

His Worship the Mayor
Councillors
City of Marion

Notice of Asset and Sustainability Committee

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 5 July 2022 at 6.30 pm

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the *Local Government Act 1999* that an Asset and Sustainability Committee will be held.

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to the Council Chamber is via the main entrance to the Administration Centre on Sturt Road, Sturt.



Tony Harrison
Chief Executive Officer

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1 Open Meeting**2 Kurna Acknowledgement**

We acknowledge the Kurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)**4 Confirmation of Minutes****4.1 Confirmation of Minutes of the Asset and Sustainability Committee Meeting held on 5 April 2022**

Report Reference	ASC220705R4.1
Originating Officer	Business Support Officer – Governance and Council Support – Cassidy Ryles
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

RECOMMENDATION

That the minutes of the Asset and Sustainability Committee Meeting held on 5 April 2022 be taken as read and confirmed.

ATTACHMENTS

1. ASC220405 - Final Public Minutes [4.1.1 - 11 pages]



**Minutes of the Asset and Sustainability Committee
held on Tuesday, 5 April 2022 at 6.30 pm
Via Zoom**





All present attended this meeting via Zoom

PRESENT

His Worship the Mayor Kris Hanna

Councillor Ian Crossland (Chair)

Councillor Bruce Hull

Councillor Tim Gard (from 6:55pm)

Councillor Nathan Prior

In Attendance

Chief Executive Officer – Tony Harrison

Acting General Manager City Services - Mathew Allen

Acting General Manager City Development - Tony Lines

General Manager Corporate Services – Sorana Dinmore

Manager Office of the Chief Executive - Kate McKenzie

Executive Officer to the General Manager City Services - Colleen Madsen

Manager Operations - Russell Troup

Acting Manager Engineering, Assets & Environment – Brendon Lyons

Senior Environmental Planner – Rebecca Neumann

Coordinator Arboriculture - Ian Seccafien

Water Resources Coordinator – Glynn Ricketts

Unit Manager Sport & Recreational Community Facilities – Mark Hubbard

Manager City Property – Thuyen Vi-Alternetti

Guest speaker

Brenton Gear, Green Adelaide

1 Open Meeting

The Chair opened the meeting at 6.30pm

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting.

Nil declarations were made.

4 Confirmation of Minutes



4.1 Confirmation of Minutes of the Asset and Sustainability Committee Meeting held on 1 February 2022

Report Reference ASC220405R4.1

Moved Mayor Hanna

Seconded Councillor Prior

That the minutes of the Asset and Sustainability Committee Meeting held on 1 February 2022 be taken as read and confirmed.

Carried unanimously

5 Business Arising

5.1 Business Arising Statement - Action Items

Report Reference ASC220405R5.1

The Committee discussed the following:

Since the MCC Plaza discussion at the last meeting the Member for Gibson has changed. Can we get some interface with the local Member re access to open space associated with the aquatic centre.

The CEO advised that he has an appointment with the new Member for Gibson, Sarah Andrews on Monday 11 May 2022.

Moved Councillor Hull

Seconded Councillor Prior

That the Asset and Sustainability Committee:

1. Notes the business arising statement, meeting schedule and upcoming items.

Carried unanimously

6 Reports for Discussion

6.1 Civil Service Review Update

Report Reference ASC220405R6.1

Manager Operations, Russell Troup provided an update on the Civil Service Review and stepped through the objectives.

The review is being undertaken on the back of a consultant engagement. There is no meaningful conclusion due to lack of data, and how do we then demonstrate value to the community and Elected Members.



Observations have been a challenge of scale, accountability i.e. decision making and performance, difference between capital and maintenance, reactive v planning and linking back to the Asset Management principle, lower productivity v net cost, capability v service level, maturity of project management, contract management and asset management.

Objectives are to be consistent with an acceptable level of service, value and a high performing team.

We need to look at what does good look like and how do we demonstrate that we are doing a good job.

Assets and services focus on roads etc. rapid response, street sweeping, graffiti, sump cleaning, administration IAU and capital works delivery.

Once everything has been set up we can then track performance – continuous improvement, what is the cause for delays.

Key notable next steps include

Synthesise research findings to develop Service Levels.

Continuation of workshops and development of optimised work processes.

Benchmarking work processes through collaboration.

Commence development of a 'transition plan' to support change.

How to Improve and Optimise

Time and motion study has been undertaken to understand existing processes including productivity.

Explore and benchmark, collaborating with our peers.

Optimise structure by determining the following

What should we deliver.

What can we deliver.

What is best to go external.

What is our optimal internal structure.

Comments and questions from the Committee Members include:

- In discussion with our workforce has there been any talk about the EB obligations and how this will impact the review?
 - A key part has been regular contact with both the union and staff. Any changes must be within the award and EA provisions.
- Post 2023, who is the process management consultant and who do they work for?
 - The management consultant is Adrian Leadbeater, who works for Duck Pond.

Discussion was held on whether our senior staff would have the expertise to undertake this work in lieu of contracting a consultant.

Mr Lines advised that this required a highly specialised set of skills, and in trying to optimize what the outdoor staff do, the investment will repay itself in perpetuity.

CEO responded that there are times when an independent consultant can be beneficial and lead to efficiencies. They are used with caution and the work they do and suggestions made should be critiqued through senior staff. Used with exception at times but can be useful. We use them sparingly and as an aid to improving performance.



- The ability to hold staff is a great challenge and this is one of our biggest areas of operation. It is critical we take the necessary strategic steps to retain staff. What are the main things we are doing i.e. personal development and job aspirations.
 - This is a fundamental focus and the engagement through change management is important. Staff have been used to a way of working a long time. We are undertaking 1:1 discussions with the staff to understand where they want to be in 3-5 years and what the future could look like to them.
 - There has been a positive buzz around the crews. It's giving the staff opportunities to celebrate achievement and develop and build career paths. We also have a process to develop their leadership skills.

Questions were raised on how much the contract cost for the management consultant. The chair advised that this can be taken off-line and the CEO is happy to talk to the Committee Member requesting the information.

To provide further assurance to Members, Mr Troup explained that he has a strong background in project management and business improvement, including a Master's thesis on the topic, so that experience assures that consultant engagements are well scoped and delivered. To deliver a review such as this in a reasonable timeframe, specialist skills from consultants are required.

Moved Mayor Hanna

Seconded Councillor Prior

That the Asset and Sustainability Committee:

1. Notes the progress report.

Carried unanimously

7 Reports for Noting

Nil

8 Workshop / Presentation Items

8.1 Green City Update

Report Reference ASC220405R8.1

The chair welcomed Brenton Grear, Director Green Adelaide who provided an overview of key projects they are delivering on 'Urban greening priorities for metropolitan Adelaide'.

Green Adelaide's Vision – A cooler, greener, wilder and climate resilient Adelaide that celebrates our unique culture.

Green Adelaide has a 5-year plan that they are working towards achieving, and it includes the following:

- Statutory priorities.

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- Coastal management.
- Water resources and wetlands.
- Green streets and flourishing parklands.
- Biodiversity sensitive and water sensitive urban design.
- Controlling pest plants and animals.
- Nature education.
- Fauna, flora and ecosystem health in the urban environment.

2020-21 was a transitional year while developing their new 5-year regional landscape plan.

2021-22 (and continuing) they are working on:

- Urban greening strategy - Parliament tasked Green Adelaide with developing a strategy.
- Strategic urban greening commitments have been made in multiple documents.
- 30 Year Plan for Greater Adelaide.
- Adelaide Urban Greening Strategy "Rewilding" urban areas.

Committee Members discussed Green Adelaide's role in urban greening and how we can work together.

- How can we catch up in greening with the rest of the Adelaide area?
 - You can't do it on the public land alone. There are opportunities in the southern area. Code amendments are important and Green Adelaide is working with DIT to improve that.
 - Retaining soft services is excellent.
 - Has to also be incorporated onto private land and Green Adelaide is working on a community and developer education process.
 - WSUD and Water Sensitive SA.
- Town planning of old did not consider urban infill. There is a limited amount of public space to plan. Is there an active stance to correlate with planning?
- Is there a scientific approach being taken to improve greening such as roof top gardens?
 - Green Adelaide's part of the performance framework is quite well regarded and urban planners looking at what you have raised. Green heart of Adelaide includes green walls and green roofs, they cost money and need to be well designed and irrigated.
- The City of Marion is doing largely what we can - there is a lack of reference to designing and planning code. As an independent body, why isn't Green Adelaide hammering the government about the planning and design code?
- It's private land where the biggest problem is.
 - Working with planning to provide guidance with developers.
 - Board will be working on retention of mature urban forest.
 - Agree, private land is the hardest most complex issue and Green Adelaide Board will continue to work on that.
- Funding allocation – when we looked at NRMB a few years ago we found that residents of our city were paying in more than what we were received back in our council area – do you keep statistics on that distribution of funds, are we doing something wrong.
 - It is based around the prioritising in the overarching landscaping plan.
 - The Board has a regional landscape plan and over a year won't spend the money in the council they are getting it from, it will depend on what grants are being given etc. they keep a track of what they collect and how much they give back.



Action: Mayor asked for the data to be forwarded.

- Field river – has there been a transfer of land to the state and has a deal been done?
 - Longfield land will become crown land – out of private into public. The management of the land is still to be determined.
- Support for the tree management framework was made. Collaboration needs to occur as there is a conflict with services and waste collection, garbage trucks are taking the tops of off trees and we will never have a true canopy.
 - Brenton Gear advised that streetscapes have so many complexities. He does not have an answer at the moment but in terms of research the whole competitive space in streetscape needs work.
- We have a dry climate and it requires adding water – commended our staff with water sensitive urban designs such as Sturt and Diagonal Roads.
- Will there be a change with the new Minister?
 - Change is community wide, with a sense over the last decade there has been a change in sentiment and importance of a liveable city .
- Sheidow land – is there an opportunity for the City of Marion be a stakeholder?
 - Absolutely, and staff are already involved in Field River catchment and will be asked how we would like to make the space better over the next 20 years.
- There are a lot of really successful projects being done elsewhere, do those get provided to council staff to give them ideas of what has been funded and how successful they have been?
 - This is done via social media and there is a performance framework dashboard where the public can see what is being achieved.
 - Grassroots grants are given feedback on successful and unsuccessful grants and invited to undertake training to improve the quality of applications.
- Could Green Adelaide be proactive and say to councils 'this is a good project and it would be favourable for councils to do it'?
 - Guidelines are changing and improving .
- Cross border projects – could Green Adelaide be a project lead, come up with the idea and plan then come to council and include adjoining councils?
 - Method could work. We need to do better with Mayors, CEOs and the Board to work together to extract those sorts of ideas. Open to suggestions to work with leadership to work with the Board.
- How can we get to a stage where ideas can be shared with Council?
 - More opportunities for this will arise.
- What is Green Adelaide's view of the City of Marion's strategy to 100% focus on hot spots (heat map) when giving priority to tree planting whereby some suburbs still plant in the cooler spots bereft of trees. Are we out of balance with our view?
 - Green Adelaide does not just look at heat but the social and biodiversity benefit.

The chair thanked Mr Gear for his presentation.

Urban greening priorities for the City of Marion

Rebecca Neumann, Senior Environmental Planner provided an overview of urban greening trends and projects at the Council level – in particular:

- City of Marion's Tree Canopy changes over 20 years in Seacombe Gardens.

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- Significant and regulated tree removals 2015-2020
- Change detection

Priorities

- Improved data and metrics.
- Increase greening services in streetscapes and reserves.
- Reduce losses of private green space.
- Green Adelaide Partnerships.

Sturt River Biodiversity Sensitive Urban Design (BSUD) will come to Council later this year.

There has been considerable in-kind support received from Green Adelaide.

Questions were taken following the next presentation on tree management priorities.

Tree management priorities for City of Marion

Ian Seccafien, Coordinator Arboriculture provided an update on tree management including:
New trends in tree management– what we need to do differently in the future.

The Tree Management Framework commenced in 2018.

There has been a great start to increasing our Tree Population.

Expectations have been greater on the City of Marion to plant trees.

Urban tree asset management – a transition of the Tree Management Framework to a Tree Asset Management Plan.

The Tree Asset Management Plan is currently being drafted - discussion was had on features to be included and timeframes.

A draft on the Plan will be provided to Council later in the year with sign off for endorsement either late 2022 early 2023.

Comments were sought on the timeline and approach for the Tree Asset Management Plan.

- Idea of green strategy, is the conception to have a concise collection of the current policies or is it a new body of work? If embarking on something entirely new I would be lukewarm. What is the intent?
 - Ms Neumann responded we would be pulling together the existing docs and using new data coming from Green Adelaide to reference measures and targets. It is not a large body of work.
- The values of trees is not something new – what has prevented council from progressing?
 - Mr Seccafien responded: there are a number of methodologies you can use – which ones are the best fit for us? Some elements around legalities and tested in the court system. Needs further clarification and to have a clear understanding of the metrics used.
- \$1.5m planting of trees along the Seaford line only ¼ of the trees are left because they were not watered. Are we making sure trees will thrive?



9

- We recently went to Council to increase the number of water tankers due to the planting numbers. Even with the 2 tankers we will be at maximum capacity. Trees are watered for 3 years. Forestry can analyse the data to better tailor our watering programs.
- Do we have an idea of the mortality rate of trees planted last season?
 - We have only started capturing the mortality over the last 6 months – estimated 5-6% but will have better data of next 12-18 months

Procedural Motion

Moved Mayor Hanna

Seconded Councillor Prior

That the following reports be moved en bloc:

Reports for Discussion

- Civil Service Review Update

Workshop / Presentation Items

- Green City Update

Carried unanimously

Moved Mayor Hanna

Seconded Councillor Prior

That the Asset and Sustainability Committee:

1. Notes the information provided in this report and receives the following presentations:
 - a. Urban greening priorities for metropolitan Adelaide (Brenton Gear, Director Green Adelaide).
 - b. Urban greening priorities for City of Marion (Senior Environmental Planner).
 - c. Tree management priorities for City of Marion (Coordinator Arboriculture).
2. Provides feedback and discussion on Council's future urban greening priorities.

Carried unanimously

Procedural Motion

Moved Councillor Gard

Seconded Mayor Hanna

That the following reports be moved en bloc:

Confidential Items (Cover Reports to move into confidence)

- City of Marion Water Business Update
- Marion Golf Club

Carried Unanimously

9 Confidential Items



9.1 Cover Report - City of Marion Water Business Update

Report Reference ASC220405F9.1

Moved Councillor Gard

Seconded Mayor Hanna

That pursuant to Section 90(2) and (3)(b) of the Local Government Act 1999, the Committee orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Chief Financial Officer, Manager Engineering, Assets and Environment, Manager Office of the Chief Executive, Water Resources Coordinator and Executive Officer to General Manager City Services, be excluded from the meeting as the Committee receives and considers information relating to an update on the City of Marion Water Business, upon the basis that the Committee is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to matters that may impact commercial contracts with 3rd parties.

Carried unanimously

8.15 the meeting went into confidence.

Moved Councillor Gard

Seconded Mayor Hanna

In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Committee orders that this report, City of Marion Water Business Update, any appendices, the presentation and the minutes arising from this report having been considered in confidence under Section 90(2) and (3)(b) of the Act, except when required to effect or comply with Committee's resolution(s) regarding this matter, be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2022

Carried unanimously

9.2 Cover Report - Marion Park Golf Course - Infrastructure Investment

Report Reference ASC220405F9.2

Moved Councillor Gard

Seconded Mayor Hanna

That pursuant to Section 90(2) and (3)(b) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager Corporate Services, General Manager City Services, Manager of the Office of the Chief Executive, Chief Financial Officer, Manager

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Development & Regulatory Services, Manager City Property, Unit Manager Sport and Recreational Facilities, Water Resources Coordinator, Sport and Community Facilities Recreation Planner and Executive Officer to the General Manager City Services be excluded from the meeting as the Committee receives and considers information relating to Marion Park Golf Course – Infrastructure Investment, upon the basis that the Committee is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information for infrastructure investment.

MEETING EXTENSION

Moved Councillor Hull

Seconded Councillor Prior

That the meeting is extended to the end of this item.

Carried unanimously

9.25pm the meeting was extended

Moved Mayor Hanna

Seconded Councillor Prior

In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Committee orders that this report, Marion Park Golf Course – Infrastructure Investment, any appendices and the minutes arising from this report having been considered in confidence under Section 90(2) and (3)(b) of the Act, except when required to effect or comply with Committee's resolution(s) regarding this matter, be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2022.

Carried unanimously

9.45 the meeting came out of confidence.

10 Other Business

Nil

11 Meeting Closure

The meeting was declared closed at 9.45pm.

CONFIRMED THIS 7 DAY OF JUNE 2022

CHAIRPERSON

ASC220405 - Asset and Sustainability Committee - 5 April 2022

5 Business Arising

5.1 Business Arising Statement - Action Items

Report Reference	ASC220705R5.1
Originating Officer	Executive Officer to the General Manager City Services – Colleen Madsen
Corporate Manager	N/A
General Manager	General Manager City Services – Tony Lines

REPORT OBJECTIVE

The purpose of this report is to review the business arising from previous meetings of the Asset and Sustainability Committee meetings, the meeting schedule and upcoming items.

RECOMMENDATION

That the Asset and Sustainability Committee:

- 1. Notes the business arising statement, meeting schedule and upcoming items.**

ATTACHMENTS

1. ASC 220607 - Schedule of Upcoming Items 2022 draft [5.1.1 - 2 pages]
2. ASC220607 Business Arising as at 7 June 2022 [5.1.2 - 3 pages]

Asset & Sustainability Committee – 2022 Schedule of upcoming items

Asset and Sustainability Committee		Date: Tuesday, 1 February	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Business Arising		Business arising from previous meetings, the meeting schedule and upcoming items – Plan for April meeting		C Madsen	
Marion Cultural Centre Plaza – Community Consultation		GC211026R10.7 - That this item be considered at the Asset and Sustainability Committee to be held on 1st February 2022		B Grimm	
Capital Works Plan 2022/23				M Allen	
Civil Service Review Part 1		Introduction and Overview		R Troup	

Asset and Sustainability Committee		Date: Tuesday, 5 April	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Business Arising		Business arising from previous meetings, the meeting schedule, and upcoming items – Plan for May meeting		C Madsen	
Civil Service Review Update	30 mins	Continuation of discussion from February ASC meeting		R Troup	
Green City Update	60 mins	City greening, canopy, TMF update, Tree AMP, tree nets	Brenton Grear	R Neumann	
Marion Golf Club (Confidential)	45 mins			M Hubbard	
CoM Water Business (Confidential)	45 mins	Update on water business activities across the CoM		G Ricketts	
Plan for June Meeting					

Asset and Sustainability Committee		Date: Tuesday, 7 June	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Business Arising		Business arising from previous meetings, the meeting schedule and upcoming items – Plan for August meeting		C Madsen	
Transport		Parking/traffic		C Lundborg	
Water Management		WSUD, RWT Study		G Ricketts	

Asset & Sustainability Committee – 2022 Schedule of upcoming items

Asset and Sustainability Committee		Date: Tuesday, 2 August	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Business Arising		Business arising from previous meetings, the meeting schedule and upcoming items – plan for October meeting		C Madsen	
Assets		Update, review progress and direction - Check re inclusion of RAMP	Speaker?	B Lyons	
Environment and Electric Vehicle Transition Plan		Update, review progress and direction including discussion on the budget impacts on the fleet transition program	Consultant	A Gibbons	
Road reseals		A presentation of the data collection, findings and review of budget allocations and strategies.		M Allen	
Remnant Native Vegetation Plan		Review Plan		B Jaggard	
Walking & Cycling Guidelines 2022		Review of the guidelines		C Lundborg	
Sturt River Biodiversity				R Neumann	

Caretaker Period: 6 September – 12 November 2022

Asset and Sustainability Committee		Date: Tuesday, 11 October	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Business Arising		Business arising from previous meetings, the meeting schedule and upcoming items		C Madsen	
Aged Care Services – Fee Payment Update	R	SASC211005R9.1 - Action: Report back to the Asset and Sustainability Committee in 12 months' time with an update		J Thwaites	
Plan for 2023 Schedule					
Waste		SRWARA, hydrogen generation and use, circular economy	Speaker?		

Future item

- Resilient South Sector Agreement with SA Government - Renewal

**CITY OF MARION
BUSINESS ARISING FROM THE ASSET & SUSTAINABILITY COMMITTEE MEETINGS**

AS AT 7 JUNE 2022



Meeting Date	Document	Item No.	Item	Action Required	Assignee/s	Action Taken	Status
5/10/2021	SASC211005 – Special Asset and Sustainability Committee – 5 October 2021	9.1	Aged Care Services – Fee Payment Update	Item to come back to ASC	Jaimie Thwaites	Report scheduled for 11 October ASC meeting.	Item to come back to ASC Due 31/10/2022
2/11/2021	ASC211102 – Asset and Sustainability Committee 2 November 2021	7.1	Environmental Sustainability	Further research will be conducted into electric vehicles and reported back to Members.	Ann Gibbons	Report scheduled for 2 August 2022 ASC meeting	Pending Due 30/8/2022
1/02/2022	ASC220201 - Asset and Sustainability Committee - 1 February 2022	7.1	Marion Cultural Centre Plaza	Does not support a PAC and recommends Council to further investigate an all- encompassing signalized intersection and PAC at Trott Grove.	Brett Grimm	Seeking additional information from traffic engineers on proposed PAC location and integration with adjacent signals, local street network and DIT comment. Noting grant funding has been provided by DIT. Report to Council on 12 April (GC220512R10) resolution: <i>3. Does not resolve to integrate a Pedestrian Actuated Crossing and seeks to negotiate with the Department for Infrastructure and Transport to reallocate \$190,000 State Bicycle grant funding towards Maxwell Terrace to Frederick Street shared path 2022/23. That Council expedite formal discussions with DIT and Sarah Andrews MP Member for Gibson, to explore possibilities for an integrated signalised pedestrian/cycle/vehicular traffic lights at the intersection of Diagonal Road and Trott Grove Oaklands Park.</i> Staff have sent a letter to DIT CEO to discuss possibility of a signalised intersection at Trott Grove.	Complete

**CITY OF MARION
BUSINESS ARISING FROM THE ASSET & SUSTAINABILITY COMMITTEE MEETINGS**

AS AT 7 JUNE 2022



Meeting Date	Document	Item No.	Item	Action Required	Assignee/s	Action Taken	Status
1/02/2022	ASC220201 - Asset and Sustainability Committee - 1 February 2022	7.1	Marion Cultural Centre Plaza	Removes the bus drop off zone on Warracowie way.	Brett Grimm	<p>Designs being reviewed by traffic engineer, removing the parking area and investigating alternative bus drop off zones for events.</p> <p>Report to Council on 12 April (GC220512R10) resolution:</p> <p><i>2. Endorses engaging professional services to develop detailed design, tender documentation, and cost estimates for Marion Cultural Centre Plaza and Warracowie Way for Option One – One-way Warracowie Way traffic management solution.</i></p> <p><i>5. Endorses construction of the MCC Plaza works following detail design, subject to the successful tender being within the allocated budget.</i></p> <p>The final concept design option one - removes the bus drop off parking area, with alternative option considered within the Council report and engineer's assessment. Bus drop off will be confirmed during detail design..</p>	Complete
1/02/2022	ASC220201 - Asset and Sustainability Committee - 1 February 2022	7.2	Capital Works Plan 2022-23	Dwyer Road Reserve will be further discussed off line	Charmaine Hughes	<p>Several items were vandalised over Christmas. Staff raised and recently received insurance claims for the spider, dance pad and digital information screen.</p> <ul style="list-style-type: none"> Multi game dance pad has been removed and replaced with a more durable playground equipment 'rocker' Spider – contractor attended the site and identified additional parts required for repairs. Timing TBC. Digital information screen replacement parts have been 	Complete

**CITY OF MARION
BUSINESS ARISING FROM THE ASSET & SUSTAINABILITY COMMITTEE MEETINGS**

AS AT 7 JUNE 2022



Meeting Date	Document	Item No.	Item	Action Required	Assignee/s	Action Taken	Status
						<p>ordered. ETA to be confirmed with supply chain issues.</p> <ul style="list-style-type: none"> Rubber mounds and totem, we are still in negotiation with the Australian distributor for the product to be commissioned correctly under warranty. Coordinating for site attendance as they are interstate. CCTV opportunities through Council's current procurement process are being discussed. Would also be subject to funding provision. <p>This is now being discussed at the Ward Briefings</p>	
4/04/2022	ASC220405 Asset and Sustainability Committee – 4 April 2022	F9.2	Marion Golf Club	Where is the grant money coming from and what is it for? How can it be acquitted with the new arrangement/	Mark Hubbard	Response emailed to Committee Members by Mat Allen 13 May 2022.	Complete
4/04/2022	ASC220405 Asset and Sustainability Committee – 4 April 2022	F9.2	Marion Golf Club	Pump hydro – is there any potential to harness energy?	Glynn Ricketts	Response emailed to Committee Members by Mat Allen 12 May 2022.	Complete
4/04/2022	ASC220405 Asset and Sustainability Committee – 4 April 2022	8.1	Green City Update	Data to be forwarded re the funding allocation and how that looks in relation to the distribution of funds for the City of Marion against what the city contributes to Green Adelaide.	Rebecca Neumann	Information emailed to Committee Members by Mat Allen 12 May 2022.	Complete

* Completed items to be removed are shaded

6 Confidential Items - Nil

7 Reports for Discussion

7.1 Stormwater Management

Report Reference	ASC220705R7.1
Originating Officer	Unit Manager Engineering – Carl Lundborg
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The purpose of this report is to provide the Asset and Sustainability Committee (ASC) with an overview of current stormwater management practises and to seek support to trial additional innovative water sensitive design solutions.

RECOMMENDATION

That the Asset and Sustainability Committee:

- 1. Notes the presentation and provides feedback for stormwater management across the City of Marion.**
- 2. Supports the trial of permeable pavements within the footpath programs and identified car park projects.**

DISCUSSION

At an ASC planning day in January 2022, committee members requested that staff present to ASC on how staff manage stormwater holistically across various departments to deliver city wide benefits. This report provides a brief introduction to the Management of Stormwater, in addition subject matter experts from Engineering and Open Space Planning will present further details and table suggested innovations/case studies for discussion and feedback with the ASC.

City of Marion Stormwater Infrastructure

The City of Marion has over 270km's of pipes and over 7,000 pits within its stormwater network. The total replacement cost of these crucial assets is \$214 million with the network increasing by approximately between \$3 - \$5 million each year through the Capital Works program and gifted assets from developers.

Council's current operating budget is approximately \$1 million per year and involves street sweeping, pit cleaning, CCTV inspections and maintenance.

Many of the City of Marion's stormwater infrastructure was constructed in the 1960's and 70's. This infrastructure has an estimated useful life of 100 years before renewal is expected. Asset renewal will be identified in Council's Stormwater Asset Management Plan and Long-Term Financial Plan to ensure the renewals are fully funded. A proactive CCTV inspection program has commenced this year to assess pipe condition which will inform the renewal program. This program will assess the entire network over the next 15 years.

Stormwater Planning

The City of Marion has been divided into 4 separate stormwater catchment areas, shared mostly with adjacent Councils. These are:

- 1) Coastal Catchments Between Glenelg and Marino;
- 2) Hallett Cove;
- 3) Sturt River Urban Catchments; and
- 4) Field River.

Councils are required by law (Stormwater Management Act) to produce Stormwater Management Plans (SMPs). The requirement for development of SMP's essentially stems from the '*Agreement on Stormwater Management*' of 2013 between the State Government and the LGA. From the perspective of the SA Government's Stormwater Management Authority (SMA), the agreement ensures a collaborative approach between Local and State Governments in the development of an overall Stormwater Strategy for Greater Adelaide.

Key objectives of Council SMPs include:

- Mitigating flood risks;
- Identifying opportunities to improve water quality;
- Identifying opportunities to improve ecology and biodiversity; and
- Investigating the potential of stormwater harvesting and re-use.

Complementing these general objectives, the SMPs consider the existing and future scenarios influenced by variables such as climate change and urban infill. Significant infrastructure modelling must be undertaken to assess the Council's existing infrastructure and determine not only the current levels of service but also how it will perform in meeting the future community needs.

The City of Marion has two endorsed SMP's, namely the Hallett Cove Catchment and the Coastal Catchment shared with the City of Holdfast Bay. Most of the recommendations within these plans are in process or are completed.

The recommendations from the SMP's are populated into a Stormwater Matrix. These are prioritised based on several criteria and ranked. The top priority projects are selected for the annual business planning process. Currently it is estimated that there is approximately \$25 million worth of projects on the priority matrix.

A 3rd SMP with the Cities of Mitcham, Unley and West Torrens is nearing completion for the catchment East of the Sturt River. A Sturt River Flood Hazard Assessment is currently underway by State Government to inform a Planning Code Amendment. These two processes are working in collaboration, and both are informing each other. It is expected that final flood hazard maps for the Sturt River will be available in late June 2022. The SMP can then be updated and presented to contributing Councils and the SMA. A final SMP is required for the Field River Catchment, led by the City of Onkaparinga (CoO), staff will continue to discuss potential timeframes to initiate the SMP with CoO.

Note: It is expected that the SMP's for the Sturt River and Field River once undertaken and endorsed will increase the priorities list to potentially over \$100 million of Stormwater Infrastructure projects that will require future funding.

Staff are involved in Policy discussions with State Government Departments on how stormwater systems are under immense pressure from continued urban infill and climate change, and the need for significant upgrades and how stormwater systems are planned, funded, and operated and maintained. A favoured model is for the State Government to take control of large trunk mains and drainage channels (like the Sturt) and that Councils retain responsibility for sub drainage systems, replicating how the road network is maintained across Adelaide.

Urban Infill & Development Controls/Regulations

Generally, Council's stormwater systems have been designed to manage 1 in 5 year (approximately 20% Annual Exceedance Probability (AEP)) storm events, which has provided a practical and financially 'balanced' solution. This strategy would see the infrastructure manage most storm events. In the cases where storms would exceed a 1 in 5 year event, the gap flows are to be taken by the roads, performing as channels and storage. In such circumstances, it is widely accepted that roads and verges may go underwater in extreme events. The focus for flooding mitigation relates to protecting properties and it is an aspiration of SMPs to achieve protection of properties against all storm events up to 1 in 100 years (1% AEP).

The Coastal Catchment SMP (in collaboration with Holdfast Bay) delivered 1 in 100 year flood maps and established a policy for retention systems for developments utilising plumbed-in rainwater retention tanks and rain gardens.

An amendment to Council's Development Plan was finalised, which adopted these flood maps for the setting of Finished Floor Levels (FFL); along with the Policy to retain stormwater on-site the first flush 15mm rainfall on all impervious areas.

Shortly after, the Development Act and Development Plan, including Council's recent stormwater policy amendment, were replaced by the Planning, Development and Infrastructure Act and the Planning and Design Code, which now require on-site stormwater retention/detention systems, not dissimilar to Marion's previous Development Plan Principles and Deemed-to-Satisfy requirements.

Hence, staff can negotiate with Developers directly or in the case of State led applications as key consultation partners, to attempt to deliver outcomes on 3rd party land that provides beneficial stormwater management outcomes. Invariably this is a financial discussion, and the requested outcomes are diluted.

Other options are being explored, such as the Rainwater Harvesting Scheme for the Fredrick Street catchment where Council is investigating the effectiveness of a rebate scheme to reduce stormwater quantity discharged from private property to the Gulf.

Treatments on Council Land & Reserves

Staff from Engineering and Open Space Recreation Planning will present to ASC on the City of Marion's classical approach to managing stormwater for flood mitigation. The approach addresses stormwater via:

- The \$214M asset base (pits and pipes strategy);
- The introduction of wetlands to improve water quality;
- The transition towards rainwater harvesting, and
- The move towards treating stormwater as a resource via the implementation of Water Sensitive Urban Design (WSUD) and the modern challenges this brings particularly with asset maintenance.

The presentation will include WSUD treatments and how we implement strategies that encourage WSUD outcomes both to the public (State and Local Governments) and via the private sector that construct WSUD treatments and then hand over assets for Council to operate and maintain.

A discussion will be facilitated that encourages debate on what more Council can do to return stormwater to the ground or re-use it in other ways such as our verge policy and the use of permeable surfaces to encourage reduced run-off.

ATTACHMENTS

1. General Stormwater Management Across Co M ASC meeting June 2022 [7.1.1 - 34 pages]

Stormwater Management



Agenda

- Stormwater Infrastructure Assets
- Stormwater Planning
- Treatments to increase permeability & reduce runoff
- Infill impacts and competing objectives lead by Planning Code and Developers, via the DA process
- Stormwater management opportunities from an open space perspective

Stormwater management practises and opportunities within the road corridor



Stormwater Asset Management Plan 2020 - 2030



Pipes

266 km

**\$165
million**



Culverts &
Box Drains

6.3 km

**\$14.5
million**

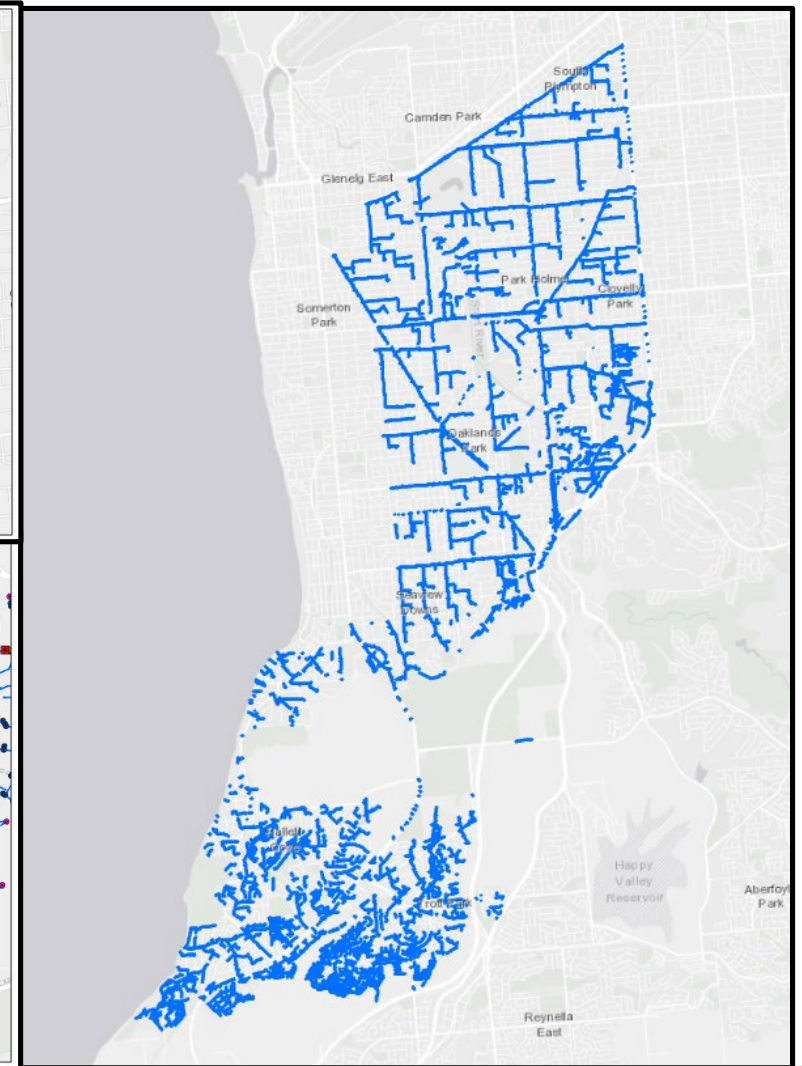


Pits &
Junction
Boxes

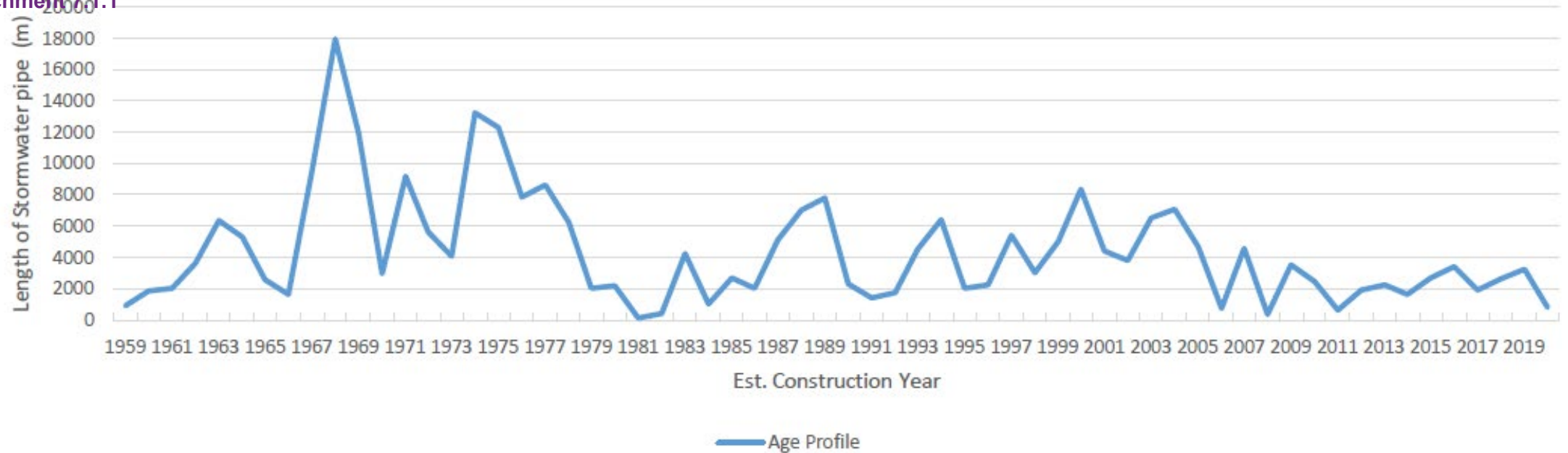
6933
assets

**\$34.5
million**

Total Replacement Cost **\$214 million**



Stormwater Infrastructure – Asset Inventory



Useful Life of a Pipe/Pit is 100 years

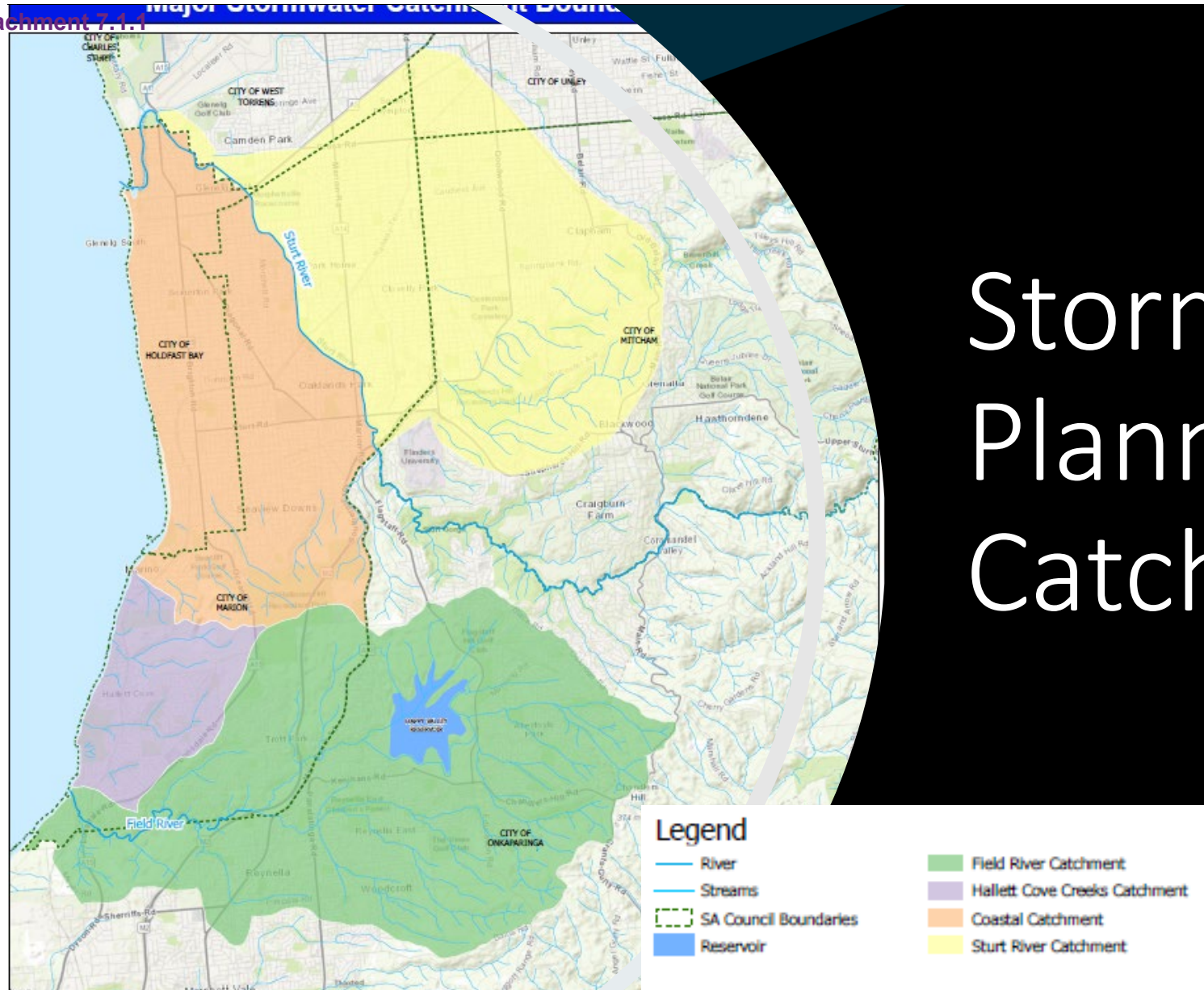
Condition	Description of Condition	Residual Useful Life (% of asset design life remaining)	Estimated Network Condition
1	Very Good: only planned maintenance required	60% to 100%	50%
2	Good: minor maintenance required plus planned maintenance	35% to 60%	50%
3	Fair: significant maintenance required	20% to 35%	0%
4	Poor: significant renewal/rehabilitation required	10% to 20%	0%
5	Very Poor: physically unsound and/or beyond rehabilitation	0% to 10%	0%

Stormwater Infrastructure – Condition

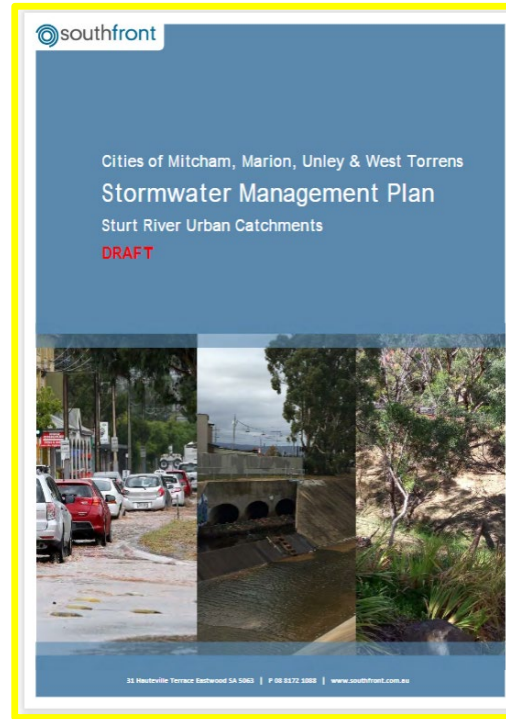
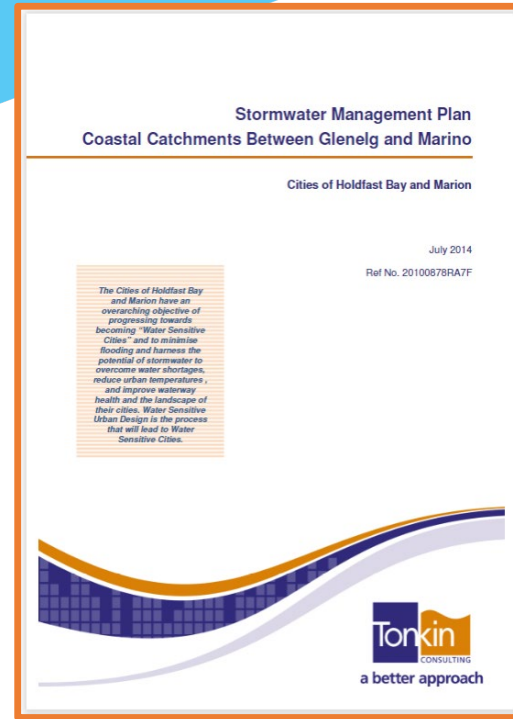
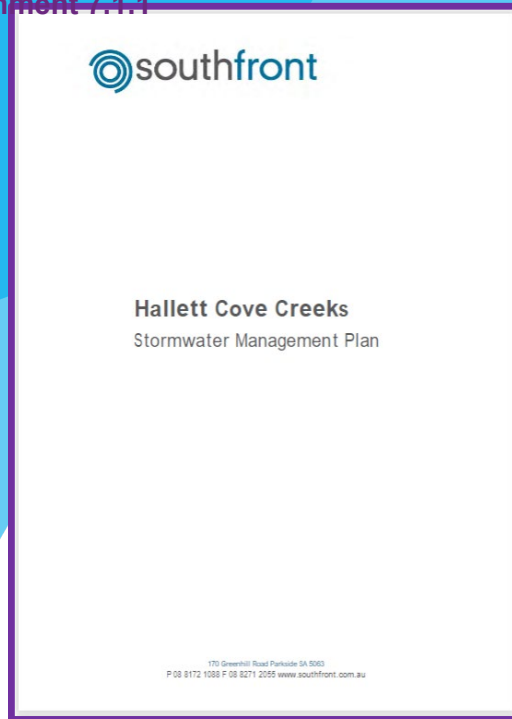
	Acquistion	Operation	Monitoring	Maintenance	Renewal	Disposal	Budget
Year	Creation	Operation	Monitoring	Maintenance	Renewal	Disposal	TOTAL
2022/23	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2023/24	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2024/25	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2025/26	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2026/27	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2027/28	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2028/29	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
2029/30	\$2,900,000	\$620,000	\$30,000	\$350,000	\$0	\$0	\$3,900,000
TOTAL	\$23,200,000	\$4,960,000	\$240,000	\$2,800,000	\$0	\$0	\$31,200,000



Stormwater Infrastructure – What we spend

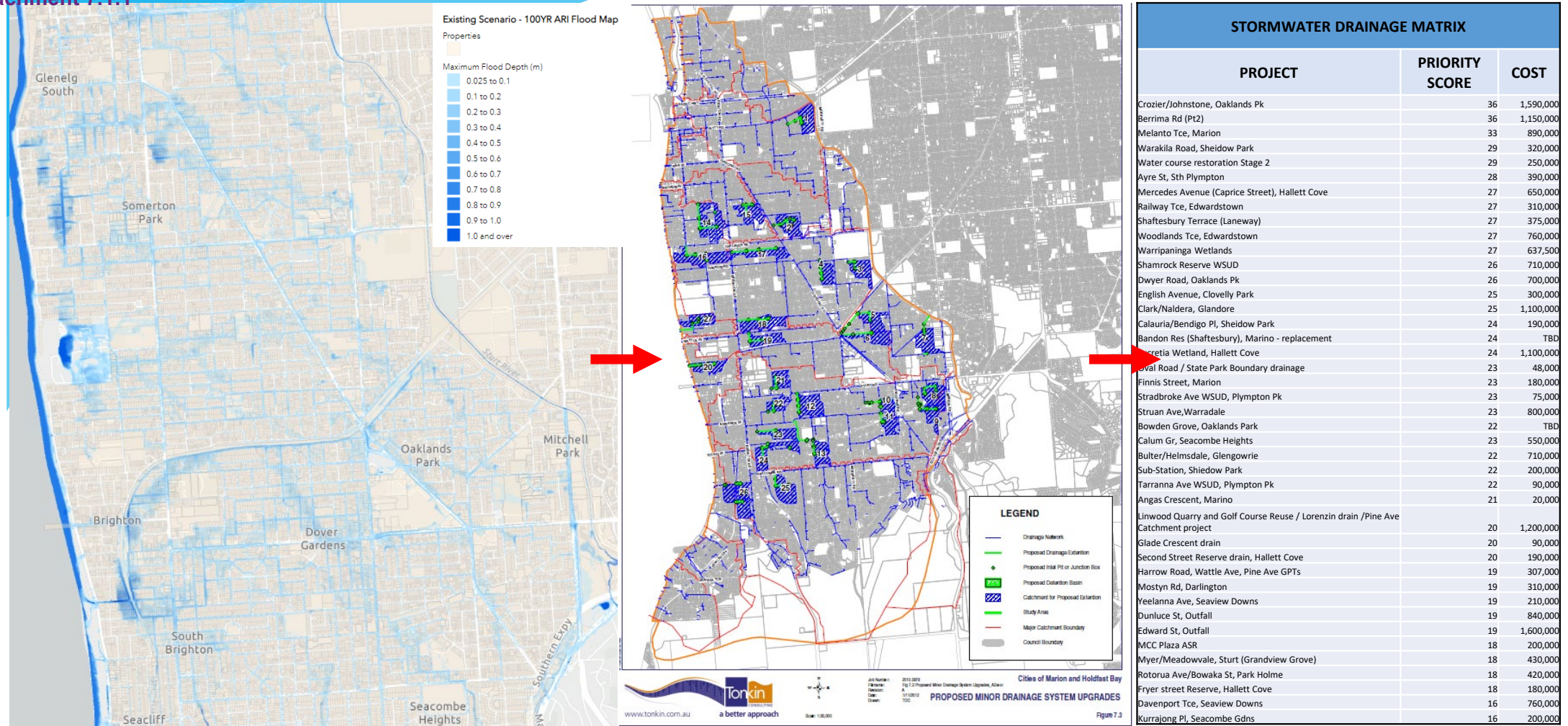


Stormwater Planning – Catchments



Hallett Cove Creeks	Coastal Catchments	Sturt River	Field River
ENDORSED	ENDORSED	IN DRAFT	NOT STARTED
2015	2015	~ 2022/23	TBD
\$8.33 Million		~\$82 million	TBD

Stormwater Planning – How we Plan



Stormwater Planning – Projects



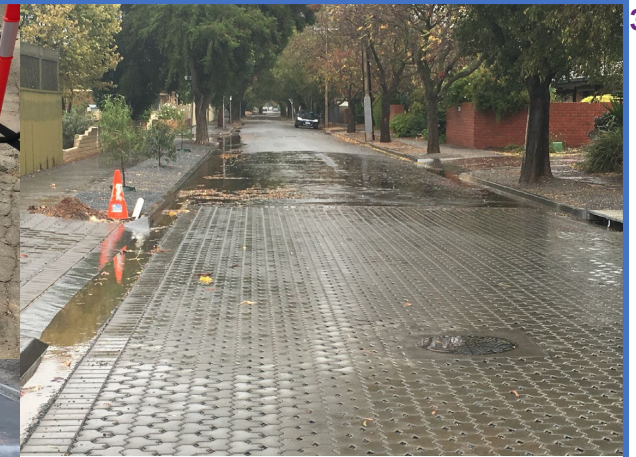
Permeable Paving

Not Permeable Paving



Permeable Footpaths

Cost = 15% premium on top of existing
Storage = 500L per 10m Frontage (1.5m Path)

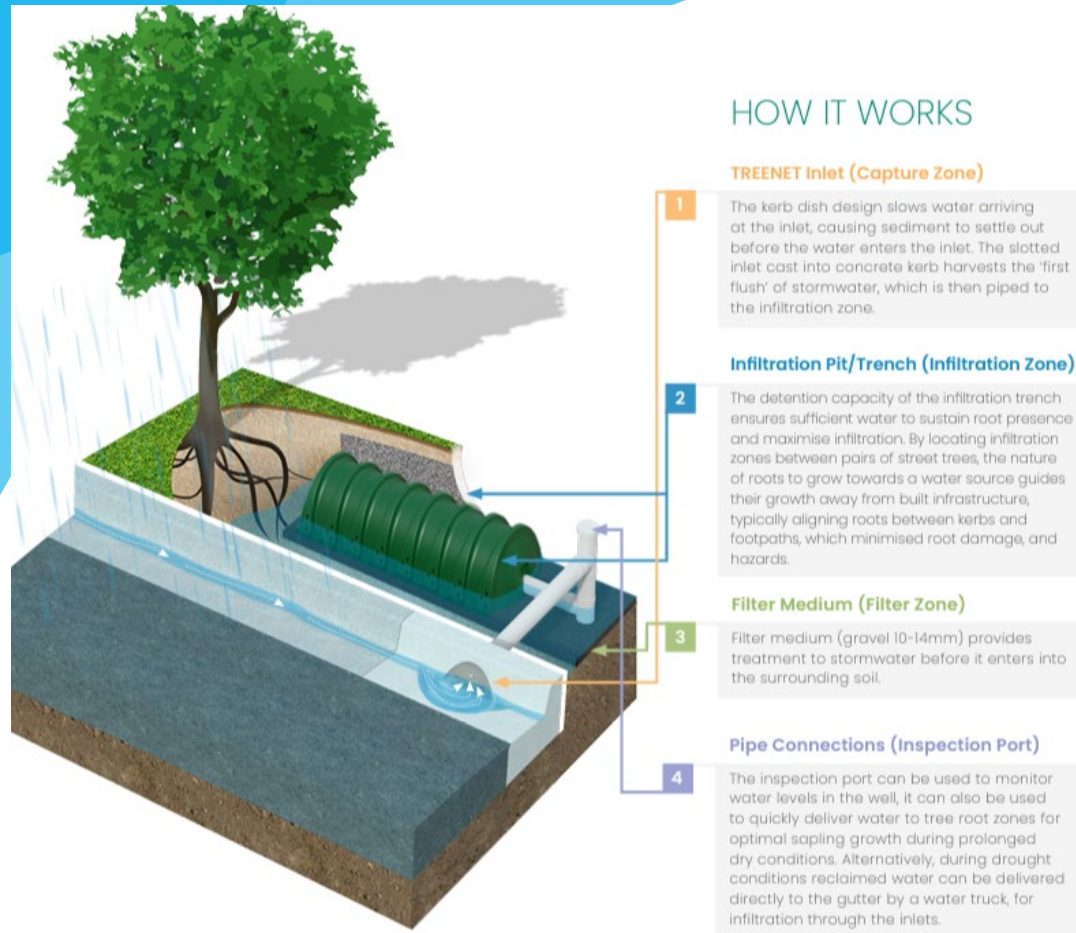


Permeable Roads

Cost = 30% premium on top of existing

Storage = 7000L per 10m Frontage (6.6m Road)

Stormwater Treatments – PERMEABLE PAVING



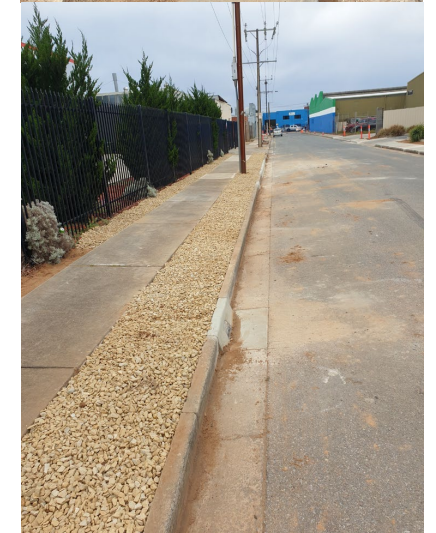
CoM have installed over 200 Tree Inlets

Tree Inlets

Cost = \$750 - \$1500 ea

Storage = 200L – 300L

- Can be modified for the specific verge (Trench, Well, Agg Drain)



Stormwater Treatments – TREE INLETS



**CoM have installed over
132 Rain Gardens**



Rain Gardens

Cost = Up to \$50,000

Storage = N/A

- Rain Gardens require a design for specific locations. Requires maintenance.

Stormwater Treatments – RAIN GARDENS

Stormwater management practises and opportunities from a development perspective

Development Principles of Stormwater Management

- Reduce Post-Development Peak Flows to Pre-Development Level - *DETENTION*
- Reduce Discharge Volumes - *RETENTION*
- Reuse Rainwater for Water Conservation - *PLUMBED RAINWATER TANKS*
- Reduce Water Pollution – *FIRST FLUSH RETENTION* - *EPA TARGETS*
- Flood Protection – FFL 300mm above 1 in 100 year Flood Level



DETENTION: the collection and storage of rainfall on impervious areas, and its slow release at a rate no greater than Pre-Development Flow or the downstream stormwater system capacity.

RETENTION: the collection and storage of rainfall for on-site reuse for garden watering or plumbed into dwelling for non-potable water use, avoiding discharge to downstream stormwater system.

POST-DEVELOPMENT PEAK FLOWS and volumes are significantly increased by higher density development that has been shown to increase existing urban impervious areas from 50% to 90% (Planning Study for Marion/Holdfast Bay Catchment Management Plan)

Development Stormwater Principles

Planning and Design Code

DEEMED TO SATISFY REQUIREMENTS for Residential Dwellings

- 1000litre RETENTION Rainwater Tanks < 200m² site area
- 2000litre RETENTION Rainwater Tanks > 200m² < 400m² site area
- 4000litre RETENTION Rainwater Tanks > 400m² site area
- Plus additional 1000litres for DETENTION, except for sites greater than 200m² that have greater than a 1/3 pervious site area



Development – Planning and Design Code

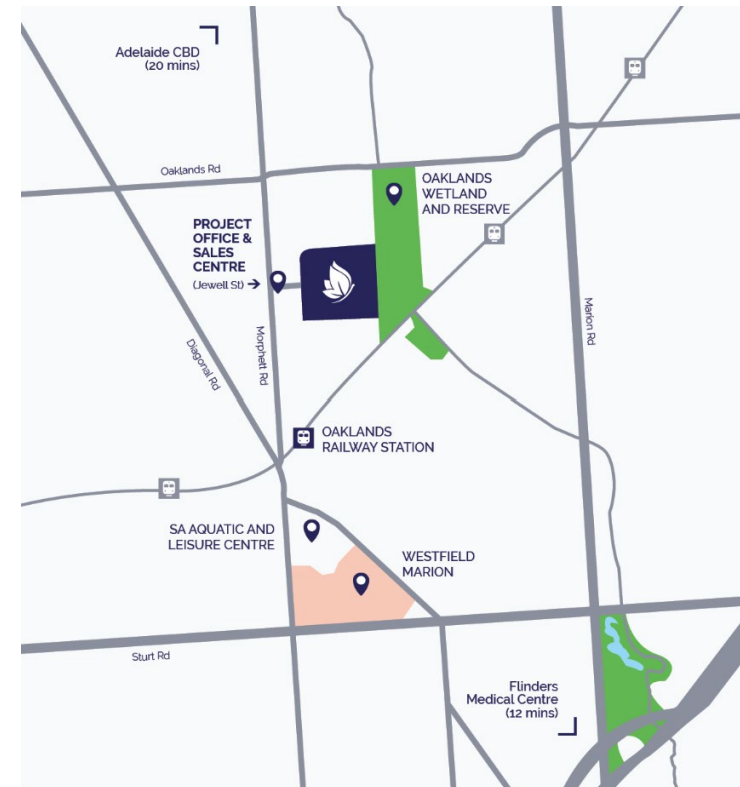
Land Divisions

INFILL DEVELOPMENT

Oaklands Green

(Barry Rd/Doreen St/Bombay St) – create 740 dwellings lots (88m² to 144m² site area) from 255 existing dwelling sites. Underground DETENTION tanks in Council Reserves with GPT's

- Connect to Oaklands Wetland Recycled Stormwater RETENTION, in lieu of on-site Rainwater tanks because of small allotments
- MUSIC Modelling demonstrating achieving EPA water quality improvement targets
- Discharge to under capacity downstream stormwater system to the west and into Sturt Drain to the East.



Development – Land Divisions

Land Divisions

GREENFIELD DEVELOPMENT

Cove Point

(Sigma Rd/Burlington Rd/Freebairn Rd/Balboa Dr/Coastal Reserve) – create 177 dwelling lots (180m² to 745m² site area) on 12Ha greenfield

Open Space DETENTION Basins for 1 in 100 year storm.

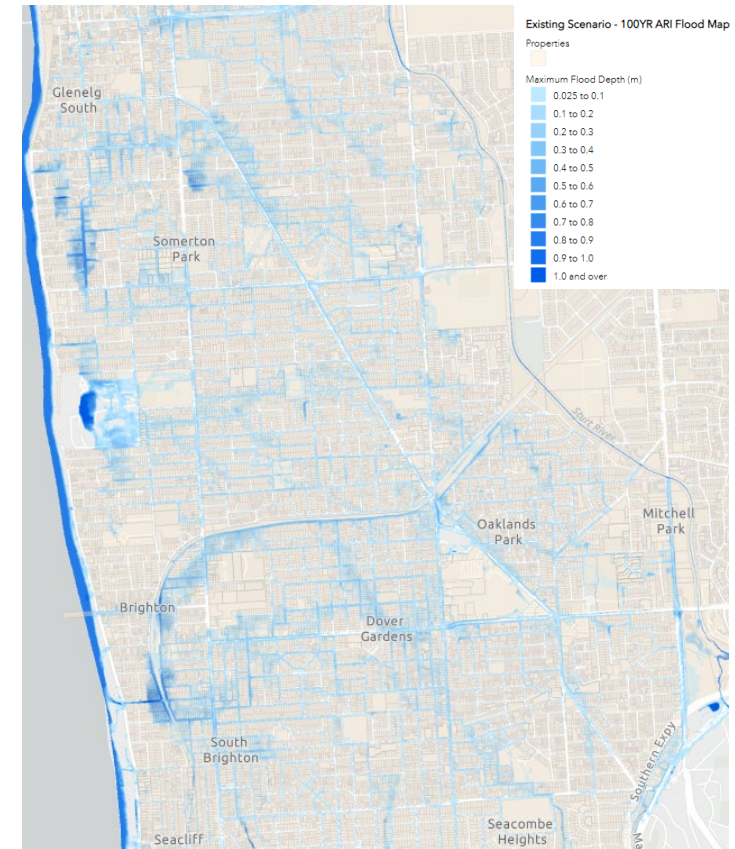
- Underground low flow DETENTION BASINS for 1 in 5 year storm
- Installation of public realm RAIN GARDENS/BIOFILTRATION BASINS WITH GPT's for Water Quality Control
- 8000 litre on-site DETENTION/RETENTION Rainwater Tanks
- MUSIC Modelling demonstrating achieving of EPA water quality improvement targets
- Discharge to existing Coastal Reserve outfall pipe and control erosion.



Development – Land Divisions

STATE GOVERNMENT FLOOD MAP STANDARDISATION PROJECT

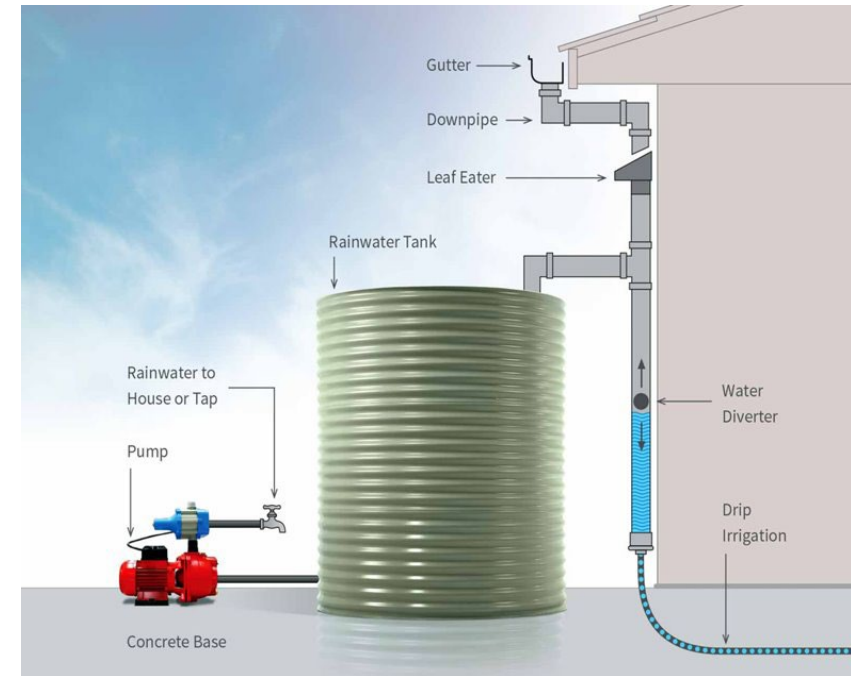
- Provide complete uniform set of flood maps across Adelaide, and introduce a new layer for 1 in 500 year storm.
- To be included as an updated Planning and Design Code Overlay.



Development – Flood Mapping

Joint Holdfast Bay and City of Marion Rainwater Tank Pilot Project For the Fredrick Street Catchment

- \$260,000 Project, 50% funded by DEW
- MSc Student employed
- 1st Steering Group meeting, project starts in earnest in July
- Intent is to have Rebate scheme in place and tank installed for next winter
- Assess benefits and determine if scalable



Development – Opportunities

Stormwater management practises opportunities from an open space perspective

Open Space Plan Infrastructure

WSUD opportunities will be explored throughout all open space design

Sustainability

1. Design principles for open space will consider environmentally sustainable principles and City of Marion policies and programs relating to the environment
2. WSUD will be considered in open space design

The Open Space Policy includes:

Environment Protection and Sustainability

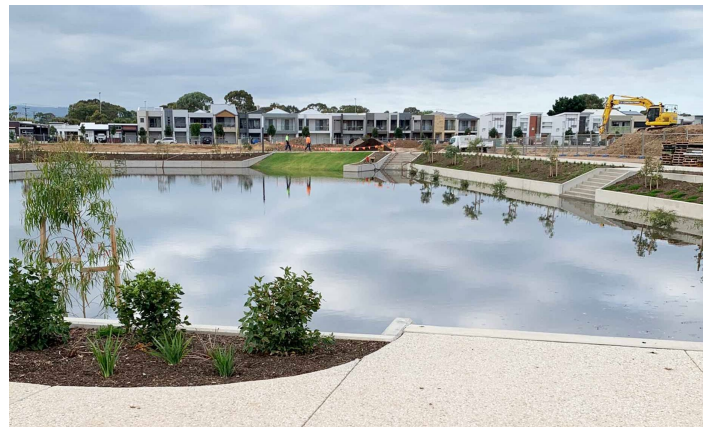
- A focus on protecting, preserving and enhancing natural environments
- Use of WSUD
- Mitigation and adaption to climate change impacts



WSUD in Open Space – A Porous Discussion



WSUD in Open Space – A Porous Discussion



WSUD in Open Space – A Porous Discussion

Current Design Considerations Capital Works – Established Reserves

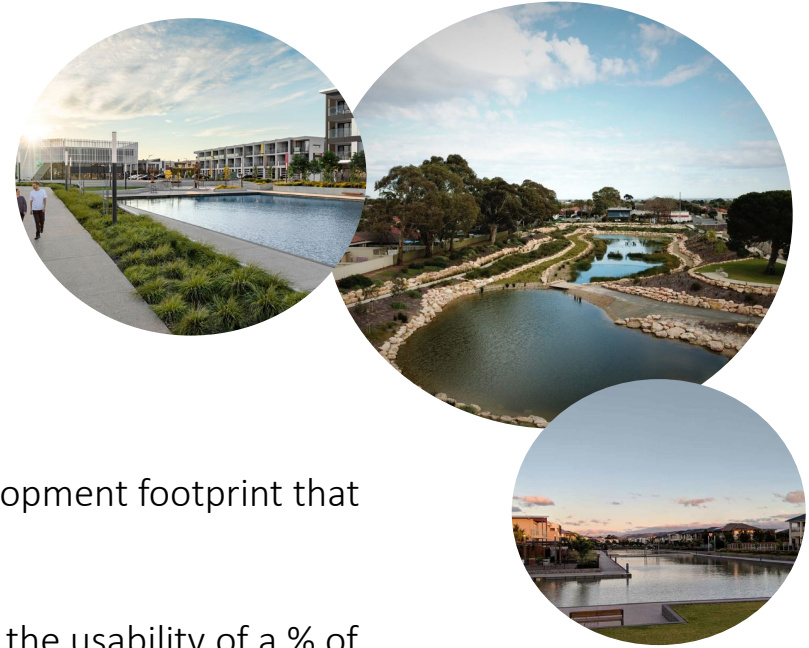
- Pre Environmental Analysis informs
 - + Tree protections zones
 - + Biodiversity Area
 - + Water management requirements
- Consultation Internal & External
 - + Community feedback which can highlight stormwater issues
 - + Internal departmental discussions on site knowledge and legacy issues relating to stormwater
- No known significant flooding issues in existing reserves, has historically been resolved
- Streetscape & suburban stormwater typically bypasses reserves
- Primary Design Aim relating to WSUD
 - + Maximise porous surfaces
 - + Capture and divert runoff to maximise passive irrigation
 - + WSUD infrastructure required to be integrated aesthetically, with playful and educational benefit
 - + Conscious of minimising elaborate systems due to budget considerations
 - + Conscious of cost of ongoing maintenance commitments related to elaborate systems



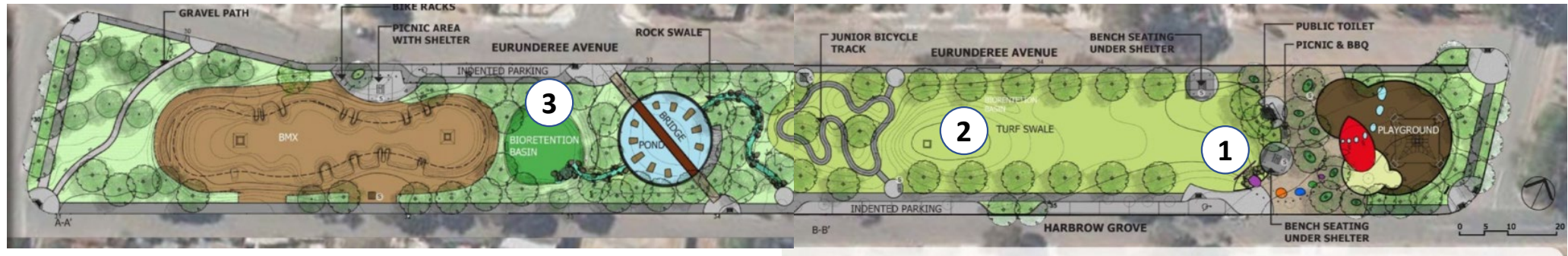
WSUD in Open Space – A Porous Discussion

Current Design Considerations— New Developments

- Internal Departmental Reviews of Development Drawings
- + Requirement for developer to manage stormwater within the development footprint that often includes open space provision
- + Often usable open space is serving a dual purpose that may impact the usability of a % of the reserve during wet seasons.
- + Currently Council doesn't have any guidelines that would support negotiations with developers to achieve agreeable outcomes
- + Open Space preference for WSUD is to limit impact on usable open space



WSUD in Open Space – A Porous Discussion



1. Kerb Inlet

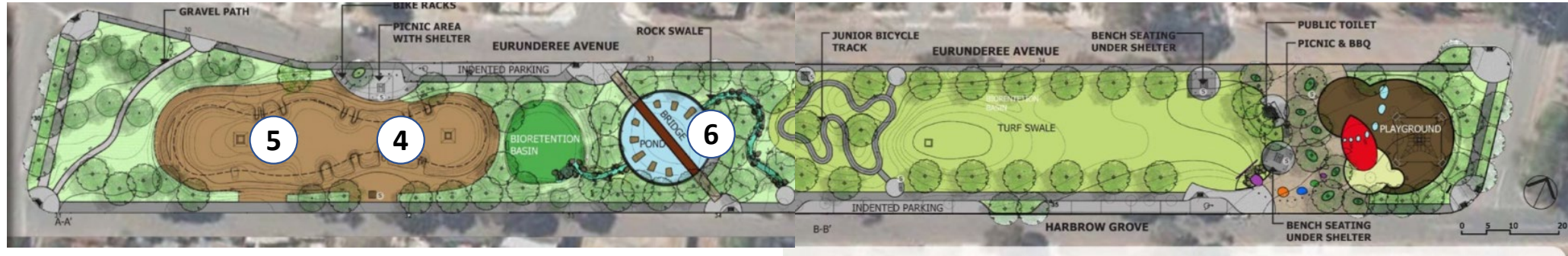


2. Turf Swale

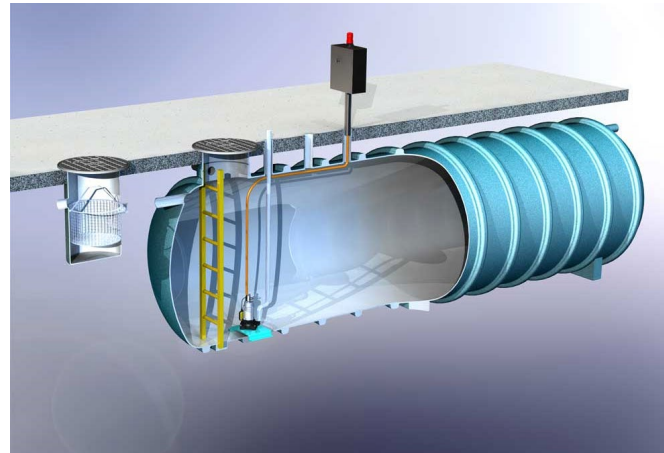


3. Bioretention Pond

WSUD in Open Space – A Porous Discussion



4. Detention Pond



5. Underground Rainwater harvesting



6. Ornamental Pond

WSUD in Open Space – A Porous Discussion

External Case Study Lightsview - Integrated WSUD Management in Open Space, getting the balance right

Organisation Joint venture Renewal
SA and PEET

Local Government area City of Port
Adelaide Enfield

Design Team
Aspect Studio
DesignFlow
Greenhill
Lucid Consulting
Hydroplan
Waterpro

Development type Major infill
development WSUD feature type –
stormwater re-use – wetlands –
bioretention systems

Total site area 100 hectares

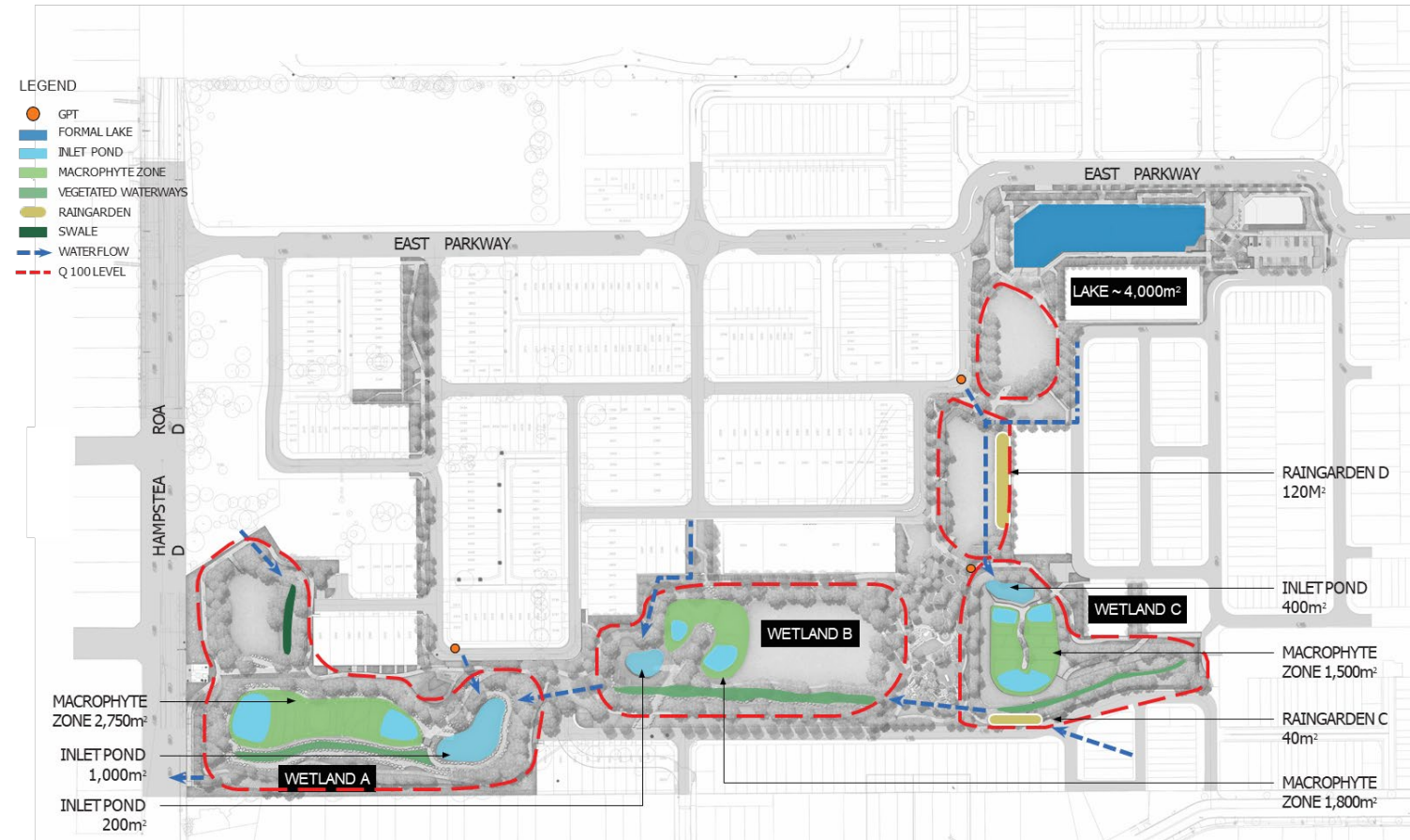
Proportion of site public open
space 15.7%

Total number of dwellings 3500 (at
completion)

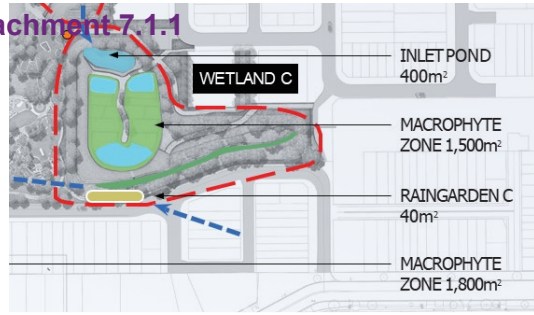
Date commenced 2008 Date
completed 2021

Cost \$7m exc Civil work

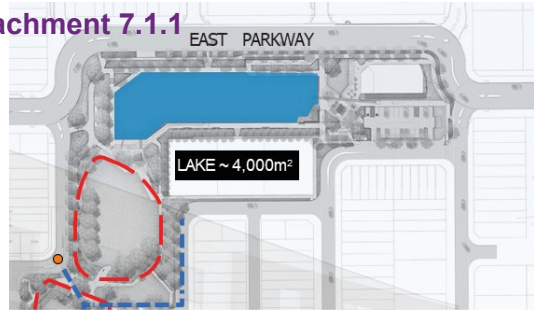
Water Movement Plan



WSUD in Open Space – A Porous Discussion



Attachment 7.1.1







Unfunded potential for Open Space

- + Utilise existing open space assets as green sponges; to reduce pressure on peak flows and clean water prior to discharge downstream
- + Identify site appropriate WSUD systems through collaborative design and feasibility studies
- + Aim is to create sustainable & liveable communities

Needs to consider in the balance

- + Maintenance requirements to maintain look and function
- + Whole of life & enhanced capital costs
- + Impact on usability of the reserve throughout the seasons



Questions

7.2 Parking Management

Report Reference	ASC220705R7.2
Originating Officer	Unit Manager Engineering – Carl Lundborg
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

To provide the Asset and Sustainability Committee an overview of current parking management practises and to seek comments on developing Parking Management Guidelines for the City of Marion.

RECOMMENDATION

That the Asset and Sustainability Committee:

1. **Notes the presentation and provides feedback for parking management across the City of Marion.**
2. **Supports the development of Parking Management Guidelines for the City of Marion.**

DISCUSSION

The City of Marion Transport Team (formally known as the Traffic and Parking Team) forms part of the Engineering Unit and is comprised of 4 FTE's. Over the past 12 months the team has transitioned to become more strategic and future focussed through updating and aligning position descriptions and hiring of staff (from vacant positions).

The team structure and key responsibilities are:

Title	Who	Responsibilities
Coordinator of Transport	Nathan Saxty	<ul style="list-style-type: none"> - Coordinate traffic engineering functions and investigations. - Provide leadership, direction and manage the team. - Transport Plan Lead. - Provide high level advice relating to traffic and transport management for both internal and external projects.
Transport Engineer	Sara Hurditch	<ul style="list-style-type: none"> - Walking and Cycling Strategy Lead. - Provide guidance and explore 'future smarts' relevant for transport engineering i.e., Smart Parking / EV charging stations / AV vehicles etc. - Promote alternative modes of transport within the City.
Traffic Engineer	Hamid Hashemi	<ul style="list-style-type: none"> - Way to Go Program (School Program). - Street and Shared Path Lighting. - Develop concept plans in relation to traffic control devices, parking layouts, including turning movement assessments. - Project manage various engineering infrastructure projects.
Graduate Traffic Engineer	Daniel Vincent	<ul style="list-style-type: none"> - Traffic and Parking Data. - Assess heavy vehicle access permits through the National Heavy Vehicle Regulator (NHVR). - Support planning / preparing of transport related capital works programs. - Project manage various engineering infrastructure projects.

All members of the team undertake day to day transport requests, observations and investigations that come from Elected Members, residents, members of parliament/candidates and other stakeholders. These reactive requests consume approximately 75% of the workload within the team.

Current endorsed documents that assist investigating parking requests:

- City of Marion Road Hierarchy
 - o Ascertain level of service and functionality of the road in question to assist with investigations.
- Parking Management Plan
 - o A tool that identifies the parking issues and user related needs whilst assisting the organisation to plan and manage its road network. Ensuring parking issues are reviewed/investigated in an open and clear manner to provide, deliver and optimise the on-street parking needs for residents, their visitors, businesses and community facilities.
- Development Code
 - o Provides information regarding on-street / off-street parking requirements and property access stipulations which can vary depending on the proposed development to be assessed i.e. residential, or commercial in nature.

Parking is managed by the City of Marion to promote sustainable transport solutions and to optimise residents' access to homes. Council also seeks to accommodate the parking needs of visitors, businesses and community facilities.

Throughout the year, the Transport Team respond to many queries relating to parking throughout the City, although the most commonly raised (top 6) parking issues have been summarised below:

- Driveway access
 - o Vehicles parking opposite and adjacent to driveways causing sight line concerns and or limiting turning movements (can be exasperated by new Developments with 'narrow' driveways).
- Street access
 - o Vehicles parking opposite one another in narrow streets and or too close to intersections. Generally when street width is <7.2m and a 3m space is thereby not provided between the vehicle which contravenes the Australian Road Rules (ARR's) which is the minimum requirement for emergency service vehicles.
- Parking demand
 - o Resident expectation of on-street parking availability to be able to park in front of own property at all times (high density / transport planning disconnect). Off-street parking areas also used for alternative purposes i.e. garages for storage.
- Sight lines on bends / crests
 - o Vehicles parking on bends and or crests can contribute to limited sight lines.
- Parking in front of bins
 - o Resulting in missed bin collection and increased service times due to the increased occurrence of the garbage officer required to exit vehicle and manually load the bins.
- Parking around schools
 - o Congestion during morning and afternoon peaks derived from parents / carers wanting to get as close as practically possible to the school gate to drop off or collect their children. Congestion also results from provided 'kiss and drop' zones used incorrectly for longer term parking i.e. parents leaving the vehicle and not moving on within a 2 minute time frame.

To provide clarity on the current trends over the last three years, Council has collated all parking events raised between 2019 – 2022 inclusive (within CES and Salesforce) which have been summarised by calendar year below.

Year (Calendar Year)	Number of Requests
2019	655
2020	568
2021	604

Current Parking Intervention Treatments

- Yellow lines to represent 'No Stopping at all times' (Road width <7.2m)
 - o Staggered
 - Rather than yellow lines being installed along one side of a street, Council has adopted to install staggered line marking to remove the opportunity for vehicles to park directly opposite another vehicle and the perceived impression of being a long, straight open stretch of road which can encourage hoon behaviour i.e. speeding. Locations of the yellow line are determined by optimising the amount of on-street parking spaces available, geometric factors of the road environment and surrounding infrastructure.
 - o Driveway Arrows
 - Installed to reiterate to motorists the extent of a driveway access, although not enforceable, when a vehicle does park over the line they are then in fact parked over a driveway which contravenes the Australian Road Rules (ARR) and can be expiated by Council's Community Safety Inspectors (CSIs).
- Indented/Paved Parking
 - o May be required to accommodate access / parking associated with community facilities, such as reserves and play spaces and or where there is insufficient road width to allow for the movement of traffic while the parking demand is high. This treatment can be implemented in the following ways:
 - Paved Parking
Utilises the verge adjacent the road, by paving the area and installing mountable kerb to enable a vehicle to either be parked completely off the road or partially.
 - Indented Parking
Similar in nature to paved parking, although the road edge is extended back into the verge (widening the road to accommodate the parked vehicle). This treatment is used when there are less constraints to manage i.e. verge has increased width, less street trees and or light poles etc
- Time Restrictions
 - o Bins, Schools, Public Transport
 - Where parking occupancy is observed to be 85% or greater during the time of observation (identified peak period), timed parking restrictions can be considered with operational times to best suit the relevant query and provide a balanced outcome to the community. It is worth noting timed parking controls (for example, 1 or 2 hour parking) are installed to address all day parking derived by nearby generators (train stations or shopping centres for example) whilst accommodating the parking needs of residents, where the resident can apply for a permit to exempt them from the timed parking control. This is the only instance a parking permit can be granted.
- Disability Parking
 - o To be inclusive for all residents, Council can implement 'Disability Parking' zones throughout the road network with signs and or line marking.
- Loading Zones

- Loading zones can be implemented on a case-by-case basis for the pickup or set down of goods or items, which are too large or heavy to carry conveniently. These zones can be utilised by commercial vehicles for a maximum of 30 minutes (as long as they are loading or unloading) whereas all other vehicles (including station wagons and hatchbacks) may only use the zone for a maximum of 10 minutes if goods, which due to their weight or size are difficult to handle are being picked up or set down.

Education

Staff prefer to educate the community by providing 'parking safely and correctly' information flyers based on the Australian Road Rules that informs the community where vehicles should and should not be parking. This approach has proven to be effective in some instances and is the first step prior to implementing parking controls in the street.

Enforcement

Community Safety Inspectors have many competing priorities, as such work orders are completed in order of priority.

Inspectors' aim is to attend parking issues that are occurring in a timely manner although work order categories such as dog attacks, dogs wandering at large, syringe collection, bees/wasps/snakes on council property all have priority over parking matters.

Monitoring of time limit parking is either done when a complaint is made and or when the area is proactively monitored when CSIs have available time.

On Friday 11 March 2022 there was an expansion of our after-hours service to include parking.

After-hours parking attendance is only for parking offences that are causing an obstruction, no stopping zones, bicycle lanes, parking on reserves etc. Offences such as time limit parking are not included in this service.

To provide clarity on the service provided by Council's Community Safety Team throughout the City, expiation data has been collated for the last 4 years (2018 – 2022 inclusive) relating to Australian Road Rules directly relating to parking throughout the city and is tabled below.

Year	Number of Expiations relating to Parking
2018/19	2,299
2019/20	2,087
2020/21	1,975
2021 – to date	1,702

Consultation

Consultation should be undertaken for all proposed changes (including removing of restrictions) unless deemed a safety concern, where notification will be communicated to directly affected properties. Consultation involves those residents immediately abutting the proposed parking control. However, if it is considered that it may affect other streets and therefore residents, then the consultation is extended to include those areas. A minimum level of support of 60%, of those responding, is deemed reasonable to demonstrate there is community support for the proposal.

ATTACHMENTS

1. Parking Management - ASC (June 2022) [7.2.1 - 13 pages]



Parking Management

ASSET & SUSTAINABILITY COMMITTEE MEETING

AGENDA

- Engineering Transport Team
- Parking Request Trends
- Current Parking Management Practises
- Examples of Parking Requests & Intervention Treatments
- Parking Consultation
- Future needs

When considering a road corridor:
Where does *parking* come in your priority?

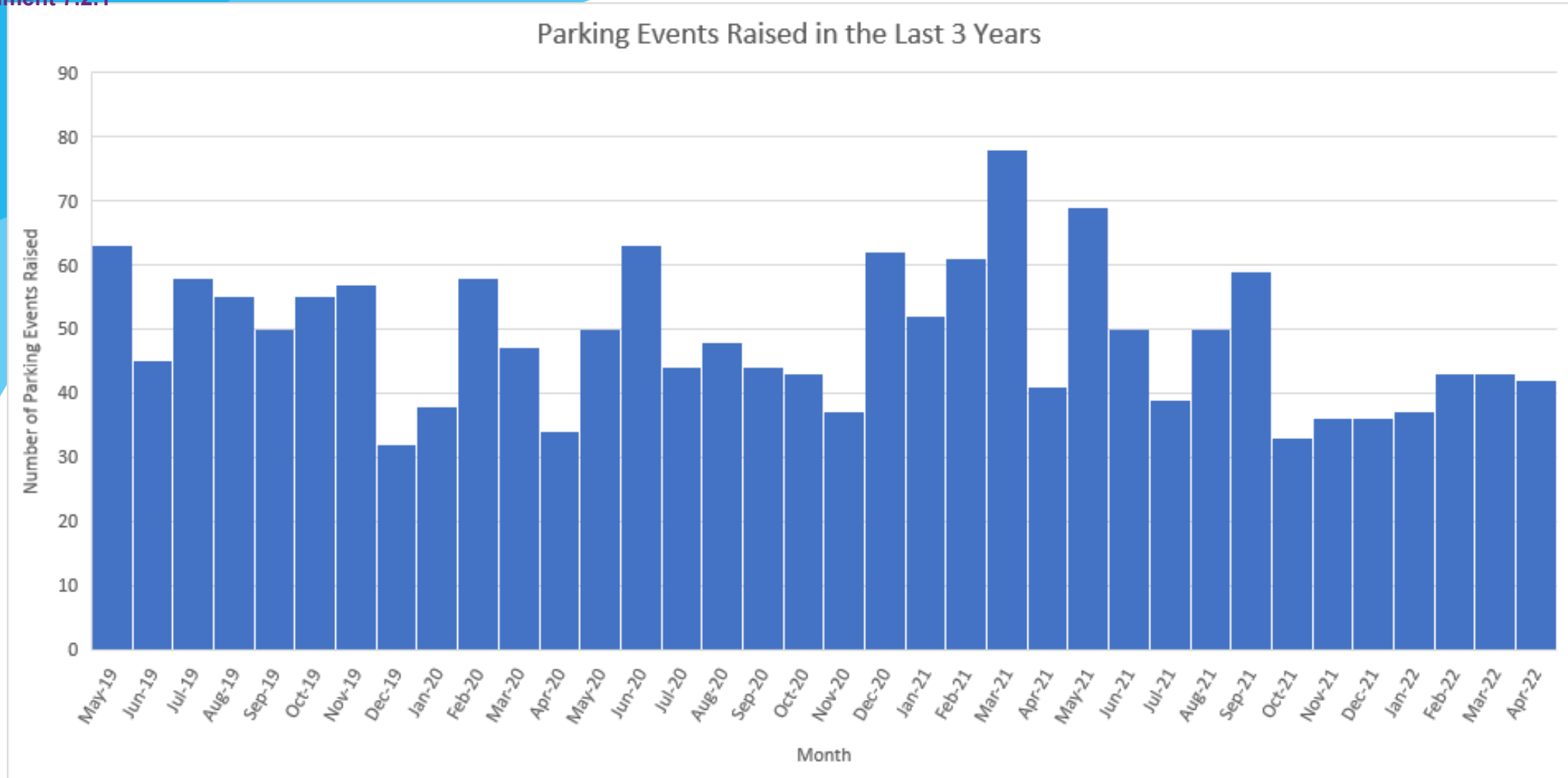


Question?



Nathan Saxty	Sara Hurditch	Daniel Vincent	Hamid Hashemi
Coordinator of Transport	Transport Engineer	Graduate Traffic Engineer	Traffic Engineer

Transport Team



Parking Request Trends



Current Strategies, Documents, Guides





Yellow Lines

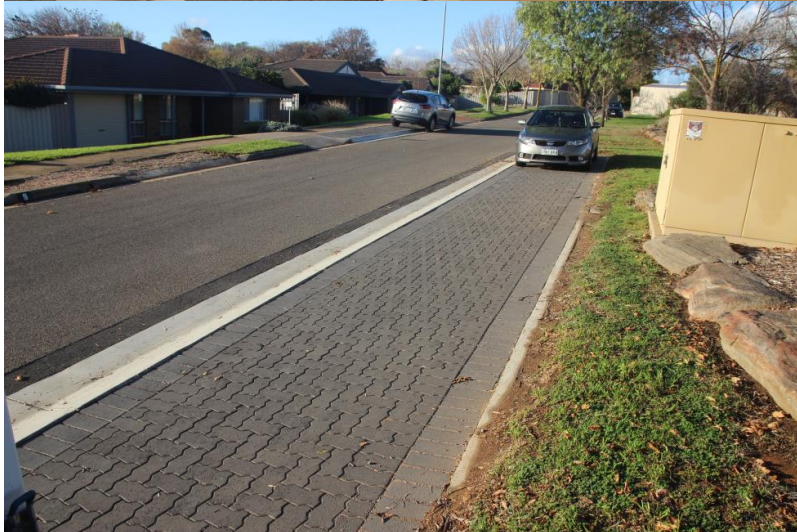
- Is the road width greater than 7.2m
- Is there an access issue (buses, garbage trucks, emergency vehicles)
- Is there a high parking demand (85% occupancy)
- Is it a Local, Collector, Distributor, Sub-Arterial or Arterial Road
- Is there a sightline issue



Parking Interventions – Yellow Lines

Paved/Indented Parking Bays

- Do vehicles park opposite one another frequently and reduce carriageway to be < 3m
- Has development increased, resulting in reduction of on-street parking spaces and access concerns
- Are there competing needs in the street or nearby i.e. train station / school / shopping centre or sports facilities
- How wide is the verge and what existing infrastructure is present



Parking Interventions – Paved/Indented Parking Bays

Time Restrictions

- Is parking occupancy >85%
- Are vehicles parking long term derived by community facilities nearby i.e. train station / school / shopping centre or sports facilities
- Is there a need for parking turnover to assist local business operations or provide a balance for the local community
- Residents can apply for a permit to exempt them from timed parking controls. This is the only instance a parking permit can be granted



Parking Interventions – Time Restrictions



Zones

- Is there a need for loading zone to assist local business operations
- Are there alternative transport mode requirements i.e. EV charging zones or dedicated AV allocated zones
- Are we being inclusive to support special needs for the community i.e. disability zones
- High parking occupancy at public transport nodes requiring 'Park n Ride'



Parking Interventions – Zones

Parking Safely & Correctly

Briardale Road, Sturt

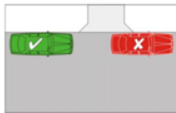


It has recently been brought to Councils attention there are parking issues occurring on Briardale Road, Sturt. Therefore for your reference and to improve the situation please see below some common Australia Road Rules which refer to parking on-street legally, safely and appropriately.

Obstructing a Driveway

A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless –

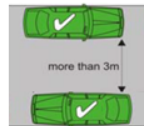
- Is dropping off or picking up passengers;
- Does not leave the vehicle unattended; and
- Completes the dropping off or picking up of the passengers and drives on as soon as possible and in any case, within 2 minutes after stopping.



Australian Road Rule 198

Parking Abreast

If the road does not have a continuous dividing line or dividing strip, the driver must position the vehicle so there is at least 3 meters of the road alongside the vehicle that is clear for other vehicles to pass.



Australian Road Rule 208

Adhering to parking regulations helps keep drivers and pedestrians safe. This information sheet illustrates several parking issues that have been highlighted within the City of Marion, it also describes relevant legislation.

The above referenced road rules are a legal requirement for all motorists and are enforceable by both Council and South Australian Police.

Please park correctly and safely.

Other Road Safety Tips

When it comes to using a pedestrian crossing, 'near enough is NOT good enough'. Make the effort to use the crossing even if it means waiting a little further.

Crossings are often the best place to cross as drivers will be more alert for pedestrians and generally have to give way. Sight distances to pedestrians are usually best at crossings.

Organise to meet your child at a particular safe place such as the school gate or on the same side of the road as the school or bus stop, providing traffic rules and school policy allow you to do so.

Park your car and walk to meet your child - don't call them to cross the road by themselves. Try and avoid doing a U-turn in the street if there are children around. It is harder to see children crossing the road behind you and difficult for the children to know that you are going to do an 'about face'.

Brought to you by



City of Marion
245 Sturt Road, Sturt SA 5045
Ph: 8275 6650
Fax: 8275 6656
Email: council@marion.sa.gov.au
Web: www.marion.sa.gov.au

Information contained in this brochure has been adapted from the Australian Road Rules.

KEEP KIDS SAFE

Traffic rules around schools



City of Marion
245 Sturt Road, Sturt SA 5045
Ph: 8275 6650
Fax: 8275 6656
Email: council@marion.sa.gov.au
Web: www.marion.sa.gov.au

School Zones and Crossings

School Zones

School zones are installed on most roads around schools - as shown by these signs. A zigzag white line is also usually marked on the road to let drivers know they are approaching a School Zone.

Drivers must not exceed 25km/h at any time of the day or night when a child is in the zone. This includes children walking or riding a bicycle either on the road, footpath or median strip.

The lower speed limit applies whenever children are in the zone, including weekends and school holidays. It makes sense to slow down as you approach a school at all times of the day and night to check if there are children in the area. Children can be present outside of normal school hours because of many activities that take place in the school.

Emu Crossings

An Emu Crossing has a red 'Children Crossing' flag displayed on red and white striped poles.

When the flags are displayed drivers must give way to pedestrians crossing or about to cross the road. Emu crossings are located within School Zones, which have a speed limit of 25km/h when children are on the road or footpath.

If the 'Children Crossing' flags are not up, the 25km/h school zone speed limit still applies if there are children present.

Koala Crossings

A Koala Crossing consists of two yellow flashing lights, mounted on red and white striped poles.

Koala Crossings operate only when the yellow lights are flashing. A 25km/h speed limit applies between signs on the approaches to the crossing when the lights are flashing, and drivers must stop and give way to anyone using the crossing or about to cross the road. School monitors may be present at the crossings and it is important to obey the Stop signs used by the monitors.

Wombat Crossings

A Wombat Crossing consists of a white road marking marked with thick white stripes.

A 40km/h speed limit applies at all times within 30-40 metres of the crossing as shown on signs.

When a pedestrian is crossing or about to cross the road, drivers must stop and give way.

Parking Signs

No Stopping signs
You must not park or stop in a No Stopping area for any reason.

No Parking signs
You can only stop in a No Parking area for the immediate purpose of picking up or dropping off passengers or goods. The driver must remain with the vehicle and take no more than 2 minutes.

Parking Restrictions

Near school crossings

Parking is generally banned at school or other pedestrian crossings for 20 metres before and 10 metres after the crossing, unless signs indicate otherwise.

It is important not to park near crossings as it can make it harder to see children and other pedestrians using the crossing.

Double Parking

It is illegal to 'double park' by stopping next to another car already parked near the kerb. Double parking restricts access for other traffic and can block sight lines for children on the side of the road.

Parking across driveways

You should not park across a driveway. Restricting access to driveways is illegal and can inconvenience the property owners.

Continuous Yellow Line

A continuous yellow line marked on the edge of the road has the same meaning as a No Stopping zone.

No parking allowed at any time if there is a yellow line.

Parallel Parking

Unless there are signs or markings on the road to indicate some other method, you must park parallel to the edge of the road and footpath.

The rules are:

- Park your vehicle so that it is facing in the same direction as the moving traffic.
- Unless permitted by a parking sign, leave a minimum of 3 metres between your vehicle and any continuous dividing line.

Education / Enforcement

- Parking safely and correctly pamphlets based on the Australian Road Rules (ARR) are provided to reiterate to the community where vehicles should and should not be parking.
- Keep Kids Safe pamphlets are provided to schools each term to promote road safety.
- Enforcement through CSI is also another tool prior to implementing controls, to educate the community regarding existing restrictions in place and or relevant ARR

Parking Education / Enforcement



Ralli Street, Plympton Park Proposed Parking Restrictions MAY 2022



On-street parking concerns on Ralli Street, Plympton Park have recently been brought to the City of Marion's attention. These concerns relate to the street being relatively narrow (8.0m) and the instance of cars parking on both sides of the street which can impact waste collection, emergency vehicle access and the safe movement of traffic along the street via Aldridge Avenue and Bray Street, including vehicles entering and exiting driveways.

Council has undertaken a parking review of the street and proposed changes to the way residents park, by installing various yellow edge lines to represent 'No Stopping at all times'. As the road has recently been ressealed, there is an opportunity to enhance the operation of the street as part of a typical line marking replacement program.

The east and west sides of the street are proposed to be line marked in a **staggered** way to reduce the opportunity for vehicles to park directly opposite another parked vehicle, some driveways. Given the Australian Road Rules do not permit parking opposite other parked vehicles unless a 3 metre gap is provided, these proposed changes will not reduce the total number of legal parks available on the street.

DIAGRAM 1 - PROPOSED LINE MARKING LAYOUT, RALLI ST, PLYMPTON PARK



The staggered parking controls are expected to minimise waste collection issues, improve residents' access to driveways and allow motorists to safely navigate through the street and intersections. Diagram 1 displays the proposed line marking layout.

As a resident of Ralli Street, you are invited to consider this proposal and complete the survey enclosed.

You may return the completed form within the reply-paid envelope, scan and email it to council@marion.sa.gov.au (in the subject line please type "Ralli Street - Parking Consultation") OR scan the QR code below to be automatically re-directed to an online survey.

The QR code survey will take approximately 4 minutes to complete. Your response is required by 5pm 31 May 2022.

If you wish to discuss the issue or have any concerns, please contact the undersigned on 8375 8803 or sara.hurditch@marion.sa.gov.au

Yours Sincerely

Sara Hurditch
Transport Engineer

Ralli Street, Plympton Park Proposed Parking Restrictions MAY 2022



COMMUNITY FEEDBACK

Respond by Mail / Email

1. Overall, do you support the installation of the proposed parking restrictions on Ralli Street?

- ☐ Support
- ☐ Do not support

2. Any other comments you would like to make about the proposed installation of parking restrictions in your street?

.....

.....

.....

Your details – so that we can understand your response and keep you informed

Name.....

Address.....

Email/contact.....

Respond Online

If you wish to submit your response online, please scan the QR code below using the camera app on your smartphone and tap the website link. This will take you an online submission form. Please note that we will only record 1 submission per household.



Thank you for your participation!

Consultation

- Require 60% support to implement (of those that respond)
- Any new or removal
- No consultation required if for safety concerns (inform only)

Consultation



Operational Guidelines for Parking?

Would the committee support the development of a Parking Guidelines for Council endorsement?

Other comments?

Operational Guidelines for Parking

8 Reports for Noting - Nil**9 Workshop / Presentation Items - Nil****10 Other Business****11 Meeting Closure**

The meeting shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.