

SECRA ANNUAL GENERAL MEETING – Tuesday 15th November 2011

SECRA's AGM is to be held at 6pm on Tuesday 15th November 2011 at the Box Factory Community Centre, 59 Regent Street South, Adelaide.

We are fortunate to have Michael Salkeld, Project Director for the Brown Hill & Keswick Creek Stormwater Project address our meeting. Michael will provide us with an overview of the project which involves a number of initiatives aimed at reducing the potential for the flooding of residential areas. One of these initiatives is the establishment of wetlands at the southern end of Victoria Park and Michael will provide us with details of these proposed wetlands.

Michael's address is very timely as public consultation for the project is from 31 October to 12 December 2011. The AGM will provide residents with information on the project together with the opportunity to ask questions and to raise any concerns that they may have with the project.

Michael's presentation will be followed by our AGM. A number of committee members are required to stand down but most have said they are prepared to renominate. However there will be at least one vacancy and possibly two. **Please consider nominating for the committee.** We meet – when required - on the third Thursday of the month at the Box Factory Community Centre.

Heather Nimmo is renominating as Honorary Secretary. John Underwood continues as Chairperson and Doug Sweet as Treasurer. SECRA membership has remained very stable over the six year history of our organisation.

Members are invited to join the committee for drinks and nibbles after the AGM.

VICTORIA Park: The Masterplan for a Community Recreation Park.

As many of you would have noticed, two central east/west paths are currently being constructed in Victoria Park. The Masterplan which went out for consultation had only one path and there was extensive landscaping to be provided around it. However, two parallel paths, 35 metres apart, have evolved during the detailed design phase.

SECRA considers that one of these has been over-engineered with the effect of not only adding considerably to the cost, but becoming more of a road than a path. It is understood that this northern 'path' has been designed to cater for vehicles and in particular those vehicles involved with erection and dismantling of the infrastructure for the annual Clipsal 500 car race.

SECRA is of the view that no infrastructure, including roads, should be constructed inside Victoria Park. The perceived need for such infrastructure is one more argument against the suitability of Victoria Park for events such as the Clipsal 500.

SECRA is also of the view that as numerous attempts to get the SAMSB to consider the needs of the Park Lands and of residents in running a commercial event on public land have largely failed, Council should now be actively discouraging the SA Motor Sport Board from using Victoria Park for such activities - not providing infrastructure to cater for them!

We also understand that there is currently insufficient funding for the proposed landscaping and plantings between the two paths. Landscaping and plantings are essential in order to mitigate the adverse impact of these two parallel paths and the Masterplan should be honoured in regard to this.

It would be unfortunate if the impression were given that ratepayer funds were used to fund infrastructure for an advantaged commercial entity while not being available for agreed landscaping which would serve the needs of the many other Victoria Park users. **SECRA is currently seeking a meeting with the relevant General Manager to discuss this matter further.**



Origin
for Adelaide City Council

MASTER PLAN

Victoria Park / Bakabakkandi
June 2011

Vale Elliott Johnston

We were saddened to read of the death of SECRA member Elliott Johnston. Elliott was a noted Queen's Council and Supreme Court Judge, well-known for his many acts of integrity and generosity. He was a long-term resident of the South-East corner. He attended SECRA's first "official" meeting on Wednesday November 16th 2005 and subsequently helped us draw up the SECRA constitution. He provided much-needed moral support. Elliott, although not in good health, managed to attend last year's AGM. We extend our sympathy to his family and friends.

Why didn't the pedestrian cross the road at the traffic lights?

Why do cars travelling north-south along Hutt Street take precedence over pedestrians at intersections? Why should the task of getting cars through the city take precedence over allowing people to enjoy walking *about* the city? Pedestrians should gain a benefit from not contributing to greenhouse gas emissions. Rather they are punished by having to wait for long periods at traffic lights which are calibrated to benefit cars. Perhaps we need a Pedestrians Alliance ("Put your best foot forward") to take on the powerful car lobby.