure and is moving to demolition works and service re-location to suit the proposed steel layout. The project group are currently reviewing slab remediation extent and scope of works with Engineer.
- 9.1.4. *Escalator Compartmentalisation* – Engineers are progressing documentation of preferred option. Preliminary documentation is currently with contractor for prelim Compliance desktop review. Expected documentation completion end of October 2025.
- 9.1.5. *Bondek Rehabilitation works* – Scope of works completed with minor defects to be rectified. UPark to re-instate carpark entry gate to area following PC. Site fencing to remain in-place until UPark complete works.
- 9.1.6. *ACMA Roof Renewal* – 75% Documentation for Roof Renewal project from Engineer, submitted mid-September 2025. Proposed methodology includes plant removal from roof and re-instatement. Level 2 Sprinkler works required to ahead of roof-renewal.
- 9.1.7. *Carpark Sprinkler Renewal* – The tender for the project incorporating Automatic Exhaust work closed at the end of July 2025. Award of contract anticipated to be presented to Council in October 2025.
- 9.1.8. *Western Wall Compartmentalisation* – Contractor to complete 2/3 tenancies in October 2025. Awaiting scheduling for tenancy and revised pricing.
- 9.1.9. *Adelaide Central Market - Market Floor Tenant Stall Renewal* – Progressing typical architectural documentation set with Engineer. Typical drawings to accompany individual Structural documentation for the stall works to provide consistent scope of works and requirements of ACMA for each Stall renewal.
- 9.2. Our renewals program attends to multiple pavement and road surfaces each year. These works are guided through the asset management plans that dictate useful life. The renewals program also makes provision for 'heavy' patching road surfaces, where completion of a whole road section may not be warranted.
- 9.3. Pavement Rehabilitation: Examples of footpath renewals 2025/26:
 - 9.3.1. Pirie Street Improvements (Pulteney to East Terrace) Footpath and Road Renewal.
 - 9.3.2. Beaumont Road Pavement Rehab (carpark, tree planting, fencing).
 - 9.3.3. Vincent Street & Place Pavement Improvements.
 - 9.3.4. Victoria Square Footpath Renewal (Gouger Street to Grote Street).
 - 9.3.5. Grenfell Street Footpath Renewal - South Side (PC).
 - 9.3.6. Bonython Park / Tulya Wardli (Park 27) Footpath and Lighting Renewal.
 - 9.3.7. Archer Street Footpath Renewal.
 - 9.3.8. Tynte Street Footpath Renewal.
 - 9.3.9. Gover Street Footpath Renewal - may include greening.
 - 9.3.10. Mackinnon Parade Footpath Renewal.
 - 9.3.11. War Memorial Drive – New Pedestrian Crossing.
- 9.4. Road Resurfacing: Examples of locations scheduled over 25/26 are provided:
 - 9.4.1. Ifould Street - Frome Street to Daly Street.
 - 9.4.2. Strangways Terrace - Ward Street to Hill Street.
 - 9.4.3. Tam O'Shanter Lane - Western North / South End.
 - 9.4.4. Waymouth Street - Morphett Street to Ranelagh Street.
 - 9.4.5. Wyatt Street - Pirie Street to Grenfell Street.
 - 9.4.6. Storr Street (Grote Street to Gouger Street).

- 9.4.7. Gawler Place - Flinders Street to Wakefield Street.
- 9.4.8. James Street - Angas Street to end of street.
- 9.4.9. King William Street - North Terrace to Victoria Square.
- 9.4.10. Devonshire Place – Tam O'Shanter Lane to Pirie Street.
- 9.4.11. Wyatt Street (Pirie Street to Flinders Street).
- 9.4.12. Childers Court - Childers Street to end of street.
- 9.4.13. Bloor Court - Currie Street to end of street.

Greening Adelaide Streets

10. Current Financial Year tree planting as of 30 September 2025 is listed in the following table:

Street	Common Tree Name	Number
Cardwell St North	<i>Callery Pear</i>	3
Cardwell St South	<i>Callery Pear</i>	2
Nelson St	<i>Box Elder Maple</i>	2
South Tce	<i>Japanese Elm Green Vase</i>	15
Barton Tce East	<i>Japanese Elm Green Vase</i> <i>Mediterranean Hackberry</i>	9
Market St	<i>Chinese Pistache</i>	10
Marion St (September)	<i>Birchleaf Pear</i> <i>Callery Pear</i>	4
Logan St (September)	<i>Lemon Scented Gum</i>	6
	YTD Total	51

11. Street designs are progressing to ensure that tree planting continues in 2025/26. Tree planting in streets will cease after October 2025 to align with the optimal planting season. Planting of trees will then continue from the commencement of the 2026 planting season in Autumn 2026.
12. It is anticipated that all designs for 2026 tree planting will be completed by December 2025. Construction of tree pits will be ongoing to enable trees to be planted from March 2026. Target- 200 New Street Trees.
13. A key objective of the next two years is to plant trees in the following boulevards as per the aspirations of Council's City Plan:
- 13.1. Currie Street / Grenfell Street.
 - 13.2. Flinders Street / Franklin Street.
 - 13.3. Sturt Street / Halifax Street.
14. Investigations are ongoing to determine what is possible in these streets and other key roads where opportunities exist to plant trees to assist in urban cooling and to increase shading and safety for pedestrians in streets. Boulevard planting is anticipated to begin in 2026 and continue into 2027.

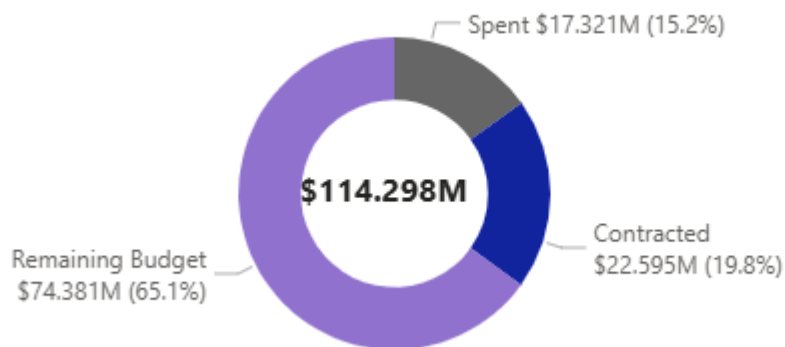
End of Financial Year 2024/25 - Proposed Quarter 4 Re-time of Continuing Projects

15. A total of \$8.8m in continuing New and Upgrade projects funding is proposed for re-timing into Quarter 1 of 2025/26, pending Council endorsement.
16. These projects will be reflected within the 2025/26 Capital Budget subject to Council's consideration and endorsement as part of its Quarter 1 Budget Reconsideration process in November 2025.
17. The re-timed Projects Breakdown includes:
- 17.1. Main Street Revitalisation Program \$0.848m (Melbourne Street \$0.100m, Hindley Street \$0.308m, Gouger Street \$0.137m, O'Connell \$0.411m, and Hutt Street \$0.108m).
 - 17.2. South-West Community Centre \$1.5m.
 - 17.3. Experience Adelaide Visitor Centre \$1.055m.
 - 17.4. Torrens Retaining Structure \$0.778m.
 - 17.5. Other minor project adjustments \$4.181m.

18. This re-timing reflects the continuation of strategic new and upgrade capital works and ensures alignment with delivery schedules and funding availability.

Capital Works Program

19. There are 357 projects within the approved program in the 2025/26 financial year.
20. Within the 2025/26 Capital Works Program there are currently 91 projects within the Initiate, Concept and Design phase.
21. The total value of projects within the Initiate, Concept and Design Phase is \$6.919m.
22. There are 266 projects in the Delivery Phase with a total value of \$107.379m. Of these projects, Practical Completion has been achieved on 15 New and Upgrade, 24 Renewals and 3 combined New and Upgrade and Renewals projects – 42 projects in total.
23. The total expenditure against the Capital Works Program to the end of September 2025 is \$17.321m spent with a further \$22.595m contracted, totalling \$39.917m in the first three months.



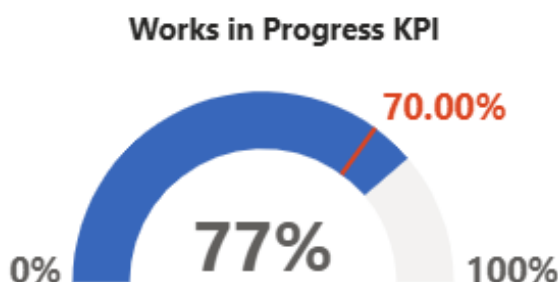
24. Summary of commitments and expenditure by asset class for September 2025.

Capital Works	No. of Projects*	Approved Budget	Commitments	Expenditure	Remaining Budget
Asset Renewals	271	\$67.937M	\$17.254M	\$11.848M	\$38.835M
Corporate Overhead		\$5.898M	\$0.000M	\$1.787M	\$4.111M
Bridges	3	\$0.220M	\$0.000M	\$0.011M	\$0.209M
Buildings	46	\$15.115M	\$2.027M	\$2.647M	\$10.441M
ICT Renewals	11	\$1.660M	\$0.063M	\$0.802M	\$0.795M
Light'g & Electrical	39	\$3.449M	\$1.469M	\$0.364M	\$1.616M
Park Lands Assets	15	\$1.550M	\$0.559M	\$0.239M	\$0.753M
Plant and Fleet	3	\$1.755M	\$0.786M	\$0.186M	\$0.783M
Traffic Signal	16	\$3.033M	\$2.318M	\$0.619M	\$0.096M
Transport	82	\$24.605M	\$7.996M	\$3.457M	\$13.152M
Urban Elements	46	\$3.760M	\$0.548M	\$0.314M	\$2.898M
Water Infrastructure	10	\$6.891M	\$1.488M	\$1.422M	\$3.982M
New/Upgrade Projects	107	\$46.361M	\$5.341M	\$5.473M	\$35.546M
Corporate Overhead		\$7.977M	\$0.000M	\$1.247M	\$6.730M
New/Upgrade Projects	69	\$12.230M	\$3.103M	\$1.681M	\$7.446M
Buildings	6	\$9.021M	\$0.738M	\$0.437M	\$7.846M
ICT Renewals	2				
Light'g & Electrical	2	\$0.233M	\$0.000M		\$0.233M
Park Lands Assets	3	\$5.658M	\$0.000M	\$0.000M	\$5.658M
Plant and Fleet	4	\$0.707M	\$0.000M	\$0.044M	\$0.663M
Streets	2	\$0.620M			\$0.620M
Traffic Signal	4	\$3.025M	\$0.000M	(\$0.148M)	\$3.173M
Transport	10	\$5.820M	\$1.269M	\$2.126M	\$2.425M
Urban Elements	2	\$0.770M	\$0.000M	\$0.001M	\$0.769M
Water Infrastructure	3	\$0.300M	\$0.231M	\$0.087M	(\$0.018M)
Total	357	\$114.298M	\$22.595M	\$17.321M	\$74.381M

Inclusive of combined New and Upgrade and Renewals projects.

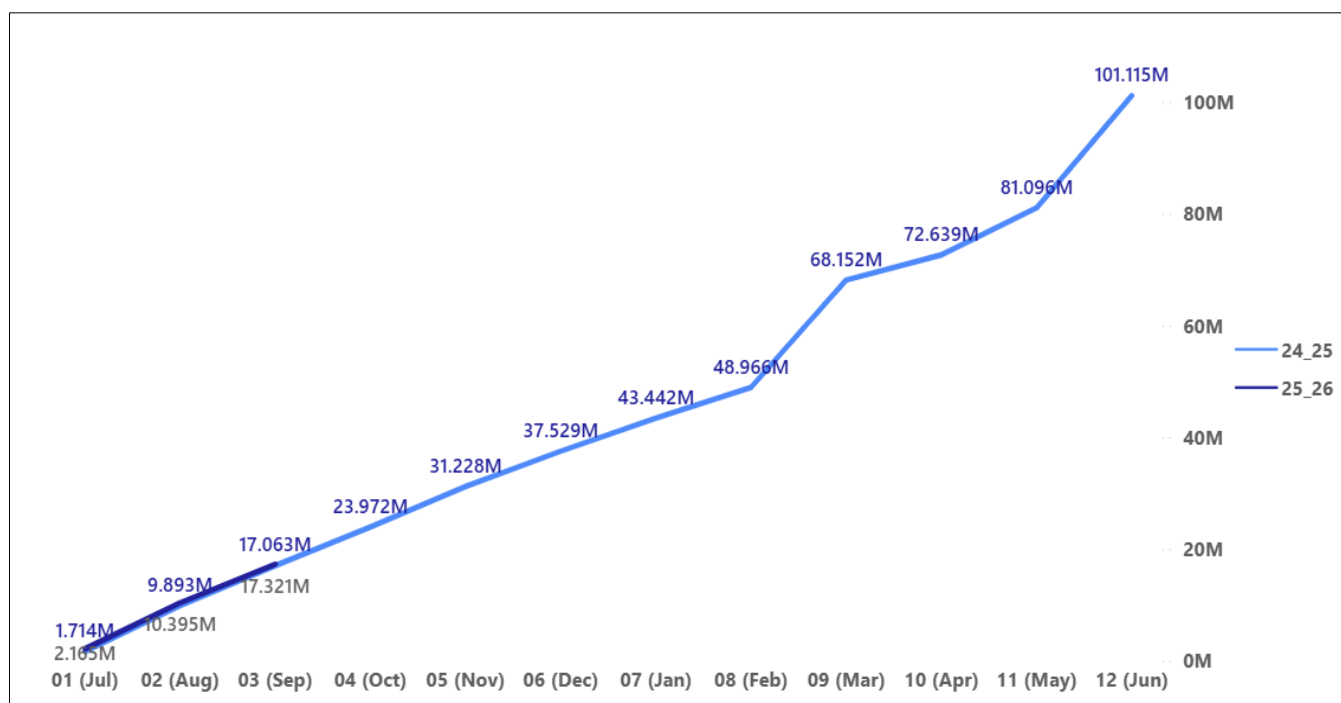
1. Transport is made up of Roads, Pathways and Kerb and Water Table
2. Plant and Fleet includes Commercial Plant and Fleet
3. Total Project Count: Mixed-Funded projects are only counted once in the total Project Count i.e. they are counted in the sub-totals but not in the Grand Total.

25. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works**
26. Works in Progress (WIP) represents the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at 77%. WIP KPI - 70%.



Capital Works Year on Year Spend Profile

27. The spend profile for September 2025 reflects a capital spend of \$17.321m year to date, compared to \$17.063m in September 2024. This represents a 2% increase on the same period last year.



Future Procurement Activities

28. The following procurement activities are currently being undertaken or will commence shortly:
 - 28.1. Christmas Tree – preferred tenderer, contract award pending.
 - 28.2. Botanic catchment water course - Issue for Tender documentation in preparation.
 - 28.3. Adelaide Park Lands Trail – design services tender.

Future Community Consultation and Engagement Activities

29. The following are some of the community consultation activities and engagements that are ongoing or planned:
 - 29.1. Blue Gum Park / Kurangga (Park 20) Glover Playground Renewal.
 - 29.2. Bewes Street – Trees on Street (ongoing).
 - 29.3. Main Streets Revitalisation Program.

Grant Funding Confirmed

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

Grants awarded in 2025/26		
Grant Scheme	Project	Grant Amount
Roads to Recovery *	King William Road	\$ 449,564
Financial Assistance Grant (Local Roads)	Currie / Grenfell Street	\$ 191,960
Charter Hall	James Place	\$ 500,000
Total		\$ 1,141,524

*Note: Roads to Recovery have awarded CoA \$2,247,818 to be expended over 5 years, \$449,564 is the amount allocated for 2025/26.

31. The information provided reflects the first three months of the 2025/26 financial year. For further details on the 2025/26 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – September 2025

- END OF REPORT -

Capital Works

September 2025 Update

Infrastructure & Public Works Committee

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



Central Market Arcade Redevelopment

New/Upgrade



There are 470 personnel working on site.

The Northern residential/ hotel tower has now reached Level 23 and the Southern office tower has reached Level 13 and structural works have topped out on that tower.

Façade: North Tower installation up to Level 17. Both Grote Street and Gouger Street brick façades continue and are at various stages.

Fit out works continue as well as the installation of the secondary supporting steel.

The construction contractor continues to work with the developer and utility providers for services infrastructure works along the street frontages. Council regularly meets with the builder to manage permits and regularly engages with Adelaide Central Market Authority (ACMA) to lessen any impacts of construction for the Market precinct.

O'Connell Street Main Street Revitalisation

New/Upgrade & Renewal



Footpath works between Archer Street and Tynte Street on the Eastern side were completed in October.

The works include a new look footpath with the chosen pavers that will form part of the Main Street O'Connell Street upgrade.

Additional greening elements will be installed in October.

Greening – Logan Street

New/Upgrade



We have planted 6 new trees in Logan Street.

Each tree is supported by underground strata vaults to support the growth and longevity of the tree.

The tree species planted is Lemon Scented Gum – Dwarf Cultivar.

Adelaide Town Hall Façade Conservation Works

Renewal



The restoration of the Adelaide Town Hall and Eagle Chambers façade reached Practical Completion in September 2025.

Led by the City of Adelaide's Infrastructure Delivery team, the project was undertaken by specialist contractors Duratec in consultation with heritage architects Swanbury Penglase. Over the past two years, they have completed a comprehensive program of conservation works to address structural and material issues identified in a detailed façade survey.

The works included repairing and stabilising cracking, restoring render and stonework, repointing mortar, reinstating decorative features and improving water drainage to prevent further deterioration.

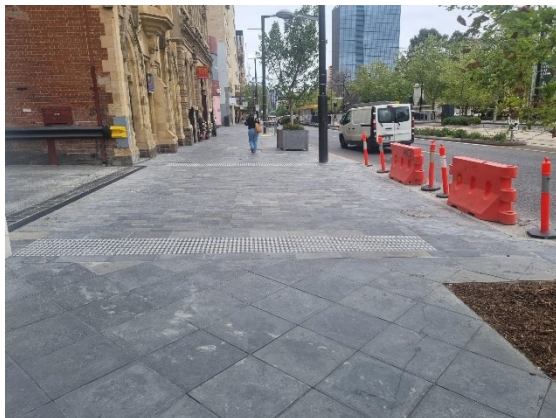
This program has ensured the Town Hall remains safe and structurally sound, while protecting its heritage significance for future

generations. The works also improve the visual amenity of the façade.

These works mark the end of the most significant conservation work since the building first opened in 1866 and will ensure that the Town Hall continues to stand proudly as a civic, cultural and community hub at the heart of the city.

Charles Street Streetscape Upgrade – David Jones Driveway Crossing

New/Upgrade & Renewal



The deteriorated driveway crossover has now been renewed, creating improved amenity on the southern side of the North Terrace footpath.

The project has now been completed.

Ward Court Road Improvements

Renewal



Road Resurfacing of Ward Court from Ward Street to the Dead End started in early August and was completed in early September.

Additional works included the replacement of the kerb ramps at the junction with Ward Street, asphalt footpath renewal and tree trimming.

Flinders Street

Renewal



Before



Deep patching and line marking works were undertaken on Flinders Street in September between Pulteney and Hutt Streets.

The installation of traffic loops is expected to be completed soon.

The purpose of this project was to extend the remaining service life of the asphalt pavement.

Franklin Street

Renewal



Before



Deep patching and line marking works were undertaken on Franklin Street in September between West Terrace and Morphett Street.

The installation of traffic loops is expected to be completed soon.

The purpose of this project was to extend the remaining service life of the asphalt pavement.

Gouger Street Revitalisation Project – 70% Design

Strategic Alignment - Our Places

Public

Tuesday, 21 October 2025

**Infrastructure and Public
Works Committee**

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to Council on the Gouger Street Revitalisation Project at the 70% design stage, and an overview of the design progress, community and stakeholder engagement outcomes, and delivery planning.

Since Council approved the Concept Plan at its meeting on 18 June 2024, the project team has advanced design through technical investigations, value management and further engagement with key stakeholders including Gouger Street traders and the Adelaide Central Market Authority.

The 70% design continues to reflect the six endorsed design principles, ordered by community importance, which guide refinements and assist in balancing trade-offs where constraints exist.

The design demonstrates how Council's \$15 million new and upgrade investment – part of a broader project investment expected to exceed \$25 million once asset renewals are incorporated – will deliver safer and wider footpaths, flexible activity zones, targeted pavement improvements that retain Gouger Street's distinctive red brick character, enhanced greening, improved pedestrian crossings, upgraded lighting and wayfinding, and new artworks and placemaking features. In parallel, renewal budgets will support the replacement of ageing infrastructure such as lighting, stormwater and kerbs, coordinated through the project to minimise disruption.

Independent cost planning has been undertaken, and the project is tracking within budget tolerances, with final costs to be determined following completion of detailed design and procurement. Importantly, the project reinforces Gouger Street and the Adelaide Central Market's role as a destination precinct, prioritising people movement and street activity over through-traffic, and improving access to key amenities, including public toilets, within the adjacent Market redevelopment.

RECOMMENDATION

The following recommendation will be presented to Council on 28 October 2025 for consideration

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

1. Notes that the Gouger Street Revitalisation Project will continue to finalise design, service coordination, value management and authority approvals prior to progressing to procurement for construction.
2. Notes that a 70% Design Overview Pack has been prepared to support Council and community understanding of the proposed works as contained in Attachment A to Item 7.2 on the Agenda for the Infrastructure and Public Works Committee held on 21 October 2025.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Delivers a safe, vibrant and accessible main street in line with the City of Adelaide Strategic Plan 2024–2028
Policy	Consistent with Council’s Strategic Plan 2024–2028, Mainstreets Revitalisation Program, Adelaide Design Manual, City Plan 2036, and endorsed greening, accessibility and activation policies, the project delivers a coordinated main street upgrade aligned with Council’s long-term city-shaping objectives.
Consultation	The project aligns with Council’s Community Consultation Policy through early engagement, iterative feedback loops, and transparent reporting at key design milestones.
Resource	Delivered within Infrastructure Delivery with consultant support.
Risk / Legal / Legislative	Key risks include underground service relocations, perceptions regarding car parking changes, replacement of existing trees, and stakeholder concerns regarding the transition from fixed to removable outdoor dining furniture.
Opportunities	Strengthens Gouger Street as Adelaide’s multicultural dining hub and Central Market gateway, with improved activation, greening, and public amenity, and enhanced access to supporting facilities such as public toilets provided within the adjacent Central Market Arcade redevelopment.
25/26 Budget Allocation	Renewal - \$1.685m New-Upgrade - \$2.346m Total Project Investment (including renewal, subject to detailed design and procurement outcomes) – \$27.06m.
Proposed 26/27 Budget Allocation	Renewal - \$6.753m New-Upgrade - \$9.002m
Life of Project, Service, Initiative or (Expectancy of) Asset	New assets are designed for a minimum 25-year service life.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a report of this report
Other Funding Sources	Administration is actively pursuing State and Federal grant opportunities to complement Council’s investment and offset costs where alignment with program objectives exists.

DISCUSSION

Background

1. The Gouger Street Revitalisation Project was initiated through Council's 2023/24 Annual Business Plan and Budget as part of the Mainstreets Revitalisation Program. Following investigations and community engagement, Council resolved to approve the project vision, design principles, and Concept Plan at its meeting on 18 June 2024:

THAT COUNCIL:

- 1. Approves the Gouger Street Revitalisation Project's Vision, Design Principles and Concept Plan as contained in Attachment A to Item 7.7 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 June 2024 and progress to key stakeholder and community engagement.*
2. This endorsement established the framework for detailed design and confirmed the project's alignment with the City of Adelaide Strategic Plan 2024–2028.
3. The total project investment (including renewal, subject to detailed design and procurement outcomes) is \$27.06m.
4. The endorsed concept was shaped by extensive engagement, with six design principles ordered to reflect what the community considered most important. This ranking has provided a clear framework for the project team to guide design development and has assisted in resolving trade-offs where competing demands, spatial constraints or budget limitations exist.
 - 4.1. The six priorities, in order of community importance, are:
 - 4.1.1. Greener Street – revitalise and introduce new greening to provide shade, cooling and visual amenity, encouraging people to enjoy the street for longer.
 - 4.1.2. Connectivity – improve comfort and wayfinding for people to walk, wheel and cycle; balance the functional needs of commercial activity while maintaining safe access across the precinct.
 - 4.1.3. Activate & Attract – elevate the street as an exciting destination with welcoming spaces, lighting and event capability, supported by good hygiene and maintenance practices.
 - 4.1.4. Better Street = Better Business – create a more pedestrian-friendly main street that supports increased customer flow, outdoor dining and social interaction, with safer overall movement.
 - 4.1.5. Celebrate Culture & Identity – reflect Chinatown, the Adelaide Central Market and the area's cultural diversity through materials, placemaking and public art.
 - 4.1.6. Organise & Declutter – rationalise business signage and street furniture on footpaths to improve accessibility and inclusion; locate urban elements within activity zones and encourage removable dining furniture.
 - 4.2. This prioritisation ensures that the most valued outcomes for the community remain central to design refinements, and that decisions in response to physical constraints or budget pressures are made transparently against the agreed priorities.

Design Status

5. The project has now reached 70% design. The current Design Overview package (**Attachment A**) demonstrates a coordinated approach to improve pedestrian amenity, accessibility, safety and greening, while balancing the operational requirements of businesses, service authorities and vehicle movements. Work continues to finalise service coordination, material selection, tree species, integration of public art and wayfinding initiatives and value management.
6. A flythrough artist impression is available at [Link 1](#).

Stakeholder Engagement

7. Since endorsement of the Concept Plan, targeted engagement has continued with businesses, the Adelaide Central Market Authority and market traders, Market Square developer and construction contractor, precinct trader groups, the Courts Administration Authority and utilities providers. Feedback has shaped refinements

to car parking layouts, loading arrangements, outdoor dining footprints, and flexible activity spaces. Engagement has also focused on minimising construction impacts and supporting business continuity.

Design Evolution and Key Changes

8. The design has evolved from the endorsed concept to reflect stakeholder input, physical constraints and budget considerations. At the 70% stage, the current package shows:
 - 8.1. Increased Greening – the current design indicates a net increase in tree numbers, with replacement proposed where existing trees are under stress or poorly located. Final outcomes will be confirmed through detailed design.
 - 8.2. Pavement treatment – Large portions of the existing pavement are not due for renewal. The project proposes targeted replacement of defective pavers, recycling and re-laying existing pavers where they are in good condition, re-levelling for accessibility, and complementary feature treatments, while retaining the distinctive red brick character. This approach minimises stakeholder impacts, reduces carbon, and redirects funds to other priorities.
 - 8.3. On-street car parking – the current design provides approximately 80 spaces (compared with 82 in the endorsed concept plan, and around 109 under existing conditions, noting any major upgrade would reduce this to ~104 to meet current standards). The design balances business access with safety, compliance, outdoor dining and widened pedestrian zones.
 - 8.4. Flexible activity zones – areas designed to accommodate different uses such as outdoor dining, deliveries, events or parking. These zones will be managed through permits and can be semi-permanently adjusted, with relocatable bollards providing protection when configured for outdoor dining or event activation.
 - 8.5. Continuous 2.4m minimum footpaths, widened at key nodes such as the Central Market frontage.
 - 8.6. Safer pedestrian crossings – new zebra crossings, shorter crossing distances, and improved sightlines.
 - 8.7. Planted median at Mill Street to calm traffic and enhance amenity.
 - 8.8. Upgraded lighting, signage, wayfinding and public seating.
9. These outcomes are reflected in the current 70% design and continue to evolve as final service coordination, value management, material selections, and authority approvals are progressed. Accordingly, specific numbers (such as canopy outcomes or car parking spaces) remain subject to refinement before the final design is confirmed.

Pavement Treatment and Accessibility Improvements

10. Investigations undertaken during detailed design identified that large portions of the existing pavement are not yet due for renewal, with many areas retaining useful asset life. In line with Council's renewal practices and the opportunity to responsibly recycle, the project does not propose wholesale pavement replacement. Instead, a targeted approach will be taken to:
 - 10.1. Remove and replace defective pavers where required and recycling and re-laying pavers where they are in good condition.
 - 10.2. Re-level areas to address accessibility issues.
 - 10.3. Modernise the layout, including clearer activity zones and integration with new paving treatments.
 - 10.4. Complement the existing pavement with feature materials in high-priority areas to reflect the project vision and design principles.
11. This approach will minimise construction impacts on local stakeholders and traders by avoiding unnecessary disturbance, while preserving Gouger Street's distinctive red brick character that is strongly associated with the precinct's identity.

12. Leveraging the useful life of the existing pavement supports Council's sustainability goals by reducing waste, avoiding unnecessary carbon emissions, and diverting funds to other design priorities such as greening, pedestrian amenity, and accessibility outcomes.

Movement and Access

13. Gouger Street and the Adelaide Central Market precinct are one of the city's most significant destinations, attracting locals and visitors for dining, shopping and events. The primary function of the street is to support safe access, comfortable pedestrian movement and vibrant activation, rather than to operate as a through-road.
 - 13.1. A 30 km/h speed environment is proposed for the project area, subject to Council consideration and coordination with the Department for Infrastructure and Transport (DIT).
 - 13.2. Traffic surveys undertaken in 2019 (prior to potential influences from COVID-19 and the Central Market Arcade Redevelopment) indicate that average vehicle speeds along Gouger Street were close to or below 30 km/h during peak periods (average peak eastbound speed AM 30.8km/h & PM 29.5km/h; westbound AM 26.9km/h & PM 25.4km/h). Average daily data also suggests consistent lower-speed conditions (average eastbound speed 31.4km/h; westbound 27.3km/h). A lower speed environment will:
 - 13.2.1. Improve safety for people walking and cycling.
 - 13.2.2. Create a more comfortable setting for outdoor dining and trading.
 - 13.2.3. Strengthen Gouger Street's identity as a people-first destination precinct.
 - 13.2.4. Align with best practice for people-focused main streets, where reduced speeds create safer, more attractive and economically vibrant environments.
 - 13.3. This directly aligns with the endorsed design principles of Connectivity, Better Street = Better Business, and Activate & Attract.

Key Improvements Funded by Council Investment

14. Council's \$15m new and upgrade allocation will fund the major new and enhanced elements that go beyond standard renewal. This includes:
 - 14.1. Feature pavements and flexible loading/activity spaces in front of the Central Market Arcade redevelopment.
 - 14.2. Continuous east-west footpaths in priority locations, supporting outdoor dining and pedestrian activity.
 - 14.3. Safer crossings, including the Courts precinct and Mill Street.
 - 14.4. New and upgraded accessible parking.
 - 14.5. Enhanced greening and canopy cover.
 - 14.6. New artworks, placemaking elements and precinct-wide wayfinding.
 - 14.7. Improved public seating and furniture.
15. These embellishments and upgrades are designed to deliver on the project's vision and design principles, ensuring Gouger Street remains a leading destination for locals and visitors.

Asset Renewal Coordination

16. In parallel, the project is coordinating the renewal of assets that are at or nearing the end of their useful life. This ensures disruption is minimised and the precinct can grow without the need for further major works in the near future. Renewal items generally include:
 - 16.1. Street lighting poles and fixtures (transition to LED).
 - 16.2. Stormwater infrastructure.
 - 16.3. Kerbs, roads and footpaths where asset condition requires full replacement. Selected public artworks and street furniture.

17. This approach ensures that existing assets are renewed to agreed Council standards through renewal budgets, while all new and upgraded elements are funded through the new and upgrade allocation.

Construction Methodology and Timetable

18. The project is preparing to progress to market following this 70% design milestone. Once procurement is complete, a construction methodology will be agreed with the contractor to minimise impacts.
19. Priority will be given to commence works in front of the Central Market and Central Market Arcade Redevelopment. Staging and methodology will be finalised in consultation with stakeholders to maintain access and support business continuity.
20. In planning delivery, consideration is also being given to potential major city events, including the prospect of Adelaide hosting COP31. Should such events proceed, construction staging would be adapted to ensure coordination with broader city operations and to minimise disruption to businesses and visitors.

Budget and Cost Planning

21. Cost planning has been undertaken, with advice indicating the project is tracking within endorsed budget tolerances. Final costs will be confirmed through procurement once contractor pricing is received.

Next Steps

22. The project will now progress through the final stages of design development, including:
 - 22.1. Advancing the design from 70% to 100% to resolve detailed construction documentation, service coordination, value management, authority approvals, and integration of public art and wayfinding elements.
 - 22.2. Preparing a staged procurement process to ensure the main construction contractor is suitably capable and represents value for money, including an Expression of Interest (EOI) phase, proposed for release in October 2025 following consideration of this report, followed by a shortlisting process leading to a Request for Tender (RFT).
 - 22.3. Preparing a prudential report in accordance with Section 48 of the *Local Government Act 1999* (SA) to support Council's consideration of the contract award, anticipated to occur in March 2026.
 - 22.4. Subject to Council approval, commencing construction from May 2026, following completion of the procurement process and final design activities.
23. These steps will ensure the project is fully resolved, competitively procured and compliant with legislative requirements, and that construction can commence in line with Council's governance processes, coordination with major city projects and events, and strategies to minimise disruption.

DATA AND SUPPORTING INFORMATION

Link 1 – Flythrough Artist Impression

ATTACHMENTS

Attachment A – Gouger Street Revitalisation 70% Design Overview Pack

- END OF REPORT -

GOUGER STREET REVITALISATION

70% Design Overview Package

21 October 2025



T.C.L

Contents

1

PROJECT VISION

3

2

DESIGN PRINCIPLES

4

3

KEY DEVELOPMENT UPDATES

5

Key Design Features

4

STREET PLANS

6

Western Precinct

Central Precinct (West)

Central Precinct (East)

Eastern Precinct & Victoria Square

5

ARTIST IMPRESSIONS WITH KEY DESIGN FEATURES

10

6

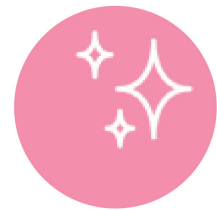
DESIGN FACTS

20

Project Vision

“Strengthen the vibrant and distinctive character of Gouger Street as the heart of multicultural dining in Adelaide and thriving Central Market gateway, enhancing its existing heritage while fostering a safe and more inviting destination for community and visitors to explore anew.”

Design Principles



Activate and Attract

Elevate the appeal of the street as an exciting destination to visit and spend time in, with events and festivals, vibrant and welcoming spaces, public art, decorative lighting, and dynamic responses to the precinct's diverse character. Maintain a clean, safe, and attractive street through tailored waste management and hygiene strategies.



Connectivity

Pursue opportunities to safely accommodate all modes of transport supporting Gouger Street as an attractive and accessible destination. Improve convenience and comfort for people to walk/wheel and cycle. Balance the functional needs of commercial activity promoting convenient parking, loading and access to services throughout the precinct, vital for a successful main street and busy market district.



Organise and Declutter

Rationalise business signage and street furniture on footpaths for increased accessibility and inclusion. Work with businesses to remove fixed outdoor dining and replace with removable furniture. Locate urban elements within activity zones.



Better Street = Better Business

Develop a more pedestrian friendly main street attracting and accommodating increased customer flow for businesses, with appealing seating and outdoor dining spaces, opportunities for enhanced social interactions, community activities, and safer overall movement.



Celebrate Culture and Identity

Celebrate the diversity and history of the area and promote connection with the street's unique identity as the bustling southern gateway to the Adelaide Central Market and Chinatown, through engaging urban elements, wayfinding and public art experiences. Create flexible public spaces to host cultural events and festivals.

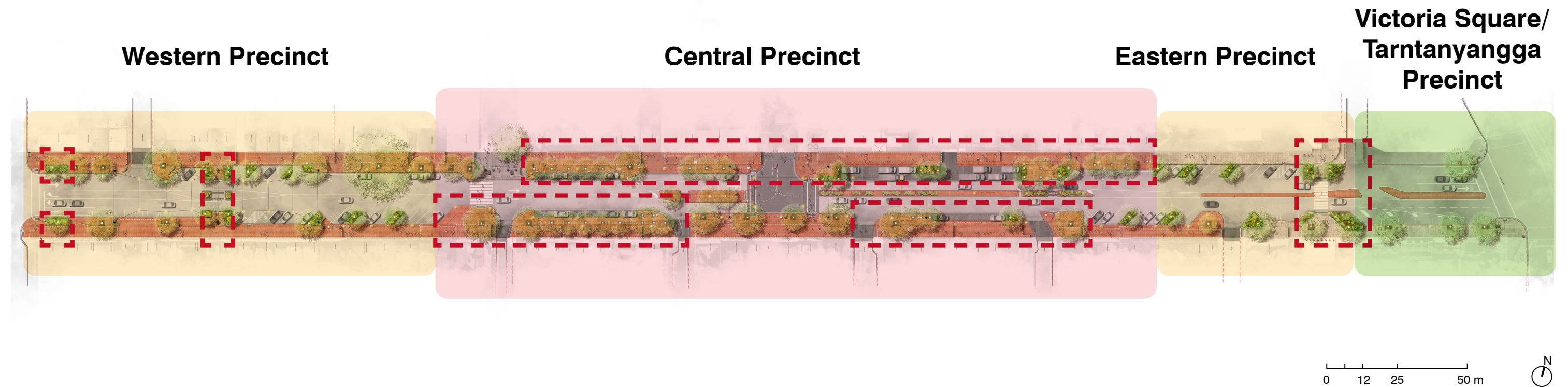


Greener Street

Revitalise and introduce new greening to provide shade, cooling, and visual amenity for increased comfort and well-being, encouraging more people to enjoy the street for longer.

Key Development Updates

Key Design Features

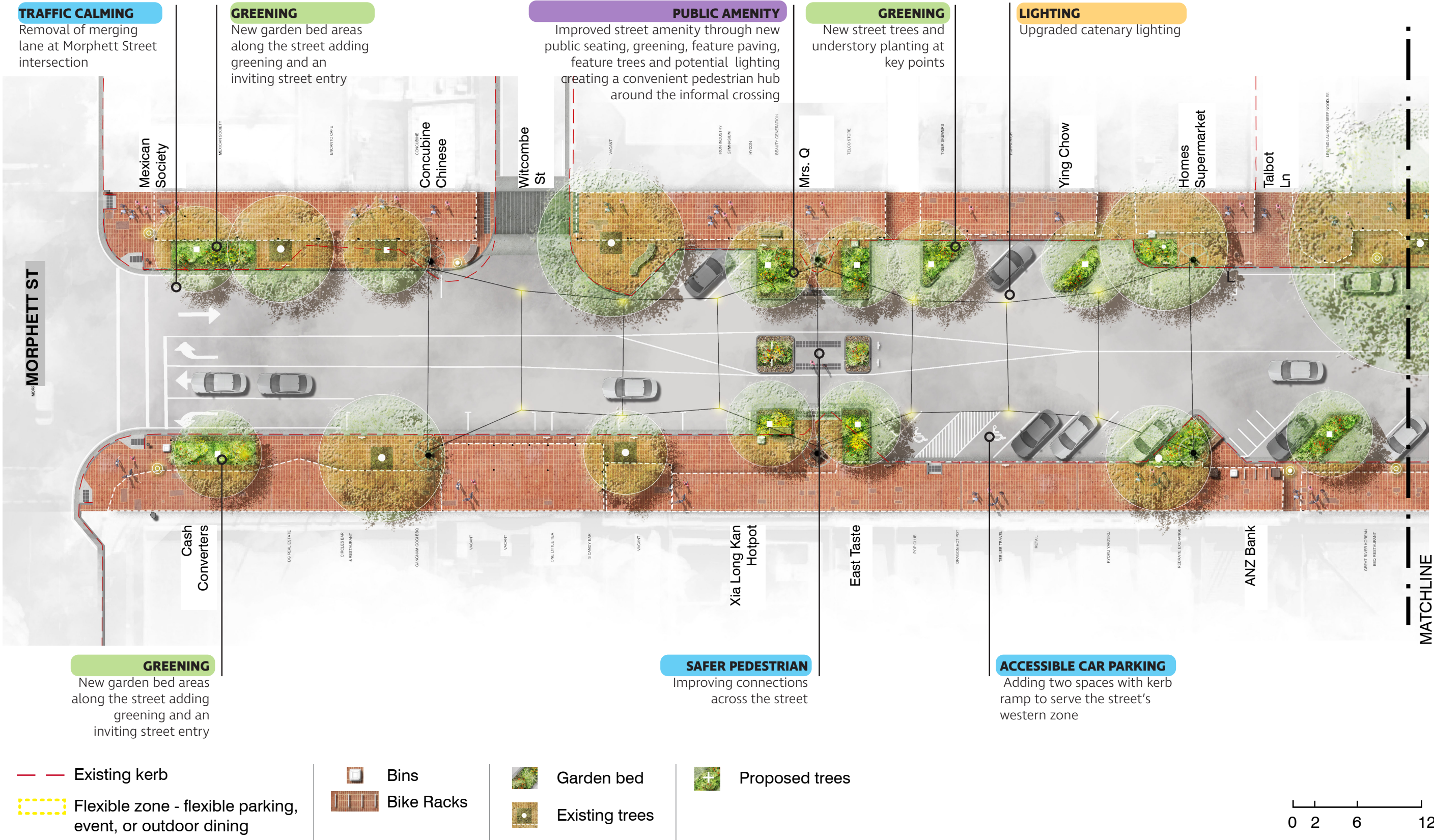
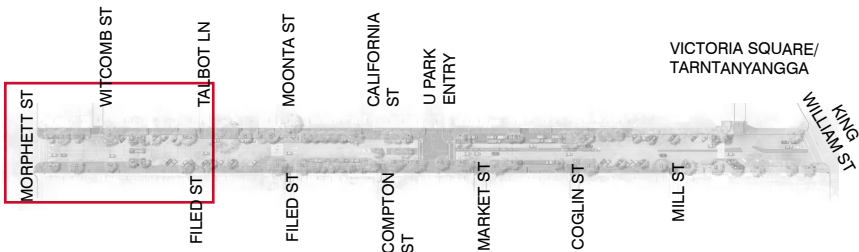


Key design features at 70% Detailed Design include the following:

- Increased DDA compliance and pedestrian safety and amenity through a minimum footpath clear zone of 2.4m, raised road thresholds in place of kerb ramps across side streets and driveways, protected north-south crossing points, improved street lighting, and additional accessible public seating and parking.
- Retention of most parking and loading zones for visitors, the market and businesses, and an increase in accessible car parking bays.
- Increased greening with canopy trees and understorey planting mitigating urban heat and improving visitor comfort levels.
- Development of a series of high amenity pedestrian nodes along the street using placemaking elements and materials including feature paving, furniture, planting, and decorative lighting.
- Increased outdoor dining areas, circulation space and flexible activity nodes through kerb realignment.
- Decluttering the street, including removal of fixed furniture and items from outdoor dining areas for better access, street cleansing and maintenance.
- Selection of footpath pavement materials with a mixture of existing red brick paving reused and new slimline clay pavers to elevate the existing paving at the Central Markets and Market Square frontage. Black granite paving is retained at Moonta Street, with grey concrete flags in place outside the Courts buildings in the Victoria Square precinct.
- Renewal of aged stormwater infrastructure, lighting and street furniture.
- Improved visibility and access to the street's existing public art and placemaking elements.

Street Plans

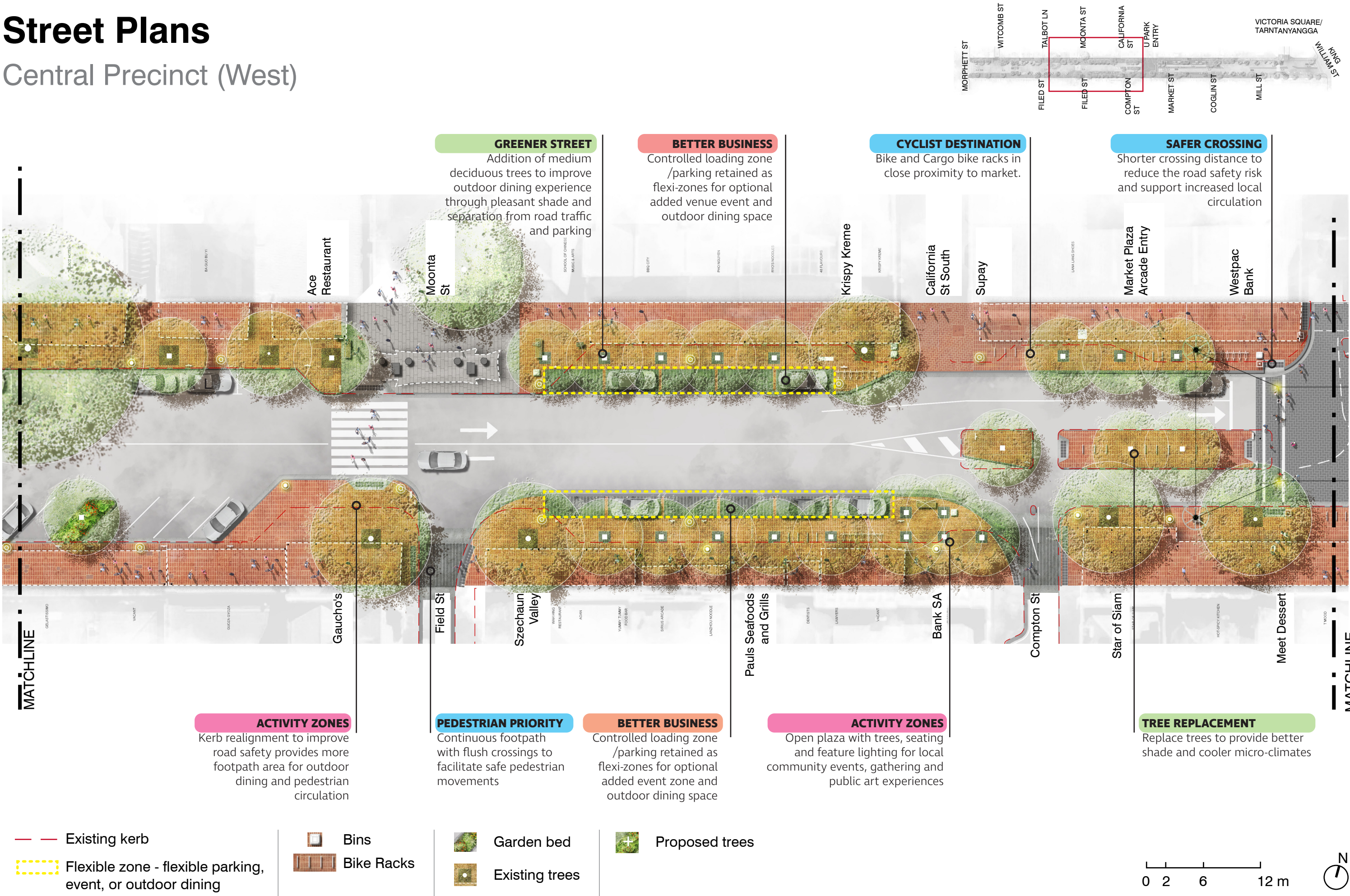
Western Precinct



Street Plans

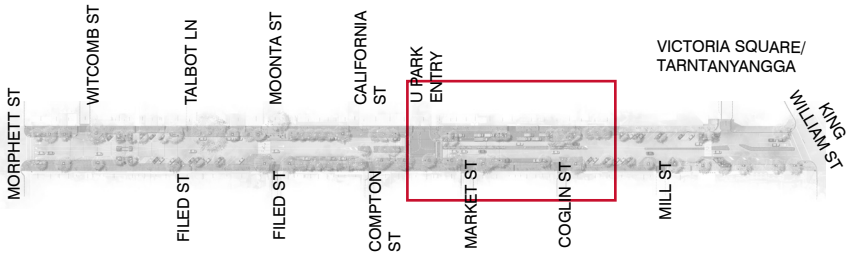
Central Precinct (West)

Page 30



Street Plans

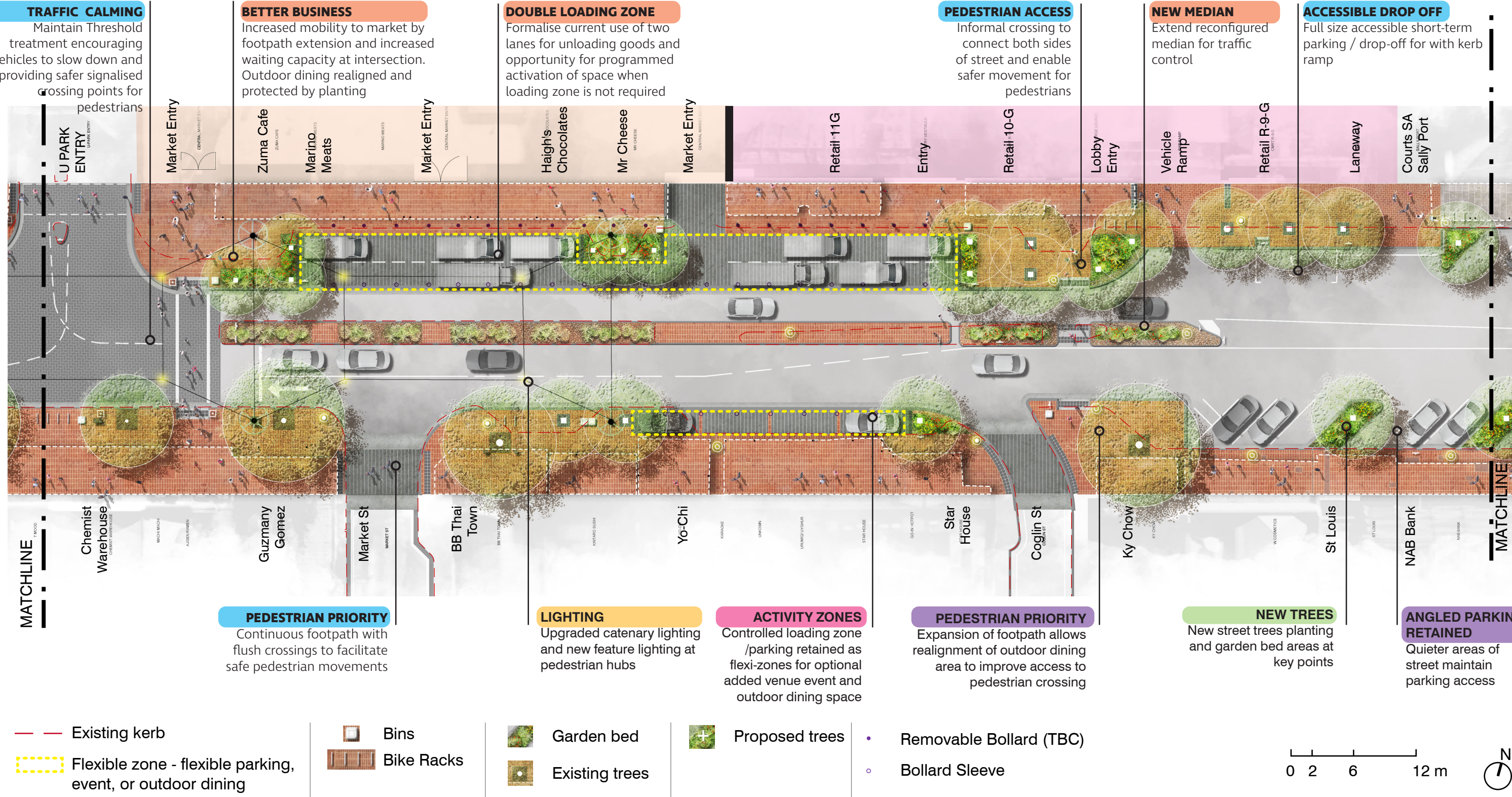
Central Precinct (East)



ADELAIDE CENTRAL MARKETS

MARKET SQUARE CENTRAL MARKET EXPANSION

Page 31

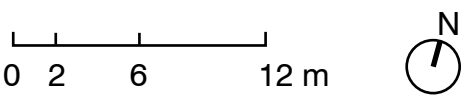
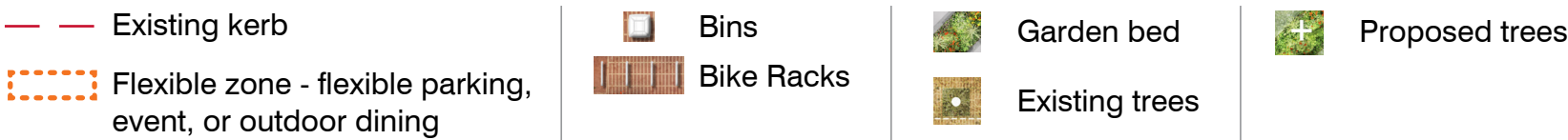
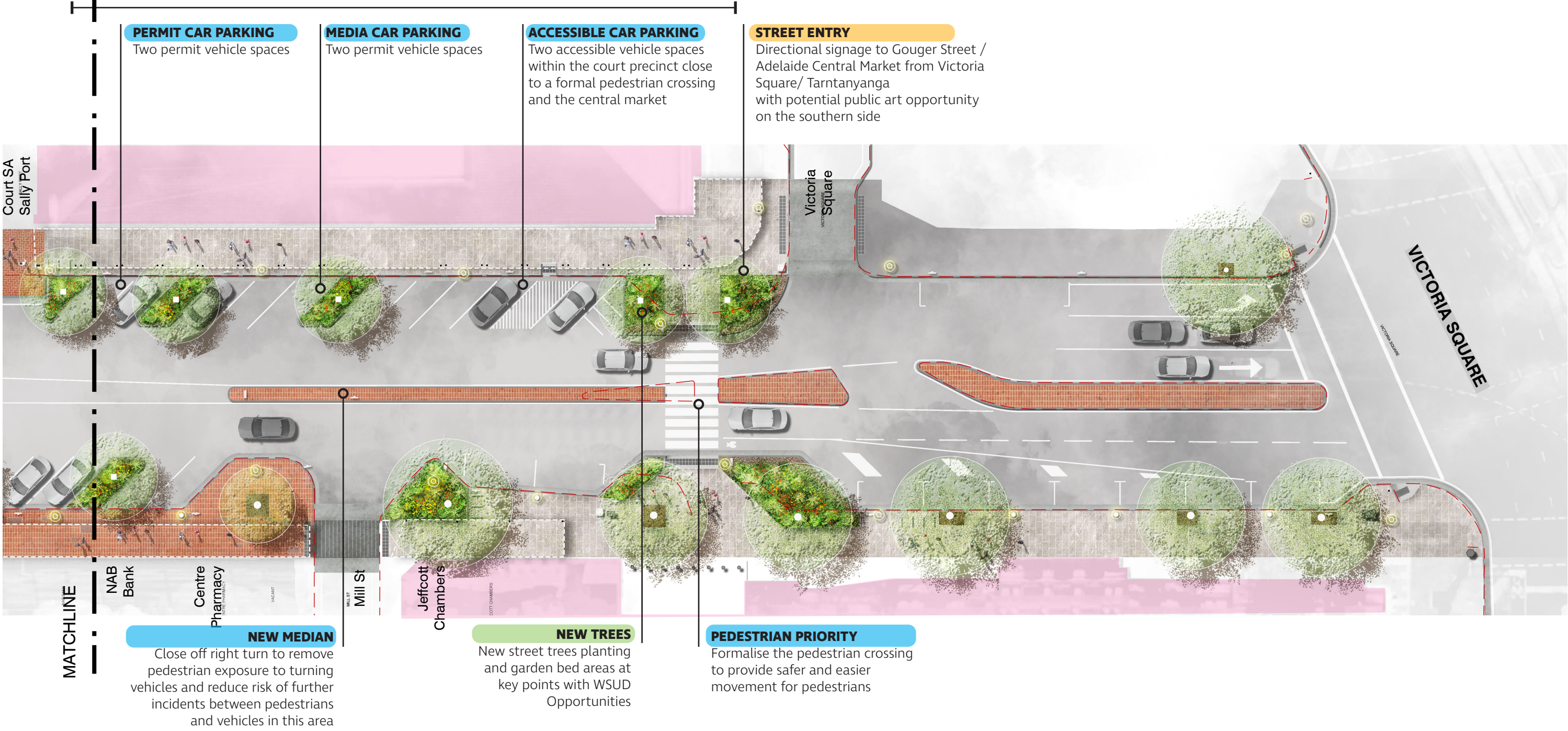


Street Plans

Eastern Precinct & Victoria Square / Tarntanyanga



SIR SAMUEL WAY BUILDING



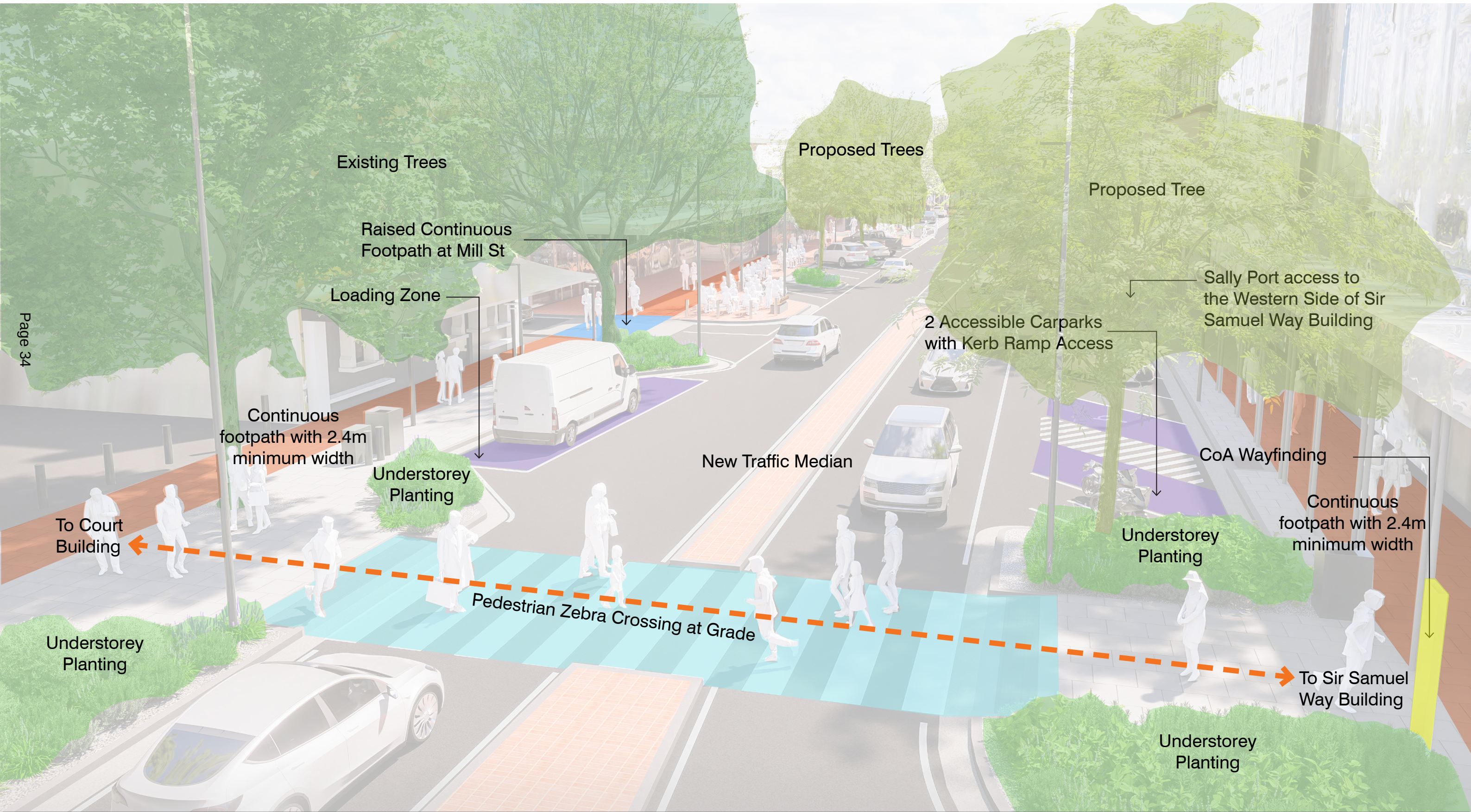
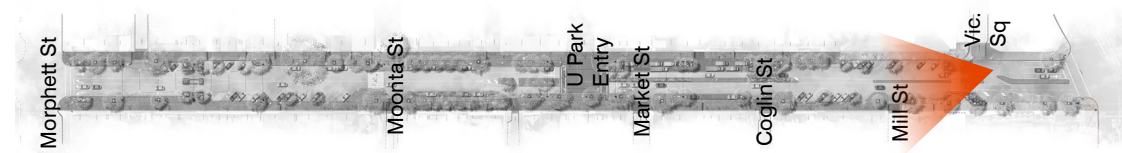
Artist Impressions

View 01 - View from Victoria Square intersection looking west



Artist Impressions - Key Design Features

View 01 - View from Victoria Square intersection looking west



Page 34

Artist Impressions

View 02 - View from Coglin St intersection looking east



Page 35

Artist Impressions - Key Design Features

View 02 - View from Coglin St intersection looking east



Page 36

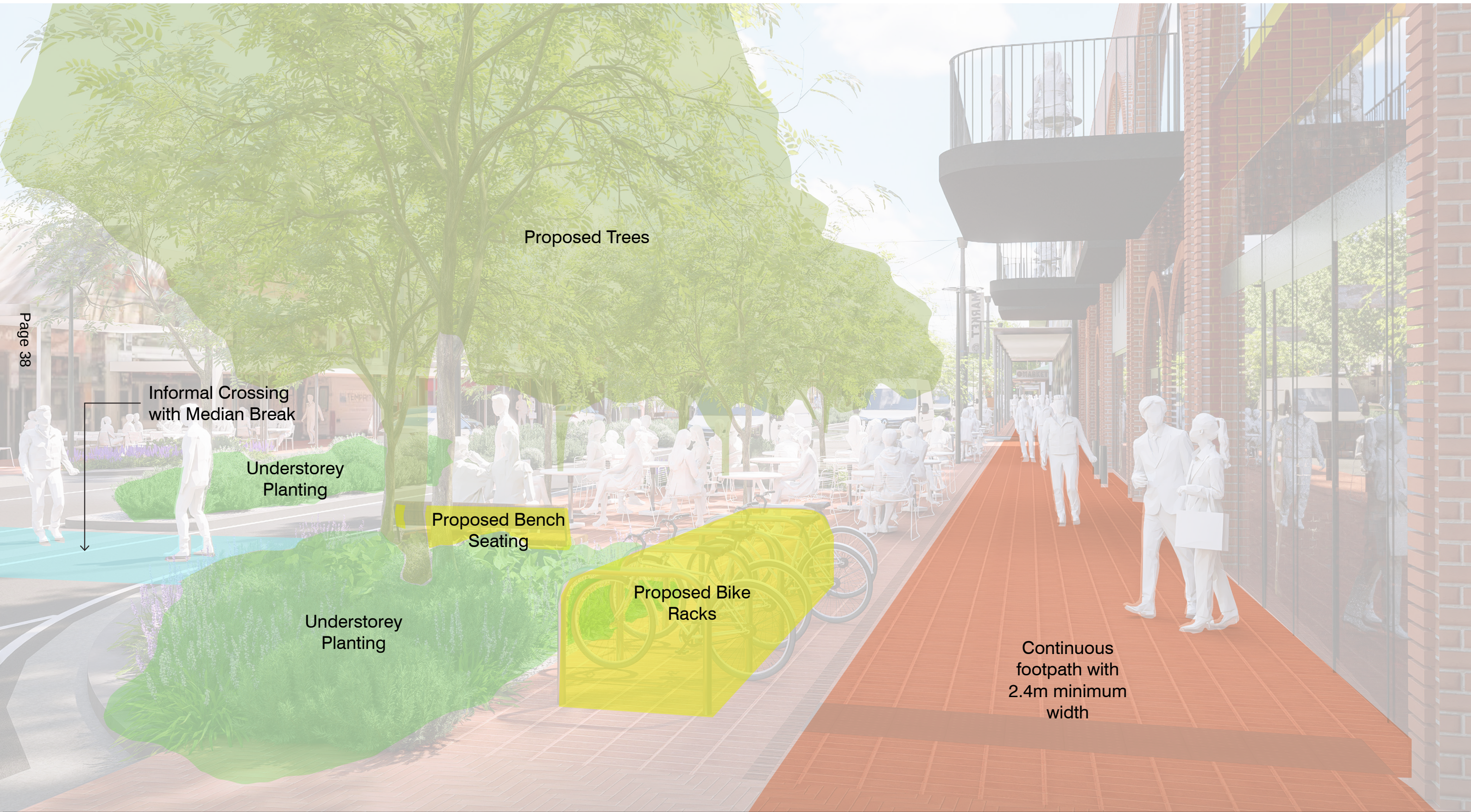
Artist Impressions

View 03 - View from Central Market Expansion looking west



Artist Impressions - Key Design Features

View 03 - View from Central Market Expansion looking west



Page 38

Artist Impressions

View 04 - View from UPark Entry intersection looking east



Artist Impressions - Key Design Features

View 04 - View from UPark Entry intersection looking east



Artist Impressions

View 05 - View from Morphett St. looking east



Artist Impressions - Key Design Features

View 05 - View from Morphett St. looking east



Page 42

Design Facts

Overall	 Car Parking Spaces	 Activity Zone (incl. garden beds and cycle paths)	 Protected Cycle Paths	 Continuous Footpaths	 Trees & Garden Beds	 Traffic Speed limit
Existing Conditions	109 bays incl. 22 loading bays and 1 access bay	3844m2	14m	0m	Trees 37 Garden Beds 62m2 Planter Boxes 54 (CoA) + 24 (private)	50km/h
Asset Replacement	104 compliant	No change	No change	No change	No change	50km/h
Concept Design	82 incl. 25 flexi zone bays and 4 access bays Plus 12 double loading flexi bays for the Central Market	4320m2 incl. flexi zone of 681m ² / 25 bays	91m / 149m ²	1042m x 2.4m wide or 2503m2 plus 565m2 in footpath links	Trees 79 Garden beds 652m ² Planter Boxes: 14+	Desirable: 30km/h
T.C.L 70% Detail Design	79 incl. 14 flexi zone bays and 5 access bays Plus 14 for double loading flexi bays for the Central Market	4067m2 incl. flexi zone of 245 m ² /14 bays & 344m ² double loading bays	Existing conditions retained & bicycle boxes installed at signalised intersections	892m x 2.5m wide 150m x 2.8m wide or 2650 m ² plus 205m ² in footpath links	Trees 84 Garden beds 456m ² Planter Boxes: TBC	Desirable: 30km/h

Notes

- Numbers provided for the 70% design update may change during the remaining phase of detailed design.
- The reduction in on-street car parking spaces allows for widened footpaths for outdoor dining and improved pedestrian movement in key locations.
- Changes may occur in detailed design due to Department for Infrastructure & Transport approval requirements, sight line assessments, vehicle turn path assessments and safety assessments.



Speed Limit Review (Integrated Transport Strategy & City-Wide Speed Limit Review)

Tuesday, 21 October 2025

Infrastructure and Public Works Committee

Strategic Alignment - Our Places

Public

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council consideration and endorsement of a series of identified safer speeds in a number of Park Lands Roads as part of the Integrated Transport Strategy (ITS) adopted on 22 July 2025 and the City-Wide Speed Limit Review (workshop), presented to the Infrastructure and Public Works Committee on 15 November 2024 and to detail next steps to progress the implementation of the Strategy and Review.

At its meeting on 16 September 2025, the Infrastructure and Public Works Committee deferred the Speed Limit Review (Integrated Transport Strategy & City-Wide Speed Limit Review) Report as presented.

This report expands on the intent of the speed reduction, namely:

- Strategic context for safer speeds.
- Consistency of the Park Lands roads speed limits / existing speed limits in surrounding council areas.
- Supporting crash data relating to Park Lands roads.
- Recent speed surveys.

The use of safer speed limits forms an integral part of a safe road system. Safer speeds reduce the likelihood and severity of crashes. The City of Adelaide, as the Road Authority, has the primary responsibility in making our roads and speeds safer.

This report focuses on crash data, road consistency and evidence-based analysis for Council's consideration of changes to 60km/h roads to become 50km/h.

RECOMMENDATION

The following recommendation will be presented to Council on 28 October 2025 for consideration

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

1. Notes the existing speed limits in surrounding Council areas as contained in Attachment A to Item 7.3 on the Agenda for the Infrastructure and Public Works Committee held on 21 October 2025.
2. Endorses the reduction of speed limits to 50km/h for Park Lands roads that are currently 60km/h within the City of Adelaide, which includes Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road and Jeffcott Road as contained in Attachment B to Item 7.3 on the Agenda for the Infrastructure and Public Works Committee held on 21 October 2025.
3. Notes the Administration will continue to progress investigations into safer speed limits on West Terrace, Anzac Highway, Mann Road (northbound) and Port Road as part of a broader network discussion and transport and safety initiatives in and around the new Women's and Children's Hospital project.

4. Notes the Administration will continue to investigate other locations for the implementation of safer speed limits as identified in the Integrated Transport Strategy and City Wide Speed Limit Review.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	Integrated Transport Strategy (ITS) Goal 4.1: Implement the Safe System approach <i>Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets.</i> Key Projects and Services: <i>Implement reduced speeds on Park Lands roads and West Terrace by the end of 2026.</i>
Consultation	Changes to speed limits require the approval of the Department for Infrastructure and Transport.
Resource	Not as a result of this report
Risk / Legal / Legislative	As set out in South Australia's Road Safety Strategy to 2031 Council, as a Road Authority, has a responsibility for road safety outcomes and to seek Safe System outcomes. Without safer speeds, it is unlikely that road safety targets will be met, and more people will suffer from serious injury (and potentially fatal) crashes.
Opportunities	Progress towards achieving road safety targets outlined in the South Australia's Road Safety Strategy, CoA Strategic Plan and Integrated Transport Strategy, and assist in implementing the School Travel Safety Review recommendations.
25/26 Budget Allocation	Submit a funding request as part of a 2025/26 budget reconsideration (savings to be identified).
Proposed 26/27 Budget Allocation	Subject to no savings being identified within the 2025/26 budget period, submit a budget request as part of the 2026/27 Business Plan and Budget process.
Life of Project, Service, Initiative or (Expectancy of) Asset	The review, implementation and delivery of speed limits will be ongoing.
25/26 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. At its meeting on 8 March 2022, Council resolved to investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less (in alignment with speed zones that are already below 40 km/h) to help support businesses and residents for a safer urban environment.
2. In 2024 the Administration engaged an external consultant (Stantec) to undertake a speed limit review within the City of Adelaide.
3. The Infrastructure and Public Works (IPW) Committee was presented a high-level overview of the City-Wide Speed Limit Review (the Review) at a workshop on 19 November 2024 ([Link 1](#)).
4. The City-Wide Speed Limit Review prepared by Stantec can be viewed at [Link 2](#).
5. The Review prepared by Stantec included three options:
 - 5.1. 30km/h Speed Limit Plan (City Wide).
 - 5.2. 40km/h Speed Limit Plan (City Wide).
 - 5.3. Mixed Speed Limit Plan.
6. At its meeting on Tuesday 28 January 2025 Council resolved:
'That Council:
 1. *Notes the public condemnation of the proposal to reduce the speed limit in the City of Adelaide to 30km/h.*
 2. *Abandons any further investigation into a blanket 30km/h speed limit in the city.*
 3. *Abandons any further investigation into a blanket 40km/h speed limit.*
 4. *Continues the investigation into speed limits across the City of Adelaide local government area with the aim of making the city's roads safer and achieving road safety targets outlined in the Strategic Plan 2024-28. This investigation must ensure that proposals for changing speed limits in any area are grounded in actual crash data and evidence-based analysis for Council's consideration.*
 5. *Requests the administration to ensure that the investigation includes, but is not limited to:*
 - a. *Identifying black spot areas for vehicle-vehicle collisions and vehicle-pedestrian collisions;*
 - b. *Assessing whether reducing the speed limit in these areas would improve safety, or if alternative measures—such as traffic calming, improved traffic signage, education programs, or pedestrian crossings—would deliver more effective safety outcomes.*
 - c. *Analysing data on actual fatalities and accidents, including their locations and causes, whilst also taking the City of Adelaide's City Plan into consideration; and*
 - d. *Ensuring that businesses and residents of the City of Adelaide are adequately consulted prior to any Council decision on proposed changes to speed limits or other road safety measures.'*
7. At its meeting on 16 September 2025, the Infrastructure and Public Works Committee deferred the Speed Limit Review (Integrated Transport Strategy & City-Wide Speed Limit Review) Report as presented.

Strategic Context for Safer Speeds

8. At its meeting on Tuesday 22 July 2025 ([Link 3](#)), Council endorsed the Integrated Transport Strategy – Our Streets: Full of Life (ITS) including a commitment to reduce lives lost and serious injuries on city streets, targeting at least a 50% reduction in lives lost by 2031 and zero lives lost on our streets by 2050, and at least a 30% reduction in people being seriously injured by 2031, in line with the *South Australia's Road Safety Strategy to 2031* and *National Road Safety Strategy 2021–30*.
 - 8.1. The ITS highlights that safer speeds enable more people to use public transport, walk/wheel and cycle, in line with our strategic outcomes to reduce transport emissions, increase community health and wellbeing and achieve liveable city growth, as set out in the City Plan.

- 8.2. The ITS also sets out how safer speeds will contribute to city place outcomes, with quieter and more comfortable streets, and the ability to implement more greening. Implementing the Safe System Approach, with Safe System aligned speeds, will support economic revitalisation, public health and active and connected communities.
9. The development of the ITS and associated road safety targets is in accordance with the Strategic Plan 2024-2028, The Strategic Plan has the aspiration for “Our Places: Interesting, purposeful and safe” and target to “Develop and implement an Integrated Transport Strategy and establish associated targets by 2024 that aligns to the South Australian Road Safety Strategy to 2031.”
10. The City Plan seeks significant population growth with improved livability, incorporating increased walkability/wheelability, cyclability and “Open space at your doorstep.”.
11. With a growing population, access to public open space, including the Park Lands, is increasingly important. It is therefore vital that we make it easier and safer for people to cross roads, including the Park Lands roads (including when using the Park Lands Trail) and West Terrace.
12. Safer speeds are essential for this. With 50km/h instead of 60km/h speed limits plus raised safety platforms at crossings, primary Safe System outcomes can be met. For example, with a raised bicycle pedestrian actuated crossing (such as implemented on Hutt Road), it is achievable to reduce vehicle speeds over the crossing to the critical speed (of 30km/h) for survivability for people walking/wheeling and cycling, if hit by a vehicle.
13. The *Speed Limit Guideline for South Australia*, recognises that the fundamental principle in setting speed limits for a particular length of road is that the speed limit should reflect the road safety risk to the road users.

Consistency of the Park Lands Road Speed Limits / Existing Speed Limits in surrounding Council areas

14. The ITS identifies the implementation of reduced speed limits on Park Lands roads by the end of 2026 as a Key Project and Service under Goal 4.1 – Implement the Safe System approach.
15. A number of Park Lands Roads have a 60km/h speed limit including Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road, Jeffcott Road, Port Road and Anzac Highway.
16. Additionally, West Terrace and Mann Road (northbound section of the ring route) have a 60km/h speed limit. It is highlighted that West Terrace is not an arterial (State) road, nor is it part of the city ring route.
17. The reduction of the speed limit on Mann Road will be considered further in consultation with DIT and other relevant stakeholders.
18. A safer 50km/h speed limit on Port Road is proposed as part of the nWCH project. A change of the speed limit on West Terrace (noting the injury data) and Anzac Highway to 50km/h will be discussed further with DIT in terms of coordinating the timing of changes on these three roads.
19. Existing speed limits within the City of Adelaide can be viewed at [Link 4](#).
20. Existing speed limits in surrounding Council areas can be viewed at **Attachment A**, noting that inner ring Council’s have and are proposing speed reductions in the range of 40km/h.
21. A plan of proposed speed limit changes from 60km/h to 50km/h is available at **Attachment B**.
22. There is currently a mix of 50km/h and 60km/h on Park Lands roads. Customer correspondence indicates community concerns about the inconsistency. The change of roads from 60km/h to 50km/h will provide a consistent speed limit for drivers.
23. Example of current Park Lands roads operating at 50 km/h include:
 - 23.1. Rundle Road
 - 23.2. Hutt Road
 - 23.3. Unley Road
 - 23.4. Peacock Road
 - 23.5. Sir Lewis Cohen Avenue

23.6. Prospect Road

23.7. Medindie Road

23.8. War Memorial Drive

23.9. Beaumont Road

24. There is a mixture of speed limits on the Park Lands roads which continue beyond the Park Lands into adjacent council areas. A number of Councils are seeking safer speeds on these adjoining roads. For example, City of Unley is seeking 50km/h on Glen Osmond Road – and with City of Adelaide seeking 50km/h, this would provide a consistent speed limit along the length.
25. A reduction to 50km/h for the Park Lands Roads (and similarly for our other 60km/h roads) is an appropriate speed and considered consistent with the Safe System approach and Movement and Place approach:
- 25.1. The use of the Park Lands is important and there can be high levels of visitation, especially during events, but in general, crossings between Park Lands and between the Park Lands and the city by people walking/wheeling and cycling are focused on key crossing points and at intersections.
- 25.2. There are numerous schools located in proximity to Park Lands roads and West Terrace, with a critical need to implement safer speeds (and complementary infrastructure measures) to create safer crossing outcomes for students.
- 25.3. For drivers, 50km/h would provide a more consistent speed limit and it is the critical Safe System speed for vehicle-vehicle side impact crashes (which need to be considered with features such as intersections).
- 25.4. For people walking/wheeling and cycling and accessing public transport stops, 50km/h will make it somewhat easier and more comfortable to cross at intersections and crossings. In combination with raised intersection and crossing treatments, primary Safe System outcomes can be achieved, which will enable more people to (safely) access the Park Lands and travel to, from and around the City of Adelaide, including to schools.
- 25.5. For micromobility and personal mobility device (PMD) users, while ultimately, safer streets with suitable separated infrastructure are sought when speed limits exceed the critical Safe System speed, a reduction to 50 km/h is an important interim measure and means:
- 25.5.1. E-scooter users can ride on the roadway where there is not a cycle lane – and with 60km/h there would otherwise be network connectivity issues. An example of this is on Montefiore Road near War Memorial Drive where the cycle lane is discontinuous.
- 25.5.2. All other PMD users can ride on the roadway, addressing similar network connectivity issues.
26. As noted above and in the ITS, safer speeds and the implementation of safer crossings and intersections are both important. 50km/h is a critical first step and subsequent implementation of raised BPACs and other infrastructure measures are required to complement the speed limit changes and achieve primary Safe System outcomes.

Crash Data – 60km/h Park Lands Roads

27. A number of Park Lands Roads have a 60km/h speed limit. The total crashes and estimated costs of crashes on these roads over the five-year period ending in December 2024 from the 2023 Black Spot Benefit Cost Ratio Calculation Form utilising the Bureau of Infrastructure and Transport Research Economic method is \$16,345,000, based on the following breakdown:
- 27.1. Fatal Crashes x 1: \$4,152,000 (\$4,152,000 per crash).
- 27.2. Serious Injury Crashes x 20: \$8,260,000 (\$413,000 per crash).
- 27.3. Minor Injury Crashes x 171: \$3,933,000 (\$23,000 per crash).
28. The Crash Data Summary for each road can be viewed here: [Link 5](#).

Recent Speed Surveys

29. Recent Traffic and Speed Surveys have been undertaken for the following Park Lands Roads which
- City Infrastructure and Public Works Committee – Agenda – Tuesday, 21 October 2025

are currently 60km/h:

- 29.1. Glover Avenue from 6-12 April 2019. The average weekday volume and speed data for each traffic lane can be viewed here: [Link 6](#). Average speeds are in the mid to high 50s (which are high risk for people walking/wheeling and cycling), although the 85th percentile speed westbound indicate 15% of drivers are exceeding the speed limits, which will also put other drivers at high risk of death in the event of a side impact crash.
- 29.2. Jeffcott Road from 20-26 May 2024. The average weekday volume and speed data for each traffic lane can be viewed here: [Link 7](#). Average speeds are 50km/h northbound and 46-47km/h southbound. Having enforceable and safer speeds will be increasingly important as the Adelaide Aquatic Centre opens and there will be a significant number of vehicles entering and exiting Jeffcott Road, with the risk of side impact crashes.
- 29.3. Glen Osmond – 3-9 April 2024. The average weekday volume and speed data for each traffic lane can be viewed here: [Link 8](#). Average speeds are in the low to mid 50s, which exceeds the critical Safe System speed for vehicle-vehicle side impact crashes and vehicle-person crashes.
- 29.4. Montefiore Road – 20-26 May 2024. The average weekday volume and speed data for each traffic lane can be viewed here: [Link 9](#). The speed surveys indicate that average vehicle speeds are around 60km/h, which puts people walking/wheeling and cycling at a very high (~90%) likelihood of death if hit.

Recent Speed Limit Changes

30. The City of Adelaide has collaborated with DIT and adjoining Councils on a number of recent speed limit changes within the council area, (resulting in no negative comments relating to speed reduction) these include:
 - 30.1. Unley Road reduced from 60km/h to 50km/h.
 - 30.2. Port Road proposed to be reduced from 60km/h to 50km/h as part of the new Women's and Children's Hospital Project.
 - 30.3. War Memorial Drive (west of Montefiore Road) reduced from 60km/h to 50km/h.
 - 30.4. Pitt Street reduced from 50km/h to 20km/h.
 - 30.5. Field Street reduced from 50km/h to 20km/h.
31. The Administration is currently consulting with DIT on the implementation of school zones speed limits and / or speed limit changes around each school within the City and North Adelaide, as approved by Council at its meeting on Tuesday 22 July 2025.

Community Views

32. 62% of respondents to the Stage 1 ITS engagement supported enhanced road safety measures and implementation of safer speed limits as a Motor Vehicle Opportunity.
33. Engagement undertaken by City of Adelaide, including as part of the Asset Management Plans and the Integrated Transport Strategy, indicated that people find Park Lands roads and West Terrace (and the ring route) as barriers to accessing the Park Lands and using the Park Lands Trail.
34. The RAA discussed the Park Lands Road speed limit proposal on Channel 9 News on 18 September 2025 ([Link 10](#)).
35. Several community organisations collect and collate data related to transport and identify specific gaps and opportunities for safer road infrastructure, these include:
 - 35.1. The 2022 RAA Risky Rides Report found the Adelaide Park Lands paths were nominated as number 2 in the 'Top 5 off-road risky rides', with difficulties crossing Park Lands roads cited as a key issue ([Link 11](#)).
 - 35.2. Bike Spot Data can be viewed at [Link 12](#) and indicates people's concerns crossing Park Lands roads and cycling next to 60km/h motorised vehicle traffic on roads such as Montefiore Road.

Consultation

36. The Speed Limit Guideline of South Australia states that:
 - 36.1. Consultation for speed limit changes should be tailored to suit the location of the proposed City Infrastructure and Public Works Committee – Agenda – Tuesday, 21 October 2025

speed limit change.

- 36.2. Consultation of speed limit changes which only affect the local community may be limited to those directly impacted by the change.
- 36.3. For speed limit proposals which will have a broad impact:
- 36.4. Consultation is required with stakeholders such as DIT (including the South Australian Public Transport Authority), SAPOL and emergency services.
- 36.5. Consultation with the broader community may be conducted in various ways such as advertising in local media (print and/or online), social media, open days, community forums, as well as seeking feedback through formal surveys (online, phone, mail).
- 37. DIT does not require community engagement on proposed speed limit changes.

Legal Context

- 38. As per the *Local Government Act 1999* (SA), the City of Adelaide (CoA) is the owner of all public roads in the council area, with the function of Council to provide infrastructure for its community and for development within its area (including infrastructure that helps to protect any part of the local or broader community from any hazard or other event, or that assists in the management of any area).
- 39. As per the *Road Traffic Act 1961*, the CoA is the Road Authority responsible for the care, control or management of public roads within the council area, and Traffic Control Devices as per the Instrument of General Approval and Delegation to Council from the Minister for Transport and Infrastructure dated 22 August 2013 ([Link 13](#)).
- 40. DIT has developed the *Speed Limit Guideline for South Australia* to provide a statewide point of reference for applying speed limits (excluding temporary speed limits) throughout South Australia ([Link 14](#)).
- 41. As outlined in the *Speed Limit Guideline for South Australia*, the power to approve speed limits has not been delegated to CoA and therefore DIT is responsible for approving speed limits on all roads and road-related areas in South Australia (with exception of school zones, koala crossings and short sections of 40 km/h speed limit in conjunction with wombat crossings that comply with DIT requirements).
- 42. Changes to speed limits within the council area must be first reviewed and assessed by CoA against the *Speed Limit Guideline for South Australia* and formally request a review and approval of the speed limit from DIT.

Safe System Approach

- 43. The *Speed Limit Guideline for South Australia* identifies that setting speed limits which consider the risks to road users and support safe driver behaviour is a fundamental principle of the guidelines consistent with the Safe System approach.
- 44. The Safe System approach adopts a holistic view of the road transport system and the interactions between people, vehicles and the road environment. There are four overarching pillars under the Safe System approach that influence road safety outcomes: safe road infrastructure, safe vehicles, safe speed at which people travel and safe road user behaviour.
- 45. Speed always plays a role in crashes. It influences the likelihood of a crash and the severity of a crash when it occurs. Part of the Safe System approach is accepting that people will make mistakes. We must acknowledge this and create a system whereby when people make mistakes, the likelihood and severity of crashes are reduced and people should not be killed or seriously injured.
- 46. In the Safe System approach, the objective is to maximise safe mobility, rather than there being a 'trade-off' or 'balance' between mobility and safety.
- 47. Safer speeds mean drivers have a wider view of the street environment and other road users, and braking distance is shorter, so the crash is less likely to occur. When a crash does occur, lower speeds mean the severity is reduced. There is a direct correlation between higher speeds and increased crash severity. The relationship between a motorised vehicle collision speed and the probability of a fatality for different crash configurations can be viewed here: [Link 15](#).
- 48. The relationship between speed and crash risk is not linear. For example, above 30km/h, the risk of death to a person walking/wheeling or cycling who is hit by a vehicle, increases exponentially. The chance of survival for a young adult pedestrian surviving being hit at 30km/h is about 90% but only

60% at 40km/h and 10% at 50km/h. The chance of surviving a crash decreases significantly above 50km/h for side impact vehicle-vehicle crashes.

49. As the Road Authority, CoA is responsible for the level of safety within the system. Road users are responsible for following the rules and layout set, and if there is user compliance, or death / injury issues, the system designer must take additional steps to address the issues ([Link 16](#)).

Infrastructure Improvements

50. Projects that have been approved in the 2025/26 Business Plan and Budget that include opportunities to provide primary Safe System outcomes – with the implementation of the 50km/h on Park Lands Roads being key to successful implementation:
51. The design and construction of two raised bicycle and pedestrian actuated crossings located on the Park Lands Trail crossing points on:
- 51.1. Sir Donald Bradman Drive
- 51.2. Glen Osmond Road.
52. Further crossings will be proposed for future Business Plan and Budget consideration, including a new raised bicycle and pedestrian crossing on Glover Road, to improve safety and accessibility for students at Adelaide High School (and Park Lands users more broadly).

Next Steps

53. Council endorsement is sought to progress with the implementation of safer speed limits of 50km/h for Park Lands Roads that are currently 60km/h, which include: Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road and Jeffcott Road by:
- 53.1. Engagement with SAPOL, DIT and adjacent councils, including a review of traffic signal sequencing with DIT.
- 53.2. Engagement to notify the community of the proposed safer speed limit for Park Lands Roads.
- 53.3. Preparation of the Traffic Impact Statement report and submission to DIT for approval.
- 53.4. Submission of a budget bid for funding the implementation of the reduced speed limit on Park Lands Roads either as part of a 2025/26 budget reconsideration (savings to be identified) or as part of the 2026/27 Business Plan and Budget process.
54. Administration will continue to progress investigations into safer speed limits on West Terrace, Anzac Highway, Mann Road (northbound) and Port Road as part of a broader network discussion and transport and safety initiatives in and around the nWCH project.
55. The Administration will continue to investigate the future implementation of safer seed limits, as identified in the ITS.

DATA AND SUPPORTING INFORMATION

Link 1 – Agenda and Minutes - Infrastructure and Public Works Committee - Tuesday, 19 November 2024

Link 2 – Stantec Report – City Wide Speed Limit Review

Link 3 – Council Minutes for the meeting on Tuesday, 22 July 2025

Link 4 – Map of Existing Speed Limits within City of Adelaide

Link 5 – 60km/h Park Lands Roads – 2020-2024 Crash Data Summary

Link 6 - Glover Avenue - average weekday volume and speed data - 6 to 12 April 2019

Link 7 – Jeffcott Road – average weekday volume and speed data -20-26 May 2024

Link 8 – Glen Osmond Road – average weekday volume and speed data -3-9 April 2024

Link 9 – Montefiore Road – average weekday volume and speed data – May 2024

Link 10 –Senior Manager Road Safety, RAA, Channel 9 News, 18 September 2025.

City Infrastructure and Public Works Committee – Agenda – Tuesday, 21 October 2025

Link 11 – RAA Risky Rides

Link 12 – Bike Spot Data

Link 13 – Instrument of General Approval and delegation to Council Use of Traffic Control Devices, Road Closure and Granting of Exemptions for Events *Road Traffic Act 1961* (sections 17, 20 & 33) Minister for Transport and Infrastructure

Link 14 – Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, Government of South Australia

Link 15 – The relationship between a motorised vehicle collision speed and the probability of a fatality for different crash configurations.

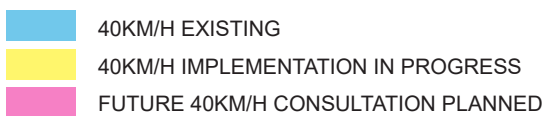
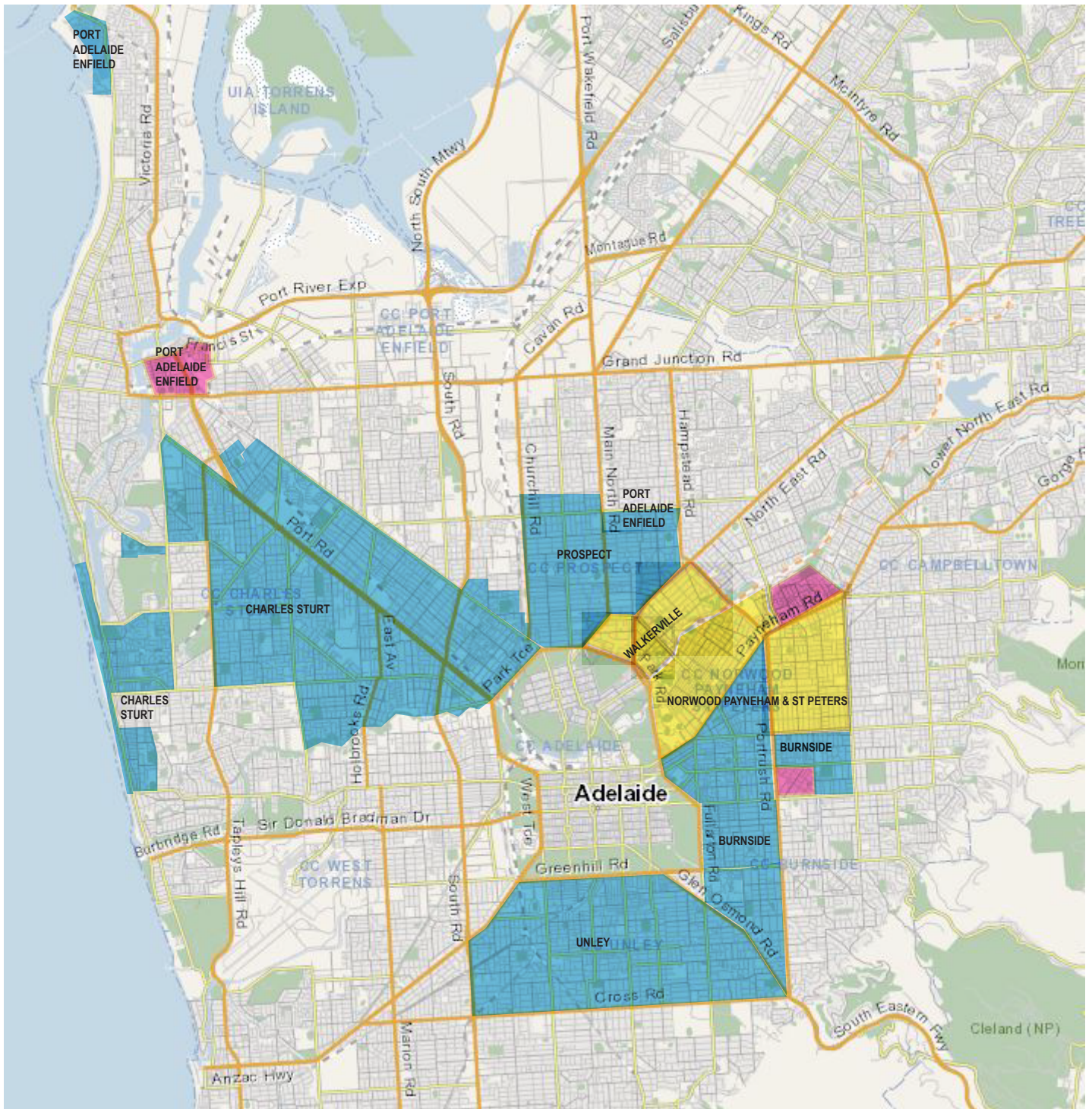
Link 16 – Extract from the City of Adelaide Integrated Transport Strategy – the Safe System Approach

ATTACHMENTS

Attachment A – Map of Speed Limits within Surrounding Council Areas

Attachment B – Map of Proposed 60km/h to 50km/h Speed Limits

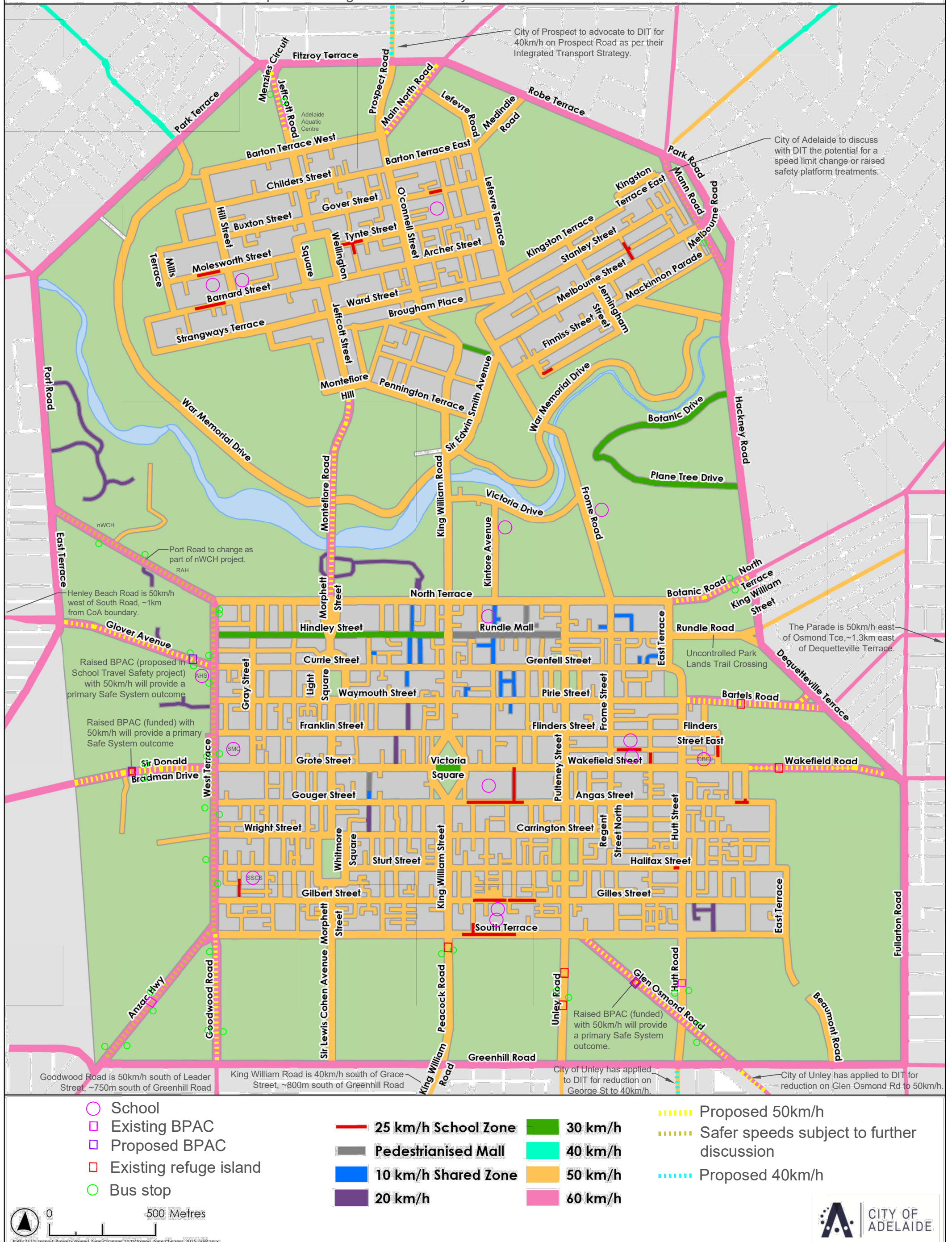
- END OF REPORT -



NOTE: HIGH ORDER ROADS WITHIN AREAS THAT ARE 50KM/H OR 60KM/H ARE NOT SHOWN FOR CLARITY

CURRENT STATUS OF 40KM/H AREA WIDE SPEED LIMITS IN METROPOLITAN ADELAIDE - SEPTEMBER 2024

Proposed Changes to 60km/h City of Adelaide Roads - October 2025



Program Contact:

Anthony Spartalis, Chief
Operating Officer

Approving Officer:

Michael Sedgman, Chief
Executive Officer

Public

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 Infrastructure and Public Works Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Workshop seeking consideration in confidence

- 10.1** Electric Vehicle Charging Infrastructure Design [section 90(3) (d) of the Act]

For the following Reports for Recommendation to Council seeking consideration in confidence

- 11.1** Commercial Expressions of Interest – Victoria Park/Pakapakanthi (Park 16)] [section 90(3) (b) & (d) of the Act]
- 11.2** Expressions of Interest – E-Scooter Business Operating Permits [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 10.1, 11.1 and 11.2:

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 INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 21 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 [Electric Vehicle Charging Infrastructure Design] 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 is commercial 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.

Public Interest

The Council 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 may result in release of information prior to the finalisation of 'commercial in confidence' negotiation with the proponent and a competitor receiving the information to the detriment of the proponent who supplied information at this point in time, may materially and adversely affect the financial viability of the proponent for any future projects and because the disclosure of Council's commercial position may severely prejudice Council's ability to discuss/participate or influence a proposal for the benefit of the Council and the community in this matter and in relation to other contract negotiations.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 21 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 [Electric Vehicle Charging Infrastructure Design] 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) (d) of the Act.

ORDER TO EXCLUDE FOR ITEM 11.1

THAT THE INFRASTRUCTURE AND PUBLIC WORKS 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 Infrastructure and Public Works Committee dated 21 October 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 11.1 [Commercial Expressions of Interest – Victoria Park/Pakapakanthi (Park 16)] 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 is commercial 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 on a third party.

The disclosure of information in this report could reasonably prejudice the commercial position and identity of the proponent who supplied 'commercial in confidence' information containing a business case and capability to undertake a promotional opportunity for evaluation by Council at the request of the Council for which 'commercial in confidence' discussions have been undertaken and remain current. Disclosure of this information may adversely impact project viability, prejudice the ability to undertake/participate in future negotiations on the proposal and prejudice the Council's commercial position and opportunity for Council to participate in future like considerations or discussions.

Public Interest

The Council 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 may result in the release of information prior to the finalisation of commercial Lease negotiations with the preferred proponents and competitors receiving the information to the detriment of the proponents who supplied information at this point in time, may materially and adversely affect the financial viability of the proponent for any future projects and severely prejudice Council's ability to discuss/participate or influence a proposal for the benefit of the Council and the community in this matter and in relation to other commercial Lease negotiations.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 21 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 11.1 [Commercial Expressions of Interest – Victoria Park/Pakapakanthi (Park 16)] 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.

ORDER TO EXCLUDE FOR ITEM 11.2

THAT THE INFRASTRUCTURE AND PUBLIC WORKS 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 Infrastructure and Public Works Committee dated 21 October 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 11.2 [Expressions of Interest – E-Scooter Business Operating Permits] 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 is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information and confer a commercial advantage on a third party.

Public Interest

The Council 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 will result in a competitor receiving the information to the detriment of the interested parties and the person who supplied valuation information at this point in time.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 21 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 11.2 [Expressions of Interest – E-Scooter Business Operating Permits] 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 reports are submitted seeking consideration in confidence.
 - 6.1 Information contained in Item 10.1 – Electric Vehicle Charging Infrastructure Design
 - 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) (d) of the Act
 - (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;
 - 6.2 Information contained in Item 11.1 – Commercial Expressions of Interest – Victoria Park/Pakapakanthi (Park 16)
 - 6.2.1 Is not subject to an existing Confidentiality Order.
 - 6.2.2 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 to 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;

- 6.3 Information contained in Item 11.2 – Expressions of Interest – E-Scooter Business Operating Permits
- 6.3.1 Is not subject to an existing Confidentiality Order.
- 6.3.2 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 to 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

Document is Restricted

Document is Restricted

Document is Restricted

Document is Restricted

Document is Restricted

Document is Restricted