

SECRA HAS RECENTLY SUBMITTED THE FOLLOWING SUBMISSIONS:

ADELAIDE CITY COUNCIL BUDGET AND BUSINESS PLAN 2012-13

We advised that SECRA supports the funding for landscaping in Victoria Park between the two east-west bitumen paths, the funding for further work on the Heritage Grandstand, the staged redevelopment of Victoria Square, the proposed allocation for Heritage Incentive Grants, the remission of rates to eligible ratepayers and the continuation of funding for the Connector Bus and the Box Factory Community Centre.

SECRA requested that some of the funding allocated within the budget be used for window lighting grants to Hutt Street Traders as part of the "street activation" strategy and for the replacement of damaged planter boxes dead plants in Hutt Street.

We expressed a view that more funding should be allocated in the budget for the undergrounding of power lines in streets with narrow footpaths (such as Vincent Street), for the replacement of street trees and that sufficient funds should be allocated to keep our neighbourhoods clean, safe and attractive.

MOVING ADELAIDE - INTEGRATED MOVEMENT STRATEGY 2012-22

In general SECRA supports the Integrated Movement Strategy which includes the introduction of a 40 kph speed limit throughout the City to make the city's streets safer for pedestrians and cyclists together strategies, including removing all day parking around the Park Lands and the raising of UPark fees, which are aimed changing the culture of city workers to use public transport instead of their own vehicles to transport themselves to and from the city.

We also supported those strategies aimed at increasing the use of bicycles for transport and prefer the option of bicycle lanes between the footpath and parked cars instead of bicycle lanes that are next to vehicle lanes on their right and parked cars with the potential of their doors being opened on their left hand side. We expressed a view that the old Royal Adelaide Hospital site should be returned to Park Lands when it is vacated and that cycle and pedestrians pathways should be provided through the site to provide "off road" links between the Park Lands (at the East/North Terrace corner) and the River Torrens Linear Park. SECRA is of the view that while experienced cyclists may prefer a more direct route and are prepared to share the roads with vehicles those inexperienced cyclists need to be encouraged to use their bicycles for transport by providing them with safe off road cycle paths wherever possible.

If Adelaide is to become more pedestrian friendly we suggested the following:

- The use of zebra crossings on roads where there is a need due to the pedestrian traffic and where traffic lights are not warranted.
- The introduction of visible count down pedestrian signals at traffic light pedestrian crossings to give pedestrians an indication of the time left for them to cross the road..
- The installation of seating at regular intervals along well used pedestrian routes for use by those pedestrians with limited stamina.
- The provision of protuberances at pedestrian crossings where there is angle vehicle parking so that pedestrians have a good view of oncoming traffic before stepping onto the roadway.
- The provision of pedestrian refuges at non traffic light pedestrian crossings on roadways where there are four or more traffic lanes.
- Ensuring that residents and occupants are aware of their responsibilities with regard to removing their waste disposal bins from the footpaths after waste collection. Not only can bins left on the footpath restrict pedestrian movement they are unsightly.

STATE GOVERNMENT MINISTERIAL DEVELOPMENT PLAN AMENDMENT (DPA)

While SECRA supports planning that leads to better urban design and taller buildings within the central core of the city together with the recognition of the importance to protect and retain Adelaide's stock of historic and heritage buildings we do not support the proposed amendments that would increase building heights in residential areas and in zones that adjoin residential areas.

Our submission therefore focussed on our objections to such high rise development in the South East City residential precinct on what are defined as "*catalyst sites*" which are sites of over 1500 sq. metres. The DPD states 'buildings on catalyst sites being of medium to high scale and generally larger than those surrounding'. In our submission SECRA stated that "***we vigorously reject the idea of catalyst sites in residential areas***".

Submissions on the DPA have closed and can be viewed at:

<http://www.sa.gov.au/subject/Housing%2C+property+and+land/Building+and+development/Building+and+development+applications/Development+plans+and+their+use/Amendments+to+development+plans+proposed+by+the+minister/Capital+City+amendment>

The Minister responsible for this Development Plan Amendment is the Planning Minister John Rau.

Copies of the three above submissions will be posted on our SECRA web site at www.secra.asn.au.

VICTORIA PARK

Members of the committee held a very productive and cordial meeting with ACC staff from Asset Management (Tom McCready) and Events (Jane Rhodes) and the car race (CEO Mark Warren and John Halliday). All agreed that it was pleasing that the car race had reduced its take-down time from the end of May to May 5th

It was agreed that the car race would create a Memorandum of Understanding with the ACC that:

- Would define their footprint in the park (and we suggested it should be reduced from what they are occupying now. The Victoria Park Masterplan restricts "special events" to the area south of the northern path and a wedge near Fullarton Road. We notice that the car race is using more Park (for temporary storage of infrastructure) during their set-up.
- The car race would keep open the southern bike and pedestrian path for as long as possible. Mr McCready asked Mr Warren if the car race could stage their construction to work from north to south. This would prevent park users from being "boxed in" by construction.
- The car race would prepare a traffic management plan with the intention of removing paths, both bitumen and gravel.
- There will be no contractors' camp on East Terrace, south of the bike path. This camp will relocate to Fullarton Road, in the south of the Park (butterflies permitting). SECRA asked if there would be any compounds remaining near East Terrace (such as the plant sale). Mr Warren was unsure about this. Hence our request for a plan of the set-up that would be made available to ACC staff and the public before the 2012/13 set-up begins. **We do not want a large number of portable toilets parked in what should remain until the 4 days of the car race event a pleasant and accessible community recreation park.**

HOMELESSNESS SERVICES IN THE CITY

A Quick Guide to Homelessness Services in the City is a booklet put out by the ACC. A member of your committee attended a meeting on homelessness services organised by Lauren of the ACC. SECRA raised concerns that residents have about people camping in the Park Lands; concerns both for the campers (their safety; their health; the feeling that "surely we can do better than this for disadvantaged people") and concerns about the effect campers can have on residents and users of the Park Lands (perceived and real safety concerns; campfires during fire ban periods; people urinating and defecating in the Park Lands; littering). As was explained (by the 5 agencies present at the meeting) this is a complex issue. The State Government has put more money into the area of homelessness; some rough sleepers are difficult to help. Some campers are travellers or simply meeting up with friends in the Park Lands to party.

If you have concerns about rough sleepers you can contact the *Street to Home Service* (outreach assistance for rough sleepers): 8113 3888 (8.30am-4.30pm 7 days). If you have concerns about your safety or the safety of others ring the Police (000). For fires during summer ring the Metropolitan Fire Service.