ITEM NUMBER: 18.2

CONFIDENTIAL REPORT

UNSOLICITED PROPOSAL

Pursuant to Section 83(5) of the Local Government Act 1999 the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

i. information relating to actual litigation, or litigation the Council or Council Committee believes on reasonable grounds will take place, involving the Council or an employee of the Council.

Recommendation – Exclusion of the Public – Section 90(3)(i) Order

1. That pursuant to Section 90(2) of the *Local Government Act 1999* Council hereby orders that the public be excluded from attendance at this meeting with the exception of the Chief Executive Officer and Staff in attendance at the meeting in order to consider Report No: 48/26 Unsolicited Proposal in confidence.

2. That in accordance with Section 90(3) of the *Local Government Act 1999* Council is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 48/26 Unsolicited Proposal on the following grounds:

i. pursuant to section 90(3)(i) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information relating to litigation that the Council or Council committee believes on reasonable grounds will take place involving the Council or an employee of the Council should a decision of Council not be in favour of the proponent.

3. The Council is satisfied, the principle that the meeting be conducted in a place open to the public, has been outweighed by the need to keep the information or discussion confidential.

Attachment 2

CITY OF HOLDFAST BAY

Memorandum

To	City of Holdfast Bay		
From	Tonkin	**Date**	14 January 2026
Job Number	221791		
Subject	Durham Street Reconfiguration – Transforming Jetty Road Project		

This memorandum discusses the investigations undertaken in response to a community document (Ref#: ECM_5299764_v1_City of Holdfast Bay.pdf). The constructed solution at the intersection of Durham Street and Jetty Road restricts traffic on Durham Street to northbound movements only, allowing traffic inflow from a left turn on Jetty Road. The community document reflects a desire for southbound travel on Durham Road.

Two options are proposed to address community concerns:

- Option 1: restrict traffic flow to southbound on Durham Street, and model for the introduction and installation of a dedicated traffic phase for **left out movements** only.
- Option 2: restrict traffic flow to southbound on Durham Street, and model for the introduction and installation of a dedicated traffic phase for **left, right and through out movements**.

This memo explores the infrastructure implications of switching the direction of Durham Street and the additional traffic delay/queuing outcomes caused by the proposed options.

Required Infrastructure

Modifications to the direction of travel necessitate further infrastructure to support the existing intersection. This includes the following:

- Two new traffic signal posts on Durham Street and new signal conduits to each. Each will contain:
  - 3-aspect signal lantern
  - Pedestrian push button
  - 2-aspect pedestrian lantern
- Additional conduit run underneath the tram line.
- Additional 3-aspect signal lantern on existing signal posts on the southern side of Jetty Road.
- A new fully signalised and delineated pedestrian crossing.
  - If vehicles are being held and a stop bar about to enter the intersection, the footpath crossing Durham Street will need to be fully controlled. There are safety concerns regarding pedestrians choosing to cross a road when a vehicle exiting Durham Street has a red light and is not looking for pedestrians.
- A new detection loop on Durham Street to activate the lights, with a new detection pit located adjacent on the footpath.
  - The location that the pavement is raised clashes with the currently proposed loop location. The road would need to be reconstructed and the raised section shifted further north to allow the loop to be placed. This may have impacts to drainage and could result in the loss of two parking spaces.

- Adjustment of the eastern lane line to suit the western 'kerb' radius and allow for left-out movements.
- Signage must be installed/adjusted to indicate that northbound access into Durham Street is not permitted.
- New signalling phases must also be incorporated into the traffic controller via NMS.

The new infrastructure can be seen on the attached sketch. It should be noted that the infrastructure changes are required irrespective of the option selected with minor changes to signage or lantern shape being the only differentiator.

Infrastructure Constraints

- Underground Services

Space is limited within the footpath in the vicinity of the intersection, due to the density of underground services along Jetty Road. Gas, water, SAPN and communication assets are located at the intersection of Jetty Road and Durham Street and it is unknown whether a signal footing would be able to avoid these services. The viability of traffic light installation is likely to be subject to the discretion of SA Water, as it will reside in close proximity to their existing infrastructure which typical requires significant clearances.

- Durham Street Drainage

Modifications to traffic flow direction will require the setback of the road hump, in order to incorporate a new detection loop. This will modify the stormwater profile of the road and may require additional civil works to avoid parking losses. There may be changes to the ACO drain on Jetty Road where the carriageway is widened to enable a left-turn out of Durham Street.

- Possible Tree Removal

A tree is situated on the north-eastern corner of Durham Street and Jetty Road. The placement of this tree will inhibit the addition of the western signal pole. DIT would need to approve of the removal of this pole, otherwise the tree would need to be removed.

- Extra Conduit Underneath Tram Line

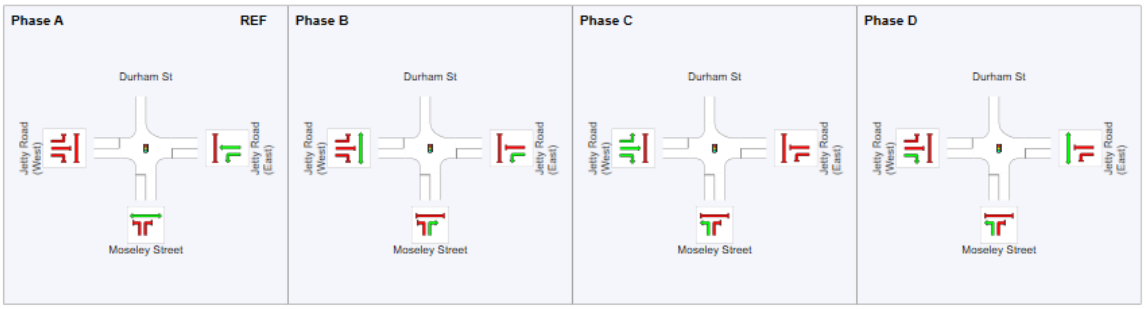
A previously installed empty conduit system was used for the placement of the current traffic signal cores. The system is at full capacity with no spare traffic signal cores available. A new traffic signal conduit will be required to account for the additional signal infrastructure on Durham Street. This will require expensive and significant civil works with boring underneath the current tram slab required as to not impact the tram line.

- Urban Environment Clutter

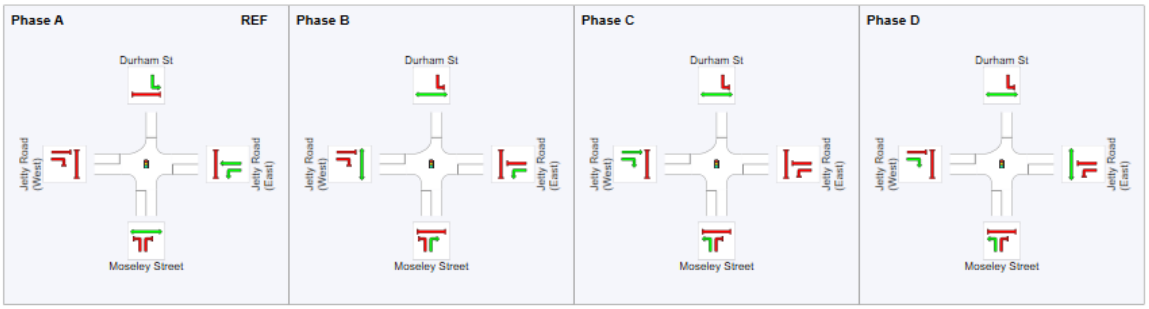
Adding additional traffic signal poles to Jetty Road will worsen visual clutter and undermine established urban landscaping outcomes, compared to Durham Street as an open crossing. Pedestrians have an additional signalised pedestrian crossing where there was previously not one. Introducing more poles detracts from the attempts to unclutter Jetty Road.

Traffic Performance – Current & Option 1

The current layout sees Durham Street accessible only by Jetty Road (West).



It can be seen in the phase diagram that a small tweak to Phase A can be made to allow Durham Street vehicles to exit, provided they are only allowed to turn left onto Jetty Road.



This layout means no access to Moseley Street or Jetty Road (westbound) is possible.

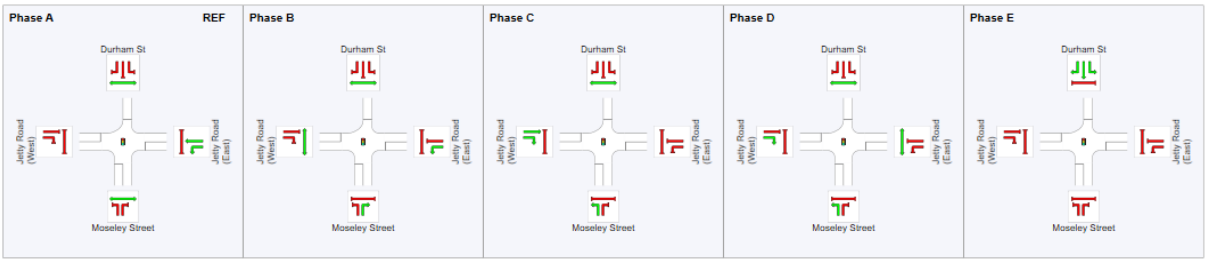
Due to the low number of vehicles exiting from Durham Street, Phase A length is still dictated by movements from Jetty Road (East), which are not impacted by Durham Street. No change to the performance of the intersection is therefore experienced by Durham Street being a left-out only.

The modelling results for both the existing layout and Option 1 are as follows:

	Street	Delay (sec)	Queue Length
AM	*Moseley St*	22.1	73.7
	Jetty Road (E)	26.5	35.4
	Durham St	37.1	7.2
	Jetty Road (W)	28.6	111.2
PM	*Moseley St*	21.3	46.7
	Jetty Road (E)	60.7	72
	Durham St	47.6	13.4
	Jetty Road (W)	48.7	309
Weekend	*Moseley St*	45.4	197.9
	Jetty Road (E)	116.5	200.1
	Durham St	42.8	18.2
	Jetty Road (W)	80.8	363

Traffic Performance – Option 2

Option 2 assumes that all movements are allowed from Durham Street. The right-out and Moseley Street movements clash with all other phases, and therefore Durham Street requires its own additional phase and the end of the current cycle:



Whilst the new Phase E will be short due to the low demand from Durham Street, the additional phase time (and therefore additional yellow and all-red time) do increase delays and queues on all other legs.

Street		Delay (sec)			Queue Length		
		Current	*Option 2*	*Difference*	*Current*	*Option 2*	*Difference*
AM	*Moseley St*	22.1	34.1	**12.0**	73.7	99.7	**26.0**
	Jetty Road (E)	26.5	44.3	**17.8**	35.4	47.1	**11.7**
	Durham St	37.1	57.4	**20.3**	7.2	11.3	**4.1**
	Jetty Road (W)	28.6	34.5	**5.9**	111.2	136.1	**24.9**
PM	*Moseley St*	21.3	26.3	**5.0**	46.7	57.9	**11.2**
	Jetty Road (E)	60.7	92.8	**32.1**	72	95.7	**23.7**
	Durham St	47.6	75.8	**28.2**	13.4	20.5	**7.1**
	Jetty Road (W)	48.7	56.8	**8.1**	309	362.3	**53.3**
W/End	*Moseley St*	45.4	86.7	**41.3**	197.9	328.6	**130.7**
	Jetty Road (E)	116.5	158.9	**42.4**	200.1	246.8	**46.7**
	Durham St	42.8	78.9	**36.1**	18.2	31.3	**13.1**
	Jetty Road (W)	80.8	127.5	**46.7**	363	483	**120.0**

Whilst trams exiting Moseley Square are not impacted by delays and queue lengths because they do not enter Jetty Road from the back of the queue, however trams travelling westbound on Jetty Road approaching Moseley Square will experience additional delay. The additional delay caused to westbound trams is highlighted in the table below:

	Current Delay (Sec)	*Option 2 Delay (Sec)*	*Difference*
AM	22.4	39.0	**16.6**
PM	58.1	85.6	**27.5**
W/End	116.4	147.3	**30.9**

Traffic Operation Constraints

- Additional Public Transport Delays

The selection of Option 2 will result in additional delays to westbound trams, and all buses. The delays output from the current traffic model were agreed upon in conjunction with DIT and PTSA after an extensive period of review and analysis. Increases to public transport delays would necessitate the need for further coordination and approvals from DIT and PTSA with a set of new traffic signal layout plans with separate approvals also being required.

- Road Safety Concerns

Due to the staggered nature of Durham Street and Moseley Street, there is a risk that if only the left-turn movement is allowed, that vehicles will make an initial left turn before stopping in the centre of the intersection and attempting to undertake a filter right turn into Moseley Street. This right turn movement clashes with westbound through-vehicles on Jetty Road. Whilst bespoke signage could be provided to highlight that access to Moseley Street is banned from Durham Street, this would not be legally enforceable. The tram line removes any possibility of any physical blockage to stop the movement.

- Durham Street Signal Actuation

Signalised intersections are run by DIT using an intelligent traffic management software that uses real-time inputs from detection loops and traffic demand to determine phasing throughout the day. Manually modelling the Durham Street phase to occur a certain percentage of cycles would misrepresent the adaptive nature of the program. It would also conflict the SIDRA estimate that volumes exiting Durham Street in the peak hour are great enough to warrant a signal phase in each cycle, even if only for individual vehicles. The intersection will run such that if there are no vehicles, the Durham Street phase will not run automatically by default.

It should be noted that adding an additional phase in Option 2 without a benefit to any other movements will worsen the performance of the intersection, no matter how many times in a peak hour it is actuated.