



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 18 November 2025

at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 18 November 2025, at 7.00 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 Noon		
3. Confirmation of Minutes - 21/11/2025		
That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 21 October 2025, be taken as read and be confirmed as an accurate record of proceedings.		
View public 21 October 2025 Minutes.		
4. Declaration of Conflict of Interest		
5. Deputations		
6. Workshops		
6.1 Melbourne Street Revitalisation Project - Concept Endorsement		4 - 27
6.2 Gouger Street Revitalisation - Design Development Briefing Workshop		28 - 50
7. Reports for Recommendation to Council		
7.1 Affixation of the Common Seal - State Bike Fund Grant		51 - 64
7.2 Cleansing Service Standard Review Update		65 - 77
7.3 School Travel Safety Review Implementation Plan		78 - 90
7.4 Capital Works Monthly Project Update - October 2025		91 - 104
8. Reports for Noting		
Nil		

9.	Exclusion of the Public	105 - 108
	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 Workshop	
10.1	Kerbside Waste Collection and Disposal Services [S90(3) (b)]	109 - 133
11.	Confidential Reports for Recommendation to Council	
11.1	Adelaide TreeClimb Exemption to EOI [S90(3) (b), (d)]	134 - 140
12.	Closure	

Melbourne Street Revitalisation Project - Concept Endorsement

Strategic Alignment - Our Places

Tuesday, 18 November 2025
Infrastructure and Public Works Committee

Presenter: Mark Goudge,
Associate Director, Infrastructure

Public

PURPOSE OF WORKSHOP

To present updated concept options and receive feedback on the preferred approach for Melbourne Street Revitalisation Project, responding to the Council decision dated 27 June 2023.

KEY QUESTIONS

We are seeking Council Members' views and feedback on the two proposed concept options provided as part of the Melbourne Street Revitalisation Project?

- END OF REPORT -

Our Places

Melbourne Street Revitalisation Concept Options and Project Update

Page 5

Program: Infrastructure
Author: Mark Goudge, Associate Director, Infrastructure



Attachment A

Purpose

- To present updated concept options and receive feedback on the proposed concept options for Melbourne Street Revitalisation, responding to a Council decision dated 27 June 2023.
- Provide a project update on Stage 1 - Wombat Crossings and community engagement summary.

Agenda

- Journey to date – Project Drivers and Community Consultation.
- Council Decision.
- Implementation of Master Plan.
 - Short-term improvements and activations.
 - Stage 1 Works (Wombat Crossings).
- Stage 2 Works - Concept Options Overview.
- Project Cost Overview.

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Committee feedback

- Views on concept options for Stage 2 Works.
- Views on community engagement approach for Stage 2 Works.

Main Street Revitalisation

Key Questions



KEY QUESTION

We are seeking Council Members' views and feedback on the two proposed concept options provided as part of the Melbourne Street Revitalisation Project?

Journey to date – Project Objectives

Project objectives:

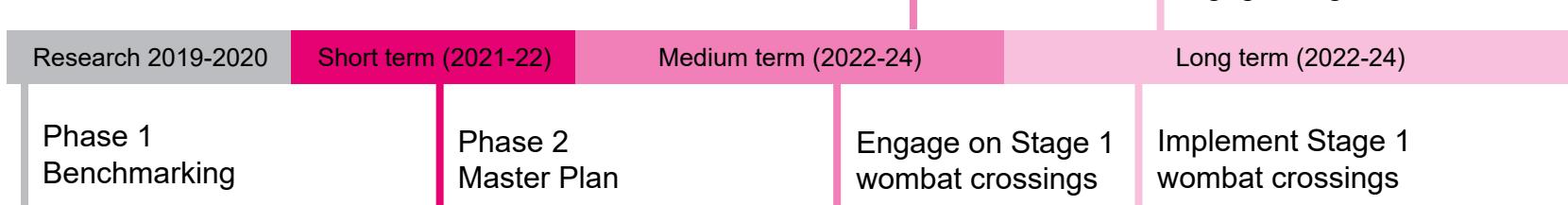
- Transforming main streets to be a desirable destination, where people want to live, do business and visit.
- To provide economic uplift for our community, benefiting the residents, local traders, businesses and visitors.

Journey to date – Community Engagement

Community Engagement Process

- Phase 1 Benchmarking (2019-2020)
 - Focus Groups, City User Profile Survey, Residents Survey and Lord Mayor Round Tables.
 - Place Coordinators, place-led research and data collection.
- Phase 2 Vision and Design Principles (2022)
 - Community consultation on draft Master Plan.

Master Plan Timeline



Vision

Melbourne Street is an appealing destination of choice for locals and visitors. Known for its polish, Melbourne Street provides a range of artisan experiences and celebrates its dining culture to its east, while providing specialist services to its west.

Objectives

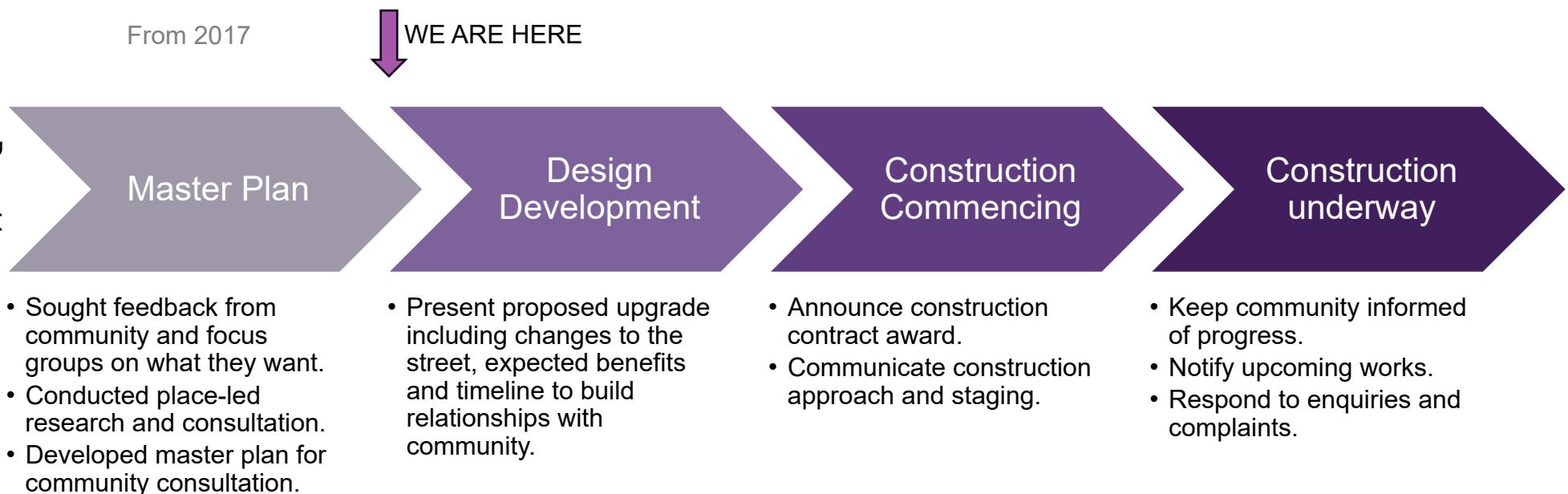
1. Create a unique brand and identity
Work with our communities to create and promote a positive and unique mainstreet identity for Melbourne Street.
2. Curate the business and commercial mix
Support initiatives that assist in driving high value, destination tenants to the street.
3. Refresh the public realm
Asset renewals and upgrades that respond to community feedback.
4. Accessibility
Promote available parking and explore options to calm traffic.
5. Introduce more vibrancy and creative connections
Provide a range of coordinated cultural projects and activities to increase activation, drive visitation and improve the visitor experience.

Engage and Implement short-term improvements and activations

Next Step –
Engage Stage 2 works

Journey to date – Community Engagement

- Once the preferred approach has been endorsed by Council, the concept will be further refined to be presented to the community.



Upcoming community engagement involves present proposed changes and gather feedback on street layout, access, Flexi zones, crossings, bus stops, greening and activation spaces.

Engagement method will include but not be limited to webpage, surveys/questionnaires, factsheet, 1-on-1 traders visits, email to database, media release, meetings, pop-up info session, public realm signages...etc.

June 2023 Council Decision

- Approved a forward estimate (new & upgrade) within the Long-Term Financial Plan for **Melbourne Street** of \$1.5 million for detailed design occurring in 2025/26 and \$5 million for construction occurring in 2026/27 and 2027/28.
- [Link](#) to Council Decision 27 June 2023 (refer to page10 of the document).
- Advancement of works
 - Brought forward Stage 1 - Wombat Crossings to book-end the precinct due to strong support from community and funding period of the National Road program funded by the State Government.

Main Street	Project Timeline		
	2025/26	2026/27	2027/28
Melbourne Street	Construct (Stage 1) Planning and design (Stage 2)	Design and Construct (Stage 2)	Construct (Stage 2)

Short-term activation and improvements

- Responding to the Master Plan and with \$1m funding support from the State Government, the following short-term activation works were undertaken in 2024/25 and 2025/26:
 - Rationalisation of street furniture.
 - Temporary footpath extensions.
 - Entry statement banner brackets.
 - Under veranda festoon lights.
 - Suspended and Onstreet planter boxes.
 - Dunn St electronic car park sign (in progress).

Actions

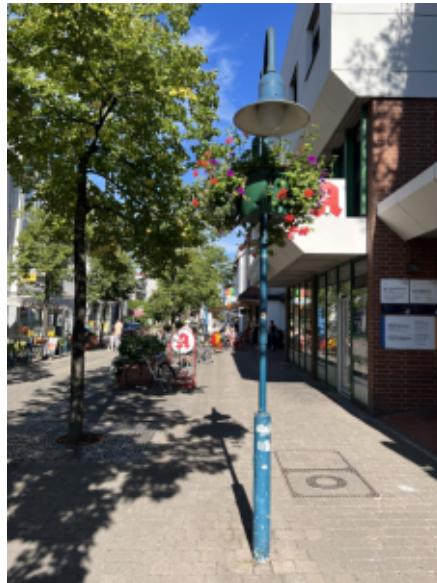
1. Create a unique brand and identity
 - 1.1 Collaborate with stakeholders to deliver a successful dedicated brand for Melbourne Street that is consistent with the vision.
 - 1.2 Seek opportunities to leverage the Melbourne Street brand through campaigns to build affinity and loyalty with locals and promote Melbourne Street as a destination of choice.
2. Curate the business and commercial mix
 - 2.1 Partner with agencies (e.g. Renewal Adelaide, AEDA) to support attraction of new bespoke artisan businesses and to champion the vision and identity of Melbourne Street.
 - 2.2 Attract and retain new and unique shopping experiences through short term activations of vacant tenancies.
3. Refresh the public realm
 - 3.1 Design and deliver a program of asset renewals aligned with the streetscape improvement plan.
 - 3.2 Reduce on-street clutter and identify bespoke greening and potted colour alternatives (Living Mannequins).
4. Accessibility
 - 4.1 Investigate and trial traffic calming measures.
 - 4.2 Deliver footpath extension trials to inform long term infrastructure changes.
 - 4.3 Promote existing car parking and improve street signage to Dunn Street car park.
5. Introduce more vibrancy and creative connections
 - 5.1 Create high profile art and cultural experiences in the street.
 - 5.2 Produce and deliver with partners an annual program of urban interventions and events.

Main Street Revitalisation Implementation of Master Plan



Short-term activation and improvements

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Stage 1 Works (wombat crossings)

- Community Engagement
 - 18 Oct to 15 Nov 2023.
 - 94% indicated pedestrian safety crossing needed improvement.
- Implementation
 - Construction to commence early 2026 and will be completed by end of FY2025/26.
 - Total project cost \$1.35m, with \$600,000 contribution from Road Safety Program funded by State Government.
 - Kick-starts the public realm streetscape improvement project.

Actions

1. Create a unique brand and identity
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Stage 1 Works (Wombat Crossings)

- Scope involves installation of 2 wombat crossings.
 - East – near the Grand Apartments.
 - West – near Ronald McDonald House.
- Community strongly support installation of these crossings.
- A total loss of 9 on-street parking (6 for east crossing, and 3 for west crossing) were communicated during consultation.



Main Street Revitalisation

Journey to date – Stage 1 Works



Melbourne Street

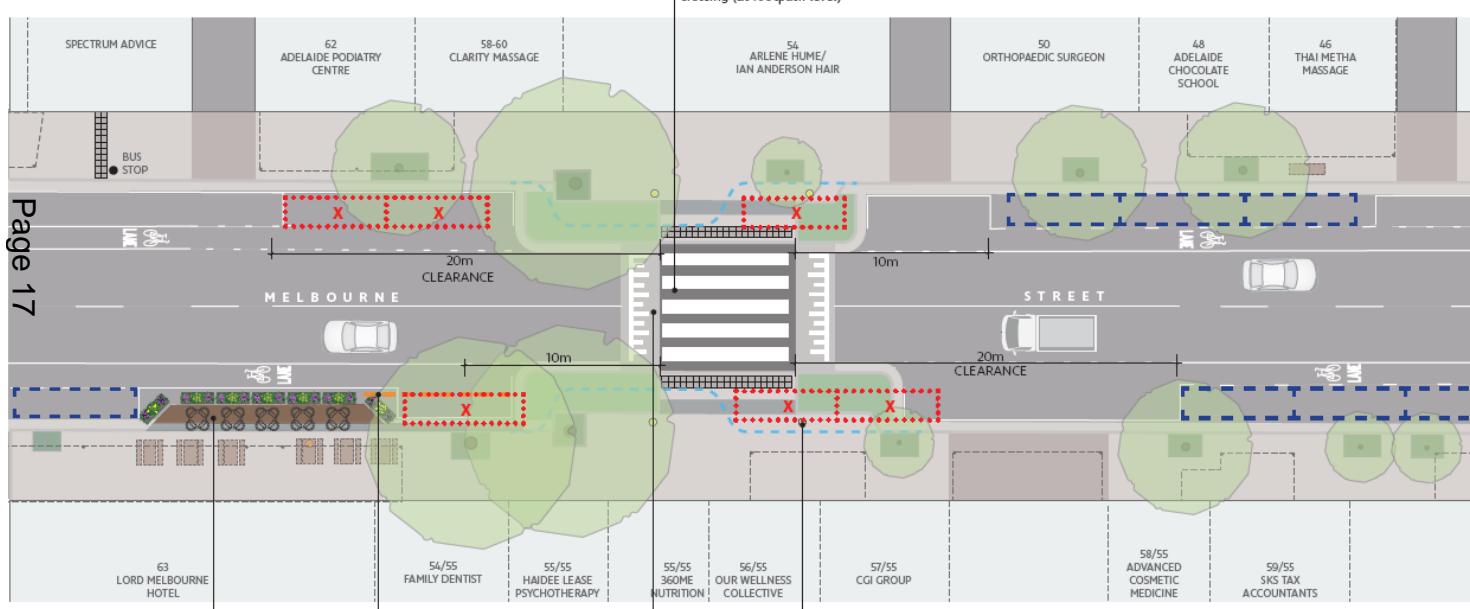
Raised Pedestrian (Wombat) Crossing - East



CITY OF
ADELAIDE



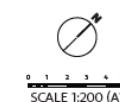
Government of South Australia
Department for Infrastructure
and Transport



Located near the Grand Apartments.

The majority (40 of 69) agreed the crossing should be installed.

Primary concern is suitability of the location (low foot traffic), with only 3 respondents disagreeing with the location of the crossing due to removal of car parking.



* CAR PARK REVIEW

All parking within the precinct will be reviewed to ensure optimisation with the aim to improve capacity and offset any reductions as part of a precinct wide parking review. This includes adding extra locations on nearby streets to accommodate removed car parks and rationalising parking time limits to improve legibility of restrictions and maximise turnover.

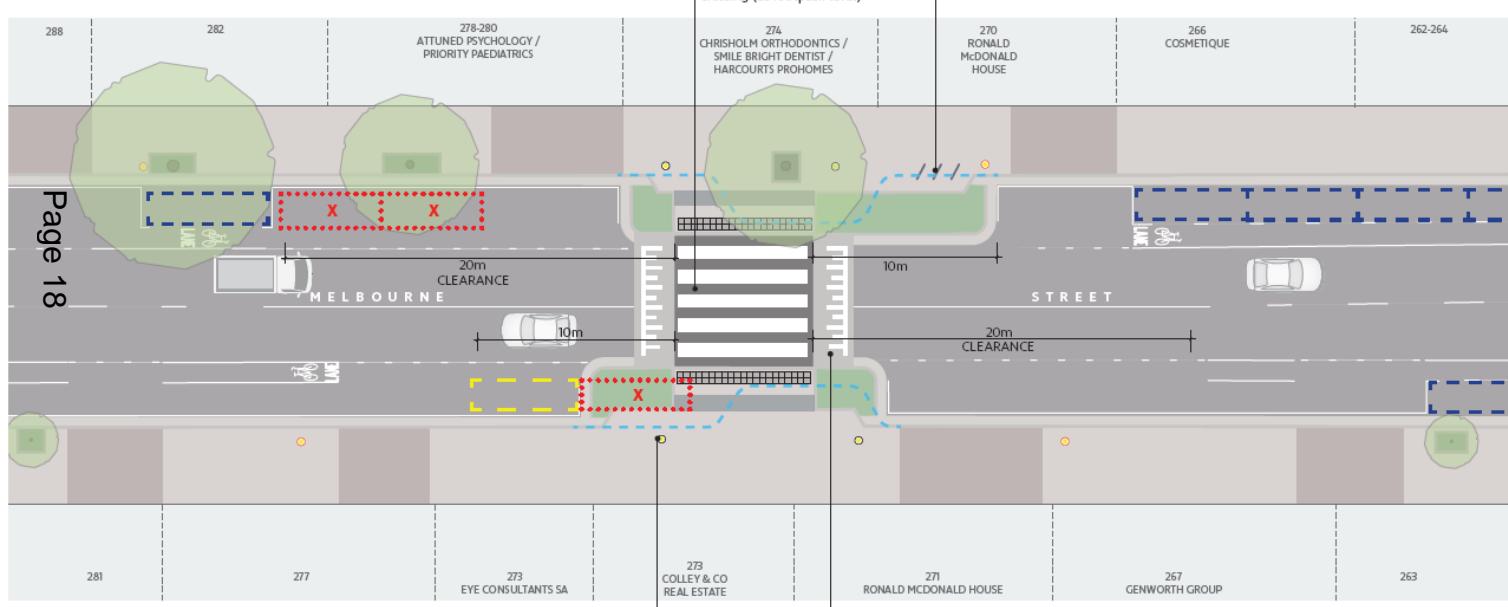
Main Street Revitalisation

Journey to date – Stage 1 Works



Melbourne Street

Raised Pedestrian (Wombat) Crossing - West



Located near Ronald McDonald House.

The majority of respondents (64 of 70) agreed the crossing should be installed.

The 5 respondents (5 of 70) that did not support the proposed crossing gave reasons related to its perceived impact on traffic speed (3 of 5 people) and local business (2 of 5 people). Only 1 participant felt neutral about the crossing.

Only 1 respondent disagreed to the location of the crossing due to removal of parking.

Stage 2 Works - Concept Options Overview

Options	Extent of Works	Basis of design
1 Enhanced Village Heart	Full street improvement with emphasis at the Central hub – Frederick Street to Bower Street.	Reinforcing the unique brand and identity of Melbourne Street – a place where people meet, linger and connect.
2 Enhanced Main Strip	Full street improvement with emphasis at the Main Strip – east of Jerningham Street to West Pallant Street	Introducing more vibrancy by providing a greater length of flexi-zones along the main strip of businesses to increase activation, drive visitation and improve visitor experience



OPTION 1 – Full street improvement + enhance village heart



OPTION 2 – Full street improvement + enhance main strip

Flexi-zones with widened and new footpath

Footpath transition zone

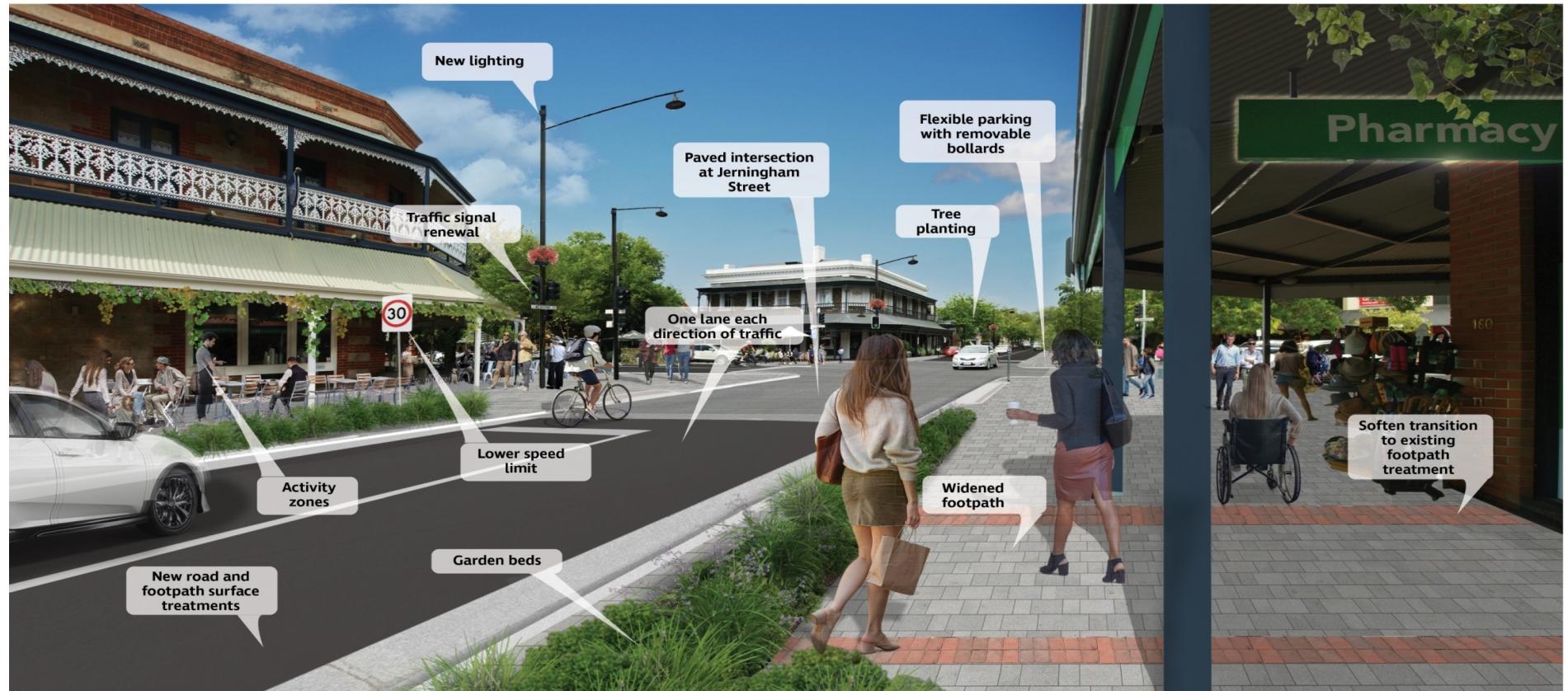
Full street greening, lighting, urban element and localised surface improvements

Stage 2 Works - Concept Options Overview

Asset classes	Option 1:Village Heart	Option 2: Main strip
Footpath Page 20	Widened and new footpath at Village Heart	Widened and new footpath along the main strip (east of Jerningham Street to West Pallant Street)
	Enhanced existing footpath with banding patterns on both ends of the Village Heart	Enhance existing footpath with banding patterns within Village Heart and extend to the new wombat crossing to the east
	Flexi-zones between Frederick Street and Bower Street	Flexi-zones between east of Jerningham Street to West Pallant Street
	Raised side streets	Stamped asphalt side streets
	Localised footpath improvement along full length of street using environmentally sustainable principles	
Road	Road resurfacing between Frederick Street to Bower Street New paved road surface at Jerningham Street intersection with reduced crossing length	No new road surface Stamped asphalt treatment at Jerningham Street intersection
Greening	New street trees along full length of street	
Lighting	Renewal all lighting and electrical infrastructure along full length of street	
Urban elements	Public art at Village Heart Renew existing street furniture along full length of street Consolidate bus-stops at Village Heart	
Stormwater	Renewal of stormwater infrastructure as required	

Option 1 - Village Heart

View looking south-west toward Jerningham Street, reinforcing village heart identity with new and wider footpath and safer intersection



Option 1 - Village Heart

View looking north-west raised threshold treatment on Bower Street and footpath pattern to transition to new footpath within village heart



Option 2 - Main Strip

View looking south-west toward Jerningham Street, with footpath pattern to transition to new footpath within main strip



Option 2 - Main Strip

View looking north-west stamped asphalt treatment on Bower Street and new footpath within main strip



Main Street Revitalisation

Project Cost Overview



Funding source		Project budget
Stage 1 construction (wombat crossings)	N/U	\$0.75 million
	External	\$0.60 million
Stage 2 construction (option 1 or 2)	N/U	\$5.0 million
	Renewal	\$8.0 million
Planning and Design budget		\$0.75 million
Whole of life budget	Total (inc. external)	\$15.1 million
	Total (N/U + Renewal)	\$14.5 million

Note the cost estimate is based on approved delivery year, and +/-30% accuracy applies at concept phase.
Renewal allocation will be further refined and finalised through the annual business plan and budget process.

- Following Council's feedback during the workshop, a report will be submitted at the next available Infrastructure and Public Works Committee and Council meeting seeking direction and endorsement on the preferred concept option/s and engagement approach with the community.
- Present proposed option and / or options to key stakeholders within Melbourne Street, expected benefits and timeline to build relationships with community.
- Commence Construction (Stage 1) – Wombat Crossings in early 2026, to be completed by end of FY2025/26 as per conditions under the funding agreement - Road Safety Program funded by State Government.
- Present community feedback to Council on the preferred option and to seek endorsement on the outcomes of Community Consultation to finalise design matters.
- Design and Construct Stage 2 in 2026/27 & 2027/28.

Main Street Revitalisation

Key Questions



KEY QUESTION

We are seeking Council Members' views and feedback on the two proposed concept options provided as part of the Melbourne Street Revitalisation Project?

Gouger Street Revitalisation - Design Development Briefing Workshop

Strategic Alignment - Our Places

Tuesday, 18 November 2025
Infrastructure and Public Works Committee

Presenter: Mark Goudge,
Associate Director Infrastructure

Public

PURPOSE OF WORKSHOP

This workshop provides Council Members with an overview of the current 70% design for the Gouger Street Revitalisation Project, including engagement outcomes, design rationale, and coordination with service authorities.

It responds to Council's resolution of 28 October 2025, exploring the feasibility of further design amendments — particularly the potential for a raised carriageway treatment — and demonstrates how the current design responds to Council's priorities for safe and convenient micromobility, accessibility, and street functionality.

The discussion will assist in confirming a shared understanding of the project scope, design intent, and implications of any potential changes as the project progresses toward construction commencement in mid-2026.

KEY QUESTIONS

1. Do Council Members have any feedback on the current design scope, area and budget of the Gouger Street Revitalisation Project as previously presented as part of the 70% detailed design?
2. What are Council Members' views with the proposed amendments to the Mill Street intersection design and associated safety improvements?
3. Do Council Members have any feedback whether the proposed design appropriately addresses micromobility and accessibility outcomes?

- END OF REPORT -

Our Places

Gouger Street Revitalisation – Briefing Workshop

To provide an overview of the 70% design, outline potential design refinements, and identify minor versus major changes relative to cost, scope and timing.

Program: Infrastructure

Author: Mark Goudge, Associate Director Infrastructure

Approving Officer: Tom McCready, Director City Infrastructure

The purpose of this workshop is to present the design outcomes of the Gouger Street Revitalisation project and proposed design modifications as requested at the Council meeting on 28 October 2025.

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 further investigations will be undertaken during detailed design to respond to community feedback, including provision of:
 - 2.1 Safe and convenient micromobility access for people wheeling and scooting that minimises conflicts with pedestrians and vehicle
 - 2.2 Convenient access to and egress from off-street car parking facilities, including on Mill Street and associated turning movements to and from Gouger Street.
3. 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.
4. Requests administration provide a briefing workshop at the meeting of the Infrastructure and Public Works Committee on 18 November 2025, to explore the feasibility of further design amendments.

Council at its meeting on 11 November 2025 further discussed the resolution of 28 October 2025 and resolved:

THAT COUNCIL

1. Notes the extensive community consultation and key stakeholder engagement undertaken in relation to the Gouger Street Revitalisation Project.
2. Notes that a further design review may result in delays to the finalisation of the Gouger Street Revitalisation Project and could require additional community consultation and stakeholder engagement.
3. Reaffirms that maintaining the existing timeline for project completion is critical to ensure effective coordination with the Market Square redevelopment, to avoid disruption to Market operations, and to facilitate stakeholder activation planning.
4. Confirms that the scheduled workshop of the Infrastructure and Public Works Committee on 18 November 2025 will explore the feasibility of minor design amendments that are not material to project delivery; and that any proposed amendments or changes to the design are considered in terms of scope, available funding and delivery timeframes to ensure the commencement of construction mid-2026.

Gouger Street Revitalisation – Briefing Workshop

Key Questions



KEY QUESTION

Do Council Members have any feedback on the current design scope, area and budget of the Gouger Street Revitalisation Project as previously presented as part of the 70% detailed design?

KEY QUESTION

What are Council Members' views with the proposed amendments to the Mill Street intersection design and associated safety improvements?

KEY QUESTION

Do Council Members have any feedback whether the proposed design appropriately addresses micromobility and accessibility outcomes?

- The Gouger Street Revitalisation is a major Main Streets renewal, delivering improved safety, accessibility and amenity while retaining on-street parking for customers and servicing.
- The current 70% design:
 - Reflects extensive engagement and coordination with key stakeholders and service authorities.
 - Achieves inclusive movement for pedestrians and micromobility users within a low-speed, pedestrian-priority environment.
- Administration will outline which potential refinements are *minor design improvements* (can be incorporated within program) and which are *major changes* (would impact delivery and cost beyond November 2026).

Project Context and Scope

Project Area: Gouger Street, from Morphett Street to King William Street.

Purpose: Deliver coordinated *new and upgrade* works improving safety, accessibility, greening and activation, supported by targeted *renewal* of selected elements.

Key Elements (New & Upgrade):

- Wider, safer footpaths and consistent crossfalls.
- Enhanced lighting, wayfinding and public seating.
- New kerbs, stormwater infrastructure and street trees.
- Retention of on-street parking and loading zones informed by consultation.
- Infrastructure supporting small and large-scale community events.

Key Elements (Renewal):

- Replacement of stormwater infrastructure and lighting assets to current standards.
- Targeted replacement of defective pavers and other end of life assets.

Investment: Approximately \$27million across renewal and new & upgrade funding streams.

Outcome: Revitalise Gouger Street enhancing safety, accessibility and business activity while strengthening its identity as Adelaide's heart of multicultural dining and market precinct.

The Current 70% design has been developed to address the identified priorities.

Engagement Undertaken and Influence on Design

Approach: Multi-stage engagement since project commencement in July 2023, ensuring meaningful input from traders, businesses, residents and agencies.

Methods:

- Over 1,000 letters, five workshops, pop-ups and information sessions.
- Door-knocking and targeted briefings with Adelaide Central Market Authority (ACMA), Central Market Arcade Redevelopment (CMAR), and Courts Administration Authority (CAA).
- Access and Inclusion Panel engagement.
- Project webpage, enquiry line, and hard copies available at City Libraries and the City of Adelaide Customer Centre.
- Presentation and workshop at Mainstreet SA Masterclass (2024).

Outcome: Feedback informed kerb alignments, loading and accessible parking, crossing types, tree locations and activation zones.

Summary: Transparent, iterative engagement has shaped the design and maintained confidence among business and community stakeholders.

Context: The June 2024 Concept Design included a short, cycle link to strengthen north-south access across Gouger Street. This was later reviewed with traders, access advocates and traffic engineers during detailed design in the context of alternative supporting measures.

Consideration: Reintroducing a short, separated cycle link could provide limited cycling protection but would reduce space for wider footpaths, outdoor dining, greening and loading areas, and reintroduce conflict risks at intersections. Feedback during consultation indicated some cyclists found the previous short, discontinuous section confusing within a shared-street environment. The completion of the Field Street Upgrade with its slow street/20km environment now provides an additional cycling link in close proximity, linking direct to Moonta Street.

Design Response: The current 70% design provides a safer 30 km/h shared road environment with raised thresholds at side streets, dedicated convenient micromobility parking with ramp access, signage including sharrows, more designed crossing points, and cycle boxes at signalised intersections, aligning with *Smart Move* and *Access and Inclusion* strategies.

Gouger Street Revitalisation – Briefing Workshop

Micromobility Access and Integration

Summary of Proposed Design Interventions:

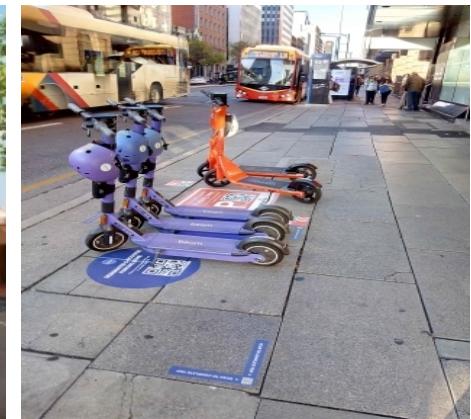
- 30km/h speed limit, raised thresholds at side streets, and road corridor narrowing to slow and calm traffic.
- Road marking including sharrows to increase visibility of cyclists on-road.
- Convenient, accessible storage for bicycles, cargo bikes, e-bikes and e-scooters with ramp access.
- Geofencing for e-scooters to limit speeds within Gouger Street.
- Bicycle boxes at signalised intersections.
- Clear sightlines between road users.
- Increased designated road crossing points.
- Reinstated dedicated crossing point from Compton Street Quiet Way cycling route to northern footpath.



Gouger Street : Wider footpaths, convenient bike storage, designated crossings



Gouger Street: Green bike boxes (on road) for increased protection of cyclists



CoA e-scooter parking

Gouger Street Revitalisation – Briefing Workshop

Micromobility Considerations



Micromobility Considerations	Summary – Key Positives / Negatives	Recommended
Sharrow Pavement Marking – Marks shared lane use by vehicles and micromobility	<ul style="list-style-type: none"> + Alerts both drivers and micromobility to share a lane safely where no designated cycle lane is provided – No legal meaning – Vehicular traffic can be delayed 	YES
Bicycle Boxes - A designated area that allows micromobility to position themselves in front of motor vehicle traffic	<ul style="list-style-type: none"> + Micromobility are more visible to drivers. + Reduced exposure to exhaust fumes + Cycle lanes are installed on all downstream intersection legs bookending the project – At UPark Central Market, Morphett Street, and King William Street, would be non-standard applications without a preceding cycle lane. Queued vehicles block access to the bicycle box leading to micromobility needing to thread through queued traffic or divert to footpath – Minor delays to vehicular traffic dependent upon micromobility numbers – Creates expectation about higher level of micromobility service along Gouger Street 	NO: Morphett and King William Streets Unless a lead-in cycle lane stub can be installed YES: UPark Central Market
Modal Filter	<ul style="list-style-type: none"> + Reinstatement of modal filter across Gouger Street extending from the South Terrace micromobility 'Quiet Way' which terminates at the intersection of Gouger and Compton Streets to provide safer network access to a range of cycle storage, including cargo bikes, adjacent the Central Market 	YES
Cycle Lane Link	<ul style="list-style-type: none"> + Cycle lane transition from upstream Angas Street cycle route into Gouger Street for increased micromobility safety and access across King William Street, replacing removed merge lane in Gouger 	YES

Mill Street Intersection – Design Adjustment

Issue: Two vehicle-on-pedestrian crashes (2020–2024) involving right-turning vehicles – one from Mill Street onto Gouger Street and one from Gouger Street into Mill Street. Pedestrians were crossing Gouger Street outside formal crossings.

Assessment and Design Progression: Council traffic engineers developed five options testing one-way/two-way operation of Mill Street and turn restrictions into and out of Mill Street. Option 3 restricting right in and right out of Mill Street was recommended. Traffic consultants, CIRQA, undertook swept-path analysis and refined the preferred layout for 70%.

70% Design Consultation: Concerns about the impact of restricting turns at this intersection raised by local stakeholders were acknowledged and a reconsideration of the proposed design completed.

Design Response: Based on feedback from key stakeholders it is recognised that there are potential impacts associated with the flow of traffic to an off-street parking business and a newly developed office block with adjoining car park. We have reviewed the road layout and can accommodate a redesign to maintain existing right in and right out turns at Mill Street. The surrounding traffic controls and road design may need to be adjusted to accommodate the altered traffic movements, however this modification can be accommodated.

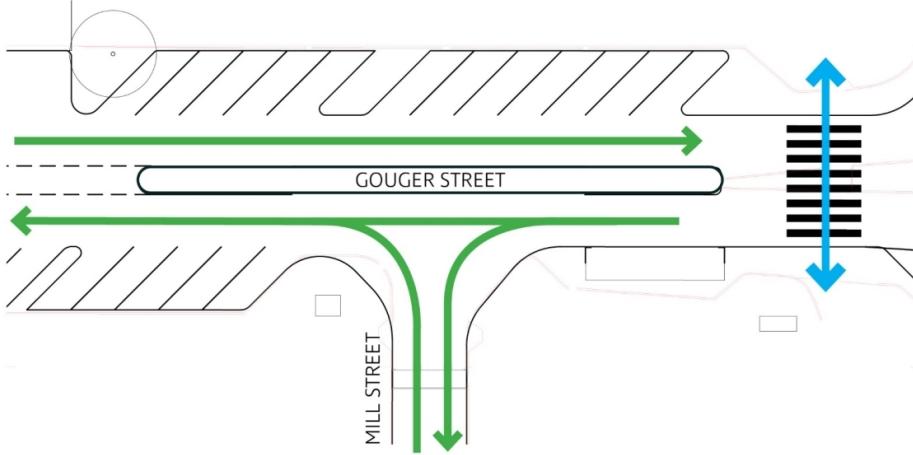
Gouger Street Revitalisation – Briefing Workshop

Mill Street Intersection – Design Adjustment

70% DESIGN SOLUTION - OPTION 3 (CONCEPT PLAN June 2024)

- Left turn in and out of Mill Street at Gouger Street
- Two-way movement on Mill Street retained

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PROS:

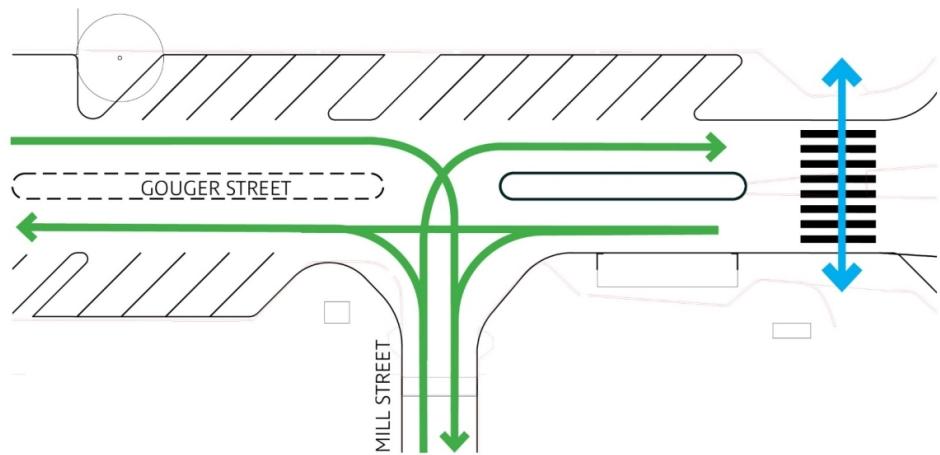
- Simplifies street flow
- Reduces conflict risk with formal pedestrian crossing
- Reduces conflict points between vehicles, and with pedestrians/cyclists
- Traffic calming

CONS:

- Longer drive to access King William Street / Victoria Square from Mill Street
- Left turn only from Mill Street directs motorists through the most important pedestrian/cyclist and dwell area of Gouger Street
- Reduced permeability of local traffic network around Gouger Street

70% REVIEW - EXISTING VEHICLE MOVEMENTS WILL BE RETAINED

- Left and right turn into Mill St
- Unrestricted entry and exit from Mill Street at Gouger Street
- Two way movement on Mill Street retained



VEHICLES

PROS:

- Greater local traffic network flow and flexibility
- Direct access to King William Street / Victoria Square from Mill Street
- Direct access to Mill Street from Gouger Street eastbound vehicle lane

CONS:

- Uncontrolled right turns increasing conflict points

PEDESTRIANS

PROS:

- N/A

CONS:

- More conflict points with vehicles

Council Discussion – Raised Carriageway Proposal

(Options Considered)

Background: Several pavement configuration options were assessed to improve accessibility and safety while maintaining functionality, cost balance and deliverability.

Option	Summary – Key Positives / Negatives
Full Raised Carriageway	<ul style="list-style-type: none"> + Universal access, strong pedestrian priority. – 30 - 40 % cost increase (\$12m - \$22.5m additional funding required), major drainage and service upgrades, ~18 -month project delay (design +12 – 18 - month construction), significant business disruption through construction and ongoing impacts to ongoing operations, especially service, vehicular access and loading vehicles. Significant engagement required with Utility and Service providers due to key infrastructure contained within the road reserve.
Kerb-Defined Street (Current Design)	<ul style="list-style-type: none"> + Meets accessibility intent within budget, compatible with drainage, minimal disruption, aligns with current budget and timeline expectations. – Not fully level across carriageway.

Conclusion: The full raised-carriageway option was reviewed but was not considered feasible within the approved scope, budget and delivery program and with limited benefit noting the existing and future vehicle movements. The current design achieves the accessibility intent of these options through raised thresholds and kerb realignment, providing an optimal balance of safety, accessibility, cost and delivery certainty.

**(A “raised carriageway treatment” refers to pavement built to footpath level to improve accessibility and pedestrian legibility.)*

Definition: Pedestrians have priority over traffic. Requires 10 km/h limit, little to no on-street parking, significant bollards and/or curving traffic paths, and kerb removal - suitable only for short, preferably one-way, low-traffic streets less than 160m in length. Longer sections would require further restrictive physical interventions to support and enforce the 10km/h speed limit.

Impact on Gouger Street:

- Would require full street reconstruction and drainage redesign.
- Would require adjustment of all service pits within roadway, currently requiring minimal intervention.
- Likely loss of all parking, loading and accessible bays.
- Restricts essential Central Market and Trader vehicle access (deliveries, taxis, service vehicles).
- Shifts congestion to surrounding streets impacting customer access to the precinct.
- Adds visual clutter through bollards and barriers, reducing pedestrian flexibility and use of the street as an event space.

Conclusion: A shared zone is incompatible with Gouger Street's established role and ongoing functionality. The current 30 km/h shared-speed design achieves safety and accessibility without the significant loss of parking, and other business servicing and operating capacity.

Community Feedback:

- Parking was one of the most divisive topics during community consultation.
- Some participants strongly supported retaining convenient on-street parking to sustain local business activity and short-stay access.
- Others argued for reducing or removing on-street parking to expand footpaths, outdoor dining and public space, and to improve pedestrian safety.
- Angled parking was raised as a safety concern and perceived to prioritise vehicles over people.
- Common ground existed around improving the clarity of loading and drop-off areas and discouraging vehicle queuing for limited bays.

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Design Response:

- The design retains essential on-street parking and loading zones for customers and servicing, while reallocating surplus bays to widen footpaths, tree planting and activation areas.
- The number and configuration of angled bays have been reduced where geometry allows, shifting to parallel or short-stay bays to improve safety and manoeuvring.
- Day/night controls will support business operation while maintaining safe pedestrian movement during events and high-footfall periods.

Outcome:

A balanced approach that responds to both ends of the feedback - maintaining essential parking and loading functionality for traders while enhancing pedestrian space, accessibility and street amenity.

Gouger Street Revitalisation – Briefing Workshop

Design Change Feasibility Matrix



Category	Example Topics	Delivery Impact
Minor Design Improvements	Pavement markings, tactile indicators, micromobility storage, parking control signage.	Can be incorporated prior to Final Design without schedule impact.
Major Design Changes	Raised carriageway, major drainage or geometry changes.	Require redesign, re-approval and re-procurement; delays > 6 months.

Key Message:

Administration will continue to refine the design up to construction commencement and can accommodate minor refinements within program constraints while tracking for construction commencement in mid-2026.

Summary / Next Steps

- Administration will continue the development from the 70% detailed design, including services coordination and value management.
- Minor refinements can be incorporated prior to construction commencement within current scope and budget.
- Construction remains on track for commencement in mid-2026, with a separable portion of works adjacent CMAR to be completed prior to November 2026.
- Feedback from this workshop will inform the final design package to be presented to the Infrastructure and Public Works Committee in early 2026.

Gouger Street Revitalisation – Briefing Workshop

Key Questions



KEY QUESTION

Do Council Members have any feedback on the current design scope, area and budget of the Gouger Street Revitalisation Project as previously presented as part of the 70% detailed design?

KEY QUESTION

What are Council Members' views with the proposed amendments to the Mill Street intersection design and associated safety improvements?

KEY QUESTION

Do Council Members have any feedback whether the proposed design appropriately addresses micromobility and accessibility outcomes?

Gouger Street Revitalisation – Briefing Workshop Plans



Street Plans Revised

Western Precinct

Page 47

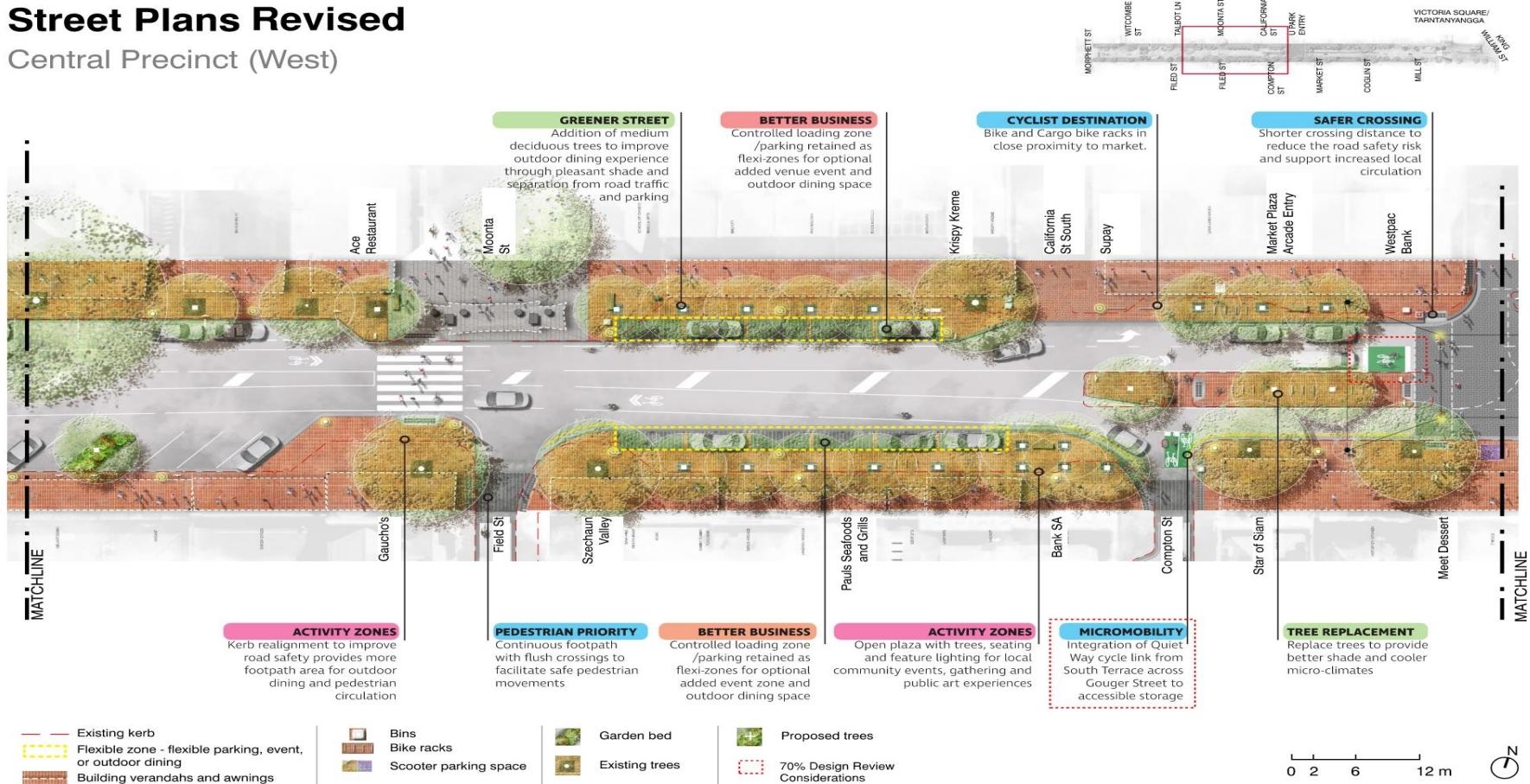


Gouger Street Revitalisation – Briefing Workshop Plans



Street Plans Revised Central Precinct (West)

Page 48

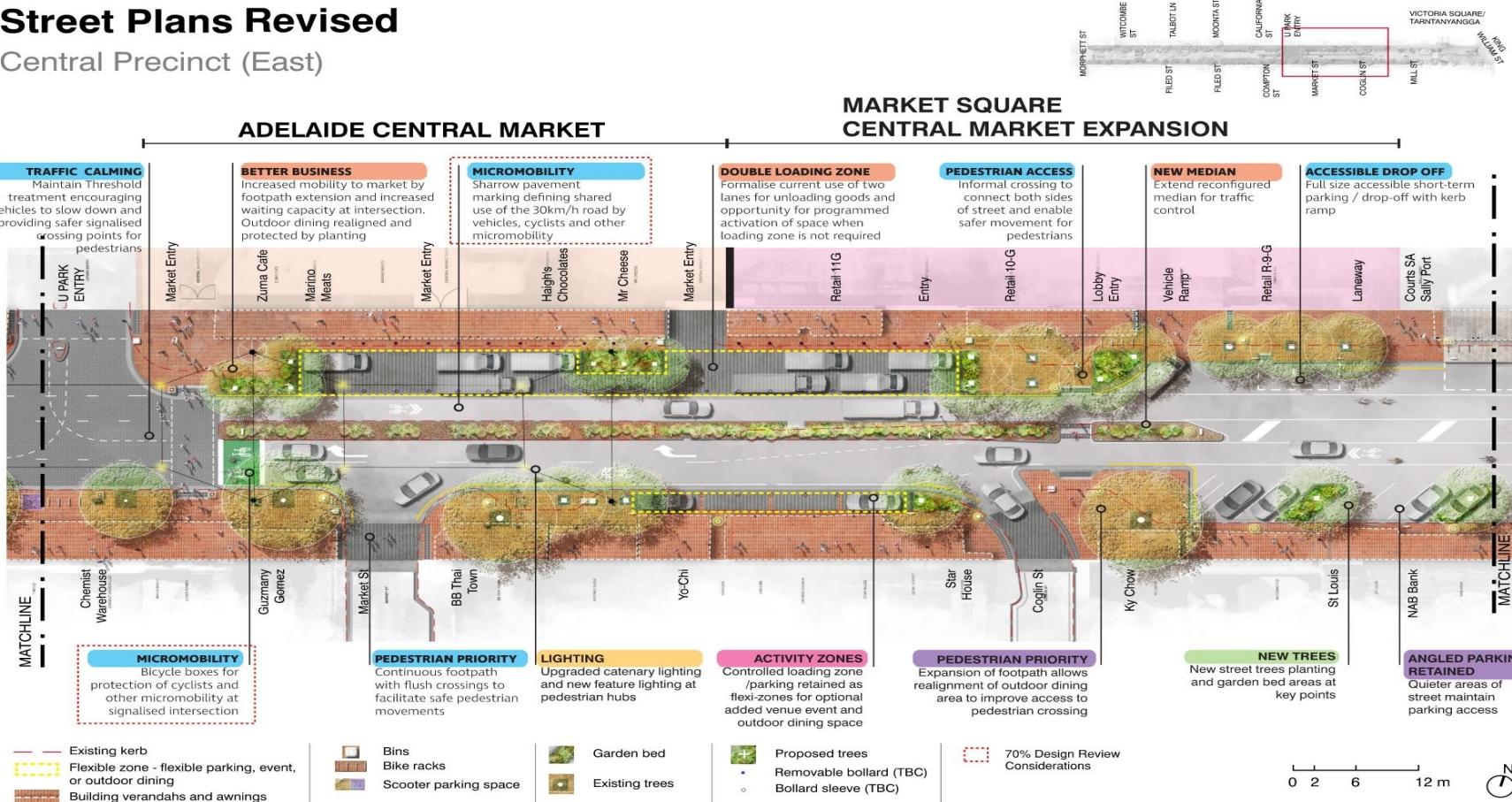


Gouger Street Revitalisation – Briefing Workshop Plans



Street Plans Revised

Central Precinct (East)

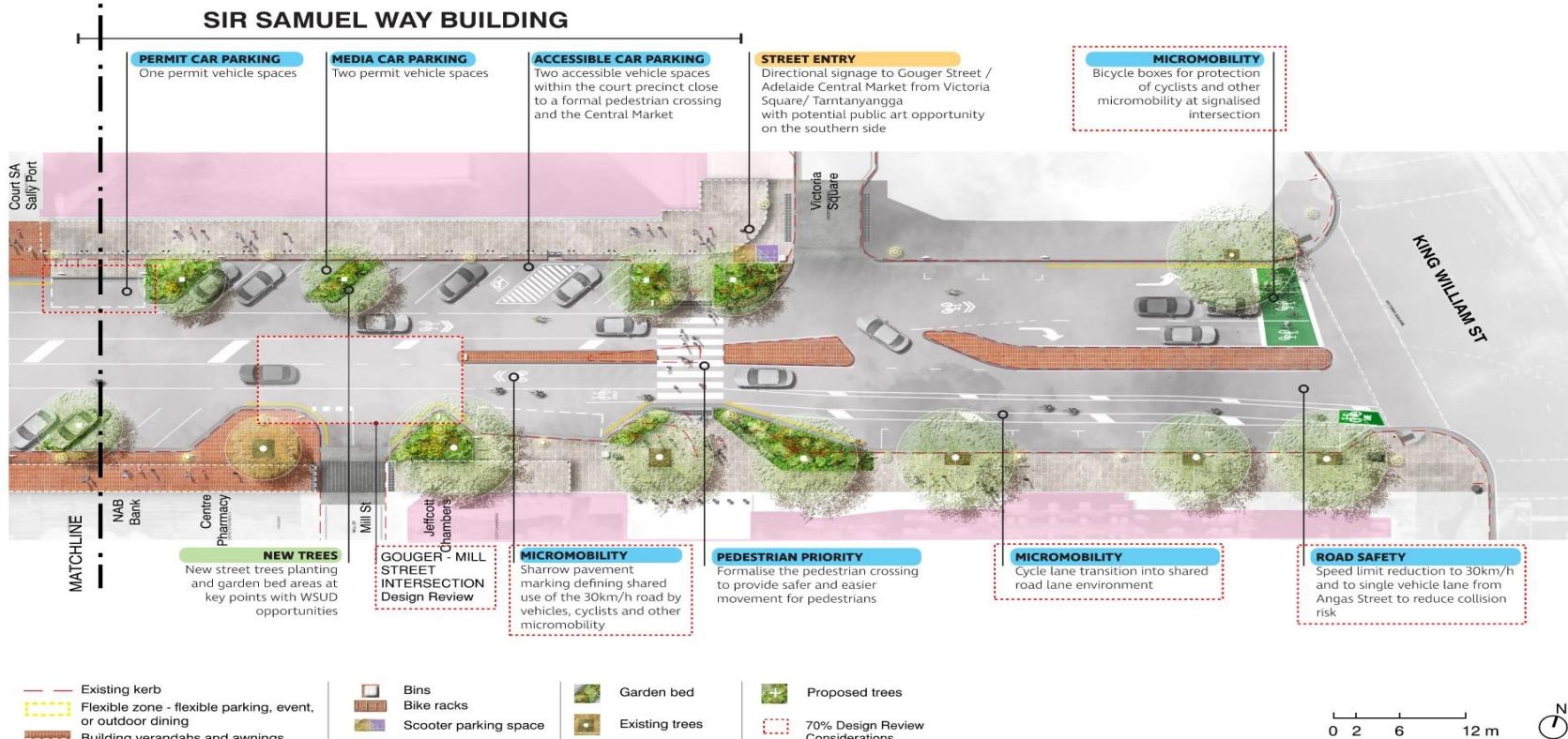


Gouger Street Revitalisation – Briefing Workshop Plans



Street Plans Revised

Eastern Precinct & Victoria Square / Tarntanyangga



Affixation of the Common Seal - State Bike Fund Grant

Strategic Alignment - Our Places

Tuesday, 18 November 2025

Infrastructure and Public Works Committee

Public

Program Contact:

Mark Goudge, Associate Director, Infrastructure

Approving Officer:

Tom McCready, Director, City Infrastructure

EXECUTIVE SUMMARY

At the request of Department for Infrastructure and Transport, the purpose of this report is to formalise the successful grant application via execution of a Funding Deed with the Minister for Infrastructure and Transport, which requires a resolution of Council to affix the Common Seal to the Funding Deed.

The City of Adelaide has been successful in its grant funding application with the Department for Infrastructure and Transport through the 2025/26 State Bicycle Fund for the following projects:

1. Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection (Design only).
2. Barton Terrace East Roundabout Safer Shared Cycling and Park Lands Trails Crossings (Construction only).
3. River Torrens Linear Park Shared Use Path Improvements (West of Victoria Bridge) (Construction only).
4. Pulteney Street, South Terrace, Unley Road Intersection Improvements (Design only).

RECOMMENDATION

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

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the successful grant funding application to the 2025/26 State Bicycle Fund.
2. Authorises the Lord Mayor and Chief Executive Officer to affix the Common Seal of the Council to the State Bicycle Funding Deed as contained in Attachment A to Item 7.1 on the Agenda for the Infrastructure and Public Works Committee held on 18 November 2025.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Places</p> <ul style="list-style-type: none"> ▪ Manage assets to meet the needs of our community ▪ Facilitate and activate our places in a safe and accessible way for our community.
Policy	Not as a result of this report
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	The deed has been reviewed by Administration, with comparison to previous state bike fund deeds and is a standard format.
Opportunities	This external funding opportunity from the State Bike Fund allows targeted projects to be addressed, freeing up funds for other projects as directed by Council.
25/26 Budget Allocation	The City of Adelaide budget is contained within the 2025/26 Business Plan and Budget for the Franklin Street Pedestrian Crossing Project, and the Asset Renewal Program for the Barton Terrace East Roundabout Safer Shared Cycling and Park Lands Trails Crossings and River Torrens Linear Park Shared Use Path Improvements
Proposed 26/27 Budget Allocation	A budget bid will be submitted for the construction of the Franklin Street Pedestrian Crossing Project and Pulteney Street, South Terrace, Unley Road Intersection Improvements as part of 2026/27 Business Plan and Budget.
Life of Project, Service, Initiative or (Expectancy of Asset)	<p>The design of the Franklin Street Pedestrian Crossing and Pulteney Street, South Terrace, Unley Road Intersection Improvements will be completed in 2025/26 Financial Year.</p> <p>The construction of Barton Terrace East Roundabout Safer Shared Cycling and Park Lands Trails Crossings project and River Torrens Linear Park Shared Use Path Improvements project will be completed in 2025/26 Financial Year.</p>
25/26 Budget Reconsideration (if applicable)	\$20,000 of new and upgrade funding for Council matching funds for the Pulteney Street, South Terrace, Unley Road Intersection Improvements design is required and will be considered in the Business Plan and Budget quarterly review.
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

1. The City of Adelaide applied for grant funding through the 2025/26 State Bicycle Fund Program and was successful in the application.
2. The State Bicycle Fund is an annual competitive subsidy scheme run by the Department for Infrastructure and Transport, providing dollar-for-dollar financial assistance to Councils in South Australia to develop and implement local cycling initiatives
3. The fund has fostered a long-standing partnership between the State Government and Councils to encourage cycling and responds to Federal and State Government and Council strategies to improve road safety, increase community connectivity, improve public health and air quality, and reduce carbon emissions.
4. Subject to execution of the Funding Deed, Council will receive:
 - 4.1. \$20,000 for the design of Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection
 - 4.2. \$58,171 for construction of Barton Terrace East Roundabout with Safer Shared Cycling and Park Lands Trails Crossings
 - 4.3. \$200,000 for construction of River Torrens Linear Park Shared Use Path Improvements (West of Victoria Bridge)
 - 4.4. \$20,000 for design of Pulteney Street, South Terrace, Unley Road Intersection Improvements
5. The total cost of these projects is \$992,342.
 - 5.1. \$298,171 grant funding.
 - 5.2. \$694,171 Council funding through the 2025/26 asset renewal program and the Franklin Street Pedestrian Crossing Project.
6. A 2025/26 budget reconsideration for \$20,000 of new and upgrade funding for Council matching funds for the Pulteney Street, South Terrace, Unley Road Intersection Improvements design is required and will be considered in the Business Plan and Budget quarterly review.
7. To formalise this grant funding, Council is required to enter into a Deed (**Attachment A**) with the Minister for Infrastructure and Transport and affix the Common Seal.
8. Section 38 of the *Local Government Act 1999* (SA) requires a resolution of Council in order to affix the Common Seal.

ATTACHMENTS

Attachment A – Deed from the State Bike Fund for execution

- END OF REPORT -

FUNDING DEED under STATE BICYCLE FUND

1. Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection	\$20,000
2. Barton Terrace East Roundabout with Safer Shared Cycling and Park Lands Trails Crossings	\$58,171
3. River Torrens Linear Park Shared Use Path Improvements (West of Victoria Bridge)	\$200,000
4. Pulteney Street, South Terrace, Unley Road Intersection Improvements	\$20,000
	Total: \$298,171

Between

MINISTER FOR INFRASTRUCTURE AND TRANSPORT
(Minister)

And

THE COUNCIL NAMED IN THE SCHEDULE
(Council)

PARTIES:

MINISTER FOR INFRASTRUCTURE AND TRANSPORT, a body corporate pursuant to the *Administrative Arrangements Act 1994*.....(Minister)

And

THE COUNCIL NAMED IN THE SCHEDULE a body corporate under the *Local Government Act 1999*.....(Council)

It is agreed:

1. FUNDING

- 1.1 Subject to this deed, the Minister will pay the Council up to the amount of money specified in the Schedule (**Funding**).
- 1.2 The Council must only use the Funding for the **Purpose** set out in clause 3 of the Schedule.
- 1.3 For the purposes of this deed, the **Funding Period** is the period commencing on the Start Date and, subject to funding being available, will continue until the End Date. The **Start Date** and **End Date** are set out in the Schedule.
- 1.4 The Funding is payable by way of a lump sum in accordance with the Schedule. During the Funding Period, the Council is entitled in accordance with the conditions set out in the Schedule to invoice the Minister for the payment of the Funding.
- 1.5 At the end of the Funding Period the Council must provide a report on the level of any unexpended Funding.
- 1.6 The Council must repay any part of the Funding which is unexpended at the end of the Funding Period to the Minister unless the Minister gives written approval for the Council to retain the money.
- 1.7 The Council must pay at least fifty per cent of the total cost of the works undertaken for the Purpose.

Unless otherwise agreed in writing with the Minister, if by the end of the Funding Period, the total cost of the works for the Purpose is less than double the amount of the grant (GST Exclusive) then in addition to repaying any unexpended Funding, the Council must repay to the Minister the difference between the amount of the Funding and a half of the actual cost of the works.

2. GST

- 2.1 In addition to any amounts payable by the Grantor as part of the Funding (**Base Payment**), the grantor must, if in relation to a Taxable Supply for which the grantor has received a Tax Invoice, pay to the Council an additional amount (**GST Payment**) calculated by multiplying the Base Payment by the rate at which GST is levied at the time of this deed.
- 2.2 The GST Payment is payable at the same time and subject to the same conditions as the Base Payment. “*Taxable supply*”, “*GST*” and “*Tax Invoice*” have the meaning attributed under the *A New Tax System (Goods and Services Tax) Act 1999*.

3. ADMINISTRATION OF DEED

- 3.1 Any power or discretion exercisable by the Minister under this deed may be exercised by the person (**Minister's Representative**) for the time being in the position within the Department for Infrastructure and Transport (**Department**) set out in the Schedule.
- 3.2 Any power or discretion exercisable by the Council under this deed may be exercised by the person (**Council's Representative**) for the time being in the position within the Council set out in the Schedule.

4. PROVISION OF FINANCIAL INFORMATION

- 4.1 The Council must provide the Minister with appropriate and regular information, records and reports as the Minister may request from time to time about:
 - 4.1.1 the administration and financial affairs of the Council;
 - 4.1.2 the progress of and any change to the authorised scope of the Purpose;
 - 4.1.3 any significant changes to the nature and scope of the activities conducted by the Council;
 - 4.1.4 any other matter relevant to the granting of assistance;
 - 4.1.5 any other funding or financial assistance promised or received from any source other than the Minister;
 - 4.1.6 the Council's management of the Funding, including, but not limited to, the economic and efficient use of resources to achieve the outcomes of the Purpose; and
 - 4.1.7 the performance of the Council's undertakings and obligations under this deed.
- 4.2 The information provided by the Council must be sufficient for the Minister to make an informed judgement about:
 - 4.2.1 the Council's ongoing financial position and its resources and expertise in relation to the Purpose;
 - 4.2.2 the Council's performance in managing public moneys, acquiring, and using resources economically and efficiently and in achieving specified objectives in relation to the Purpose;
 - 4.2.3 the overall effectiveness of the Funding throughout the Funding Period;
 - 4.2.4 compliance with legislation and generally accepted accounting principles; and
 - 4.2.5 compliance with the Council's constitution and the conditions of this deed.
- 4.3 The Council must permit any officer authorised by the Minister:
 - 4.3.1 to enter the Council's premises and to have access to all accounting records, equipment, documents, and information in possession of the Council; and
 - 4.3.2 to interview employees of the Council on matters pertaining to the operations of the Council.

5. OBLIGATIONS OF THE COUNCIL

The Council must:

- 5.1 ensure that any works undertaken towards the Purpose are undertaken in accordance with (and to the standard required by) any applicable Standards published by Austroads and Standards Australia Limited;
(all bicycle facilities must be planned, designed, and constructed in accordance with Austroads guidelines, AS 1742.9 – Manual of uniform Traffic Control Devices Part 9: Bicycle Facilities, and South Australia’s Active Travel Design Guide – current version);
- 5.2 maintain accounting records of the Funding in accordance with generally accepted accounting principles;
- 5.3 ensure that any activity carried out by the Council in connection with the Council’s use of the Funding complies with the laws from time to time in force in South Australia;
- 5.4 comply with its constitution;
- 5.5 comply with the reporting requirements set out in the Schedule;
- 5.6 prepare financial statements in accordance with Australian Accounting Standards at the end of the Funding Period and submit the financial statements, signed by a senior office holder of the Council, to the Minister no later than one calendar month after the expiry of the Funding Period; and
- 5.7 where requested by the Minister, provide to the Department management accounts, annual reports, financial statements and any other information or documents relevant to the Council’s operations.

6. TERMINATION

- 6.1 If the Council fails to comply with this deed, the Minister may:
 - 6.1.1 require the Council to repay either the whole or a portion of the Funding (whether expended or not);
 - 6.1.2 withhold all future funding from the Council;
 - 6.1.3 pursue any legal rights or remedies which may be available to the Minister; and
 - 6.1.4 terminate or curtail any program or project conducted by the Minister of which the Purpose conducted by the Council is part.
- 6.2 The Minister may review any decision made pursuant to this clause if the Council is able to satisfy the Minister within a period of 30 days from the decision that the Council has complied with the conditions of this deed.
- 6.3 Nothing in this deed is to be taken to limit the Minister’s discretion to determine whether and how any program or project of the Minister is to be conducted, except if and to the extent that the Minister gives an express undertaking in that regard.

7. INSURANCE

The Council warrants that it is a member of the Local Government Association Mutual Liability Scheme (**Scheme**) and is bound by the Scheme pursuant to section 142 and Schedule 1, Part 2 of the *Local Government Act 1999* (SA) (**Act**) and in the event that the Council ceases to be a member of the Scheme it will forthwith, pursuant to Section 142(1) of the Act and the regulations under that Act, take out and maintain insurance

to cover its civil liabilities at a minimum level of cover of AUD \$50 million.

8. **ACKNOWLEDGEMENTS**

The Council acknowledges that the Funding represents a one-off contribution by the Minister towards the Purpose, and the Council agrees that any request for subsequent funding will require a new application to the Minister.

The Minister is under no obligation to agree to pay any subsequent funding to the Council.

The Council further acknowledges and agrees that the Minister will not be liable to reimburse the Council for any losses (or cost over runs) that may result from the operation of this Agreement or the carrying out of the Purpose or a Project.

9. **INDEMNITY**

The Council acknowledges and agrees that it remains at all times solely responsible for the conduct of the Purpose and any Project and it releases and indemnifies the Minister, the Commissioner of Highways and the Crown in right of the State of South Australia together with their employees, contractors and agents (**those indemnified**) from and against any loss or liability incurred or suffered by any of those indemnified as a result of any claim, suit, demand, action or proceeding brought by any person against any of those indemnified in respect of the works to carry out the Purpose and/or a Project or otherwise caused by any breach or default of the Council under this Agreement.

10. **AUDIT**

The Minister may direct the Council to arrange for the financial accounts relating to the Funding to be audited at the Council's expense. The Minister may specify the minimum qualifications to be held by a person appointed to conduct the audit.

11. **ASSIGNMENT**

The Council must not assign, novate, or encumber any of its rights or obligations under this deed.

12. **PUBLICITY**

The Council must not make or permit a public announcement or media release to be made about any aspect of this deed without first obtaining the Minister's consent.

13. **CONSENT**

If the Council requires the Minister's consent under this deed, the Minister may, in its absolute discretion, give or withhold its consent and if giving consent, the Minister may impose any condition on that consent that it considers appropriate. The Minister's consent will not be effective unless it is in writing and signed.

14. **ENTIRE DEED**

This deed incorporates any attached schedules and annexures. This deed contains the entire agreement between the parties with respect to its subject matter and supersedes any prior agreement, understanding or representation of the parties on the subject matter.

15. **PROPER LAW**

The laws in force in South Australia apply to this deed.

16. JURISDICTION OF COURTS

The courts of South Australia have non-exclusive jurisdiction to determine any proceeding in relation to this deed. Any proceeding brought in a Federal Court must be instituted in (and remain with) the Adelaide Registry of that Federal Court.

17. COMPLIANCE WITH LAWS

The Council must comply with the laws in force in South Australia in the course of performing its obligations under this deed.

18. NOTICES

A notice is properly given or served if the party delivers it by hand, posts it or transmits it by electronic mail or facsimile, to the address of the Representative of the other party. A notice is taken to be received:

- 18.1 if sent by post, at the time it would have been delivered in the ordinary course of the post to the address to which it was sent;
- 18.2 if sent by electronic mail, only in the event that the sender receives confirmation that the e-mail has been successfully transmitted to the correct e-mail address; or
- 18.3 if delivered by hand, the party who sent the notice holds a receipt for the notice signed by a person employed at the physical address for service.

19. PERFORMANCE AND FUTURE PROPOSALS

The satisfactory completion of the works for the Purpose and on-going compliance with reporting obligations, may be taken into account as a factor in assessing any future applications by the Council for funding under the State Bicycle Fund.

20. WAIVER

Any waiver of any provision of this deed is ineffective unless it is in writing and signed by the party waiving its rights. A waiver by either party in respect of a breach of a provision of this deed by the other party is not a waiver in respect of any other breach of that or any other provision. The failure of either party to enforce any of the provisions of this deed at any time must not be interpreted as a waiver of that provision.

21. VARIATION

Any variation of this deed must be in writing and signed by each party (or its Representative).

Any request by the Council for agreement to vary the Funding or the Purpose must be accompanied by sufficient details explaining the reasons for the requested variation to enable the Minister to have regard to its merits.

22. READING DOWN AND SEVERANCE

In the event that any provision (or portion of any provision) of this deed is held to be unenforceable or invalid by a Court of competent jurisdiction, the validity and enforceability of the remaining provisions (or portions of such provisions) of this deed shall not be adversely affected.

The offending provision or part of a provision shall be read down to the extent necessary to give it legal effect or shall be severed if it cannot be read down, and the remaining part and provisions of this deed shall remain in full force and effect.

23. AUDITOR GENERAL

Nothing in this deed derogates from the powers of the Auditor-General under the *Public Finance and Audit Act 1987* (South Australia). Without limiting this clause, the Council acknowledges the Auditor General's obligations and powers under sections 32 and 34 of the *Public Finance and Audit Act 1987* (South Australia).

24. PUBLIC DISCLOSURE

The Minister may disclose this deed and/or information relating to this deed in both printed or electronic form and either generally to the public or to a particular person as a result of a specific request. Nothing in this clause derogates from the Council's obligations under any provision of this deed or the provisions of the *Freedom of Information Act, 1991*.

25. ADDITIONAL CONDITIONS

The additional conditions set out in the Schedule (if any) form part of this deed.

EXECUTED as a DEED

**THE COMMON SEAL of the
MINISTER FOR INFRASTRUCTURE
AND TRANSPORT**

was affixed on:
(*Date above*)

in the presence of:

(*Affix Seal Above*)

Witness Signature:.....

Print name:.....

By the Council

**THE COMMON SEAL of the
COUNCIL NAMED IN THE SCHEDULE**

on:
(Insert date above)

by:

.....
Chief Executive Officer

.....
(print name above)

and:

.....
Principal Member of Council

.....
(print name above)

(*Affix Seal above*)

SCHEDULE**1. THE COUNCIL**

Legal Name: The Corporation of the City of Adelaide
 Trading Name: City of Adelaide
 Site Address: 25 Pirie St, ADELAIDE SA 5000
 Postal Address: 25 Pirie St, ADELAIDE SA 5000
 ABN: 20 903 762 572

2. REPRESENTATIVES

Minister's Representative	Council's Representative
Name: Mr Daniel Osborne	Name: Mr Tom McCready
Position: Manager, Transport Planning	Position: Director, Infrastructure
Address: Level 7, 83 Pirie Street, ADELAIDE SA 5000	Address: 25 Pirie St, ADELAIDE SA 5000
Telephone: 7133 2576	Telephone: (08) 8203 7158
E-mail: Daniel.Osborne@sa.gov.au	E-mail: T.McCready@cityofadelaide.com.au

3. PURPOSE

The Funding is provided for the Purpose of the Council undertaking (within the Funding Period) the **Projects** described below (and in the proposal and plans attached to this deed) in accordance with (and to the standard required by) any applicable Standards published by Austroads and Standards Australia Limited.

Description of Projects

Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection – Undertake detailed design for a new cycling-friendly intersection at Franklin Street, Elizabeth Street and Byron Place. (\$20,000)

Barton Terrace East Roundabout with Safer Shared Cycling and Park Lands Trails Crossings – Upgrade roads at Barton Terrace East and Lefevre Terrace (south) near the roundabout to include cycling-friendly line marking and road humps. (\$58,171)

River Torrens Linear Park Shared Use Path Improvements (West of Victoria Bridge) – Upgrade 150 metres of the River Torrens Linear Trail, (west of Victoria Bridge) to widen to 3.5 metres and upgrade path lighting. (\$200,000)

Pulteney Street, South Terrace, Unley Road Intersection Improvements – Undertake detailed design to provide off-road cycling connectivity at the intersection of Pulteney Street, South Terrace and Unley Road, and cycling improvements on South Terrace. (\$20,000)

4. FUNDING PERIOD

Start Date: 01 July 2025

End Date: 30 June 2026

5. FUNDING

Amount (AUD): \$298,171 (GST exclusive)

6. MANNER & CONDITIONS OF PAYMENT

Limit on payments

The Funding of \$298,171 (GST exclusive) is the maximum total amount the Minister may be liable to pay the Council under this deed.

Invoice

The Minister is **not** obligated to pay an invoice unless properly rendered. An invoice is properly rendered if it:

- (a) is issued in respect of a payment for which the Council is entitled to invoice for under this deed;
- (b) quotes the relevant purchase order number allocated by the Minister;
- (c) reflects the correct amount for payment under this deed; and
- (d) is a valid Tax Invoice in accordance with GST Law.

Payment Term

Provided that the total amount of the Funding has **not** been (or will be) exceeded, the Minister must pay the amount of a properly rendered invoice for the Funding within 30 days of receiving the Council's invoice.

7. ADDITIONAL REPORTING REQUIREMENTS

Report (Title)	Frequency (By when)	Requirements (Information and applicable standard)
Project Report	31 January 2026 and 30 April 2026 or 7 days from request.	<ul style="list-style-type: none"> The progress of the Project and scheduling of works. Updated Expenditure forecasts during the term of the funding period The management of the Funding (i.e., break down of expenditure of the Funding). Any changes to the authorised scope of the Project. Any significant changes to the nature and scope of the activities conducted by the Council. Any operational matters requested from time to time by the Minister for inclusion in the Project Report.
Financial Statements (As referred to in clause 5)	Within 30 days from the expiry of the Funding Period.	Financial Statements prepared in accordance with Australian Accounting Standards setting out in detail the Council's expenditure of the Funding (with invoices attached from any contractors engaged for the Purpose) and signed by a senior office holder of the Council.

8. SPECIAL CONDITIONS

Alteration to DIT Roads or other Assets

If the Project requires any traffic management, alteration to (or effect on) a road or other asset that is under the care, control, and management of (or is otherwise the responsibility of) the Commissioner of Highways or is the responsibility of the Department for Infrastructure and Transport (**DIT**), the Council must seek the written approval of the appropriate DIT Regional Manager prior to commencing any work.

Traffic Control Devices

The installation of Traffic Control Devices must comply with the requirements outlined in the Manual of Legal Responsibilities and Technical Requirements for Traffic Control devices – Part 2 – Code of Technical Requirement (current version).

Cleansing Service Standard Review - Cleansing Pilot Update

Strategic Alignment - Our Corporation

Tuesday, 18 November 2025
**Infrastructure and Public
Works Committee**

Public

Program Contact:
Noni Williams, Associate Director,
City Operations

Approving Officer:
Ilia Houridis, Director City
Shaping

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the Cleansing Service Standard Review, Cleansing Pilot (the Pilot).

The Pilot commenced in March 2025 following a cleansing service standard review in 2023/24 which identified opportunities to improve service delivery, performance data, operational practices, and communication with residents and visitors ([Link 1](#)).

The Pilot transitioned Cleansing Services from an intervention-based approach to a structured, programmatic model. A review of the Pilot was conducted in October 2025 and is summarised in Attachment A.

The Pilot delivered measurable improvements in service consistency, community experience, and operational efficiency. Notably, an average of 47% of surveyed residents prior to the Pilot reported they were dissatisfied with street cleanliness and service frequency within the Pilot area. At the completion of the Pilot this had decreased to an average of 26%. Productivity rose by 27%, and service program delivery performance reached 90%.

Based on these outcomes, the model will be rolled out citywide in two phases:

Phase 1 (2025/26): Area bordered by King William Street, Currie Street, the western boundary of the local government area, and Greenhill Road, Adelaide.

Phase 2 (2026/27): Remaining areas north of Currie Street/Grenfell Street, Adelaide.

A Cleansing Service Standard is being developed in 2025/26 aligned with the Pilot outcomes to support consistent service delivery and achievement of community expectation.

RECOMMENDATION

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

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Receives the Cleansing Pilot Presentation as contained in Attachment A to Item 7.2 on the Agenda for the Infrastructure and Public Works Committee held on 18 November 2025.
2. Notes that the Cleansing Service Standard Review, Cleansing Pilot has increased the consistency of service delivery and improved the community perception of streetscape cleansing.
3. Notes that the Cleansing Service Standard Review, Cleansing Pilot has delivered a 27% increase in productivity, through improved operational processes and scheduling.
4. Notes the implementation of the Cleansing Service Standard Review, Cleansing Pilot model across the City of Adelaide through a phased rollout including street and footpath sweeping, footpath scrubbing and street furniture cleaning.
4. Notes the development of a Cleansing Service Standard in 2025/26 to support consistent service delivery and achievement of community expectation.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Corporation</p> <p>Use community feedback, data and research to monitor, maintain and adapt our range of quality services to continuously improve the value and efficiency.</p>
Policy	Implementation will require updates to cleansing service procedures and development of a new Service Standard aligned with Council's strategic city presentation and operational efficiency goals.
Consultation	The review of the Pilot was informed by consultation with residents received services in the Pilot area.
Resource	Not as a result of this report
Risk / Legal / Legislative	The timing for implementation of the phased roll-out may require adjustment should the City of Adelaide be announced as the host city for COP31.
Opportunities	Improved service consistency and productivity to create opportunities that enhance city presentation, community satisfaction, and operational planning, leveraged through phased rollout and new Service Standard development.
25/26 Budget Allocation	Not as a result of this report
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result for this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Purpose

1. The purpose of this report is to provide an update on the Cleansing Service Standard Review, Cleansing Pilot (the Pilot).

Background

2. The Pilot commenced in March 2025 following a cleansing service standard review in 2023/24 which identified opportunities to improve service delivery, performance data, operational practices, and communication with residents and visitors ([Link 1](#)).
3. The Pilot transitioned Cleansing Services from an intervention-based approach to a structured, programmatic model.
4. It involved the implementation of a structured cleansing program within the southeast of the city (an area bordered by King William Street, Grenfell Street, Dequetteville Terrace/Fullarton Road, and Greenhill Road, Adelaide) (Figure 1).
5. The aim of the Pilot was to increase the consistency of service delivery, providing an enhanced community experience, whilst improving the efficiency of operations.

Pilot Outcomes

6. Targeted surveys were used to gather community feedback on the impact of the Pilot.
7. The initial survey indicated an average of 47% of respondents were dissatisfied with cleansing standards. Post Pilot this reduced to an average of 26% of respondents reporting dissatisfaction with cleansing standards, a reduction of an average of 45%.
8. During the Pilot, several operational performance-related metrics improved:
 - 8.1 The average daily distance swept increased by 27% (equivalent to 6,497 metres a day).
 - 8.2 The street furniture program consistently achieved a reduction in time to complete the daily program from an 8.5 hour commitment to 6 hours.
 - 8.3 The footpath scrubbing program consistently achieved its targeted service levels to eliminate over servicing and improve sustainability.

Program Delivery Performance

9. The Pilot achieved a program delivery performance rate of 90%, underpinned by five key operational metrics:
 - 9.1 Completion rate of scheduled tasks
 - 9.2 Reactive work order volumes
 - 9.3 Service quality audits
 - 9.4 Employee attendance and availability
 - 9.5 Asset readiness and equipment uptime.
10. The metrics played a critical role in shaping the approach by enabling data-driven decision making, fostering continuous improvement, supporting proactive planning, and reinforcing team accountability. Collectively, they contributed to more consistent and reliable service delivery across the Pilot area.

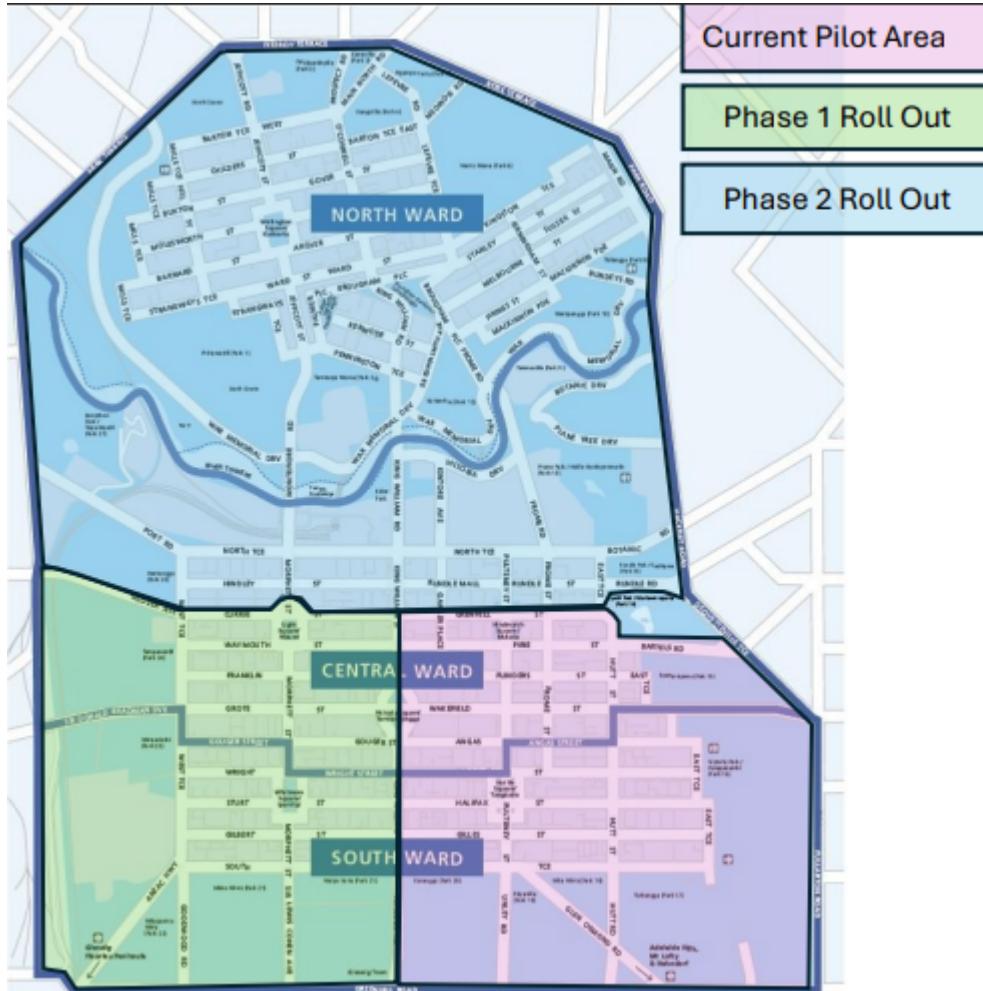
Community Engagement

11. Within the Pilot area, there were an estimated 7,300 ratepayers, of which 62% were residential dwellings.
12. To gauge public sentiment on cleansing service frequency and streetscape presentation, surveys were conducted at three stages of the Pilot—pre, during, and post-implementation. Each round was supported by a letterbox drop of 7,000 flyers.
 - 12.1 Response rates across the surveys varied between 0.3% and 0.1%, the highest response rate was for the pre Pilot survey, which was supported by a social media campaign.
 - 12.2 Response rates from commercial rate payers was low (2 responses), both acknowledged an improvement in service delivery.
 - 12.3 The survey sought feedback on city wide cleansing services. Feedback in the post Pilot survey highlighted service delivery opportunities outside the scope of Pilot.

Next Steps

13. The model will be rolled out across the City of Adelaide in two phases, as shown in Figure 1:
 - 13.1 Phase 1 (2025/26): Area bordered by King William Street, Currie Street, the western local government area boundary, and Greenhill Road, Adelaide.
 - 13.2 Phase 2 (2026/27): Remaining areas north of Currie Street/Grenfell Street, Adelaide.

Figure 1 – Phased Roll-out



14. To support the citywide adoption of the Pilot model, the following actions are planned:
 - 14.1 Further define service levels to guide consistent and transparent cleansing operations across the city in 2025/26.
 - 14.2 Train additional Cleansing Team members to support the phased implementation of the new operating model in 2025/26.
 - 14.3 Commence Phase 2 rollout and citywide implementation.

DATA AND OTHER SUPPORTING INFORMATION

Link 1 – [Agenda – Infrastructure and Public Works Committee - 16 May 2023](#)

ATTACHMENTS

Attachment A – Cleansing Service Standard Review - Cleansing Pilot

- END OF REPORT



Cleansing Service Standard Review

22/09/25



Cleansing Service Timeline

Background

- Prior review of cleansing services completed in 2012. Service standards implemented following this review and many of the designed programs have remained unchanged over the last 12 years.
- In 2023 a cleansing trial was implemented, increasing the level of cleansing in key high traffic locations to assess the impact, whilst it was deemed a success, data available is inconclusive in enabling broader changes to service delivery.

Key Activities

- Staff and Union consultation
- Detailed program mapping
- New Operational Structures
- Governance and reporting frameworks
- Staff Training
- Digitised Tracking

Q3 2023/2024	Q4 2023/2024	Q1 2024/2025	Q2 2024/2025	Q3 2024/2025	Q4 2024/2025	Q1 2025/2026
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Cleansing Service Review

Pilot Planning/Development

Pilot Cleansing Program

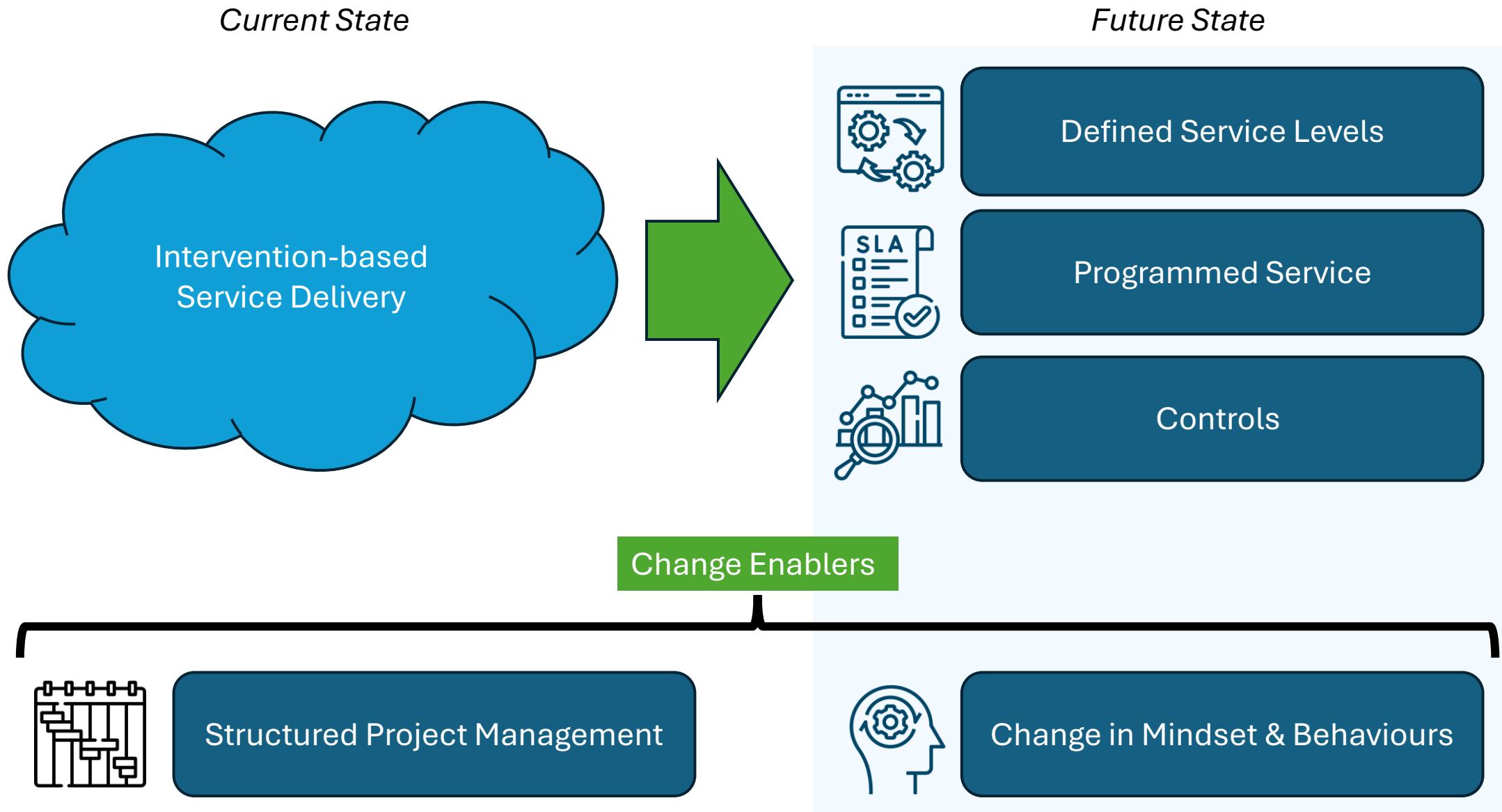
Key Observations

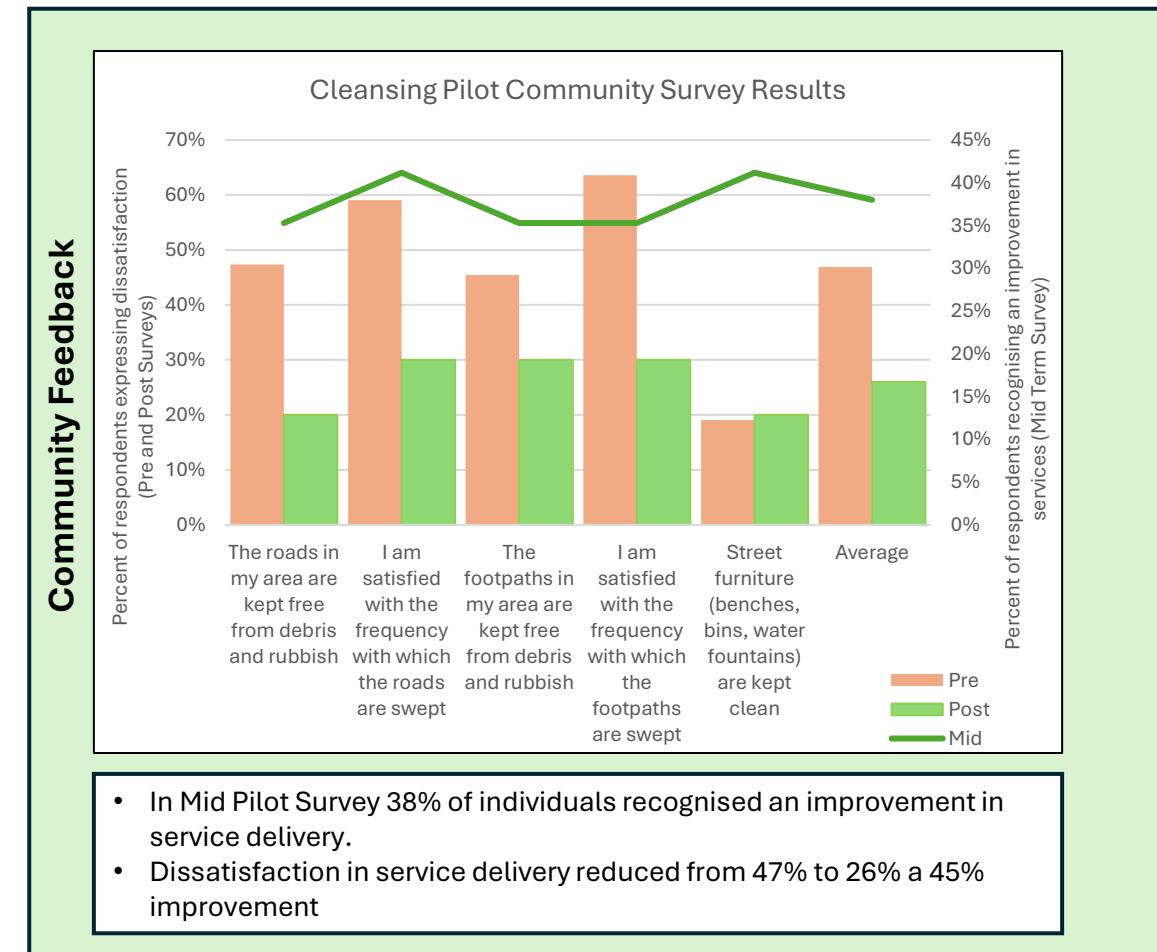
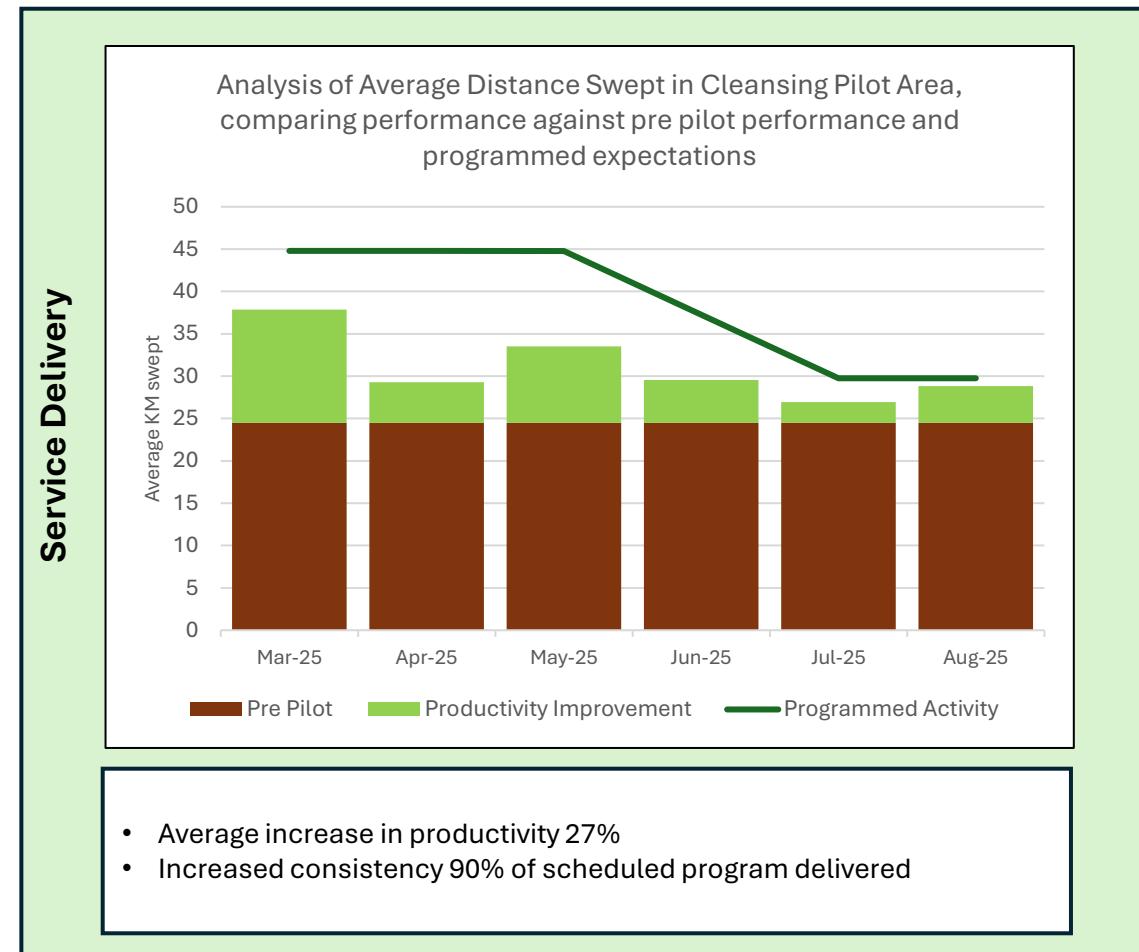
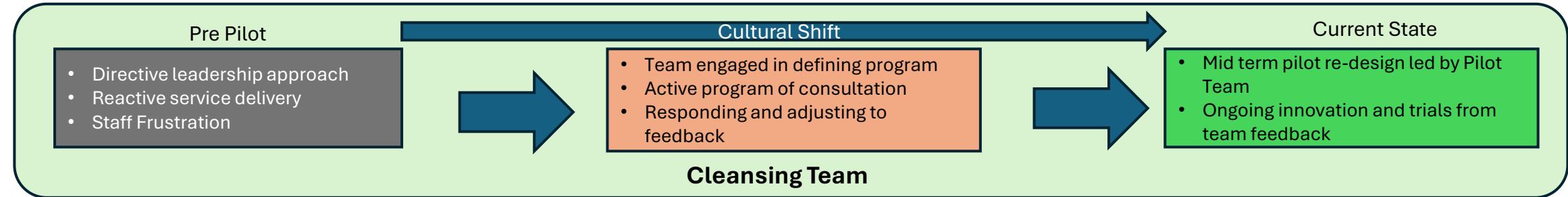
- Inconsistent Service Delivery
- Lack of data to track performance
- Absence of proactive communication to manage community expectations
- Inefficient Operational Practices
- Staff frustration due to lack of clarity on expectations

Key Activities

- Community Feedback
- Active program management
- Data driven operations
- Iterative review of programs in partnership with team
- Continuous Improvement program
- Leverage program to manage community requests

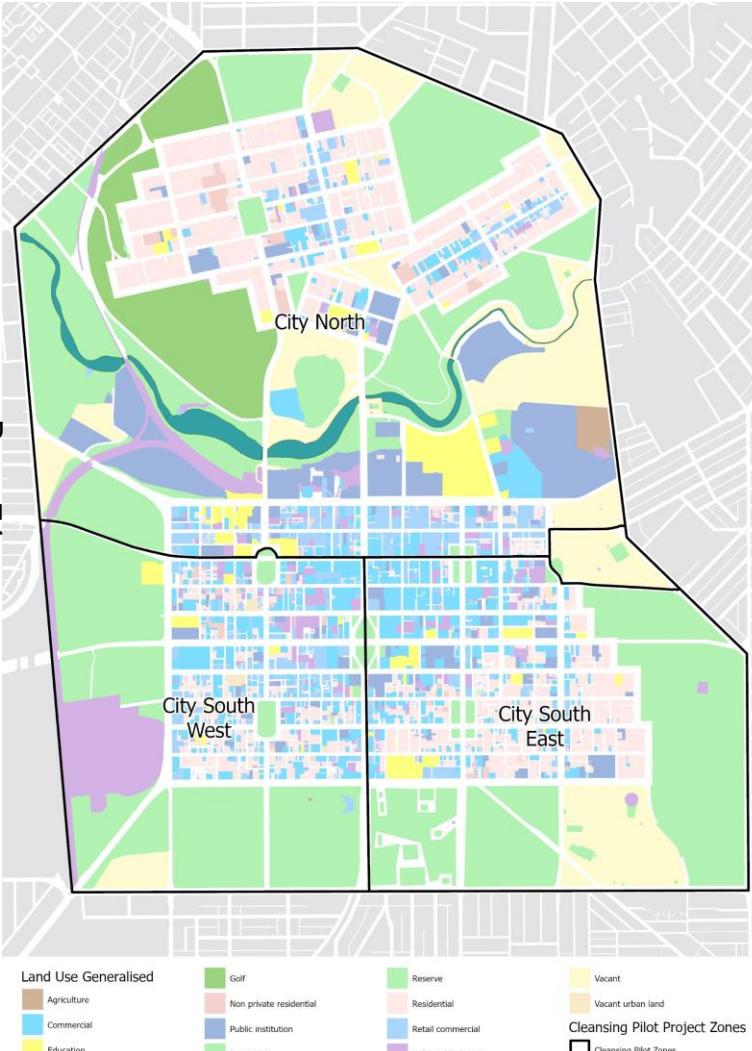
The Pilot tested Four significant outcomes



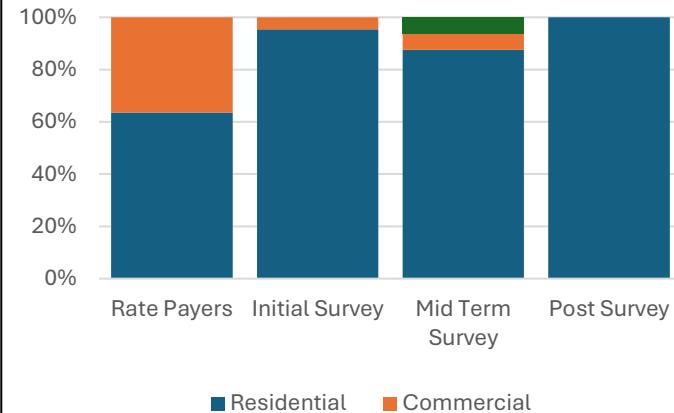


Community Engagement

Cleansing Zone Land Use



Residential/Commercial Community Split within Pilot Area - Demographic and Survey Response



62% of approx. 7300 rate payers within Pilot zone are residential



Surveys were supported through delivery of 7,000 flyers within Pilot Zone



Survey response rates throughout Pilot varied between 0.3% and 0.1%.



Absence of social media campaign for Mid and Post Pilot surveys impacted response rates.

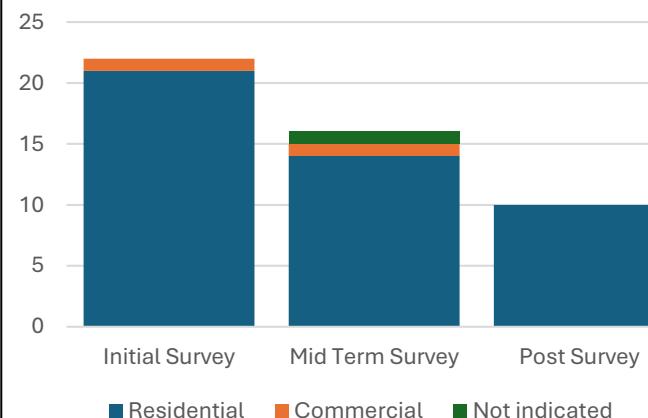


Whilst Commercial response rates are low, responses received all acknowledged an improvement in service delivered.

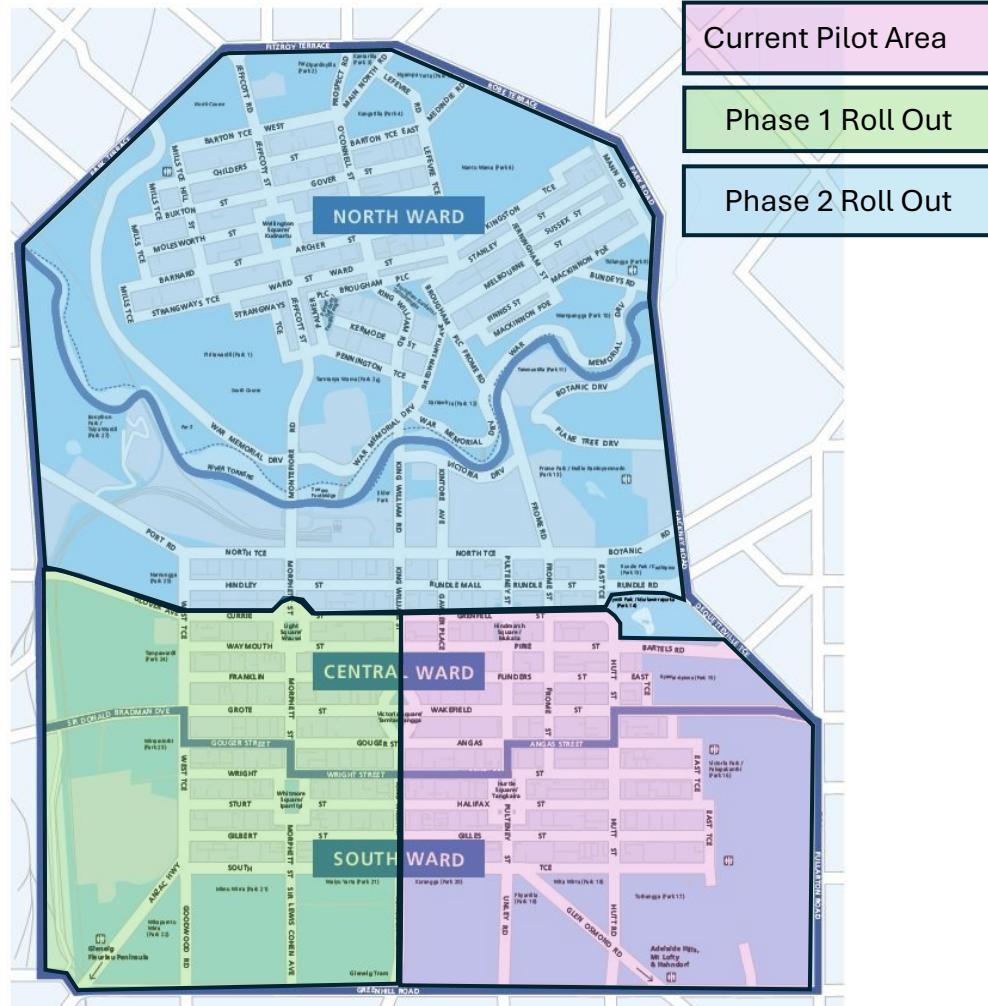


Survey respondents acknowledging improvements within Pilot, highlighted opportunities across city wide service delivery.

Cleansing Pilot - Community Survey Response Rates



Phased Roll Out

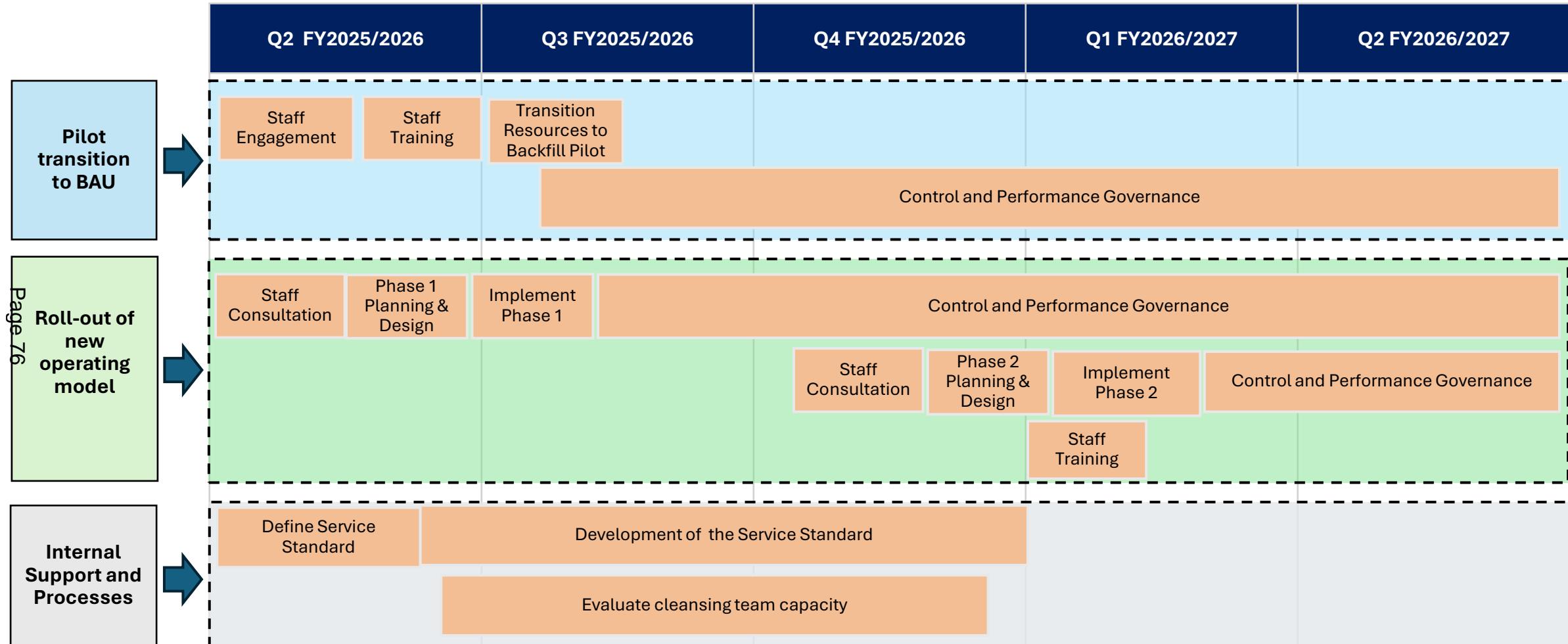


Due to the success of the Pilot, the cleansing program is being rolled out Citywide, over 2 additional phases.

With the roll-out of each phase separated by 6 months, to mitigate risks associated with change and ensure appropriate support levels to manage initial review and refinement of each program

The current Pilot team will be used to support activity in Phase 1, backfilling the existing Pilot Program and transitioning management to BAU operations

Cleansing Service Project Plan



Cleansing Standard

(Description of standard that Council strives to deliver to the community)



Service Levels

- Programmed frequency and scope of activity to be completed to maintain the standard
- Defined timeframes to respond to and remedy incidents
- Seasonal or event-based programs required to maintain standard

New Cleansing Standards being developed to be underpinned by defined service levels and operational controls.



Operational Controls

(Frequency and structure of controls in place to verify service levels are maintaining defined standard)

School Travel Safety Review Implementation Plan

Tuesday, 18 November 2025

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Strategic Alignment - Our Places

Public

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

At its meeting on Tuesday 22 July 2025, Council received the School Travel Safety Review reports and asked Administration to cost and to develop for presentation to Council by the end of the year, a staged implementation plan, including a prioritised list of infrastructure developments within the vicinity of each school that aligns with the recommendations of the reviews.

The purpose of this report is to approve the School Travel Safety Review Implementation Plan (Attachment A).

The delivery of the plan will be subject to funding approvals as part of future Business Plan and Budget processes, beginning with the 2026/27 financial year.

The Implementation Plan includes indicative costings and proposed timeframes for funding and implementation, considering the Integrated Transport Strategy measure of success of 30% of children using active travel to school by 2030 ('30 by 30' as referred to in the resolution the City of Adelaide presented at the Australian Local Government Association National General Assembly 2025) and 40% using public transport to school by 2030.

Administration continues to actively work with the Department for Infrastructure and Transport to implement speed limit changes around each school.

RECOMMENDATION

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

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves the School Travel Safety Review Implementation Plan as contained in Attachment A to Item 7.3 on the Agenda for the Infrastructure and Public Works Committee meeting held on 18 November 2025.
2. Notes the delivery of the School Travel Safety Review Implementation Plan will be subject to funding approvals as part of future Annual Business Plan and Budget processes, beginning with the 2026/27 financial year.
3. Authorises the Lord Mayor to write to the State Government to request funding for Council to implement the School Travel Safety Review Implementation Plan with a specific focus on infrastructure improvements related to West Terrace, Glover Avenue and Currie Street, and Wakefield and Grote Streets transport corridors.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Places</p> <p>Community assets are adaptable and responsibly maintained.</p> <p>Create safe, inclusive and healthy places for our community.</p>
Policy	<p>Integrated Transport Strategy (ITS)</p> <p>Goal 1.1: Healthy streets to enable everyone to move</p> <p><i>Enable people of all ages and abilities to participate in city life and move around the city.</i></p> <p>Key Projects and Services: <i>Create healthy, child-friendly streets, with a focus around schools and residential areas to enable active travel to school and local walkability / wheelability:</i></p> <p><i>Develop a prioritised program for schools across City of Adelaide, and for intersections and crossings in 2025 [lead]:</i></p> <ul style="list-style-type: none"> • <i>Implement Safe System aligned speeds around schools and in residential areas, with traffic calming as needed.</i> • <i>Implement Safe System compliant crossings and intersections, focussing on active travel routes.</i>
Consultation	Consultation will be required as part of the design and delivery of the interventions.
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, Council has a responsibility for road safety outcomes and to seek Safe System outcomes.
Opportunities	Progress towards achieving road safety targets and other commitments outlined in South Australia's Road Safety Strategy, City of Adelaide's City Plan 2036, City of Adelaide's Strategic Plan 2024-2028 and Integrated Transport Strategy and assist in implementing the School Travel Safety Review recommendations.
25/26 Budget Allocation	\$150,000 supplemented by a funding request as part of a 2025/26 budget reconsideration (savings to be identified).
Proposed 26/27 Budget Allocation	\$805,000 currently allocated in forward estimates subject to budget requests as part of the 2026/27 Business Plan and Budget process.
Life of Project, Service, Initiative or (Expectancy of Asset)	The review and delivery of the interventions 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	Grant and funding opportunities will be sought.

DISCUSSION

Background

1. At its meeting on 22 July 2025 Council ([Link 1](#)) resolved:

'That Council:

1. *Receives the eleven (11) School Travel Safety Review reports prepared by Tonkin contained within Attachments A to K to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.*
2. *Asks the Administration to cost and to develop for presentation to Council by the end of the year a staged implementation plan, incorporating the details of paragraph 64 of the discussion for the IPW Committee papers of 17 July 2025, and including a prioritised list of infrastructure developments within the vicinity of each school that aligns with the recommendations of the reviews.*
3. *Notes the delivery of the infrastructure improvements will be subject to funding approvals as part of future Business Plan and Budget processes, beginning with the process for the 2026/27 financial year.*
4. *Asks the Administration to identify, and to seek funding for, those improvements for which Australian Government or South Australian Government assistance could be available.*
5. *Approves as a priority measure the implementation of school zone speed limits and / or speed limit changes around each school in consultation with the Department for Infrastructure and Transport.*
6. *Requests that administration develop a phased implementation plan for signage and infrastructure improvements, noting the urgency regarding signage in support of speed limit changes.*
7. *Notes that Administration will consult with the schools to investigate additional opportunities to increase student walking and cycling levels.*
8. *Requests that the Lord Mayor writes to each school principal and to each parent group, advising them of the background and the detail of Council's decision in respect of their school.*
9. *Notes that the Administration will provide further updates to Council for review and consideration.'*

2. The eleven (11) School Travel Safety Review reports presented to the Infrastructure and Public Works Committee on 17 July 2025 ([Link 2](#)) related to the following schools:
 - 2.1. Adelaide Botanic High School.
 - 2.2. Adelaide High School.
 - 2.3. Christian Brothers College Junior Campus.
 - 2.4. Christian Brothers College.
 - 2.5. Gilles Street Primary School.
 - 2.6. North Adelaide Primary School.
 - 2.7. Pulteney Grammar School.
 - 2.8. St Dominic's Priory School.
 - 2.9. St Mary's College.
 - 2.10. Sturt Street Community School.
 - 2.11. University Senior College.
3. The School Travel Safety Review report related to St Aloysius College was presented to the Infrastructure and Public Works Committee on 19 March 2024 ([Link 3](#)) and received by Council at its Meeting on Tuesday, 26 March 2024 ([Link 4](#)).
4. Consultation and correspondence between the Administration and school communities has been on-going, with most recently an invitation sent to each of the school principals on 12 August 2025 to meet and discuss the concept plans.

School Travel Safety Review Implementation Plan

5. The School Travel Safety Review Implementation Plan (the Implementation Plan) (**Attachment A**) has been prepared with consideration of:

- 5.1. The School Travel Safety Review reports completed for each school and infrastructure works recently undertaken around St Aloysius College.
- 5.2. Safe System Assessments undertaken by the external consultant Safe System Solutions for the remaining 11 schools and the road safety improvement score related to the proposed interventions. ([Link 5](#)).
- 5.3. Updated concept plans including improvements and additional interventions identified in the Safe System Assessments ([Link 6](#)).
- 5.4. Prioritisation of zone speed limits and / or speed limit changes around each school in consultation with the Department for Infrastructure and Transport (DIT) and additional signage, noting the urgency regarding signage in support of speed limit changes.
- 5.5. Feedback received from 6 out of 11 schools on the infrastructure improvements following the Council meeting on 22 July 2025 ([Link 7](#)).
- 5.6. Additional investigations and designs are required, including related to traffic and parking impacts and associated consultation.
6. The Implementation Plan includes school travel safety related infrastructure project opportunities within proximity of each school.
7. Projects seek to increase levels of comfort and convenience for increased use of active travel by students whilst acknowledging the need for a level of pick-up and drop-off provision for those students who need to be driven, through review of parking controls and the design of pick up and drop off facilities.
8. The indicative cost of the infrastructure project opportunities identified in the Implementation Plan across the schools is \$36 million which exceeds available funding within the long-term financial plan.

Traffic and Parking Impacts

9. The concept plans have been developed with a focus on road safety improvements and opportunities. Additional investigations and consultation will be undertaken including traffic and parking impacts through the project planning and design processes.

School Travel Safety Review – Speed Limit/School Zone Implementation Progress Update

10. The Administration is currently prioritising the implementation of additional and expanded school zone speed reductions around schools within the City of Adelaide, with an initial focus on school zones adjacent to existing Pedestrian Actuated Crossings.
11. These changes require the approval of DIT as a non-standard traffic control device treatment which the City of Adelaide does not have delegation under the Instrument of General Approval and Delegation to Council from the Minister for Transport and Infrastructure dated 22 August 2013.
12. The additional and expanded school zone speed reductions around schools within the City of Adelaide are included in the Implementation Plan and Concept Plans. Current status can be found in ([Link 8](#)).

Next Steps

13. The delivery of the School Travel Safety Review Implementation Plan will be subject to funding approvals as part of future Annual Business Plan and Budget processes, beginning with the 2026/27 financial year.
14. Administration will continue to engage with schools and DIT about potential interventions for improved school travel safety.
15. Administration will continue to complete Traffic Impact Statements for DIT approvals for speed limit changes around schools.
16. Administration will continue to apply for applicable grants, to seek additional funding for interventions.

DATA AND SUPPORTING INFORMATION

Link 1 – Minutes, Council, 22 July 2025

Link 2 – Agenda, Infrastructure and Public Works Committee, 17 July 2025

Link 3 – Agenda, Infrastructure and Public Works Committee, 19 March 2024

Link 4 – Minutes, Council, 26 March 2024

Link 5 – Safe System Assessment Reports prepared by Safe System Solutions

Link 6 – Updated concept plans including improvements and additional interventions identified in the Safe System Assessments

Link 7 – Summary of feedback from schools on draft Concept Plans

Link 8 - School Travel Safety Review - Implementation Plan Summary - School Zones and Speed Limits - October 2025

ATTACHMENTS

Attachment A – School Travel Safety Implementation Plan

- END OF REPORT -

			Proposed Business Plan and Budget funding submission years										Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)	
School	Description of works	Preliminary Cost Estimate (\$)	Priority	FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*	Transport Strategy implementation plan. (\$)
1A	Adelaide Botanic High Stage 1 - Speed Limit Reductions / School Zones.	70000	1		35000	35000								
1B	Adelaide Botanic High Stage 2 - Bus shelters.	40000	47											40000
1C	Adelaide Botanic High Stage 3 - Measures to separate buses and cycle lane users.	40000	39											40000
1D	Adelaide Botanic High Stage 4 - Cycle infrastructure on Victoria Drive.	520000	48											520000
2A	Adelaide High School Stage 1A - Speed Limit Reductions / School Zones.	30000	1		15000	15000								
2B	Adelaide High School Stage 1B - Improvements for pedestrians crossing West Terrace/Currie/Glover intersection.	150000	27			15000	15000	60000	60000					
2C	Adelaide High School Stage 2 - Raised Bicycle and Pedestrian Actuated Crossing at Glover Street with complementary changes to bus stop amenities and access/movement paths.	850000	5			85000	85000	340000	340000					
2D	Adelaide High School Stage 3 - Review and implement consolidation of traffic lanes on West Terrace and Glover Avenue and Currie Streets including closure of West Tce median at Waymouth Street.	900000	6		90000	90000	360000	360000						
2E	Adelaide High School Stage 4 - New pathway within Gladys Elphick Park West Narnungga (Park 25) .	320000	40											320000
2F	Adelaide High School Stage 5 - Improved East West cycling infrastructure along Glover Avenue and Currie Street.	1500000	34											1500000
2G	Adelaide High School Stage 6 Pedestrian Actuated Crossing across West Terrace with raised pedestrian priority crossing at West Tce/Waymouth Street.	850000	9		85000	85000	340000	340000						

School	Description of works	Preliminary Cost Estimate (\$)	Priority	Proposed Business Plan and Budget funding submission years										Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)	
				FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*		
3A Christian Brothers Junior College	Stage 1 - Speed Limit Reductions / School Zones.	30000	1		15000	15000									
3B Christian Brothers Junior College	Stage 1A - Continuous footpaths at Nil Street at Hutt Street and East Tce with modular raised safety platforms on East Terrace (subject to consultation with Race Track Authority).	420000	41											420000	
3C Christian Brothers Junior College	Stage 2 - New path connection adjacent East Terrace Glover Playground on south side.	20000	10			2000	2000	8000	8000						
3D Christian Brothers Junior College	Stage 2A - Kerb extensions, changes to parking and separated cycle lane.	100000	10			10000	10000	40000	40000						
3E Christian Brothers Junior College	Stage 2B - Raised bicycle and pedestrian actuated crossing.	900000	10			90000	90000	360000	360000						
3F Christian Brothers Junior College	Stage 3 - Traffic Calming Devices on Nil Street with review of opportunity to relocate pickup and drop off elsewhere on nearby streets.	50000	51											50000	
3G Christian Brothers Junior College	Stage 4 - Improved East-West cycling infrastructure along Wakefield Street.	400000	50											400000	
3H Christian Brothers Junior College	Stage 5A review intersection of East Terrace and Wakefield Street for safety improvements in consultation with Race Track Authority.	100000	54											100000	
3I Christian Brothers Junior College	Stage 5B New pathway on north side of East Terrace along south of King Rodney Park / Ityamai-ītpina (Park 15) for improved pedestrian/ connections.	100000	54											100000	
3J Christian Brothers Junior College	Stage 6 - Review intersection of Hutt and Wakefield Street for safety improvements (construction costs not included).	100000	54											100000	

School	Description of works	Preliminary Cost Estimate (\$)	Priority	Proposed Business Plan and Budget funding submission years										Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)
				FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*	
4A Christian Brothers Senior College	Stage 1 - Speed Limit Reductions / School Zones.	30000	1	15000	15000									
4B Christian Brothers Senior College	Stage 1A - Review parking arrangement on Wakefield and opportunity for parallel pickup / drop off, and separated cycle lane.	580000	32			20000						58000	116000	406000
4C Christian Brothers Senior College	Stage 1B - review Daly Street Parking Controls.	20000	32											
4D Christian Brothers Senior College	Stage 3A - Raised Safety Platform at intersection Flinders and Frome.	600000	24						60000	120000	420000			
4E Christian Brothers Senior College	Stage 3B - Continuous footpaths at Frome and Ifould Street.	300000	24						30000	60000	210000			
4F Christian Brothers Senior College	Stage 3C - Raised Safety Platform at intersection Wakefield and Frome.	600000	24						60000	120000	420000			
4G Christian Brothers Senior College	Stage 4A - Improved East-West cycling infrastructure along Wakefield Street.	500000	42											500000
4H Christian Brothers Senior College	Stage 4B - Raised Safety Platform at intersection Ifould and Daly Streets, with review of Ifould Street Parking controls.	300000	42											300000
4I Christian Brothers Senior College	Stage 5A - Signalised Intersection or Bicycle and Pedestrian Actuated Crossing at Cardwell/Daly and Wakefield Streets.	900000	30						90000	180000	630000			
4J Christian Brothers Senior College	Stage 5B - Review of intersection of Tucker Street and Flinders Street for safety improvements. (Construction costs not included)	100000	30						10000	20000	70000			

			Proposed Business Plan and Budget funding submission years											Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)											
School		Description of works	Preliminary Cost Estimate (\$)	Priority	FY2025/26		FY2026/27		FY2027/28*		FY2028/29*		FY2029/30*		FY2030/31*		FY2031/32*		FY2032/33*		FY2033/34*		FY2034/35*		
5A	Gillies Street Primary School and Pulteney Grammar	Stage 1 - Speed Limit Reductions / School Zones.	20000	1	10000	10000																			
5B	Gillies Street Primary School and Pulteney Grammar	Stage 1A - Install raised safety platforms at existing Pedestrian Actuated Crossings on Gillies Street and review crossing waiting times.	300000	11					30000	60000	210000														
5C	Gillies Street Primary School and Pulteney Grammar	Stage 1B - Pedestrian and Cycling Priority Crossing at intersection of Gillies Street and Symonds Place.	300000	11					30000	60000	210000														
5D	Gillies Street Primary School and Pulteney Grammar	Stage 2 / Stage 2E - Continous footpaths on Gillies Street between Symonds Place and Pulteney Street.	400000	25								40000	80000	280000											
5E	Gillies Street Primary School and Pulteney Grammar	Stage 2A - Pedestrian and Cycling Priority Crossing at intersection of South Tce and and Symonds Place.	300000	25								30000	60000	210000											
5F	Gillies Street Primary School and Pulteney Grammar	Stage 2B - Review opportunity for single lane in each direction on South Tce with potential additional parking/park lands/pedestrian and cycling pathways. (Construction cost not included)	200000	25								20000	40000	140000											
5G	Gillies Street Primary School and Pulteney Grammar	Stage 2C - Priority crossing for pedestrians and cyclists including raised safety platform on South Tce between footbridge and existing Pedestrian Actuated Crossing.	350000	25								35000	70000	245000											
5H	Gillies Street Primary School and Pulteney Grammar	Stage 2D - Raised safety platform and mast arms and review of waiting times at existing Pedestrian Actuated Crossing on South Tce.	200000	25								20000	40000	140000											
5I	Gillies Street Primary School and Pulteney Grammar	Stage 2F - Traffic Calming treatments on Howard Florey Street, Catherine Helen Spence Street, Hallet Street, and Stephens Street.	200000	25								20000	40000	140000											
5J	Gillies Street Primary School and Pulteney Grammar	Stage 3A - Improvements to Symonds Place between Gillies St and South Tce for pedestrians/cyclists including greening.	200000	20								20000	40000	140000											
5K	Gillies Street Primary School and Pulteney Grammar	Stage 3B - Pedestrian and cyclist priority crossing at Gillies Street and Hallet Street.	300000	20								30000	60000	210000											
5L	Gillies Street Primary School and Pulteney Grammar	Stage 4 - Continous footpaths on Halifax Street between King William Street and Hurtle Square.	700000	45																				700000	
5M	Gillies Street Primary School and Pulteney Grammar	Stage 5A - safety improvements to intersection of Halifax Street and Symonds Place.	350000	8			35000	70000	245000																
5N	Gillies Street Primary School and Pulteney Grammar	Stage 5B - Improvements to Symonds Place between Halifax Street and Gillies St for pedestrians/cyclists including greening.	200000	8			20000	40000	140000																
5O	Gillies Street Primary School and Pulteney Grammar	Stage 5C - safety improvements to intersection of Halifax Street and Hallet Street for pedestrian and cyclist priority.	350000	8			35000	70000	245000																
5P	Gillies Street Primary School and Pulteney Grammar	Stage 6 - East - West Cycling infrastructure improvements along Gillies Street and Gilbert Streets.	900000	49																				900000	

School	Description of works	Preliminary Cost Estimate (\$)	Priority	Proposed Business Plan and Budget funding submission years										Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)	
				FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*		
6A	North Adelaide Primary School Stage 1 - Speed Limit Reductions / School Zones.	30000	1		15000	15000									
6B	North Adelaide Primary School Stage 1A - Review opportunity to convert Emu Crossing on Gover Street to modal filter.	150000	21					15000	30000	105000					
6C	North Adelaide Primary School Stage 1A - Raised platform at existing Pedestrian Acutated Crossing on Tynte Street and complementary continuous footpath and kerb extensions.	200000	21					20000	40000	140000					
6D	North Adelaide Primary School Stage 2 - Pedestrian priority crossing at Centenary Street and Tynte Street (e.g. wombat) with complementary traffic calming treatments.	350000	33												350000
6E	North Adelaide Primary School Stage 2A - review and changes to parking along Tynte Street frontage of school for pick up and drop off.	300000	56												300000
6F	North Adelaide Primary School Stage 4 - Continuous footpath treatment and complementary median, landscaping and traffic calming along Gover Street. Stage 5 - safety improvements to intersection of Margaret Street and Gover Street and Margaret Street and Tynte Street for pedestrian and cyclist priority.	400000	52					80000	160000	560000					400000
6G	North Adelaide Primary School Stage 6 - Traffic calming devices on Margaret Street.	800000	7												
6H	North Adelaide Primary School Stage 7 - Review opportunity for additional pick up and drop off areas in close proximity away from the school (e.g. Le Fevre and Barton Tce East), with complementary priority pedestrian/cyclist crossing at Barton Tce/Margaret St and signalised intersection at Tynte St/LeFevre Tce for safer travel route to school.	100000	43					130000	260000	910000	520000				100000
6I		1300000	14												

				Proposed Business Plan and Budget funding submission years											Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)
School	Description of works	Preliminary Cost Estimate (\$)	Priority	FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*	Transport Strategy implementation plan. (\$)	
7A St Aloysius College	Stage 1 - School zone changes, Line marking changes and flexipost installation on Angas Street.		COMPLETE												
7B St Aloysius College	Stage 2 - closure of median at Wakefield Street and Chancery Lane.	50000	3		50000										
7C St Aloysius College	Stage 3 - Review and implement options for additional and/or safer crossings on Angas Street.	250000	57												250000
8A St Dominics Priory School	Stage 1 - Speed Limit Reductions / School Zones.	30000	1		15000	15000									
8B St Dominics Priory School	Stage 1A - Raised Safety Platform and mast arm at existing Pedestrian Actuated Crossing on Hill Street.	150000	38												150000
8C St Dominics Priory School	Stage 2 - Safety Improvements at intersection of Hill Street and Molesworth Street with complementary changes to the bus stop.	1500000	22						150000	300000	1050000				
8D St Dominics Priory School	Stage 3 - New Pedestrian crossing facility on Barnard Street outside school.	750000	53												750000
8E St Dominics Priory School	Stage 4 - Safety improvements at intersection of Hill Street and Barnard Street with pedestrian crossings and raised safety platform and separated cycle lanes.	750000	18					75000	150000	525000					
8F St Dominics Priory School	Stage 5 - New Pedestrian crossing facility on Molesworth Street outside school with complementary changes to parking for pick up drop off and kerb extensions and landscaping.	1300000	55												1300000
8G St Dominics Priory School	Stage 6 - Kerb extensions and pedestrian crossing (e.g. Wombat) at Molesworth Street and Mills Terrace.	450000	35												450000

School	Description of works	Preliminary Cost Estimate (\$)	Priority	Proposed Business Plan and Budget funding submission years										Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)	
				FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*		
9A St Marys College	Stage 1 - Speed Limit Reductions / School Zones with parking control changes on Gray Street.	30000	1		15000	15000									
9B St Marys College	Stage 1A - Upgrade Pedestrian Actuated Crossings on Grote and Franklin Streets with mast arms and complementary measures to improve visibility/awareness for motor vehicles. With visors installed at West Tce and Franklin intersection to reduce false green see through for west bound drivers.	300000	36											300000	
9C St Marys College	Stage 1B - Review intersection of Grote Street and Gray Street for the installation of left in / left out turn restrictions. (Construction costs not included)	50000	36											50000	
9E St Marys College	Stage 2 - Separated cycleway on Franklin Street and improvements to intersection of Franklin St and West Tce.	500000	42											500000	
9F St Marys College	Stage 3 - traffic calming on Gray Street.	80000	19		8000	16000	56000								
9G St Marys College	Stage 4 - Upgrade intersection of Gray Street and Franklin Street for priority pedestrian and cyclist crossings and raised intersection treatments.	500000	12		50000	100000	350000								
9H St Marys College	Stage 5 - Separated cycleway on Grote street with improvements to intersection of Grote St and West Tce.	1400000	13		140000	280000	980000								
9I St Marys College	Stage 6 - Remove existing PAC on Grote street and replace with signalised intersection at Grote and Gray Streets intersection.	1100000	37											1100000	

School Travel Safety Review Implementation Plan Summary Table

Proposed Business Plan and Budget funding submission years

November 2025

School	Description of works	Preliminary Cost Estimate (\$)	Priority	Proposed Business Plan and Budget funding submission years											Future years beyond or when opportunity arises and/or future review supports prioritisation and/or re-considered as part of Integrated Transport Strategy implementation plan. (\$)		
				FY2025/26	FY2026/27	FY2027/28*	FY2028/29*	FY2029/30*	FY2030/31*	FY2031/32*	FY2032/33*	FY2033/34*	FY2034/35*				
10A	Sturt Street Community School Stage 1 - Speed Limit Reductions / School Zones (Sturt Street)	20000	1	10000	10000												
10B	Sturt Street Community School Stage 1A - Speed Limit Reductions / School Zones (Gilbert Street and West Terrace)	30000	4		30000												
10C	Sturt Street Community School Stage 1B - Review traffic signal operations and intersection at Sturt Street and West Terrace for safety improvements opportunities. (construction costs not included)	20000	15		2000	4000	14000										
10D	Sturt Street Community School Stage 2 - Raised Safety Platform at existing Pedestrian Actuated Crossing on Sturt Street.	150000	29												15000	30000	105000
10E	Sturt Street Community School Stage 2A - Separated cycleway with changes to bus stop and parking for pick up and drop off along Sturt Street.	1000000	29												100000	200000	700000
10F	Sturt Street Community School Stage 3 - Pedestrian and cycling priority crossings at intersection of Sturt Street and O'Brien/Edward Streets, and Sturt Street and Little Sturt/Chatham Streets.	600000	17						60000	60000	240000	240000					
10G	Sturt Street Community School Stage 4 - Traffic Calming measures on Little Sturt Street and O'Brien Street.	100000	23							10000	20000	70000					
10H	Sturt Street Community School Stage 4A - Raised intersection West Tce and Sturt Street.	1100000	23						110000	110000	440000	440000					
10I	Sturt Street Community School Stage 5 - Pedestrian and cycling priority crossings at intersection of Gilbert Street and O'Brien Streets, and Gilbert Street and Little Sturt Street.	650000	28										65000	130000	455000		
11A	University Senior College Stage 1 - Speed Limit Reductions / School Zones.	60000	2	30000	30000												
11B	University Senior College Stage 2 - Raised Safety Platform on Kintore PAC with complementary traffic calming and continuous footpaths treatments on Kintore and North Tce.	950000	16		95000	190000	665000										950000
11C	University Senior College Stage 3 - Priority crossing for pedestrians and cyclists at Kintore Avenue and Victoria Drive and Raised Safety Platform at PAC on Victoria Drive.	800000	31										80000	160000	560000		
11D	University Senior College Stage 4A - Separated cycle lanes on Victoria Drive and Kintore Avenue.	500000	46														500000
11E	University Senior College Stage 4B - Traffic calming and raised safety platform at intersection of Pulteney Street and North Tce.	300000	26							30000	60000	210000					
12	All schools Change behaviour programs/promotions/initiatives	50000/year															50000/year
Totals		\$ 35,790,000		\$ 225,000	\$ 892,000	\$ 1,192,000	\$ 4,248,000	\$ 4,168,000	\$ 2,740,000	\$ 4,105,000	\$ 2,278,000	\$ 1,046,000	\$ 2,926,000	\$ 13,440,000			

Note:

1 Implementation Plan not fully funded in the Long Term Financial Plan. Funding is subject to availability of resources at time of Business Plan and Budget review.

2 Any proposed treatments beyond priority 1 are subject to further consultation and investigation and funding.

3 Any proposed treatments beyond FY26/27 are current unfunded, with FY25/26 subject to business plan and budget processes.

4 FY2025/26 funding is 150K

5 FY2026/27 proposed funding is 800K

6 Costs shown in current 2025 values. No allowance for future cost increases, CPI etc

7 Behaviour change programs or promotions not included in implementation plan costs total. Additional operational funding required though Business Plan and Budget processes for this item.

8 Broader transport network safety improvements required for safe active transport journeys between home and school. These improvements not included and to be considered in Integrated Transport Strategy implementation.

9 Internal staff resourcing to manage delivery of implementation plan not included in costs total. Additional operational funding required though Business Plan and Budget processes for this item.

Capital Works Monthly Project Update - October 2025

Strategic Alignment - Our Corporation

Tuesday, 18 November 2025
Infrastructure and Public Works Committee

Public

Program Contact:
Mark Goudge, Associate Director
Infrastructure

Approving Officer:
Tom McCready, Director City
Infrastructure

This report provides a summary view of the Capital Works Program delivery and financial performance as of 31 October 2025 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL:

1. Notes the Capital Works Program Update for October 2025 as contained in this report and Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 November 2025.

IMPLICATIONS AND FINANCIALS

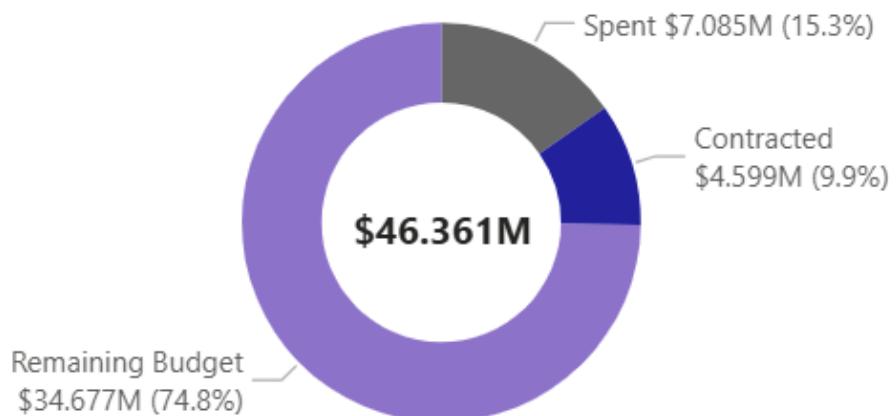
City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Corporation</p> <p>Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)</p>
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various 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 (e.g. 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 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 31 October 2025 reflects \$7.085m spent and a further \$4.599m in contracted works, totalling \$11.684m



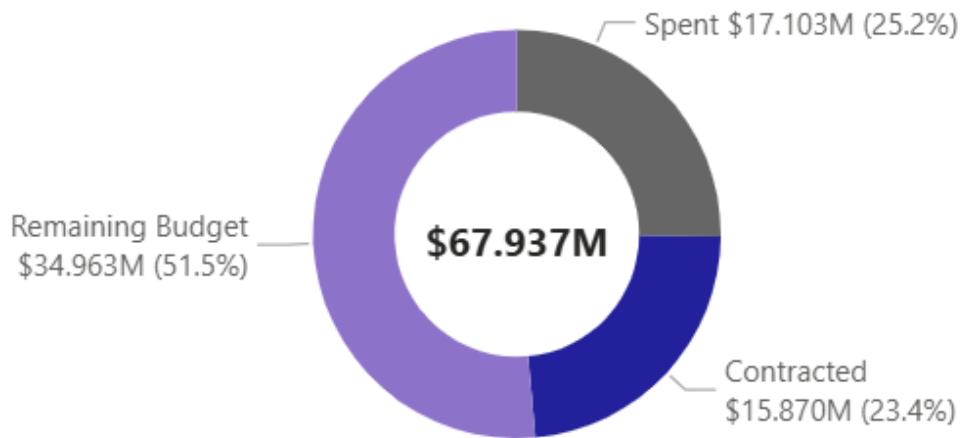
5. New and Upgrade Summary:
 - 5.1. The New and Upgrade portfolio is 25% spent and committed to the end of October, with expenditure anticipated to increase over the back end of 2025/26.
 - 5.2. While designs progress on the Main Streets, a variety of smaller but equally complex New and Upgrade projects are also progressing on diverse projects including the Peacock Road Cycle route, James Place upgrade and Adelaide Park Lands Trail projects.
 - 5.3. The Greening Streets initiative also continues and is delivering transformational change to Adelaide's streetscapes with more than 300 trees delivered through this initiative over the past 18 months.
 - 5.4. The following New and Upgrade projects have achieved practical completion up to October 2025.
 - 5.4.1. Greening Projects:
 - 5.4.1.1. Marian Street (O'Connell Street to Boulton Street).
 - 5.4.1.2. Market Street (Gouger Street to Wright Street).
 - 5.4.1.3. Nelson Street (Carrington Street end).
 - 5.4.1.4. Queen Street (Angas Street to Halifax Street).
 - 5.4.1.5. Royal Place (Carrington Street to Pulteney Street).
6. Examples of New and Upgrade Projects within this category are:
 - 6.1. New and Upgrade investment toward Main Streets continues, with a forecast New and Upgrade budget spend in excess of \$6.13m across the five streets over 2025/26, pending necessary endorsements from Council being received. Engagement and communication continue, and designs are progressing as we aim for 70% detailed design for streets before approaching the market.

- 6.2. James Place Upgrade funding has been secured with the intention to activate and improve the lane amenity. State Government funding of \$500,000 has been agreed and a further \$500,000 from a third party (property owner) secured. Council in addition has contributed \$500,000 in funding. The Concept Design is in the later stages of development. The project team are exploring opportunities through value engineering and preparing for tender release in January 2026. Works are anticipated to commence in March 2026 with completion of the upgrades targeted for this financial year.
- 6.3. Botanic Creek Rehabilitation will deliver several important outcomes in the Park Lands including clearing of open channels, renewal of footbridges, regeneration of native habitat and improvement to catchment water quality and storage capacity across Parks 13 to 16. Design works have been completed and consultation with key stakeholders is ongoing about project outcomes. Tender documentation has been prepared for issue to market, with the intention of commencing works in early 2026.
- 6.4. Melbourne Street - Stage 1, involves installation of 2 wombat crossings at the east and west ends of the street. The project is currently on track for completion by 30 June 2026. Concept designs for subsequent stages of the Melbourne Street - Main Street Revitalisation project are being developed in parallel and will be presented to Council in November 2025. Community engagement will be undertaken to support any design refinement and to ensure public awareness.
- 6.5. Two Park Lands Trail projects are in the early stages of procurement for design services. These New and Upgrade projects have been initiated through successful Black Spot grant funding. The proposed locations are:
 - 6.5.1. Adelaide Park Lands Trail - Sir Donald Bradman Drive, challenges are being addressed related to location suitability for a crossing.
 - 6.5.2. Belair - City Bikeway Adelaide Park Lands trail - Glen Osmond Road. Progressing well and will connect the Park Lands trail from Peppermint Park /Wita Wirra (Park 18) to Pelzer Park / Pityarrilla (Park 19) .

Both designs are anticipated early in the new year ready for release to market.

Renewal Projects

- 7. Renewal Projects as of 31 October 2025 reflects \$17.103m spent and a further \$15.870m in contracted works, totalling \$32.973m.



- 8. Renewal Project Summary:
 - 8.1. Our renewals program is tracking well, with 48.6% budget spent and committed in addition to planning commencement for projects within the 2026/27 financial period. Guided by the Asset Management Plans (AMP's), this year we have sizable renewals investment in refreshing and replacing city roads, footpaths, pavement and kerbing in identified major streets to the value of ~\$24m.
 - 8.2. The following Renewal projects have achieved practical completion over October.
 - 8.2.1. Footpath Renewal – Grenfell Street (various locations).
 - 8.2.2. 2024/25/26 Public lighting LED renewal – River Torrens – Rail Tunnel to Weir.
 - 8.2.3. Adelaide Town Hall Façade Conservation Works.
 - 8.2.4. Charles Street - North Terrace Renewals component.
 - 8.2.5. Urban Elements – BBQ Renewal Program.

8.2.6. Urban Elements – Boat Landing Renewal – Riverside Rowing Club.

9. Examples of Renewal Projects within this category:

- 9.1. The Renewals team continue to deliver a large range of streetlight and electrical infrastructure to maintain effective and safe continuous public lighting.
- 9.2. Approximately \$3.5m Renewals funding is being invested into lighting and electrical over the year. Projects include:
 - 9.2.1. Street lights: Strangways Terrace, Pirie Street (King William Street to Gawler Place, Cambridge Street and Blackburn Street).
 - 9.2.2. Wall lighting: Gresham Street.
 - 9.2.3. Catenary lights: Peel Street.
- 9.3. There is approximately \$3 million in traffic signal renewals investment across the program. These are generally individual smaller projects that touch multiple busy intersections.
- 9.4. Recent examples of signal works complete, or nearing completion include:
 - 9.4.1. King William Street/Halifax Street – replacement of isolation switch.
 - 9.4.2. Flinders Street/Wyatt Street – rewire of intersection, new pits and controller works.
 - 9.4.3. Pulteney Street/Grenfell Street - rewire of intersection, new pits and controller works.
 - 9.4.4. Pulteney Street/Pirie Street - rewire of intersection, new pits and controller works.
 - 9.4.5. Wellington Square/Tynte Street – replacement of conduits, rewire of intersection, new pits and controller works.
 - 9.4.6. Anzac Highway/Park Lands Trail - replace conduits, rewire of intersection, new pits and controller works.
- 9.5. Additional electrical work includes several switchboard renewals which are currently being scoped and prepared for an approach to market. Locations include:
 - 9.5.1. Blue Gum Park / Kurangga (Park 20).
 - 9.5.2. Bonython Park / Tulya Wardli (Park 27).
 - 9.5.3. Red Gum Park / Karrawirra (Park 12).
 - 9.5.4. Ellis Park / Tampawardli (Park 24).
 - 9.5.5. North Terrace.
 - 9.5.6. Glen Osmond Road.
- 9.6. South Terrace Streetscape Improvements (Morphett Street to King William Street) has included road resurfacing, kerb and water table renewal, footpath renewal, access ramp renewal/compliance and, stormwater renewal at the intersection of South Terrace and O'Halloran Street.
- 9.7. The project has also considered new/upgrade opportunities for greening, pedestrian and cycling improvements. Works are nearing completion and have also included the planting of 15 trees.
- 9.8. Our Renewals program for 2025/26 includes an upgrade of the Rundle Mall sound system, targeted at improving customer experience, and improving community safety through the potential to engage with customers.
- 9.9. The integration of 100 smart meters at the Adelaide Central Market into the Council's Power Monitoring Expert platform is progressing, with procurement underway and works anticipated to commence shortly.
 - 9.9.1. The smart meters project will enable cost effective, accurate, remote tracking of energy consumption per trader. This integration will enhance the reliability, safety, and sustainability of the Adelaide Central Market's electricity supply while reducing operational costs associated with manual meter reading and lowering on-charge billing expenses.

Greening Adelaide Streets

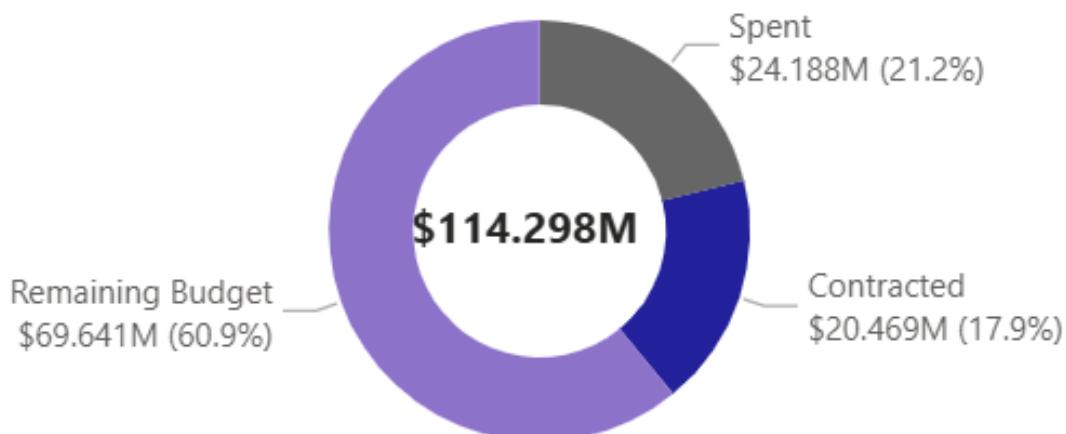
10. Tree planting as of 31 October 2025 is listed in the following table:

Street	Common Tree Name	Trees
Cardwell Street North	<i>Callery Pear</i>	3
Cardwell Street South	<i>Callery Pear</i>	2
Nelson Street	<i>Box Elder Maple</i>	2
South Terrace	<i>Japanese Elm Green Vase</i>	15
Barton Terrace East	<i>Japanese Elm Green Vase</i> <i>Mediterranean Hackberry</i>	9
Market Street	<i>Chinese Pistache</i>	10
Marion Street	<i>Birchleaf Pear</i> <i>Callery Pear</i>	4
Logan Street	<i>Lemon Scented Gum - Dwarf Cultivar</i>	6
	Total	51
October		
North Terrace	<i>London Plane Tree</i>	2
O'Connell Street	<i>London Plane Tree</i>	2
Tynte Street	<i>European Ash</i>	1
Archer Street	<i>Gleditsia triacanthos - Shademaster</i>	1
Ifould Street	<i>Australian Blackwood</i>	4
	YTD Total	61

11. The Community Consultation for upcoming streets continues, along with our notification process informing stakeholders and residents of upcoming works.

Capital Works Program

12. There are 363 projects within the approved program in the 2025/26 financial year.
13. Within the 2025/26 Capital Works Program there are currently 99 projects within the Initiate, Concept and Design phase.
14. The total value of projects within the Initiate, Concept and Design Phase is \$7.918m.
15. There are 264 projects in the Delivery Phase with a total value of \$106.379m. Of these projects, Practical Completion has been achieved on 20 New and Upgrade, 28 Renewals and 3 combined New and Upgrade and Renewals projects – 51 projects in total.
16. The total expenditure against the Capital Works Program to the end of October 2025 is \$24.188m spent with a further \$20.469m contracted, totalling \$44.657m as at 31 October 2025.



17. Summary of Commitments and Expenditure by asset class for October 2025.

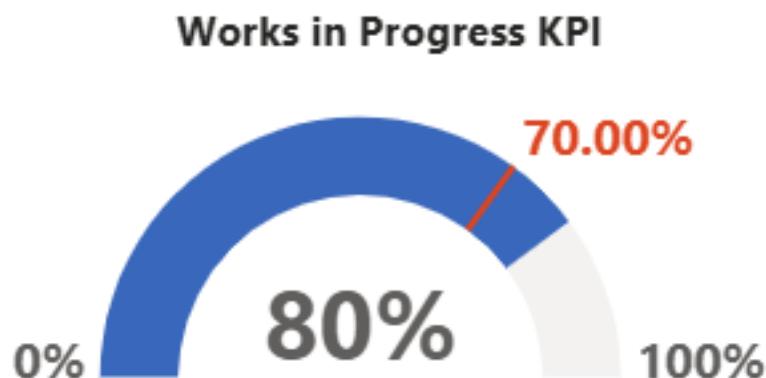
Capital Works	Asset Class	No. of Projects	Approved Budget	Commitments	Expenditure	Remaining Budget
Asset Renewals	Total	277	67.937 M	15.870 M	17.103 M	34.963 M
	Corporate Overhead		5.898 M	0.000 M	2.339 M	3.560 M
	Bridges	3	0.220 M	0.000 M	0.011 M	0.209 M
	Buildings	46	15.115 M	1.205 M	4.246 M	9.663 M
	ICT Renewals	11	1.660 M	0.029 M	0.860 M	0.770 M
	Light'g & Electrical	40	3.449 M	1.844 M	0.659 M	0.946 M
	Park Lands Assets	15	1.550 M	0.752 M	0.304 M	0.494 M
	Plant and Fleet	3	1.755 M	0.287 M	0.728 M	0.740 M
	Traffic Signal	16	3.033 M	1.744 M	1.172 M	0.117 M
	Transport	87	24.605 M	8.144 M	4.629 M	11.831 M
	Urban Elements	46	3.760 M	0.529 M	0.541 M	2.690 M
	Water Infrastructure	10	6.891 M	1.335 M	1.614 M	3.943 M
New/Upgrade Projects	Total	106	46.361 M	4.599 M	7.085 M	34.677 M
	Corporate Overhead		7.977 M	0.000 M	1.584 M	6.393 M
	New/Upgrade Projects	67	12.230 M	2.555 M	2.609 M	7.066 M
	Buildings	6	9.021 M	0.508 M	0.535 M	7.978 M
	ICT Renewals	2				
	Light'g & Electrical	2	0.233 M	0.000 M		0.233 M
	Park Lands Assets	3	5.658 M	0.000 M	0.000 M	5.658 M
	Plant and Fleet	4	0.707 M	0.000 M	0.044 M	0.663 M
	Streets	2	0.620 M	0.006 M		0.615 M
	Traffic Signal	4	3.025 M	0.150 M	-0.148 M	3.024 M
	Transport	11	5.820 M	1.165 M	2.370 M	2.285 M
	Urban Elements	2	0.770 M	0.000 M	0.001 M	0.769 M
	Water Infrastructure	3	0.300 M	0.216 M	0.091 M	-0.007 M
Total		363	114.298 M	20,469 M	24,188 M	69.641 M

Projects include combined New and Upgrade and Renewals (multi-asset types)

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.*

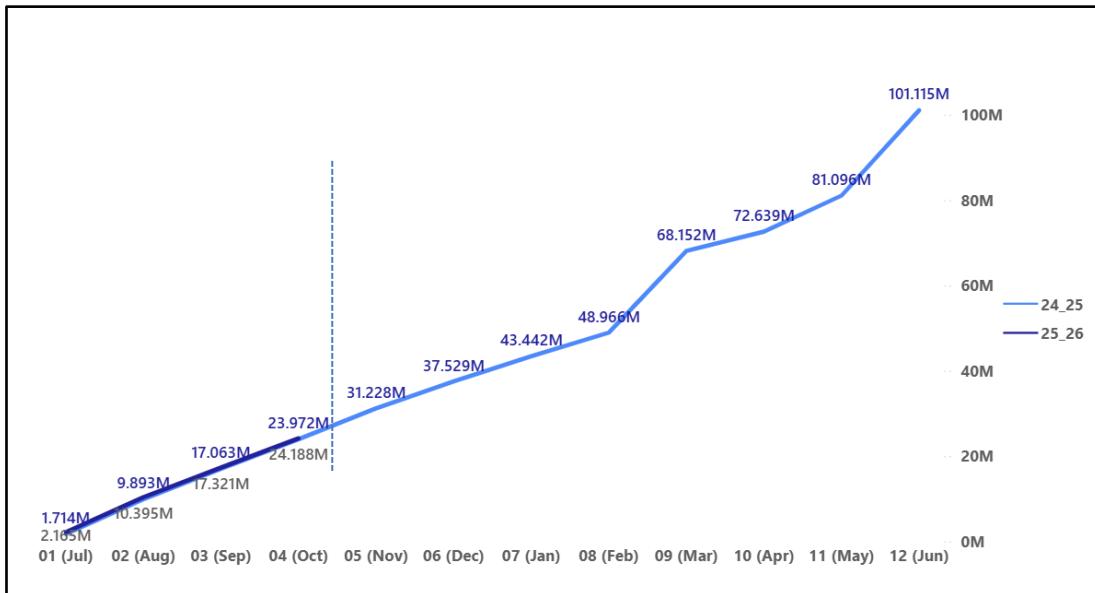
18. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works**.

19. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at **80%**. The WIP Key Performance Parameter (KPI) is 70%.



Capital Works Year on Year Spend Profile

20. The spend profile for October 2025 reflects a capital spend of \$24.188m year to date, compared to \$23.972mm in October 2024. This represents a 1% increase on the same period last year.



Future Procurement Activities

21. The following procurement activities are currently being undertaken or will commence shortly:

- 21.1. Adelaide Park Lands Trail – Design award.
- 21.2. Melbourne Street improvements - Wombat crossings (East and West).
- 21.3. Giant Christmas tree (Victoria Square) – Preferred tenderer - contract award pending

Future Community Consultation and Engagement Activities

22. The following are community consultation activities and engagements that are ongoing or planned:

- 22.1. Gouger Street Revitalisation – 70% design milestone and service location works .
- 22.2. O'Connell Street Revitalisation – project update.
- 22.3. Fixed furniture engagement strategy.

Grant Funding Confirmed

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

Grants awarded in 25/26		
Grant Scheme	Project	Grant Amount
Roads to Recovery *	King William Road	\$ 449,564
Financial Assistance Grant	Currie Street / Grenfell Street	\$ 191,960
State Government	Statues Commemorating South Australian Aboriginal Leaders	\$ 291,260
Property Owner (Third Party)	James Place	\$ 500,000
State Bike Fund	Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection - Detailed Design	\$ 20,000
State Bike Fund	Barton Terrace East Roundabout with Safer Shared Cycling and Park Lands Trail Crossings - Construction	\$ 58,171
State Bike Fund	River Torrens Linear Park - Shared Use Path Improvements (West of Victoria Bridge)	\$ 200,000
State Bike Fund	Pulteney Street, South Terrace, Unley Road Intersection Improvements	\$ 20,000
Total		\$ 1,730,955

24. The information provided reflects the first 4 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 – October 2025

- END OF REPORT -

Capital Works

October 2025 Update

Infrastructure & Public Works Committee

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



Central Market Arcade Redevelopment

New/Upgrade



There are 450 personnel working on site.

The Northern residential/ hotel tower has now reached Level 27 (was 23 last month) and the Southern office tower has reached Level 13 with a Topping Out Ceremony held on 20 October 2025.

Façade: North Tower installation is now up to Level 23 (was 17) and the southern tower installation is up to level 6. Both the Grote Street and Gouger Street brick façades continue and are at various stages.

Fit out works on the podium continue with the southern tower at level 5 and the northern tower at level 21.

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

2 – Capital Works – October 2025 Update

New/Upgrade & Renewal

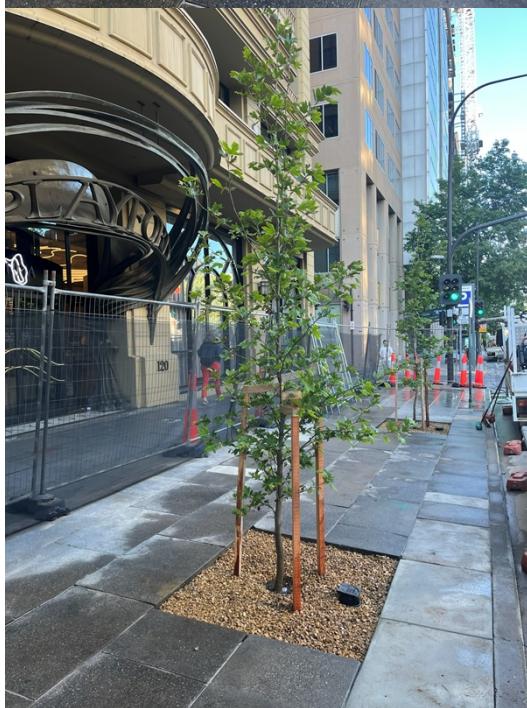


Footpath works between Archer Street and Tynte Street on the Eastern side were completed in October.

Greening elements were also installed ahead of the Official Opening of Eighty-Eight O'Connell on Friday 17 October.

Greening – North Terrace

New/Upgrade



Two new London Plane trees were planted outside The Playford - Adelaide on North Terrace in October.

A Masta Vault underground system was used to support the life of the trees.

Anzac Highway/Park Lands Trail Traffic Signal Cables and Conduits

3 – Capital Works – October 2025 Update

Renewal



As part of the Traffic Signal renewal program, the Anzac Highway/Park Lands Trail crossing was renewed in October.

Works involved replacing conduits and traffic pits, renewing all cables and removing the service pit from the middle of the crossing to the outside to allow maintenance works to be undertaken off the roadway.

The traffic signals were also rewired.

Greening – Ifould Street New/Upgrade



Four new Australian Blackwood trees were planted in Ifould Street in October

Grenfell Street footpath (Northern side)

Renewal

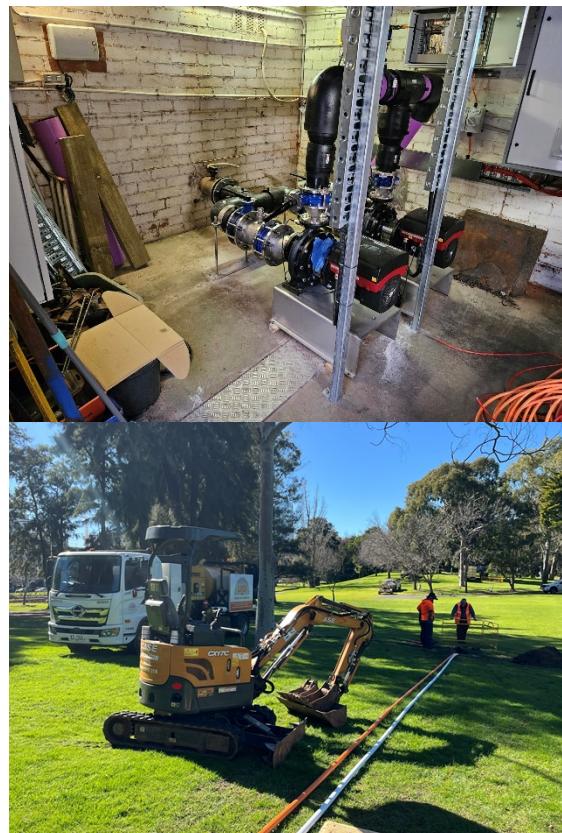


Works continue on the Grenfell Street footpath renewal with works commencing in October on the northern side at Harry's Bar heading east towards James Place.

The footpath renewal includes the renewal of paving, demolition of the old paving, installing a new rubble base, installing new tactiles and renewing property drainage connections.

Works will be ongoing until the Christmas period.

Veale Gardens – Pump system Renewal



Work is nearing completion on the renewal of the water pump system for the Veale Gardens moat and ponds.

The new system will improve operations as well as water and electricity efficiency.

The work includes new transfer pumps, submersible pumps at the ponds and a new telemetry and control system.

Works were undertaken with minimal disruption to activities in the gardens.

The final testing and commissioning of the new system is expected in November 2025.

Fire Door Renewal Program Renewal



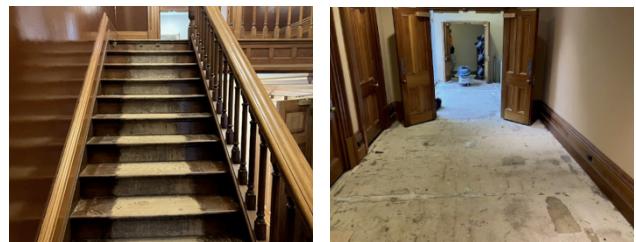
Before



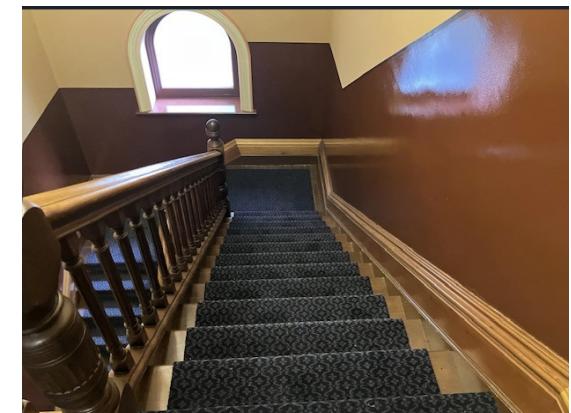
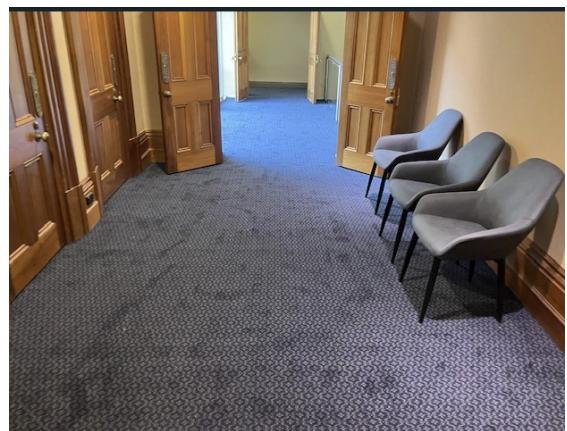
After

This project has involved the replacement of fire doors across multiple sites including the Adelaide Town Hall, Eagle Chambers, Topham Mall, and multiple UParks.

Pictured is the fire door at Topham Mall that was replaced and Artwork reinstated by Artist Sam Brooks.



Before



After

This project involved the renewal of the Adelaide Town Hall back of house carpet.

This project now completes the carpet renewals in the Town Hall back of house and brings uniformity through this area. The works extend down the stairs to the ground floor.

Adelaide Town Hall Back of House Carpet

Renewal

Agenda Item 9

Exclusion of the Public

Tuesday, 18 November 2025

Infrastructure and Public Works Committee

Program Contact:
Anthony Spartalis, Chief Operating Officer

Public

Approving Officer:
Michael Sedgman, Chief Executive Officer

EXECUTIVE SUMMARY

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

It is the recommendation of the Chief Executive Officer that the public be excluded from this 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 Kerbside Waste Collection and Disposal Services [section 90(3) (b) of the Act]

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

11.1 Adelaide TreeClimb Exemption to EOI [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 10.1 and 11.1:

- Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
- 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.
- 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:

- Having taken into account the relevant consideration contained in section 90(3) (b) and section 90(2) & (7) of the *Local Government Act 1999* (SA), this meeting of the Infrastructure and Public Works Committee dated 18 November 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Kerbside Waste Collection and Disposal Services] 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 18 November 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 [Kerbside Waste Collection and Disposal Services] 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) 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 18 November 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 11.1 [Adelaide TreeClimb Exemption to EOI] 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

Infrastructure and Public Works Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information 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 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 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 18 November 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 [Adelaide TreeClimb Exemption to EOI] 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 – Kerbside Waste Collection and Disposal Services
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (b) 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.
 - 6.2 Information contained in Item 11.1 – Adelaide TreeClimb Exemption to EOI
 - 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;

ATTACHMENTS

Nil

- END OF REPORT -

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