

DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE

ANNUAL REPORT 2014–15



Government of South Australia

Department of Planning,
Transport and Infrastructure



Prepared by the Department of Planning, Transport and Infrastructure
September 2015.

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The Honourable Stephen Mullighan MP
Minister for Transport and Infrastructure
Minister Assisting the Minister for Planning
Minister Assisting the Minister for Housing and Urban Development

The Honourable John Rau MP
Minister for Planning
Minister for Housing and Urban Development

The Honourable Antonio Piccolo MP
Minister for Road Safety

The Honourable Leon Bignell MP
Minister for Recreation and Sport
Minister for Racing

The Honourable Geoffrey Brock MP
Minister for Local Government

Dear Ministers

I am pleased to present the Annual Report of the Department of Planning, Transport and Infrastructure for the year ending 30 June 2015.

The report is a submission to the South Australian Parliament and complies with the requirement of the *Public Sector Act 2009*, *Public Finance and Audit Act 1987* and other relevant Acts.

Incorporated in this document is annual reporting by the Commissioner of Highways under the provision of the *Highways Act 1926* and by the Rail Commissioner report under the provision of the *Rail Commissioner Act 2009*.

Yours sincerely



Michael Deegan
Chief Executive
Department of Planning, Transport and Infrastructure

30 September 2015

Commissioner of Highways Statement

As Commissioner of Highways I am charged with the duty of carrying the *Highways Act 1926* (the Act) into effect. Pursuant to section 28 of the Act the Commissioner has powers to make further and better provision for the construction and maintenance of roads and other works.

In discharging these requirements under the Act, the Commissioner has the obligation to report on the operation of the Act.

Under my direction, the Department of Planning, Transport and Infrastructure continues to satisfy the requirements of the Act and to meet the policy objectives of the state government. The requirements of the Act and the role, responsibilities and objectives of the department are intrinsically linked. Accordingly, I am pleased to provide the following annual report of the department. Financial matters relating to the Highways Fund have been incorporated into the Financial Statements of the department and the notes to and forming part of the statements.



Michael Deegan
Commissioner of Highways

Contents

Chief Executive message	5
About the department	7
Highlights	10
Achieving the objectives of South Australia's Strategic Plan	27
Future Directions	46
Appendices	59
Legislation	59
Boards and committees	61
Fraud	62
Reporting against the <i>Whistleblowers Protection Act 1993</i>	62
Management of human resources	63
Consultants	67
Urban design charter	68
Sustainability reporting	71
Disability access and inclusion	75
Reporting against the <i>Air Transport (route licensing-passenger services) Act 2002</i>	78
Reporting against the <i>Passenger Transport Act 1994</i>	78
Reporting against the <i>Carers Recognition Act 2005</i>	84
Report on the administration of the <i>Harbors and Navigation Act 1993</i>	86
Freedom of information and proactive disclosure	88
Public complaints	88
Financial statements	89

Chief Executive message



Michael Deegan
CHIEF EXECUTIVE
September 2015

Looking back, thinking ahead

Just over 12 months ago I took on the role of Chief Executive of this department. My predecessors and their colleagues had achieved much for the people of South Australia and I accept and respect their accomplishments. But the department needed to change.

For the first time in decades, we have established a zero based budget for the next 12 months. This change will help us improve the way we manage our savings targets and ensure budget allocations are directed to areas of highest government priority.

We've streamlined and flattened the department's structure, collapsing the previous seven divisions into three, cutting executive numbers by nearly 50 per cent, and reducing our headcount by more than 10 per cent to date.

This Annual Report tells the story of what our department has achieved in the past year, and our ambitious agenda to bring major reforms to planning, transport and infrastructure delivery in 2015-16. We're starting with fresh energy and knowing that we need to do things differently.

The reform process has already started. New planning, development and infrastructure legislation, which simplifies development processes and supports better community consultation, is going before Parliament. This is long overdue, with over 23 000 pages of archaic planning rules about to be overhauled.

The review of the State's transport legislation, which in some cases is more than 50 years old, also is underway and we're taking the lead on new traffic management technology as well as driverless cars for the future.

We have many other major projects on the go, from the \$896m Torrens Road to River Torrens Project and \$620m project Darlington Upgrade—vital links in the North-South Corridor—to the \$160m O-Bahn extension and the new Operation Moving Traffic to get better outcomes for walkers, cyclists, public transport users and drivers. In the city centre we're creating an Anzac Centenary Memorial Garden Walk and new public spaces around the Adelaide Festival Centre and Riverbank, and boosting ICT activities to transform Adelaide into a smart and connected city.

That's just a sample of the projects on our slate. We have many more in the pipeline, not to mention dozens of on-going operations across the State. Partnerships with other agencies, non-government organisations, business and communities will be essential to help us deliver them in a leaner, more efficient operating environment.

Safety and engagement continue to be a primary focus for the department. People being killed and injured on our transportation system and construction sites is not acceptable. The South Eastern Freeway tragedy is just one example, with two dead and two others seriously injured. We're rolling out a safety management system for the freeway, as well as projects to improve road safety, change driving behaviour and save lives, all with input from the community and industry.

I cannot overstate the need to improve safety in everything we do—whether it's on our roads, rail lines and waters, or at our offices and work sites.

There is much more to be done on many fronts. The process of putting this report together helps us clearly see not only what should be done, but also what we can do better. I know we are up to the challenge. We look forward to our next year of service to the South Australian community.

About the department

Connecting the people and places of South Australia

The Department of Planning, Transport and Infrastructure (DPTI) works as part of the South Australian community to deliver effective planning policy, efficient transport and social and economic infrastructure.

This is done by harnessing the diversity of our purposes and our people to improve the lifestyle of all South Australians.

By working together we capitalise on a unique and powerful opportunity – to connect with every part of our community and deliver positive outcomes every day.

The department has undergone a significant restructure during the reporting year to maximise efficiencies and deliver on the state government's commitment to build a modern, capable public sector. Now with three main functional areas, or divisions, overseen by the Office of the Chief Executive.

[The Office of the Chief Executive](#) also encompasses Economic Development, Cultural Advice and Portfolio Governance, and the Commissioner for Kangaroo Island.

[The People and Business Division](#) – Under the lead of the Chief Corporate Officer the division brings together all departmental finance, procurement and contract management functions to ensure that our financial resources are well-managed and deliver the best investment outcomes for the state. The division is also responsible for the delivery of new whole-of-department approaches to customer engagement and services, information technology and the management of people and performance.

[The Safety and Service Division](#) – Under the lead of the Chief Operating Officer the division ensures that the department manages and maintains state infrastructure, delivers effective and efficient public transport services and maximises investment into infrastructure for South Australia. This includes leading the delivery of a coordinated transport network system, effective and efficient public transport services, improving safety on the roads and rail systems and sustainable property and facility services.

[The Development Division](#) – Under the lead of the Chief Development Officer the division focuses on the economic opportunities that need to be realised in order to bring investment and employment to the state. This includes ensuring that South Australian planning and development systems are nationally competitive, that progressive policy positions are developed to drive our state's economy, and that innovation and efficiency are the cornerstones of our thinking and help reduce the cost of doing business in South Australia.

Organisation chart

The following structure of the department was in place as at 30 June 2015:

Ministers

Hon STEPHEN MULLIGHAN MP
Minister for Transport and Infrastructure
Minister Assisting the Minister for Planning
Minister Assisting the Minister for Housing and Urban Development

Hon JOHN RAU MP
Minister for Planning
Minister for Housing and Urban Development

Hon ANTONIO PICCOLO MP
Minister for Road Safety

Hon LEON BIGNELL MP
Minister for Recreation and Sport
Minister for Racing

Hon GEOFFREY BROCK MP
Minister for Local Government

Divisions

Office of the Chief Executive
Michael Deegan
Chief Executive

People and Business Division
Julienne TePohe
Chief Corporate Officer

Safety and Service Division
Paul Gelston
Chief Operating Officer

Development Division
Andrew McKeegan
Chief Development Officer

Our vision

We work together to transform South Australia and realise the potential of its people, business and resources by:

- engaging with every South Australian in real time
- ensuring safety is a key tenet of our business
- delivering world class place making
- building an integrated public transport network that people choose to use
- delivering a physically active South Australia with elite sport pathways
- connecting people to places and businesses to markets
- leveraging our assets
- creating the best place to work.

Our operating principles

Our philosophy for the department workforce is to be:

- Aligned - committed to the vision and strategic priorities
- Responsive - focussed on delivery
- Empowered - encouraged to be bold and innovative
- Accountable - responsible to the people of South Australia
- Safe - a safe and healthy workplace for all.

Our values

Our values capture what the department stands for and how our customers and stakeholders can expect to be treated. They also guide improvements in the way we work together, how we operate within the community and the quality of our service.

- Collaboration – we work collaboratively as one team to serve our community
- Honesty – we are honest, open and act with integrity
- Excellence – we are committed to excellence in everything that we do
- Enjoyment – we enjoy our work and recognise our success
- Respect – we respect, understand and value ourselves and every person in our business.

These values, and the associated behaviours required of staff, are embedded in our operating principles and align with the Public Sector Code of Ethics and the *Public Sector Act 2009*.

Highlights

The department's priorities were developed in alignment with the State Government's seven strategic priorities and ten economic priorities. The department makes significant contributions to and provides considerable support for these state-level objectives every year.

Our contributions and support during the past year are captured in the highlights below, as well as in the chapter on Achieving the objectives of South Australia's Strategic Plan.

Deliver a modern, safe, accessible and reliable public transport network

The number of passengers taking public transport in metropolitan Adelaide significantly increased in 2014-15. Almost 67 million passenger trips were recorded across the bus, train and tram network—which includes 3.4 million more passenger trips than in 2013-14 (an increase of 5.5 per cent) and represents the highest patronage figure in the network's history.

The largest increase was experienced on the train network. More than 4.45 million passengers chose to catch Seaford services in the first full year since the extension, electrification and reopening of the line, an increase of 78 per cent over the previous year. The Outer Harbor and Gawler lines also showed steady increases in patronage, with 8 and 7.3 per cent increases respectively. On the Belair line the Millswood Station upgrade and a revised timetable helped deliver an increase of 26.6 per cent.

The bus network has shown a steady improvement with a 1.5 per cent increase in 2014-15 compared to the year before, now carrying more than 51 million commuters. Tram patronage was steady with a slight drop in passenger numbers over 2013-14 as commuters returned to upgraded train services on the Seaford line.

The estimated metropolitan public transport patronage in 2014-15 was 6.8 per cent of total public transport and car use (*source: Australian Bureau of Statistics*), up from 2013-14 due to the completion of improvements such as the extension of the Seaford rail line.

Improvements in Adelaide Metro technology and monitoring enabled the recording of all free trips for the first time: patrons made more than 8 million free trips using free services such as the Adelaide Oval Footy Express, City Connector, Free City Tram and Free Jetty Road Glenelg Tram (note that these are not included in the 2014-15 total patronage figure above). With the inclusion of all free travel, the estimated metropolitan public transport patronage in 2014-15 was 7.2 per cent of total public transport and car use (*source: ABS, DPTI*).

In other public transport milestones:

The department added two double decker buses to the Adelaide Metro fleet. The vehicles are roughly the same length and width as conventional buses but can each accommodate about 90 passengers, compared to the 47-seat rigid and 67-seat articulated models. One of the double deckers was used for the new JetExpress service between Adelaide city centre and the airport, and features a luggage area on the lower level that can be monitored upstairs via a screen. The other new bus services the busy T840 route between Mount Barker in the Adelaide Hills and the city. Both double deckers are accessible by people using wheelchairs.

By June 30, fully accessible buses, which feature ramps and allocated spaces, comprised 87 per cent of the Adelaide Metro bus fleet.

Patronage of the Footy Express train, bus and tram services to AFL games at Adelaide Oval continued to be strong, with an average of 52 per cent of patrons using the free services to attend matches.

The final stage of the department's rail revitalisation program saw the addition of new electric railcars to the fleet, bringing the total to 19, and completion of training for 184 drivers. Each three-section car seats 240 passengers, with standing room for up to 300 more, and features CCTV cameras, high capacity air-conditioning and a top speed of 110 km/h. The electric trains have added significant capacity to the Seaford and Tonsley lines and now operate most of the timetabled services.

The department contributed to the terms of reference for a wide-ranging review of the taxi and chauffeur vehicle industry, which aims to develop better, more consistent service standards for passengers, better conditions for drivers, and reforms to improve services and public confidence in the industry. The review is led by a panel supported by the department and expected to be completed by the end of 2015.

A number of senior executives joined the Premier and the Minister for Transport and Infrastructure for the first GovChat, a State Government initiative that gives members of the public direct access to decision-makers and provides another avenue to hear the issues and concerns of our customers. The topic was public transport and the response was positive with more than 450 calls received and a further 71 submissions through the YourSAy website. The feedback from this event will feed into department service improvements.

Make Adelaide a more vibrant city with a continued focus on cycling and walking

Continued planning reforms for the City of Adelaide have been instrumental in unlocking new investment and development, laying the groundwork for a revitalised inner city.

This is supported by the department's Places for People and Open Space programs (supported by the Planning and Development Fund), which provide grants to Councils to develop and improve open spaces for the community. The grants included \$278 000 to Adelaide City Council to complete the Park Lands Trail, a shared-use path linking individual parks and path networks in the city and surrounding suburbs and connecting destinations within the Park Lands; the grant is part of a \$20m investment in the Park Lands over four years.

The Planning and Development Fund also provided \$3.12m for public realm improvements and activation projects in Adelaide's city centre under the Vibrant City and Riverbank Precinct initiatives.

The department led the master-planning process for the redevelopment of the Adelaide Festival Centre Plaza. The renewed Plaza, to become the centrepiece of the Riverbank Precinct, is the first stage in a larger redevelopment of the Adelaide Festival Centre that eventually will see an upgraded Festival Theatre alongside a pedestrian boulevard with cafes, restaurants and shops, new parking facilities and a premium office building.

The department also supported expansion of the Design Review Panel to incorporate additional expertise in public realm design.

More facilities to enhance cycling access and safety were approved for development, notably two bicycle boulevards at Beulah Road in Norwood and Braund Road in Prospect to connect local streets with off-street paths and arterial road crossings. These routes follow quieter, lower-traffic streets where cyclists of all abilities can mix safely and comfortably with vehicles. The \$1.6m project includes a signalised crossing of Portrush Road at Beulah Road and adjustments to four roundabouts on Beulah Road to reduce vehicle speeds and the risk and severity of crashes.

The department also undertook works to complete the four-year, \$12m Greenways and Cycle Paths Program. Highlights include:

- a bicycle/pedestrian actuated crossing at Kilkenny Road / David Terrace to enable a safe crossing of the arterial road and better access to Kilkenny Station
- a shared-use path adjacent Woodville Station linking the crossing of Woodville Road to a path through St Clair that provides a more direct connection to the station and open space for local residents

- a widened and illuminated shared-use path adjacent Alberton Station between Fussell Place and Station Place to improve access to the station and provide a more attractive greenway link
- on the Gawler Greenway, an upgraded underpass of Park Terrace to better connect North Adelaide and Bowden, a shared-use crossing at Hawker Street in Bowden, and a bicycle/pedestrian actuated crossing at Torrens Road in Ovingham to enable a safe crossing of the arterial road and better access to Ovingham Station
- a shared-use underpass at Anzac Highway and Greenhill Road to link the Marino Rocks Greenway with the West Terrace path into the city.

After a successful operation in North Adelaide, the TravelSMART Households program was extended to Adelaide CBD residents in partnership with Adelaide City Council. The program engages with householders about their means of personal travel and values, and works collaboratively with them to identify ways to reduce their car use and increase travel by walking, cycling and public transport.

The department was nominated to develop the Anzac Centenary Memorial Garden Walk, a new pathway linking the South Australian National War Memorial on North Terrace to the Pathway of Honour behind Government House and the Torrens Parade Ground; the \$10 million project is jointly funded by the Anzac Centenary Public Fund, the State Government and Adelaide City Council.

Maintain the transport network and ensure it meets the needs of all users

The Southern Expressway—the \$407.5m duplication project—was opened to traffic. The completed 18.5 km two-way, multi-lane expressway between Bedford Park and Old Noarlunga is an essential part of Adelaide's North-South Corridor, giving southern residents better access to employment, education, shopping and community facilities, and supports economic activity in southern commercial and industrial areas such as Reynella, Lonsdale and Noarlunga Centre. It also places the southern beaches and McLaren Vale within easier reach of city and northern residents.

The department, in partnership with Primary Producers SA and the Department of Primary Industries and Regions SA (PIRSA), undertook extensive consultation on the need to modernise the transport system for the agriculture industry. The joint report, *A Modern Transport System for Agriculture—A New Partnership Approach*, identifies priorities for regulatory reform and 'last mile' investments to improve the performance of the regional road network to meet industry needs. The proposed regulatory reforms will reduce red tape and costs for farmers and agribusinesses, which generate about \$19.4b in revenue for the State each year. Work on reforms is underway, including with the National Heavy Vehicle Regulator.

In January, the department mounted a major operation of closing roads and management of traffic and public transport during the Sampson Flat bushfire in the Adelaide Hills. Working with SAPOL, the Country Fire Service and the Adelaide Hills Council, the department provided a team in the State Emergency Centre covering shifts across the 24 hour cycle and on the ground doing risk assessments associated with infrastructure—burnt trees falling onto roads were a significant issue. The Traffic Management Centre provided support to the State Emergency Centre while also handling incoming calls from the public.

Following the fire, staff also undertook a massive clean-up of the Adelaide Hills roads, which involved removing the burnt and unstable trees and other debris, followed by repairs and reinstallation of signage, guardrails and other infrastructure. The clean-up was accelerated to allow the Tour Down Under to use the roads and provide access for spectators. The department also provided support services to fight the Tantanoola fire in the South East.

Regional roads in South Australia were allocated \$122m in State Government funds and \$39m in Australian Government funds (total \$161m), enabling the department to undertake vital road works to improve traffic flow, safety and productivity. Highlights include:

- Commencement of Karoonda Highway shoulder sealing and delivered shoulder sealing on the Port Pirie to Port Broughton Road.
- Completion of the 2 km Penola Southern Bypass to provide a faster, more direct route between the Riddoch Highway and Robe Road, resulting in reduced traffic noise, a cleaner environment and better pedestrian safety for Penola residents, and reduced travel time for commercial vehicles, particularly heavy vehicles to and from blue gum plantations west of Penola.
- Commencement of a second interchange on the South Eastern Freeway to the east of Mount Barker at Bald Hills Road and upgrading of the junction of Old Princes Highway and Bald Hills Road. The changes will cater for increased traffic in the expanding region, as well as improve safety and support freight efficiencies. The major works contract was awarded to South Australian company Bardavcol Pty Ltd.
- Commencement of widening and rehabilitation works on the Bute to Kulpara Road on Yorke Peninsula and Main North Road between Laura and Gladstone in the Mid North to make travel more comfortable and safer for the hundreds of drivers who use these roads every day and support more efficient transport of agricultural and mining products.

Other regional road upgrades include:

- pavement construction and sealing of local streets in Innamincka Township
- construction of four cement stabilized, bitumen sealed floodways on the Strzelecki Track, at Two Mile Creek, Pelican Creek, Petermorra Creek and Dean Bore Creek.

The department also undertook Road Management Plans (RMP) aimed at reviewing specific stretches of road in terms of their safety for users and the priority of future projects. This included a finalised RMP for Main Road / Shepherds Hill Road, and continued consultation with the community and Councils on RMPs for Brighton Road, Main South Road, and Penfold / St Bernards / Newton / Darley Roads.

As announced by His Excellency the Governor at the opening of Parliament earlier this year, the department has initiated a review of South Australia's transport laws, specifically the *Motor Vehicles Act 1959* and the *Road Traffic Act 1961*, with a view to simplifying and consolidating the legislation in line with current needs and technologies, and in order to identify the changes needed to enable the trialling of driverless cars in the State.

The review will examine how the legislation can better link transport connections, movements and networks to integrate with broader land use development considerations.

Provide the infrastructure to help South Australia reach its social and economic potential

The department launched a major project to upgrade 210 km of main access road between the Stuart Highway and Pukatja (Ernabella) in the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands, as well as about 21 km of community access roads in Pukatja, Umuwa, Kaltjiti (Fregon), Mimili and Iwantja (Indulkana).

The jointly funded State-Commonwealth project aims to close the gap in essential infrastructure and services between Indigenous and non-Indigenous communities, in keeping with a national objective to increase the economic standard of living for all Australians.

It also aims for sustainable employment outcomes for local Anangu, with a 30 per cent minimum target (of total on-site labour hours) for Anangu living in APY Lands communities. Over its lifetime, it is anticipated the project will support 75 jobs for Anangu and a total of 250 jobs (including direct and supply chain jobs) for both Anangu and non Anangu. Construction between the Stuart Highway and Iwantja will begin in September 2015, and between Pukatja and Umuwa in early 2016. Works on the Pukatja Airstrip Access Road were underway by 30 June 2015.

The Kangaroo Island Futures Authority (KIFA) progressed its agenda to improve the management, co-ordination and delivery of government infrastructure and services to Kangaroo Island (KI) and stimulate local business growth and investment.

KIFA, which has been hosted and supported by the department, assisted:

- Kangaroo Island Council's application to the National Stronger Regions funding program for an upgrade of the Kingscote Airport enabling it to take larger planes and attract more international and domestic visitors
- a Council-backed proposal by SA Power Networks for the 2015-20 regulatory period which included a \$42.5m investment to install a second undersea electricity cable to the Island; in its preliminary decision, the Australian Energy Regulator accepted, with some qualification, the need to address KI's security of electricity supply
- establishment of a new Kangaroo Island brand for local businesses, products and services and an industry alliance to promote it to Australia and the world
- a successful bid to host the International Small Islands Conference in 2017.

KIFA has been superseded by the Commissioner for Kangaroo Island, established under legislation, who will continue the work of the Authority and its Board under a new governance model.

The department also facilitated the completion of several aviation projects in regional areas, including:

- airstrip works at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree, through the Remote Airstrip Upgrade Program, to improve access for emergency services such as the Royal Flying Doctors and travellers to remote communities
- runway widening at the Coober Pedy airport to allow continuation of Passenger Transport Services under new Civil Aviation Safety Authority regulations
- Airport Master Planning and development of draft master plans for 19 regional airports.

Restoration of the Grange Jetty was completed, including new shelter, jetty deck, handrails, structural timber elements, steel piles and lighting. The upgrade ensures the jetty's long-term structural integrity and continued use by the public for many years to come.

Continue construction of a non-stop North - South Corridor from Gawler to Old Noarlunga to support economic development

The North–South Corridor is Adelaide's most important transport route for north and south bound traffic, including many freight vehicles, between Gawler and Old Noarlunga, a distance of 78 km. The development of this critical corridor funded by the state and commonwealth governments continues in stages:

- **Darlington Upgrade Project:** The upgrade of this 2.3 km section of Main South Road between the Southern Expressway and Ayliffes Road at Darlington will provide non-stop access and improve traffic efficiency between the Expressway and the intersection of Ayliffes and Shepherds Hill Roads. The project reached the tender stage of the procurement phase by 30 June 2015.
- **Torrens Road to River Torrens Project:** The upgrade of this 3.7 km section of South Road will provide a 3 km non-stop roadway between Ashwin Parade and Torrens Road, including 2 km of lowered motorway beneath Port Road, Grange Road and Hawker Street. The project also involves intersection upgrades, an overpass for the Outer Harbor rail line, and new cycling and pedestrian facilities. It also will improve freight efficiencies and access. By 30 June 2015 early works had started and the major works contract was awarded to the T2T Alliance of Leighton Contractors, Aurecon Australasia and South Australian company York Civil.
- **Associated projects:** An upgrade of the South Road–Richmond Road intersection, one of Adelaide’s most congested intersections, and Richmond Road will improve traffic flow at this location along the North–South Corridor. The duplication of James Congdon Drive to provide two new lanes in each direction will also support the increase in traffic volumes expected during the major construction works on South Road.

The department also released a 10 Year Delivery Strategy for completing the remaining stages of the North-South Corridor.

Deliver safer roads and waters and change risky behaviour

Following a fatal crash involving a truck at the intersection of the South Eastern Freeway with Cross and Portrush Roads, the department initiated a project to improve safety and reduce the risk of further crashes on the Freeway, particularly on the descent into Adelaide.

Consultation with government, industry and the local community led to the identification of 22 options for investigation. Signage on the freeway was amended to remind truck and bus drivers of the legal requirement to use low gear for the full descent. Other priority measures being investigated and delivered, include driver education and training, heavy vehicle maintenance and operation, and road safety infrastructure improvements. Safety infrastructure in recent years includes cameras at Crafers and near the Mount Osmond Overpass and extra signage advising truck drivers about safety ramps and use of low gear.

On the Right Track Remote, a program to help Aboriginal people living in the Anangu Pitjantjatjara Yankunytjatjara (APY) and Maralinga Tjarutja (MT) Lands gain and retain their drivers licence, had a successful start-up, with about 400 people coming on board as clients within the first six months of operation. The program delivers practical resources, driving lessons, practice sessions and testing to remote communities where it can be difficult to access such services.

Online support for the program includes a website with practical information about driving and road safety and a facebook page to advise communities about upcoming visits by the program team.

The department completed a major upgrade of Greenhill Road to minimise right-angled crashes and improve cycling and pedestrian access and safety. Between 2007 and 2011, 105 crashes occurred at minor junctions along Greenhill Road, resulting in 30 injuries and 75 reports of property damage. The upgrade focused on new U-turn facilities, improvements to right hand turns and modification of medians for safer pedestrian and bicycle crossing.

The department also started a major upgrade of the intersection of North East and Sudholz Roads, one of the State's worst performing intersections in terms of road safety. This project will remove all filtered right turns at the intersection to reduce the number and severity of crashes.

Road safety compliance and education was the focus of the annual national truck inspection blitz Operation Austrans that saw the department, SAPOL and the National Heavy Vehicle Regulator work together to educate the industry through roadside compliance checks. The collaborative operation targeted fatigue, accreditation, roadworthiness, load restraint, dimension and mass limits, all known to contribute to accidents on the State's roads.

Other road safety initiatives included:

- further roll-out of the program to improve the safe use and understanding of vehicle child restraints among APY Lands residents, including online delivery of local language videos
- opening of the Residents Win grants program, which makes \$500 000 available per year in the form of grants to communities to help create people-friendly streets and safer roads; more than 80 expressions of interest were submitted by communities across the State shortly after it opened
- increased participation in the Way2Go Bike Education program to 5230 students in 57 primary schools, up from 4 000 students in 45 schools the previous year—the first stage of doubling participation to more than 8000 students in 90 primary schools annually by June 2018
- continued enhancement of cycling safety through development of greenways, improved arterial road crossings and bicycle boulevards, and provision of grants totaling \$0.75m from the State Bicycle Fund and State Black Spot Program
- a review of speed limits in the Adelaide Hills in consultation with the Councils and the community, which resulted in a trial of improved signage and pavement marking along Onkaparinga Valley Road near the entrance to townships

- support for the Citizens' Jury on Sharing the Road Safely and proposed changes to South Australian cycling laws to better protect riders
- transition to the National Heavy Vehicle Regulator, which brings together the national regulatory reforms for all heavy vehicles over 4.5 tonne, and provides safety benefits through a consistent, national approach.

Actions put into effect by the department from the *Road Safety Action Plan 2013–2016* are:

- passenger and night time driving restrictions to protect young drivers under the Graduated Licensing Scheme
- continued investment in motorcycle safety infrastructure, including improvements on Gorge and Cudlee Creek Roads and motorcycle safety rails on 14 Adelaide Hills roads, and a campaign to encourage the take-up of advanced motorcycle safety systems
- the Elmo Stays Safe program to help kindergartens and child care centres undertake best-practice road safety education
- a raised intersection platform—the first to be installed on a State arterial road—at the junction of The Parade West and Rundle Street in Kent Town to slow vehicles down and improve safety for motorists, cyclists and pedestrians
- a reduction in the speed limit from 40 km/h to 25 km/h in the vicinity of emergency service vehicles
- activation of Point to Point Safety Cameras on the Sturt Highway, Dukes Highway, Victor Harbor Road and Port Wakefield Road, as well installation of cameras on the South Eastern Freeway and Northern Expressway.

Marine safety actions undertaken by the department:

- distributed a waterproof Personal Watercraft (PWC) Safety Reference Guide to help operators comply with the law and ensure safety on the water
- released a Diver Below brochure and sticker to inform operators about the rules that apply to vessels in the vicinity of divers in the water, in response to a request by the diving industry following near misses with recreational boats
- facilitated an exemption to support a trial of motorised kayaks and canoes (fitted with small electric motors up to 34lbs thrust) to assess the trend in motorised paddling
- led development of a waterproof, writeable Don't Expire Sticker for operators to record expiry dates of vessel registration, fire extinguishers, inflatable personal flotation devices/lifejackets, distress flares and Emergency Position Indicating Radio Beacons(EPIRB)/Personal Locator Beacons(PLB), in response to demand from the boating public for help maintaining up-to-date safety equipment.

Provide strategic land use and transport planning and development function supporting government policy and strategic objectives

A comprehensive review of South Australia's 20 year old planning system and legislation by the Expert Panel on Planning Reform culminated in a final report with 22 wide-ranging recommendations. The report, *The Planning System We Want*, was the result of almost two years of consultative work aided by DPTI specialists.

The State Government's response includes a framework for investigating and implementing the recommendations. The department will progress the reforms and develop new planning legislation in continuing consultation with Councils, industry and community stakeholders. Planning reform is essential to underpin urban renewal, as well as support the State's economic sustainability and competitiveness.

Continued planning reforms and streamlined assessment practices for the City of Adelaide and inner suburbs have been instrumental in unlocking over 100 development proposals with a combined estimated value of \$4.2b since 2012. These projects have the potential to generate an estimated 55 400 jobs in the property industry and development sector.

The Inner City Metropolitan Development Assessment Committee, which is a subcommittee of the Development Assessment Commission (DAC) and determines applications for developments with a value of more than \$10m in the city, granted Development Plan Consent to 22 projects with a combined estimated value of \$805m.

To support private sector development and simplify regulation, the Government expanded the role of the Coordinator-General to coordinate development proposals with economic significance to the State and an investment value over \$3m. This was backed up by changes to the Development Regulations 2008 enabling the Coordinator-General to assign the DAC as the planning authority for such proposals, and the expansion of DPTI's Case Management Service to help proponents navigate the planning and development system.

As a result, 32 proposals with a combined estimated value of \$348m were considered eligible for assistance; of these, 11 proposals with a combined estimated value of \$151.5m were granted Development Plan Consent. The estimated direct and indirect employment impact of this industry investment is about 2121 full-time jobs during the construction phase alone.

A major project underway is the department's Inner Metro Growth Project, which involves inner metro councils in planning for zoning changes to allow for a mix of new homes, offices and shops in key locations such as along existing transport corridors close to the CBD. The project aims to revitalise the inner suburbs, support improvements to roads and public transport, and reduce Adelaide's spread into surrounding agricultural and natural areas.

The rezonings are being introduced through development plan amendments (DPAs) initiated by the Minister for Planning. Stage one of the project involved rezoning to increase building heights and housing density for key corridors; the value of Stage one development approved and under assessment at 30 June 2015 exceeded \$338m. The second stage saw the initiation of the Inner and Middle Metropolitan Corridor Infill DPA, which extends the project to additional council areas.

A change to the *Urban Renewal Act 1995* enabled the amendment of development plans to adopt precinct master plans and the assessment of developments in precincts established under the Act. Precinct business cases are to be submitted for consideration by the Minister for Housing and Urban Development.

The department also embarked on a comprehensive update of *The 30-Year Plan for Greater Adelaide*, which was first released in 2010. The Plan sets out ways to manage land to accommodate population growth and demographic change—such as an ageing population and smaller households—and guide decisions about where housing, jobs, transport and other infrastructure should be located.

The update will modify directions in the Plan to reflect current thinking around the regeneration of Adelaide's existing suburbs in order to reduce expansion on the urban fringe, and new ways to unlock opportunities for investment, employment and economic growth. The first stage of the update involved early engagement with local Councils. The draft Plan will be released for wider public consultation in late 2015.

The draft Integrated Transport and Land Use Plan (ITLUP) was finalised in preparation for release in mid 2015. It will guide private, federal, state and local government decisions about improving, managing and sustaining the transport system for the next 30 years.

The *Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan*, released by the State Government and the District Council of Mount Barker, identifies the strategic infrastructure such as transport, power, water, education, health, emergency services, and community facilities, needed to support new urban growth in the area.

Support sport and recreation through the development of policy, programs and resources and the promotion of physical activity

The department, through the South Australian Sports Institute (SASI), awarded scholarships to 224 South Australian athletes across a range of sports.

SASI's elite athletes continued to compete in top international events against the world's best. They put on outstanding performances and came home with some impressive results:

- 69 SASI athletes competed at World Championships
- SASI athletes medalled in 7 sports at World Championships bringing home a total of 35 athlete medals across 24 events (14 gold, 12 silver, 9 bronze)
- 9 SASI athletes were crowned World Champions in 2014.

The Office for Recreation and Sport (ORS) continued to enrich community life through its many sport and active recreation initiatives and programs:

- The online Sports Voucher program provides vouchers worth \$50 towards sporting club fees for every primary school student in South Australia. The program's launch was highly successful: 1095 providers registered to redeem the vouchers at 1342 venues within the first four months, and more than 21 000 vouchers were redeemed by 30 June 2015. The program has enjoyed the highest uptake among similar initiatives across Australia. The innovative Sports Vouchers online portal was recognised by a South Australian 2015 iAWARD.
- The STARCLUB Club Development Program increased its support for best practice and continuous improvement in the sector. By 30 June 2015, 2383 organisations had registered with the program, nine clubs were awarded STARCLUB recognition, including seven in regional South Australia, and 494 clubs were on their way to achieving STARCLUB status. Thirty councils in seven regions confirmed their commitment to boost regional participation via the STARCLUB Field Officer Program, supported by an annual allocation of \$400 000 through June 2018. The program was adopted by the Northern Territory Government as its primary club development tool.
- The Coloured Shirt Program aims to increase the retention, value and appreciation of officials by making beginner and inexperienced officials easily recognisable. It reached a new milestone, with 27 sports organisations, including SANFL, Basketball SA, Netball SA and the Football Federation of SA, taking the program up.

ORS also:

- distributed 801 sport and recreation grants totaling \$16.6m, including \$3.5m to regional areas, to support club facilities, activities, development and inclusion, and sustainability

- upgraded State-owned sporting infrastructure, including better spectator amenities at the SA Athletics Stadium (the first stage of a larger rejuvenation program), new outdoor court lighting and goal post protectors at the Netball SA facility, and upgrades to the gymnasium, recovery areas and offices at the Adelaide Super-Drome
- hosted an array of high-profile national and international events such as cycling, swimming, athletics and taekwondo, bringing hundreds of athletes, officials and spectators to the State.

Highlights of the ORS Women in Sport program to raise the profile of women at all levels of sport included:

- the Gender Diversity Project to encourage state sporting organisations to increase the diversity of their boards, workforce and volunteers
- a Women on Boards networking event that introduced more than 50 professional women seeking Board appointments to representatives of 37 leading state sport and recreation organisations
- development of *Words into Sporting Action—A Practical Guide* to achieve gender equity in sport and active recreation organizations (with the Premier’s Council for Women, the Office for Women and industry groups)
- sponsorship of 11 participants in the six-month Developing Future Women Sport Leaders professional development program for women aspiring to senior leadership roles in the sector
- a Steer Your Career development workshop for 40 women in the sector
- a Women and Sport Network Breakfast focused on ‘Recognising the resilience of our high achieving female athletes’.

Provide efficient and effective government services

The department delivered improvements to a range of customer-oriented services and programs across its portfolios.

Notably, the department made the transition to a new web-based land administration database—the South Australian Integrated Land Information System (SAILIS)—including the integration of spatial mapping tools. SAILIS provides up to date information about land and property which is needed for transactions such as transferring property ownership. It replaces a variety of legacy systems such as LOTS and Property Assist.

With the implementation of SAILIS and new mobile technology being rolled out, staff can now more easily work from diverse office locations. This will enable the department’s valuations office to develop closer working relationships with its stakeholders and customers and deliver more efficient and responsive services

Improvements to the EzyReg system:

- smart phone applications allowing online access to demerit point lookup, driver history and streamlined change of address services
- single receipting for Service SA to improve efficiencies in the receipting and posting of funds
- changes to enable bulk fleet registration renewals online via the EzyReg Account.

Improvements to building rules:

- amendments to Minister's Specification SA H3.2 to remove the need for costly fire prevention measures in farm buildings such as piggeries, poultry houses and greenhouses, as well as the need for statutory referrals, which will reduce red tape and help attract investment
- amendments to Minister's Specification SA 76 to allow building owners to use a flexible, performance-based approach to maintaining safety equipment such as smoke detectors, sprinklers, lighting and fire-fighting tools, potentially saving millions of dollars each year
- free, online availability of the *National Construction Code* (previously available only in hard copy for \$400), which will result in significant cost savings for South Australian businesses.

Other service innovations and improvements:

- streamlined registration process for commercial vehicles which no longer requires assessment of vehicle tyres against load carrying capacity at time of registration
- changes to older driver's age-based medical assessments, including the development of a self-assessment process for eligible licence holders
- a six-month registration option for recreational vessels with a maximum length of seven metres
- enhancements to the RAVnet online map system showing heavy vehicle routes in South Australia to include new vehicle types.

The department's property area implemented strategies to achieve whole-of-government office accommodation savings by:

- consolidating five Department of Environment, Water and Natural Resources (DEWNR) office sites in one building with a fit-out designed to maximise future flexibility
- finalising lease negotiations for Primary Industries and Regions SA (PIRSA) office accommodation, resulting in savings of over \$50m by reducing space usage
- planning for relocation of four ministerial offices to a more flexible open-plan accommodation
- procuring office accommodation at Port Adelaide for around 500 government employees as part of the Port renewal (building construction to be completed by the end of 2017)

- progressing strategies for Mount Gambier and Port Lincoln to consolidate multiple agencies in one location
- finalising new office accommodation guidelines and fit-out procurement methods and standards to achieve modern, efficient government workplaces
- continued provision of services under the Across Government Facilities Management Arrangements, including procurement and transitioning of new contractors and plans for new and amended services, to start from July 2015.

It also facilitated the delivery of government services in regional South Australia by:

- providing housing for government employees at over 150 locations
- undertaking a review of current and future Government Employee Housing program requirements
- developing options for a 10 year employee housing renewal program.

The department assisted Geoscience Australia in establishing ten Global Navigation Satellite Systems (GNSS) Reference Stations in South Australia as part of the National Geodetic Framework.

Contributions to the state government's online open data directory, Data SA, included:

- boating licence and registration data for use by business and the community: the licence data includes a gender breakdown and totals dating back to 1975; registration data includes hull types, new registrations and current registration totals commencing from 2007; both data sets are presented in calendar year and financial year formats
- the State Survey Mark Network.

The Office of Local Government:

- progressed amendments to local government legislation to improve local government accountability and governance and local government elections, and achieve a more consistent and contemporary legislative framework for the sector
- commenced a review of the 2014 local government elections
- helped promote the benefits of equitable cost sharing through a community contribution scheme to improve services to outback communities via the Outback Communities Authority
- assisted the Local Government Grants Commission to implement the recommendations of the Review of Financial Assistance Grants
- re-established the Premier's State/Local Government Forum
- finalised a revised State-Local Government Relations Agreement

- established the Municipal Services on Aboriginal Lands Program within State Government
- progressed landfill renewal and improved waste management practices within the APY Lands.

Achieving the objectives of South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) guides individuals, community organisations, governments and businesses in their efforts to secure the wellbeing of all South Australians.

The department has lead responsibility for eight SASP targets:

Target 1: Urban spaces

Target 2: Cycling

Target 22: Road safety

Target 33: Government planning decisions

Target 56: Strategic infrastructure

Target 63: Use of public transport

Target 68: Urban development

Target 83: Sport and recreation

The department also contributes to and reports on other SASP targets that are relevant to the work of the department.

Target 1: Urban spaces

Increase the use of public spaces by the community (the department is lead agency for this target).

The department provided significant investment in and strategic leadership on projects to increase and improve public space across South Australia, including:

- the Places for People and Open Space programs (supported by the Planning and Development Fund), which contributed \$10.5m to 44 local public realm projects across the State
- \$278 000 for completion of the Park Lands Trail, part of a four year, \$20m investment in community space demonstration projects in the Adelaide Park Lands
- support for public realm improvements and activation projects in Adelaide under the Vibrant City and Riverbank Precinct initiatives
- a proposed redevelopment of the Adelaide Festival Centre plaza into an entertainment, arts and cultural hub

- preparation of strategic framework to guide the future redevelopment of the old Royal Adelaide Hospital site
- developer requirements and assessment processes to support better designed public realm.

In addition, the department's Office for Recreation and Sport funded or contributed to plans to increase the use of public spaces by the community:

- South Australian Regional Level Recreation and Sport Facilities Planning Framework
- Western Metropolitan Region sports facility supply and demand study
- Encounter Bay Sports Ground Master Plan
- Master plans for three major sports precincts in the District Council of Mallala
- Murray Bridge Master Plan for the development of a regional walking and cycling trail
- Orroroo–Carrieton Master Plan, for the development of the Orroroo Recreation Grounds
- Bowls SA State-wide Facilities Audit and Master Plan
- Gawler Sport and Recreation Strategy
- Kangaroo Island Recreation, Sport and Open Space Strategy
- Statewide Trails Master Plan.

The department was nominated to develop the Anzac Centenary Memorial Garden Walk, a new pathway linking the South Australian National War Memorial on North Terrace to the Pathway of Honour behind Government House and the Torrens Parade Ground; the \$10m project is jointly funded by the Anzac Centenary Public Fund, the State Government and Adelaide City Council.

Target 2: Cycling

Double the number of people cycling in South Australia by 2020 (the department is lead agency for this target).

Efforts to increase the number of people cycling included:

- increased participation in the Way2Go Bike Education program, which aims to double its reach by June 2018
- continued development of facilities such as greenways and improved arterial road crossings to increase cycling access and safety, as well as new innovations such as bicycle boulevards to provide safer and more comfortable cycling routes for people of all cycling abilities
- continued improvement of the online Cycle Instead Journey Planner to help people make their way around Greater Adelaide
- support for increased mountain biking in the State
- support for the Citizens' Jury on Sharing the Road Safely and proposed changes to South Australian cycling laws to better protect riders.

Target 4: Tourism Industry

Increase visitor expenditure in South Australia's total tourism industry to \$8 billion and on Kangaroo Island to \$180 million by 2020.

The department supported major tourism events such as the Clipsal 500 and Tour Down Under by managing traffic operations to facilitate the efficient movement of event participants and spectators.

The Kangaroo Island Futures Authority (KIFA) continued to support projects to enhance tourism activity on the Island, particularly the 'open all year' project to encourage tourism beyond the summer months and a proposal by the Kangaroo Island Council to expand the Kingscote airport for larger aircraft.

KIFA also supported efforts to enhance business development skills among tourism operators and increase the capacity of food and wine producers to engage the tourist market through joint branding and high profile events such as Tasting Australia.

The department's Office for Recreation and Sport worked with the recreation sector and Trails SA to support the State's network of more than 2600 km of recreational trails and shape its future development for the benefit of visitors as well as South Australian residents.

Target 6: Aboriginal wellbeing

Improve the overall wellbeing of Aboriginal South Australians.

The department contributed to this target through a number of programs including:

- representation on a working group to develop the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands regional procurement strategy
- working with the Aboriginal Affairs and Reconciliation area of the Department of State Development to coordinate the provision and maintenance of services and infrastructure on Aboriginal landholding communities
- initiatives to improve driver licensing outcomes, encourage the use of child restraints in vehicles and enable an exemption from certain driver licensing requirements in the APY and Maralinga Tjarutja (MT) Lands
- contributing to community events such as NAIDOC, Reconciliation Week, the Kardi Munaintya Tram
- providing laptops to Year 10 Aboriginal students through the Walpaara Anpa Awards to assist with education and give encouragement to future learning
- internal Aboriginal employment through Yurangka Kari cadetships and Aboriginal Clerical Traineeships.

In addition the department supported the wellbeing of Aboriginal South Australians through several projects and programs:

- On the Right Track Remote driver licensing program for Aboriginal residents of the APY and MT Lands
- APY Lands Main Access Road Upgrade project, which improves road infrastructure in the area and provides employment for local Anangu
- airstrip upgrades at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree to improve access to remote areas
- a base property cadastre and property addressing for Aboriginal communities that will be visible through state and national public registers
- testing and assessment of material containing asbestos in landfill sites in the APY Lands and West Coast, and development of strategies to manage it to mitigate potential exposure and health risks to users and local residents.

The department engaged Aboriginal South Australians in sport and recreation through several Office for Recreation and Sport initiatives:

- The Tour de Nunga cycling event, now in its third year, saw 12 young people develop leadership and cycling skills through the Australian Indigenous Leadership Centre and 60 riders take on the 120 km circuit route around Wilpena Pound. The program invited cycling champion Kieran Modra, Uncle Vince Coulthard and Auntie Pauline McKenzie to speak to the riders about leadership and goal setting.
- Golf events for Indigenous players were held in Gawler, Port Lincoln and the Murraylands, culminating in the Statewide Indigenous Golf Championships in North Adelaide, which attracted 60 golfers.
- Under a partnership between ORS Pathways and the Indigenous Sports Development Office, Indigenous boxer Andrew Saunders joined full-time training at Boxing SA while attending Westminster College. Andrew is the State Champion for his weight division and recently received his Golden Gloves.

Target 13: Work-Life balance

Improve the quality of life of all South Australians through maintenance of a healthy work-life balance.

The department continued to deliver on its commitment to provide a work environment that is stimulating and interesting, safe and responsive to employee needs and responsibilities, and soundly based on departmental and public sector values and standards.

It supports work-life balance among employees through flexible working arrangements, alternative placement opportunities, part-time work opportunities and use of Long Service Leave as a transition to retirement.

The department also:

- provides family rooms at two worksites
- facilitates employee wellbeing programs, including health assessments
- drives a Culture Ignition program to create a positive work environment, and encourage collaboration and high performance.

In addition, the department's Valuations office is piloting the Flexible Working and Accountability Arrangements Program to help staff improve work/life balance while transitioning to a more mobile workforce model.

Target 21: Greater Safety at work

Achieve a 40% reduction in injury by 2012 and a further 50% reduction by 2022.

The department's number of new workplace injury claims decreased from the previous year.

Continued measures of focus on greater safety at work include:

- providing appropriate personal protective equipment, training and procedures
- staff induction prior to visits to construction sites where safety is controlled or maintained by constructors
- Management Plans for workplaces in accordance with the Work Health and Safety Regulations 2012.

To ensure staff safety every day, the department gives careful consideration to fatigue management principles and guidelines, particularly for staff in rostered shift work such as rail operations. The department also offers Rail Safety Awareness training to all staff and contractors. Rail Safety Awareness accreditation is compulsory for all contractors and employees who undertake work within the rail corridors.

Further development of the Automatic Train Protection (ATP) system progressed with a view to commissioning it into service on the Seaford and Tonsley lines in the last quarter of 2015. The system will be progressively integrated into the existing electric railcars and selected 3000 class diesel railcars to enhance the safety of the network by reducing the potential for train-to-train collisions and Signal Passed at Danger (SPAD) incidents. It monitors signal indications on railcars and alerts the driver of the appropriate speed to approach a signal at stop, with the ability to intervene and stop the railcar if the driver does not comply.

Modifications to the Citadis tram master controller and improvements to the door interlocking system were undertaken following an assessment of ergonomic factors related to use by the driver.

In line with requirements to remove all asbestos products from government buildings in the *National Strategic Plan for Asbestos Management and Awareness 2014-2018*:

- 5 buildings and 26 sites were made asbestos-free
- 1109 government sites were inspected for asbestos; 17 category 1 sites (requiring prompt removal) and 208 category 2 sites (removal at a practicable time) were identified.

The department supported a new website, asbestos.sa.gov.au, to provide information and advice to South Australians concerned about asbestos in their homes and workplaces. The website was jointly developed by SafeWork SA, SA Health, the Environment Protection Authority, the Local Government Association of South Australia, Housing SA and DPTI, who each have a role in managing the risks of exposure and providing information.

The department also developed a comprehensive safety system for Land Boundaries targeted at the safety of surveyors in the field.

Target 22: Road safety

Reduce road fatalities and serious injuries by at least 30% by 2020 (the department is lead agency for this target).

While 108 fatalities were recorded on South Australia's roads compared with a road toll of 97 fatalities in 2013 and 94 fatalities in 2012, the number of serious injuries continued to fall, with 711 serious injuries in 2014, the lowest serious injury total on record.

Actions implemented from the *Road Safety Action Plan 2013-16* include:

- passenger and night-time driving restrictions to protect young drivers
- point-to-point average speed systems on rural highways across the State
- best practice road safety education in kindergartens and child care centres
- motorcycle safety infrastructure and strategies to encourage the take-up of advanced motorcycle safety systems
- installation of wombat crossings in Hahndorf to improve pedestrian safety
- upgrades at more than 12 metropolitan intersections to reduce right turn crashes
- installation of a raised platform at the junction of The Parade West and Rundle Street, Kent Town, to slow vehicles down and improve safety
- speed limit reduction in the vicinity of emergency service workers from 40 km/h to 25 km/h
- a workshop on the safe use of mobility scooters for the Moving Right Along program for older drivers.

Other departmental efforts to increase road safety are:

- South Eastern Freeway Safety Improvement Program, which identified:
 - 22 potential measures to improve safety for roads users
 - priority measures being investigated and delivered include driver education and training, heavy vehicle maintenance and operation, and road safety infrastructure improvements.
- On the Right Track Remote, a driver licensing program for Aboriginal people in the APY and MT Lands
- transition to the National Heavy Vehicle Regulator, which has safety benefits through a consistent, national approach
- continued provision of child restraints and related education in remote Aboriginal communities
- increased student participation in the Way2Go Bike Education program
- Residents Win grant program to improve community road safety
- Code of Practice for Motor Driving Instructors and renewed rules for driving testers to improve driver training services to the community
- road safety infrastructure projects in Adelaide and regional South Australia funded under the Black Spot program and other road safety infrastructure funding programs.

Road safety statistics:

- Fatal crashes in the Adelaide metropolitan area decreased from 35 in 2013 to 34 in 2014. Rural fatal crashes increased from 54 in 2013 to 62 in 2014
- young road user fatalities aged 16-24 increased from 15 in 2013 to 17 in 2014, but are below the previous 5 year average of 23 fatalities (2009-2013)
- older road user fatalities aged 70+ decreased from 24 deaths in 2013 to 21 in 2014, and three more than the previous 5 year average (2009-2013)
- the number of motorcyclists killed down from 12 in 2013 to 11 in 2014
- in 28 per cent of fatal crashes in 2014 speeding was considered a contributing factor. This is lower than the 5 year (2009-2013) average of 33 per cent of fatal crashes being considered as speed related. In 2013 this figure was 26 per cent
- 22 per cent of drivers/riders killed in fatal crashes in 2014 had an illegal blood alcohol concentration (BAC). This compares to 25 per cent in 2013 and a 5 year average (2009-2013) of 27 per cent
- 24 per cent of drivers/riders killed in 2014 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 18 per cent in 2013 and a 5 year average (2009-2013) of 21 per cent
- of the drivers and passengers killed in 2014, 25 per cent were not wearing a seatbelt at the time of the crash. In 2013 31 per cent were not restrained and the previous 5 year average (2009-2013) is 34 per cent
- seriously injured drivers decreased from 369 in 2013 to 320 in 2014

- the number of pedestrian serious injuries decreased from 87 in 2013 to 59 in 2014
- older road users aged 70+ seriously injured decreased from 82 in 2013 to 57 in 2014
- 16-24 year old serious injuries increased from 143 in 2013 to 170 in 2014. The increase has been in the number of 16-19 year olds seriously injured from 50 in 2013 to 80 in 2014.

Target 24: Volunteering

Maintain a high level of formal and informal volunteering in South Australia at 70% participation rate or higher.

The Office for Recreation and Sport (ORS) supports the more than 225 000 volunteers working in the sport and recreation sector by helping volunteer-based organisations improve their organisational capacity and practices through the STARCLUB Club Development Program.

ORS also supports volunteers through its State Coaching and Officiating Centre, which delivers courses to help South Australians attain skills and qualifications to coach or officiate in sport.

The department also:

- worked with the volunteer group Friends of the One and All Sailing Ship Inc to support self-funded sailing voyages, community events and youth leadership training programs. The volunteers achieved 60 sail-days during 2014-15.
- participated in a mentoring program with the Australian Property Institute and the University of South Australia. The program was aimed at developing student professionals looking to progress a career in the property industry and foster links between the public and private sector and education providers.

Target 30: Boards and committees

Increase the number of women on all State Government boards and committees to 50% on average by 2014, and maintain thereafter by ensuring that 50% of women are appointed, on average, each quarter.

At 30 June 2015 the department was responsible for the administration of 16 boards and committees. Of a total 122 members, 46 per cent were women, a percentage increase of seven per cent on the previous year.

Target 31: Chairs of boards and committees

Increase the number of women chairing State Government boards and committees to 50% by 2014.

Of the 16 boards and committees administered by the department at 30 June 2015, 60 per cent were chaired by women, a percentage increase of 36 per cent on the previous year.

Target 32: Customer and client satisfaction with government services

Increase the satisfaction of South Australians with government services by 10% by 2014, maintaining or exceeding that level of satisfaction thereafter.

In response to the Ombudsman of South Australia's audit of State Government agencies' complaint handling policies and procedures, the department developed a Complaint Management Policy and implemented a Complaint Management Framework. The department is developing a system to enable consistent capture and reporting of public complaint information.

The department provides opportunities for customer feedback about passenger transport services through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well via social media channels, Facebook and Twitter. These complaints represented approximately 0.02 per cent of total public transport patronage (initial boardings and transfers) in 2014-15.

The department also receives complaints regarding taxis and small passenger vehicles. Taxi complaints represented less than 0.01 per cent of the estimated eight million journeys provided in 2014-15.

The department provides a 24 hour communication hub to report on road and traffic conditions and receive information from customers.

During 2014-15, whilst rolling out SAILIS, the department received less than one objection for every 300 valuations, which indicates good valuation practices, customer service and client satisfaction.

Target 33: Government planning decisions

South Australia leads the nation in timely decisions of development applications through to 2020 (the department is lead agency for this target).

The department progressed toward this target with:

- 421 Land Use applications assessed, with 80 per cent processed within statutory timeframes (increased from 73 per cent last year)
- 345 Crown Development applications assessed, with 88 per cent processed within statutory timeframes (increased from 57 per cent last year)
- 3379 Land Division applications assessed, with 95 per cent completed within statutory timeframes (increased from 85 per cent last year).

The department's continued work on planning reforms achieved the following outcomes:

- Total 'Development Cost' value of land use applications:
 - assessed by Development Assessment Commission - \$1.56b
 - assessed by Minister for Planning - \$214m.

Inner Metropolitan Development Assessment (for proposals over \$10m) as at 30 June 2015:

- 22 projects with a combined estimated value of \$805m were granted Development Plan Consent by the Inner Metropolitan Development Assessment Committee
- 13 projects with a combined estimated value of \$513.2m were under active assessment
- 24 projects with a combined estimated value of \$1.19b were progressing through the pre-lodgment service
- 12 potential projects with a combined estimated value of \$463m were the subject of preliminary enquiries.

Major Developments (under the *Development Act 1993*) as at 30 June 2015:

- 18 major developments equating to over \$12b were being considered for major development status
- 1 proposal was declared a major development
- 9 proposals previously declared major developments were under active assessment.

State Coordinator-General initiative as at 30 June 2015:

- 32 development proposals with a total estimated value of \$348m were determined to be of economic significance to the State, of these:
 - 11 proposals with a combined estimated value of \$151.5m were granted Development Plan Consent by the Development Assessment Commission
 - 17 additional proposals were lodged with the Development Assessment Commission for assessment.

Planning and Development Fund:

- The Open Space and Places for People grant programs contributed \$10.5m towards 44 local government projects. This included a \$278 000 grant to Adelaide City Council for the Park Lands Trail Project.
- The Fund also provided \$3.12m towards Vibrant City and Riverbank Precinct projects.

Target 40: Food Industry

Grow the contribution made by the South Australian food industry to \$20 billion by 2020.

The department supports the protection of food production through planning policies in the *South Australian Planning Strategy* to concentrate population growth and development in existing urban areas and reduce Adelaide's spread into surrounding agricultural and natural areas.

The Kangaroo Island Futures Authority Board funded a project to identify the skills and business development needs of local food and wine producers. The result will be an audit with recommendations for consideration by the Kangaroo Island Brand and Industry Alliance and the Kangaroo Island Food and Wine Association.

The department provided valuation information to PIRSA to provide information to international markets to foster and promote primary production investment in South Australia.

A Modern Transport System for Agriculture—A New Partnership Approach, a report produced in collaboration with Primary Producers SA and PIRSA and the department, identifies priorities for regulatory reform and 'last mile' investments to improve the performance of the regional road network to meet industry needs to reduce red tape and costs for farmers and agribusinesses.

Target 44: Aboriginal lands – Native title

Resolve 80% of native title claims by 2020.

The department:

- facilitated Historic Land Tenure searching to assist the Attorney General's Department in the determination of Native Title.
- supported completion of the Good Order Audit of all Aboriginal Land Trust land holdings.

Target 50: People with disability

Increase by 10% the number of people with a disability employed in South Australia by 2020.

At 30 June 2015 the department had 48 employees who declared that they had a disability which represents 1.5 per cent of the workforce.

The department is committed to achieving a diverse, discrimination-free workplace and provides staff with information about working with people with a disability, as well as workplace modifications and other support.

The *Attracting the People We Need* strategy provides opportunities through recruitment processes and calls for all vacancies up to and including the ASO4 level to be posted on the Disability Employment Register.

The department is collaborating in a Change @ SA program which provides a platform for partnerships with organisations that assist people with a disability to live and work in the community. The department employs six staff through this initiative.

Target 52: Women

Have women comprising half of the public sector employees in the executive levels (including Chief Executives) by 2014 and maintain thereafter.

At 30 June 2015 the department had 13 female executives, which represents 28.8 per cent of its executive cohort.

In addition, the department's Office for Recreation and Sport endeavoured to increase women's overall board representation via two initiatives:

- the Gender Diversity Project to encourage state sporting organisations to increase the diversity of their boards, workforce and volunteers
- a Women on Boards networking event that introduced more than 50 professional women seeking Board appointments to representatives of 37 leading state sport and recreation organisations.

Target 53: Aboriginal employees

Increase the participation of Aboriginal people in the South Australian public sector, spread across all classifications and agencies, to 2% by 2014 and maintain or better those levels through to 2020.

At 30 June 2015 there were 82 Aboriginal employees, which represents 2.6 per cent of the workforce.

Through the Walpaara Anpa Awards the department creates a pathway to future learning and employment, and during 2014-15 provided 16 internal Aboriginal employment opportunities; one Yurangka Kari cadetship; ten Aboriginal Clerical Traineeships; four Aboriginal Plant Operator Traineeships; and one graduate.

Target 56: Strategic infrastructure

Ensure that the provision of key economic and social infrastructure accommodates population growth (the department is lead agency for this target).

The department delivered or initiated a number of transport projects to prepare for a growing population in Greater Adelaide.

- North-South Corridor works:
 - completed the South Road/Ashwin Parade intersection upgrade, as part of early works for the Torrens Road to River Torrens Project
 - commenced the upgrade of the South Road-Richmond Road intersection, and duplication of James Congdon Drive from South Road to Sir Donald Bradman Drive

- awarded the Torrens Road to River Torrens Project contract to the department's first road construction Alliance
- commenced the procurement process for the Darlington Upgrade Project
- released a scoping report for a 10 Year Strategy to deliver the North-South Corridor
- opened the Southern Expressway to two way traffic
- commenced construction on the new South Eastern Freeway Interchange at Bald Hills Road, Mount Barker.

The *Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan*, released by the State Government and the District Council of Mount Barker, identifies the strategic infrastructure, such as transport, power, water, education, health, emergency services and community facilities, needed to support new urban growth in the area. It also identified that the need for a new interchange along the South Eastern Freeway at Bald Hills Road is part of this plan.

Works to ensure good rural road infrastructure included:

- upgrade of the Bute to Kulpara Road and the Main North Road upgrade between Laura and Gladstone
- the \$10.5 m Penola Southern Bypass
- \$4.0m to the Shoulder Sealing Program
- \$9.2m to the Rural Road Safety Program
- \$11.3m was allocated to the Rural and Remote Program
- resealing / rehabilitation of about 520 lane km of roads across the State.

The planning and delivery of the \$14.2m Heavy Vehicle Safety and Productivity Program Round 4 (with the department's contribution of \$3.2m) was commenced by the department, and includes new and upgraded rest areas on the Eyre and Stuart Highways and working with local councils as they deliver approved road upgrades on the local road network.

A vital part of the rural road network, the River Murray ferry fleet received funding for two more steel-hulled ferries to replace the fleet's remaining timber-hulled craft, which are more than 60 years old and reaching the limit of their lifespan. Eight the new steel-hulled craft are already in operation and another two have been commissioned.

In aviation infrastructure, the department completed airstrip works at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree; runway widening at the Coober Pedy airport; and Airport Master Planning and development of draft master plans for 19 regional airports. In addition the Kangaroo Island Futures Authority supported the Kangaroo Island Council's submission to the National Regional Infrastructure Fund to support expansion of the Kingscote Airport.

The draft Integrated Transport and Land Use Plan (ITLUP) was finalised in preparation for release in mid-2015. The development of the South Australian Freight Strategy and Ports Strategy is underway. Both building on the ITLUP and the *Regional Mining and Infrastructure Plan* which are to be implemented with the support of the Resources Infrastructure Taskforce. The department also prepared a plan for transport infrastructure for regional and remote Australia in partnership with the Australian Government.

The department managed a program of more than 350 building construction projects with a total value of more than \$2b on behalf of government agencies.

Completed projects:

- James Nash House redevelopment
- Port Lincoln Country General Hospital redevelopment
- Brighton Secondary School Cafeteria Hall & Library addition
- Modbury Hospital redevelopment
- Ashford Special School relocation
- Campbelltown R-12 School redevelopment
- Para West Adult Campus TAFE relocation
- Port Augusta Special School relocation
- Kensington Centre Special School relocation
- Klemzig Primary School redevelopment.

Ongoing building construction projects:

- Adelaide Convention Centre redevelopment
- Transforming Health Program redevelopment
- Northfield prisons infrastructure
- Mount Gambier Prison Accommodation Unit addition
- Adelaide Festival Centre Roof and Plaza upgrade
- Eastern Fleurieu R-12 School Strathalbyn Campus redevelopment.

Completed fit-outs to government office accommodation:

- State and Police Ombudsman, Level 9 55 Curie Street Adelaide
- Adelaide Allianz Centre, Civil and Administrative Tribunal L4 and L7
- Western suburbs Community Dental Clinic
- Citi Centre, Level 9 SA Health.

The department also delivered (fully or substantially) built heritage projects under the Historic Buildings Conservation Program in partnership with other state government agencies:

- Ayers House - external conservation (slate roofing, walls and timberwork)
- SA Institute Building - external conservation (roof lantern, walls, external timberwork, and stormwater improvements)

- Government House - external conservation Stage 2 (slate roofing, walls and timberwork)
- Torrens Island Quarantine Station – Conservation Management Plan and various works to significant structures
- Edmund Wright House east (King William) - facade conservation.

The Office for Sport and Recreation supported sport and recreation infrastructure by approving 51 grants valued at \$5.8m for facilities in metropolitan communities and 58 grants valued at \$2.3m for facilities in regional communities. It also undertook upgrades at some of the state's major sporting infrastructure, including at the SA Athletics Stadium, Netball SA and the Adelaide Super-Drome.

Target 59: Greenhouse gas emissions reduction:

Achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050.

The department continued to deliver the TravelSMART program to households in targeted communities.

Hydraulic start technology on three ferries allows the diesel engines to automatically shut down when the ferry is docked and to restart hydraulically when required. This has achieved an estimated fuel saving of 31 750L per year and a CO2 emission reduction of up to 86 tonnes per year.

The department has two hybrid cars and one all-electric car in its vehicle fleet for staff use, and encourages alternative travel modes such as bicycles, car pooling and public transport for work-related travel.

Significant investment in the public transport network to increase patronage in Metropolitan Adelaide and reduce greenhouse gas emissions associated with private car use.

In response to a KPMG review into the impact of increasing utility costs on sport and recreation organisations, the department's Office for Recreation and Sport led several initiatives:

- Sustainable Clubs (part of the STARCLUB Club Development Program) to help organisations that are responsible for maintaining sports grounds to plan for more efficient energy and water use
- Greening Your Club resources to equip organisations with knowledge and tools to reduce their environmental impact and utility use
- A fact sheet explaining eligibility requirements under the *Recreation Grounds Rates and Taxes Exemption Act 1981*.

The department is working with the Department of Environment, Water and Natural Resources and the City of Adelaide to explore opportunities under the Carbon Neutral Adelaide initiative. This initiative was announced by the Governor of South Australia in his speech outlining the government's agenda for South Australia, delivered to State Parliament on 10 February 2015.

Target 60: Energy efficiency – dwellings

Improve the energy efficiency of dwellings by 15% by 2020.

Target 61: Energy efficiency – government buildings

Improve the energy efficiency of government buildings by 30% by 2020.

Working toward both energy efficiency Targets, dwellings and government buildings, the department's building construction procurement processes include a broad range of environmental measures. The annual programs related to the owned building asset portfolio are committed to lighting, air-conditioning and mechanical plant upgrades to achieve energy performance. Building improvements included:

- installation of energy efficient air conditioning plant at Crystal Brook, the Motor Vehicle Depot at Regency Park and the Holden Hill Police Station
- T5 lighting upgrades at 136 North Terrace (Roma Mitchell House), Holden Hill Police Station and 5 Whitehead Street, Whyalla

Peak energy demand levels were revised for 65 Conyngham Street, Glenside and Netley, resulting in substantial electricity cost savings.

The Government Employee Residential Program procured 18 modern, 6-star energy rated dwellings as part of the housing renewal program and acquired, under long-term leases, three 6-star energy rated properties in Port Lincoln. These properties include energy-efficient solar panels, fixtures and fittings, northerly orientation of living areas, and verandahs for shading. Twenty older, less energy-efficient houses were sold.

Target 63: Use of public transport

Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (the department is lead agency on this target).

The estimated metropolitan public transport patronage in 2014-15 was 6.8 per cent of total public transport and car use (*source: Australian Bureau of Statistics*), up from 2013-14 due to the completion of improvements such as the extension of the Seaford rail line.

Improvements in Adelaide Metro technology and monitoring enabled the recording of all free trips for the first time: patrons made more than 8 million free trips using free services such as the Adelaide Oval Footy Express, City Connector, Free City Tram and Free Jetty Road Glenelg Tram. With the inclusion of all free travel, the estimated metropolitan public transport patronage in 2014-15 was 7.2 per cent of total public transport and car use (*source: ABS, DPTI*).

Other initiatives and actions to increase public transport use include:

- introduction of double decker buses, with more seating capacity than rigid and articulated buses, on Adelaide Hills routes and Jet Express airport transfers
- introduction of new electric railcars on the Seaford and Tonsley lines, bringing the total to 19 sets
- re-profiling of rail tracks (rail milling) to improve train ride quality and infrastructure
- improvements to Adelaide Metro's online Journey Planner to make it more responsive and user friendly, enabling quicker planning of public transport journeys
- expanded use of GPS data from the Metrocard system to optimise real-time passenger information and journey planning, and improve performance monitoring of the bus network to assist more accurate planning of future services
- completed expansions of Park 'n' Ride facilities at Smithfield (extra 136 spaces) and Noarlunga (extra 189 spaces)
- completed upgrades at Broadmeadows and Parafield stations
- continued investigations, in cooperation with UniSA, into development of an inner city bus depot at a vacant site on Currie Street.

Target 68: Urban Development

By 2036, 70% of all new housing in metropolitan Adelaide will be built in established areas (the department is lead agency on this target).

A departmental review of housing and land supply data conducted as part of the update of *The 30-Year Plan for Greater Adelaide* shows that a ratio of infill to greenfield development of 62:38 was achieved in 2014.

Urban development in established areas is supported by:

- continued planning reforms and streamlined assessment practices for the City of Adelaide and inner suburbs, which have been instrumental in unlocking over 100 development proposals with a combined estimated value of \$4.2b and have the potential to generate an estimated 55 400 jobs in the property industry and development sector
- targeted mixed-use, multi-storey infill development in new Inner and Middle Metropolitan corridors, facilitated by development plan amendments and rezonings under the Inner Metro Growth Project
- the update of *The 30-Year Plan for Greater Adelaide*, which will put more focus on the regeneration of existing suburbs in order to reduce expansion on the urban fringe
- population projections prepared by the department every five years to support efficient planning and delivery of services and infrastructure

- a change to the *Urban Renewal Act 1995* to enable the amendment of development plans to adopt precinct master plans and the assessment of developments in precincts established under the Act
- data such as land use codes and valuations, which support planning and decision making for new developments by identifying areas with potential uplift in value as a consequence of planning changes.

Target 83: Sport and Recreation

Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020 (the department is lead agency for this target).

The department, through the Office for Recreation and Sport:

- implemented the Sports Vouchers program giving primary school children a discount on membership in sporting clubs
- expanded the STARCLUB Club Development Program to include 2383 registered organizations and a team of seven STARCLUB Field Officers working with 30 regional councils
- developed a new decentralised model for local delivery of the VACSWIM program
- worked with the recreation sector to implement a new governance structure for the South Australian Trails Network, giving them more influence over its future development
- contributed to the State Mountain Bike Strategy and supported plans to develop the Mount Lofty Ranges as an international mountain biking destination
- hosted an array of national and international events, including cycling, swimming, athletics and taekwondo
- upgraded State-owned sporting infrastructure, including at the SA Athletics Stadium, Netball SA and the Adelaide Super-Drome.

ORS also continued to boost the State's coaching and officiating capability by:

- delivering 23 courses to 361 participants through the State Coaching and Officiating Centre
- updating the Essentials for Coaching Children course with new resources such as online coaching videos
- hosting two Elite Coaching Seminars (in Mount Gambier and Adelaide)
- expanding the Coloured Shirt Program for new and beginner coaches to 27 sports organisations.

ORS continued to support opportunities for people of all ages, genders, abilities and backgrounds by:

- introducing I-Net, a quarterly inclusion network bringing together 30 state, local and non-government organisations working in disability, culturally and linguistically diverse and Aboriginal and Torres Strait Islander (ATSI) communities
- hosting a Disability Round-table to discuss shared good practice in programs, administration and culture
- organising the From Diversity Comes Innovation and Growth Conference, which attracted 220 delegates to address the changes and challenges around inclusion in sport
- providing clubs with a comprehensive package of resources for the Fair Enough—Everyone in Sport Deserves Respect campaign to educate parents and supporters about good behaviour on and off the field and promote inclusion.

ORS also distributed 801 sport and recreation grants totaling \$16.6m, including \$3.5m to non-metropolitan areas:

- 51 grants (\$5.8m) for facilities in metropolitan SA and 58 grants (\$2.3m) for facilities in regional communities
- grants to 410 clubs (\$1.6m) for activities such as volunteer training, first aid materials and purchase of sport equipment
- grants to 110 projects (\$3.2m) to help organisations further develop capacity and address barriers to inclusion
- grants to 74 peak bodies (\$3m) to provide sustainable leadership, policies and support services to more than 3000 clubs.

Future Directions

Deliver a modern, safe, accessible and reliable public transport network

- Review the Adelaide Metro network to redesign and modernise the bus network to provide customer-focused services, including implementing strategies to simplify the bus network and improve travel time and reliability, focussing on high capacity, high frequency corridors and access to major activity centres, tertiary education centres, hospitals and sporting hubs.
- Continue planning investigations for development of the AdeLINK tram network.
- Continue planning for the Darlington public transport project.
- Plan for 'Super Stops' within the CBD.
- Plan for extension to services to new growth areas in Adelaide, and define and protect future rail corridor extensions.
- Prepare Regional Passenger Transport Plans for regional South Australia.
- Continue planning for the electrification of the Gawler Rail Line to optimise infrastructure upgrade and delivery of services (\$152.4m to extend electrification from Adelaide to Salisbury); works to start in 2017-18 and finish in 2019-20.

Buses, trains and trams:

- Review bus stop locations and timing points to facilitate more efficient services and improve on time running and reduce journey time for passengers.
- Review train timetables with the aim of improving travel times, on time running and fleet utilisation across the network.
- Review tram timetables with the aim of improving capacity between Glenelg and the Adelaide Entertainment Centre by reducing shuttle services confined to the CBD and increasing service frequency.

Park 'n' Ride facilities:

- Develop 'shovel ready' plans for expansion or greenfield development of up to 10 priority sites.

Station security and amenity upgrades:

- Start the \$4m station upgrade program (\$1m per year over the next four years), including an upgrade of Albert Park Station and improved CCTV and lighting at selected sites.
- Upgraded audio visual systems for the Adelaide Railway Station.

Make Adelaide a more vibrant city with a continued focus on cycling and walking

Planning in accordance with the draft Integrated Transport and Land Use Plan (ITLUP):

- Finalise South Australia's Cycling Strategy, which aims to help double the number of people cycling in the State by 2020, as set out in *South Australia's Strategic Plan*.

Cycling programs:

- Continue to develop the Beulah Road and Braund Road bicycle boulevards.
- Establish a new four year, \$6.5m program of bicycle boulevards and greenways (to replace the completed Greenways and Cycle Paths program) to deliver low-stress, low-traffic routes that connect traffic-calmed local streets with new off-street shared-use paths and arterial road crossings.
- Introduce new cycling-friendly road rules to improve conditions for bicycle riders—in the form of legislation to define the overtaking space between a vehicle and cyclist and change regulation to allow cycling for all ages on footpaths.

Maintain the transport network and ensure it meets the needs of all users

Launch Operation Moving Traffic with extensive community and stakeholder consultation to identify short-term operational improvements to increase reliability of travel time, safety and service delivery for people and goods across metropolitan Adelaide's road and public transport systems.

Release a Road Works Portal through the Traffic Management Centre (TMC) to allow road workers to apply for a permit to work on the DPTI road network, as well as track the approval process, see past permits, potentially supply immediate approvals, avoid conflicts with other road works and special events, upload relevant documentation and notify the TMC when on and off site.

Upgrade the CCTV system used by the TMC with full digital internet protocol (IP) video equipment to improve the system's reliability, flexibility and resilience and increase the Centre's ability to manage incident responses and archive critical data to aid in the development of future responses.

Continue works on the new South Eastern Freeway Interchange Project at Bald Hills Road, Mount Barker, to be completed in mid 2016.

Progress the Gawler East Collector Road Project, including planning for a local road in the Gawler East residential development to support future expansion and associated upgrade works at the intersection of Main North, Potts and Para Roads.

Undertake shoulder sealing works on the rural road network, including the completion of the Karoonda Highway.

O-Bahn City Access Project (following necessary approvals):

- Complete early works packages such as service relocation during the last quarter of 2015.
- Progress plans to award a Design and Construct contract in late 2015, with view to starting construction in late 2015 / early 2016.

Undertake critical road maintenance (with an additional \$70m over four years from the 2015-2016 State Budget):

- Waterloo Corner Road - almost 2 km from Whites Rd to Lawrie St
- RM Williams Way - about 6 km between Spalding and Hutt River
- Happy Valley Drive - almost 1 km from Manning Rd to Windebanks Rd
- Copper Coast Highway - about 17 km west of Paskeville
- Daws Road – about 800 m from Winston Ave to Goodwood Rd
- Main South Road - more than 1 km between Myponga and Yankalilla.

Deliver a further two steel-hulled ferries to the River Murray ferry fleet service.

The department will continue to implement *A Modern Transport System for Agriculture – 90 Day Project* in partnership with Primary Producers SA and Primary Industries and Regions SA (PIRSA). The proposed regulatory reforms will be finalised in collaboration with primary producers and the National Heavy Vehicle Regulator and will:

- reduce red tape and costs for farmers and agribusinesses
- focus on implementing all the short term reforms and conduct investigations of others to develop a multi year investment program for consideration by the commonwealth, state and local governments.

Marine assets:

- Commence works on the refurbishment of the two inner breasting dolphins at Port Bonython
- Complete restoration works on the Port MacDonnell jetty
- Replace stairs at the Port Noarlunga Jetty to accommodate diving activities
- Upgrade the Coffin Bay channel aids to navigation.

Undertake improvements to regional roads (with funding of \$203m, including \$136m in State Government funds and \$67m in Australian Government funds):

- \$18.8m to transport upgrade works on the APY Lands
- \$13.1m to strategic route reviews and road safety improvements on the Victor Harbor Road, Main South Road and Augusta Highway
- \$10m to improve road infrastructure, including shoulder sealing
- \$8.8m to the Rural Road Safety Program

- \$8.3m to the upgrade of the Sturt Highway under the National Highway Upgrade Program
- \$7m to the Adelaide Hills Priority Program for specific road safety improvements in areas with high crash rates
- \$5.8m to the Rural Freight Improvement Program
- \$11.8m for the Rural and Remote Program for ongoing road improvements mainly in the outback
- \$23.1m to the Bald Hills Road interchange on the South Eastern Freeway at Mount Barker.

Rail Revitalisation:

- Commission the remaining three electric railcars for the Seaford line.
- Commence works to enhance signalling and communications to improve safety, reduce faults and maximise service reliability.
- Complete installation of the Automatic Train Protection (ATP).
- Complete the planning study for the Oaklands Park level crossing and provide recommendations on the preferred short and long term options.
- Finalise planning and commence delivery of the Torrens Rail Junction Project.

Continue with the review of South Australia's transport laws, including the *Motor Vehicles Act 1959* and the *Road Traffic Act 1961*, in order to:

- facilitate personal mobility and choice
- take better advantage of technology to benefit services, administration and enforcement and bring the legislation up to date with current trends and technologies, such as the trialling of driverless cars
- better shape user behaviours by improving education, service, incentives and enforcement
- better link legislation related to transport connections, movements and networks with broader land-use development considerations
- increase State's productivity by connecting industry to market
- improve management of supply and demand to reduce congestion, emissions, delays and avoidable costs incentivising better travel choices
- cut red tape and duplication, simplifying and consolidating the legislation to reduce fees and charges.

Provide the infrastructure to help South Australia reach its social and economic potential

Progress the APY Main Access Road Upgrade project by commencing construction on the section of road between the Stuart Highway and Indulkana in September 2015 and on the section between Pukatja and Umuwa in early 2016, and working towards targets for local Anangu employment.

Continue to explore funding opportunities through Infrastructure Australia for the Strzelecki Track upgrade and sealing to support growth in the oil, gas and other regional economic sectors.

Continue to support the Resources Infrastructure Taskforce to implement the *Regional Mining and Infrastructure Plan* to support the progression of mining developments through the provision of transport infrastructure.

Develop the South Australian Ports Strategy and Freight Strategy.

Provide submissions on behalf of State Government to Infrastructure Australia as part of their development of a 15 year Australian Infrastructure Plan.

Address Arrium's request for a fourth Transshipment Point off Whyalla to maximise the efficiency and operational security of its iron ore transshipping operations.

Commissioner for Kangaroo Island:

- Work with the community and the Kangaroo Island Council to confirm areas for future development and establish management plans to enhance the environmental, economic and social prosperity of the Island.
- Work with industry and community organisations to promote local services and products via a new web presence.

Aviation:

- Assist Councils in finalising regional airport master plans.
- Develop a funding strategy for State airports based on results of the Airport Master Planning project.
- Assist remote communities with applications for the Commonwealth Remote Airstrip Upgrade Program and manage successful applications and State funding contributions.

Continue construction of a non-stop North - South Corridor from Gawler to Old Noarlunga to support economic development

Commence works on the Torrens Road to River Torrens Project site at the end of July / early August 2015; complete early works at South Road / Richmond Road and also James Congdon Drive by the end of 2015; start early works for capacity upgrades of Park Terrace / Fitzroy Terrace / Torrens Road intersection in mid July 2015, to be completed by end of 2015.

Progress plans to award the Darlington Upgrade Project major works contract in November 2015.

Progress planning, preconstruction activities and early works for the Northern Connector road project with the aim of commencing major construction works in May 2016.

Finalise the planning study for the development of the non-stop section of road from Anzac Highway to Darlington.

Deliver safer roads and waters and change risky behaviour

Continue delivery of the On the Right Track Remote driver licensing program to communities in the APY and MT Lands.

Road safety upgrades:

- Complete the safety upgrade of the intersection of North East and Sudholz Roads.
- Construct roundabouts in semi-rural locations to reduce right turn crashes at intersections.
- Undertake infrastructure treatments in rural locations to reduce the incidence and severity of head-on and run off road crashes.
- Continue to undertake road safety infrastructure investment in the Adelaide Hills.

Heavy vehicle safety:

- Complete delivery of the \$14.2m Heavy Vehicle Safety and Productivity Program (with the department's contribution of \$3.2m), including new and upgraded rest areas on the Eyre and Stuart Highways and working with local councils as they deliver approved road upgrades on the local road network.
- Distribute a training video on how to safely descend the South Eastern Freeway to national training organisations and all licence holders upgrading to a heavy vehicle.
- Distribute a Heavy Vehicle Drivers Handbook to driver training and transport industry members and all licence holders upgrading to a heavy vehicle.
- Implement the national heavy vehicle driver competencies.

Way2Go:

- Increase the percentage of local council partners in the Way2Go primary school road safety education program from 50 per cent to 60 per cent.
- Continue to increase annual participation in the Way2Go Bike Education program to more than 8000 primary school students in 90 schools by June 2018.

Other road safety initiatives:

- Introduce a motorcycle refresher course for returning riders.
- Continue promotion of the Safer Driving Tips Campaign.
- Review the *Road Safety Strategy 2020–Towards Zero Together* and develop South Australia's Road Safety Action Plan 2017-2020.
- Introduce the Code of Practice for Motor Driving Instructors and the Rules Governing Authorised Examiners.
- Implement the self-assessment process allowing eligible drivers 75 years and older to assess and declare their own fitness to drive.

Marine safety:

- Transition functions under the national marine safety system to the Australian Marine Safety Authority (AMSA), starting with the cessation of vessel survey and participation in the national system pilot from 1 July 2015.
- Remove the requirement for applicants to take a written examination for an electronic boat operators licence to allow for immediate feedback to the applicant on any errors made in the exam and referrals to the Boating Safety Handbook for more detailed revision, as well as reduce the time needed for the examination and marking.
- Mount an education campaign on the benefits of wearing personal flotation devices (PFDs) in recreational vessels to increase public awareness of how PFDs can save lives and ease recovery from the water.

Provide strategic land use and transport planning and development function supporting government policy and strategic objectives.

Contribute towards strategic land use, transport planning and development functions supporting state government policy and objectives in response to the recommendations of the Expert Panel on Planning Reform.

Land use planning and investment:

- Support streamlined development proposal and assessment processes, particularly for Adelaide city and the inner suburbs, to help generate economic activity and underpin the state's competitiveness in attracting people, business and investment.
- Support the Coordinator-General in providing a case management service for economically significant development proposals valued at more than \$3m and providing expert advice to government and the Development Assessment Commission (DAC).
- Complete the update of *The 30-Year Plan for Greater Adelaide* in consultation with key stakeholders and release the draft plan for community feedback.
- Update and develop new design guidelines for architecture and the built environment in conjunction with the update of *The 30-Year Plan for Greater Adelaide* and legislative reform.
- Support implementation of the State Government's *Renewing our Street and Suburbs* five year housing strategy through the Assistant State Coordinators-General and the DAC.
- Continue to provide investment from the Planning and Development Fund in projects that promote activation of Adelaide city and the Park Lands and support the development of healthy neighbourhoods.
- Finalise concept plans for the first Park Lands demonstration project and work with Adelaide City Council, the Adelaide Park Lands Authority, inner metro councils and the community to prioritise further projects.

- Produce a suite of tools to help building owners, designers and assessors reactivate underutilised buildings in Adelaide city; tools could include concessions to the National Construction Code and supporting guidelines.

Progress development plan amendments (DPAs):

- Inner and Middle Metropolitan Corridor Infill DPA, the second stage of the Inner Metro Growth Project, to facilitate mixed-use, multi-storey infill development in new corridor areas.
- Multiple DPAs to amend centres-related land-use planning processes and policies and create a consistent framework to support business opportunities and efficient provision of services and facilities in response to changing population growth, retail offerings, shopper behaviour, and business innovation and competition.
- Gillman DPA to guide the development of land for employment generating activities at Gillman / Dry Creek and at Wingfield in western Adelaide and allow for a range of business opportunities, including transport logistics, distribution centres and warehousing, manufacturing and service industries.
- Minda Brighton Campus DPA to implement Minda's Masterplan for its North Brighton campus, which includes medium-density supported and retirement accommodation and ancillary uses such as offices, consulting rooms and small shops; the project involves development valued at around \$250m over ten years and will ensure the continuation of Minda's disability care services.
- Park Lands DPA to enhance land-use policy so that applications for appropriate forms of public infrastructure such as the O-Bahn City Access Project can be assessed for development within the parklands.

Progress the 19 major development proposals under consideration at 30 June 2015, which represent an estimated total value of more than \$12b.

Undertake the Mount Lofty Ranges Watershed Policy Review, which aims to provide a more flexible policy framework to unlock development potential in the area, capitalising on its importance for food production and tourism, while ensuring the protection of water quality for metropolitan Adelaide's supply.

Undertake the Primary Production Policy Review, which aims to clarify key policy issues and create a consistent policy framework across South Australian development plans in order to provide greater flexibility and opportunities for economic diversity.

Undertake the Resource Area Management Plan, a joint initiative with the Department of State Development, to mitigate potential issues at the interface of urban encroachment (sensitive uses) and quarries or mines, leading to a collaborative, strategic approach assisting both the extractives sector and the housing and construction industry.

In conjunction with the Department of State Development provide advice on the preferred commercial solutions to bulk mineral export infrastructure on Spencer Gulf. This work is being led by the Resources Infrastructure Taskforce.

Release government land in Port Augusta and Wallaroo to create private development opportunities.

Support sport and recreation through the development of policy, programs and resources and the promotion of physical activity

South Australian Sports Institute:

- Continue to prepare SASI athletes for competition at international benchmark events, including world championships, leading up to the 2016 Olympic Games in Rio de Janeiro.
- Collaborate with the Australian Institute of Sport, other state sports institutes and national sporting organisations to develop strategies, plans and formal agreements for the 2020 Tokyo Olympics cycle.
- Expand leading edge applied research in the area of altitude training to include heat and humidity components, with hosting of a PhD student to further research capacity and output.
- Continue to work with the University of Adelaide Sports Engineering department to host and engage undergraduate and postgraduate students in innovative applied sports projects.
- Expand the Athlete Management System database (currently used to provide online scholarships) for critical daily training Sport science data as well as sports medicine reporting and athlete training monitoring.

Office for Recreation and Sport (ORS):

- Expand participation in the Sport Vouchers to increase the numbers of primary school children playing organised sport.
- Develop, in partnership with the Local Government Association, a framework to guide the planning and development of regional sporting facilities by councils, state and local sport associations, recreation organisations and ORS.
- Continue to support the SA Trails Network, specifically development of a masterplan by the recreation sector in consultation with activity groups and state government agencies to identify and prioritise opportunities to enhance the network.

- Progress strategies to address the impact of higher utility costs on sport and recreation organisations by:
 - partnering with the Conservation Council of SA to develop an environmental sustainability training program for volunteers
 - participating via the steering committee in the Irrigated Public Open Space Code of Practice review
 - completing a series of case studies of efficient utility management in sport and recreation.
- Complete facilities upgrades and support redevelopment works at:
 - International Sports Gateway, including an additional 135 m of spectator seating at SA Athletics Stadium (Stage 2) and resurfacing of 26 outdoor courts at Netball SA
 - Campbelltown Leisure Centre to deliver a five-court stadium, five squash courts, a 25-m pool and leisure pool area
 - Kilburn Primary School to deliver playing and training facilities for the West Adelaide Hellas Soccer Club (Stage 1).
- Facilitate use of state-owned facilities for high-profile national and international sporting events, including the Australia Masters Games, Pacific School Games, National Track Championships (cycling), Australian Swimming Championships (Olympic trials), and various athletics and dragon boating events.
- Contribute to three strategies under the Premier's Schools as Community Hubs Initiative: Strategy 1 - Improve Access to Schools; Strategy 2 - Models for Achieving Schools as Community Hubs; and Strategy 5 - Infrastructure and Planning Agreement.
- Develop a practical tool to measure the value returned to the community through the development of significant community sport and recreation facilities, to support decision-making by state and local governments about the allocation of resources to those facilities.
- Develop a business case template, based on the Strategic Infrastructure Plan for South Australia business case checklist, to ensure clear, consistent applications for facility funding and assist grant decisions.

Provide efficient and effective government services

Vehicle registration, licensing and insurance:

- Implement the department's component of the Compulsory Third Party Insurance (CTPI) Market Reform to support the allocation of CTPI policies to multiple insurers, rather than the current sole supplier, the Motor Accident Commission.
- Review the Conditional Registration Scheme for Historic, Prescribed Left Hand Drive and Street Rod Vehicles.

- Online services:
 - Enable EzyReg customers to conduct licence and registration business through expanded online services (as identified under the 'digital by default' program), including the introduction of online unregistered vehicle permits, online access for new drivers entering the licensing system and online booking services for driver testing.
 - Allow customers to renew Disabled Parking Permits and Unregistered Vehicle Permits online.

Building construction projects:

- Complete capital investment program building construction projects:
 - Northfield prisons infrastructure
 - Mount Gambier Prison Accommodation Unit addition
 - Adelaide Festival Centre Roof and Plaza Upgrade
 - Eastern Fleurieu R-12 School Strathalbyn Campus Redevelopment
- Continue delivery of:
 - Adelaide Convention Centre Redevelopment
 - Anzac Centenary Memorial Garden Walk Addition
 - Transforming Health Program Redevelopment
- Commence new projects:
 - A new Adelaide CBD high school for 1 000 students specialising in health and sciences, to be located in the Reid Building on Frome Road
 - additional Children's Centres
 - various disadvantaged school redevelopments
 - Riverland Wetland Projects
 - Adelaide Festival Centre Northern Plaza Works.

Government property:

- Continue to promote strategic portfolio management and more collaborative workplace models for government office accommodation in order to achieve space efficiency improvements and cost savings.
- Finalise options, based on the findings of the Strategic Review of Government Employee Housing, for a 10 year employee housing renewal program that will include the sale, upgrade and acquisition of government-owned properties as well as an increase in the term and number of properties leased from the private housing market.
- Roll out new and amended service provision arrangements under the renewed Across Government Facilities Management contract, to commence 1 July 2015 for a period of up to nine years.
- Remove all asbestos products from five government buildings and 34 sites, in line with the *National Strategic Plan for Asbestos Management and Awareness 2014-2018*.

Progress works under the Historic Buildings Conservation Program in partnership with other agencies:

- Birkenhead Bridge
- Torrens Island (Stage 2)
- Adelaide Railway Station South Facade
- National War Memorial
- Government House (Stage 3)
- Museum East Wing
- Edmund Wright House

Undertake improvements to the management, strategic alignment and quality of valuation services to government in partnership with the private sector in order to improve independent oversight of the procurement and audit of valuation services, deliver efficiencies in government projects and land dealings, and stimulate the private valuation sector.

Land boundaries:

- Assign a cadastral boundary framework and property addressing over all indigenous communities including the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands.
- Develop the geodetic data for incorporation into the National GDA2020 network adjustment to realise the future benefits of GPS.
- Produce an accurate cartographic representation of the state borders of Australia, including coastal borders, as part of the National State Border Project.

Office of Local Government:

- Finalise the Local Government Amendment Bill to reform conflict of interest provisions of the *Local Government Act 1999*, and resolve outstanding legislative amendments.
- Revise the Code of Conduct for elected members and council employees.
- Finalise the review of the 2014 local government elections.
- Determine and implement an asset sustainability levy to improve services to outback communities via the Outback Communities Authority.
- Continue the Premier's State/Local Government Forum and Executive meetings with a particular focus on regional governance models, reform of boundary adjustment processes and improving Councils' delivery of economic infrastructure.

Lands Titles Office:

- Implementation of an on-line document lodgement and settlement platform known as Electronic Conveyancing (EC).
- Introduce Legislation and undertake significant policy reforms to facilitate the introduction of EC.

State Valuation Office

As a part of the State Government Building Upgrade Finance mechanism (BUF) the department's capital values, as determined by the Valuer-General for rating and taxing purposes, are being contemplated for use in the financial assessment process for the proposed building upgrade agreements subsequent to the passing of the Local Government (Building Upgrade Agreements) Amendment Bill 2014 (the Bill).

The Bill will allow South Australian councils to enter into building upgrade agreements with owners of existing buildings and finance providers to enable building owners to access loans to improve the energy, water and environmental efficiency of existing commercial buildings, with BUF helping to unlock retrofitting activity and realise environmental and economic benefits by tackling market barriers that often impede commercial building upgrades from going ahead.

Appendices

Legislation

As at 30 June 2015 the department was responsible for administering the following legislation:

Minister for Transport and Infrastructure

Aerodrome Fees Act 1998

Air Navigation Act 1937

Air Transport (Route Licensing—Passenger Services) Act 2002

Civil Aviation (Carriers' Liability) Act 1962

Terrorism (Surface Transport Security) Act 2011

Alice Springs to Darwin Railway Act 1997

AustralAsia Railway (Third Party Access) Act 1999

Non-Metropolitan Railways (Transfer) Act 1997

Rail Safety National Law (South Australia) Act 2012

Rail Transport Facilitation Fund Act 2001

Railways (Operations and Access) Act 1997

Railways (Transfer Agreement) Act 1975

Tarcoola to Alice Springs Railway Agreement Act 1974

Maritime Services (Access) Act 2000

South Australian Ports (Bulk Handling Facilities) Act 1996

South Australian Ports (Disposal of Maritime Assets) Act 2000

Commissioner of Public Works Incorporation Act 1917

National Soldiers Memorial Act 1949

Public Employees Housing Act 1987

Geographical Names Act 1991

Roads (Opening and Closing) Act 1991

Survey Act 1992

Valuation of Land Act 1971

Harbors and Navigation Act 1993

Heavy Vehicle National Law (South Australia) Act 2013

Highways Act 1926

Marine Safety (Domestic Commercial Vessel) National Law (Application) Act 2013

Metropolitan Adelaide Road Widening Plan Act 1972

Proof of Sunrise and Sunset Act 1923

Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987

Road Traffic Act 1961

Motor Vehicles Act 1959

General Tramways Act 1884

Passenger Transport Act 1994

Rail Commissioner Act 2009

Minister for Transport and Infrastructure

Adelaide Oval Redevelopment and Management Act 2011
Adelaide Railway Station Development Act 1984
Golden Grove (Indenture Ratification) Act 1984
Mile End Underpass Act 2005
Mobil Lubricating Oil Refinery (Indenture) Act 1976
Morphett Street Bridge Act 1964
North Haven Development Act 1972
North Haven (Miscellaneous Provisions) Act 1986
Oil Refinery (Hundred of Noarlunga) Indenture Act 1958
Steamtown Peterborough (Vesting of Property) Act 1986
Victoria Square Act 2005
West Lakes Development Act 1969

Minister for Planning

Adelaide Cemeteries Authority Act 2001
Adelaide Show Grounds (Regulations and By-Laws) Act 1929
Character Preservation (Barossa Valley) Act 2012
Character Preservation (McLaren Vale) Act 2012
City of Adelaide Act 1998
Commissioner for Kangaroo Island Act 2014
Development Act 1993
Linear Parks Act 2006
Private Parking Areas Act 1986
West Beach Recreation Reserve Act 1987
Liquor Licensing Act 1997

Minister for Housing and Urban Development

Architectural Practice Act 2009
Community Housing Providers (National Law) (South Australia) Act 2013
Housing Improvement Act 1940
South Australian Housing Trust Act 1995
Urban Renewal Act 1995

Minister for Road Safety

Nil

Minister for Recreation and Sport

Boxing and Martial Arts Act 2000
Recreational Greenways Act 2000
Recreation Grounds (Joint Schemes) Act 1947
Recreation Grounds Rates and Taxes Exemption Act 1981
Sports Drug Testing Act 2000

Minister for Racing

Racing (Proprietary Business Licensing) Act 2000

Minister for Local Government

Local Government Act 1934

Local Government Act 1999

Local Government (Elections) Act 1999

Local Government (Implementation) Act 1999

Outback Communities (Administration and Management) Act 2009

South Australian Local Government Grants Commission Act 1992

Attorney-General - administered by the department

Bills of Sale Act 1886

Community Titles Act 1996

Law of Property Act 1936

Liens on Fruit Act 1923

Real Property Act 1886

Real Property (Registration of Titles) Act 1945

Registration of Deeds Act 1935

Strata Titles Act 1988

Stock Mortgages and Wool Liens Act 1924

Worker's Lien Act 1893

Boards and committees

As at 30 June 2015 the department provided administrative support to the following:

Minister for Transport and Infrastructure

Boating Facility Advisory Committee

Motor Vehicles Act 1959 Review Committee*

Passenger Transport Standards Committee

Port Adelaide Container Terminal Monitoring Panel

Public Employees Housing Advisory Committee*

Survey Advisory Committee

Minister for Planning

Adelaide Cemeteries Authority Board

Adelaide Cemeteries Authority Heritage and Monument Board

Development Assessment Commission

Development Policy Advisory Committee

Inner Metropolitan Development Assessment Committee

Local Heritage Advisory Committee

Minister for Recreation and Sport

Boxing and Martial Arts Advisory Committee

Minster for Local Government

Boundary Adjustment Facilitation Panel*

Outback Communities Authority

SA Local Government Grants Commission

*Note: *As a result of the State Government Reform of Government Boards and Committees a further three committees were abolished as at 1 July 2015*

Fraud

In accordance with Public Sector Regulation (2010) there were three instances of fraud confirmed during the year. One instance involved unauthorised access to a departmental system, another to falsification of timesheet records with disciplinary action taken in both instances. The third involved the inappropriate accumulation of reward points for personal benefit, with the case currently being finalized.

In addition to direct disciplinary action taken, the department continues to assess and test controls as part of its internal audit processes. Recommendations for improvement in the affected areas have been, or will be, issued and monitored.

The department's fraud control framework strategies for fraud prevention, detection, investigation, awareness, training and reporting, based on the *Australian Standard 8001–2008 Fraud and Corruption Control* will continue to be improved and strengthened during 2015-16, with the department continuing to promote appropriate behaviour in line with Code of Ethics for the South Australian Public Sector.

Reporting against the *Whistleblowers Protection Act 1993*

The department has appointed a responsible officer for the purposes of the *Whistleblowers Protection Act 1993* (WPA) pursuant to Section 7 of the *Public Sector Act 2009*.

There has been no instance of disclosure of public interest information to a responsible officer of the department under the WPA for the reporting year.

Management of human resources

The department's human resource management is built upon a principle-based framework supported by policies and comprehensive intranet-based operational procedures, Managing Our People, strategies, programs and initiatives.

Human resources information relating to the department is required to be reported to the Commissioner of Public Employment and is available on the Office of the Public Sector website at: <http://publicsector.sa.gov.au/>. Some information is also reported below.

Workforce diversity

The table below shows the number of employees by age bracket and gender

Age bracket	Male	Female	Total	% of Total	2014 Workforce Benchmark*
15-19	5	12	17	0.5%	5.5%
20-24	44	35	79	2.5%	9.7%
25-29	135	86	221	6.9%	11.2%
30-34	163	147	310	9.7%	10.7%
35-39	227	149	376	11.8%	9.6%
40-44	233	145	378	11.8%	11.4%
45-49	306	122	428	13.4%	11.1%
50-54	357	117	474	14.9%	11.4%
55-59	422	119	541	17.0%	9.1%
60-64	230	56	286	9.0%	6.7%
65+	68	12	80	2.5%	3.6%
Total	2190	1000	3190	100.0%	100.0

*Source: Australian Bureau of Statistics Australian Demographic Statistics, 6291.0.55.001 Labour Force Status (ST LMB) by sex, age, state, marital status – employed – total from Feb78 Supertable, South Australia at November 2013

Workforce adaptation

The table below shows the number of employees with disabilities (according to Commonwealth DDA definition)

Male	Female	Total	% of agency
33	15	48	1.5%

NOTE: Employees self identify and therefore not all employees with a disability may be reflected.

The table below shows the types of disability (where specified)

Disability	Male	Female	Total	% of agency
Disability requiring workplace adaptation	33	15	48	1.5%
Physical	15	6	21	0.7%
Intellectual	3	2	5	0.2%
Sensory	7	4	11	0.3%
Psychological/ psychiatric	2	1	3	0.1%

NOTE: An employee may report more than one type of disability.

Executives

The table below shows executives by gender, classification and status

Classification	Ongoing		Tenured contract		Untenured contract		Other (Casual)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
EXEC	0	0	0	0	1	2	0	0	1	2
SAES	0	0	0	0	31	11	0	0	31	11
Total	0	0	0	0	32	13	0	0	32	13

Leave management

The table below shows average leave in days per full time equivalent employee

Leave type	2011-12	2012-13	2013-14	2014-15
Sick leave	8.0	8.8	8.9	9.2
Family Carer's leave	1.0	1.2	1.2	1.3
Miscellaneous Special leave	0.6	0.5	0.5	0.6

Performance development

The table below shows performance development information

Employees with a documented review of performance management	% total workforce
Within the 12 months as at 30 June 2015	65.1%
Older than 12 months	30.1%
No review	4.8%

Leadership and management development

The table below shows leadership and management training expenditure

Training and development	Total expenditure \$	% of total salary expenditure
Total training and development	10 891 100	3.4
Total leadership and management development	1 084 580	0.4

Employment opportunity programs

The department employed people through the following public sector-wide equal employment opportunity programs during 2014–15:

- South Australian Government Jobs4Youth program and the Trainee Employment Register
- Aboriginal Public Sector Program (includes the Aboriginal Employment Register)
- Strategy for employment of people with disabilities (includes the Disability Employment Register and participation in the Change @ SA Program; Increasing Sector Employment of People with a Disability).

Work health and safety and injury management

The *Safety and Wellbeing in the Public Sector 2010-2015* strategy embeds the Premier's Zero Harm Vision and underpins the *South Australian Strategic Plan Target 21: Greater Safety at Work*.

Safety is the centre of everything we do in the department and the health and wellbeing of our workforce is a key priority. The Chief Executive and senior leaders are committed to reducing the impact of workplace injuries and illnesses on employees and the community. The department continues to work towards creating a culture that is safety and health conscious and protects the physical and psychological wellbeing of all employees through the demonstration of our departmental values of Collaboration, Honesty, Excellence, Enjoyment and Respect.

Training on the responsibilities of Officers under the *Work Health and Safety Act 2012* was provided during the year to strengthen the knowledge of these senior leaders. This was part of the department's ongoing focus on improving risk management practices in order to identify hazards, reduce safety related incidents and improve the health and safety of the workforce.

The department's performance against the *Safety and Wellbeing in the Public Sector 2010-2015* strategy and performance targets has been regularly monitored and evaluated throughout the year, with reports provided to all executives on a quarterly basis. During this time, the department met the majority of these targets on a regular basis however it is acknowledged that there are still significant improvements that need to be made in regard to its performance. The implementation of the *2015-2020 WHS Strategic plan*, aligning the department's values and performance targets with key national and state initiatives will assist in driving the continuous improvement as we strive to achieve our zero harm vision.

Regular consultation and communication on health and safety matters has continued through quarterly meetings of the departmental Work Health and Safety Consultation and Communication Committee, which includes both employee and management representatives from across the department.

The table below shows Work Health and Safety Prosecutions, Notices and Corrective Action taken

Work Health and Safety Prosecutions, Notices and Corrective Action taken	
Number of notifiable incidents pursuant to WHS Act Part 3	8
Number of notices served pursuant to WHS Act Section 90, Section 191 and Section 195 (Provisional improvement, improvement and prohibition notices)	1
Number of prosecutions pursuant to WHS Act Part 2 Division 5	0
Number of enforceable undertakings pursuant to WHS Act Part 11	0

During 2014-15 a number of incidents were notified to SafeWork SA pursuant to part 3 of the *Work Health and Safety Act 2012*.

Of the incidents that were reported, 3 (including 1 involving a contractor) at departmental worksites required further investigation to improve safety compliance. Of the other 5 incidents, 4 were dangerous occurrences with no injuries and one was a personal illness.

One improvement notice was served during the year, which related to storm water ingress in a left well at the Tea Tree Plaza Interchange. This incident was investigated and permanent measures put in place to prevent any future flooding.

The table below shows Agency gross workers compensation expenditure for 2014-15 compared with 2013-14

Agency gross workers compensation expenditure for 2014-15 compared with 2013-14				
Expenditure	2014-15 (\$m)	2013-14 (\$m)	Variation (\$) + (-)	%Change +(-)
Hospital	\$0.12	\$0.17	-\$0.05	-30.02
Income Maintenance	\$1.38	\$1.24	+\$0.14	+11.66
Investigations	\$0.02	\$0.04	-\$0.02	-39.34
Legal expenses	\$0.27	\$0.20	+\$0.07	+35.92
Lump Sum	\$1.82	\$0.87	+\$0.95	+108.96
Other	\$0.06	\$0.04	+\$0.02	+54.54
Registered Medical	\$0.91	\$0.81	+\$0.10	+12.34
Rehabilitation	-	-	-	-
Travel	\$0.03	\$0.02	\$0.01	+18.38
Total Claim Expenditure	\$4.61	\$3.39	+\$1.22	+36.02

Consultants

The following table displays the department's use of consultants and the nature of work undertaken during 2014-15.

Consultant	Purpose of consultancy		\$
Value below \$10 000			
Various		3	14 415
Sub total		3	14 415
Consultant	Purpose of consultancy		\$
Value \$10 000 or more			
Deloitte Access Economics	Fee model review		10 000
Durbin Commercial Advisory	Spotless fee model		12 230
Realtycorp Property Solutions	Provision of land disposal strategy		12 500
Ernst & Young	Review tenderers financial information		16 716
Rider Levett Bucknall	Fee schedules and replacement Analysis		18 720
Rider Levett Bucknall	Model preparation and tender assessment		19 945
Deloitte Access Economics	Economic and social value of sport and recreation to South Australia report		20 783
Brian Dale & Associates	Media and communications strategic advice		22 258
Juturna Consulting	Heavy vehicle road user charging reform/Road pricing and investment reform in SA road portfolio		30 000
BDO Australia Limited	Utility management project - improving sport clubs maintenance/utility usage		38 875
Caravel	Governance and procurement reform		40 000
Ernst & Young	Commercial model for hub facility and benchmarking		58 001
KPMG	Delivery governance review		49 737
Sub total		13	349 765
Total		16	364 180

Urban design charter

The *South Australian Urban Design Charter* (the Charter) commits government agencies to achieve good urban design and foster liveable, efficient, creative, sustainable and socially inclusive environments through the design of public places and their interaction with private buildings. It applies to urban areas, including metropolitan Adelaide, regional centres and country towns.

The Office for Design and Architecture SA (ODASA) provides assistance to other State Agencies in meeting the objectives of the Urban Design Charter.

The department directly contributed to the enhancement of South Australia's public realm in 2014 – 15 through the following initiatives:

South Australian Government Architect and ODASA

ODASA supports the Government Architect's role as an advocate for design excellence in the built environment.

In promoting the value of excellent and effective design, the Government Architect:

- Provides strategic advice to the South Australian Government on design, planning and development of major projects, policy and processes.
- Leads and delivers design review in South Australia.
- Measures and communicates the value of design and publishing best practice guides.
- Establishes policy and practice frameworks for achieving design quality in the built environment.
- Values the successful development of our future heritage.

The Adelaide Festival Plaza, Riverbank Precinct, and the preferred location for the new CBD High School were significant state projects in 2014-15 that were guided and enhanced by the Government Architect's advice on design generally, urban design and public realm specifically.

The most direct influence of ODASA and the Government Architect is through the Design Review Process that is offered as part of the Inner Metropolitan Design Review Panel (IMDRP). Design Review offers independent and impartial advice on the design quality of proposed construction projects and supports design excellence in our state.

The Design Review process has also informed a series of design guidelines. These guidelines assist design teams and developers in generating projects that meet good design principles for built form and public realm outcomes anticipated by the Inner Metropolitan Growth Development Plan.

The IMDRP supports the Government Architect, as a statutory referral body, in forming advice to the Development Assessment Commission (DAC) on the design merit of proposals assessed by the Commission. Development in the City of Adelaide and the sections of inner council areas are defined under the Inner Metropolitan Growth Development Plan Amendments. As part of this new policy framework, the IMDRP is essential to the pre-lodgement process for development proposals over \$10 million in the city and over 5 levels in surrounding metropolitan areas.

The IMDRP is one of the only statutory referrals regarding design excellence in Australia, and illustrates the 'line of sight' concept outlined in the National Urban Design Protocol for linking policy directly to project delivery.

Planning System Review

The department has undertaken a major review of the planning system, with an independent Expert Panel recommending significant system wide changes to the current planning system. While the recommended reforms are to streamline and simplify the whole land use planning and urban development assessment process, the value of design to achieve qualitative outcomes is repeated throughout the recommendations.

In the *place making, urban renewal and infrastructure* related reforms, the Expert Panel recommended that the planning system should "Integrate open space and public realm in the planning system".

The recommendations are currently informing a comprehensive legislation reform program.

The 30-Year Plan for Greater Adelaide

The *30-Year Plan for Greater Adelaide* (the Plan) outlines the need for significant change during the next 30 years and is being used to guide state and local government decisions about managing growth and change, providing a leading approach to liveability, competitiveness, sustainability and climate change resilience.

The Plan aims to deliver the following urban design principles:

- maximise and increase the amount and quality of public open space in areas expecting a significant increase in population and development intensity, as well as integrating this space with private open space
- ensure active street edges in and around activity centres, mixed-use environments and transit-oriented developments
- create good connectivity to encourage walking and cycling and promote the use of public transport
- strengthen local character to maintain neighbourhood and township identity
- create good connectivity between major open space corridors.

The principles are being implemented through structure planning and rezoning for new growth areas. The department finalised the Inner Metropolitan Growth Development Plan Amendments, rezoning key corridors in the inner city in line with the Inner Metro Rim Structure Plan.

Growth areas are progressively being rezoned, and the Playford Growth Area Structure has been completed.

Places for People grants

The Places for People funding program is aimed at revitalising or creating public spaces that are important to the social, cultural and economic life of their communities.

The program aims to foster a culture of strategic urban design in councils and establish practices, including Design Review that will benefit future public realm projects. In 2014-15, eight Places for People grants totalling \$3.4 million were provided to local government.

Since 2002 around \$33.6 million has been made available for 247 Places for People projects, many of which have received professional and industry awards.

Capital Investment Program

The department plays a lead role in overseeing and providing across government/industry leadership in the planning, development and coordination of strategic projects.

With the completion of projects as varied as the new Adelaide Showgrounds Station servicing the Belair and Seaford/Tonsley lines and the duplicated Southern Expressway, the department has focused on provision of facilities that represent good urban design, as well as being highly functional and safe for use by all. For all major projects, quality urban design principles are developed and can shape the finished product. For example, urban design and sensitivity towards public space will be a major driver for new projects such as the O-Bahn City Access Project, the North-South Corridor upgrades at Darlington and Torrens Road to River Torrens.

The department also works in partnership with government agencies and private sector professional service contractors to plan, design and deliver social infrastructure projects.

The key principles of the Urban Design Charter are integrated into the planning and design process for building construction projects undertaken by the department on behalf of other government agencies.

Building construction projects currently being designed, and recently completed, incorporate good design principles. Specific attention is given to government policy for environmentally sustainable development, art in public places and safe work practices. Projects include attention to community consultation, as well as collaboration, cooperation and alliances with local government and the private sector to better meet government's strategic priorities and community needs.

Our Buildings, Our Communities continues to articulate the objectives and principles for public building construction procurement. It complements the Charter by drawing attention to the importance of good buildings, ethical, transparent and fair procurement processes and meeting the objectives of South Australia's strategic and infrastructure Plans.

Sustainability reporting

Annual reporting provides the department the opportunity to report on progress towards sustainability practices in line with various government initiatives.

The department's Green Plan provides a framework to support the delivery of its services in a sustainable manner that reduces resource use, the impact on the environment and improves the quality of life, now and in the future. Key initiatives in, and results from on-going programs for 2014-15 include the following:

Energy/ greenhouse emissions

The department building portfolio energy use for the 2014-15 was 86 936 gigajoules (GJ) which comprises of 57 008 GJ in electricity and 29 928 GJ in gas. This is approximately 3.0 per cent less overall energy use compared to 2013-14.

An extensive program of more than 50 major building construction projects was delivered during 2014-15 in accordance with sustainable procurement practices and the *Ecologically Sustainable Development (ESD) Guide Note for Planning, Design and Delivery*. These projects include:

- WorkCoverSA relocation
- 400 King William Street
- Brighton Secondary School Cafeteria, Hall and Library
- Burnside Primary School Redevelopment
- Paradise Metropolitan Fire Service Fire Station
- Port Augusta Prison Cell Addition
- Roxby Downs Police Station
- Victor Harbor TAFE Campus Relocation and Whyalla Regional Cancer Centre Redevelopment.

The department's Facilities Services continued to provide a range of energy efficiency and greenhouse reduction strategies for government buildings including assistance with solar power generation, servicing of co-generation systems, and implementation of Building Management Systems (BMS) for efficient energy usage. Implementation of a range of LED lighting solutions, including programmable light sensitive switching devices for external lighting, programmable light movement sensors for internal lighting, and water leakage monitoring and detection instruments were also undertaken in 2014-15. Solar voltaic systems were installed on all the building construction projects as well as at the department's Morgan Dockyard.

The National Australian Built Environment Rating System (NABERS) is a factor when leases are renewed or when new leases are entered into. Sustainability upgrade works are considered as part of lease terms and conditions at negotiation. Of the government occupied leased office area (greater than 2 000m²) in the Adelaide CBD 72.34 per cent have a NABERS Energy rating as follows:

The table below shows the NABERS energy ratings of most government leased office area in the Adelaide CBD.

NABERS Energy Rating	% Area Occupied
5.5 Star	8.44%
5.0 Star	24.76%
4.5 Star	21.76%
4.0 Star	30.88%
3.5 Star	10.62%
3.0 Star	1.05%
2.5 Star	0.00%
Unrated	2.48%

Buildings rated 4 Star and above have increased from 83 per cent in 2013-14 to 85.83 in 2014-15.

A proprietary energy efficiency initiative (EcoMesh) to pre-cool the air supplying chillers was trialled at the State Records storage facility at Cavan.

An investigation into the efficacy of Voltage Optimisation with the potential to make power savings on government buildings was also undertaken.

Energy efficient air conditioning plant upgrades were installed at Crystal Brook, the Motor Vehicle Depot, Regency Park and the Holden Hill Police Station.

Fluorescent lighting upgrades, switching to more efficient T5 lamps have been undertaken at 136 North Terrace, Adelaide (Roma Mitchell House), the Holden Hill Police Station and 5 Whitehead Street, Whyalla.

The department's Government Employee Housing group is undertaking a renewal program of its aging housing stock and plans, over the next 10 years, to replace half of its owned housing stock with 6-Star rated buildings. Eighteen modern 6-Star energy rated dwellings were procured and three 6-Star rated long-term leases were established over the 2014-15 reporting period.

Twenty per cent of the traffic signal lanterns maintained by the department are high energy consumption krypton lanterns. 115 Krypton lanterns were replaced with LED lanterns saving 25 000 kwh per annum and a CO2 reduction of 16 tonnes per annum.

The department also contributed to research into geopolymers concrete in South Australia, which potentially has 80 per cent less greenhouse emissions than concrete made from traditional cement and has changed the Specification to allow for use of geopolymers concrete.

Travel and Fleet

Hydraulic start technology, that allows the diesel engine powering ferries to automatically shut down when the ferry is docked and to restart hydraulically when required, has been installed on three ferries resulting in an estimated fuel saving of 31 750L per annum and a CO2 emission reduction of up to 86 tonnes per year.

The department currently has two hybrids and one all electric (Mitsubishi Phev) car in the vehicle fleet, and the use of alternative travel modes, including bicycles, car pooling, public transport and low emission vehicles is continuing to be promoted to staff.

Twenty per cent of buses in the Adelaide Metro bus fleet use compressed natural gas (CNG), 20 per cent use B20 and 60 per cent use B5 biodiesel blend; 35 per cent are enhanced environmentally friendly vehicle (EEV) compliant; three buses are Euro 6, two buses are diesel/electric Hybrid buses and a further two buses are high capacity double deckers.

In 2015, TravelSMART was delivered to residents in the City of Adelaide, with the support of Council. The TravelSMART program focuses on households and aims to influence a shift in personal transport behaviour towards safer, greener and more active travel choices. The aim is to reduce reliance on private vehicles and provide benefits to the householder (or their wider household) through health and financial outcomes.

Climate change adaptation

A departmental Climate Change Adaptation Strategy and Guideline has been developed to assist management of climate impacts.

Water

Water Sensitive Urban Design features have been incorporated into the Southern Expressway Duplication project and the Mt Barker Park and Ride. Recycled water is being used on the Park Terrace landscaping.

The Across Government Facilities Management Arrangements (AGFMA) activities of maintenance and minor works provide opportunity to improve environmental performance across a range of areas including conserving resources (energy, water, waste management, material selection), user amenity (heating, ventilation, air conditioning, lighting, acoustics), natural environment, and social and cultural heritage.

Refurbishment of wet area amenities in 136 North Terrace, Adelaide (Roma Mitchell House) and 40 Flinders Terrace, Port Augusta included the installation of dual flush toilet systems and low flow rate basin and sink outlets.

Waste and resource use

In order to facilitate increased use of recycled asphalt plantings (RAP), the department's pavement Specification has been changed to increase the percentage of RAP able to be used from 20 per cent RAP addition to 50 per cent RAP addition in asphaltic concrete. In the Metropolitan pavement reseals program, 48 201 tonnes of asphaltic concrete with recycled asphalt plantings (RAP) was used containing 8 727 tonnes of RAP. Trials of 50 per cent RAP were undertaken on Main North Road at Merriton and South Road at Aldinga. Asphalt, concrete and vegetation mulch was recycled on a range of projects.

Biodiversity

The department continues to deliver offsets for clearance of vegetation through on-ground works and through payment to the Native Vegetation Fund and the Planning and Development Fund.

Extensive landscaping was undertaken as part of the Superway and the Southern Expressway duplication projects including using local indigenous species to enhance habitat and enhancement of an area of Grey box grassy woodland ecological community.

Cultural Heritage

In partnership with other South Australia government agencies heritage conservation work was undertaken on Ayers House, the SA Institute building, Government House, Torrens Island Quarantine Station and Edmund Wright House through the Historic Buildings Conservation Program.

Acknowledgement of Ngarrindjeri Country signage was installed at the Monteith Rest Area on the Princes Highway. To coincide with National Sorry Day, National Reconciliation Week and NAIDOC Week the annual Kardi Munaintya Tram Graphic was installed on a tram.

Disability access and inclusion

The department is finalising its new Disability Access and Inclusion Plan (DAIP) in line with the *National Disability Strategy 2010–2020*. This is in consultation with the Accessibility Advisory Committee (AAC) to ensure that the new plan will not only comply with legislated requirements but also closely align with community and industry needs. The AAC evolved from the department's Transport Accessibility Advisory Group and now has a wider scope across the entire department while still performing an important role in advising on public transport matters.

The AAC consists of representatives of peak industry disability organisations and is acknowledged for the important role it has in the development of the department's DAIP.

Along with development of the new DAIP, the department continues with a range of initiatives that progress our commitment to disability access and inclusion. These initiatives ensure accessibility to our services and facilities and recognise the rights of people with disabilities to have the same opportunities as others to all facets of community life.

The department has a well established induction program which includes disability awareness training and a range of resources for employees, with more targeted training and resources available to frontline staff, including training and development presentations by peak disability organisations.

Opportunities are provided to people with disabilities through the department's recruitment processes, presenting all vacancies up to and including the ASO4 level to the Disability Employment Register. A partnership with Barkuma Inc., which is intended to increase workforce participation for people with intellectual disabilities, has seen the first two of five people commence work in the department.

The department's intranet also provides a range of information about working with people with a disability and highlights the commitment to a diverse, discrimination free workplace. References are provided for managers and employees relating to recruitment, workplace modifications and other general support that is available through disability service providers.

The Office for Recreation and Sport continues to take a strong lead as demonstrated by its Disability Round-table – Opening the Conversations in Disability and Sport held on 9 December 2014. Over 70 participants attended,

representing people with disabilities, state sporting organisations and sport service providers. The forum's objective was to benchmark the current effectiveness of organisations and sports providers with their sports programs. It also sought to identify ways to better engage people with disabilities to ensure that further developments are guided by them and thereby provide the best outcomes for those people with disabilities wanting to participate in recreation and sport. The forum discussed the "best practice" inclusive sports organisation and established a working party to continue progress.

A video specifically designed for the disability sector was also launched at the opening conversations round-table. The video, developed in partnership with Inclusive Sport SA as part of Recreation and Sport's Fair Enough campaign, was designed as both an educational and promotional tool.

Inclusive Sport SA was also a very important partner in the formulation of guidelines, undertaken over the 2014-15 year, for the development of fully inclusive sporting facilities.

Effort also went into local clubs and coaches to provide the skills and knowledge to create sustainable sport and active recreation environments that support inclusive participation opportunities. Specific effort went towards athletics, swimming and table tennis through the South Australian branch of the Australian Paralympic Committee to develop entry level opportunities and skill development sessions for people with disabilities.

In 2014-15 the department, through the Office for Recreation and Sport:

Provided:

- 17 sporting scholarships to elite athletes with a disability, through the South Australian Sports Institute; these scholarships support athletes to participate in the social, cultural, recreational and sporting life of the community and to excel on the world stage
- \$191 000 to six state sporting organisations for people with a disability to provide leadership, policies and services to their membership.

Funded:

- an additional 15 disability-specific projects totalling \$401 500 through the Sport and Recreation Development and Inclusion Program
- an additional six disability-specific projects totalling \$20 165 through the Active Club Program
- one disability-specific project for \$4 000 through the Community Recreation and Sport Facilities Program.

Public transport has a very important place in the ongoing improvement in accessibility for the South Australian community. The department is committed to continually improving public transport services and infrastructure, making public transport more accessible and easier to use for people with disabilities. The bus fleet is now 87 per cent accessible (not

including the rail substitute bus fleet made up of older buses kept in reserve for major rail works) compared to approximately 31 per cent in 2002. The four year Bus Shelter Funding Program concluded during the reporting year with 750 accessible bus shelters financed by the department installed by local councils over the course of the program.

Work has continued to provide upgrades that focus on improving the accessibility of other public transport infrastructure. There have been refurbishments to railway stations such as Largs which had improved ramps installed and some of the platform was upgraded to better align with the level of train floors. Parafield and Broadmeadows railway stations were also upgraded, as was the Gawler bus interchange, all of which are now compliant with the Disability Standards for Accessible Transport. Millswood railway station was also made accessible for the twelve month trial opening which commenced in October 2014. Further improvements include upgrades to audio visual systems within the Adelaide Railway Station and upgrades at key railway stations and bus interchanges with large format screens replacing smaller LED signs along with voice annunciation and hearing induction loops.

The department was also represented at the 2014 Disability and Lifestyle Expo where hundreds of people had the opportunity to try out Adelaide Metro's newest buses. Members of Adelaide Metro's Customer Contact Team provided information on the accessibility of the public transport network, available concessions, Metrocard and Real Time as well as demonstrating the best means of boarding and maneuvering in the two fully accessible, CB80 and CB80 Euro6 City Connector buses on display.

The importance of accessible communication is recognised with the department continuing to make enhancements, with all online and printed material made available in a range of formats to ensure accessibility and inclusiveness. The department aims to have all publications, information and marketing material use inclusive language, correct symbols and access information (where relevant). Accessible design principles are applied when new publications are being developed.

Reporting against the *Air Transport (route licensing-passenger services) Act 2002*

The following report is provided pursuant to section 19 of the *Air Transport (Route Licensing-Passenger Services) Act 2002*.

Operation and Administration of the Act in 2014-15

Adelaide - Port Augusta was the only route subject to a Route Service Licence during the 2014-15 financial year. This route remains marginally viable and is licensed in accordance with s5(3) of the *Air Transport (Route Licensing-Passenger Services) Act 2002* (the Act) "...to encourage an operator or operators of air services to establish, maintain, re-establish, increase or improve scheduled air services on the route."

Sharp Aviation Pty Ltd, trading as Sharp Airlines, is the licence holder and operated in accordance with its licence conditions throughout this reporting period.

Air Transport (Route Licensing—Passenger Services) Regulations 2014

Pursuant to section 16B of the *Subordinate Legislation Act 1978*, the Air Transport (Route Licensing—Passenger Services) Regulations 2002 were due to expire on 1 September 2013. The expiry was postponed for a further 12 month period in accordance with section 16C of the *Subordinate Legislation Act 1978*.

On 1 September 2014 the Air Transport (Route Licensing—Passenger Services) Regulations 2002 were revoked and the Air Transport (Route Licensing—Passenger Services) Regulations 2014 commenced.

Reporting against the *Passenger Transport Act 1994*

Patronage in metropolitan Adelaide

The department administers the *Passenger Transport Act 1994* (the PT Act) and Passenger Transport Regulations 2009 by planning, regulating and funding public transport services (bus, train and tram, taxi and hire car) across South Australia. Pursuant to s. 24A of the PT Act the following report is provided.

Public transport bus services across metropolitan Adelaide are provided by three private bus providers, operating as SouthLink, Torrens Transit and Light-City Buses.

All metropolitan rail and tram services are operated by the department through the Rail Commissioner entity which has accreditation under the PT Act. Public transport services in regional South Australia are also administered by the department. These include regular route services (country bus services),

provincial city services, integrated transport plans, special medical-related services and dial-a-ride services.

The department supports community passenger networks across regional South Australia and within metropolitan Adelaide. This program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Home and Community Care program managed through the Department for Communities and Social Inclusion.

Reporting of patronage of Adelaide Metro passenger transport services in the Annual Report has historically only included Seniors free travel, however given advances in technology that now enable more accurate data capture, all 'free travel' has been included in the reporting for 2014-15. Free travel includes, but is not limited to, public transport for Special Events such as New Years Eve, Adelaide Oval Footy Express services, and tram travel to and from the Entertainment Centre to City South.

During this transition time, and only for the 2014-15 Annual Report, percentage data as below will be based on the additional free travel captured being excluded. This will allow an accurate comparison against the 2013-14 financial year. From 2015-16, all patronage reported in the department's Annual Reports, including percentages, will include free travel.

In 2014-15, metropolitan public transport patronage changed as follows:

- initial boardings on the public transport system increased by 5.4 per cent
- transfer boardings on the public transport system increased by 5.9 per cent
- total patronage, including initial boardings and transfers, increased by 5.5 per cent across the Adelaide Metro network in 2014-15.

Adelaide Metro boardings 2014-15 (millions)

The patronage figures listed below include the additional free travel data.

Initial boardings by mode

Bus	Tram	Train	Total Initial Boardings*
41.435	8.876	10.938	61.249

Initial boardings by passenger type

Regular	Concession	Student	Seniors	Free Events	Special Passes	Total Initial Boardings*
17.847	18.176	8.912	7.580	.451	8.283	61.249

Initial boardings by ticket type

Metrocard	Single trip	Daytrip	Free travel	Other	Total Initial Boardings*
45.639	6.318	.934	8.283	.075	61.249

Note: *Reflects initial boardings – not total patronage.

Special event services

On 23 October 2014, an amendment to the *Passenger Transport Act 1994* was enacted with respect to the management and funding of public transport for special events. The aim of the legislation is to facilitate the successful planning of special events in metropolitan Adelaide by requiring mandatory notification of major events and also to provide a mechanism for the costs of additional public transport services required for the event to be recovered where the event is considered a “commercial event”.

The key elements of the legislation include the requirement for venue managers to notify the department six months in advance (or as soon as the event is known) of any event expected to attract more than 5 000 patrons and, where additional public transport services are required, that commercial events contribute to the cost of these extra services.

Events are classified as one of two different categories of event for the purposes of the legislation. The two categories are:

- Commercial Events – organised for profit where there is a fee for participants either in the form of a ticket or an indirect fee i.e. membership of a club or association; or
- Community Events – organised as not for profit, the event is open to the community and attendance is free or a voluntary donation from attendees may be sought.

Based on the information provided in the notification form, the department will make a determination regarding the need for additional or special public transport services to cater for the event and, where extra services are required, events categorised as “commercial” will be required to fund the services.

Negotiations continue with all venue managers and organisers, including the SA Jockey Club, the SA Cricket Association, Clipsal 500 and Adelaide Oval regarding arrangements for all special events.

Integrated ticketing arrangements and funding contributions have been successfully negotiated for a number of upcoming events, including the Liverpool Soccer match at Adelaide Oval, the AC/DC concert, and the 2015-16 soccer season. Negotiations are also underway for the 2015-16 cricket season at Adelaide Oval.

Adelaide Oval Footy Express services

Adelaide Oval Footy Express services to AFL games at Adelaide Oval achieved an average of 52 per cent of crowds attending matches each week using public transport to attend the game.

Adelaide free services

The free City Connector service was introduced in the CBD and North Adelaide during January 2014 as a result of the integration of the City Free service funded by the department and the Adelaide Connector service operated by the Adelaide City Council. This integration enabled service and frequency improvements over previous services. The City Connector service, which operates in two loops, runs every 15 minutes on weekdays within the CBD (previously every 20 minutes) and every 30 minutes to North Adelaide. Operating under contract with the Minister for Transport and Infrastructure, the City Connector uses dedicated buses with a distinctive green livery to differentiate it from general Adelaide Metro services. This service continues to be popular.

Regional services

The department regulates and contributes to funding transport services in some regional areas and fosters regional transport initiatives that provide collective transport solutions identified through extensive community consultation and detailed transport studies.

Regular route services operate across regional South Australian and link major centres to Adelaide. Services operate in the Barossa Valley, Murray Mallee, Mid North, Upper North, Far North, Riverland, Eyre, South East and Fleurieu regions.

Integrated transport services operate in the Coorong District Council, Karoonda East District Council, Murray District Council, Southern Mallee District Council, Mid Murray District Council, Southern Yorke Peninsula, Tatiara District Council, Eastern Riverland, Upper North, Mid North, Adelaide Hills, Victor Harbor and on Kangaroo Island.

Dial-a-Ride door to door services are provided in Gawler, Victor Harbor, Port Lincoln, Murray Bridge, the Copper Coast and Barossa Valley. These supplement regular timetabled services and extend the range of public transport options for these communities.

Based on data provided by country bus operators, country bus patronage in 2014-15 was 822 944, a decrease of 13.31 per cent from the previous year.

The decrease in patronage has in part been attributed to cheaper regional airfares, more services/shops being introduced to regional towns, internet banking/services/shopping and people generally choosing to use cars rather than travelling long distances on buses.

Provincial city bus services

Regular passenger services operate in South Australia's provincial cities of Port Lincoln, Port Pirie, Whyalla, Port Augusta, Murray Bridge and Mount Gambier. Provincial city services are a combination of town and school services.

Based on data provided by provincial city bus operators, patronage in 2014-15 was 444 537, a decrease of 10.78 per cent from the previous year.

Complaints, commendations and submissions

Feedback on public transport

The department welcomes feedback from customers about passenger transport services and provides multiple opportunities through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well as social media such as Facebook and Twitter. Complaints represented approximately 0.02 per cent of total public transport patronage (initial boardings and transfers) in the 2014-15 reporting year.

The table below shows Feedback information on public transport

Feedback	2013-14	2014-15
Commendations	759	809
Suggestions	978	863
Complaints		
Service changes and service quality	7 435	6 948
Punctuality	3 279	2 807
Fares and ticketing	1 339	1 159
Passenger comfort	944	799
Other	184	155
Total complaints	13 181	11 868

Feedback on taxi and small passenger vehicle (spv) services

The department receives complaints and commendations regarding taxis and small passenger vehicles. Complaints may lead to disciplinary action if a breach of the regulations under the Act is found to have occurred. Taxi complaints represented less than 0.01 per cent of the estimated eight million journeys provided in 2014–15.

The table below shows feedback information on taxis and spvs

Feedback	2013-14	2014-15
Commendations	4	4
Complaints	559	502

Waiting times

The taxi centralised booking services reported that the average waiting time for general taxis in metropolitan Adelaide in 2014–15 was 8.97 minutes during the day (6 am to 6 pm), which represents a minor decrease compared to 9.26 minutes in 2013–14. At night (6 pm to 6 am) the waiting time was 9.52 minutes, which is a minor increase compared to 9.47 minutes in 2013–14.

The figures include waiting times for phone-booked, hailed and taxi rank trips and meet the prescribed waiting time of 12 minutes, as stated in the conditions for accreditation.

There were 1 036 general licenses in metropolitan Adelaide in 2014–15 including an additional 13 licenses released in the second half of the year.

Access taxis

For the 2014-15 financial year:

- 79.52 per cent of access taxi passengers were picked up within 10 minutes, a minor increase compared to 78.89 per cent in 2013-14.
- 87.93 per cent of access taxi passengers were picked up within 15 minutes, a minor increase compared to 87.41 per cent in 2013-14.
- 98.00 per cent of access taxi passengers were picked up within 30 minutes, a minor increase compared to 97.92 per cent in 2013-14.

There are 100 general taxi licenses with special conditions (access taxis).

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee established under the *Passenger Transport Act 1994* responsible for exercising disciplinary powers under Part 4, Division 5 of the Act and for exercising or performing such other powers or functions as may be conferred on the PTSC by the Minister from time to time.

In 2014-15 the PTSC met on 89 occasions and considered 277 matters including:

- 142 accreditation applications
- 134 disciplinary matters
- one vehicle related matter.

Of the 134 disciplinary matters, the PTSC:

- suspended the accreditation of 16 accredited persons for a period of time
- revoked the accreditation of 26 accredited persons and disqualified them for a period of time
- permanently disqualified six persons from holding accreditation under the *Passenger Transport Act 1994*.

After holding an enquiry, the PTSC found no cause for disciplinary action against 19 accredited persons, while the remaining accredited persons were fined, required to undertake re-training or reprimanded.

Reporting against the *Carers Recognition Act 2005*

Carers are defined under the *Carers Recognition Act 2005* (the Act) as the family and friends who provide ongoing care or assistance to someone who has a disability or a chronic illness, including a mental illness, or is frail and requires assistance carrying out everyday tasks.

Carers include members of the South Australian community who are the department's customers, as well as employees of the department who are carers.

The department is required to report compliance with section 6 of the Act, which requires portfolios to ensure:

- all officers, staff and agents have an awareness and understanding of South Australia's Carers Charter
- the principles of the Carers Charter are reflected in agency practices
- appropriate consultation with carers, or persons or bodies that represent carers, in policy and program development and strategic operational planning.

Awareness and understanding of the Carers Charter

The department recognises and supports the vital role that carers play and acknowledges their needs and rights. The principles of the Carers Charter are incorporated into the department's strategic human resource framework, online training and corporate induction programs. Operating procedures set out the responsibilities of managers to assist employees to meet their caring responsibilities and provide a range of options to employees, including family carers' leave, flexible hours, flexible leave arrangements and access to special leave.

The one-stop contact point for government information, products and services, sa.gov.au, provides information and help to the South Australian community, including department staff and organisations that represent carers.

The department also provides specific public transport information for carers via adelaidemetro.com.au, as well as the Adelaide Metro InfoLine and InfoCentres.

South Australians with severe and permanent disabilities which limit their capacity to use public transport independently are able to apply for transport assistance such as the Plus One Free Companion card and the South Australian Transport Subsidy Scheme. The Plus One Free Companion card provides assistance to people who cannot travel independently due to mobility, cognitive, sensory or communication impairments. Companion/carers accompanying Plus One Free Companion card holders, travel on all Adelaide Metro bus, train and tram services free of charge.

Carers Charter principles in agency practices

The principles of the Carers Charter are incorporated into the department's strategic human resource framework through operating procedures, online training and corporate induction programs. The department's human resource policy framework and underpinning operational procedures outline the responsibilities of managers to assist employees with carer responsibilities. Information and policies such as access to flexible work arrangements, flexible application of leave and establishment of family rooms are examples of the department's policies that support carers and are available to employees through the department's intranet.

Consultation with carers and carer representatives

The department convenes the department's Accessibility Advisory Committee (AAC), which meets regularly with representatives from South Australian peak groups for people with disability, their advocates and carers. AAC consults on matters relating to the implementation, operation and evaluation of services, facilities and infrastructure initiatives in the broadest context. Advice and input from members address a wide range of matters, including:

- consideration of policy initiatives that comprehensively address the accessibility and mobility needs of people with disabilities
- policy review or creation
- input to the development and review of the department's Disability Access and Inclusion Plan
- strategic planning for transport service and access provisions.

Representation includes the Disability Complaints and Advocacy Service and Cara, which works in partnership with people living with disability, families and the community to create a better life. The involvement of peak disability agencies in AAC is greatly valued and provides input to inform and enable the department to reflect the principles of the Carers Charter.

Report on the administration of the *Harbors and Navigation Act 1993*

The following report is provided in accordance with Section 10 of the *Harbors and Navigation Act 1993* (the Act).

Development of marine facilities

Restoration of the Grange Jetty was completed. Works included a new shelter and replacement of the jetty deck, handrails, structural timber elements, installation of new steel piles and new lighting system. Total project cost was \$1.4 million funded by the State Government.

Registration and licences

In 2014-15, a six month registration option for recreational vessels up to a maximum length of seven metres was introduced reducing the registration fee for a qualifying recreational vessel to half of the 12 month registration fee. Since the introduction of the six month registration option, registered vessels have reduced from a little over 60 000 to approximately 56 000. This represents a small reduction in annual revenue.

Licence and registration data was released for use by business and community via the State Government's Open Data website <https://data.sa.gov.au/>. Licence data includes gender breakdown and totals dating back to 1975. Registration data includes hull types, new registrations and current registration totals commencing from 2007. Both data sets have been presented in calendar year and financial year format.

General safety messages

A new guide was distributed to all Personal Water Craft (PWC) registered owners in South Australia. The guide was developed to assist PWC operators comply with the law and to enhance their safety and the safety of others when out on the water.

Rules are in place to protect the safety of divers in the water by regulating the operation of other vessels in the vicinity. The Diver Below Brochure and the accompanying sticker were publicly released at the October 2014 Boat Show and have been distributed to boat retailers and tourist information centres near popular diving areas to promote the safety actions required when a Diver Below Flag is observed. The brochure and sticker were developed at the request of the professional diving industry following a number of near misses with recreational boat operators.

Kayak and canoe retailers are advising of significant sales of small electric motors which can be fitted to kayaks and canoes to aid paddling efforts. The Act requires that any vessel fitted with a motor must be registered; anyone operating a vessel with a motor must be licensed, and depending on the size of the vessel and area of operation there is a varying range of safety equipment requirements. In response to the emerging trend and to inform the best options for safety, an exemption process has been developed and implemented to aid in a trial of these vessels fitted with a small electric motor. The exemption applies to an electric motor up to 34lbs thrust.

To date, 63 kayak or canoe operators have been granted exemption from the registration, boat licence and safety equipment requirements that apply to a vessel fitted with an engine. A condition of granting the exemption is that all persons, when operating the kayak or canoe, must wear a personal flotation device (PFD) – commonly referred to as a life jacket.

South Australia was the lead agency via the Australian and New Zealand Safe Boating Education Group (ANZSBEG) in the development of a new waterproof write on reminder sticker to record expiry dates of vessel registration, fire extinguishers, inflatable personal flotation devices/lifejackets, distress flares and Emergency Position Indicating Radio Beacons (EPIRB)/Personal Locator Beacons (PLB). The first print run has resulted in 100 000 copies being distributed throughout Australia and New Zealand. This initiative was in response to demand from the boating public who sought assistance in maintaining currency and effectiveness of safety equipment.

Safe operation of vessels

To provide for the safe use of the State's waters by persons participating in aquatic events (and for the safety of persons not participating in the event), 181 Aquatic Activity Licences were issued during the reporting year. This is an increase of 38 compared to last year.

Approximately 2300 vessels were checked for compliance with registration, boat licence and safety equipment requirements either at the boat ramp or on the water. These vessel checks highlighted a high percentage of non compliance and the importance of education and promotion of the safe use of South Australian waters.

Freedom of information and proactive disclosure

Information held by the department is a valuable public resource and the department is committed to being open and accountable, engaging with the community and in public participation in making decisions, policies, and laws.

In 2013, the South Australia Government approved the online publication of information regularly requested under Freedom of Information (FOI) and to proactively make this information available to all members of the community.

Information previously published within this report including information on overseas travel undertaken by the department, and contractual arrangements entered into by the department, is now published online and available on the department's Open Government website at www.dpti.sa.gov.au/open_government.

Further information on Freedom of Information (FOI) and the nature of documents and information held by the department, including the department's FOI Information Statement is available on the department internet at www.dpti.sa.gov.au/freedom_of_information.

Public complaints

In 2014, the Ombudsman of South Australia published an audit of State Government agencies' complaint handling policies and procedures. Recommendation 3 of the audit calls for the reporting of public complaints to Parliament, with agencies required to publish details of public complaints in their annual reports.

The department is a diverse agency with complaints data captured in numerous places. With a central point of capture in response to the Ombudsman Recommendation 3 requiring system development, it is expected this system will be ready for the 2015-16 reporting year. As a result, reporting data has not been presented for the 2014-15 reporting year, as with the centralised system not yet fully functional any reporting on partial data may create an incomplete and false representation of complaints received by the department for this reporting year. This also may not allow a true comparison to 2015-16 data, by when the centralised system will be fully operational.

In addition to the system development to enable consistent agency capture and reporting of public complaint information, the department has undertaken actions in line with the new *Australian/NZ Standard Guidelines for complaint management in organisations (AS/NZS 10002:2014)* in accordance with further recommendations within Ombudsman's audit that include development of a Complaint Management Policy and implementation of the department's Complaint Management Framework.

Financial statements

