

His Worship the Mayor  
Councillors  
**CITY OF MARION**



**NOTICE OF  
GENERAL COUNCIL MEETING**

Notice is hereby given pursuant to the provisions under Section 83 of the Local Government Act 1999 that a General Council meeting will be held

**Tuesday 8 May 2018**

**Commencing at 6.30 p.m.**

**In the Council Chamber**

**Council Administration Centre**

**245 Sturt Road, Sturt**

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 building on Sturt Road, Sturt.

A handwritten signature in dark ink, appearing to read "Adrian", with a stylized flourish at the end.

Adrian Skull  
**CHIEF EXECUTIVE OFFICER**

3 May 2018

**CITY OF MARION  
GENERAL COUNCIL AGENDA  
FOR MEETING TO BE HELD ON  
TUESDAY 8 MAY 2018  
COMMENCING AT 6.30PM**



**1. OPEN MEETING**

**2. KAURNA ACKNOWLEDGEMENT**

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

**3. DISCLOSURE**

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

**4. ELECTED MEMBER'S DECLARATION OF INTEREST (if any)**

**5. CONFIRMATION OF MINUTES**

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on 10 April 2018 .....5

Confirmation of the Minutes for the Special General Council meeting held  
On 24 April 2018 .....22

**6. ADJOURNED ITEMS**

Nil

**7. DEPUTATIONS**

Nil

**8. PETITIONS**

Nil

**9. COMMITTEE RECOMMENDATIONS**

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**10. CONFIDENTIAL ITEMS**

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**Motions without Notice**

**Questions without Notice**

**15. OTHER BUSINESS**

**16. MEETING CLOSURE**

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



**MINUTES OF THE GENERAL COUNCIL MEETING  
HELD AT ADMINISTRATION CENTRE  
245 STURT ROAD, STURT  
ON TUESDAY 10 APRIL 2018**

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**PRESENT**

Mayor Kris Hanna

**Councillors**

**Coastal Ward**

Ian Crossland  
Tim Gard

**Mullawirra Ward**

Jason Veliskou  
Jerome Appleby

**Southern Hills**

Janet Byram  
Nick Westwood

**Warracowie Ward**

Bruce Hull (from 6.34pm)  
Nathan Prior

**Warriparinga Ward**

Luke Hutchinson  
Raelene Telfer

**Woodlands Ward**

Tim Pfeiffer  
Nick Kerry

**In Attendance**

Mr Adrian Skull  
Ms Abby Dickson  
Mr Tony Lines  
Mr Vincent Mifsud  
Ms Kate McKenzie  
Ms Victoria Moritz

Chief Executive Officer  
General Manager City Development  
General Manager City Services  
General Manager Corporate Services  
Manager Corporate Governance  
Governance Officer

**COMMENCEMENT**

The meeting commenced at 6.31pm

**KAURNA ACKNOWLEDGEMENT**

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

**DISCLOSURE**

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

## ELECTED MEMBER'S DECLARATION OF INTEREST

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

- Councillor Telfer declared a conflict of interest in the items:
  - *Westminster School Liquor Licence – GC100418R12 and;*
  - *Draft Annual Business Plan 2018/19 for Public Consultation – GC100418R04*
- Councillor Crossland declared a conflict of interest in the item *Westminster School Liquor Licence – GC100418R12*
- Councillor Gard declared a conflict of interest in the item *Westminster School Liquor Licence – GC100418R12*
- Councillor Prior declared a conflict of interest in the item *Marion Golf Club Redevelopment GC100418R06*

## CONFIRMATION OF MINUTES

**Moved Councillor Crossland, Seconded Councillor Byram** the minutes of the General Council Meeting held on 27 March 2018 be taken as read and confirmed

**Carried Unanimously**

## VERBAL COMMUNICATIONS

Nil

## ADJOURNED ITEMS

Nil

## DEPUTATIONS

### **6.33pm Red House Group Inc. (Gallery M) Agreement Report Reference: GC100418D01**

Ms Ines Patriitti – Chairperson / Ms Julie Pritchard – Gallery M CEO, from the Red House Group Inc. gave a five-minute deputation to Council relating to the report GC180410R Red House Group Inc. (Gallery M) Agreement.

## PETITIONS

Nil

## COMMITTEE RECOMMENDATIONS

Nil

## CORPORATE REPORTS FOR DECISION

### 6.42pm Red House Group Inc. (Gallery M) Management Agreement Renewal Report Reference: GC100418R01

**Moved Councillor Veliskou, Seconded Councillor Hull** that Council:

1. Endorses a new three year funding agreement with the Red House Group Inc., for \$152,243 plus GST per annum with an annual CPI increase for the management of Gallery M commencing 1 July 2018 and concluding on 30 June 2021.

**Carried**

**Councillor Kerry** called a Division:

**Those For:** Councillors Pfeiffer, Kerry, Telfer, Hutchinson, Prior, Hull, Westwood, Byram, Veliskou and Gard

**Those Against:** Councillors Appleby and Crossland

**Carried**

## CONFIDENTIAL ITEMS

### 7.01pm Red House Group Inc. (Gallery M) Management Agreement Renewal (Appendix 1) Report Reference: GC100418F01

This item was considered publicly in conjunction with the previous report Red House Group Inc. (Gallery M) Management Agreement Renewal Report Reference: GC100418R01.

7.02pm Councillor Veliskou left the meeting

### 7.03pm Community Events Fund (Events Plan 2017-2020) Report Reference: GC100418R02

7.06pm Councillor Veliskou re-entered the meeting

**Moved Councillor Westwood, Seconded Councillor Gard** that Council:

1. Endorses the Community Events Fund and the associated guidelines and eligibility criteria as outlined in Appendix 1 to support such a fund.
2. Endorses an allocation of \$12,000 for the Community Events Fund for consideration in the 2018/19 Annual Business Planning process and for inclusion into Council's Long Term Financial Plan.
3. Receives an annual report detailing the expenditure of the Community Events Fund.

**Carried**

### **7.07pm Disability and Indigenous Traineeship Report Reference: GC100418R03**

Councillor Byram declared an actual conflict of interest in the item *Disability and Indigenous Traineeships GC100418R03* as her daughter works for Maxima in the area of traineeships and apprenticeships and left the meeting.

7.12pm Councillor Byram left the meeting

**Moved Councillor Hull, Seconded Councillor Gard** that Council:

1. Refers the one-year trial of a Disability and Aboriginal Traineeship program (i.e. for 2 Traineeships) within the City of Marion, at a total cost of up to \$91,236 for inclusion in the Draft 2018/19 Annual Business Plan and Budget for public consultation.

### **Amendment**

**Moved Councillor Appleby Seconded Councillor Kerry** that Council:

1. Refers the one-year trial of a Traineeship program (i.e. for 2 Traineeships) for disadvantaged people within the City of Marion, at a total cost of up to \$91,236 for inclusion in the Draft 2018/19 Annual Business Plan and Budget for public consultation.

### **Point of Order**

**Councillor Hull** called a Point of Order under Regulation 28 of the Local Government (Procedures as Meetings) Regulations 2013 that the amendment was in direct opposition of the original motion.

The Chair did not uphold the Point of Order

That the Amendment become the motion was **Lost**  
 The original motion was **Carried**

**Councillor Appleby** called a Division:

Those For: Councillor Pfeiffer, Telfer, Hutchinson, Prior, Hull, Westwood, Veliskou and Gard  
 Those Against: Councillors Kerry, Appleby and Crossland

**Carried**

### **7.32pm Draft Annual Business Plan 2018/19 for Public Consultation Report Reference: GC100418R04**

Councillor Telfer noted a perceived conflict of interest in the item *Draft Annual Business Plan 2018/19 for Public Consultation GC100418R04* Appendix 2 - Capital Works Program. The conflict is in relation to Kenton Avenue Reserve as she lives in close proximity to this reserve. Councillor Telfer will remain in the meeting as only Appendix 1 is being endorsed by Council and Appendix 2 is provided for additional information only.

**Moved Councillor Telfer, Seconded Councillor Crossland** that Council:

1. Endorses the City of Marion Draft Annual Business Plan 2018/19 and Draft Long Term Financial Plan (Appendix 1) for public consultation, subject to any changes proposed by Council, on the basis of a proposed average rate increase of 1.8%.

2. Endorses that public consultation be facilitated via the conduct of a meeting of the Council to be held on 8 May 2018 at which members of the public may ask questions and make submissions, in relation to the Draft Annual Business Plan 2018/19 and draft LTFP, for at least one hour.

**Councillor Telfer with the consent of Councillor Crossland** sought and was granted leave of the meeting to vary the motion as follows:

**That (as varied) Council:**

1. Endorses the City of Marion Draft Annual Business Plan 2018/19 and Draft Long Term Financial Plan (Appendix 1) for public consultation subject to additional comparative data being included in the document, on the basis of a proposed average rate increase of 1.8%.
2. Endorses that public consultation be facilitated via the conduct of a meeting of the Council to be held on 8 May 2018 at which members of the public may ask questions and make submissions, in relation to the Draft Annual Business Plan 2018/19 and draft LTFP, for at least one hour.

7.41pm Councillor Westwood left the meeting

Councillor Telfer voted in favour of the Motion  
**Carried**

**7.45pm Woodend Primary School – Car Park**  
**Report Reference: GC100418R05**

**Moved Councillor Byram, Seconded Councillor Veliskou** that Council:

1. Notes the report.
2. Continues to work collaboratively with the school and Honourable David Speirs MP (as per his election commitment to provide a kiss and go zone for the school) to:
  - A. Explore alternative kiss and go locations
  - B. Identify any Way2Go program initiatives to improve active transport to school
  - C. Review parking controls on Edward Beck Drive.
3. Receives a further report should a feasible kiss and go option be identified.

7.48pm Councillor Westwood re-entered

7.49pm Councillor Hutchinson left the meeting

Councillor Westwood called a Division:

**Those For:** Councillors Telfer, Hull, Westwood, Byram and Veliskou

**Those Against:** Councillor Pfeiffer, Kerry, Prior, Appleby, Gard and Crossland

**Lost**

**Lost**

**Moved Councillor Crossland, Seconded Councillor Gard** that Council

1. Notes the report.
2. Writes to the Education and Planning Ministers to halt the proposed development of the Woodend Primary School site unless it includes a solution to the current and potential increase to the traffic issues being experienced by residents.
3. Receives a further report should a feasible kiss and go option be identified by the State Government.

8.00pm Councillor Hutchinson re-entered the meeting.

**Carried**

**8.02pm Marion Golf Club Clubroom Redevelopment**  
**Report Reference: GC100418R06**

8.02pm Councillor Westwood left the meeting

8.04pm Councillor Westwood re-entered the meeting

Councillor Prior declared a perceived conflict of interest in the item *Marion Golf Club Clubroom Redevelopment* as a previous direct report of his is working at the Marion Golf Club, however as he is no longer directly associated with this person, will remain for the meeting.

**Moved Councillor Crossland, Seconded Councillor Gard** that Council:

1. Grants Landlord Consent for redevelopment works to be undertaken on the Marion Pro Shop subject to funding and Development Approval and Building Rules Consent.
2. Delegates authority to the Manager City Property to authorise any relevant documents necessary to facilitate the conversion of the Marion Pro Shop to clubroom and community facilities for Marion Golf Club.
3. Supports an application by Council to the Office for Recreation and Sport for the amount of \$115,000 towards the redevelopment and conversion of the Marion Pro Shop to clubroom and community facilities for Marion Golf Club.
4. Endorses an allocation of up to \$115,000 in 2019/20 towards the redevelopment of the Marion Golf Clubroom facilities project being made from Council's Asset Sustainability Reserve – Community Facilities Partnership Program on provision of a successful application to the Office for Recreation and Sport.
5. Endorses an allocation of up to \$19,868 per annum for additional structural maintenance costs and an additional allocation of up to \$8,952 per annum for renewal/depreciation.
6. Advises that the Head Lessee (Belair Turf Management) will be responsible for any project related cost overruns.
7. Notes a contribution of \$35,000 from the Marion Golf Club for the project.

8. Notes a contribution of \$35,000 towards the project from the Head Lessee for the Marion Golf Course.

8.08pm Councillor Kerry left the meeting

Councillor Prior voted in favour of the Motion  
**Carried Unanimously**

**8.11pm Cove Sports and Community Club – Female Change Rooms**  
**Report Reference: GC100418R07**

8.11pm Councillor Kerry re-entered the meeting

**Moved Councillor Byram, Seconded Councillor Westwood** that Council:

1. Supports an application for Cove Sports and Community Club to the Office for Recreation and Sport to be submitted by Council for \$370,000 for the construction of new female change rooms and the upgrade of existing change rooms at the Cove Sports and Community Club.
2. Endorses a contribution of up to \$80,000 towards the project from Council's Asset Sustainability Reserve – Community Facilities Partnering Program on provision of a successful application to the Office for Recreation and Sport.
3. Notes a combined contribution of \$15,000 to the project from the Cove Sports and Community Club, SANFL, and other peak bodies.
4. Endorses an allocation of \$32,550 per annum for operating and maintenance and an allocation of \$18,600 per annum for renewal/depreciation in the Long Term Financial Plan.
5. Grants Landlord consent for the project subject to a successful grant application and to Development Approval and Building Rules Consent.
6. Delegates to the Manager City Property approval to authorise any relevant documents necessary to facilitate the construction of the new female friendly change rooms.
7. Advises the Cove Sport and Community Club that they will be responsible for any project related cost overruns.

**Carried Unanimously**

**Order of Agenda Items**

The Mayor sought and was granted leave of the meeting to vary the order of the agenda items and consider the item *Glandore Oval Cricket Nets GC100418R08* at the end of the meeting.

### **8.28pm Marion Sports & Community Club - Light Towers** **Report Reference: GC100418R09**

**Moved Councillor Telfer, Seconded Councillor Hutchinson** that Council:

1. Subject to securing external funding, development approval and building rules consent, grants Landlord consent for the installation of two new lighting towers fitted with LED lights on Pitch 2 within the Marion Sports and Community Club located adjacent Norfolk Road.
2. Supports an application by the Marion Soccer Club to the Office for Recreation and Sport to be submitted by Council for \$25,000 towards two new lighting towers fitted with LED lights on Pitch 2 within the Marion Sports and Community Club.
3. Endorses an allocation of up to \$25,000 towards the two new lighting towers fitted with LED lights on Pitch 2 within the Marion Sports and Community Club being made from Council's Asset Sustainability Reserve – Community Facilities Partnering Program on provision of a successful application to the Office for Recreation and Sport.
4. Notes a contribution of \$20,000 from Marion Sports and Community Club for the project.
5. Notes a contribution of \$5,000 from Marion Soccer Club for the project.
6. Endorses an allocation of \$5,250 per annum for operating and maintenance and an allocation of \$3,000 per annum for renewal/depreciation within the Long Term Financial Plan.
7. Delegates to the Manager City Property approval to authorise any relevant documents necessary to facilitate the installation of the lights.
8. Advises the Marion Sports and Community Club they will be responsible for any project related cost overruns.

**Carried Unanimously**

### **8.30pm Tennis and Netball Review Update - Marion Tennis Club Lighting Project** **Report Reference: GC100418R10**

**Moved Councillor Telfer, Seconded Councillor Hutchinson** that Council:

1. Notes this progress report and that Administration will submit a grant application to the Office for Recreational and Sport April 2018 funding round towards the lighting project at the Marion Tennis Club.

**Carried Unanimously**



**8.31pm Update to the Schedule of Delegations: Development Act 1993, Expiation of Offences Act 1996, Fines Enforcement and Debt Recovery Act 2017 and Food Act 2001**  
**Report Reference: GC100418R11**

**Moved Councillor Crossland, Seconded Councillor Telfer that:**

Having conducted a review of the Council's Delegations Register in accordance with Section 44(6) of the Local Government Act 1999, the Council:

1. Revocations

- 1.1 Hereby revokes its previous delegations to the Chief Executive Officer of those powers and functions under the following:
  - 1.1.2 Development Act 1993 and Development Regulations 2008
  - 1.1.8 Food Act 2001
- 1.2 Hereby revokes its previous delegations to its Development Assessment Panel under the Development Act 1993 and Development Regulations 2008.
- 1.3 The Council hereby revokes its previous delegations to its Chief Executive Officer of those powers and functions under the Expiation of Offences Act 1996 to take effect from 30 April 2018.

2. Delegations made under Development Act 1993

- 2.1 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993, the powers and functions under the Development Act 1993 and the Development Regulations 2008 contained in the proposed Instrument of Delegation (annexed to the Report dated 10 April 2018 marked Appendix 1) are hereby delegated this 10 April 2018 to the person occupying the office of Chief Executive Officer subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.
- 2.2 Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.
- 2.3 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993 the powers and functions under the Development Act 1993 and the Development Regulations 2008 contained in the proposed Instrument of Delegation (annexed to the Report dated 10 April 2018 marked Appendix 1) and which are specified below are hereby delegated to the Council's Assessment Panel, subject to any conditions specified herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.

3. Delegations made under Food Act 2001

- 3.1 In exercise of the powers contained in Section 91 of the Food Act 2001, the powers and functions under the Food Act 2001 contained in the proposed Instrument of Delegation (annexed to the Report dated 10 April 2018 marked Appendix 2) are hereby delegated this 10 April 2018 to the person occupying the office of Chief Executive Officer ('the head

of the enforcement agency' for the purposes of the Food Act 2001), subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Food Act 2001.

- 3.2 Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Food Act 2001.

4. Delegations made under Expiation of Offences Act 1996 and Fines Enforcement and Debt Recovery Act 2017

- 4.1 In exercise of the power contained in Section 44 of the Local Government Act 1999 the powers and functions under the following Acts and specified in the proposed Instruments of Delegation contained in Appendices 3 and 4 (annexed to the Report dated 10 April 2018) identified as indicated below are hereby delegated this 10 day of April 2018 to the person occupying the office of Chief Executive Officer of the Council to take effect from 30 April 2018 subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the proposed Instruments of Delegation:

1. Expiation of Offences Act 1996 (Appendix 3)
2. Fines Enforcement and Debt Recovery Act 2017 (Appendix 4)

- 4.2 The powers and functions may be further delegated by Chief Executive Officer in accordance with Sections 44 and 101 of the Local Government Act 1999 as the Chief Executive Officer sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in each such proposed Instrument of Delegation.

**Carried Unanimously**

**8.31pm Westminster School – Liquor Licence**  
**Report Reference: GC100418R12**

Councillor Crossland declared an actual conflict of interest in the item *Westminster School – Liquor Licence GC100418R12*, due to his employment with South Australian Police and left the meeting.

Councillor Telfer declared an actual conflict of interest in the item *Westminster School – Liquor Licence GC100418R12*, as she is an adjacent property owner and left the meeting.

Councillor Gard declared an actual conflict of interest in the item *Westminster School – Liquor Licence GC100418R12*, as a close friend of his is a senior teacher at the school and left the meeting.

8.31pm Councillor Crossland left the meeting

8.31pm Councillor Telfer left the meeting

8.31pm Councillor Gard left the meeting

**Moved Councillor Veliskou, Seconded Councillor Hull** that Council advises the Liquor and Gaming Commissioner:

1. Council cannot support the Special Circumstances Licence for the following reasons:
  - a) Council has a number of concerns with the proposed Special Circumstances Licence in regards to the type, frequency and location of future functions/events in the school grounds and potential loss of amenity for the adjacent residential area, as outlined in the Notice of Intervention letter to Consumer and Business Services, dated 7 March 2018, within Appendix 7.
  - b) Council requires further and greater detail on the proposal in order to form a considered opinion on the merits of the Licence, as outlined within this report and the letter to the Commissioner within Appendix 8.
  - c) Council requires further and greater detail on the proposal in order to form a considered opinion on whether the proposed activities associated with the liquor licence results in a change of use for the school premises, requiring the lodgement of a development application with Council.

**Carried**

**8.40pm Glenthorne Farm  
 Report Reference: GC100418R13**

8.40pm Councillor Crossland re-entered the meeting  
 8.40pm Councillor Gard re-entered the meeting  
 8.40pm Councillor Telfer re-entered the meeting  
 8.41pm Councillor Prior left the meeting

**Moved Councillor Byram, Seconded Councillor Hull** that Council:

1. Writes to Environment Minister David Speirs recognising the Liberal Party's strong support for Glenthorne National Park and requesting a meeting with the Minister to discuss the initiative and Council's ongoing involvement.
2. Requests a presentation from the State Government on the plan for delivery of Glenthorne National Park.

**Carried Unanimously**

**CORPORATE REPORTS FOR INFORMATION / NOTING**

**8.46pm Tree Management Framework review - Project Update  
 Report Reference: GC100418R14**

**Moved Councillor Telfer, Seconded Councillor Crossland** that Council:

1. Notes the update report.

2. Notes that a further report with community consultation findings and recommendations for the Tree Management Framework 2018 will be provided to Council in May 2018.

**Carried Unanimously**

**8.47pm City of Marion Volunteer Program  
 Report Reference: GC100418R15**

**Moved Councillor Veliskou, Seconded Councillor Byram** that Council:

1. Notes this Report

**Carried Unanimously**

**WORKSHOP / PRESENTATION ITEMS**

Nil

**MATTERS RAISED BY MEMBERS**

**Motions with Notice**

8.46pm Councillor Prior left the meeting

**8.47pm Questions without Notice  
 Report Reference: GC100418M01**

**Moved Councillor Hull** that

1. In regards to Members asking questions without notice. If the question is not adequately answered on the night, staff are to record the said question and have an answer or update in time for the next scheduled Council Meeting
2. The question without notice that I asked, and of which was subsequently forgotten by the following Council meeting be answered and or updated in relation a possible joint City of West Torrens & City of Marion basketball facility

8.53pm Councillor prior re-entered the meeting

**Moved Councillor Hull, Seconded Councillor Hutchinson** that the item *Questions without Notice GC100418M01* be left lying on the table to allow for additional information to be provided.

**Carried Unanimously**

### **8.57pm Matter Left Lying on the Table – State Wide Industrial Relations Agreements**

**Report Reference: GC100418M02**

**Moved Councillor Kerry, Seconded Councillor Westwood** that:

The following motion:

That Marion Council at the next LGA meeting ask the following:

Local Government Association to take the lead on managing industrial relations and negotiate 1 statewide agreement with Indoor staff ie ASU & 1 statewide agreement with outdoor staff ie AWU.

which was left lying on the table at the General Council Meeting on 12 December 2017 regarding *State Wide Industrial Relations* be retrieved and brought to the Council Meeting on 10 April 2018 for resolution.

**Carried**

**Moved Councillor Kerry, Seconded Councillor Hull:**

That Marion Council at the LGA Annual General Meeting ask the following:

Local Government Association to take the lead on managing industrial relations and negotiate 1 statewide agreement with Indoor staff ie ASU & 1 statewide agreement with outdoor staff ie AWU.

#### **Amendment**

**Moved Councillor Hutchinson** that:

The LGA lead the future of industrial relations in the sector through harmonisation and acknowledging the metropolitan and regional differences.

The Chair ruled that the Amendment was in contradiction to the original motion and did not allow the Amendment.

**Moved Councillor Byram, Seconded Councillor Prior** that this item be adjourned until General Council Meeting on 22 May 2018.

**Carried**

## Questions with Notice

### Enterprise Bargaining Negotiations with ‘Outdoor Staff’ Reference No: GC100418Q01

#### QUESTION:

1. How do our outdoor staff wages compare with the State Government Award? Please could any variance from this award be explained?
2. Over the last 10-15 years what has been the average wage rise of residents living in South Australia. Please could this be compared with a year by year breakdown in the wage increases given to employees at the City of Marion?
3. In addition to a no redundancy clause and additional wage rises should CPI increase above the agreed wage growth, what other additional benefits are available to the City of Marion employees which are not available to other public service employees?
4. If we were to match the wages and benefits of similar public service employees across the state what wage rise would be required?

#### COMMENTS: Councillor Ian Crossland

The City of Marion currently has ongoing EB negotiations with the “Outdoor staff”. I would like to know some factual data around previous wage growth, current state awards and a comparison with the wage growth experienced by our residents who will ultimately be asked to pay for any wage growth.

**COMMENTS: Nicola Beckwith-Jones, Human Resources Partner**  
**Steph Roberts, Human Resources Manager**  
**Tony Lines, General Manager City Services**

**Question 1: How do our outdoor staff wages compare with the State Government Award?  
 Please could any variance from this award be explained?**

The following documents were utilised to provide the comparison of the outdoor staff wages:

- City of Marion Staff Enterprise Agreement No. 9 2014
- Local Government Employees Award (2017 Variation)
- South Australian Government Civil Construction & Maintenance Award (OPDATE 01.07.2017)

These documents are not an exact comparison, however the roles have been aligned as closely as possible. The indicative tasks of the Construction Maintenance Worker Level 4 (South Australian Government Civil Construction and Maintenance Award), was deemed as the equivalent to the Municipal Employee Grade 5 (Local Government Employees Award) and the ME 5 (City of Marion Staff Enterprise Agreement No. 9 2014).

The classification and salary arrangements within the South Australian Government Civil Construction and Maintenance Award are different, with the highest level increment at step 2. Both the Local Government Employees Award and the City of Marion Staff Enterprise Agreement No. 9 2014 include a step 3 increment.

The comparison has been undertaken using the highest level from the three documents.

City of Marion AWU Enterprise Agreement	Local Government Employees Award	South Australian Government Civil Construction & Maintenance Award
Level 5 Step 3	Level 5 Step 3	Level 4 Step 2
\$60,965.84 per annum	\$44,179.20 per annum	\$44,148.00 per annum

The variance between the arrangements are in part due to allowances being applied separately in both the Local Government Employees Award and South Australian Government Civil Construction and Maintenance Award. By contrast, the allowances have been absorbed into the remuneration for the City of Marion Enterprise Agreement.

As a comparison of 16 similar councils around Adelaide, the highest ME5 (equivalent) salary is Port Adelaide at \$67,599 per annum, and the lowest Adelaide at \$56,110 per annum.

**Question 2: Over the last 10-15 years what has been the average wage rise of residents living in South Australia. Please could this be compared with a year by year breakdown in the wage increases given to employees at the City of Marion?**

Year	ABS Data SA All Industries % Increase from prior year	CoM AWU EA % Increase from prior year	Variance EA to ABS	6th Ranking Adjustment Factor applied	CoM EA % Increase after 6th ranking applied	Variance 6th Rank to ABS	CoM Source of Increases
Jul-2003	3.80%	3.50%	-0.30%		3.50000%	-0.30%	EA No 6. 2003
Jul-2004	4.00%	3.50%	-0.50%		3.50000%	-0.50%	EA No 6. 2003
Jul-2005	3.40%	3.50%	0.10%		3.50000%	0.10%	EA No 6. 2003
Jul-2006	3.80%	4.00%	0.20%		4.00000%	0.20%	Addendum to EA No 6
Jul-2007	4.00%	4.00%	0.00%		4.00000%	0.00%	Addendum to EA No 6
Jul-2008	4.70%	4.00%	-0.70%		4.00000%	-0.70%	Addendum to EA No 6
Jul-2009	4.00%	5.26%	1.26%	0.00056%	5.26003%	1.26%	EA No 7. 2009
Jul-2010	2.80%	4.00%	1.20%	0.00075%	4.00003%	1.20%	EA No 7. 2009
Jul-2011	3.50%	4.00%	0.50%	0.00000%	4.00000%	0.50%	EA No 7. 2009
Jul-2012	3.40%	4.50%	1.10%	0.00000%	4.50000%	1.10%	EA No 8. 2012
Jul-2013	3.40%	3.50%	0.10%	0.01210%	3.50042%	0.10%	EA No 8. 2012
Jul-2014	3.30%	4.23%	0.93%	0.00000%	4.23000%	0.93%	EA No 9. 2014
Jul-2015	2.60%	3.00%	0.40%	0.00000%	3.00000%	0.40%	EA No 9. 2014
Jul-2016	2.20%	3.00%	0.80%	0.00000%	3.00000%	0.80%	EA No 9. 2014
Jul-2017	2.20%	TBC					
61.67%		69.81%	Cumulative (compounding increase) to end of 2016-17				

Percentage Change from Previous Period; South Australia; Private and Public; Total Hourly Rates of Pay Excluding Bonuses; All industries

Source: <http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/6345.0Dec%202017?OpenDocument> - Table 2a

**Question 3: In addition to a no redundancy clause and additional wage rises should CPI increase above the agreed wage growth, what other additional benefits are available to the City of Marion employees which are not available to other public service employees?**

Below is a comparison table for benefits within the City of Marion Staff Enterprise Agreement, the Local Government Employees Award and the South Australian Government Civil Construction and Maintenance Award.

Benefits	City of Marion AWU EA	LGE Award	SAG Award
Adoption leave	x	x	x
Annual Leave at half pay	x		
Bereavement Leave	x	x	x
Blood donor leave	x		
Carers Leave	x	x	x
Cash out of annual leave	x		
Corporate health program	x		
Cultural leave	x		
Education Assistance/Study Leave	X	X	x
Employee assistance program	x		
Employee immunisation program	x		
Jury Service Leave	x		
Leave loading	x	x	x
Moving House			x
No forced redundancies	x		
Paid Paternity leave after 12 months' service	x	x	x
Paid Personal Need Leave / sick leave	x	x	x
Phased Retirement	x		
Professional Development Leave	x		
Protective Clothing	x	x	x
Protective Equipment & Tools		x	
Purchased leave	x		
Quit smoking program	x		
Salary Packaging	x		
Sick Leave Treatment on Termination	x		
Special Maternity Leave	x	x	x
Term time work	x		
Transfer to a safe job	x	x	x
Voluntary Emergency Management Leave	x		
Working 4 out 5 years	x		

*These Minutes are subject to confirmation at the General Council Meeting to be held on the 8 May 2018*



**Question 4. If we were to match the wages and benefits of similar public service employees across the state what wage rise would be required?**

As there are many anomalies across the arrangements and there is not a complete alignment with the wages and benefits outlined in the City of Marion Staff Enterprise Agreement, the Local Government Employees Award and the South Australian Government Civil Construction and Maintenance Award it is difficult to calculate what wage rise would be required.

The data in questions 1-3 demonstrates that the wages and benefits for City of Marion outdoor staff are competitive.

**9.23pm Glandore Oval – Cricket Nets  
Report Reference: GC100418R08**

**Moved Councillor Pfeiffer, Seconded Councillor Kerry** that Council:

1. Notes the report
2. Requests further consultation occur and a report be brought to Council in May 2018.

**Carried Unanimously**

**Motions without Notice**

**Questions without Notice**

**MEETING CLOSURE** - Meeting Declared Closed at 9.25pm

**CONFIRMED THIS 8 MAY 2018**

.....  
**CHAIRPERSON**

**MINUTES OF THE SPECIAL GENERAL COUNCIL MEETING  
HELD AT THE ADMINISTRATION CENTRE  
COUNCIL CHAMBER  
245 STURT ROAD, STURT  
ON TUESDAY 24 APRIL 2018**

---



**PRESENT**

His Worship the Mayor Kris Hanna

**Councillors**

**Coastal Ward**

Tim Gard  
Ian Crossland

**Mullawirra Ward**

Jason Veliskou

**Southern Hills**

Janet Byram  
Nick Westwood

**Warracowie Ward**

Nathan Prior  
Bruce Hull

**Warriparinga Ward**

Raelene Telfer

**Woodlands Ward**

Tim Pfeiffer (entered the meeting 6.51 pm)

**In Attendance**

Mr Adrian Skull  
Ms Abby Dickson  
Mr Vincent Mifsud  
Ms Kate McKenzie

Chief Executive Officer  
General Manager, City Development  
General Manager, Corporate Services  
Manager Corporate Governance

**OPEN MEETING**

The meeting commenced at 6.31pm

**KAURNA ACKNOWLEDGEMENT**

We would like to begin by acknowledging the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

**DISCLOSURE**

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

## ELECTED MEMBER'S DECLARATION OF INTEREST

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

- No interests were declared

## CONFIDENTIAL ITEMS

### 6.31pm Expression of Interest for Potential Property Acquisition Opportunity Report Reference: SCG240418F01

**Moved Councillor Crossland, Seconded Councillor Byram** that:

1. Pursuant to Section 90(2) and 90(3)(b) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Abby Dickson, Tony Lines, Vincent Mifsud, Kate McKenzie, Ray Barnwell, Carol Hampton and Victoria Moritz, be excluded from the meeting as the Council receives and considers information relating to the Expression of Interest for a potential property acquisition opportunity, upon the basis that the Council 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 commercial information, the disclosure of which could reasonably be expected to prejudice the commercial position of the council and would on balance be contrary to public interest.

**Carried Unanimously**

6.32 pm the meeting went into confidence

**Moved Councillor Gard, Seconded Councillor Crossland** that:

1. In accordance with Section 90(3) of the *Local Government Act 1999* the Council orders that this report, Expression of Interest for Potential Property Acquisition Opportunity, associated appendices and the minutes arising from this report having been considered in confidence under Section 90(2) and (3)(b) of the Act, except where required to effect or comply with Council'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 2018.

**Carried**

7.27 pm the meeting came out of confidence

**CLOSURE** - Meeting Declared Closed at 7.27 pm

**CONFIRMED THIS 8 MAY 2018**

.....  
**CHAIRPERSON**  
 / /

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Originating Officer:** Elaine Delgado, Strategy Leader

**Manager:** Fiona Harvey, Manager Innovation and Strategy

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Infrastructure and Strategy Committee -  
Confirmation of Minutes of Meeting held on 3 April 2018

**Report Reference:** GC080518R01

---

## **DISCUSSION**

The purpose of this report is to facilitate the receiving and noting of the minutes from the 3 April 2018 Infrastructure and Strategy Committee meeting. A summary of the items considered are noted below.

- **Oaklands Wetland Water Supply**  
The Committee noted and discussed the report on the current status of the Oaklands Wetland Water Supply project in relation to use of the wetland's water by Council and third parties. Potential future expansion of the system and business opportunities for water distribution and use were also discussed.
- **Smart Cities Opportunities**  
The Committee provided input into key considerations for the development of a Smart Cities Framework for the City of Marion. The role of the Framework is to ensure a shared knowledge and understanding of current and future problems for which Smart Cities solutions can be explored. Committee members also provided feedback on potential short-term Smart Cities projects with a focus on data collection to support continuous improvement.
- **Coastal Management Plan**  
The Committee noted and commented on the progress to date for the Coastal Management Plan that includes two phases. The first phase, completed in November 2017, comprised a Coastal Scoping Study that established a context, and provided a preliminary risk assessment and recommendations. The second phase, due for completion in June 2018, will comprise coastal and sea-water modelling; analysis of extreme events and their residual damage; a review of coastal cliffs in relation to urban development; and a stormwater audit.

## **APPENDICES:**

Appendix 1: Minutes of the Infrastructure and Strategy Committee held on Tuesday 3 April 2018.

## **RECOMMENDATIONS**

## **DUE DATES**

### **That Council:**

- |  |            |
|--|------------|
| 1. Receives and notes the minutes of the Infrastructure and Strategy Committee meeting of 3 April 2018 (Appendix 1).                               | 8 May 2018 |
| 2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Infrastructure and Strategy Committee. | 8 May 2018 |

APPENDIX 1

**MINUTES OF THE INFRASTRUCTURE AND STRATEGY COMMITTEE  
HELD AT ADMINISTRATION CENTRE  
245 STURT ROAD, STURT  
ON TUESDAY 3 APRIL 2018**



---

**PRESENT**

**Elected Members**

Councillor Luke Hutchinson (*Presiding Member*), Councillor Tim Pfeiffer, Councillor Nathan Prior, Councillor Tim Gard and Councillor Bruce Hull

His Worship the Mayor Kris Hanna

**Independent Member**

Mr Christian Reynolds

**In Attendance**

Councillor	Janet Byram
Councillor	Raelene Telfer
Councillor	Ian Crossland
Councillor	Jason Veliskou
Mr Adrian Skull	Chief Executive Officer
Ms Abby Dickson	General Manager City Development
Mr Tony Lines	General Manager City Services
Ms Fiona Harvey	Manager Innovation and Strategy
Ms Kate McKenzie	Manager Governance
Mr Greg Salmon	Manager City Activation
Mr Mathew Allen	Manager Engineering and Field Services
Mr Adam Gray	LED Streetlighting project, Engineering and Field Services
Ms Ann Gibbons	Environmental Sustainability Manager, Innovation and Strategy
Ms Rebecca Neumann	Senior Environmental Planner, Innovation and Strategy
Mr Mark Western	Integrated Coasts (coastal planning consultant)
Ms Georgie Johnson	Smart Cities Project Officer, Innovation and Strategy
Ms Elaine Delgado	Strategy Leader, Innovation and Strategy (minute taker)

**1. OPEN MEETING**

The meeting commenced at 6.31pm.

**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. MEMBERS DECLARATION OF INTEREST

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

- No declarations were made.

### 4. CONFIRMATION OF MINUTES

**Moved Cr Pfeiffer, Seconded Mr Reynolds** the minutes of the Infrastructure and Strategy Committee Meeting held on 6 March 2018 be taken as read and confirmed.

**Carried unanimously**

### 5. BUSINESS ARISING

#### 5.1 Review of the Business Arising from previous meetings of the Infrastructure and Strategy Committee Meetings

- The Business Arising statement was noted.
- Due to local government elections being held in November 2018, the following agenda items proposed for the 6 November 2018 meeting are to be included in the 2 October 2018 schedule of items:
  - Capital Construction – Quarterly Update
  - Infrastructure Projects Update

**Action: Reschedule the 6 November 2018 Committee meeting agenda items to the 2 October 2018 meeting.**

### 6. REPORTS FOR NOTING

Nil

### 7. CONFIDENTIAL ITEMS

Nil

### 8. REPORTS FOR DISCUSSION

#### **6.40pm Oaklands Wetlands Water Supply Report Reference: ISC030418R8.1**

Mr Ricketts, Water Resources Coordinator, provided a project update with the following points noted:

- 
- The project is a stormwater reuse scheme to reduce the reliance on mains water primarily for council-owned properties with surplus water used by third parties.
  - 31 council owned and third party sites are using water from the wetlands.
  - The wetlands has capacity for treating 400 megalitres of water.
  - It was reported that 25% of green energy is used to operate the smart pumping system, this was questioned and further clarity will be provided.
  - The use of wind to supplement the power supply has been investigated but not currently viable.
  - The City of Marion currently has sufficient water to meet demand through both north and south pipelines.
  - There is potential for the installation of solar power in council-owned co-located sites to provide an additional power source for the pumping system. An analysis will be undertaken and reported back to Council.
  - Water is currently used for purposes such as greening reserves, street trees, Darlington Upgrade Project, cleaning of public transport buses, and water is offered to some sports clubs at minimal cost.
  - There is potential for an exponential increase in future demand for water at the Tonsley and Flinders project sites that would require additional infrastructure.
  - A detailed agreement is required to finalise water supply arrangements with Tonsley.
  - Water supply options for Tonsley for industrial/commercial/domestic use included:
    - SA Water to supply gap water direct
    - SA Water/City of Marion partnership
    - City of Marion/3<sup>rd</sup> party partnership (currently the preferred model and under financial assessment)
    - City of Marion to supply Tonsley.
  - It is important that Council ensures streamflow issues are appropriately addressed for the benefit of all stakeholders in the event of insufficient rainfall.
  - The wetlands currently has 4 wells with a potential for new wells in future if legislation permits.
  - Council is liaising with water regulators to ensure ongoing water security.
  - Any potential for contamination is monitored and managed operationally through environmental licences, and a research project is being undertaken.
  - Modelling is being undertaken to future-proof the system that includes:
    - A hydrogeological review from 500ML to 700ML
    - Extraction from 172ML to 700ML
    - Introduction of Water Allocation Plan
    - Essential Services Commission of SA price review
    - Office of the Technical Regulator require Safety Management Reliability Technical Management Plan
    - Department of Health testing
  - Future opportunities for the use of Oaklands Wetland water could include:
    - Darlington Upgrade site
    - Oaklands rail crossing
    - Flinders Link corridor
    - Oaklands Park residential redevelopment precinct
    - Local schools
    - City of Mitcham
    - City of Marion vehicles

**Action: An analysis of the potential for the installation of solar power in council-owned co-located sites to be presented to Council**

## 9. WORKSHOP

### 8.27pm Smart Cities Opportunities Report Reference: ISC030418R9.1

#### 9.1 Smart Cities Opportunities

Ms Harvey introduced Mr Adam Gray who is developing a Smart City Framework for the City of Marion. Mr Gray provided an overview of Smart City opportunities and invited comments from members on key considerations and potential short-term Smart City projects in addition to those currently being undertaken. The following comments were made:

- Development of a framework is critical to ensure an understanding of current and future problems to ensure that Smart City projects to identify solutions that are targeted
- Risk management is essential in gathering, using and monitoring 'big data' and 'open data'
- Collaborative and targeted partnerships, at federal, state and local government levels and with the private sector, are critical to successful Smart City project planning and implementation
- It is essential that the Smart City framework to be developed, and resulting projects to be identified, link with council's strategic directions and core business so council is effective and efficient
- Key roles for council are to be aware of federal and state government strategic directions and as a key facilitator of the Internet of Things
- Leadership roles for council in Smart Cities can include collaborative partnership, facilitator, provider, owner, advocate, and governance and data management
- It is important that a Smart Cities approach includes consideration of:
  - Clarity and shared understanding of the problems that council needs to solve to ensure effective and efficient delivery of services to its community, and the role of technology in delivery of these services
  - Consideration of cost/benefit in use of technology to obtain and manage data, and question whether the use of technology the best way to obtain data
  - Continuous improvement
  - Alignment with strategic directions
  - Trialling low risk projects
  - potential projects that are commercially viable
  - Development of new partnerships
  - Embedding innovation across council functions
  - Establishing a leadership group to provide directions on where to apply a Smart Cities approach and to oversee governance
  - Participation in Smart Cities professional development and networks
  - Data security
- Potential short-term Smart Cities projects where installation of technology enables data to be collected to enable continuous improvement could include trials at sites such as:
  - Playgrounds
  - Oaklands Rail Crossing precinct
  - Streets with LED street lighting installed with consideration given to cost/benefit of installation of PE cells concurrently with the LED lighting upgrade
  - Urban activation precincts
  - Tonsley
  - Marion Cultural Centre



- Cove Civic Centre
- Oaklands Wetland
- Innovation, a concept closely linked with Smart Cities, always has risk and this needs to be considered in council's identification of projects.
- Development of a Framework is the foundation of a Smart Cities approach to ensure a shared agreement and understanding.
- Council needs to be a 'fast follower' in Smart Cities so early mistakes are avoided and best practice can be adopted so community benefits are maximised.
- The development of a matrix with weighted criteria to support council decision-making was discussed as a potential way forward.

8.50pm Cr Prior left the meeting  
8.53pm Cr Prior returned to the meeting

## **Recommendations**

**Moved Cr Pfeiffer, Seconded Cr Prior** that the Infrastructure and Strategy Committee:

1. Notes the overview of Smart Cities policy, approaches and programs provided in Appendix 1.
2. Participates in a workshop to consider potential priority opportunities for further investigation.
3. Recommends a report be provided to General Council in May 2018 that includes a basic Smart City decision-making framework so Council can consider short-term opportunities for funding in 2018-19.

**Carried unanimously**

## **10. PRESENTATION**

### **8.55pm Coastal Management Plan Report Reference: ISC030418R10.1**

Ms Neumann introduced Mr Western who provided a presentation and progress report on the development of the Marion Coastal Management Plan. The following points were made:

- There are three underlying principles for coastal adaptation:
  1. It is a local endeavour as local elements impact on the coastal environment, such as housing density, vegetation, ageing infrastructure, type of coast, etc.
  2. It needs to occur over a long period of time, such as 100-200 years. The process includes establishment of a digital baseline for factors such as erosion; scenario analysis re risks and vulnerabilities that are plausible futures; monitoring locally and regionally.
  3. It should initially be 'data driven' to establish the physical reality, followed by community consultation to identify community values within that context.

- The coastal scoping study comprises two phases:
  - Phase 1 – completed in November 2017 included partition of the coastline based on geological layout; establishing the context; a tour of the coast; a preliminary risk assessment; and recommendations
  - Phase 2 – to be completed by June 2018 comprises digital modelling of coastline; extreme event analysis; sea-water modelling; analysis of erosion rates; geological review of cliffs in relation to urban development; and a stormwater audit

The following points were made in discussion:

- Members would like to review the outcomes of Phase 2 of the coastal scoping study following its completion in June 2018.
- The project team is working with Council's ICT Department re the management of data.
- The idea of ocean baths as a feature of the coastline was raised however, this would require further consideration and investigation.

**Moved, Cr Gard, Seconded Mr Reynolds** that the meeting be extended to 9.40pm

The following points were raised as the meeting resumed:

- The project has included working with regional partners, including the City of Onkaparinga who will be using a similar approach for the management of their coastline.
- The confluence of stormwater and seawater at the Field River could need further modelling under future climate scenarios however there is no immediate evidence for concern.
- Any management responses to sea level rise have the potential to be costly however being informed by data may mean low-cost early interventions can be made to avoid high cost activities in the future.
- This project forms a key part of Council's response to climate change adaptation as described in the [Resilient South Regional Climate Change Adaptation Plan](#) and [Resilient Southern Region Local Government Implementation Plan 2015-2019](#)
- Referrals to the Coast Protection Board in City of Marion were reviewed and indicate that Council has responded appropriately to advice received.

#### **Actions:**

- **The Hallett Cove Coastal Processes Study Report by Doug Lord to be distributed to committee members**  
<https://cdn.marion.sa.gov.au/sp/Hallett-Cove-Beach-Coastal-Management-Study-Report.pdf>
- **Information about the Coastal Management Plan, including a video of the 3D coastal imagery be posted on Council's Facebook page.**

**Moved Mayor Hanna, Seconded Cr Gard** that the Infrastructure and Strategy Committee:

1. Receives a presentation on the Marion Coastal Management Plan and provides feedback on the progress to date and next steps.
2. Notes a draft Marion Coastal Management Plan will be presented to the Committee in June 2018 for consideration.

**Carried unanimously**

**11. ANY OTHER BUSINESS**

Nil

**12. MEETING CLOSURE**

The meeting was declared closed at 9.40pm.

**13. NEXT MEETING**

The next meeting of the Infrastructure and Strategy Committee will be held at 6.30pm on 1 May 2018 in the Council Chamber, 245 Sturt Road, Sturt.

**CONFIRMED**

.....  
**CHAIRPERSON**  
/ /

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**CONFIDENTIAL REPORT**

**Originating Officer:** Donna Griffiths, Unit Manager Economic Development

**Corporate Manager:** Greg Salmon, Manager City Activation

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Commercial Development Proposal

**Report Reference:** GC080518F01

If the Council so determines, this matter may be considered in confidence under Section 90(2) and (3)(d) of the Local Government Act 1999 on the grounds that it relates to commercial information of a confidential nature the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage to a third party.



**Adrian Skull**  
Chief Executive Officer

That pursuant to Section 90(2) and (3)(d) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of: Adrian Skull, Chief Executive Officer; Abby Dickson, General Manager City Development; Tony Lines, General Manager City Services; Vincent Mifsud, General Manager Corporate Governance; Greg Salmon, Manager City Activation; Donna Griffiths, Unit Manager Economic Development; Kate McKenzie, Manager Corporate Governance and Jaimie Thwaites Unit Manager Governance and be excluded from leaving the meeting as the Council receives and considers information relating to the Commercial Proposal for recreational facility development, upon the basis it 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 relating to commercial information of a commercial nature (not being a trade secret) the disclosure of which (i) could reasonably be expected to prejudice the commercial position of a person who supplied the information, or confer a commercial advantage on a third party: and (ii) would, on balance, be contract to public interest.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2017**

**Originating Officers:** Ray Barnwell, Manager Finance  
Elaine Delgado, Strategy Leader

**General Managers:** Vincent Mifsud, General Manager Corporate Services  
Abby Dickson, General Manager City Development

**Subject:** Public Submissions on the Draft Annual Business Plan 2018/19

**Report Reference:** GC080518R02

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### **REPORT OBJECTIVE AND EXECUTIVE SUMMARY**

This report provides an opportunity for members of the public to make a submission or ask questions at the Council meeting being held on 8 May 2018 in relation to Council's Draft Annual Business Plan 2018/19 (Draft ABP 2018/19). A summary of the outcomes of the community consultation undertaken on the Draft ABP 2018/19 from 17 April – 8 May 2018 will be presented to the General Council meeting on 22 May 2018.

### **DISCUSSION**

Consideration of community feedback about Council's Draft ABP 2018/19 is an important step in the setting of Council's rating policy and key priorities for the year.

Provided at Appendix 1 is a copy of the Draft ABP which has been available from Council's website and offices during the public consultation period (9:00am Tuesday 17 April 2018 to 8:00pm Tuesday 8 May 2018).

During the meeting, any members of the public present will be asked if they wish to ask questions or make a submission in relation to the Draft ABP 2018/19. This opportunity will be provided for a period of one hour during the meeting. **To date no request from a member of the public has been made to make a submission at the meeting.**

In addition to the above opportunity, the availability of the Draft ABP 2018/19 at Council's offices and on the Council's website has generated a degree of awareness of the Draft ABP 2018/19 in the community.

Council will be presented with a report on the results of the public consultation at its meeting on 22 May 2018.

Any comments received, together with feedback from the Finance and Audit Committee meeting to be held on 29 May 2018, will be taken into consideration as Council continues its deliberation on the Draft ABP 2018/19 on 12 June 2018.

### **RECOMMENDATION**

### **DUE DATE**

**That Council:**

- |   |                   |
|---|-------------------|
| <ol style="list-style-type: none"> <li><b>Notes feedback provided by any public representations on the Draft Annual Business Plan 2018/19 and that a further report on the results of public consultation will be presented to Council at the meeting to be held on 22 May 2018.</b></li> </ol> | <b>8 May 2018</b> |
|---|-------------------|



# City of Marion Annual Business Plan 2018-2019



- Draft for Community Consultation



## Your voice

The City of Marion is seeking your input and feedback regarding the Draft Annual Business Plan 2018/19. This process provides you with the opportunity to have your say on the level of service and the activities undertaken by the council before the final budget is adopted.

**Community consultation closes at 7:30pm on Tuesday 8<sup>th</sup> May 2018.**

**Online submission** forms are available on council's community engagement website [makingmarion.com.au](http://makingmarion.com.au)

**Written submissions** are also welcomed addressed to the following.

City of Marion  
PO Box 21  
Oaklands Park SA 5046

**Oral submissions** may be made at the General Council meeting on Tuesday 8<sup>th</sup> May, which begins at 6.30pm, and interested persons are invited to attend. At this meeting, members of the public may ask questions and make submissions in relation to the Draft Annual Business Plan 2018/19 for a period of at least one hour. The meeting will be held at Council's Administration Building, 245 Sturt Road, Sturt. Please let us know if you are planning to attend by contacting:

Fiona Harvey  
Manager Innovation and Strategy  
Telephone: 08 8375 6600

**We welcome your feedback.**

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## 1. Introduction

This Annual Business Plan 2018/19 describes the services and projects that council will deliver over the next 12 months and the financial decisions that underpin them, so that we can progress the community's aspirations in the City of Marion Community Vision - 'Towards 2040' and the goals in the 10-year Strategic Plan 2017-2027.

This plan supports the delivery of the third year of the 2016-2019 Business Plan, along with a number of new strategic projects and service improvements.

Council is committed to delivering value to our ratepayers. We continue to focus on identifying on-going savings that can be passed on to ratepayers. This strong efficiency focus has enabled a further reduction in the proposed average rate increase down to 1.8% while maintaining current service levels.

During 2018/19, the City and Community will continue to be improved through investment in projects including:

- The Oaklands Crossing redevelopment
  - The State and Federal Governments together with the City of Marion have committed \$174.3 million to a grade separated train line and station on the corner of Morphett and Diagonal Roads at Oaklands Park to end more than 40 years of daily traffic jams. The project will include an enhanced public realm together with pedestrian cycling connections to improve the safety and amenity of the road and rail intersection. Main construction works are planned to commence in July 2018.
- The Edwardstown Soldiers Memorial Oval redevelopment
  - Council has commenced construction of the \$ 8.8m redevelopment of the Edwardstown Soldiers Memorial Oval with \$4.0m in funding from the federal government as part of a 2016 Election promise. This redevelopment will particularly improve social connectedness, active and healthy lifestyles, developing neighbourhoods that are activated, attractive and safe, and empowering communities to work in partnership with Council.
- LED Streetlight Replacement across the City
  - Council has commenced the transition of its streetlights to energy efficient LED fittings over three years. Key benefits include reducing energy use by over 75%, which reduces our carbon footprint. LED lighting makes objects clearer to see, minimises glare, reduces environmental impact, decreases operating and maintenance costs and improves amenity. It has an estimated payback period of less than six years. Council and SAPN have been working together to bring forward the planned works for 2019/20 with an aim to complete the project by the 30 June 2019.

- The Hallett Cove Foreshore redevelopment
  - Staged works at Hallett Cove Foreshore on Heron Way will continue with a playground and reserve development along with car park realignment and plans for the café plaza and dune protection.
- Development of the Sam Willoughby UCI BMX Track
  - Council will continue to progress the development of an international UCI standard BMX Facility on Majors Road to be built to UCI standards in partnership with the State Government and the neighbouring City of Onkaparinga. The project also includes clubrooms, car parking, lighting and utilities.
- Greening our Streets
  - Guided by our Streetscape Policy, we will improve the attractiveness, amenity, character and functionality of streetscapes in the City of Marion through a \$1.8 million streetscape upgrade, complemented by \$200,000 for 'treescaping', to improve the environment and add value to people's experience in the City.
- Marion Outdoor Pool
  - Council will continue with the \$3.57 million 3 year staged upgrade of the Marion Outdoor Pool with an allocation of \$1.2 million in the 2018-19 budget. This upgrade will improve the facility to contemporary standards to ensure it remains as an attractive outdoor swimming and family recreation site for people of varying interests. The upgrades seek to foster social connectedness, active and healthy lifestyles, developing neighbourhoods, attractive and safe, and empowering communities to work in partnership with Council for various programs and initiatives.
- Morphettville Park Sports and Community Club
  - With funding support from the State Government (\$500,000) and AFL (\$100,000) improvements of \$1.9 million to club facilities and change rooms will be undertaken to support a growing membership base. Expansion of the oval to AFL standard will also be investigated, taking traffic and car parking impacts into consideration.
- Southern Soccer Facility
  - Development of two artificial turf soccer pitches, a clubroom, grandstand, car parking, lighting and utilities will be undertaken to support growing membership through a \$5 million upgrade at Majors Road.

## 2. Our Purpose, Vision and Values

<b>OUR PURPOSE</b> (Why we exist)	To improve our residents' quality of life; continuously, smartly and efficiently
<b>OUR COMMUNITY VISION</b> (What we want to become)	A community that is Liveable, Valuing Nature, Engaged, Prosperous, Innovative and Connected
<b>OUR VALUES</b>	<p>With the community and safety at the forefront of everything we do, we value:</p> <p><b>Respect</b> - Treating everyone as we want to be treated, where all contributions are valued</p> <p><b>Integrity</b> - Fostering trust and honesty in all of our interactions</p> <p><b>Achievement</b> - Enhancing our knowledge and performance to reach our shared goals, while being dedicated to supporting one another</p> <p><b>Innovation</b> - Encouraging new ideas, and learning from our experience to do things better</p>

The six themes of our community vision represent the shared values and aspirations that guide how our city develops, towards 2040'. These outcomes are important for this community now and into the future:



### Engaged

By 2040 our city will be a community where people are engaged, empowered to make decisions, and work together to build strong neighborhoods.

### Liveable

By 2040 our city will be well planned, safe and welcoming, with high quality and environmentally sensitive housing, and where cultural diversity, arts, heritage and healthy lifestyles are celebrated.

### Valuing Nature

By 2040 our city will be deeply connected with nature to enhance peoples' lives, while minimizing the impact on the climate, and protecting the natural environment.

### Prosperous

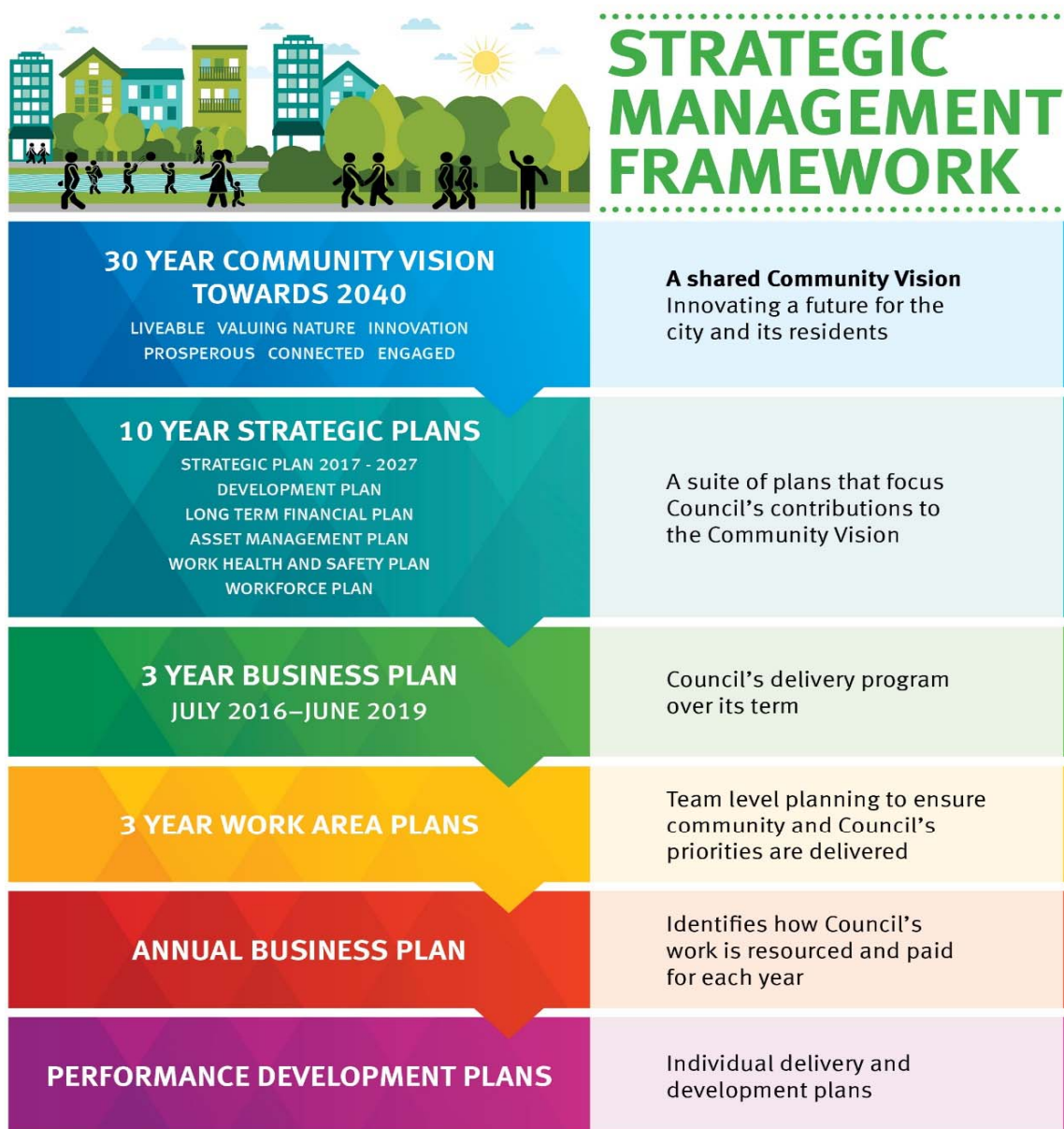
By 2040 our city will be a diverse and clean economy that attracts investment and jobs, and creates exports in sustainable business precincts while providing access to education and skills development.

### Innovative

By 2040 our city will be a leader in embracing and developing new ideas and technology to create a vibrant community with opportunities for all.

### Connected

By 2040 our city will be linked by a quality road, footpath and public transport network that brings people together socially, and harnesses technology to enable them to access services and facilities.



This Annual Business Plan 2018/19 is an integral part of council's strategic management framework (SMF). The SMF ensures that strategic and operational plans, management systems and processes work together. This enables Council to effectively deliver its strategic goals and the Community Vision.

### 3. Significant influences and priorities

A comprehensive environmental scan of internal and external political, economic, environmental, social and technological issues was conducted, providing a context for the development of this plan, the 2016-2019 Business Plan and the review of the 10 year Strategic Plan. A summary of the latest environmental scan is provided in the tables below.

<b>Critical external issues and opportunities:</b>	
<b><i>Political</i></b> <ul style="list-style-type: none"> <li>• Change in State Government from March 2018 election</li> <li>• Local Government Election November 2018</li> <li>• Maximising ratepayer/community value</li> <li>• Ongoing changes to Federal, State &amp; Local Government policies and funding programs</li> <li>• Implications of rate capping due to State Government March 2018 election outcome</li> </ul>	<b><i>Economic</i></b> <ul style="list-style-type: none"> <li>• Compromised financial capacity of ratepayers in economic climate</li> <li>• The number of GST registered businesses in Marion is falling</li> <li>• Maximising opportunities to support small business</li> <li>• A slight increase in employment in Marion, however diversity in employment industry remains static</li> <li>• Development of the Tonsley site</li> </ul>
<b><i>Technological</i></b> <ul style="list-style-type: none"> <li>• Rapid technological change, specifically the rollout of NBN in some City of Marion areas</li> <li>• Increasing digital divide</li> <li>• Access to data and information</li> <li>• Smart Cities opportunities</li> <li>• Street lighting implementation 2018-2020</li> </ul>	<b><i>Social and Cultural</i></b> <ul style="list-style-type: none"> <li>• Concerning public health demographics</li> <li>• National Disability Insurance Scheme (NDIS) rollout and readiness</li> <li>• Home And Community Care Program (HACC) continued transition to Commonwealth Home Support Program (CHSP)</li> <li>• Changing demographics, population growth</li> <li>• Adelaide Living Laboratory partnership</li> </ul>
<b><i>Transport &amp; Connectivity</i></b> <ul style="list-style-type: none"> <li>• Darlington upgrade</li> <li>• Flinders Link</li> <li>• Oaklands Crossing upgrade</li> <li>• Opportunity to expand and integrate walking and cycling networks in conjunction with major transport infrastructure upgrades</li> <li>• Potential risk of isolation to residents that are ageing and mobility impaired</li> </ul>	<b><i>Urban environment</i></b> <ul style="list-style-type: none"> <li>• Housing Diversity Development Plan Amendment</li> <li>• Southern Innovation Development Plan Amendment</li> <li>• Response to State Planning Reforms</li> <li>• Population growth and urban infill cause increased traffic and limited on-street parking</li> <li>• Opportunities to lift vibrancy of commercial/retail areas through infrastructure upgrades and activation</li> <li>• Development of the residential component at Tonsley</li> </ul>
<b><i>Natural environment</i></b> <ul style="list-style-type: none"> <li>• Impacts of and response to climate change</li> <li>• Urban heat island mapping effect</li> <li>• Stormwater Masterplan Development Plan Amendment</li> <li>• Response to increased community interest in nature play</li> <li>• Maximising energy efficiency opportunities</li> </ul>	

<b>Key internal pressures and opportunities:</b>	
<p><b><i>Service provision</i></b></p> <ul style="list-style-type: none"> <li>• Development of Customer Experience Charter to enable more insightful understanding of customer experience and service needs</li> <li>• Limited funding capacity for competing strategic projects or incremental service improvements given current rates assumptions and funding position - this could be exacerbated given changes in State Government March 2018 and introduction of rate capping</li> <li>• Service review program continues</li> </ul>	<p><b><i>Asset reliability and sustainability</i></b></p> <ul style="list-style-type: none"> <li>• Reviewing our existing asset base to better understand which assets could be repurposed, reused or disposed of in order to enhance other assets to better meet community needs</li> <li>• Investigating innovative asset management models e.g. share community use, public private partnerships and related business and retail opportunities to respond to increasing costs and customer service requests to maintain and renew our existing asset base</li> <li>• Improved processes, systems, data collection and modelling to enhance strategic decision making</li> </ul>
<p><b><i>Financial sustainability</i></b></p> <ul style="list-style-type: none"> <li>• Continued focus on driving innovation, partnerships, collaboration and continuous improvement in a constrained budgetary environment</li> </ul>	<p><b><i>Governance, risk and strategic alignment</i></b></p> <ul style="list-style-type: none"> <li>• Review of Strategic Management Framework in accordance to Local Government Act, following Local Government elections in November 2018.</li> <li>• The need for all work groups to be aligned in terms of the Strategic Plan and Business Plan now and in future plans</li> </ul>
<p><b><i>Our Valued Employees</i></b></p> <ul style="list-style-type: none"> <li>• Organisational wide Values adopted</li> <li>• Continue to build leadership and workforce capability and skills, particularly in the areas of project management, partnerships, funding opportunities, customer experience</li> <li>• Need to provide the appropriate technology tools and information resources for staff to connect, collaborate and do their jobs efficiently and effectively</li> </ul>	

## 4. Framework of the Annual Business Plan

The Annual Business Plan 2018/19 has been prepared on the basis of a framework that aims to inform the community and hold the City of Marion accountable to its stakeholders. The key items in this framework are as follows.

### **Support the achievement of the City of Marion's Strategic Directions.**

This Annual Business Plan has been reviewed against the Community Vision – Towards 2040 to ensure that council's activities over the next 12 months make the best possible progress towards achieving the community's vision for the future City of Marion.

### **Address issues arising and opportunities identified from internal audit reviews, service reviews and business excellence assessments.**

Every year council undertakes a number of internal audits. These reviews and assessments have identified a number of key opportunities or requirements for council to improve its operations. This document includes the necessary resources to continue council's independent review process and implement recommendations accordingly.

### **Maintain, on average, a break-even or positive funding (cash) position over the Long Term Financial Plan**

With a primary focus on cash flow and ensuring Council's asset renewal and upgrades are fully funded, this target is currently being met. To ensure ongoing financial sustainability Council monitors and reviews all its financial indicators together.

### **Continue to improve the maintenance of assets in accordance with Council's Asset Management Plans, with a priority on maintenance before renewal, and renewal before new when it is cost effective to do so**

The Annual Business Plan has been prepared taking into consideration Asset Management Plan requirements, outcomes of recent infrastructure audits, targets set for renewal versus depreciation (95-100% as per Asset Management Policy) and a focus on maintaining council's asset base.

### **Review existing services and assets to ensure they meet prioritised community needs**

The council continues its rolling process of Service Reviews, aimed at maximising community value through continuously improving its operating efficiency and service performance to the community. This Annual Business Plan has been prepared on the basis of continuing existing services, noting that a rolling program of review is being implemented.

### **Council only approve new Major Projects where it has the identified funding capacity to do so**

Council debt is forecast to decrease from \$7.9m to \$6.8m between 30 June 2018 and 30 June 2019. With consideration given to its financial ratios, this means that Council has the funding capacity to consider new strategic Major Projects and is currently investigating partnerships to aid in the development of a number of sporting facilities.

### **Maintain Council's position for an average residential rate which remains among the lower rating metropolitan councils**

Comparative 2017/18 data shows that council's average residential rate continues to remain among the lower rating metropolitan councils, with its current position ranking being the 5th lowest of 18 metropolitan councils.

## 5. Continuing and improving services

All councils have responsibilities under the *Local Government Act 1999* and other relevant legislation to deliver services for the community. Council is committed to maintaining all services including, but not limited to:

Ongoing Services	
Land use and development planning	Reserves, parks and gardens management
Development and building assessments	Arts and cultural promotion and support
Facilitation of urban developments	Library services
Local Government searches	Sports & recreation promotion and support
Economic planning and leadership	Community capacity building and development
Environmental planning & leadership	Inspection, regulation and control
Biodiversity management	Emergency planning & response
Waste services	Community care
Water management	Immunisation services
Infrastructure management	Public health planning
Community facilities management	

Enabling Services	
Strategic management	Communications & marketing
Organisational excellence	Human resources & workforce planning
Strategic asset management	ICT & knowledge management
Financial management	Operational support
Governance support	



## 6. Project priorities

Council plans to commence or continue working on the following strategic initiatives, as set out in our 2016-2019 Business Plan:

Liveable	
Strategies	2018/19 Initiatives
<b>An inclusive Community embracing diverse cultures, active living, and healthy lifestyles</b>	Amend the zoning of key sporting areas/hubs to support revitalised, modern sports facilities
	Deliver excellent Sport and Recreational Facilities across the City: <ul style="list-style-type: none"> <li>• Community Club and indoor sports stadium at Mitchell Park</li> <li>• Sports and community complex at the Edwardstown Soldiers Memorial Oval</li> <li>• A new regional soccer facility in the South in partnership with Football SA</li> <li>• An International standard BMX complex in the South, led by BMX SA</li> <li>• Capella Reserve redevelopment in partnership with the Cove Football Club to pursue funding opportunities</li> <li>• Modern sustainable tennis and netball facilities across the City to meet the needs of the Community now and into the future</li> </ul>
	Complete the detailed design of the Marion Outdoor Pool update and seek grant/partnership funding
	Deliver Open Spaces and Playgrounds across the city <ul style="list-style-type: none"> <li>• South Australia's first inclusive Playground at Hendrie St Reserve</li> <li>• Hallett Cove Foreshore precinct redevelopment</li> <li>• 8 local/neighbourhood scale playgrounds and plans for a further 4 playgrounds</li> <li>• High quality public toilets in our priority reserves and parks</li> </ul>
<b>Access to housing choice and services for a growing and diverse population</b>	Review housing zones to preserve the character of areas in the north of our city and create housing choice in the south
	In partnership with State Government, the SA Jockey Club and adjoining councils, support the housing development at Morphettville Racecourse
	Support our community to 'age well' through participation in the Adelaide Living Laboratory
	Continue implementation of priorities from the review of reserves and facilities
	Undertake an evaluation and review of at least a further 12 council services to ensure they continue to provide maximum value to our community, now and into the future
<b>Neighbourhoods that reflect local character, heritage and enable a sense of belonging</b>	Celebrate and recognise our Kaurna heritage through committed delivery of the 2016-2019 Reconciliation Action Plan (RAP)
	Build strong relationships with the Elders of the Kaurna community, facilitated by the RAP Committee
	Deliver youth partnership programs focussed on providing diverse and exciting opportunities for youth leadership, engagement and services Deliverer youth partnerships

Valuing Nature	
Strategies	2018/19 Initiatives
<b>A healthy and climate resilient urban environment</b>	Significantly increase energy efficiency across our council facilities
	Deliver sustainable lighting program priorities
	Implement the Climate Change Policy and Plan ( Resilient South Program)
	Ensure all elements of the Oaklands Reserve redevelopment project are in place to support construction
	Expand the Oakland's Wetland water distribution network to maximise sustainable irrigation of our parks and reserves
	Advocate for residents across our city on toxic contamination mitigation measures
	Manage stormwater in close partnership with our neighbours
	Target an allocation of 5% of drainage and traffic capital works budgets to Water Sensitive Urban Design outcomes
	Continue to transform the Glade Crescent Wetlands scheme
	Develop and deliver a Regional Coastal Management Plan to support sustainable coastal management
<b>Improved condition, diversity and connectivity of ecosystems</b>	Working closely with key partners to maximise Glenthorne Farm community benefits

Engaged	
Strategies	2018/19 Initiatives
<b>Communities that embrace volunteering and social interaction</b>	Strive to become renowned for volunteers through targeted growth and diversity, and harnessing the skills and experience of our volunteers
<b>Meaningful opportunities for community engagement, partnerships and co-creation</b>	Support our lease and license holders to develop their club management capacity
	Work in partnership with the Edwardstown Region Business Association (renamed Southern Business Connections) and the Hallett Cove Business Association to grow membership and sustainability
	Maximise community benefits through community led initiatives
	Implement our reformed Community Grants programs with emphasis on diversity and community capacity building
	Expand our network of community gardens in partnership with community groups
	Subject to the outcomes of a pilot on place activation projects expand the place activation program
	Develop and deliver a Business Engagement Plan in consultation with the local business community to provide valuable business information to support small business growth
	Grow the Community Leadership Program to support and harness the ideas and skills of emerging leaders within our community

Innovative	
Strategies	2018/19 Initiatives
A Community that harnesses creativity, research and collaboration to pursue innovative ideas	Establish partnerships with innovation mentors, including hosting university students to work on innovation projects
	Maximise community feedback through a range of surveys, tools and campaigns to support our ongoing focus on innovation and improvement
A City that provides infrastructure and support that enables innovation to flourish	Expand the solar panel network to maximise the use of renewable energy at council facilities
	Continue to promote and provide valuable programs at the Cove Enterprise Hub (renamed Cove Business Hub) to support start-ups and small businesses in the southern region
	Investigate 'Smart City' technology and infrastructure opportunities

Prosperous	
Strategies	2018/19 Initiatives
An exciting urban environment that attracts business investment and economic activation	Work in partnership to progress the Tonsley Redevelopment as a state of the art advanced manufacturing and urban environment
	Work with key partners on the Darlington project and the Flinders Link rail project to maximise business and employment opportunities
	Advocate for the future development of the North-South Corridor to improve east-west connectivity, which maximises community access and connection with the valuable adjacent areas
	Review Edwardstown Industry/Commerce Planning framework to support future business needs
	Facilitate the development of priority precincts that cater for a range of residential and business needs, and services that are aligned with the 30 Year Plan for Greater Adelaide
A City that promotes and supports business growth and offers increased local employment and skills development opportunities	Develop, in close cooperation with other councils and State Government, a business attraction plan that support jobs growth
	Implement the priority actions of the Southern Adelaide Economic Development Board
	Reduce red-tape to support and promote business growth and employment opportunities
	Deliver digital economy education programs for businesses to capitalise on the NBN roll-out
A welcoming City offering both residents and visitors a wide range of leisure and cultural experiences	In partnership with local businesses, grow visitation and increase spending in the region to secure additional economic benefit and increased jobs through the delivery of a Visitor Economy Strategy

Connected	
Strategies	2018/19 Initiatives
A road network that connects neighbourhoods and supports safe walking, cycling and vehicle travel	Subject to funding, deliver key extensions to the shared use path along the Adelaide to Marino Rocks Greenway
	Deliver a Policy and Program to enhance streetscapes across the City
A City that advocates improved public transport systems, linkages and networks that connect people to destinations	Progress, in partnership with State and Federal Governments, the development of key rail infrastructure including the grade separation at the Oaklands Rail crossing
	Support the rail expansion from Tonsley to Flinders Medical and University Precinct
A City that supports equitable access to diverse information sources and reliable digital technologies	Expand our communication and engagement network through our website and social media platforms
	Deliver valuable digital literacy programs in our libraries and neighbourhood centres
	Subject to funding, deliver the 'Maker Space' and a range of programs to harness technologies and equipment

In addition to the initiatives from the 2016-2019 Business Plan set out above, Council is funding a range of additional initiatives that will contribute to improving the quality of life for residents.

The initiatives and funds required for their delivery are:

Marion Cultural Centre external hire enhancement project	\$55,000
Design for erosion control at River Parade Hallett Cove	\$60,000
City of Marion Fringe Hub at the Marion Cultural Centre	\$15,000
Valuing Marion's Nature (replacement for the Discovery Circle Program)	\$30,000
Implementation of the Remnant Native Vegetation Plan	\$300,000
Enhanced Tree Planting Program	\$138,000
Light Square Upgrade - landscaping	\$20,000
Mitchell Park Scoreboard – water and power connection	\$20,000
Oaklands Education Centre at Oaklands Wetland	\$74,000
Natural Landscapes Design and Maintenance Guideline – pilot projects to expand the tree planting program and implement significant remnant vegetation management initiatives	\$70,000
Customer Relationship Management – Single View of the Customer - to enable any person at any location to see all of the services and interactions a client accesses within the City of Marion	\$30,000
Coastal Management Plan – building on existing coastal climate change planning and identifying key hotspots for close management	\$15,000
Smart Cities Pilot Project – sensors to monitor playground usage	\$48,500
Marion Outdoor Pool Masterplan – works to upgrade various components	\$1,193,000
Morphettville Park Sports Redevelopment	\$290,000
Renewables and Energy Efficiency Measures accelerating the uptake of energy efficiency and renewable energy projects in the City of Marion	-
Business Software Enhancements	\$1,278,000
<b>Total New Initiatives</b>	<b>\$3,636,500</b>

## 7. Asset Management

The City of Marion currently owns and manages a large and diverse community asset portfolio, valued in excess of \$1 billion. These assets, including roads, footpaths, drains, community buildings, parks and reserves, play a vital role in the local economy and on quality of life. They exist in order to provide services to the community and businesses for current and future generations.

Large proportions of Council's assets have been in existence for many years. Council has also received a number of "gifted" assets from developers, which attract ongoing operational and maintenance costs over their life. At the same time, demographic change is challenging the capacity of existing assets to meet the increasing demands of the environment in which they are located. The community's expectations too are increasing, which affects the ability of existing purpose-built assets to meet the changing needs of future residents. As community assets have a lengthy useful life, it is a complex task to monitor the cost and timing of their renewal.

Asset management is a critical tool in ensuring appropriate provision is made for the long-term management of community assets, and their impacts on all areas of service planning and delivery. The City of Marion's Asset Management Vision is:

**“To maintain the City of Marion’s assets to agreed levels of service which maximise community value throughout an asset’s life”.**

Council's Asset Management Plans detail information about our assets and define the services to be provided, how the services are provided, and what funds are required to provide the services. All City of Marion assets are audited every three years under an inspection regime.

## 8. Measuring our success

Monitoring performance is a critical element of strategic management. It is the mechanism for critically ensuring that Council is contributing to the achievement of both the Strategic Plan and the 3-year Business Plan 2016-19.

Our Key Performance Indicator (KPI) dashboard for 2018/19 (provided in the table below) takes account of Council's objectives over the next three years.

**Note: Council is still considering its suite of KPIs.**

Key Performance Indicator	Core Target	Stretch Target
Financial Sustainability	Council maintains a break even or positive cash funding position in delivering its annual budget	
Delivery of agreed projects identified in the Annual Business Plan and the third year targets in the 3 year Plan	Greater than or equal to 95%	
Lost Time Injury Frequency Rate	Greater than or equal to 10% reduction from the previous year's result	Greater than or equal to 15% reduction from the previous year's result
Total employee costs (including agency staff)	Less than or equal to 3% increase in actual employee costs (including agency staff) against prior year's actual costs	Less than or equal to 2% increase in actual employee costs (including agency staff) against prior year's actual costs
Staff retention	90% retention	95% retention
Overall satisfaction with Council's performance	Greater than or equal to 75% rated as satisfied or above	Greater than or equal to 85% rated as satisfied or above
Asset Sustainability	Asset Sustainability Ratio greater than or equal to 80%	Asset Sustainability Ratio greater than or equal to 90%
Delivery of Council's capital works program	Greater than or equal to 80% delivery of Council's planned capital works program (adjusted for extraordinary items)	Greater than or equal to 90% delivery of Council's planned capital works program (adjusted for extraordinary items)
Staff engagement	Achievement of an overall employee pulse survey result of 75%, based on 9 metrics (including Community, Values, Safety, Expectations, Valued, Empowerment, Development, Recognition, Happiness)	Achievement of an overall employee pulse survey result of 80%

We will report on our progress against our 2018/19 KPI dashboard quarterly at Council meetings and in our 2018/19 Annual Report.

## 9. Funding the Annual Business Plan

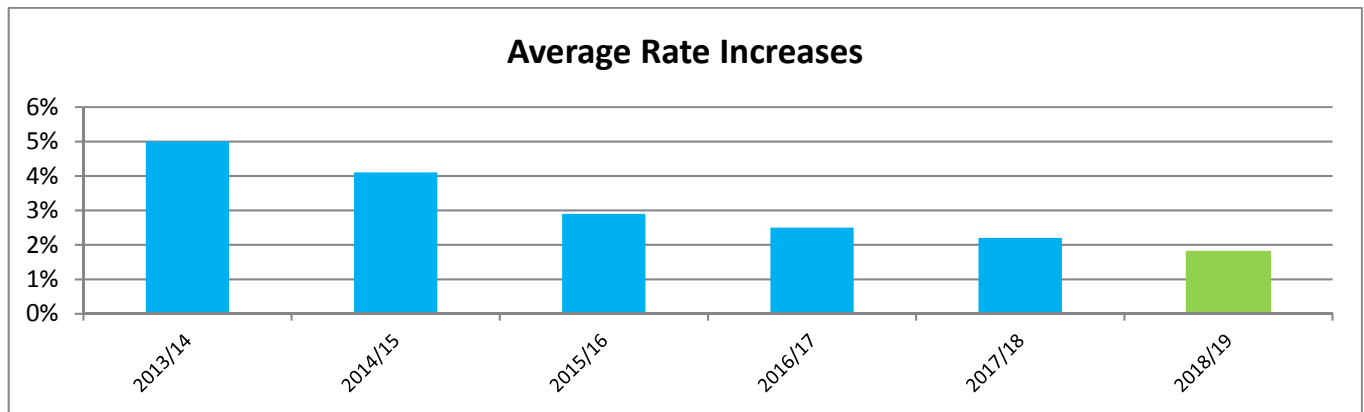
### 9.1 Your rates in 2018/19

The Annual Business Plan is based on a proposed average rate increase of 1.8%. In setting rates for 2018/19, council has forecast the revenue required to meet the costs of delivering the services and projects that will be provided to the community in 2018/19.

Rates account for 84% percent of council's operating revenue with others sources including fees, charges and grants. These revenues contribute to the necessary funding for planned capital renewal programs in 2018/19.

While the average rate increase of 1.8% is proposed, it is to be noted that actual rates payable by a rate payer will vary according to individual property valuations, the attributed land use, and whether there has been any new development or capital improvement at the land.

Over the past years, we have listened to your feedback and Council is aware of the impact of rate increases on the community. We are continually looking for opportunities that allow this burden to be reduced and as a result our rate increases have been decreasing steadily over the past six years. The 2018/19 rate increase is the lowest in over 15 years, and continues to head in the desired downward direction.

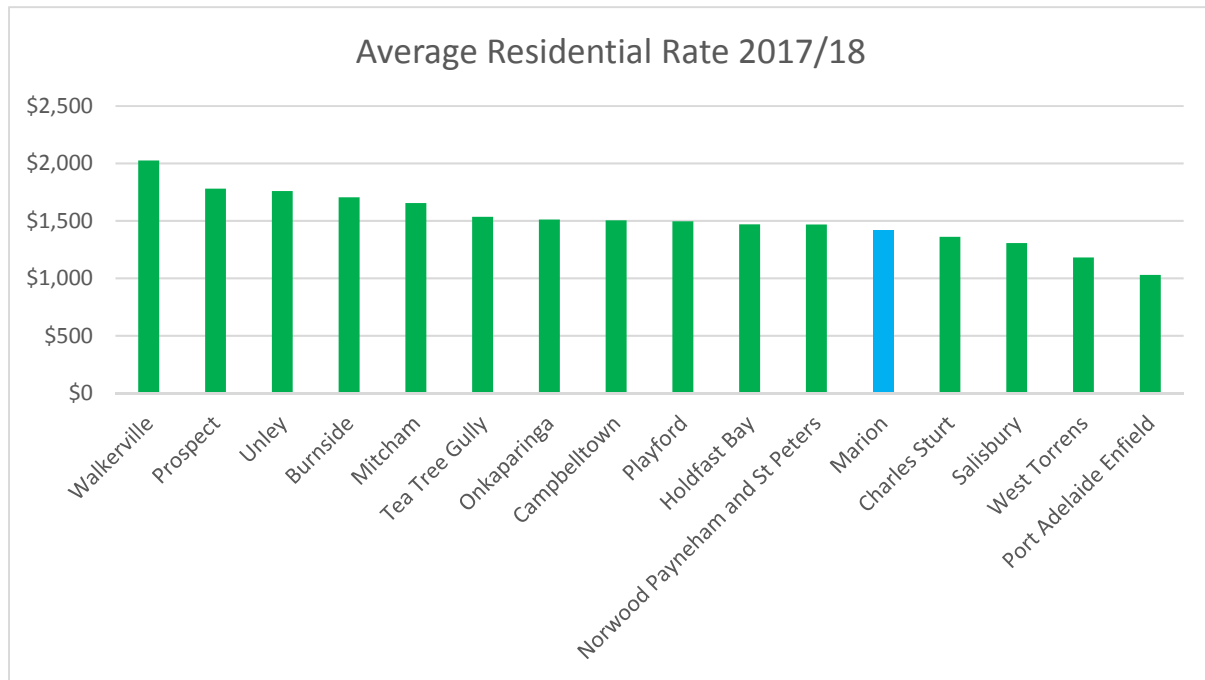


With changing community needs and other external influences impacting on the community, there is a need for council to consider how to plan more effectively, both for the longer term and more immediate community benefit. The rate increase is set at a level that provides confidence that services will be maintained and that a sufficient capital expenditure program is planned to maintain council's assets.

The outcomes of the community consultation, as well as a balance between achieving the strategic directions, maintaining services and assets, ensuring financial and environmental sustainability, supporting intergenerational equity and making provision for those in the community who are experiencing hardship, have been considered in setting the rate increase for the Annual Business Plan.

## Comparative Rating Data

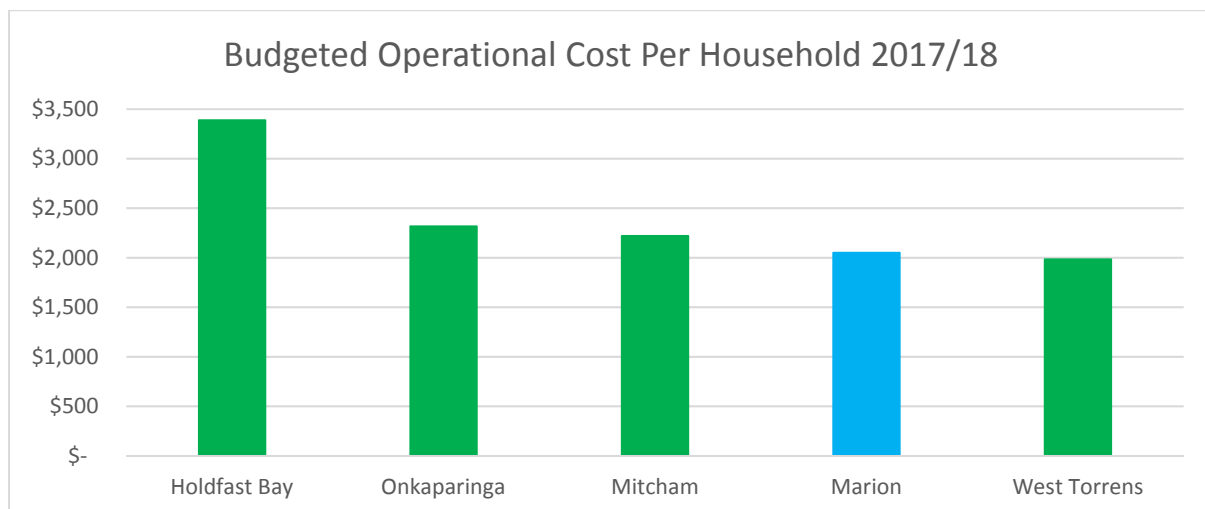
### Average Residential Rate



With the proposed rate rise of 1.8% the City of Marion's average residential rate is in line with Council's A BP framework and set to remain among the lower rating metropolitan councils. In 2017/18 Council had the 5<sup>th</sup> lowest average metropolitan residential rate.

### Operational Cost per Household

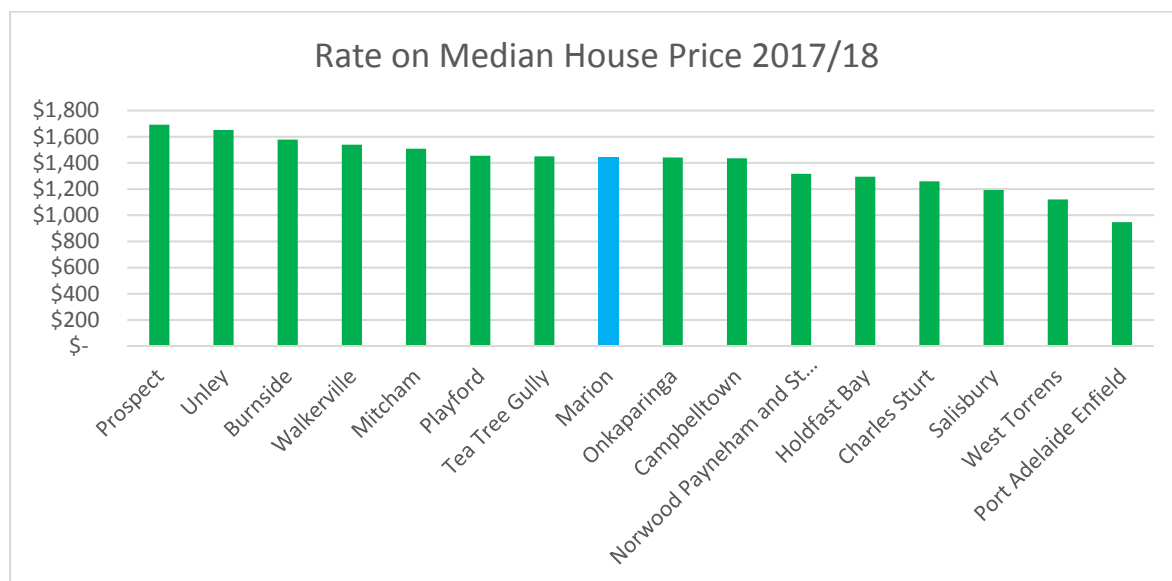
Council's primary benchmark is to compare its average residential rate against other metropolitan councils as shown in the "Average Residential Rate 2017/18" table above. The table below illustrates that council's operational costs per household compares favourably against that of our neighbouring councils. This does not take into account different councils' service levels, infrastructure renewal and revenue from grants.





## Rate on Median House Prices

The distribution of rates on median house prices shown in the graph below are reasonably even. The rate on the median house price is similar for our neighbouring councils of Mitcham, Onkaparinga and Holdfast Bay, with West Torrens being the exception.



Median Property Values for our neighbouring councils are

Mitcham	\$529,999
Holdfast Bay	\$510,015
West Torrens	\$439,989
Marion	\$414,913
Onkaparinga	\$319,980

Note: Comparative data for the 2018/19 year will be available following the release of the LGA Council Rates Survey which is typically released in the first quarter of the next calendar year.

## 9.2 Differential Rating

Council currently derives 18% (2017/18: 18%) of its rate revenue from the Commercial and Industrial sectors. Commercial and Industrial users consume a greater proportion of council resources than residential properties, particularly in regard to the use of roads, footpaths, traffic, parking, storm water drainage, public health and environment.

Council uses a differential rating system to raise revenue based upon its Land Use and will continue to do so to ensure a fair and equitable distribution of rates within the City of Marion. The differential rate is charged in addition to the normal rate. In applying this approach, council will take into consideration all prevailing economic conditions and changes and adjust its differential rates accordingly, to ensure an appropriate and fair equalisation of rates across all land use categories. Differential rates to apply to land use are as follows:

Commercial	85%	(2017/18: 85%)
Industrial	70%	(2017/18: 70%)
Vacant Land	100%	(2017/18: 100%)

### 9.3 Budgeted Income Statement

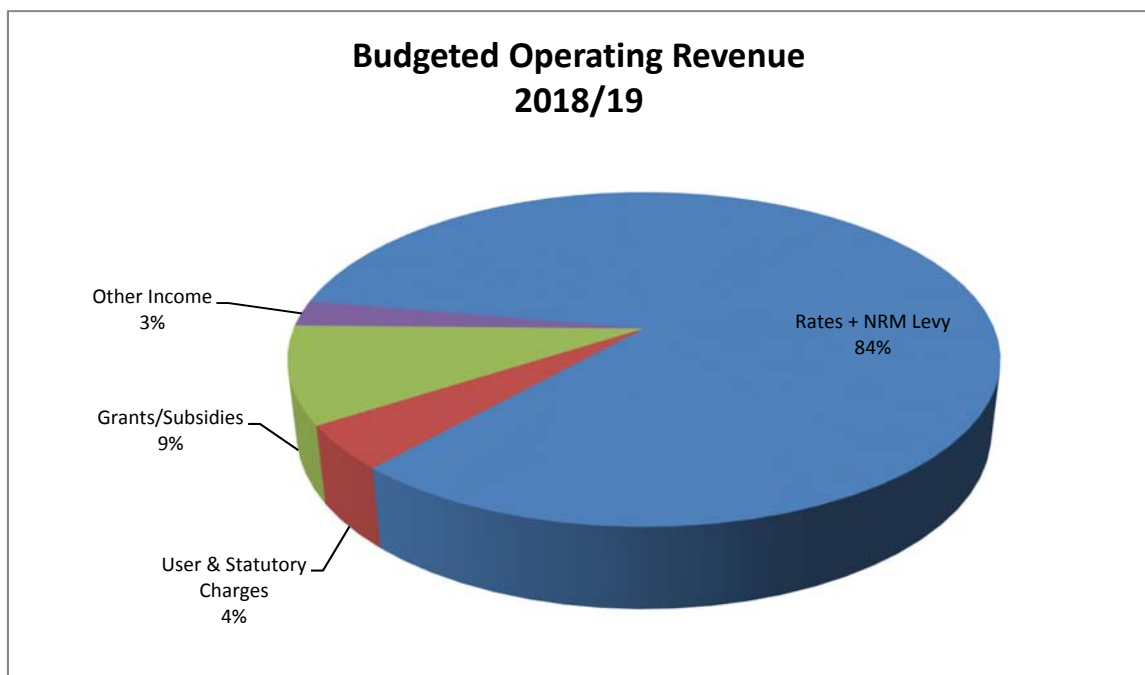
An operating surplus of \$4.199m before capital revenues is forecast for 2018/19. An operating surplus is required to fund the renewal of existing infrastructure in accordance with council's asset management plans.

	2nd Review 2017/18 \$'000	Budget 2018/19 \$'000	Variance \$'000
<b>Budgeted Income Statement</b>			
<b>Operating Revenue</b>			
Rates - General	73,080	75,231	2,151
Rates - NRM Levy *	1,799	1,942	143
Statutory Charges	2,037	1,925	(112)
User Charges	1,890	2,005	115
Grants/Subsidies	7,203	8,658	1,455
Investment Income	904	504	(400)
Reimbursements	626	564	(62)
Other Revenue	1,559	876	(683)
Share of Profit/(Loss) Regional Subsidiaries	334	344	10
<b>Total Operating Revenue</b>	<b>89,432</b>	<b>92,049</b>	<b>2,617</b>
<b>Operating Expenditure</b>			
Employee Costs	34,013	34,920	907
Contractor Services	19,467	19,976	509
Materials	5,213	4,944	(269)
Finance Charges	541	470	(71)
Depreciation	17,105	17,105	-
Other Expenses	8,291	10,435	2,144
<b>Total Operating Expenditure</b>	<b>84,630</b>	<b>87,850</b>	<b>3,220</b>
<b>Operating Surplus/(Deficit) before Capital Revenues</b>	<b>4,802</b>	<b>4,199</b>	<b>(603)</b>
Capital Grants and Contributions	10	-	(10)
Physical resources received free of charge	1,500	-	(1,500)
<b>Net Surplus/(Deficit) resulting from Operations</b>	<b>6,312</b>	<b>4,199</b>	<b>(2,113)</b>

\* Note: The NRM Levy is collected by Council on behalf of the Adelaide and Mt Lofty Ranges Natural Resources Management Board.

## 9.4 Operating Revenue

The main source of income for council is rate revenue; making up 84% of total council revenue in 2018/19, with other sources being government regulated fees for statutory services, an environment of diminishing levels of untied federal grant monies, as well as other grants from State and Federal government.



### General Rates

Council's revenue in 2018/19 includes \$75.23m to be raised in general rates. The budget has been developed on the basis of a proposed average rate increase of 1.8% (excluding new developments and capital improvements). In setting rates for 2018/19, council has forecast the revenue required to meet the costs of delivering the services and projects that will be provided to the community in 2018/19.

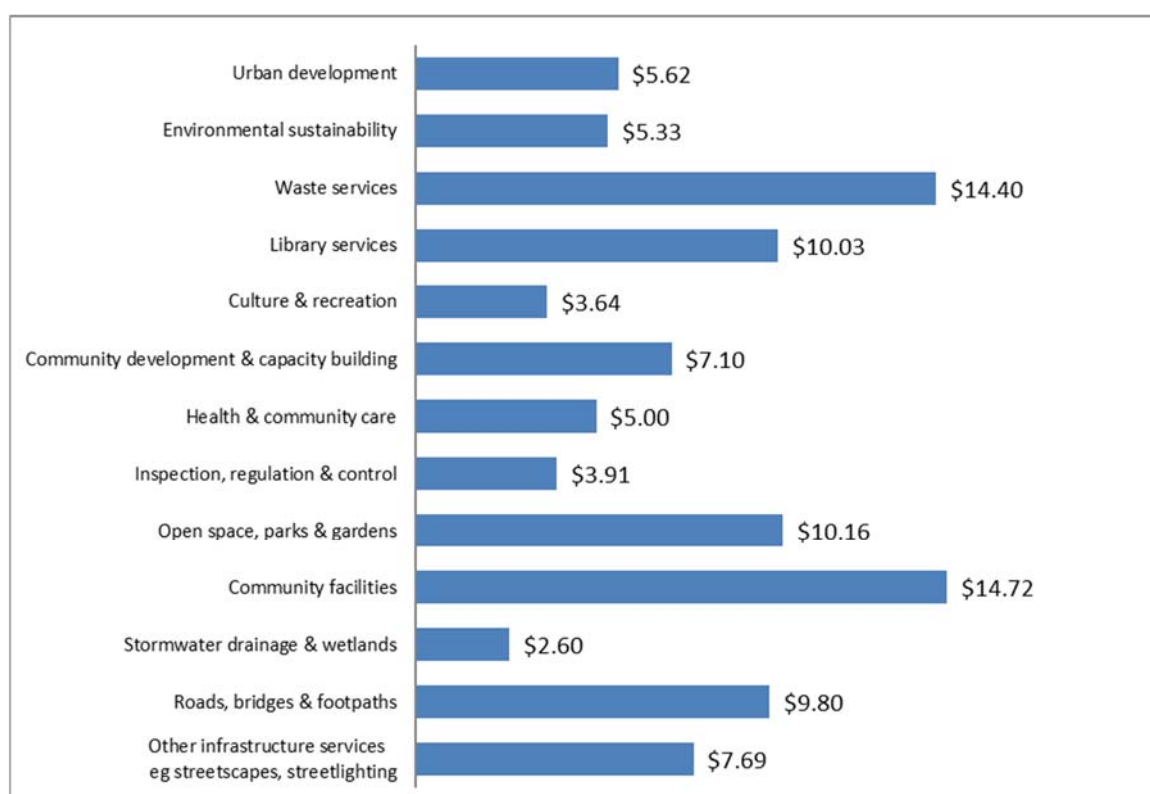
Growth for new developments and capital improvements is forecast at 1% for 2018/19. This predominantly is the result of new housing in Marion and property improvements as reported by the Valuer General. The revenue created by this growth will cover the increased costs of servicing a growing community which includes the requirement to maintain and provide for the replacement of infrastructure such as stormwater drainage and transport networks.

### Other Sources of Revenue

- **User Charges set by council** – Relate mainly to the recovery of service delivery costs through the charging of fees to users of council's services. These include charges for the use of council's community facilities, swimming pool admission and the like.
- **Statutory Charges set by State Government** – Relate mainly to fees and fines levied in accordance with legislation and include development application fees, health act registrations and parking fines.
- **Grants and Subsidies** – Grants include all monies received from State and Federal sources for the purpose of funding the delivery of council's services to ratepayers and for the funding of the capital works program. The budget for 2018/19 includes the balance of grant funding towards Edwardstown Soldiers Memorial Oval redevelopment of \$2.4m (up from \$1.6m in 2017/18).

## 9.5 Operating Expenditure

Council's operating expenses are forecast to increase to \$87.850m in 2018/19. The following graph shows a breakdown of operating expenditure across council services for every \$100 spent:



## Employee Costs

Employees are responsible for the provision of Council's key services, including the ongoing maintenance of open space areas, libraries, neighbourhood centres, the Marion Outdoor Pool, urban development, health and community care. Employees are either directly employed by council, or indirectly through an employment agency (i.e. agency staff) where temporary workforce requirements have arisen through seasonal demand or short-term vacancies of existing positions.

Employee costs are forecast to increase by \$907k primarily because of increases in existing staff Enterprise Agreements (currently 2.3%, in line with the December 2017 CPI).

There are two Enterprise Agreements (EA's) covering our indoor and outdoor staff. The indoor (clerical) staff EA is negotiated with the Australian Services Union and staff agreed to a 2% per annum increase, or CPI if greater, for the 3 years to 30 June 2019. The outdoor staff EA is negotiated with the Australian Workers Union (AWU). The AWU EA expired on 30 June 2017 and is currently being renegotiated (the previous 3 year EA has given average annual increases of 3.41%).

## Contractor Services

Contractor services relate mainly to the provision of council services by external providers. Council uses contractors to assist in the provision of major services such as waste collection, and also where specialist services or advice is required where it is not warranted for Council to have permanent in-house resources. An increase of \$509k (2.6%) is forecast in the 2018/19 budget.

## Materials

Council's Materials budget includes utilities, products utilised in the delivery of community services and maintenance of council's infrastructure, open space, and other assets, as well as fuel for the fleet of vehicles used to deliver services. A decrease of \$269k in materials is forecast in the 2018/19 budget.

## Other Expenses

The key increases in Council's Other Expense category include a \$2.5m contribution towards a Southern Region Soccer Facility and a \$1.0m contribution towards Oaklands Crossing.

## 9.6 Capital Revenue

### Capital Grants and Contributions

Council has no forecast capital grants and contributions towards new capital works planned in 2018/19.

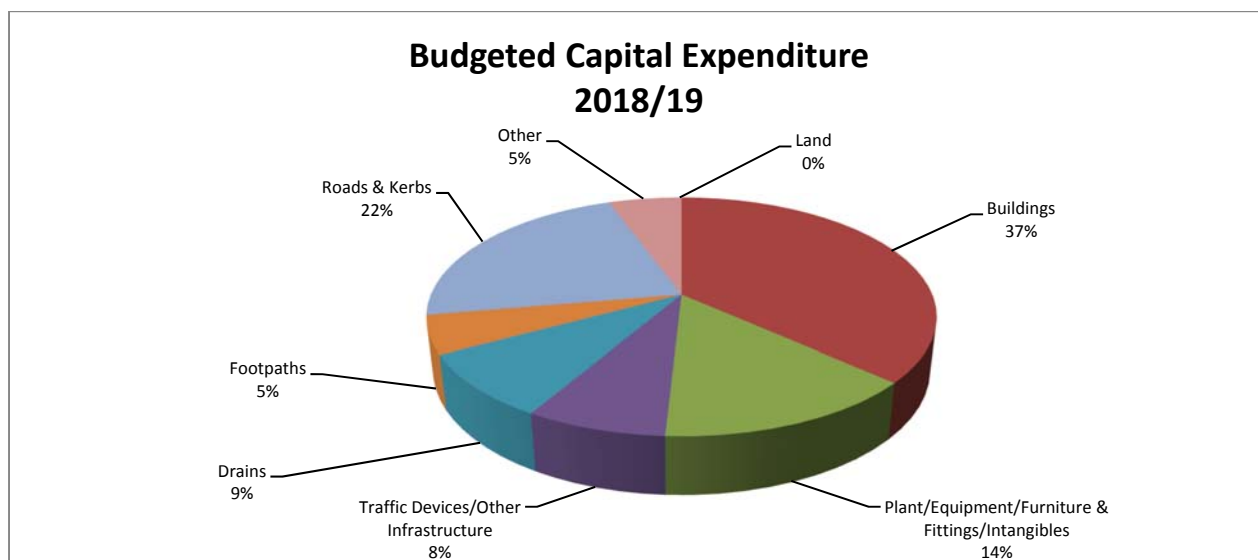
## 9.7 Budgeted Capital Expenditure

The 2018/19 Budgeted Statement of Capital Expenditure forecasts total capital expenditure of \$29.934m including \$17.883m renewal and \$12.051m new and upgrade.

The following table summarises council's planned Capital Works Program for 2018/19.

	2nd Review 2017/18 \$'000	Budget 2018/19 \$'000
<b>Capital Expenditure</b>		
Land	2,624	0
Buildings	10,510	10,976
Infrastructure:		
Roads & Kerbs	6,657	6,650
Drains	2,266	2,594
Footpaths	1,559	1,550
Traffic Control Devices	378	405
Other Infrastructure	4,354	3,927
Plant and Equipment	2,709	1,987
Furniture and Fittings	57	191
Other	607	1,653
<b>Total Capital expenditure</b>	<b>31,721</b>	<b>29,934</b>
Represented By:		
Capital Expenditure		
Assets - New	14,350	12,051
Assets - Renewal	17,371	17,883
	<b>31,721</b>	<b>29,934</b>

Key capital projects included in the budget are the Edwardstown Soldiers Memorial Oval redevelopment (\$5.110m), LED Streetlight Replacement (\$2.066m), Marion Outdoor Swim Centre upgrades (\$1.193) and the development of Heron Way Reserve (\$1.649m).



### 9.8 Financing the Budget

Financing the budget refers to the use of borrowings or available cash balances to meet any shortfall between expenditure (both operating and capital) and revenue.

	Review 2017/18 \$'000	Budget 2018/19 \$'000
<b>Net Lending/(Borrowing)</b>		
Operating Surplus/Deficit before Capital Amounts	4,802	4,199
<u>less: Net Outlay on Existing Assets</u>		
Capital expenditure on asset renewal/replacement	17,371	17,883
less Depreciation/Ammortisation	(17,105)	(17,105)
	<b>266</b>	<b>778</b>
<u>less: Net Outlay on New/Upgrade Assets</u>		
Capital expenditure on New & Upgrade Assets	14,350	12,051
less Capital Grants	(10)	0
	<b>14,340</b>	<b>12,051</b>
Adjustments		
Share of Equity - Regional Subsidiaries	(334)	(344)
	<b>(334)</b>	<b>(344)</b>
<b>Net funding increase/(decrease)</b>	<b>(10,138)</b>	<b>(8,974)</b>

The table above identifies the council's net funding result. Council's budget for 2018/19 is expected to result in a net decrease in funding of \$8.974m.

Financing transactions associated with accommodating the expected net lending result in 20 18/19 are as follows:

	2nd Review 2017/18 \$'000	Budget 2018/19 \$'000
<b>Financing Transactions</b>		
New Borrowings	0	0
less: Repayment of Principal on Borrowings	(1,197)	(1,100)
less: Increase/(Decrease) in Cash & Investments		
Transfers from/(to) Reserves	11,500	10,538
Cash Drawdowns/(Investment)	(165)	(464)
<b>Equals: Financing Transactions</b>	<b>10,138</b>	<b>8,974</b>

No additional borrowings are forecast in 2018/19, and as such principal repayments of existing loans will result in a forecast balance outstanding as at 30 June 2019 of \$6.805m.

## 9.9 Financial Ratios

To assist council in meeting its objective of financial sustainability a series of financial indicators endorsed by the Local Government Association are provided. Where a council target has not been adopted, the recommended Local Government Association (LGA) target has been used. The following table details these financial indicators and whether or not the prescribed target has been achieved over the five years up to the end of 2018/19.

Ratio	Council Target	2018/19 Budget	5 Year Average
Operating Surplus	0% - 5%	4.56%	9.47%
Asset Sustainability	95% - 100%	103.37%	88.1%
Asset Consumption	80% - 100%	76.29%	78.3%
Net Financial Liabilities	0% - 50%	(7.84%)	N/A
Debt Servicing	0% - 5%	1.7%	N/A

Council's Asset Sustainability and Asset Consumption ratios both fall outside of their targets. This indicates that Council's asset base requires further renewal, with continuing work on its Asset Management Plans and strategies relating to specific asset classes in progress to set a good foundation for improving this in future.

All other ratios are within their targeted ranges. Meeting these targeted ranges is consistent with Council meeting its objective of long-term financial sustainability.

## Appendix 1 – Long Term Financial Plan Funding Statement

### City of Marion

#### 10 Year Financial Plan for the Years ending 30 June 2028

#### BUDGET SUMMARY - GENERAL FUND

Scenario: Draft LTFP 2018/19 - 2027/28 for Public Consultation

		Projected Years								
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Income</b>										
Rates	77,173	79,328	81,543	83,820	86,161	88,567	91,040	93,582	96,196	98,882
Statutory Charges	1,925	1,973	2,023	2,073	2,125	2,178	2,233	2,289	2,346	2,404
User Charges	2,005	2,053	2,104	2,157	2,211	2,266	2,323	2,381	2,440	2,501
Grants, Subsidies and Contributions	8,658	6,035	6,186	6,340	6,499	6,661	6,828	6,999	7,174	7,353
Investment Income	504	687	686	715	747	793	920	1,111	1,332	504
Reimbursements	564	579	593	608	623	639	655	671	688	705
Other Income	876	884	889	895	900	906	912	919	925	931
Net gain - equity accounted Council businesses	344	354	365	376	387	398	410	423	435	448
<b>Total Income</b>	<b>92,049</b>	<b>91,892</b>	<b>94,388</b>	<b>96,984</b>	<b>99,652</b>	<b>102,409</b>	<b>105,321</b>	<b>108,374</b>	<b>111,536</b>	<b>113,730</b>
<b>Expenses</b>										
Employee Costs	34,920	35,329	36,035	36,884	37,760	38,663	39,595	40,557	41,368	42,196
Materials, Contracts & Other Expenses	35,355	31,150	32,090	32,706	33,705	33,304	33,965	34,641	35,719	36,650
Depreciation, Amortisation & Impairment	17,105	17,789	18,501	19,241	20,010	20,811	21,643	22,509	23,409	24,346
Finance Costs	470	400	922	802	700	593	489	410	327	239
<b>Total Expenses</b>	<b>87,850</b>	<b>84,668</b>	<b>87,549</b>	<b>89,633</b>	<b>92,175</b>	<b>93,370</b>	<b>95,693</b>	<b>98,117</b>	<b>100,823</b>	<b>103,430</b>
<b>Operating Surplus</b>	<b>4,199</b>	<b>7,224</b>	<b>6,840</b>	<b>7,351</b>	<b>7,478</b>	<b>9,039</b>	<b>9,628</b>	<b>10,257</b>	<b>10,712</b>	<b>10,300</b>
Amounts Received Specifically for New or Upgraded Assets	-	10,000	-	-	-	-	-	-	-	-
<b>Net Surplus / (Deficit) for the Year</b>	<b>4,199</b>	<b>17,224</b>	<b>6,840</b>	<b>7,351</b>	<b>7,478</b>	<b>9,039</b>	<b>9,628</b>	<b>10,257</b>	<b>10,712</b>	<b>10,300</b>
<b>Capital (Balance Sheet) and Reserve Movements</b>										
Capital Expenditure	(29,934)	(47,794)	(21,850)	(22,255)	(22,828)	(23,481)	(21,765)	(22,228)	(22,574)	(23,028)
Loan Repayments (External)	(1,100)	(1,170)	(2,287)	(1,918)	(2,020)	(2,127)	(1,565)	(1,644)	(1,727)	(1,815)
New Loan Borrowings (External)	-	12,960	-	-	-	-	-	-	-	-
Net Transfers (to)/from Reserves	10,538	2,170	(760)	(760)	(760)	(760)	(760)	(760)	(760)	(760)
<b>Total Capital (Balance Sheet) and Reserve Movements</b>	<b>(20,497)</b>	<b>(33,835)</b>	<b>(24,897)</b>	<b>(24,933)</b>	<b>(25,608)</b>	<b>(26,368)</b>	<b>(24,090)</b>	<b>(24,632)</b>	<b>(25,062)</b>	<b>(25,603)</b>
<b>Net Result (including Depreciation &amp; Other non-cash items)</b>	<b>(16,297)</b>	<b>(16,610)</b>	<b>(18,057)</b>	<b>(17,582)</b>	<b>(18,130)</b>	<b>(17,329)</b>	<b>(14,462)</b>	<b>(14,375)</b>	<b>(14,350)</b>	<b>(15,303)</b>
Add back Depreciation Expense (non-cash)	17,105	17,789	18,501	19,241	20,010	20,811	21,643	22,509	23,409	24,346
Add back Other Expenses (non-cash)	-	-	-	-	-	-	-	-	-	-
Less Other Income (non-cash)	(344)	(354)	(365)	(376)	(387)	(398)	(410)	(423)	(435)	(448)
<b>Cash Budget Surplus</b>	<b>464</b>	<b>825</b>	<b>79</b>	<b>1,283</b>	<b>1,493</b>	<b>3,083</b>	<b>6,771</b>	<b>7,712</b>	<b>8,624</b>	<b>8,594</b>



## Appendix 2 – Capital Works Program

ROAD RESEAL PROGRAM 2018/19				
Road Name	Suburb	Ward	From	To
Program currently being finalised				

RESIDENTIAL FOOTPATH PROGRAM 2018/19				
Road Name	Suburb	Ward	From	To
Proactive Footpath Works	Various	Various		
Bathbank Crescent	Sheidow Park	Southern Hills	#12 Bathbank Crescent	#6 Bathbank Crescent
Brayden Court	Mitchell Park	Warriparinga	Lynton Avenue (North)	Alley way
Clifftop Crescent	Marino	Coastal	Fryer Avenue	End
Currie Court	Sheidow Park	Southern Hills	#5 Currie Court	School Boundary
Dutchman Drive	Hallett Cove	Coastal	Bus Stop 57A	The Cove Road
Emma St and Ruth Court	Marino	Coastal	The Cove Road	Emma Street (West)
First Avenue	Ascot Park	Coastal	Railway Terrace	Existing path
Frederick Lane	Glandore	Woodlands	Pleasant Avenue	Laneway
Gangara Court	Glengowrie	Mullawirra	#9 Gangara Court	#12 Gangara Court
Haddon Street	Mitchell Park	Warriparinga	Thorn Avenue	Quick Road
Harlow Street	Mitchell Park	Warriparinga	Thorn Avenue	Quick Road
High Street	Seacliff Park	Coastal	32 High Street	Bus stop 43A
Kulanda Road	Marino	Coastal	#3 Kulanda Road	Sheidow Terrace
Lonsdale Road	Hallett Cove	Coastal	Bus Stop 52C	Ragamuffin Drive
Main South Road	Clovelly Park	Warriparinga	#1262 Main South Road	#1266 Main South Road
Pildappa Avenue	Park Holme	Mullawirra	Marion Road	#12 Pildappa Avenue
Shaftesbury Terrace	Marino	Coastal	Carlton Terrace	#3 Shaftesbury Terrace
Spinks Road	Marino	Coastal	Jervois Terrace	#17 Spinks Road
Teesdale Crescent	Plympton Park	Mullawirra	#13 Teesdale Crescent	Teesdale Crescent
Thermopylae Crescent	Hallett Cove	Coastal	Sandison Road	Narida Street
West Street	Seacliff Park	Coastal	#4 West Street	Hill Street

TRAFFIC DEVICES PROGRAM 2018/19			
Road Name	Suburb	Ward	Description
Calum Grove	Seacombe Heights	Warriparinga	School Crossing
East Terrace	Edwardstown	Woodlands	Parking Bay
Grand Central / Shamrock	Hallett Cove	Coastal	Roundabout
Kangaroo Thorn	Sheidow Park	Southern Hills	Parking Bay
Lander Road	Oaklands Park	Southern Hills	Raised Median
Livingston / Filmer	Glengowrie	Mullawirra	Roundabout
Morphett Road	Warradale	Warracowie	Parking Areas

STORMWATER DRAINAGE PROGRAM 2018/19		
Road Name	Suburb	Ward
Forrest Avenue	Marino	Coastal
Herron Way	Hallett Cove	Coastal
John Street	Ascot Park	Woodlands

STREETSCAPE PROGRAM 2018/19		
Road Name	Suburb	Ward
Birch Crescent (Design)	Tonsley	Warriparinga
Bray Street	Plympton Park	Mullawirra
Railway Terrace	Edwardstown	Woodlands
Warracowie Way (Design)	Oaklands Park	Warracowie

IRRIGATION & WETLANDS PROGRAM 2018/19		
Location	Suburb	Ward
Alawoona Avenue Reserve	Mitchell Park	Warriparinga
Bandon Terrace Reserve	Marino	Coastal
First Avenue Reserve	Hallett Cove	Coastal
Heron Way Reserve	Hallett Cove	Coastal
Kenton Reserve	Marion	Warriparinga
Mitchell Park Reserve	Mitchell Park	Warriparinga
Pavana Reserve	Hallett Cove	Coastal
Shamrock Reserve	Hallett Cove	Coastal

OTHER INFRASTRUCTURE PROGRAM 2018/19		
Details	Suburb	Ward
Bus Shelters	Various	Various
Edwardstown Bore	Edwardstown	Woodlands
Kerb & Water Table	Various	Various
LED Lighting Transition	Various	Various
Signage	Various	Various
Sturt Linear Path	Glengowrie	Mullawirra
Sturt River Bridge	Morphettville	Mullawirra
Walking & Cycling Pathways	Various	Various
Warriparinga Reserve Bore	Sturt	Warriparinga

OPEN SPACE & RECREATION WORKS PROGRAM 2018/19			
Location	Suburb	Ward	Description
<b>Playground Implementation Program</b>			
Heron Way Reserve	Hallett Cove	Coastal	Construction
Bandon Terrace Reserve	Marino	Coastal	Construction
Shamrock Road Reserve	Hallett Cove	Coastal	Construction
First Avenue Reserve	Ascot Park	Woodlands	Construction
Mitchell Park Oval	Mitchell Park	Warriparinga	Construction
Various*	Various	Various	Remove Playground without replacement
* Council is currently finalising the exact locations for playground removals for 18/19			
<b>Reserve Improvements</b>			
Oaklands Estate (Reserve & Playground)	Oaklands Park	Warracowie	Construction
2nd Dog Park	TBC	TBC	Construction
Various*	Various	Various	Installation of shade sails
*Council is currently finalising the exact location for the provision of shade in 18/19			
<b>Public Toilets</b>			
Shamrock Road Reserve	Hallett Cove	Coastal	Install new facility
Capella Reserve	Hallett Cove	Coastal	Install new facility
<b>Tennis &amp; Netball Courts</b>			
Morphettville Tennis Club	Morphettville	Mullawirra	Courts and facility improvements
Glandore Oval	Glandore	Woodlands	Courts and facility improvements
Hamilton Park Reserve	Warradale	Warracowie	Remove courts, clubroom and then landscape
Ballara Park	Warradale	Warracowie	Remove courts and then landscape
Sandery Avenue Courts	Seacombe Gardens	Warracowie	New shelter, site power and storage

PROPERTY/BUILDING WORKS PROGRAM 2018/19			
Location	Suburb	Ward	Description
Various	Various	Various	Solar infrastructure installations
Active Elders	Ascot Park	Woodlands	Replace ceiling
Administration Building	Sturt	Warriparinga	Front counter and entrance upgrade
Cosgrove Hall	Clovelly Park	Warriparinga	New Air Conditioner
Cove Sports Club	Hallett Cove	Coastal	Replace oval lights
Edwardstown Soldiers Memorial Oval	Edwardstown	Woodlands	Redevelopment
Fairford House	Bedford Park	Warriparinga	Window treatments
Fitzgerald James Building	Glandore	Woodlands	Replace Electricity Board, DDA works
Glandore Community Centre	Glandore	Woodlands	Replace signage
Glengowrie YMCA	Glengowrie	Mullawirra	Replace kitchen
Hallett Cove Tennis Club	Hallett Cove	Coastal	Replace floor covering
Marion Bowling Club	Marion	Warriparinga	Replace kitchen
Marion City Band Building	Edwardstown	Woodlands	Replace kitchen and remove asbestos
Marion Cultural Centre	Oaklands Park	Warracowie	Coat Timber Floor
Marion Outdoor Pool	Park Holme	Mullawirra	Upgrade building, foyer and facade
Marion Outdoor Pool	Park Holme	Mullawirra	Car park renewal
Park Holme Library	Park Holme	Mullawirra	Upgrade toilets (DDA)
Trott Park Neighbourhood Centre	Trott Park	Southern Hills	Replace kitchen, signage and remove asbestos
Warradale Kindy	Warradale	Warracowie	Remove asbestos
Woodforde Family Reserve	Park Holme	Mullawirra	DDA works

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Originating Officer:** Vanita Schwarz, Volunteer Development Officer

**Line Manager:** Rachel Read, Unit Manager Human Resources

**Corporate Manager:** Steph Roberts, Manager Human Resources

**Chief Executive Officer:** Adrian Skull

**Subject:** HYPA Geared2Drive Program Review

**Report Reference:** GC080518R03

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### **REPORT OBJECTIVES & EXECUTIVE SUMMARY**

This report provides an evaluation of the HYPA Geared2Drive program in the City of Marion. The program was endorsed by Council, report Ref: GC270617R03, to support financially challenged and socially isolated people in our community to learn to drive. This report provides recommendations regarding the continuation of the program.

### **RECOMMENDATIONS**

### **DUE DATES**

**That Council authorises the Chief Executive to:**

- |  |                   |
|--|-------------------|
| <b>1. Extends the HYPA Geared2Drive contract until 30 September 2018</b> | <b>8 May 2018</b> |
| <b>or</b>  |                   |
| <b>2. Cease the HYPA Geared2Drive program at 30 June 2018</b>            | <b>8 May 2018</b> |

### **BACKGROUND**

The City of Marion has hosted the HYPA program since 1 October 2017. The program supports young people and migrants to gain their provisional driver's licence. The intent is to pair approximately 10 people and volunteers to complete the 75 required supervised driving hours.

### **DISCUSSION**

The program aims to engage five volunteers to assist 7-12 participants to gain their 75 hours driving required to gain their provisional licence.

The HYPA Geared2Drive program was promoted through the City of Marion website, social media, newspaper articles and advertisements, through Council Youth, Migrant and Volunteer Networks, schools, with the use of flyers at City of Marion sites and via television screens located across City of Marion sites.

As at April 2018 the City of Marion Geared2Drive program has engaged a total of three volunteers and five participants:

- One has gained their provisional licence
- One has been removed from the program due to alternative driving support
- One has been removed from the program as they require more lessons
- Two are active

- There have been a total of 21 driving sessions since the program began

22 enquiries have been received, however they have not met the program criteria including access to people they can drive with, not having had professional lessons or they reside out of the City of Marion area.

The City of Marion was charged a reduced rate for this program trial, invested a total of \$10,243 and received \$5,000 through grant funding, the current contract expires in June 2018 but can be extended to September 2018. The renewal of the program beyond the current contract is quoted to cost \$21,147, for a 9 month period from September 2018 to June 2019.

HYPA have offered to extend the program to September 2018 at no extra cost due to the lack of uptake, however should participant numbers increase there would be further costs associated with this for the City of Marion.

For the program to continue beyond the 30 June 2018 funding would need to be sought externally and Council would also need to partially fund the cost. When the City of Marion program ceases, participants will be able to continue their driving sessions with the Adelaide City based HYPA Geared2Drive program.

## **CONCLUSION**

The HYPA Geared2Drive Program has not been as successful as expected. Whilst there has been value for the participants who have been involved, the cost of the program to Council has been significant.

Due to the lack of interest and associated costs, it is recommended that the program not continue beyond June 2018.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Originating Officer:** Brett Grimm, City Activation Senior Advisor

**Manager:** Greg Salmon, Manager City Activation

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Walking and Cycling Guidelines 2018-2022 and Tonsley Greenway

**Report Reference:** GC080518R04

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## **REPORT OBJECTIVES**

To advise Council of the outcome of the review of the Walking and Cycling strategy 2012-2017; and to seek Council's endorsement of the revised document, the Walking and Cycling Guidelines 2018-2022.

In addition, provide an alternative route for the Tonsley Greenway (Daws Rd to Celtic Ave) for Council consideration.

- Appendix 1: Walking and Cycling Guidelines 2018-2022
- Appendix 2: Alternative Tonsley Greenway alignment (Daws Rd to Celtic Ave)

## **EXECUTIVE SUMMARY**

The previous Walking and Cycling strategy 2012 – 2017 provided direction and information to facilitate an integrated strategic approach to the planning, design, construction and maintenance of existing and future walking and cycling paths. It also provided an important communication document to external stakeholders, including potential funding partners; and moreover promoted the benefits and importance of an active, healthy and connected community.

The initial appraisal for the review determined that the fundamental direction and effectiveness of the Walking and Cycling strategy 2012 – 2017 was sound. The overarching direction of the document has delivered tangible benefits to the City of Marion by providing a coordinated and planned approach to the delivery of infrastructure, and promoting the community benefits of walking and cycling.

The scope of the review has targeted the overarching strategic framework to ensure consistency with Council's vision, in particular the City of Marion Community Vision – Towards 2040 Themes. The revised document also updates the overall graphic information and imagery to ensure that the document is engaging and effective as a communication tool.

The Tonsley Greenway alignment between Daws Rd and Celtic Avenue has been reviewed to provide a practical and cost effective solution utilising a combination of on and off road typologies outside the rail corridor.

**RECOMMENDATIONS****DUE DATES****That Council:**

- |  |            |
|--|------------|
| 1. Endorses The City of Marion Walking and Cycling Guidelines 2018-2022  | 8 May 2018 |
| 2. Notes that where grant funding opportunities arise and are successfully achieved the relevant capital works will need to be appropriately resourced, in order to enable the necessary planning, design development, project management and construction to be carried out, and this will need to be reflected in the Annual Budget. | 8 May 2018 |
| 3. Provides in-principle support for the revised Tonsley Greenway alignment (Daws Rd to Celtic Avenue), subject to Hamilton Secondary College and DECD agreements.   | 8 May 2018 |
| 4. Notes a future report will be presented to Council outlining Tonsley Greenway discussions with Hamilton Secondary College and DECD.   | Sept. 2018 |

**BACKGROUND**Walking and Cycling Guidelines

The Walking and Cycling Strategy 2012-2017 was endorsed by Council in 2012. At that time, the project initiation and broad based investigation involved an engagement strategy including Council and other key stakeholders.

The key objectives of the study were to prepare strategies, plans and directions that would:

- Identify opportunities for expanding the pedestrian and cycle network.
- Identify a hierarchy of streets & movement corridors favouring cycling & walking.
- Identify strategic opportunities for the City of Marion from State and Regional transport proposals.
- Develop principles and guidelines for designing pedestrian and cycle friendly streets.
- Explore opportunities to integrate public transport with cycle and walking facilities.
- Investigate ways to improve pedestrian and cyclist safety, legibility and signage.
- Develop where appropriate alternative and innovative streetscape design options.
- Provide best practice examples of urban design and streetscapes.

These outcomes were incorporated in the documents, plans, best practice examples and street typologies.

The endorsed document was timed for review in 2017. The initial appraisal of the document involved council staff across internal council departments. This appraisal determined that the fundamental direction and effectiveness of the original Council endorsed document was sound. This outcome reflected the thoroughness of the initial study and value of the input from Council and other stakeholders. Accordingly, the review determined a targeted approach to the revision focussed upon the broader strategic context, as the overarching strategic framework of Council had been updated over this period.

The authors of the original document, Oxigen were engaged to undertake the amendments to the document under the direction of council staff. This included the updating of the graphic information and imagery.

### Tonsley Greenway

The Tonsley Greenway design development for Daws Road to Celtic Avenue was presented to Council 30 January 2018 (GC300118R07). The alignment proposed was within the rail corridor. Quantity surveyors were engaged to calculate a cost estimate, which is \$3.4 million.

Through detailed design investigations, the concept identified a number of site constraints associated to spatial allocation and civil infrastructure requirements with overhead electrification catenary poles offsets and storm water management requirements. In addition, the construction works can only be conducted within a full track shutdown and de-energised environment. This requirement would preclude construction occurring independently of a larger track overall track realignment. Consequently, Council resolved at its meeting:

1. *Endorses not to proceed with the detailed design and construction of the Tonsley Greenway Stage 1 within the rail corridor alignment.*
2. *Approves an amendment to the existing Open Space and Places for People Grant Funding be sought from the Department of Planning, Transport and Infrastructure to redirect the funding for the construction of an alternative walking and cycling route.*
3. *Requests the development of an alternative walking and cycling route, outside of the rail corridor, to be presented to Council for consideration.*

The DPTI open space grant funding has been redirected to the Sturt Linear trail which was the subject of a recent DPTI grant application 2017/18 to renew a bridge structure connecting Appleby Reserve to Clifton Ave, Morphetville. The timing of this project was well suited to the grant funding due to the asset condition of the existing bridge, opportunity to integrate with the current reserve redevelopment, path renewal and timeframes for acquitting funds.

Detail design Tonsley Greenway (Birch Crescent to Tonsley Innovation precinct) is programed 2018/19. This work forms part of the Birch Crescent Streetscape program.

## **ANALYSIS**

### Walking and Cycling Guidelines

The review of the Walking and Cycling Strategy 2012-2017 considered the efficacy of the document in delivering the objectives as stated in the purpose. The review determined that the fundamental objectives remain appropriate and that the document had provided important direction and coordination of opportunities for walking and cycling initiatives. To date, through the direction of the document, the City has delivered important walking and cycling infrastructure including:

- Completion of sections of the Mike Turtur Bikeway (tramway);
- Installation of sections of the Adelaide to Marino Rocks Greenway (implemented the Daws Road to Sixth Ave section and pavement markings along Addison Road Warradale);
- Upgrade of various sections of the Sturt Linear path – in total 2,700 metres from Marion Road to Carlisle Ave; and
- Upgrade to the path connection through Waterfall Creek to the Coast to Vines Rail Trail.
- Charles Street- Tonsley Greenway



Additionally the document enables Council to advocate with other partners and agencies to ensure that the delivery of infrastructure is integrated and consistent with the strategic vision of Council. Council's advocacy role extends to the following projects:

- Tonsley Greenway and Flinders Link with DPTI and Renewal SA;
- Provision of bike paths & connections as part of the Darlington Project;
- Provision of bicycle paths as part of the Oaklands Crossing design;
- Concept development of an east-west bike connection -Tonsley to Marion Cultural Centre (via Alawoona Ave); and
- Marino Rocks – advocate for DPTI to construct the section adjacent to the Edwardstown Station.

Furthermore, the document has been integral to the planning of the Walking and Cycling program. The program has delivered projects totalling a combined expenditure of \$3.05 million (City of Marion \$1.5 million + \$1.48 million grant funding) over the period 2012 – 2017. Accordingly, the revised document retains these fundamental objectives, albeit with minor amendments to update the new context within Council's current plans and strategic focus:

- Provide an appreciation of the benefits of walking and cycling and their value in Council's strategic focus on Connected Communities.
- Evaluate existing walking and cycling networks and conditions to assess their adequacy in operation, connectivity, safety, comfort and amenity.
- Form part of Council's focus on achieving a more integrated, sustainable transport network, and the promotion of walking and cycling as viable transport alternatives to the private car.
- Provide Council with information that may assist in assessing existing and future State Government-led transport strategies and plans.
- Deliver strategies for improving the function and amenity of walking and cycling, and reinforce connected transport and recreation options for all City of Marion residents and visitors.
- Coordinate planning and delivery of walking and cycling infrastructure, including assisting in directing capital works expenditure. Capital works may be funded by Council themselves or in partnership with the State Government or private developers.
- Develop long-term management plans for renewing and upgrading Council roads, footpaths and cycle infrastructure, consistent with Council's strategic vision for integrated transport reflected in the Marion Streetscapes Design Guidelines and Strategic Plan.
- Plan for maintenance and management of walking and cycling networks.
- Develop strategies for promotion, education, advocacy and support of walking and cycling to create a culture within the City of Marion that respects and embraces walking and cycling both at a strategic, decision-making level and at local community level.

The vision for walking and cycling remains consistent with the original:

The City of Marion aims to provide the infrastructure, amenity and education to support walking and cycling as an attractive and viable option for recreation and transport within the City.

Importantly the revision updates the strategic framework to reflect the current City of Marion Community Vision – Towards 2040 themes.

The revision reformats the graphic information, including updating the visual imagery, however the structure of the document is consistent with the previous document. The review concluding that the logical sequencing of chapters is appropriate, easily understood and communicated.

A review of the mapping was also undertaken to provide clarity to the context of the network, connecting to community facilities, activity centres and schools. Action Plans and Priorities were also reviewed to reflect elected member forum discussions.

### Tonsley Greenway

The alternative alignment proposed is to the west of the rail corridor connecting Mitchell Park Train Station, Mitchell Park Sports and Community Centre, on road path along Waterman Tce to Charnwood Street, north through Sampson reserve and the eastern side of Hamilton Secondary College connecting to David Ave.

The proposed alignment provides connectivity with neighbouring schools (Hamilton Secondary College, Clovelly Park Primary and Sacred Heart) and community facilities, whilst aligned to a legible, safe route to Daws Rd. It also provides a relatively direct link to a proposed pedestrian activated crossing connecting to Charles Street, which has recently been upgraded as part of the streetscape program.

An alternative alignment to the east of the rail corridor was considered along Renown Ave and Percy Ave. This alignment did not provide the connections to community facilities and proposed areas of potential conflict between school drop of zones and non- desirable traffic control devices. Consequently, the preferred alternative alignment is as per Appendix 2.

The alignment has been conceptually described through cross section typologies (on road, and off road paths with a path typical width of 3 metres bitumen seal). Effectively for on road applications the path would be line-marked onto the road surface with minor infrastructure protuberances or alike providing spaces for refuge and wayfinding at intersections or nodes. Off road paths would be treated as a 3m wide bitumen seal path within verges and or reserves. Tree planting will be considered along sections to provide shade and amenity.

At this high level of design, an opinion of cost has been ascertained based on typical rates and linear metres for each typology applied. Notably contingencies and detailed design investigation are required to ground truth and verify cost estimates. The high-level opinion of cost is \$312,000 inclusive of contingencies and design fees. This provides a more cost effective solution to the rail corridor original proposal.

## **CONSULTATION**

### Walking and Cycling Guidelines

The minor amendments of the revision have not altered the fundamental focus and direction of the previous document. Accordingly, the review has not involved an extensive external consultation process.

An Elected Member Forum was facilitated on 20 March 2018. Feedback received at the forum comprised:

- General support for the document and its directions
- General support for the funding model presented
- Maps to clearly illustrate schools and review linkages where achievable
- Lens review of major community centres and connectivity
- Review of the actions and priorities matrix

Feedback from Elected Members has been incorporated into the guidelines attached as appendix 1 to this report.

## Tonsley Greenway

Council staff have approached Hamilton Secondary College to seek their level of support for the proposed alignment along the eastern edge of the playing fields. Under site inspection, the path would be practical, providing an enhanced connection for the students and community. Preliminary feedback is supportive.

The Principal of the school will present the proposal to the schools Governing Council in May 2018 seeking in-principle support. Subject to resolution, DECD will be consulted and further detailed discussions of agreement prior to the preparation of a document to the Minister for approval.

Subject to Council resolution on the alternative alignment staff will engage with the School and DECD to discuss the proposal in more detail, presenting back to Council outcomes in a future report.

Further discussions with DPTI rail as to the potential to relocate the existing fence line on Kirra Ave and Furner Rd will be discussed in detail design. Preliminary feedback is supportive.

Further community and stakeholder engagement will be required to assess the proposed alternative alignment and feedback considered as part of the design investigation process.

## **FINANCIAL IMPLICATIONS**

The Walking and Cycling Network Program endorsed by Council on 8 September 2015 (GC080915R03) is funded by an ongoing contribution of \$200,000 per annum quarantined in the Asset Sustainability Reserve.

The proposed program included sections of the Tonsley Greenway with the works to be supported by leveraging grant funding and alignment to council streetscape program where applicable.

## **RESOURCES (CAPACITY) IMPACT**

Council staff will continue to manage future projects associated with the Walking and Cycling Network Program. Works will be planned and coordinated within Annual Business Plan processes.

## **SOCIAL / CULTURAL IMPACT**

The encouragement to walk and cycle will reduce the carbon footprint and support further use of low emissions transport options. The community health benefits of active travel options are widely acknowledged.

## **ENVIRONMENTAL (GREEN) IMPLICATIONS**

The document integrates with the focus of streetscapes to incorporate landscape treatments and water sensitive design. The document promotes and advocates for education on sustainable modes of transportation.

## **CONCLUSION**

The review confirms the soundness of the fundamental direction and the effectiveness of the original Council endorsed document. This reflects the thoroughness of the original study and the value of the input from Council and other key stakeholders. The revision has produced an

updated document, consistent with the Council's strategic vision and updated with an engaging graphic format.

Walking and cycling remains central to supporting Council's vision. This document ensures that the Council directs its efforts in a coordinated and planned approach, in the delivery of supporting infrastructure and in the promotion of the benefits of an active and connected community.

The Tonsley Greenway (Daws Rd to Celtic Avenue) alternative alignment outside the rail corridor is proposed to comprise of a combination of on and off road treatments. The proposed alignment is to the west of the rail corridor connecting Mitchell Park Sports and Community Centre and traversing through the eastern side of Hamilton Secondary College grounds. Initial discussions with the College have been supportive. Further detail will be required and agreements put in place with DECD. These discussions will commence with Councils in-principle support of the proposed alignment.

## **APPENDICES**

Appendix 1: Walking and Cycling Guidelines 2018 – 2022

Appendix 2: Tonsley Greenway Alternative Alignment - Daws Rd to Celtic Avenue

Appendix 3: Tonsley Greenway Alternative Alignment—High Level Cost Estimates (Daws Rd to Celtic Avenue)

Date —  
April 2018

Appendix 1

Appendix 1

# Walking and Cycling Guidelines

City of Marion  
2018-2022



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**Acknowledgements —**

**This review of the Walking and Cycling Guidelines was commissioned by the City of Marion under the direction of the Project Steering Group:**

- Keith Davis
- Elaine Delgado
- Mark Griffin
- Brett Grimm
- Georgie Johnson
- Joyce Louey
- Rudy Tieman

**Revision —**

**E**

**Date —**

**April 2018**

**Author —**

**Oxygen 2018**

**Prepared For —**

**City of Marion**

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## Marino Rocks Greenway



# Introduction

# Overview

Walking and cycling is central to supporting active living and healthy lifestyles. As well as improving health and wellbeing, walking and cycling supports environmental sustainability, safe communities, robust economies and reduces vehicular traffic congestion.

However, these benefits are not fully realised as many of our urban environments are not conducive to walking or cycling. Getting around the City of Marion on foot or bike can be a challenge. Our car-dominant environment makes the task of getting from place to place difficult for those who do not have a car, or who wish to travel by other transport modes, due to limited provision of infrastructure that supports safe routes of passage.

Since the Second World War, the City of Marion has experienced significant growth and expansion of low-density development structured on car-based transport. Most 'greenfield' land in the city has been developed, and now future growth is focused on infill, transit corridor focused development and urban renewal consistent with the objectives of The 30-Year Plan For Greater Adelaide 2017 Update. The 30-year Plan, and other key policy documents, (refer Part 3) promote walking and cycling as sustainable transport modes. Providing supportive environments for walking and cycling, such as safe street networks and connected parks, is essential for active and healthy urban living.

In the context of rising levels of obesity, growing concern for climate change, dependency on car-based transport and increasing congestion, these guidelines provide a clear direction for walking and cycling as a means to redress the hierarchy and balance towards connected and healthy communities.



Railway Terrace,  
Ascot Park (Marino  
Rocks Greenway)

# Structure of this Document

## **Part 1. Value of Walking and Cycling**

- Describes the range of benefits gained from walking and cycling.

## **Part 2. Vision for Walking and Cycling**

- Sets out a clear vision for walking and cycling in the City of Marion.

## **Part 3. Setting the Scene**

- Summarises the City of Marion's character, destinations, key routes, demographics, policy context and major projects.

## **Part 4. Existing Walking and Cycling Network**

- Evaluates the existing walking and cycling network, including key assets, how they perform and barriers to walking and cycling. Achievements in the previous Walking and Cycling Strategy 2012-2017 are described.

## **Part 5. Best Practice and Case Studies**

- Reviews different pedestrian and cycle path options to provide a 'tool-box' of best practice solutions that may be applied within the City of Marion.

## **Part 6. Recommendations**

- Sets out strategies to improve walking and cycling in the City of Marion.

## **Part 7. Implementation**

- Summarises the actions and priorities for delivering an improved walking and cycling environment.

# About the Guidelines

The City of Marion defines a Connected City at the heart of its strategic planning and decision-making agenda (City of Marion Community Vision > Towards 2040). These Walking and Cycling Guidelines play a key role in delivering the strategic goals of Council and support connected neighbourhoods resulting in healthier, more socially integrated, safe and equitable urban environments.

The updated guidelines provide clear direction for ongoing improvement of walking and cycling in the City of Marion. As the urban structure of the City of Marion is essentially determined, the primary method for delivering walking and cycling improvements is through 'retro-fitting' the existing environment. This includes ensuring walking and cycling is a key component in the planning of future developments and projects in the City of Marion (for example, current consideration is given to projects associated with electrification of the metropolitan rail network, implementation of cycling 'Greenways', Tonsley Innovation District, Oaklands Crossing Project and Oaklands Park transit corridor development, and Darlington Upgrade Project and Flinders Link).

These guidelines contain the 'building blocks' for walking and cycling delivery across the City of Marion. They help inform future developments and strategic planning decisions whilst providing a re-commitment to consider walking and cycling initiatives into Council urban realm planning, projects and budget considerations. In addition, collaborative planning with neighbouring Councils and State Government to connect communities is considered.

Implementation of these guidelines will ensure the City of Marion makes the most of current opportunities and future projects.

---

These guidelines use the terms walking and cycling in their broadest sense. They are inclusive of wheelchairs, prams, mobility scooters and other similar devices, as well as skateboards, kick scooters, rollerblades and the like. It also includes walking and cycling for recreation, fitness and commuting purposes.

---

These guidelines are intended to guide Council over the next five years (2018-2022). They are to be used regularly, including an annual formal review focusing on the Proposed Walking and Cycling Network Plan (Part 6) and Action Plan and Priorities (Part 7).



Minchinbury Terrace,  
Marion

# Purpose of the Guidelines

These guidelines are intended for use by the City of Marion, in collaboration with the State Government, other local councils, developers and the community, to:

- Provide an appreciation of the benefits of walking and cycling and their value in Council's strategic focus on Connected Communities.
- Evaluate existing walking and cycling networks and conditions to assess their adequacy in operation, connectivity, safety, comfort and amenity.
- Form part of Council's focus on achieving a more integrated and sustainable transport network and the promotion of walking and cycling as viable transport alternatives to the private car.
- Provide Council with information that may assist in assessing existing and future State Government-led transport strategies and plans.
- Deliver strategies for improving the function and amenity of walking and cycling, and reinforce connected transport and recreation options for all City of Marion residents and visitors.
- Coordinate planning and delivery of walking and cycling infrastructure, including assisting in directing capital works expenditure. Capital works may be funded by Council themselves or in partnership with the State Government or private developers.
- Develop long-term management plans for renewing and upgrading Council roads, footpaths and cycle infrastructure, consistent with Council's strategic vision for integrated transport reflected in the Marion Streetscapes Design Guidelines and Strategic Plan.
- Plan for maintenance and management of walking and cycling networks.
- Develop strategies for promotion, education, advocacy and support of walking and cycling to create a culture within the City of Marion that respects and embraces walking and cycling both at a strategic, decision-making level and at local community level.



Mike Turtur Bikeway and 'Which Way' artwork by CHEB Art



## Marion Coastal Walk

## Part 1

# Value of Walking and Cycling

# Value of Walking and Cycling

**Walking and cycling benefits people and places.**

**People who participate in walking and cycling are rewarded through improved health and social wellbeing.**

**Places that offer good walking and cycling opportunities contribute to a healthy community and robust economy.**

- Almost 5 out of 10 Australian adults do not meet the recommended guidelines for daily physical activity.<sup>1</sup>
- 8 of 10 Australian children do not meet the recommended guidelines for daily physical activity.<sup>2</sup>
- If no further action is taken to slow the growth of obesity then there will be 2.4 million more obese people in 2025 than in 2011-12 and \$87.7 billion in additional costs<sup>3</sup>

<sup>1</sup> Australian Bureau of Statistics, 2015

<sup>2</sup> Active Healthy Kids Australia: Report Card on Physical Activity for Children and Young People, 2016

<sup>3</sup> PWC: Weighing the Cost of Obesity: A Case for Action, 2015

## People



Health



Social

## Places



Environment



Economy



## Cost-benefit Examples

Investment in walking and cycling makes economic sense. More and more research is showing evidence that walking and cycling results in significant economic benefits, particularly in the area of health (refer diagram, bottom-right).

- This paper details a methodology for determining the economic return on cycling networks based on population data, user profiles and path typology. The results indicate that the Queensland economy could expect almost \$5 in economic benefits for every \$1 invested in cycling infrastructure.

Source: Economic Benefits of Cycling Infrastructure At The Program Level, AITPM National Conference, 2017

- A benefit-cost comparison for selected infrastructure projects show for every \$1 invested in bicycle infrastructure there are positive returns to the economy of between \$3.80 - \$7.40 (refer diagram right). This includes quantifiable benefits and costs.

Source: Queensland Government, State of Cycling Report, 2017

- The 2013 monetary value of the health benefits of walking is \$2.77 per km and the monetary value of the health benefits of cycling is \$1.40 per km for Australian adults aged 18 years and older.

Source: Transport and Infrastructure Council, M4 Active Travel, 2016

- The NSW Government Premier's Council for Active Living (PCAL) commissioned a study for developing a cost benefit methodology of walking. The methodology estimates that switching 5% of Sydney Metro daily car trips of under 1km to walking would save \$134 million over five years.

Source: PWC, Estimating the Benefits of Walking, 2010

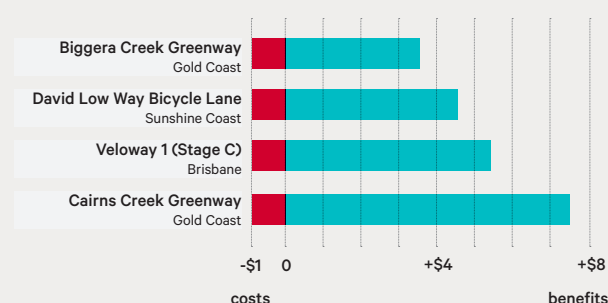
- Walk Score is an online interface that measures the walkability of any address. Walk Score aims to make it easier for people to evaluate walkability and transportation when choosing where to live. Houses with the above-average levels of walkability command a premium from \$4,000 to \$34,000 over houses with just average levels of walkability in the typical metropolitan areas studied.

Source: CEO'S For Cities, Walking the Walk, 2009

### Refer also:

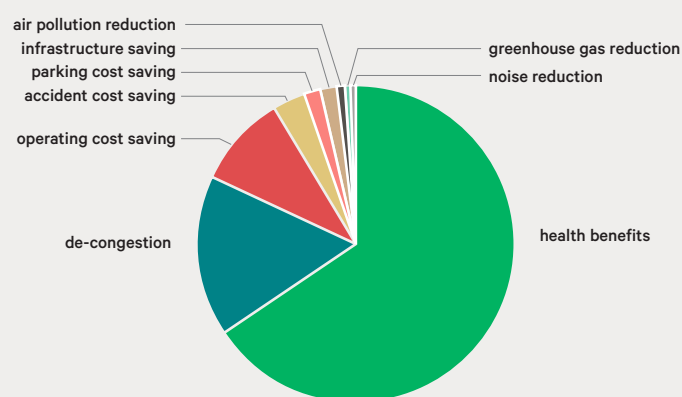
- Cycling Promotion Fund, Economic Benefits of Cycling for Australia, 2008
- Heart Foundation, Good for Business, 2011
- Victoria Transport Policy Institute, Evaluating Active Transport Benefits and Costs, 2017
- Victoria Transport Policy Institute, Economic Value of Walkability, 2017

### Example Cost-benefit of Bicycle Infrastructure



Source: Queensland Government, State of Cycling Report, 2017

### Possible Distribution of Benefits from Walking



Source: PWC, Estimating the Benefits of Walking, 2010

# Benefits of Walking and Cycling

## Health



The health benefits of physical activity are clearly demonstrated. Research estimates about 65% of the overall benefits of walking are related to health (PWC, Estimating the Benefits of Walking, 2010).

In Australia, walking is by far the most popular form of regular exercise. Cycling is also popular. Australians are increasingly becoming less active and more overweight, posing significant health risks and increased pressure on public health services (Heart Foundation, Blueprint for an Active Australia, 2014).

Providing supportive urban environments is pivotal in encouraging walking and cycling in the community. A key part of this is overcoming the barriers that discourage walking and cycling.

Improving public transport (trains, trams, and buses) is also important, as it nearly always involves walking or cycling to and from bus stops and stations.

### Walking and cycling:

- improves general health;
- lowers blood pressure and improves heart health;
- reduces weight and obesity levels;
- improves mental health and wellbeing;
- improves fitness;
- increases life expectancy by reducing the risk of heart disease and stroke through improving conditions like high blood pressure, high cholesterol and diabetes;
- reduces joint and muscular stiffness and pain;
- increases happiness by giving your body all the right chemicals such as endorphins; and
- reduces stress and depression.

## Social



Walking and cycling helps build and support communities by activating our streets and encouraging social interactions.

Walking and cycling increases our knowledge of local areas and the people in the community. Pedestrian and cycle movements are conducive to making connections with people through a nod, smile or greeting – much more so than zooming past in a car.

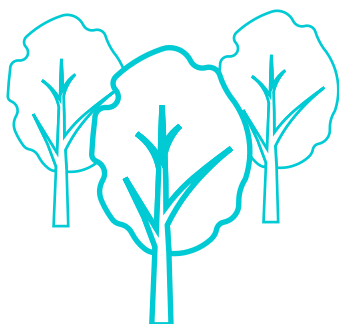
Connected communities, promoted through walking and cycling, increase neighbourhood safety by having more people out and about providing passive surveillance of our streets and parks.

The inclusive nature of walking and cycling means that everyone receives the rewards of improved health and social wellbeing. In particular, children and the elderly can gain greater independence through walking and cycling rather than being reliant on cars.

### Walking and cycling:

- increases social interaction;
- supports community life and more active and interesting streets;
- reduces crime through passive surveillance;
- increases road safety, with research showing increased street activity slows vehicles and increases driver alertness;
- reduces traffic congestion;
- enhances community pride through tactile experiences of place; and
- creates a positive cycle, as people walking and cycling make environments safer and more enjoyable, and encourages others to do the same.

## Environment



The environmental benefits of walking and cycling are largely related to shifts away from other transport modes. Moving away from car-based transport reduces congestion and carbon emissions, whilst improving air-quality and local amenity.

Walking and cycling can effectively connect with public transport to enable longer journeys that would normally be taken by car. This is particularly important for the City of Marion given its distance from Adelaide City.

The combined environmental benefits of reducing noise and greenhouse gas emissions, and improving air quality, equates to around 5.9 cents per km walked or cycled (SKM and PWC, Benefits of Inclusion of Active Transport in Infrastructure Projects, 2011).

---

Walking and cycling:

- are sustainable transport options;
- do not produce air-pollutants, noise pollution or carbon emissions; and
- increases local amenity by reducing the number of vehicles.

Associated infrastructure, such as appropriate street trees, provide shade, biodiversity and amenity.

## Economy



Walking and cycling has many economic benefits and helps alleviate the significant societal and economic costs related to poor community health, traffic congestion and carbon emissions.

At an individual level, walking and cycling is also financially rewarding – being a low-cost alternative to car-based transport.

Research demonstrates that connected communities which are pedestrian and cycle friendly boost local businesses. The findings show that people who walk and cycle to shops are more likely to stay longer, visit more often and spend more money (Heart Foundation, Blueprint for an Active Australia, 2014). People who walk and cycle are more likely to shop in their local area, contributing to the local economy and supporting jobs and revenue.

Investments in walking and cycling infrastructure are also shown to increase the value of nearby residential and commercial properties, and sustain local retail areas and attract new businesses.

---

Walking and cycling:

- reduces economic costs related to poor health, including fewer sick days, and reduces pressure on public health services;
- reduces congestion for quicker travel times and the number of road accidents;
- improves urban quality;
- improves local retail trade;
- infrastructure is more efficient to maintain compared to roads;
- has no parking, petrol, car repair and insurance costs; and
- infrastructure can increase the value of residential and commercial properties nearby.



## Example Shared Path Canberra

## Part 2

# Vision for Walking and Cycling



# Vision for Walking and Cycling

**The City of Marion aims to provide the infrastructure, amenity and education to support walking and cycling as an attractive and viable option for recreation and transport within the City.**

**How walking and cycling aligns with the City of Marion Community Vision - Towards 2040 Themes.**

## **liveable**

where the viable use and amenity of walking and cycling environments is improved by the provision of shady street trees, planting and public art; where streets function as places that contribute toward community-life.

## **valuing nature**

where walking and cycling provisions support community connection and interaction with the natural environment with resulting benefits to local flora and fauna.

## **engaged**

where integrated promotion, education and advocacy encourages and increases participation in walking and cycling with resulting benefits to community health and wellbeing.

## **innovative**

where innovative planning and design facilitate walking and cycling provisions that are inclusive, viable and safe transport options. It is a place where cars do not dominate and alternative transport modes are explored.

## **prosperous**

where increased walking and cycling supports local business and drives economic development in the City.

## **connected**

where a continuous and integrated network of walking and cycling routes connects people and places, both within and outside of the City of Marion.



City of Marion Community Vision > Towards 2040

## A Renewed Direction

To achieve this vision, the emphasis is towards transport planning and design.

Walking and cycling is more than just a transport option - it is a key part of city life. Many believe the best places in the world are those that are walking and cycling friendly. Places that give priority to pedestrians and bike riders are often valued as the most liveable urban communities.

This vision for the City of Marion requires a shift away from car-focused planning and development to one that is people-oriented. Its focus supports an emphasis towards urban infill, increasing densities and transport corridor development as described in The 30-Year Plan for Greater Adelaide 2017 Update.

Great progress has been made since the City of Marion adopted its initial Walking and Cycling Strategy in 2012. Implementation of projects, including the Mike Turtur Bikeway, Marino Rocks Greenway (Railway Terrace), Coast to Vines (Palpa Drive) and Ragamuffin Drive have enhanced the walking and cycling network in the City.

Planning and design for implementation of the Tonsley Greenway, Marino Rocks Greenway (from Cross Road to Sixth Avenue) and Oaklands Crossing are currently underway and demonstrate Council's commitment to providing a comprehensive walking and cycling network in the City.



## Sturt River Linear Park



## Part 3

# Setting the Scene

This part of the guidelines ‘sets the scene’ within the City of Marion, including description of its character, demographics, policy context and major projects.

Key components include:

- Description
- North and South Character
- Destinations
- Major Routes
- Major Projects
- Policy Context
- Demographics

# Description

The City of Marion's location in Adelaide's southern suburbs, extends from the Glenelg to Adelaide Tramline in the north to Field River in the south. The City is bounded by the City of West Torrens to the north, the Cities of Unley and Mitcham to the east, the City of Onkaparinga to the south, and Gulf St Vincent and the City of Holdfast Bay to the west.

The City of Marion is predominantly residential in land use, with additional commercial, industrial and open space uses distributed throughout the City area.

Sturt River traverses the northern part of the City and the Field River meanders along the southern boundary. The Seaford Rail Line, Tonsley Rail Line and Adelaide to Glenelg Tramline pass through the City. The southern part of the City adjoins the coastline and includes part of the Hills Face Zone. O'Halloran Hill Recreation Park, Marino and Hallett Cove Conservation Parks are also located within the City.

Following the Second World War, the City experienced significant growth of low-density development structured on car-based transport. With most 'greenfield' land in the City now developed, future growth is focused on infill and urban renewal along transit corridors, reflecting the objectives of The 30-Year Plan for Greater Adelaide 2017 Update.

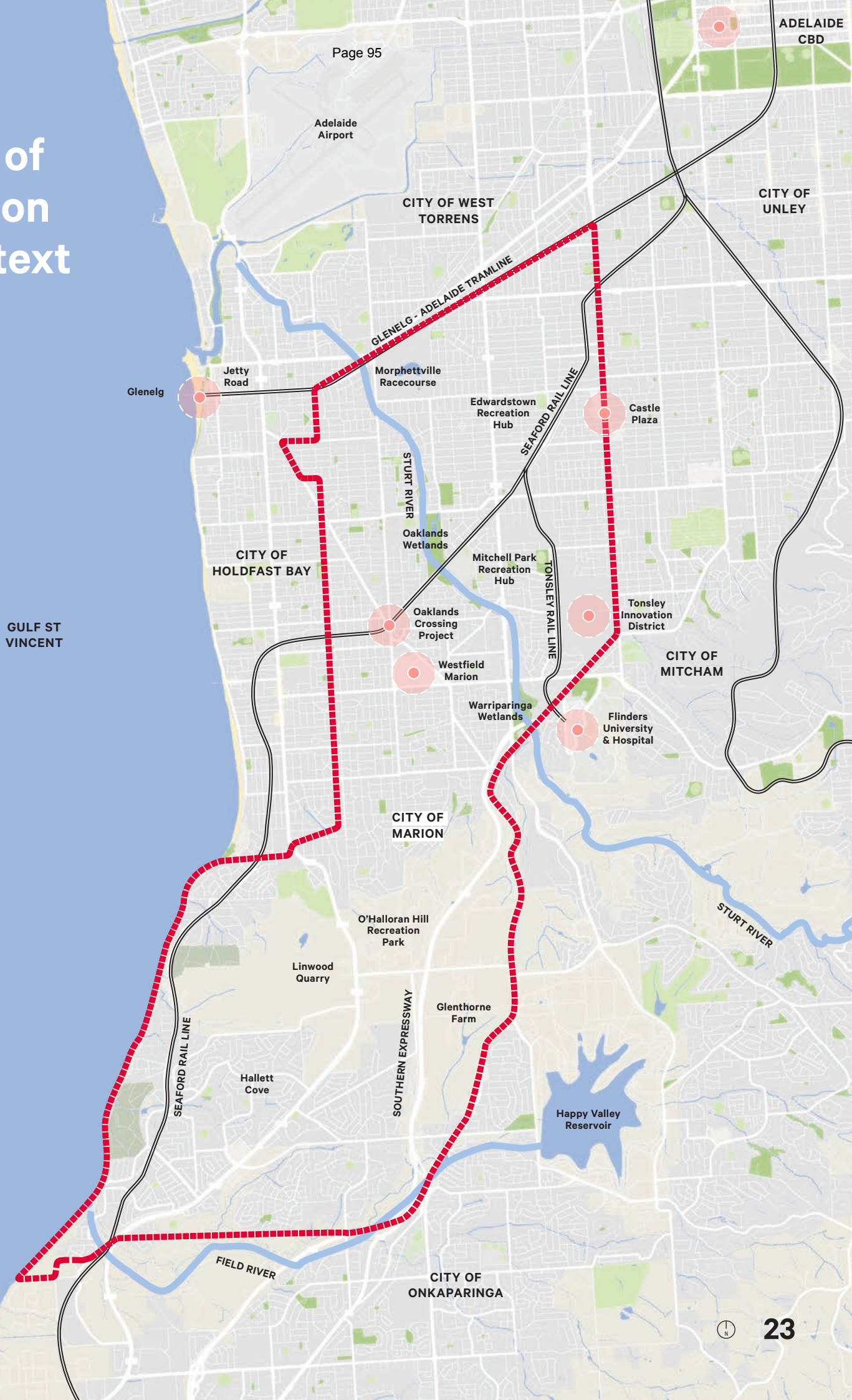
Suburbs in the City of Marion include: Ascot Park, Bedford Park (part), Clovelly Park, Darlington (part), Dover Gardens, Edwardstown, Glandore (part), Glengowrie, Hallett Cove, Marino, Marion, Mitchell Park, Morphettville, O'Halloran Hill (part), Oaklands Park, Park Holme, Plympton Park, Seacliff Park (part), Seacombe Gardens, Seacombe Heights, Seaview Downs, Sheidow Park, South Plympton, Sturt, Tonsley, Trott Park and Warradale.

Source: Profile.id, 2016

## City Snapshot

Council area (hectares)	5,605ha
Council Length (north-south)	15km
Council Width (east-west)	4km
Distance from Adelaide CBD	5-20km
Estimated residential population (ABS, 2016)	90,602
Total (sealed) roads managed	470km
Shared-use paths (sealed)	20.75km
Footpaths	816.39km
Cycle lanes (kms)	25.71km
Walk only to work (2016, ABS) *Note: Does not include people who walk to public transport	1.4%*
Cycled to work (ABS, 2016)	0.9%
Public transport (bus, tram, train) to work (ABS, 2016)	10.8%
Households that do not have a car (ABS, 2016)	8.6%
Bus stops	528
Tram stops	8
Railway stations	13
Schools	24

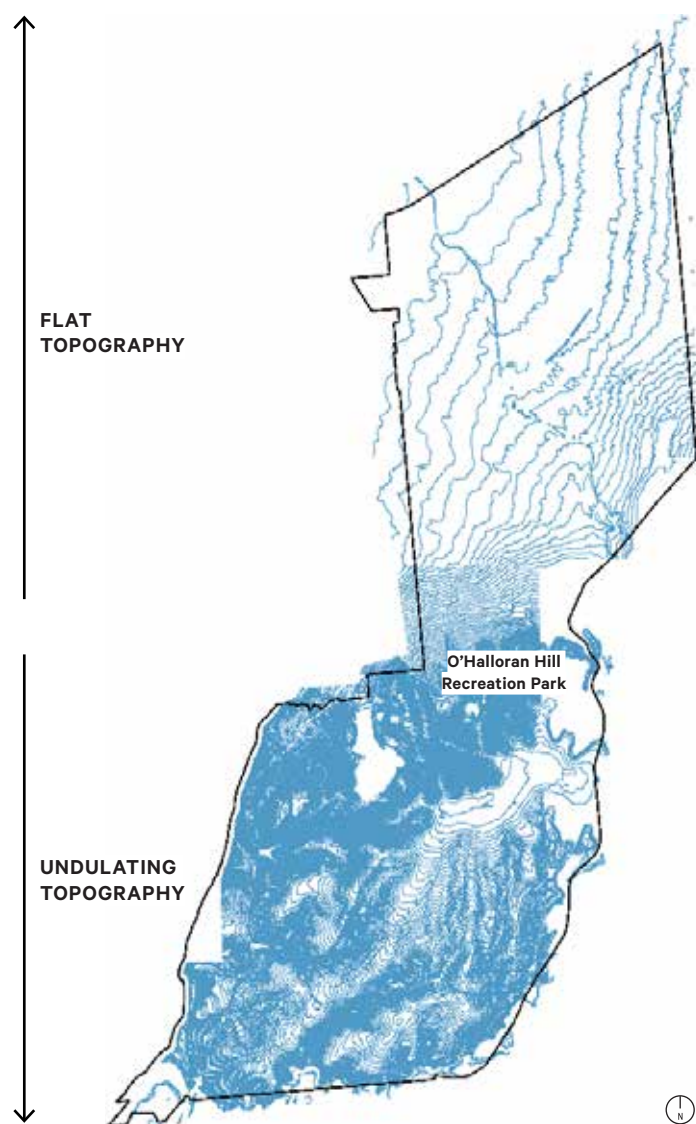
# City of Marion Context



# North and South Character

The City of Marion's geographical area has two distinct characters (north and south) as a result of different topography and form of development. Northern suburbs were primarily developed prior to the Second World War and follow a grid pattern. The southern suburbs, such as Sheidow Park and Trott Park, have developed incrementally over the past 40 years on undulating topography resulting in a more 'organic' urban layout. The north and south are separated by O'Halloran Hill Recreation Park and Marion Conservation Parks.

Approximately three-quarters of City of Marion's population lives in the northern sector of the City.



## North

- Older suburbs
- Grid-pattern
- Flatter topography
- Set-back from coast
- Some mixed use development
- Less open space and reserves
- Few large street trees, some in reserves
- Integration of industry (South Road)

## South

- Newer suburbs
- Curved layout with cul-de-sacs
- Undulating topography
- Adjacent to coast
- Views to coast
- Nearly all residential land use
- More open space reserves
- Few large street trees, some large copses in reserves
- Views



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## **NORTH**

Grid Layout. Few large street trees (St Lawrence Avenue, Edwardstown is the exception). Some larger trees in reserves and backyards.



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## **SOUTH**

Curved layout with cul-de-sacs. Very few large street trees. Some larger trees located in reserves.



# Destinations

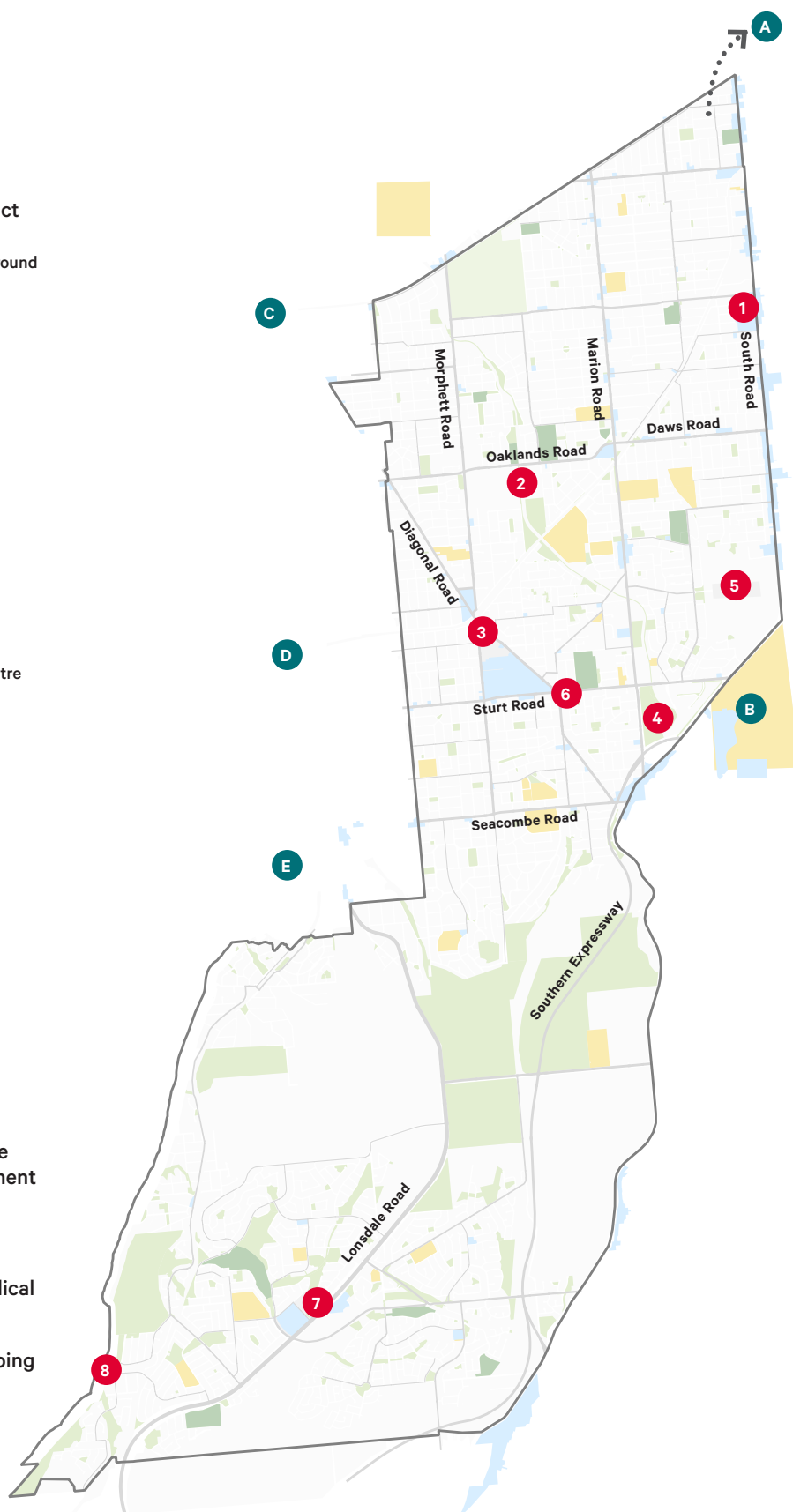
Key destinations within the City of Marion include:

- 1 Edwardstown District Growth Precinct**
  - Castle Plaza Shopping Centre
  - Edwardstown Oval Soldiers Memorial Ground
- 2 Oaklands Recreation Precinct**
  - Oaklands Wetland
  - Oakland Recreation Plaza
  - Marion Outdoor Swimming Centre
- 3 Oaklands Hub Growth Precinct**
  - State Aquatic and Leisure Centre
  - Marion Cultural Centre
  - Westfield Marion
- 4 Warraparinga**
  - Living Kurna Cultural Centre
  - Warraparinga Wetland
  - Marion Holiday Park
- 5 Tonsley Growth Precinct**
  - Tonsley Innovation District
  - Mitchell Park Sport and Community Centre
- 6 Marion Growth Precinct**
  - City of Marion Administration Centre
  - Cooinda Community Centre
  - Marion Sports and Community Club
- 7 Hallett Cove Growth Precinct**
  - Cove Civic Centre
  - Hallett Cove Shopping Centre
  - Cove Sport and Community Centre
- 8 Hallett Cove Foreshore**

- Major centres
- Schools and child care facilities
- Key reserves / open spaces
- Key sport and recreation

While located outside the City of Marion, the following destinations also influence movement patterns:

- A** Adelaide CBD
- B** Flinders University and Flinders Medical Centre
- C** Glenelg Beach and Jetty Road Shopping Precinct
- D** Brighton Beach and Jetty
- E** Seacliff Beach and Brighton Caravan Park



# Major Routes

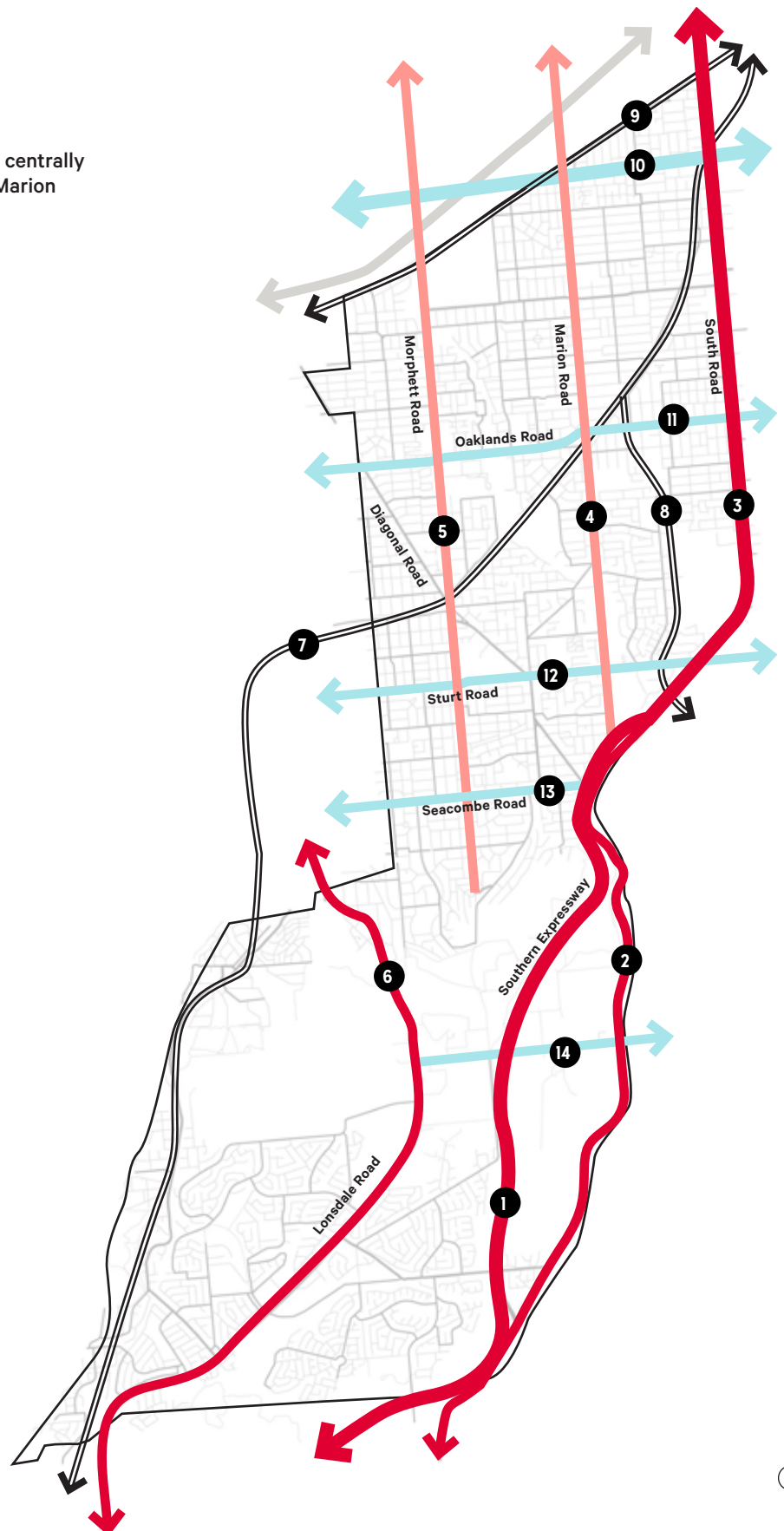
The City of Marion is located in the middle of Adelaide's southern suburbs. Like many other centrally located Local Government Areas, the City of Marion has a high proportion of through traffic.

Key north/south routes include:

- 1 Southern Expressway
- 2 Main South Road
- 3 South Road
- 4 Marion Road
- 5 Morphet Road
- 6 Ocean Boulevard / Lonsdale Road
- 7 Seaford Rail Line
- 8 Tonsley Rail Line and Flinders Link

Key east/west routes include:

- 9 Adelaide to Glenelg Tramway
- 10 Cross Road
- 11 Oaklands / Daws Roads
- 12 Sturt Road
- 13 Seacombe Road
- 14 Majors Road



# Major Projects

The City of Marion is undergoing change, with a number of major projects currently in the planning and development stage. A strategic approach is needed to ensure walking and cycling connections are efficiently planned, integrated and implemented.

Major projects currently being planned and developed in the City of Marion include:

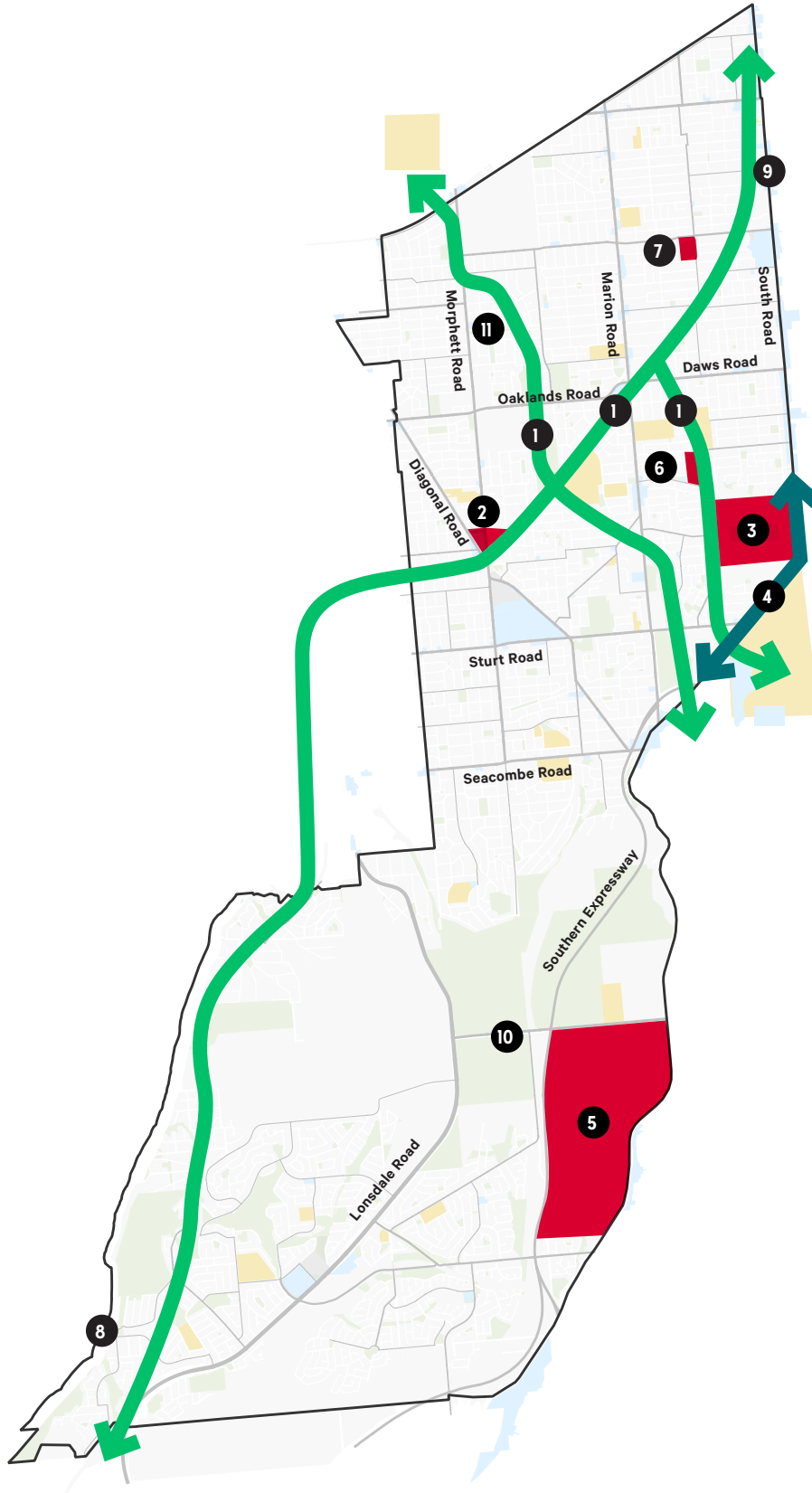
- 1 Greenways program for walking and cycling, including Tonsley Greenway, Marino Rocks Greenway and Sturt River Linear Park
- 2 Oaklands Crossing Project
- 3 Tonsley Innovation District
- 4 Darlington Upgrade Project and Flinders Rail Link
- 5 Planning for Glenthorne Farm
- 6 Mitchell Park Sports and Community Centre
- 7 Edwardstown Oval Soldiers Memorial Ground
- 8 Hallett Cove Foreshore Master Plan
- 9 Castle Plaza
- 10 BMX and Soccer
- 11 Morphetville Park Sporting Club Redevelopment

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Key walking and cycling considerations include:

- ensuring connections and links are provided to the surrounding networks;
- ensuring the level of connection is appropriate – details matter;
- ensuring safe, convenient and enjoyable walking and cycling facilities are provided; and
- for significant proposals (eg. DPA's) ensuring appropriate input is provided by suitably qualified transport planners, urban designers and/or landscape architects focusing on the needs of walking and cycling.





# Policy Context

Some of the key public policies and guidelines affecting walking and cycling in the City of Marion are summarised in the adjacent graphic.

These Walking and Cycling Guidelines:

- Coordinate and direct pedestrian and cycle movement in the City of Marion in support of the strategic goals of Council for a Connected City.
- Align with key planning documents of the South Australian Government, including The 30-Year Plan 2017 Update.
- Inform the development of local policies as well as future capital and recurring work's budgets and transport strategies.

## National

National Cycling Strategy  
(2011-2017)

Australian National Urban  
Policy: Our Cities, our  
Future (2011)

Creating Places for People:  
An Urban Design Protocol  
For Australian Cities (2011)

## Heart Foundation

Blueprint For An Active  
Australia (2014 -2017)

Move it, Australia's Healthy  
Transport Options (2014)

Moving Australia 2030 (2014)

## State

30-Year Plan for Greater  
Adelaide 2017 Update  
(2017)

The Integrated Transport  
and Land Use Plan (2015)

Planning, Development and  
Infrastructure Act (2016)

## Heart Foundation

Streets for People  
Compendium (2012)

Healthy by Design SA  
(2012)

Good for Business  
Discussion Paper (2011)

## Local

Community Vision –  
Towards 2040

City of Marion Strategic  
Plan (2017-2027)

City of Marion Business  
Plan (2016-2019)

Walking and Cycling  
Guidelines (2018-2022)

Major Projects  
Capital Work Programs  
Asset Management  
Assessment of Master Plans and Development Applications  
Tree Management Framework  
Streetscapes Design Guidelines  
Playground Framework

## National

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### National Cycling Strategy 2011-2017

The National Cycling Strategy 2011-17 provides a framework that identifies the responsibilities of government, community and industry stakeholders to encourage more people to cycle.

While the National Cycling Strategy was due to finish at the end of 2016, the strategy has been extended until the end of the 2017. This provides an opportunity for the Australian Bicycle Council to conduct the fourth National Cycling Participation Survey in 2017. The future national approach to cycling (and walking) will be determined in 2018.

The Strategy is underpinned by six key priorities and objectives:

- 1 Cycling promotion.
- 2 Infrastructure and facilities.
- 3 Integrated planning.
- 4 Safety.
- 5 Monitoring and evaluation.
- 6 Guidance and best practice.

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### Blueprint for an Active Australia 2014-2017

‘Blueprint for an Active Australia’ provides the information for a national physical activity plan.

The aim of the national physical activity plan is to achieve increased levels of physical activity, leading to community-wide benefits in health, the environment, social policy and the economy.

Implementation will require Federal, State and Local Governments giving priority to physical activity and supporting the community.

## State

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### The 30-Year Plan for Greater Adelaide (2017)

The 30-Year Plan for Greater Adelaide promotes a built-form structure that focuses Adelaide's growth along transport corridors and nodes.

Key targets of the 30-Year Plan relevant to this project are:

- 1 Containing our urban footprint and protecting our resources.
- 2 More ways to get around.
- 3 Getting active.
- 4 Walkable neighbourhoods.
- 5 A green liveable city.

There are limited areas available for greenfields development in the City of Marion. Future growth will focus development along train and tram corridors with strategic sites identified in the 30-Year Plan for growth and re-development. These include the Tonsley Innovation District (the former Mitsubishi site) and Transit Corridor Focused Developments at Edwardstown (Castle Plaza ) and Oaklands Park (Oaklands Park-Marion Centre ). Higher residential densities are planned for these areas.

Designated State Government 'Greenways', including Marino Rocks Greenway and Tonsley Greenway follow rail corridors and connect transit corridor focused developments. Transit corridor focused developments, in particular, are key pedestrian focus areas and necessitate a high-level of urban quality.

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### The Integrated Transport and Land Use Plan (2015)

The Integrated Transport and Land Use Plan seeks to facilitate a more vibrant Adelaide and a more connected South Australia. The Plan also focuses on active transport, extending our cycling and walking networks and catchments and working to improve the attractiveness and convenience of cycling and walking. Particularly for short trips.

One of the key objectives of the plan is to ensure public transport, walking and cycling are desired choices of travel for the majority of Greater Adelaide's population in order to boost public transport patronage and active transport usage, reduce reliance on cars, enhance health outcomes and improve the City's liveability.

Key walking and cycling objectives identified in the plan are:

- extend and improve cycling and walking networks;
- expand walking/cycling catchments;
- incorporate cycling and walking options in planning; and
- improve driver education and awareness.

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### Planning, Development and Infrastructure Act (2016)

The Planning, Development and Infrastructure (PDI) Act 2016 establishes a planning and development scheme to replace the Development Act 1993. In addition, the PDI Act 2016 provides for infrastructure planning, implementation and funding.

Key outcomes of the PDI Act affecting walking and cycling include:

- provision for infrastructure planning, implementation and funding;
- a recognition of ecological sustainability and the needs of diverse communities within the primary object of the State's planning system; and
- engagement of the community in the setting of planning policy through a Community Engagement Charter.

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### Streets for People: Compendium for South Australian Practice (2012)

The Streets for People: Compendium for South Australian Practice was released in 2012.

The Compendium:

- identifies appropriate approaches to designing people-friendly streets;
- collates national and international practice examples; and
- addresses standards and guidelines and their applicability.

## Local

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### Community Vision – Towards 2040

The Community Vision - Towards 2040 identifies six themes that represent the shared values and aspirations that will guide how our city develops.

The six themes include:

- Liveable;
- Prosperous;
- Valuing Nature;
- Innovative;
- Engaged; and
- Connected.

---

### Greenways Program

The State Government's Policy is to promote Greenways (walking and cycling paths) that provide links across Metropolitan Adelaide.

Eight Greenway Priority Projects have been identified, with four of these passing through the City of Marion:

- Coast Park;
- Mike Turtur Bikeway;
- Marino Rocks Greenway;
- Sturt River Linear Park; and
- Tonsley Greenway.

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### City of Marion Strategic Plan 2017-2027

The City of Marion Strategic Plan provides a clear line of sight between the Community Vision – Towards 2040 and everyone involved in contributing to the vision, including Elected Members and staff.

Walking and cycling is imperative for delivering the strategic goals set out by the community vision. The key themes most relevant to the Walking and Cycling Guidelines are 'liveable', 'valuing nature' and 'connected'.

The Plan outlines the following opportunities and strategies related to walking and cycling:

- create a series of streetscaped avenues to improve the amenity of neighbourhoods;
- provide communities that are safe and inclusive, embracing active living and healthy lifestyles;
- encourage, where economically feasible, provision for the daily needs of residents within a short walk or bike ride;
- provide a road network that connects neighbourhoods and supports safe walking, cycling and vehicle travel; and
- support a City that advocates improved public transport systems, linkages and networks that connect people to destinations.

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### City of Marion Business Plan 2016-2019

The City of Marion Business Plan explains the projects and programs Council will deliver over three years.

These actions will assist delivery of the Community Vision for a community that is Liveable, Valuing Nature, Engaged, Prosperous, Innovative and Connected.

The plan outlines the following goals relating to walking and cycling:

- provide communities that are safe and inclusive, embracing active living, and healthy lifestyles;
- encourage a City that advocates improved public transport systems, linkages and networks that connect people to destinations;
- provide a road network that connects neighbourhoods and supports safe walking, cycling and vehicle travel; and
- create an exciting urban environment that attracts business investment and economic activity.

# Demographics

Some of the key demographic data relating to walking and cycling is described below.

## Journey to Work

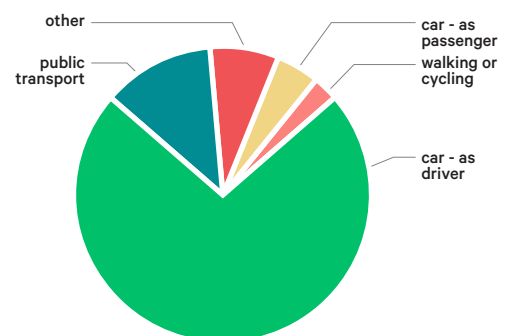
The method of travel to work for residents living within the City of Marion (ABS, 2016) shows that the most common transport method was private vehicles (69.3%).

Within the City of Marion in 2016:

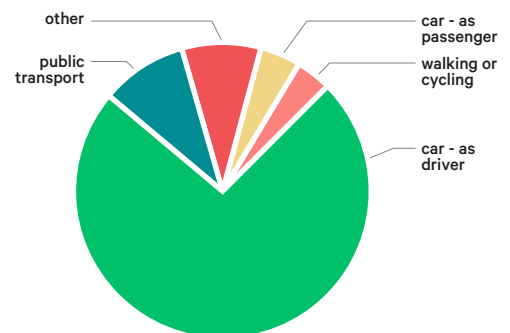
- **1.3% walked only\*** to work compared to **2.1%** in Greater Adelaide.
- **0.9% cycled to work** compared to **1.1%** in Greater Adelaide.
- **10.8% used public transport** compared to **8.5%** in Greater Adelaide.
- **8.6% (3,145)** of households in the City of Marion **did not have a car** compared to **7.8%** in Greater Adelaide.

\* The walk to work figure should be treated with some caution. It counts those that walk only and does not include those that walk to access public transport (estimated at approximately 80-90% of public transport passengers) and other forms of transport.

City of Marion



Adelaide Metropolitan Region



Source: ABS, 2016

Key points in developing the Walking and Cycling Strategy:

- With 69% of journeys by car there is significant scope for shifting towards other modes of commuting.
- The increasing understanding of the benefits of walking and cycling and with continuing improvements to walking and cycling infrastructure, it is anticipated that future figures will show an increase in numbers of persons walking, cycling and using public transport for commuting.

## Ageing Population

Like many areas of Australia, the City of Marion has an ageing population.

Forecasts suggest that by **2036**, the City of Marion will have **18,955** persons over **65**, representing approximately **19%** of the total population (Forecast.id, 2016).

Key points in developing the Walking and Cycling Strategy:

- The ageing population increases the need to cater for gophers, wheelchairs and accessible path networks connecting to key facilities.

## Size and Commuting Pattern

The City of Marion is approximately 5,600 hectares. As a means of comparison, this is about five times the size of Adelaide City Council (refer image bottom-left).

The geographical area of the City is 15 kms from north to south and 4 kms from east to west. At the northern end it is 5 kms from the centre of Adelaide, and approximately 20 kms at the southern end (refer image bottom-centre).

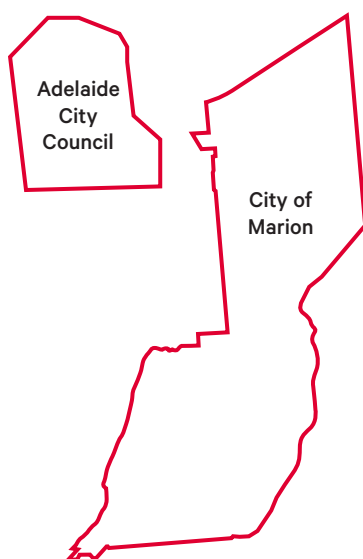
ABS data (2016) indicates most City of Marion residents work within the City of Marion (18%). The next highest is in the Adelaide City Council (20%). The neighbouring Councils follow next: West Torrens, Mitcham, Onkaparinga and Holdfast Bay (refer image bottom-right).

Combined, 72% of City of Marion residents work in either the City of Marion, Adelaide City Council or an adjoining Local Government Area. This presents a significant opportunity for commuting by walking and cycling, or in combination with public transport.

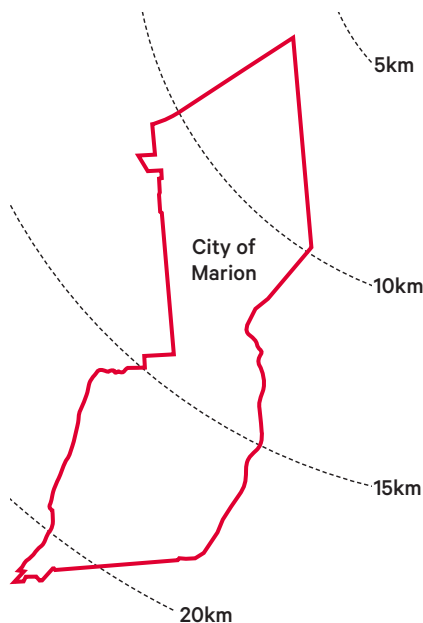
Key points in developing the Walking and Cycling Strategy:

- City of Marion is a large Local Government Area.
- Walking and cycling needs to effectively link with public transport for longer journeys.
- Public transport is seen as a leg of a walking or cycling trip. For example, providing walking and cycling facilities at the start and end of public transport journeys will help achieve greater participation.
- People who take public transport are 3.5 times more likely to meet the recommended physical activity levels for healthy lifestyles.

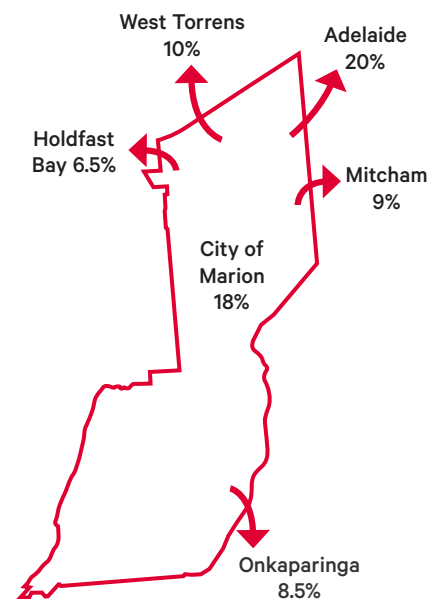
### Size Comparison



### Distance to Adelaide CBD



### Where City of Marion Residents Work



Source: ABS, 2016





## Marion Coastal Walk



## Part 4

# Existing Walking and Cycling Network

This part of the guidelines reviews and evaluates the existing walking and cycling network within the City of Marion. It assesses the general performance of infrastructure and streets and also includes a summary of the barriers to walking and cycling.

Key components include:

- Existing Walking and Cycling Network
- Key Walking and Cycling Assets
- Existing Streets
- Barriers to Walking and Cycling

# Existing Walking and Cycling Network

## Overview

The City of Marion has an existing network of established off-road walking and cycling assets. This network generally provides good walking and cycling facilities, although investment to better maintain and upgrade assets would be beneficial.

Completion of the Mike Turtur Bikeway through Marion, significant sections of the Marino Rocks Greenway and upgrades to local streets have enhanced the walking and cycling network since the adoption of the Walking and Cycling Strategy 2012-2017.

## Bikedirect

The Government of South Australia has developed Bikedirect maps locating bicycle routes across the Adelaide metropolitan area. The Bikedirect maps provide options for people with different abilities, illustrating main roads, bicycle lanes, local streets and off-road paths. The Bikedirect program has helped develop key routes, road crossings, and integrated facilities across different Local Government Areas.

The Cycle Instead Journey Planner uses the Bikedirect network to generate cycling routes along main roads, bike lanes, local streets, off-road paths and some unsealed paths. The Journey Planner allows users to choose different options for considering topography, experience, road conditions and travel speed.

## Key Existing Routes

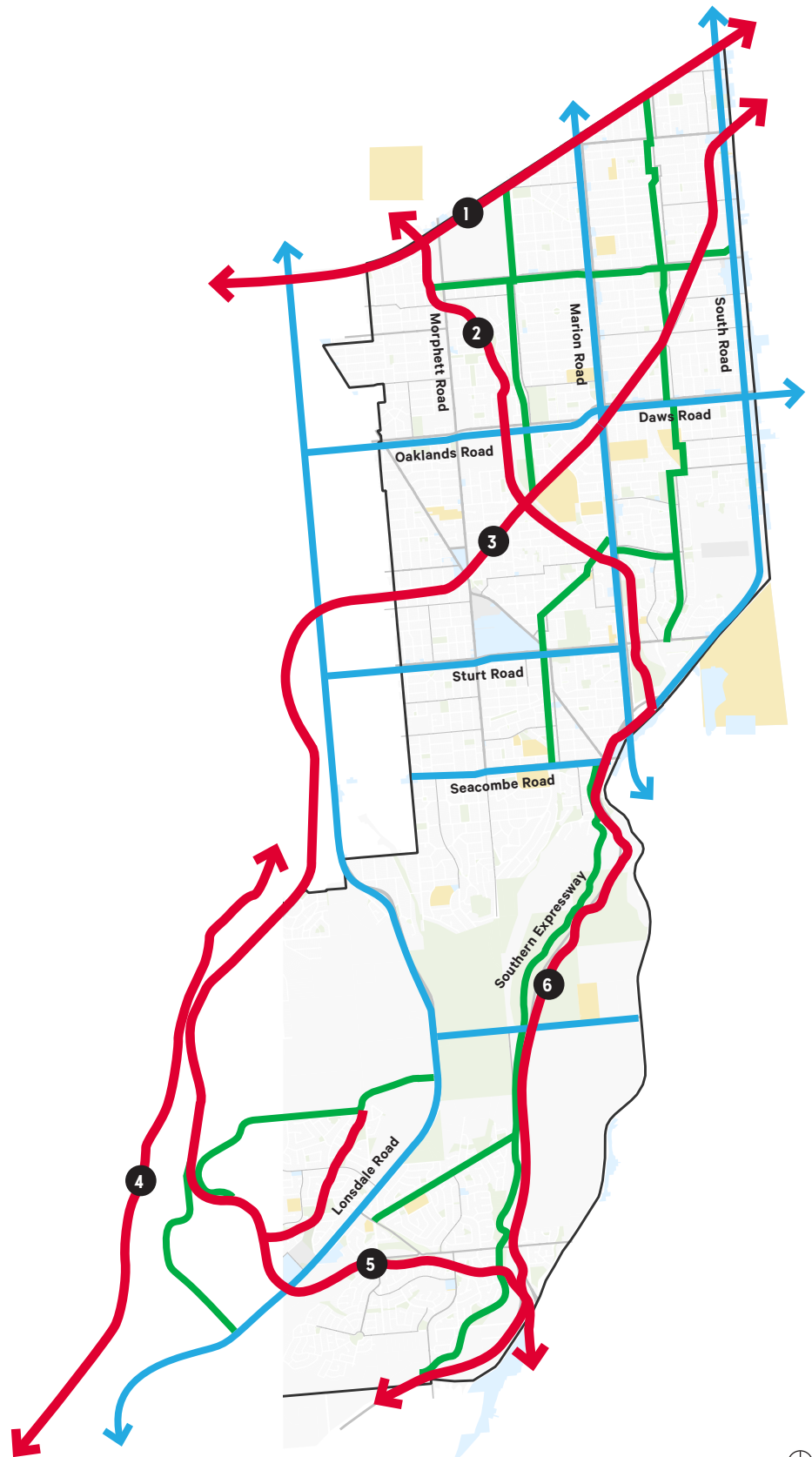
Key existing walking and cycling routes within the City of Marion include:

- ① Mike Turtur Bikeway
- ② Sturt River Linear Park
- ③ Marino Rocks Greenway
- ④ Marion Coastal Walk
- ⑤ Coast to Vines Rail Trail
- ⑥ Patrick Jonka Veloway

— Greenways (existing)




— Regional (existing)

— Local (existing)



# Existing Walking and Cycling Network

The existing walking and cycling network in the City of Marion is comprised of the following infrastructure.

	Greenways	Arterial Roads	Sub-Arterial, Distributor and Collector Roads
			
<b>Description</b>	Major infrastructure corridors such as train lines, tramways, expressways and river corridors.	Major roads in State-level ownership, roads with heavy vehicles (Southern Expressway is included in Greenways).	Roads and streets that carry traffic within a particular area only. These connect residential streets with arterial roads.
<b>Typical Existing Walking Infrastructure</b>	Generally sealed shared-use pathways, 2.0-3.0m-wide.	<p>North — Full-width, 'Brick' paving footpaths for main arterial roads and in front of schools.</p> <p>South — 1.2m-wide concrete footpaths on both sides of the street. Some sealed off-road paths are also provided.</p>	<p>— Generally similar to residential streets (refer adjacent).</p> <p>— Some sub-arterials have sections of full-width paving.</p>
<b>Typical Existing Cycling Infrastructure</b>	Generally sealed shared-use pathways. Some mixed traffic on streets adjacent to railway corridor.	<p>North — Most arterials have 1.2-1.5m on-road bicycle lanes. Cycle lanes often 'disappear' at intersections and most are periodic (clearways).</p> <p>South — Some roads have 1.2-1.5m bicycle lanes. Some sealed off-road paths are also provided.</p>	<p>— Most have mixed traffic.</p> <p>— Some provide bicycle lanes or marked shoulders (more so for sub-arterials).</p> <p>— Some are major bus routes.</p>
<b>Examples</b>	Mike Turtur Bikeway, Sturt River Linear Park, Marion Coastal Walk (walk only), Marino Rocks Greenway (in development), Tonsley Greenway (future) Coast to Vines Rail Trail and Patrick Jonker Veloway.	Cross Road, South Road, Marion Road, Lonsdale Road, Oaklands Road, Daws Road, Morphett Road, Diagonal Road, Majors Road, Sturt Road, Seacombe Road, Main South Road and Flinders Drive.	Bray Street, Raglan Avenue, The Cove Road, Lander Road, Towers Terrace, Adams Road, Perry Barr Road, Davenport Terrace, Alawoona Avenue, Celtic Avenue.

## Residential Streets

## Parks and Reserves

## Growth Precincts



Local streets, generally short lengths of street with a speed limit of 50km/h or less.

Urban parks, open space reserves, wetlands and formal gardens.

Key activity areas and retail centres.

North — 0.9-1.2m-wide concrete footpaths on both sides of the street.

Mostly narrow 'footpath-style' concrete pathways, some shared-use, some walking only, some unsealed tracks.

Tends to reflect the surrounding road network rather than specific treatments. Hubs are often located adjacent to major roads (refer above).

South — 0.9-1.2m-wide concrete (or brick paved) footpaths on one-or two sides of the street – most located against the kerb.

Mixed traffic.

Limited 'formal' cycle paths or shared-use paths through reserves, particularly in the north.

Tends to reflect the surrounding road network. In some places bicycle lanes 'disappear' reverting to car parking.

Many and various, eg: William Street, South Plympton; Ailsa Avenue, Warradale; Wangary Terrace, Seaview Downs; Curlew Street, Sheidow Park; Allan Street, Marino.

Includes local and regional parks such as Oakland Reserve, Science Park, Hazelmere Reserve, Glade Crescent Reserve and Cove Sport Reserve as well as DEWNR managed areas, including Hallett Cove Conservation Park, Marino Conservation Park and O'Halloran Hill Recreation Park.

- Oaklands Hub incorporating Westfield Marion, South Australian Aquatic and Leisure Centre, and Marion Cultural Centre.
- Tonsley Innovation District, including Flinders University (adjacent to the City of Marion).
- Hallett Cove Growth Precinct.
- Edwardstown District Growth Precinct.

# Key Walking and Cycling Assets

The following key assets form the ‘backbone’ of the City of Marion Walking and Cycling Network.



## Coast To Vines Rail Trail

The Coast to Vines Rail Trail is a sealed shared-use path for cyclists and pedestrians that follows the route of the original rail corridor from Marino to Willunga. The 3m-wide trail is approximately 37km in length, of which 8 kms is within the City of Marion.

The trail starts just south of the Marino Rocks Railway Station and travels south between Cove Road and the Seaford Rail line. The trail crosses the railway line at Hallett Cove Station, travelling east, crossing the Southern Expressway Shared-use Path near the intersection of Panatalinga, Southern Expressway and Main South Road, where it leaves the City of Marion Local Government Area. From there the trail continues south through Morphett Vale, Hackham, Seaford Rise, McLaren Vale and on to Willunga.



## Sturt River Linear Park

The Sturt River Linear Park includes a shared-use trail adjacent the Sturt River. Within the City of Marion the trail travels approximately 5 kms from Anzac Highway to Warriparinga (Sturt Triangle). The sealed shared-use path is 1.8-3.0m-wide and accessible by pedestrians, cyclists, prams and wheelchairs. Some sections of the trail are developed to a higher standard than others.

The Linear Park extends from the coast at Glenelg to the hills at Coromandel Valley. The Linear Park also links to walking trails at Warriparinga.



## Mike Turtur Bikeway

The Mike Turtur Bikeway, previously known as Tramway Park, provides a 10 km shared-use path and recreational linear park extending from the Adelaide Parklands to Glenelg alongside the Glenelg to City tramline.

The Bikeway links to Sturt River Linear Park at Maxwell Terrace.



## Patrick Jonker Veloway

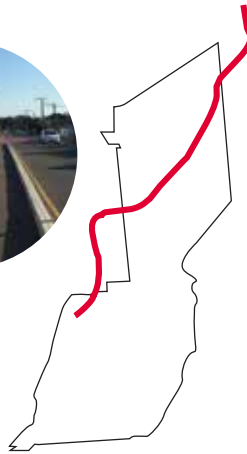
The Patrick Jonker Veloway is a sealed path on the eastern side of the Southern Expressway corridor. It is for exclusive use by cyclists. Pedestrians are not permitted.

The 3.5m-wide path is steep in places. It starts at the intersection of Marion and Main South Roads, heading south to intersect with the Coast to Vines Rail Trail, where it continues as a shared (pedestrian-accessible) path.

### Shared-use Paths

The western side of the Southern Expressway includes a series of unsealed paths and maintenance tracks.

A well-established trail follows the Southern Expressway corridor for the same extent as the Veloway (cycle only), providing an important pedestrian link. The path also links into trails of the O'Halloran Hill Recreation Park and Field River.



## Marino Rocks Greenway

The Marino Rocks Greenway provides a 15 km long shared-use path extending from the Adelaide Parklands to the Coast to Vines Rail Trail at Marino Rocks and following the Seaford railway line.

The path alignment varies along the length of the route and includes off-road and on-road sections.

The path provides important connections to other walking and cycling infrastructure within metropolitan Adelaide, including the Patrick Jonker Veloway via the proposed Tonsley Greenway, Sturt River Linear Park and the Coast to Vines Rail Trail.



## Marion Coastal Walk

Marion Coastal Walking trail forms part of the Adelaide Coast Park. This pedestrian trail (no cycle access) is 7.2 kms in length from Marino Esplanade to Hallett Headland Reserve. The trail is divided into five 'Walks' and travels through the Hallett Cove Conservation Park.

The trail surface varies, including sections of board walk, paving and compacted gravel.



# Existing Streets

Whilst progress has been made since the adoption of the Walking and Cycling Strategy in 2012, many streets in the City of Marion are still car-focused providing little amenity for pedestrians or cyclists.

The following examples represent typical streets in the City of Marion that provide opportunities for enhanced walking and cycling facilities.

## Opportunities for Upgrade

### Seacombe Road

Arterial Road



#### Existing condition

- Small street trees.
- High vehicle speeds and volume.
- Wide vehicle lanes (~4.20m).
- Narrow bikelane (~1.2m).
- Wide footpath (up to 6m).
- Provides an important east-west link, particularly for cyclists accessing the Patrick Jonker Veloway.

Refer to Part 7 for streetscape upgrade opportunities

### Minchinbury Terrace

Local Street



#### Existing condition

- Wide verge.
- Narrow footpath.
- On-street parking.
- Green Street sharrow linemarking.
- Forms part of the Marino Rocks Greenway.

Refer to Part 7 for streetscape upgrade opportunities

Images sourced from Google Maps



The following streets have been upgraded since adoption of the Walking and Cycling Strategy 2012-2017. The upgraded streets provide safer and more accessible walking and cycling supported by tree planting, signage, incorporation of Water Sensitive Urban Design (WSUD), furniture and amenity.

## Recently Upgraded Streets

### Railway Terrace

Collector Road



#### Key outcomes

- Off-road shared-use path with vegetated buffer to vehicles.
- Street trees for shade and amenity.
- WSUD for managing and filtering stormwater runoff.

### Ragamuffin Drive

Local Street





#### Key outcomes



- Shared street with equal priority given to pedestrians, cyclists and vehicle users.
- Trees for shade and amenity.
- WSUD for managing and filtering stormwater runoff.
- Seating, bicycle parking and pedestrian amenity.

Images sourced from Google Maps

# Barriers to Walking and Cycling

There are a number of barriers that discourage pedestrians and bike riders from using the walking and cycling network. A continued focus is needed to fund, plan and design out these barriers and encourage walking- and cycling-friendly environments in the City.

Barriers	Issues	Response
<b>1 Poor Walking and Cycling Routes</b>  <p>Narrow footpaths</p>	<p>Footpaths are often:</p> <ul style="list-style-type: none"> <li>— narrow (often 0.9m);</li> <li>— only one-side of the street (southern suburbs);</li> <li>— disrupted by objects and furniture;</li> <li>— located adjacent to the road edge (southern suburbs); and</li> <li>— not supportive of access for all (eg. wheelchairs and gophers).</li> </ul> <p>Bicycle lanes are often:</p> <ul style="list-style-type: none"> <li>— narrow, (often 1.2m) with little separation from parked cars and travel lane;</li> <li>— discontinuous, particularly at intersections of Greenways with main roads (eg. Sturt River Linear Park at intersection with Marion Road);</li> <li>— inconsistent with adjoining Councils and DPTI roads; and</li> <li>— periodic, with parallel parking and clearways on most arterial roads (eg. Daws, Diagonal, Seacombe, Cross Roads).</li> </ul>	<p>Provide suitable walking and cycling routes that allow the physical space to walk and cycle safely and comfortably. This requires a shift from the minimum provision to encourage walking and cycling as viable transport options.</p> <p>Refer Part 6 - Strategy 1.</p>
<b>2 Car-dominance in Streets</b>	<ul style="list-style-type: none"> <li>— Lack of safety (and feeling vulnerable) from fast moving vehicles and higher numbers of vehicles.</li> <li>— Lack of pedestrian and cycling priority at traffic lights (long waits and distances to cross).</li> <li>— Vehicle noise and air pollution.</li> <li>— Lack of safe crossing points and often many vehicle lanes to cross.</li> <li>— Left-turn vehicle slip lanes.</li> </ul>	<p>Work with the requirements for safe and efficient traffic flow to balance the needs of pedestrians and cyclists. This requires a change in the thinking from cars to people.</p> <p>Refer Part 6 - Strategy 2.</p>
<b>3 Poor Details and Supporting Infrastructure</b>  <p>Streets with no large street trees for shade</p>	<ul style="list-style-type: none"> <li>— Lack of large street trees for comfort and amenity (shade).</li> <li>— Limited rest spots such as seats.</li> <li>— Lack of priority for walking (eg. vehicle slip-lanes that disrupt access and driveway paving over footpaths (particularly in the southern suburbs) that indicate priority is for vehicles).</li> <li>— Poor lighting along designated walking and cycling paths.</li> </ul>	<p>Develop routes for walking and cycling with supporting details and infrastructure, such as street trees and furniture for comfort and amenity.</p> <p>Refer Part 6 - Strategy 3.</p>

Barriers	Issues	Response
<b>4 Car-focused Planning and Layout</b>  <p>Periodic bicycle lanes</p>	<ul style="list-style-type: none"> <li>— Low-density and single land-use environments (as opposed to mixed-use) means residents often have large distances to travel to work or shops.</li> <li>— Indirect routes created by cul-de-sacs (particularly southern suburbs).</li> <li>— Poor integrations of walking and cycling with public transport for longer journeys (eg. bikes not permitted on buses and trams - permissible on trains - uninviting bus shelters, lack of seats at bus stops).</li> <li>— Uninteresting environments (eg. carpark, single land-use no shop fronts).</li> <li>— Steep terrain (southern suburbs).</li> <li>— Main transport routes (eg. Main South Road, Southern Expressway, Noarlunga rail line) disrupt and limit movement, particularly east-west links.</li> </ul>	<p>Shift to plan for pedestrians and cyclists as well as cars. Integrate walking and cycling with planning and the built form.</p> <p>Refer Part 6 - Strategy 1.</p>
<b>5 Lack of Maintenance</b>  <p>Poor construction maintenance of routes</p>	<ul style="list-style-type: none"> <li>— Walking and cycle paths can have cracks, holes, raised paving, broken glass, overhead vegetation, etc.</li> </ul>	<p>Develop plans for maintenance and management of walking and cycling infrastructure. Provide adequate maintenance budgets.</p> <p>Refer Part 6 - Strategy 4.</p>
<b>6 Promotion and Education</b>	<ul style="list-style-type: none"> <li>— Lack of information (eg. signage, maps) on walking and cycling routes and facilities.</li> </ul>	<p>Develop strategies for promotion, education, advocacy and support to encourage walking and cycling, including on-line web links and Facebook.</p> <p>Refer Part 6 - Strategy 5.</p>



## Bourke Street Cycleway Sydney



## Part 5

# Best Practice and Case Studies

This part of the guidelines reviews local and international best practice examples and outlines opportunities for the City of Marion.

Walking and cycle path techniques include:

- Shared-use Paths
- Footpaths
- On-road Bicycle Lanes
- Separated Bicycle Paths
- Shared Spaces
- Green Streets

# Walking and Cycling Techniques

## Shared-use Paths

### Technique 1



#### What

- Shared-use paths are where pedestrians and cyclists share the same infrastructure. They are mostly located off-road (in road verges) and in parks and reserves.

#### Advantages

- Efficient in providing both cycle and pedestrian access together.
- Improves cyclist safety compared to on-road lanes, particularly for roads with higher speeds and vehicle numbers.
- 'Sharing' the path is generally well-understood by the community.

#### Disadvantages

- Can be conflicts between pedestrians and cyclists sharing the same space. Centre-line markings can be used to encourage pedestrians and cyclists to travel on the left.

## Footpaths

### Technique 2



#### What

- Footpaths are areas designated for use primarily by pedestrians.
- Bicycle riders of all ages are now permitted to ride on the footpath unless a 'no bicycles' sign is present.
- A footpath provides an environment for walking as well as other pedestrian activities (eg. temporary respite, outdoor dining, etc).

#### Advantages

- Provides a separate facility for pedestrians and slow moving cyclists protected from vehicles by a kerb.

#### Disadvantages

- Does not provide dedicated provision for cyclists.
- Risk of potential conflict between walkers and cyclists.

## On-road Bicycle Lanes

### Technique 3



#### What

- On-road bicycle lanes are marked lanes on the left side of roadways for exclusive use by cyclists.
- They provide a cycling space on main roads, visually separated (painted lines) from normal traffic lanes.
- Buffered lanes provide extra clearance from adjacent parking and/or vehicle lane.

#### Advantages

- Cost-effective - line marking.
- Use is generally well-understood by the community (although not always respected).

#### Disadvantages

- Not kerb-separated; therefore, on-road bicycle lanes may be encroached by vehicles (eg. veering left, accessing parking, opening doors, etc).
- Can be an uncomfortable cycling environment (particularly for less-experienced bike riders) when there are higher vehicle volumes and speeds.

## Separated Bicycle Paths

### Technique 4



#### What

- Bicycle paths adjacent to a roadway but separated and protected by a kerb or other physical barrier.
- Separated bicycle paths can include contraflow lanes where a single bicycle path allows for multi-directional travel.

#### Advantages

- Provides a physically separated facility that offers increased safety and comfort for cyclists. The vertical separation (e.g. kerb) provides extra protection for cyclists compared to on-road lanes.
- Encourages less experienced bike riders through a separated and protected environment.

#### Disadvantages

- May require removal of parking or travel lane to install.
- More expensive than on-road cycle lanes.
- Can reduce pedestrian footpath space.
- Difficult to implement where intersections are closely spaced.
- As uncommon in Adelaide, requires community education on the use and benefits.
- Creates potential conflict points at intersections, particularly with left turning vehicles.

## Shared Spaces

### Technique 5



#### What

- Where road space is shared between pedestrians, cyclists, vehicles and other road users.

#### Advantages

- Makes streets places for people, not just for vehicles.
- Creates a more vibrant place and an environment more suited to outdoor dining and personal interaction.
- Improves amenity and reduces through traffic.

#### Disadvantages

- May slow travel time for vehicles (although in many cases overall travel time remains the same and slowing may only be perceived).

## Green Streets

### Technique 6



#### What

- Green Streets are streets that prioritise walking and cycling over cars.
- Bike riders share the full-width of the roadway with vehicles.
- Pedestrian amenity is improved through increasing trees and plantings.
- Also known as 'Bicycle Boulevards', 'Complete Streets' or Neighbourhood Greenways'.

#### Advantages

- Creates direct, comfortable and safe routes for pedestrian and bike riders.
- Promotes lower vehicle volumes and speeds for improved neighbourhood amenity.
- Street trees and plantings provide an attractive and comfortable route for pedestrians and assist in stormwater management through implementation of Water Sensitive Urban Design (WSUD).
- Provides cyclists with alternatives to arterial road bicycle lanes and more comfortable conditions for less experienced bike riders.
- Helps turn streets into places for people.
- Cost-efficient, using existing road infrastructure.

#### Disadvantages

- Difficulties in implementing slower speed limits.
- Residential streets often do not provide direct links to shops and hubs.



# Technique 1

## Shared-use Paths

### Key Design Guidance

#### 1 Width

- Provide adequate width to comfortably accommodate pedestrians and bike riders. Preference for 4.0m width (5.0m in high-activity areas). Minimum width 3.0m.
- Allow 0.5m clearance from fixed objects on both sides of the path.

#### 2 Paving

- Provide Hotmix (AC7) surface to pathways. Hotmix (AC7) uses a small aggregate to provide a smooth and consistent surface for walking and cycling. It is easily maintained and less likely to cause a trip hazard when compared to unit pavers.
- Refer also DPTI Guide to Bikeway Pavement Design, Construction and Maintenance for South Australia.

#### 3 Line marking

- Provide centre-line marking to pathways with higher volumes of pedestrians and cyclists (as per Australian Standards). Line marking is generally not required for less busy routes (eg. local parks).

#### 4 Planting and trees

- Use tree and groundcover planting adjacent pathways to assist in water management and provide shade and amenity.

#### 5 Intersections and cross-overs

- Preference is for shared-use paths to be designed to have priority over driveways and minor side streets.
- Pedestrian and cyclist activated crossings should be provided at signalised intersections.

#### Useful references:

- DPTI Guide to Bikeway Pavement Design, Construction and Maintenance for South Australia.
- City of Marion Streetscapes Design Guidelines.
- Austroads Guide to Road Design Series.



Winsor Street, Unley



Marino Rocks Greenway, Railway Terrace, Ascot Park

## Mike Turtur Bikeway

### Case Study

The Mike Turtur Bikeway provides a 10km shared-use pedestrian and bicycle path along the Glenelg Tramline from South Terrace to Glenelg.

The City of Marion completed 4.6 km of the shared-use path within the city boundary in 2013 as an outcome of the Walking and Cycling Strategy 2012-2017. The section from Morphett Road to Brighton Road has been completed in partnership with the City of Holdfast Bay.

The Bikeway provides the community with a high standard shared-use path that supports sustainable transport options, community health and wellbeing and greater connection to tram stops and local destinations.

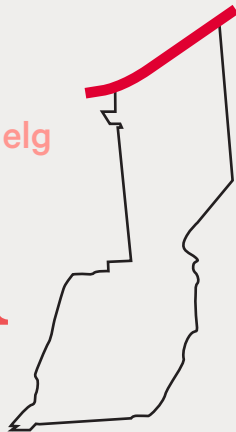
The Bikeway also links to sections of the Sturt River Linear Park and the Westside Bikeway (City of West Torrens).

The Mike Turtur Bikeway supports Marion's Walking and Cycling network by providing the infrastructure that makes walking and cycling a viable option for recreation and transport.

The shared-use path is supported with wayfinding signage, public art and public amenities along the route.

**10km**  
from CBD to Glenelg

**4.6km**  
within COM



Mike Turtur Bikeway through Marion



'Link People' artwork by Groundplay



Signage and wayfinding



'Which Way' artwork by CHEB Art

# Technique 2

## Footpaths

### Key Design Guidance

#### 1 Width

- Provide footpaths of sufficient widths to allow comfortable pedestrian movement and clear access for all (eg. pram or wheelchair). Provide wider paths around activity areas such as shops and schools.

Street	Width
Local (minor streets)	<ul style="list-style-type: none"> <li>— 1.8m preferred width (allows two wheelchairs to pass).</li> <li>— Consider full-width paving (kerb to property boundary) where appropriate.</li> <li>— 1.2m (absolute minimum) is permissible over a short distance where significant constraints exist. This allows one wheelchair access.</li> </ul>
Arterials, hubs, schools, shops and activity areas:	<ul style="list-style-type: none"> <li>— Full paving kerb to property boundary preferred. In the City of Marion this is generally 3m.</li> <li>— 2.4m minimum.</li> </ul>

#### 2 Paving

- Use surfaces that are flat and even, and slip resistant in accordance with Australian Standards.
- Consider use of permeable paving for stormwater run-off and to enhance street tree growth and establishment.

#### 3 Trees

- Plant streets with suitable tree species that provide shade and amenity. Large street trees are one of the best ways to improve a walking and cycling environment. Refer also Part 6 - Strategy 3 'Trees'.

#### 4 Layout

- Give priority to footpaths over driveways and minor streets. Provide suitable paving at driveway crossovers to allow vehicle movement.
- Provide adequate sight distance for pedestrians and approaching vehicles for all crossing points.
- Keep footpaths, kerb lines and medians straight. Where indents or protuberances are required, they should be designed as simple linear structures.
- Ensure footpath slope is less than 1 in 40 (2.5%). Incorporate access for people with disabilities in the footpath design.
- Avoid the use of barricades and bollards.
- Locate objects (eg. street furniture, shop signage, etc) in consistent locations along footpaths to provide a clear and predictable pedestrian walkway.
- Align paths and kerb ramps to provide direct routes for crossing intersections.

#### Useful references:

- DPTI Guide to Bikeway Pavement Design, Construction and Maintenance for South Australia.
- City of Marion Streetscapes Design Guidelines.



Footpath incorporating bike lane



Footpath and cycle lane with two rows of large trees providing shade and amenity



# Technique 3

## On-road Bicycle Lanes

### Key Design Guidance

#### 1 Width

- Provide on-road bicycle lanes of appropriate width (Austroads, 2017: Cycling Aspects of Austroads Guides).

Speed limit	Width
60km/h	1.5m (preferred)
	1.2 - 2.5m (acceptable range)
80km/h	2.0m (preferred)
	1.8 - 2.7m (acceptable range)

#### 2 Buffers

- Where space allows, provide buffers to:
  - a. parallel parking for door opening clearance; and
  - b. to the vehicle travel lane.
- Buffers provide cushion space between cyclists and vehicles in the travel lane and parked cars. Buffers are particularly important where there are higher vehicle speeds and volumes. The Austroad Guide recommends a 'buffer' width of 0.4-1.0m to parallel parking (widths vary for angle on-street parking). Where space prohibits a full-buffer, an extra thick white edge line to the travel lane can also be effective.

#### 3 Surface

- Provide smooth surfaces for comfortable and safe travel without obstacles (potholes etc). Cyclists have narrower tyres than vehicles and are more vulnerable to rough surfaces.

#### 4 Colouring

- Provide green coloured surface treatment at busy intersections and conflict points to promote cyclist safety. Green-coloured treatments are used to distinguish the bicycle lane and alert drivers and cyclists of conflict areas and assigning the right of way to cyclists (ie. drivers are to give way). The Cycling Aspects of the Austroads Guide states that green-coloured surface treatments 'should be used sparingly to maintain effectiveness'.

#### 5 Intersections

- Provide exclusive space for cyclists at intersections (refer image bottom right). Ensure bicycle lane continuity at intersections (ie. ensuring they do not 'disappear').

#### 6 Maintenance

- Provide regular maintenance for a smooth cycling surface and to reduce obstacles for cyclists (eg. potholes, build-up of leaves, etc).

#### Summary:

On-road bicycle lanes can provide a safe and efficient cycle facility when implemented with:

- 1 Appropriate width.
- 2 Buffers to parallel parking and travel lane as required.
- 3 Smooth surface treatment.
- 4 Colouring at conflict points.
- 5 Continuity at intersections.
- 6 Regular maintenance.



Standard on-road bicycle lane



On-road bicycle lane with colouring at intersection

# Technique 4

## Separated Bicycle Paths

### Types of separated bicycle paths

There are three main types of separated bicycle paths (refer diagram and images across):

#### Channel Bicycle Path (Copenhagen-style)

- Channel (Copenhagen-style) bicycle paths use the existing road paving and stormwater infrastructure but add a wide-kerb separating the bicycle lane from vehicles. The bicycle lane is essentially a 'channel' between the footpath and new kerb.

#### Raised Bicycle Path

- A raised bicycle path is located on the footpath level but provides an exclusive bicycle path clearly distinguished from a walkway area for pedestrians.

#### Parking Protected Bicycle Path

- Parking protected bicycle paths are exclusive bicycle lanes located against the kerb and separated from the vehicle travel lane by a parallel parking lane.

Determining whether to use a channel, raised or parking protected bicycle path depends on existing site conditions such as width of footpath and condition, and location of stormwater infrastructure.

### Key Design Guidance

#### 1 Extent

- Implement over a reasonable length to provide a useful link.

#### 2 Width

- Provide adequate width (refer Austroad Guides).
- Provide a buffer that is sufficiently wide to allow bicycles to safely pass open car doors on the passenger's side and allow room for passengers to disembark or unload.

#### 3 Kerb

- Consider whether to use full-kerb, semi-mountable kerb or flush kerb.

#### 4 Planting

- Provide trees and plantings for amenity and shade, and to define the separated bicycle path areas.
- Include WSUD planting adjacent paths where possible.

#### 5 Intersections

- Give priority to cyclists at intersection with minor streets and driveways.
- Restrict parking at main intersections and convert the raised bicycle paths to cycle lanes to increase visibility of cyclist for motorists.
- Consider priority signal phases for cyclists.

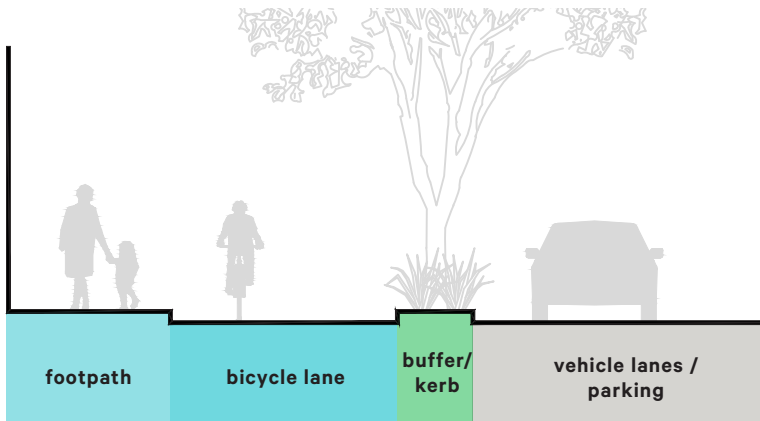
#### 6 Colouring

- Provide green surface treatment at intersections to differentiate the bicycle lane from other roadway and footpath features.

#### Useful reference:

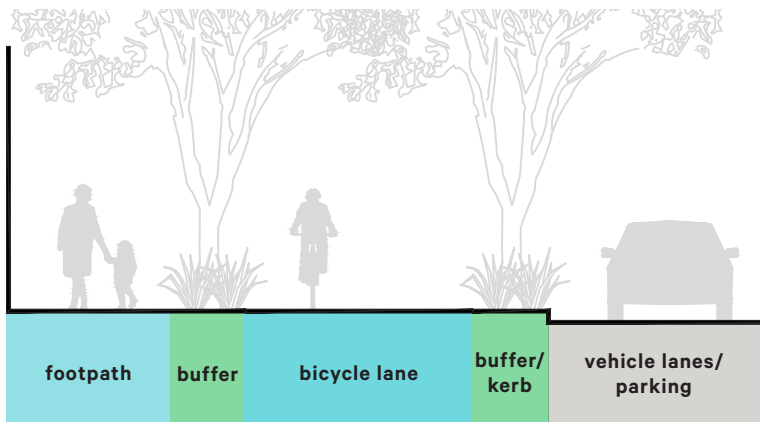
- Austroads Guide to Road Design Series.

## Channel Bicycle Path (Copenhagen Style)



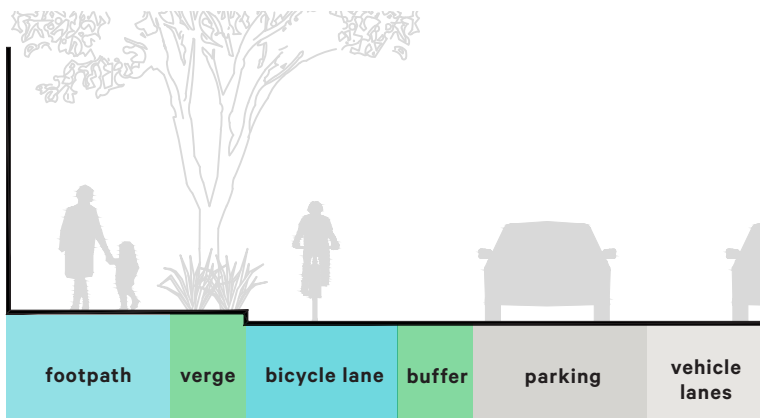
Channel bicycle lane, Frome Street Bikeway, Adelaide

## Raised Bicycle Path



Raised bicycle lane, Bourke Street Cycleway, Sydney

## Parking Protected Bicycle Path



Parking protected bicycle lane, Portland

# Technique 5

## Shared Space

### Key Design Guidance

#### 1 Layout and design

- Design shared spaces with people in mind.
- Do not 'over-design' streets with clutter and infrastructure. This increases the level of ambiguity for drivers so they inherently drive slowly and also understand that pedestrians and cyclist have priority.
- Allow access for loading and emergency vehicles.
- Integrate tree planting within shared space to improve amenity and assist circulation.
- Incorporate street furniture that visually enhances pedestrian priority and to provide amenity for users.

#### 2 Paving

- Use paving to define shared spaces as a pedestrian-focused environment and a higher amenity area (refer Part 6 - Strategy 3 'Paving').
- Consider a single surface (ie. no kerb and gutters) that allows free flow of pedestrian movement.

#### 3 Vehicle speeds and volumes

- Use traffic calming devices and speed limits (where appropriate) to reduce speeds (refer Part 6 - Strategy 2).
- Use traffic diversion techniques to reduce through traffic from adjoining streets.

#### Useful Reference:

- Streets For People: Compendium For South Australian Practice.
- City of Marion Streetscapes Design Guidelines.



Shared space, Charenton-le-Pont Town Centre, France



Shared space, Leigh Street, Adelaide

*The rebuilding of New Road, Brighton, UK as a shared space resulted in a 162% increase in pedestrians and a 600% increase in people gathering and socialising.*

2010, Gehl Architects: Paving the way for city change: Brighton New Road Case Study.



## Ragamuffin Drive

### Case Study

Ragamuffin Drive in Hallett Cove demonstrates this approach to shared space design, where pedestrians, cyclists and motorists can safely share the road.

The design of the street encourages slow traffic movement through traffic diversion techniques and the installation of pedestrian style paving and landscape elements.

The street successfully integrates WSUD initiatives, including raingardens, to capture and filter stormwater runoff.

*85% percentile average vehicle speed*

**42** km/h  
before upgrade

**28** km/h  
after upgrade



Shared space, Ragamuffin Drive, Hallett Cove



Example of pavement treatment used to slow vehicle traffic

# Technique 6

## Green Streets

### Key Design Guidance

#### 1 Traffic calming

- Reduce vehicle speeds to 40km/h (or below) using traffic calming methods and speed limits.
- Reduce the width of streets, plant street trees in parallel parking areas and narrow entrance and exit points to promote pedestrian and cycle priority (refer Part 6 - Strategy 2).

#### 2 Traffic reduction

- Undertake Local Area Traffic Management to divert through-traffic and reduce vehicle numbers. Preference is for less than 500 per day.
- Consider strategic 'dead-ends' for vehicle traffic and creation of pocket parks. Ensure pedestrian and cycle access is maintained.
- Maintain local traffic access.

#### 3 Branding Green Streets

- Provide a distinctive look to Green-Streets recognisable to motorists, cyclists and pedestrians.
- Use large cycle pavement signs (sharrows) and directional signage.

#### 4 Prioritise travel

- Undertake Local Area Traffic Management to adjust give ways/stops allowing Green Streets to have priority for travel and reducing disruptions for bicycle riders.

#### 5 Intersection treatments

- Provide safe crossing of major roads to link Green Streets.

#### 6 Pedestrian amenity

- Enhance pedestrian amenity through suitable paving, large street trees and planting to assist in stormwater management (refer Part 6 - Strategy 3).



Green Street, Mike Turtur Bikeway



Neighbourhood green street, Portland



Minchinbury Terrace, Marion

## Beulah Road Bicycle Boulevard

### Case Study

Beulah Road Bicycle Boulevards provides a safe and comfortable on-street cycling route along Beulah Road from Portrush Road to Fullarton Road in Norwood.

The bikeway offers a convenient alternative to cycling on main arterial roads, such as The Parade and Magill Road, as well as creating a more inviting place to walk and a more attractive place to live.

The design incorporates various safety and amenity improvements along Beulah Road, including paving, tree and groundcover planting, and wayfinding and signage.

The boulevard incorporates bicycle safe round-a-bouts and crossings at intersections with local streets and Fullarton Road.

Key objectives of the Beulah Road Bicycle Boulevard include:

- Providing safer and more attractive routes for people to cycle.
- Reducing traffic volumes and speeds.
- Providing shared roadway for vehicles and cyclists.
- Improving pedestrian accessibility and safety.
- Enhancing connections to local hubs.
- Providing Streets for People.



Proposed intersection design incorporating bicycle oriented crossing



Bicycle oriented intersection

# Summary

Walking and cycling solutions are influenced by individual circumstances such as vehicle speed and volumes, movement hierarchy and physical constraints. Low vehicle speed and low volume environments are generally more suited to mixed traffic solutions. Higher vehicle speeds and volumes, on the other hand, are more suited to off-road separated paths.

Local and international best practice examples provide a 'tool-box' of best practice walking and cycling solutions that may be applied within the City of Marion.

No one solution is better than another, with each having their own advantages and disadvantages. The various techniques reflect current best practice, but are by no means, definitive. Other solutions may be explored to ensure the best outcomes for site specific projects.

The City of Marion Streetscapes Design Guidelines provides streetscape design solutions, materials and templates. The 'tool-box' included in these guidelines simply identifies additional design options for consideration.

While noting each site is different with unique circumstances, the table below provides a general guide on where to apply different path options.

Path Option	Where to Apply					
	Greenways	Arterials	Collectors	Residential streets	Parks and reserves	Hubs
Shared-use off-road paths	●				●	
On-road bicycle lanes		●	●			●
Separated bicycle lane	●	●	●		●	●
Footpaths	●	●	●	●	●	●
Shared spaces					●	●
'Green-Streets'	●		●	●		

Table: General guide on where to apply different path options



## Best Practice - Jan Gehl

Jan Gehl is a Danish architect and urbanist who focuses on returning cities to people through walking and cycling and urban quality. He has undertaken many studies in Australian cities, including Adelaide.

Key recommendations from Jan Gehl to enhance walking and cycling in our cities includes:

- 1 Locating the cycle path between parking and footpath.
- 2 Providing wide footpaths clear of obstacles.
- 3 Providing bicycle lanes on a raised level.
- 4 Avoiding guard rails to allow freedom of movement for pedestrians.
- 5 Increased presence and width of walking and cycling infrastructure.
- 6 Eliminating slip lanes.
- 7 Using parallel parking rather than angle parking.
- 8 Providing active built edges.

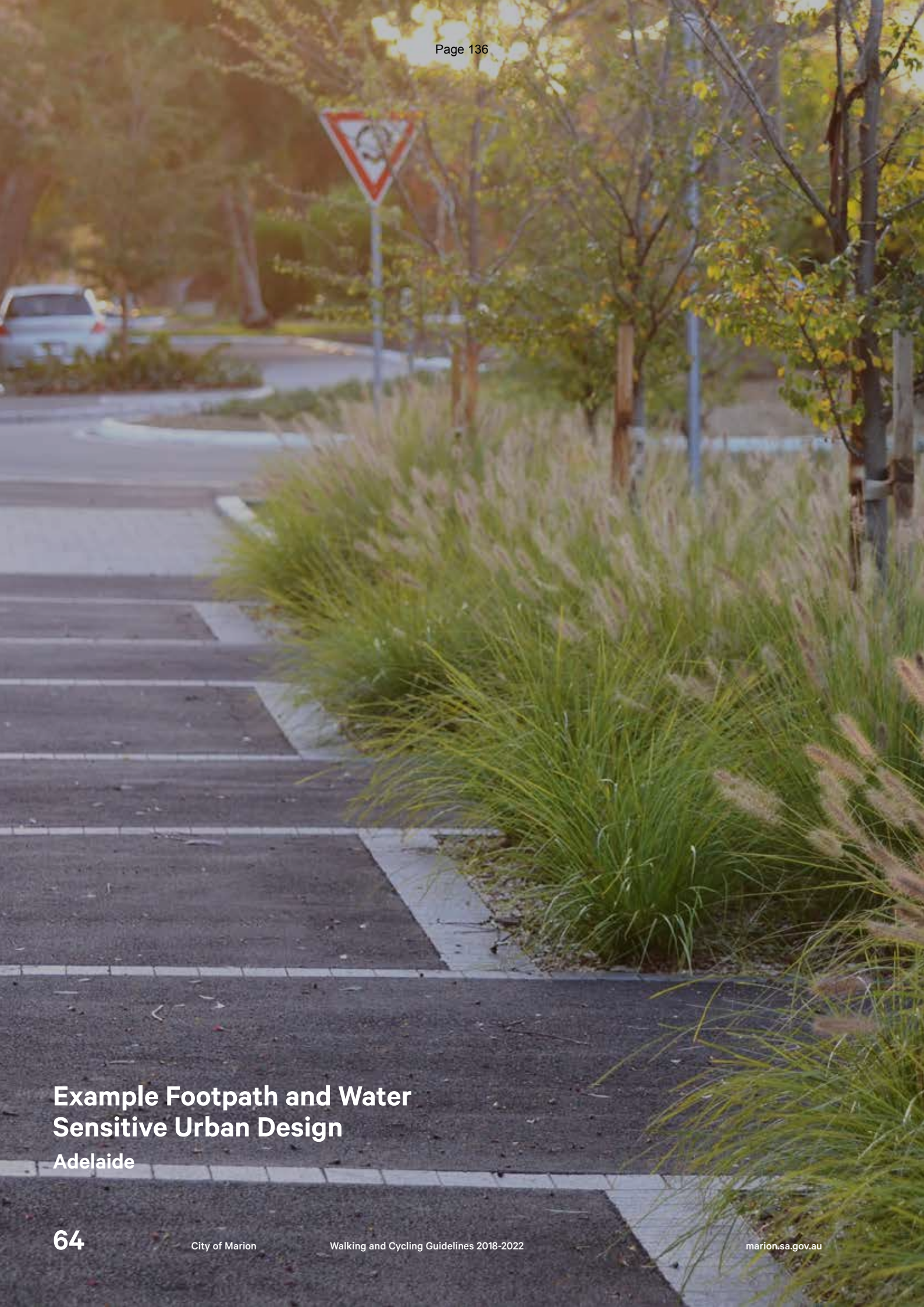
**‘The best cities in the world are those that are pedestrian and cycle friendly’.**

Jan Gehl



Examples of best practice walking and cycling infrastructure





## Example Footpath and Water Sensitive Urban Design

Adelaide



## Part 6

# Recommendations

This part of the guidelines sets out strategies to continue the improvement of walking and cycling in the City of Marion.

The preferred approach to delivery of walking and cycling outcomes is an integrated program that responds to the challenges and opportunities outlined in this report. Where possible, the emphasis is on achieving outcomes through existing processes, rather than inventing new ones.

# The Strategic Approach

This section of the guidelines is divided into five-strategies:

## Strategy 1. Planning the Route

- Allowing space to walk and cycle.
- Integrated with built form.
- Shift to a balanced planning approach considering the needs of pedestrians, cycles and cars.

## Strategy 2. Working with Vehicles

- Shift from car-dominance.

## Strategy 3. The Details

- For safety, comfort and amenity.

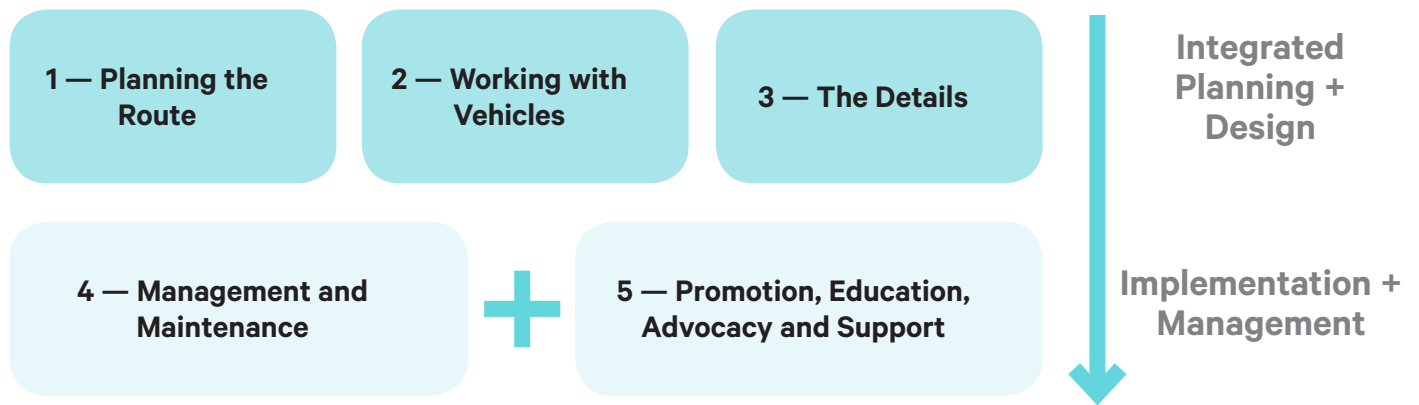
## Strategy 4. Management and Maintenance

- For ongoing use and function.

## Strategy 5. Promotion, Education, Advocacy and Support

- Encouraging walking and cycling.

Continued implementation of the recommendations outlined in these guidelines will provide the platform for improving the function and amenity of walking and cycling so they continue to be viable transport and recreation options for all City of Marion residents and visitors.



# Strategy 1

## Planning the Route

### Recommendation 1: Develop an integrated network of walking and cycling routes, in accordance with the Walking and Cycling Network Plan.

#### Overview

‘Planning the Route’ includes new projects and upgrade and maintenance of existing infrastructure.

The Walking and Cycling Network Plan (refer overleaf) illustrates the key existing and proposed routes for expanding the pedestrian and cycle network across the City of Marion. This includes new routes (eg. shared-use paths in reserves) and upgrading or reviewing existing infrastructure (eg. Green Streets).

The Plan provides an integrated network and hierarchy of routes. The routes are indicative only and subject to area specific studies (eg. Castle Plaza precinct) that will include details on specific route locations and local links and connections.

For many areas within the City of Marion, improving the walking and cycling environment simply means making better use of the existing space.

Whilst walking and cycling opportunities should be provided on every street within the City of Marion, this Plan helps set up a priority network.

The Plan will be reviewed and updated as State Government and other development projects, new facilities and community needs develop and change.

#### Walking and Cycling Network Plan

The Walking and Cycling Network Plan:

- Provides an integrated network across the City, connecting key locations, including retail hubs, schools and major open spaces.
- Offers a hierarchy of Greenways, Regional and Local walking and cycling routes.
- Plans efficiently, by connecting with and expanding from existing walking and cycling infrastructure.
- Includes routes that connect to key places and locations adjacent the City of Marion (eg. Flinders University and Glenelg).
- Incorporates the Bikedirect network as well as providing new opportunities.

The Walking and Cycling Network Plan is structured on three ‘levels’ - Greenway, Regional, and Local, based on the significance and context of the route. The hierarchy assists in the legibility of the network both on the ground and on paper.

#### Greenways

Greenways are located along major infrastructure corridors such as train lines, tramways, expressways and river corridors. They provide important connections throughout Metropolitan Adelaide.

In the City of Marion, Greenways include the Coast Park, Mike Turtur Bikeway (along the Tramline), Sturt River Linear Park, Marino Rocks Greenway (along the Seaford Rail line), Tonsley Greenway (along the Tonsley Rail line), Patrick Jonker Veloway (along the Southern Expressway) and Coast to Vines Rail Trail.

Greenways form the ‘backbone’ of the walking and cycling network in the City of Marion. Typically, Greenways are shared-use, off-road paths with the exception of the Marion Coastal Walk which is a pedestrian only path. In some locations, Greenways may include streetscape upgrades (Green Streets) to enhance pedestrian and cycle links.

#### Regional

Regional routes are a level below Greenways and provide regional-level connections. They include both off-road and on-road (generally arterial roads) treatments.

In the City of Marion regional routes include Field River shared-use path (proposed), Lonsdale Road shared-use path, Seacombe Road, Marion Road, Daws Road, Oaklands Roads and Perry Barr Road. They also include the existing shared-use paths adjacent to the Southern Expressway.

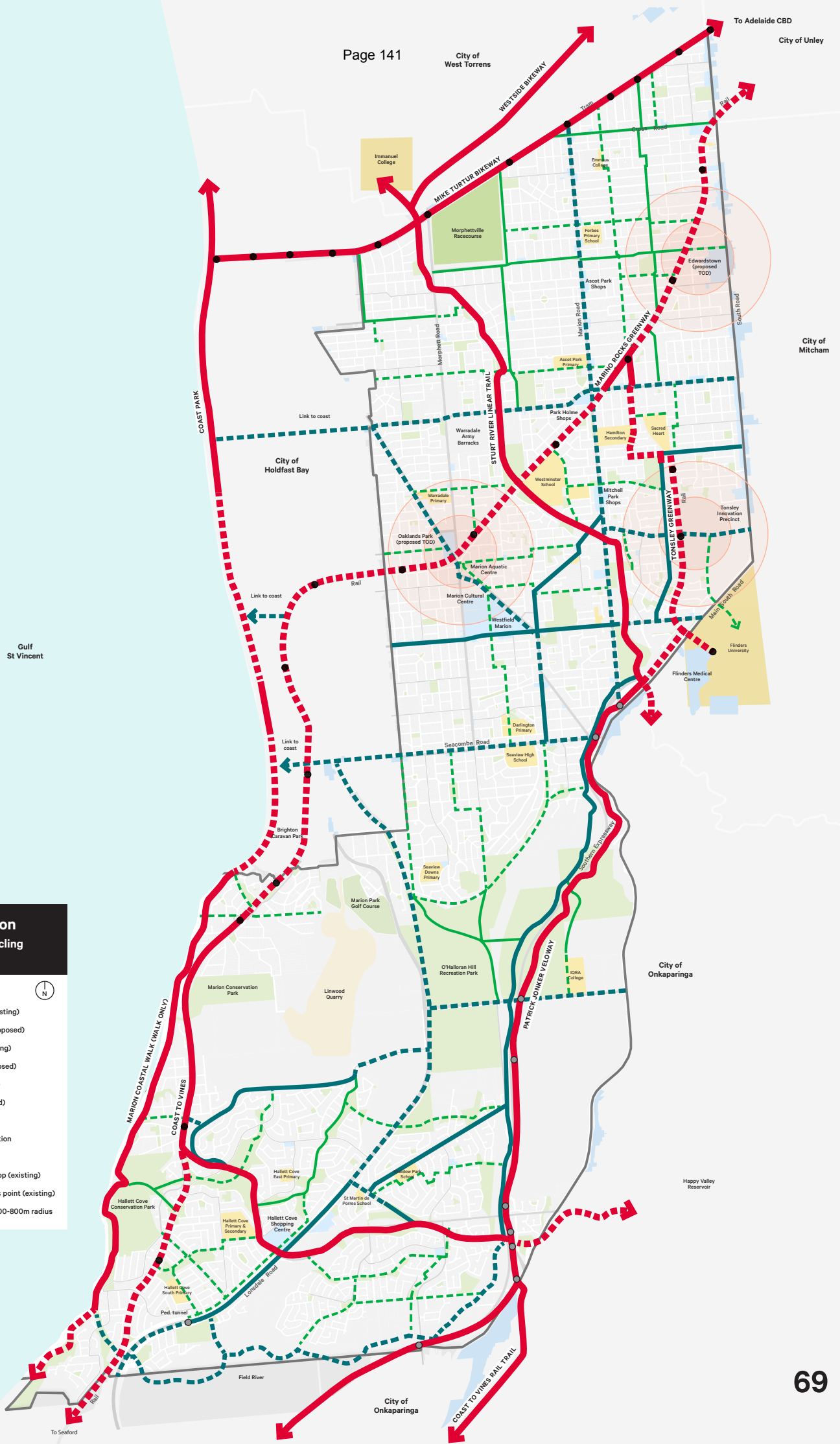
#### Local

The local network is generally located in reserves, local roads and collector roads. These provide local-level connections to both local hubs and destinations and will act as links to Greenways and Regional routes.

## City of Marion Walking and Cycling Network Plan

### Key

- Greenways (existing)
- - - Greenways (proposed)
- Regional (existing)
- - - Regional (proposed)
- Local (existing)
- - - Local (proposed)
- Reserve / Park
- School / Education
- Hub / Shops
- Train / Tram stop (existing)
- Veloway access point (existing)
- TOD (future) 400-800m radius



## Recommendation 2: Work with developers to achieve a built form that supports walking and cycling.

### 1 — Permeability

Permeability in the street network and choice of route is important for pedestrians and cyclists. The grid-plan works best, providing connections and choice of routes, and should be encouraged for large-scale re-developments (eg. Tonsley Innovation District).

- Cul-de-sacs should be avoided for streets and site designs. Where unavoidable, ensure pedestrian and cycle links are maintained.
- Undertake Local Area Traffic Management and consider strategic 'dead-ends' for vehicle traffic where it will create a better environment for pedestrians and cyclists (refer Strategy 2).



Example of permeable shared street

### 2 — Built Form

The built form has significant influence on encouraging or discouraging walking and cycling.

- Provide active frontages and avoid blank walls/fences. This encourages walking and cycling by creating interesting environments with improved safety through passive surveillance.
- Provide fine-grain detail and interest. Shift from car-oriented, 'big-box' built form to pedestrian-scale environments (refer image below).
- Provide verandahs and pergolas for shelter on footpaths.
- Ensure destinations encourage walking and cycling.
- Exhibit high-quality urban design and be comfortable at a human scale.
- Locate car parking to the rear of developments for an active frontage and to encourage arrival by walking or cycling.
- Incorporate street furniture such as seating and bicycle parking.



Example of active and engaging building frontage



## 3 — Mixed Land Use

Mixing compatible land uses provides a range of uses (eg. shops, housing, offices) closer together and increased accessibility for walking and cycling. It also increases activity, improving safety and adding interest to the street environment.

The 30-Year Plan for Greater Adelaide 2017 Update supports mixing compatible land uses particularly along transit corridors.

**‘If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places’.**

*Streets are People Places, Fred Kent*

## 4 — Site Layout and Car Parking

The City of Marion has a large amount of off-street parking as well as on-road parking.

Destinations with large areas of car parking forward of the building location creates a visually unattractive and inactive streetscape character. It also discourages travel and arrival by walking or cycling.

- Ensure appropriate site planning and building designs that focus on pedestrian and cyclist arrival rather than car.
- Locate off-street car parking behind the building line.
- Investigate pedestrian and cycle movements in the same way traffic studies are undertaken.
- Provide strong walking and cycling links through surface car park areas to the local network.
- Consider a review of planning policies (eg. Car-parking requirements) that support a car-focused environment.
- Provide end-of-trip facilities (eg. Bicycle parking).
- Undertake traffic management planning to direct site vehicle access to the preferred arterial or collector and not local streets (ie. To reduce vehicle volumes on the local network).



Example of providing end of trip facilities for arrival by walking and cycling

## 5 — Planning System

The following table summarises opportunities within the existing planning system for the incorporation of the strategies outlined in this report.

Overview	Description
<b>Structure Plans</b> <i>Embed Walking and Cycling strategies into spatial planning for growth areas</i>	<p>A Structure Plan is currently being prepared for the Southern Corridor, as identified by the Government of South Australia. This Structure Plan will set out a detailed spatial vision for urban growth and change, including directions and targets that will guide rezoning.</p> <p>There is an immediate opportunity to integrate walking and cycling in the Structure Plan for the Southern Corridor.</p>
<b>Precinct Plans</b> <i>Embed Walking and Cycling into the detailed planning and approval of defined regeneration areas.</i>	<p>Precinct Plans aim to provide an area-wide approval instrument for integrated planning of defined mixed-use regeneration areas. Precinct planning provides a powerful tool for delivering urban renewal around transit nodes.</p> <p>Precinct planning should ensure that walking and cycling strategies form an integrated component of area-wide re-development schemes. Planning for walking and cycling should happen up-front rather than at the end. Priority should be on walking and cycling linked with public transport and then car movement.</p>
<b>Master Plans</b> <i>Embed Walking and Cycling into plans for urban projects</i>	<p>Master plans have a direct influence on the range and quality of walking and cycling environments delivered from new and re-developed urban spaces and buildings.</p> <p>Government Agencies prepare master plans for infrastructure projects (such as new schools, hospitals or highways) and for major urban development projects (such as Tonsley Innovation District). Councils prepare master plans for public realm upgrades (squares, parks, and town centres). The private sector prepares master plans for development projects, including new residential estates or major commercial buildings.</p> <p>Master plans should reflect walking and cycling strategies and key routes at the project and/or area scale. As with Precinct Plans, Master Plans should have priority on walking and cycling, then public transport and then car movement. The focus should be on creating a walking and cycling focused precinct that links with the broader walking and cycling network (particularly Greenways), public transport and the surrounding community.</p>
<b>Planning and Design Code</b> <i>Embed Walking and Cycling directions into the Planning, Development and Infrastructure Act 2016</i>	<p>The Planning, Development and Infrastructure Act 2016 includes the Planning and Design Code to guide development and desired character.</p> <p>There is opportunity to integrate walking and cycling directions into the Planning and Design Code to have a direct influence on new developments. This may include translating key walking and cycling principles and plans to the Code. This will assist Council staff and developers to plan and design for walking and cycling and ensure they are integrated and considered up-front for new developments.</p>
<b>Council Plans</b> <i>Embed Walking and Cycling directions into Council plans and policies</i>  <i>Embed Walking and Cycling facilities into Council plans for infrastructure delivery</i>	<p>The City of Marion are involved in preparing a range of strategic, statutory and operational plans.</p> <p>It is recommended that the City of Marion integrate walking and cycling directions across all its plans and policies. For example, walking and cycling strategies and implementation should inform Asset Management Plans, Recreation Plans, Traffic Management Plans, Road Re-sealing Programs, Public Arts Strategies, Street Tree Strategy reviews etc. The process of informing and aligning with other plans and policies will allow for increased efficiency in infrastructure delivery.</p>





## Marino Rocks Greenway



## Strategy 2

# Working with Vehicles

### Recommendation 3: Investigate the reduction of vehicle speeds and volumes on local streets.

‘Working with vehicles’ involves a series of moves to shift the balance from cars to alternate means of movement. This requires a change in thinking from cars having priority over people.

Priority is for local streets identified as key walking and cycling routes and streets identified in Asset Management Plans for renewal or replacement.

#### Key considerations include:

- 1 — Lowering vehicle speeds
- 2 — Calming traffic and narrowing streets
- 3 — Reducing vehicle numbers
- 4 — Providing separate space on arterial roads

#### Advantages

Reducing vehicle speeds and numbers on local streets:

- Provides a safer pedestrian and cycle environment.
- Reduces vehicle crashes.
- Reduces noise.
- Improves physical and mental health and associated economic benefits.
- Improves residential amenity.
- Increases property values.
- Improves quality of life and wellbeing.
- Enables opportunities for streets to become ‘places’.

# 1 — Lowering Vehicle Speeds

Lowering vehicle speeds significantly increases safety for people and enhances place quality. The priority is for slowing vehicles on local streets, particularly those identified as key walking and cycling routes (refer Proposed Walking and Cycling Network Plan). This will also create opportunities for streets to become ‘places’.

Slowing vehicles on local streets generally will not mean longer travel times. Effective street planning, layout and hierarchy, will result in short travel distance (mostly less than 1km) on local streets before joining the arterial road network.



Example of slowing local traffic, Railway Terrace, Ascot Park

## Design Considerations

- Slow vehicle speeds through changing the physical environment (eg. traffic calming and narrowing of streets) that tend to ‘self-regulate’ rather than requiring enforcement.

## Advantages

- Improves safety for pedestrians, cyclists and motorists.
- Discourages motorists from cutting through residential streets.
- Relatively cost-effective.
- Enhances neighbourhood amenity.
- Reduces vehicle numbers within residential areas.

## Disadvantages

- Some traffic calming measures (eg. speed bumps) can increase traffic noise through braking and accelerating vehicles.
- Can result in anti-social behaviour.

‘As soon as you take out cars, or [slow] cars down to a walking pace, people [start] to change their behaviour. People [start] to connect. Because a new layer of intimacy has been created’.

Gilbert Rochecouste

## 2 — Calming Traffic and Narrowing Streets

Traffic calming includes a variety of methods intended to slow vehicle speeds and reduce vehicle numbers.

Most of the City of Marion's streets, particularly in the City's north, were designed wide and straight, which tends to support fast vehicle movement and high traffic numbers.

Narrowing of streets is one way to slow traffic and increase safety for cyclists and pedestrians. Narrow streets slow drivers in comparison to wide, open streets which lead to faster speeds.



Example of traffic calming by narrowing street

### Design Considerations

- Reduce the width of vehicle lanes (2.8-3.2m instead of 3.5-4.0m).
- Plant trees between on-street parallel parking to 'enclose' the street.
- Provide raised central medians.
- Use on-street parallel parking.
- Provide mid-block pedestrian crossings and kerb outstands at intersections.
- Provide vehicle slow-points while ensuring they are pedestrian and cycle-friendly.
- Ensure traffic calming measures are pedestrian and cyclist friendly.
- Integrate Water Sensitive Urban Design (WSUD) to support amenity and sustainability outcomes.
- Preserve streetscape aesthetics and not 'over-engineering.'

### Advantages

- Can be as simple (and cost-efficient) as repainting lines to 'narrow' vehicle lanes.
- 'Narrowing' can provide more space for footpaths and street tree planting.
- 'Self-regulates' rather than requiring enforcement (eg. speed limits).

### Disadvantages

- Speed bumps and raised 'driveway-links' can create noise for residents.
- Can delay emergency vehicles.



### 3 — Reducing Vehicle Numbers

Roads and streets within the City of Marion accommodate a high proportion of through-traffic (refer Part 3). Most through-traffic is focused on the main arterial roads, however, in some cases ‘rat-running’ occurs through local streets and collectors increasing vehicle number on the local street network.

‘Rat-running’ should continue to be discouraged to support local streets becoming places that people, including pedestrians and bike riders, can enjoy.

Routes identified as Green Streets, in particular, will benefit from reduced through-traffic by appropriate traffic management.

A key way to improve local streets is through Local Area Traffic Management. One option is to consider strategic ‘dead-ends’ for vehicle traffic where it will create a better environment for pedestrians and cyclists and assist in the local movement network. It is then also possible to create pocket parks at the end of streets and encourage streets to be places for people. Where pocket parks are created it is important to ensure pedestrian and cycle access is maintained.



Example of Local Area Traffic Management, Railway Terrace, Marion

### 4 — Providing Separate Space on Arterial Roads

Arterial roads carry high numbers of fast moving vehicles. Dedicated space for walking and cycling on these roads is vital for the safety and comfort of pedestrians and bike riders. Where off-road routes cannot be provided, space and separation for cyclists is essential.

#### Design Considerations

- Ensure bike lanes continue at intersections and do not ‘disappear’.
- Provide advanced bicycle stop lines at intersections to allow space and increase visibility of cyclists.
- Provide separated bicycle lanes (refer Part 5 - Technique 3 Separated ‘Bicycle Paths’).
- Provide green surface treatments for bike lanes at intersections and conflict points.
- Avoid vehicle slip lanes to improve safety for pedestrians and cyclists.



Example of bicycle oriented crossing, Christchurch, NZ

## Strategy 3

# The Details

**Recommendation 4: Provide the infrastructure that supports walking and cycling; in particular quality paving and large street trees.**

**Successful implementation of these guidelines depends on attention to detail, including provision of infrastructure and choice of materials.**

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This strategy provides guidance for the following:

- 1 — Paving
- 2 — Trees
- 3 — Planting
- 4 — Furniture
- 5 — Signage
- 6 — Public art
- 7 — Lighting
- 8 — Crossings
- 9 — Standards and guidelines

For additional reference refer to City of Marion Streetscapes Design Guidelines

# 1 — Paving

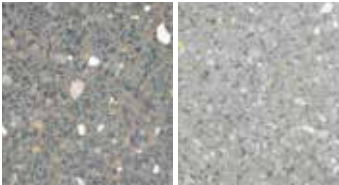

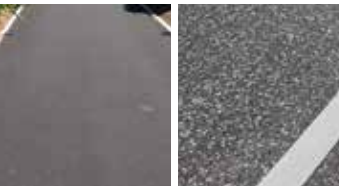

Providing suitable paving is important for encouraging walking and cycling.

Generally hotmix (AC7) is preferred to segmented paving which has a tendency to lift and cause trip hazards.

Footpaths should take priority over driveways and can also include priority over minor streets.

Refer to the following for further details and guidance.

- Part 5 - Technique 2 'Footpaths'.
- City of Marion Streetscapes Design Guidelines.
- DPTI Guide to Bikeway Pavement Design, Construction and Maintenance for South Australia.

Paving Type	Use	Benefits	Example
<b>Type 1</b> High-quality unit paving	— Limited to key pedestrian gathering areas / civic precincts	— High-quality finish	
<b>Type 2</b> Insitu concrete	— Higher use areas near hubs, commercial precincts and local centres (eg. Tonsley)	— Attractive and long lasting solution	
<b>Type 3</b> Hotmix (AC7) — Black — Line marking	— Most footpaths (excluding Types 1, 2, and 4) — Shared-use paths	— Avoids lifting — Ease of maintenance — Cost-effective	
<b>Type 4</b> Compacted sand/gravel	— Lower use paths and trails in reserves and parks.	— Blends well in 'natural' settings — Cost-effective	

## 2 — Trees

Planting large trees is one of the key moves for the City of Marion to encourage walking and cycling.

Large trees assist in providing effective shade cover, vertical scale and streetscape presence as well as having positive environmental benefits. Streets provide the opportunity to plant large, shady trees.

Smaller trees should be restricted to narrower, minor streets where space limits planting of larger species.

Power line infrastructure and services should be addressed prior to tree selection.

Tree planting should be formal and regular in placement. Continuity and consistency should be promoted along the length of the street. Preference is to establish a single character along the length of a street rather than breaking streets into a number of precincts with different planting characters.

A mix of evergreen and deciduous, as well as native and exotic species should be used to reinforce identity and promote ecological diversity.

Refer to City of Marion Street Tree Strategy and City of Marion Streetscapes Design Guidelines for tree selections and design guidance.



Street tree canopy cover: Castle Street compared to St Lawrence Avenue, Edwardstown



Example of streets and cycle lanes with large trees



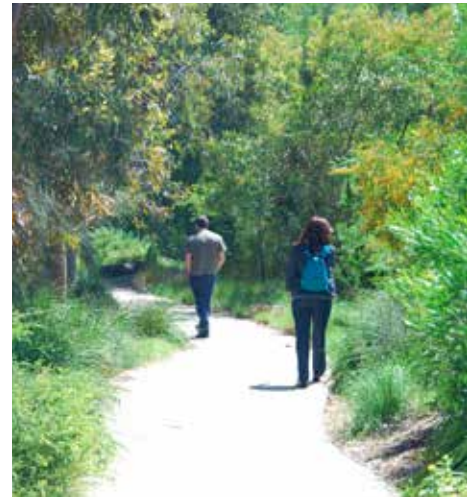
### 3 — Planting

Planting contributes to local character and amenity by:

- Providing colour, interest and amenity
- Offering structure and marking key locations (eg. corners, entries).
- Assisting in stormwater management.
- Defining edges and paths.
- Providing seasonal change to the area.

Opportunities for the City of Marion include:

- Planting low-maintenance vegetation adjacent to walking and cycling paths, in particular off-road shared-use paths and Greenways.
- Utilising new walking and cycle path development as an opportunity to remove weeds and exotic species and replace with native grasses, groundcovers and trees, particularly along watercourses and railway lines.
- Planting areas that are bold and simple, encourage interest and diversity, and avoid overly fussy or busy planting designs.
- Selecting species appropriate to the site conditions, with suitable form, compliance with CPTED principles and ongoing maintenance and watering requirements.
- Using native plants of local provenance to increase the biodiversity of vegetation, assist with Water Sensitive Urban Design (WSUD) and habitat creation in the area.
- Incorporating WSUD initiatives along Greenways and off-road shared paths.



Example of planting adjacent walking and cycling routes, including WSUD

## 4 — Furniture

Furniture and its arrangement is part of a well-integrated and well-maintained public realm.

Street furniture should be located in the Street Furniture Zone. The Street Furniture Zone is normally located in the area closer to the kerb to maintain a clear path of travel against the buildings/property line.

### Design Considerations

Furniture and amenities supporting walking and cycling includes:

#### Seating

- Provide seating adjacent to paths in locations that correspond with attractive views and features.
- Seating should generally be provided every 300m on key routes or in response to public needs and usage.

#### Shelters and picnic settings

- Locate within reserves or parks accessed by the walking and cycling network.

#### Bike stands

- Provide at destinations and reserves responding to public needs and usage.

#### Bins

- Locate at ends of pathways sections or at intersecting nodes.
- Site suitably as not to dominate entries.

#### Drinking fountains, dog-bowls/bag dispensers and fitness stations

- Provide within parks and reserves accessed via the walking and cycling network.

#### Toilets

- Integrate the planning of assets such as public toilets with key walking and cycling routes.

Refer to City of Marion Streetscapes Design Guidelines furniture selections and design guidance.



Examples furniture, refer City of Marion Streetscapes Design Guidelines for selections



## 5 — Signage

Signs are key components in a legible public realm and add to the character and identity of an area.

It is recommended that a signage strategy is developed in the City of Marion that focuses on pedestrian and cycle wayfinding.

Primarily, signage should support the use of walking and cycling routes, but also market and promote the network to the public through prominence in the public realm.

A coordinated signage strategy will provide direction, interpretation and advisory information.

### Design Considerations

- Directional signage guides routes and indicates open spaces, community facilities and other notable destinations. Directional signage may include regular arrows, 'markers' and maps.
- Interpretive signage educates, informs and entertains through interpretation of local history, flora, fauna, cultural heritage, etc.
- Advisory signage provides legal information (eg. 'give way') and advises of a potential hazards (eg. road crossing). Signage requirements are detailed in the Australian Standards.
- Integrated social media or technological accessibility maps enhance navigation.



Examples of signage and wayfinding along walking and cycling routes

## 6 — Public Art

Public art is an important component of a legible public realm.

Public art helps communicate a socially and culturally rich environment. It provides identity within the landscape, creates a unique and meaningful sense of place, destination and belonging.

### Design Considerations

Opportunities for integrating public art in the City of Marion walking and cycling network include:

- Providing a vibrant, contemporary, original, innovative and stimulating response to a site.
- Linking and highlighting key transportation nodes and places of interest, interpreting of local cultures, natural character and other distinctive features of an area.
- Proposing narrative elements that connect different parts of the network.
- Fostering a sense of place, social interaction, community ownership and capacity building through community arts approaches.
- Supporting and encouraging artist and community-led approaches to arts based activation.



'a proposition for a vertical fence' and 'standing work no. 5' artwork by Johnnie Dady, Charles Street and Railway Terrace, Ascot Park



'Link People' artwork by Groundplay and 'Which Way' artwork by CHEB Art, Mike Turtur Bikeway



'Locally Indigenous' artwork by Aurelia Carbone



## 7 — Lighting

Lighting is an important component of the walking and cycling network, adding safety and liveliness to the environment and extending the usability of the network into the night.

For many areas, existing street lighting provides sufficient lighting for walking and cycling use, while other areas may benefit from additional lighting.

### Design Considerations

Lighting options for walking and cycling pathways include:

- Pole top lights (4.5m – 6m).
- Bollard lights.
- Incorporating fittings into built structures (eg bridges, underpasses).
- Automatic control and sensing.
- Illuminating key features such as landmark buildings, trees, bridges and pedestrian gathering points.
- LED and solar lights.
- Street lights (may include a pathway outreach).

Pathway lighting service standards should be determined by an assessment on safety and Crime Prevention Through Environmental Design (CPTED).

Lighting design and implementation to comply with Austroads Guidelines, Australian Standards and DPTI requirements.

Refer to City of Marion Streetscapes Design Guidelines furniture selections and design guidance.



Example LED path lighting



Example LED Street lighting



Example bollard lighting



Example feature lighting

## 8 —Crossings

There are a number of major road and rail routes that pass through the City of Marion (refer Part 3). Safe pedestrian and cycle crossings are required to support and connect communities.

### Design Considerations

- Provide safe pedestrian and cycle crossings where key routes meet major roads and rail lines.
- Provide pedestrian and cycle overpasses/underpasses with the Darlington Upgrade, Oaklands Crossing Project and Flinders Link. Ensure overpasses/underpasses comply with CPTED principles.
- Provide pedestrian and cycle traffic signals for main roads along Greenways and connections to activity centres.
- Provide generous width crossings and consider 'land-bridges' for major connections (eg. Oaklands Park).
- Increase 'green' crossing times for pedestrian and cyclists, particularly around hubs.
- Provide median 'safe-havens' with cyclist hand-rails for cyclists (at road edge and median) to assist crossing of wide and busy roads.
- Provide adequate sight-lines at crossings.
- Avoid overuse of barricades and bollards.
- Design for pedestrian and cycle priority at local street crossings, particularly in activity hub areas.
- Ensure crossings comply with Australian Standards.



Example of designated cycle crossing, Christchurch, NZ



Marion Road crossing



Pedestrian and cycle connection along Mike Turtur Bikeway

## 9 — Standards and Guidelines

The detailed design of walking and cycling infrastructure is required to comply with the relevant standards and guidelines. Key standards and guidelines are summarised below.

### Austroads

The Austroads Guides provide useful guidance and measures to assist with the planning and design of streets and pathways for pedestrians and cyclists.

Key considerations include (but are not limited to):

- Austroads Guide to Traffic Management Series
- Austroads Guide to Road Design Series, in particular:
  - *Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.*
  - *Cycling Aspects of Austroads Guides.*

### Australian Standards

The Australian Standards outline the minimum requirements for pedestrian and cycling infrastructure.

Key considerations include (but are not limited to):

- AS 1742 Manual of uniform traffic control devices; in particular ‘Bicycle facilities’ and ‘Pedestrian control and protection’.
- AS 1428 Design for Access and Mobility.
- Lighting for roads and public spaces.

### Department of Planning, Transport and Infrastructure (DPTI) Standards and Guides

The South Australian Department of Planning, Transport and Infrastructure (DPTI) has also published useful Standards and Guides, for example:

- Guide to Bikeway Pavement Design, Construction and Maintenance for South Australia.





## Strategy 4

# Management and Maintenance

### Recommendation 5: Recognise the need and plan for increased funding for maintenance and upgrading of walking and cycling infrastructure.

Opportunities for the City of Marion to improve management and maintenance of walking and cycling infrastructure include:

- Increasing funding for maintenance and upgrade of existing facilities.
- Purchasing new equipment, such as a small street-sweeper, dedicated to walking and cycling maintenance, including key public spaces, shared-use pathways and footpaths. Priority to be given to high-use public areas and key routes (eg. Greenways).
- Ensuring maintenance of walking and cycling infrastructure and routes is included in Council maintenance staff programs and budgets.
- Undertaking regular paving audits and maintenance for walking and cycling infrastructure.
- Providing regular maintenance (eg. pot-holes, loose paving, street sweeping).
- Exploring opportunities for upgrading walking and cycling facilities when undertaking scheduled maintenance such as road resurfacing etc. and
- Developing service level standards around walking and cycling to effectively translate into maintenance programs and operating budgets.



Small street sweeper for maintenance of walking and cycling paths, Marino Rocks Greenway

## Maintenance and Servicing

The table below provide a list of key maintenance tasks and frequency for servicing walking and cycling infrastructure. Regular maintenance supports public use and safety and also extends the life assets through timely maintenance and rehabilitation.

Maintenance frequency is to be modified and reviewed in line with Council's Asset Management Plan Framework, Council budgets and community expectations. Frequency of street-sweeping may need to increase during autumn or following heavy wind or rain events.

### Cycling and Shared-use Paths

Maintenance Task and Frequency (Indicative Timing)	Greenways	Other Shared-use Paths / Off-road Cycle	Major Roads and Veloway	On-Road Cycle Lanes and Shoulders
Street sweeping	Every 3 months	Every 3 months	DPTI	Every two-months
Pruning of vegetation	Every 12 months	Every 18 months	DPTI	Every 18 months
Inspect surface (including shoulders) and repair and re-line mark as needed.	Every 2 years	Every 2 years	DPTI	Every 3 years

### Footpaths

Maintenance Task and Frequency (indicative timing)	High Use (Hubs, Shopping precincts)	Medium Use (Schools, parks)	Low Use (Local, residential)
Street sweeping	Every 3 months	Every 3 months	On demand
Pruning of vegetation	Every 12 months	Every 18 months	Every 18 months
Inspect surface (including shoulders)	Every 2 years	Every 2 years	Every 2 years

# Strategy 5

## Promotion, Education, Advocacy and Support

**Recommendation 6: Promote and advocate for walking and cycling through a range of Council initiated programs.**

### Overview

This strategy relates to promotion, education, advocacy and support for walking and cycling.

The aim is to build a culture within the City of Marion that respects and embraces walking and cycling both at a strategic, decision-making level and at local community level.

### 1 — Promotion and Education

Opportunities include:

- Using Council's marketing resources (including Council's newsletter and website) to promote walking and cycling to local residents.
- Educating and regularly updating the community about new or upgraded walking and cycling facilities and new solutions such as Green Streets.
- Developing maps, signage and logos to assist in the community's use and legibility of walking and cycling infrastructure. Link with broader network promotion (eg. Bikedirect).
- Exploring new-technology opportunities such as smart-phones, Google Maps and GPS to promote walking and cycling routes.
- Working with the Department of Planning, Transport and Infrastructure (DPTI) to keep Bikedirect and 'Cycle-instead Journey Planner' up to date.
- Working the Heart Foundation to develop local walking and cycling programs.

## 2 — Measuring Performance

In an effort to measure performance and quantify outcomes of walking and cycling improvement, it is recommended that indicators are developed.

Opportunities include:

- Monitoring trends from ABS statistics, including 'Journey to work' data.
- Working with the Heart Foundation to develop other key performance indicators (KPIs) and gather baseline data to measure walking and cycling levels in the community. Understanding travel to school data may be a useful starting point. Some information may be available through SA Health and SA Walks.
- Obtaining measuring equipment to ascertain the level of walking and cycling activity.
- Seeking opportunities to partner with University research to collect and monitor data.

Providing broader indicators that link with the City's Strategic Plan, including sustainability goals such as healthy lifestyles, cultural vitality and healthy environments.

## 3— Advocacy and Support

Advocacy and support for walking and cycling from community leaders such as City of Marion staff and elected members is vital for successful implementation.

Opportunities include:

- Supporting the development of community walking and cycling groups.
- Coordinating with adjoining Councils, Government agencies, developers and the community.



## Mike Turtur Bikeway

'Which Way' artwork by CHEB Art



## Part 7

# Implementation

This part of the guidelines outlines strategies and actions for implementing walking and cycling in the City of Marion.

Implementation strategies include:

- Actions and Priorities
- Funding Opportunities
- Partners

# Action Plan and Priorities

The following table summarises the strategy and actions for implementing walking and cycling improvements in the City of Marion. The suggested priority is related to upcoming external projects and needs identified.

Strategy and Action	Priority
<b>Strategy 1: Planning the Route</b>	
<b>Greenways</b>	
Marino Rocks Greenway – Complete the northern section first. Prepare a Master Plan for development of the corridor and align implementation with other projects for efficiency.	High
Tonsley Greenway – Align timing with other projects, including the Darlington Upgrade, Tonsley Innovation District, Flinders Link and Sturt Road.	High
Sturt River Linear Park– Review alignment, width and upgrade remaining sections.	High
Coast Park upgrade – Work with State Government and adjacent councils to upgrade signage, boardwalks and sections of path not completed.	Medium
Upgrade links through Warriparinga (Sturt Triangle).	High
Maintain the existing Coast to Vines Rail Trail and develop link to Seaford.	Ongoing
<b>Regional</b>	
Link Tonsley Innovation District site to Westfield Marion via Finnis Street (Chrysler Trail).	High
Seacombe Road – Explore opportunities (DPTI road).	Medium
Field River shared-use path from coast to Expressway (land ownership to be considered).	Medium
Lonsdale Road - complete off-road shared-use path (DPTI road).	Medium
Daws/Oakland Road. – Explore route opportunities.	Medium
Perry Barr Road – Explore route opportunities.	Medium
Castle Plaza to Marino Rocks Greenway.	Medium
<b>Local</b>	
Local routes identified in the Proposed Walking and Cycling Network Plan, and Bike Direct routes.	Medium
Streetscape upgrades – Footpaths and tree planting of large species in line with ongoing capital works and maintenance programs.	Ongoing
<b>Integrated with Planning and Built Form, and Shifting the Balance</b>	
Add the proposed Walking and Cycling Network Plan to the City's mapping system to assist in day-to-day management decisions.	High
Integrate walking and cycling directions across other City of Marion plans and policies as necessary.	Medium
Avoid creating dead-ends and cul-de-sacs. Enhance pedestrian and cycle links for existing cul-de-sacs.	Ongoing
Ensure developments have appropriate site planning and building design that focus on movement and scale of pedestrians and cyclists and not car-oriented design.	Ongoing
Review existing planning policies (e.g. car-parking requirements) that support a car-focused environment.	Medium
Seek opportunities for PLEC funding to underground power lines, supporting mature tree establishment.	Medium

## Strategy and Action Priority

### Strategy 2: Working with Vehicles

Reduce the width of vehicles lanes (2.8-3.2m instead of 3.5-4.0m) and increase cycle lane widths through road line-marking renewal process.	Ongoing
Provide traffic calming that is walking and cycling friendly. Priority is for local streets identified as part key walking and cycling routes (e.g. Proposed Walking and Cycling Network Plan) and streets identified in Asset Management Plans for renewal or replacement.	Ongoing
Divert traffic from local streets.	Ongoing
Work with DPTI to provide space for cyclists on arterial roads (e.g. continuous cycle lanes) and separation at intersections (e.g. bicycle boxes).	Ongoing
Integrate Water Sensitive Urban Design (WSUD) in local streets. Priority is for streets identified for upgrade in long-term Asset Management Plans and the Proposed Walking and Cycling Network Plan.	Ongoing
Avoid slip-lanes for vehicles.	Ongoing

### Strategy 3: The Details

Street trees – Plant street trees of larger species (where appropriate) to provide shade. Aim to increase canopy cover of the public realm. Coordinate incremental tree planting program with ongoing capital works and maintenance programs.	High
Planting – Provide planting of native species along walking and cycling routes, particularly Greenways.	High
Furniture – Provide furniture at key locations along walking and cycling routes. Priority for Greenway routes.	Medium
Paving – Continue the use of hotmix (AC7) for paths and increase footpath widths.	Ongoing
Signage – Develop a signage strategy for the City of Marion.	Medium
Public Art – Coordinate an approach for public art development and identifying suitable locations along the walking and cycling network.	Medium
Lighting – Integrate lighting (where necessary) for walking and cycling routes with high-use Greenways a priority.	High
Crossings – Provide safe pedestrian and cycle crossings where key routes meet major roads and rail lines.	High

### Strategy 4: Maintenance and Management

Increase funding for maintenance and upgrade of existing walking and cycling facilities.	Ongoing
Purchase of a small street sweeper dedicated to walking and cycling infrastructure (e.g. shared-use paths).	Medium
Continue to upgrade walking and cycling facilities with ongoing maintenance works.	Ongoing
Undertake regular paving audits and maintenance for walking and cycling infrastructure.	Ongoing

### Strategy 5: Promotion, Education, Advocacy and Support

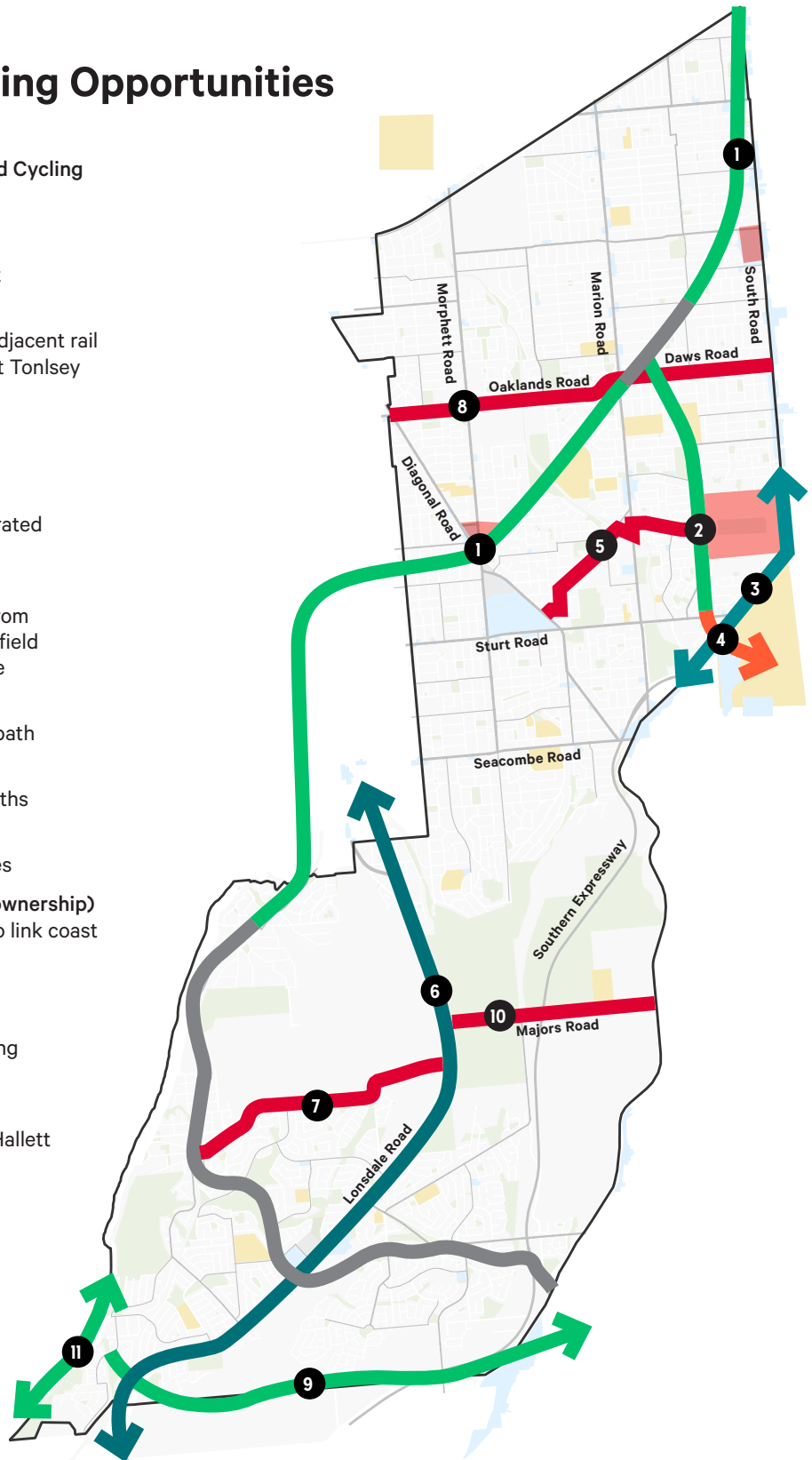
Use Council's marketing resources (including Council's e-news, social media and website) to promote walking and cycling to local residents.	Ongoing
Develop maps, signage and logos to assist in the community's use and legibility of walking and cycling infrastructure. Link with broader network promotion (e.g. Bikedirect).	Ongoing
Monitor walking and cycling trends using ABS statistics.	Ongoing
Support the development of local programs (e.g. 'Active Communities', walking school bus) and community walking and cycling groups.	Ongoing
Consider signing-on and committing a public statement supporting walking and cycling.	High

# Action Plan and Priorities

## Key Walking and Cycling Opportunities

Key projects from the Proposed Walking and Cycling Network Plan include:

- 1 Marino Rocks Greenway  
— Complete the northern section first
- 2 Tonsley Greenway (by others)  
— Provide off-road shared-use path adjacent rail corridor. Complete section adjacent Tonsley Innovation District first
- 3 Darlington Upgrade (by others)  
— Off-road shared-use paths
- 4 Flinders Link (by others)  
— Off-road shared-use paths incorporated within proposed rail overpass
- 5 Chrysler Trail  
— Provide off-road shared-use path from Tonsley Innovation District to Westfield Marion, including Alawoona Avenue
- 6 Lonsdale Road  
— Complete the off-road shared-use path
- 7 Perry Barr Road  
— Provide on- and off-road bicycle paths
- 8 Daws and Oakland Roads  
— Improve pedestrian and cycle routes
- 9 Field River Trail (dependent on land ownership)  
— Provide off-road shared-use path to link coast with the Expressway
- 10 Majors Road O'Halloran Hill  
— Discuss with State Government improvements to walking and cycling connections
- 11 Coast Walk  
— Complete section of trail south of Hallett Cove Foreshore



## Marion Road

### On-road bicycle path



#### Key opportunities

- Large street trees for shade and amenity (verge and median).
- Enhanced footpath treatment.
- Wide on-street bicycle lanes (both directions).



## Local Street



#### Key opportunities

- Street trees for shade and amenity.
- Wider footpath with enhanced pavement.
- Enhanced verge treatment.
- Water Sensitive Urban Design.





# Funding Opportunities

Although walking and cycling are fundamental transport modes, funding is often overlooked, particularly in comparison to spending on car-focused activities.

Funding opportunities for detailed design and implementation of walking and cycling projects include:

- Developer contributions;
- State Bicycle Fund;
- Places for People grants;
- Open Space grants;
- Department of Planning, Transport, and Infrastructure;
- Office of Local Government;
- Office for Recreation and Sport;
- Community grants;
- Arts South Australia;
- Power Line Environment Committee (PLEC);
- Black Spot Programme;
- OPAL funding; and
- Cycling Promotion Fund.

Funding opportunities may also be available through Federal Government programs.

---

**Plan ahead on walking and cycling projects to take advantage of Federal and State Government funding opportunities as they arise.**

# Partners

Possible partners for input and delivery of walking and cycling improvements are summarised below.

## National

Heart Foundation

Australian Bicycle  
Council

## State

Department of  
Planning, Transport and  
Infrastructure

Healthy by Design SA

Bike SA

## Regional

City of  
Holdfast Bay

City of West  
Torrens

City of Unley

City of  
Mitcham

City of  
Onkaparinga

## City of Marion

Council Administrative  
Staff

Elected Members

Community Engagement

## Community

Local Walking Groups

Local Cycling Groups

Schools

# oxygen<sup>®</sup>

People, nature and space.

Oxygen Pty Ltd  
98–100 Halifax Street  
Adelaide SA 5000

T +61 (08) 7324 9600  
[design@oxygen.net.au](mailto:design@oxygen.net.au)  
[oxygen.net.au](http://oxygen.net.au)

# Segment Key Plan



**Segment 01**  
Dunorlan Rd - Adelaide Tce  
Shared path within rail corridor

**Segment 02 (Completed)**  
Adelaide Tce - Daws Rd  
On-road Green Street

**Segment 03**  
Daws Rd - Celtic Ave  
On-road Green Street and off-road shared path

**Segment 04**  
Celtic Rd - Quick Rd  
On-road Green Street and off-road shared path

**Segment 05**  
Tonsley (Quick Rd - Alawoon Avenue)  
Off-road shared path within rail corridor  
On-road Green Street along Kirra Avenue (Temporary)

**Segment 06**  
Tonsley ( Alawoon Avenue - Ash Ave)  
Off-road shared path within rail corridor

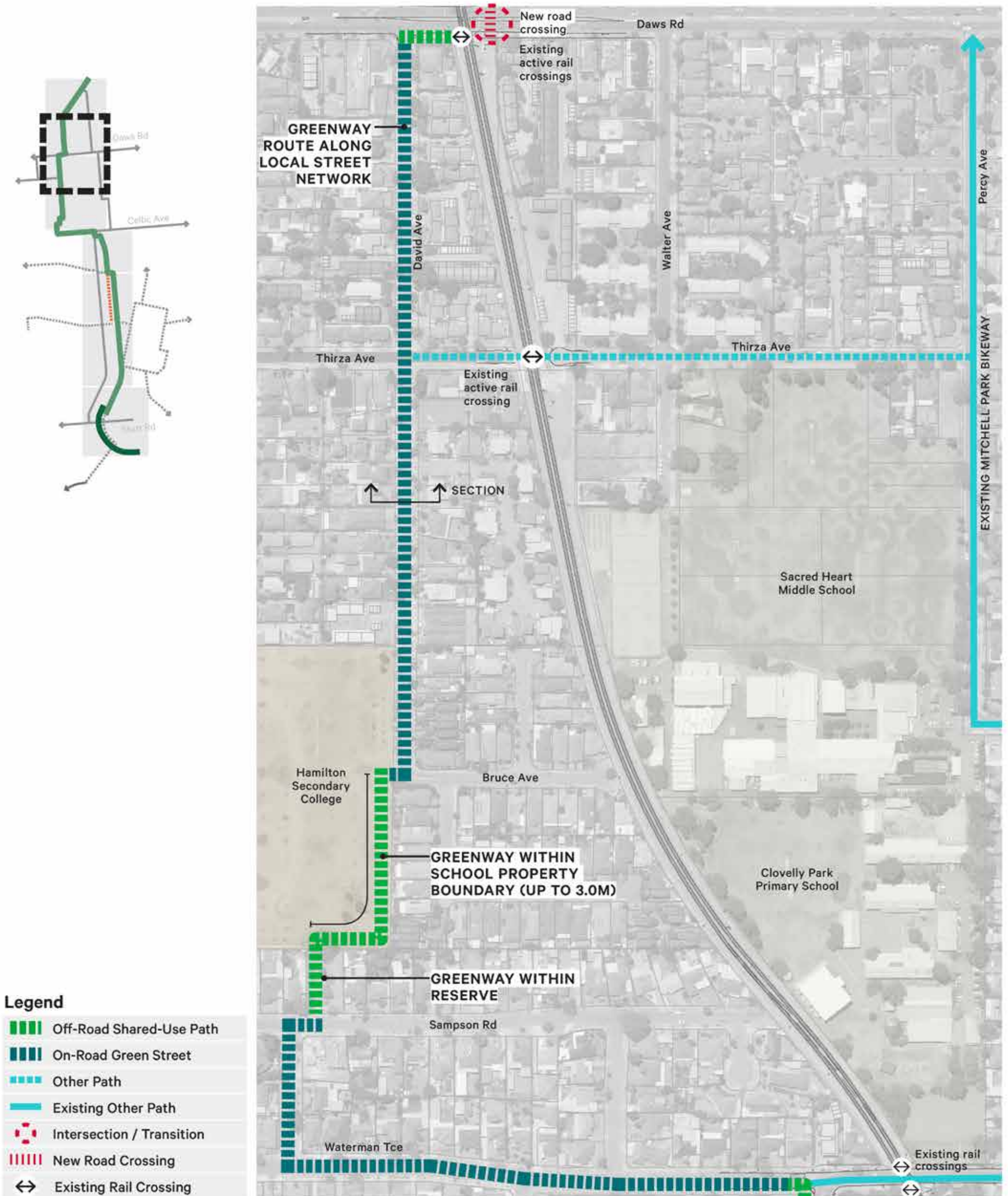
**Segment 07**  
Ash Ave - Sturt Rd  
At grade shared path within rail corridor and  
incorporated within rail overpass

NTS



# Segment 3

## Daws Rd - Celtic Ave



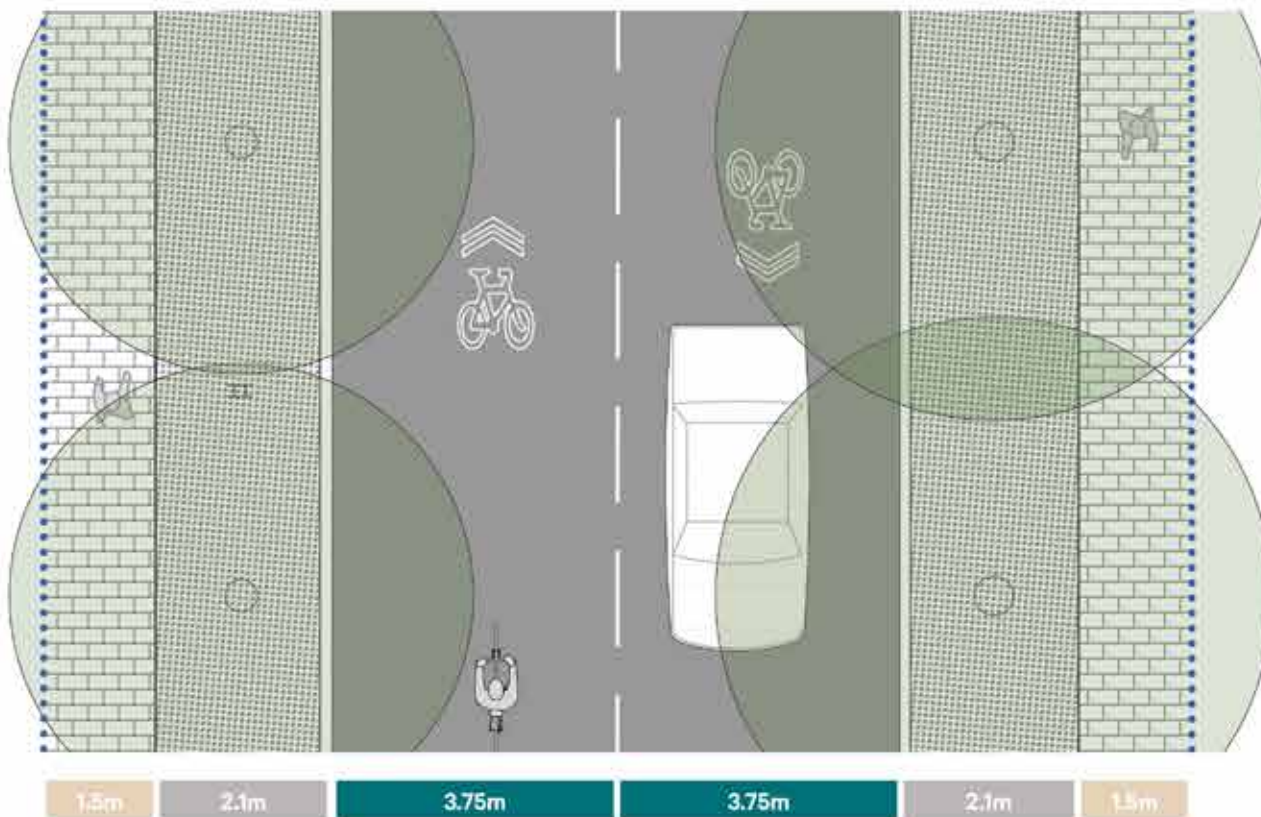




Section

## Notes

- New on-road and off-road greenway located within road reserve, public reserves and Hamilton Secondary College land (subject to approval)
- Bicycle infrastructure, including 'sharrow' linemarking and signage incorporated along on-road sections of greenway
- Water Sensitive Urban Design (WSUD) initiatives incorporated
- New street tree planting, footpaths and verges could be incorporated
- Connections to Hamilton Secondary College and Mitchell Park Reserve provided
- Existing kerbs retained



## Legend

	Footpath
	Verge with Street Trees
	On-road Shared Vehicle and Bicycle Lane with 'Sharrow' Linemarking

1:100 (A3)

0 1 2 3 4m

Plan

### Appendix 3 Tonsley Greenway- High level Cost Estimates Daws Rd to Celtic Avenue

Tonsley Greenway - Daws Rd to Celtic Avenue			
	Capital	Contingency & Professional fees	Total
Original alignment in rail corridor	\$3,061,324.00	\$337,666.00	\$3,398,990.00
Alternative alignment	\$251,886.25	\$60,000.00	\$311,886.25

**CITY OF MARION  
GENERAL COUNCIL MEETING  
08 MAY 2018**

**Originating Officer:** James O'Hanlon, Unit Manager Sport & Recreation

**Corporate Manager:** Carol Hampton, Manager City Property

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Southbank Tennis Club

**Report Reference:** GC080518R05

## **REPORT OBJECTIVES**

This report seeks Council consideration for additional funds to be allocated to the endorsed Southbank Tennis Club (SBTC) project to remedy sub structure court conditions that have become apparent due to the discovery of soil conditions that will compromise the future integrity of the courts.

## **EXECUTIVE SUMMARY**

The SBTC court project is part of the Council endorsed 3-year capital works programme as per GC281117R08 with a project budget of \$145,000. Proposed works included court resurfacing, replacement of fencing and the upgrade of deficient court lighting. The works is jointly funded by the City of Marion, SBTC, the Office for Recreation and Sport (ORS) and Tennis Australia.

The Tender process identified additional works, which are required to address potential court integrity issues relating to the court's sub structure due to soil movement conditions. Without the proposed changes in scope to works there is a high risk that the courts will likely regress to their existing condition within a period of less than 18 months. Council currently has allocated \$45,000 towards the project and this report seeks an additional amount of \$88,194 to be funded from Council's Asset Sustainability Reserve – Community Facilities Partnering Program.

Should the request for additional funding be approved the total project budget will be in the order of \$233,194 which includes a 10% allocation in contingencies. Council's total contribution would be \$133,194 with funding contributions from ORS of \$65,000; from SBTC of \$20,000; and Tennis Australia of \$15,000.

## **RECOMMENDATIONS**

## **DUE DATES**

**That Council:**

- |   |             |
|---|-------------|
| 1. Notes the report and recommendations provided in this report.  | 08 May 2018 |
| 2. Endorses an additional allocation of up to \$88,194 towards the Southbank Tennis Court redevelopment works being made from Council's Asset Sustainability Reserve – Community Facilities Partnering Program to meet the revised project costs. | 08 May 2018 |

- |  |                    |
|--|--------------------|
| <b>3. Notes that there is not expected to be any increase to ongoing operations, maintenance and depreciation.</b> | <b>08 May 2018</b> |
| <b>4. Advises that the Southbank Tennis Club will be responsible for any project related cost overruns.</b>        | <b>08 May 2018</b> |

## **BACKGROUND**

The SBTC currently occupies the Council owned tennis facility at Hessing Crescent, Trott Park. The SBTC and Tennis SA are committed to working with Council and key stakeholders on the development of a strategic plan for the ongoing improvement of the facility.

The SBTC were successful in a Council endorsed application (GC280217R06) to the Office for Recreation and Sport (ORS) for \$65,000 through its 2017 round of Community Facilities Funding. The funding model for the works included contributions from the Southbank Tennis Club, ORS, Council and Tennis SA. The scope of works for the project were undertaken by Tennis SA and utilised in the subsequent tender process. The tender for these works were bundled with three other projects that all had similar scope of works to achieve efficiencies in costings for the projects, which included Woodforde Reserve, Hallett Cove Beach Tennis Club and Morphettville Park that was lighting only. The process undertaken was an open tender with the options for tenderers to bid for all of the works or separately on individual packages of works such as lighting, court or fencing works.

The court surface at the SBTC has experienced cracking and warping to a level significantly higher than other court surfaces in the Marion Council area, which had always been attributed to tree root systems intruding under the court surface. At the conclusion of the tender process, it was noted by submitting tenderers that significant soil movement under the courts were causing the cracking and surface level inconsistencies and not tree roots as initially understood to be the case.

In consultation with Tennis SA including its Director of Major Projects this scenario was investigated and confirmed by Tennis SA in contrast to their original assessment.

## **DISCUSSION**

Both Tennis SA and Administration are in agreement that an amendment to the existing scope of works is required. If the project goes ahead as per existing scope it is likely that the same cracks and playing surface inconsistencies will emerge within a 12-month period.

To counteract the soil conditions in the area that the courts occupy it is proposed to install an additional layer of geo-fabric, which is laid underneath the bitumen subsurface that will also be thickened from the existing 25mm to 35mm. The acrylic playing surface and line markings are then laid over the top of the reinforced bitumen sub surface.

The geo-fabric layers enables the absorption of the soil movement without passing the stress onto the bitumen subsurface that lays over the top. The additional thickness of the bitumen sub surface provides an additional layer of protection for the acrylic playing surface in the event of severe soil movements.

It is noted by both Tennis SA and the preferred supplier that these additional works do not provide a full proof guarantee in regards to future cracking as with all court resurfacing works undertaken within the City of Marion, however the proposed works do address the current soil movement conditions experienced at the SBTC site.

All stakeholders and funding contributors including the SBTC have been briefed on the situation and subsequent processes involved to see the project to fruition. All parties remain committed to their funding contribution.

The SBTC is affiliated with Tennis SA holding club tennis tournaments, and regular Saturday competition tennis. The club currently has 90 members registered with Tennis SA. The club offers a range of accredited tennis programs and activities expected of a successful community based tennis facility, which includes provision of a qualified coach, social and competitive tennis along with casual usage. The Club always provides access to two courts maintained by the Club with the local community having the ability to utilise these courts throughout the week and weekends.

## **SCOPE OF WORKS**

To address the soil movement the following revised scope of courts works has been developed in consultation with Tennis SA:

- Preparation of courts surfaces for works to be undertaken
- Supply and install a PFI Geo-fabric surface layer
- Supply and lay hot mix bitumen subsurface to a depth of 35mm
- Apply approved acrylic surface coating in elected colour scheme
- Undertake line markings as required
- Replacement of deficient lighting to LED globes
- Replacement of fencing (not including poles unless structurally compromised).

As the laying of the bitumen and the acrylic playing surfaces, is weather dependent these works are usually undertaken between September and May. Accordingly, timeframes will not enable works to be undertaken until September / October 2018 with a schedule of approximately 9 weeks to complete. The works will be staged to enable the tennis club to continue operations on limited courts.

## **Risk Management**

There are 2 options for Council consideration as outlined below:

### **1 Undertake works as per original scope of works (Not recommended).**

This will provide refurbished court works and will not interfere with the standard of fencing works or lighting attached in the proposed project however it is highly likely that court cracking will emerge within a short period of time resulting in not fit for purpose facilities and retroactive works to be undertaken which will be costly and ineffective.

This option is not recommended to Council.

### **2 Undertake approved works with revised scope and budget (Recommended)**

Although requiring additional funds it will provide the Club with fit for purpose playing surfaces and dramatically decrease the risk and costs associated with ongoing maintenance for the courts playing surfaces. This will decrease Council's long-term financial contribution in relation to asset management plans.

In delivering the outcomes of the Tennis & Netball review and ensuring, the provision of fit for purpose facilities for our sporting clubs it is recommended for Council to endorse option 2.



## FINANCIAL ANALYSIS

A revised budget for the project is \$233,194, which includes a 10% contingency; the amended funding is as follows:

South Bank Tennis Club	\$ 20,000
Tennis Australia Nation Rebate	\$ 15,000
ORS CRSFP Grant	\$ 65,000
Marion Council (initial contribution)	\$ 45,000
Marion Council (additional contribution)	<u>\$ 88,194</u>
Total	\$233,194 ex GST

Council's whole of life cost for the project will include a provision for the replacement of the courts after the expiry of their useful life estimated to be 20 years for the court surfacing and 25 years for the lights. While the replacement courts are of superior quality to the existing courts, based on the project costs there are not expected to be any increases to ongoing operations, maintenance and depreciation.

## CONCLUSION

The SBTC proposal will address the declining quality of the Club's courts and ensure the solution is a long-term rectification of an identified issue that is critical for SBTC's long-term sustainability and growth.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Originating Officer:** Luke Manuel, Team Leader Community Safety  
Sharon Perin, Unit Manager Community Safety

**Manager:** Jason Cattonar, Manager Development and Regulatory Services

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Dog Registration Fees

**Report Reference:** GC080518R06

**REPORT OBJECTIVES AND EXECUTIVE SUMMARY**

This report recommends changes to the dog registration fees for the 2018-2019, 2019-2020 and 2020-2021 financial years and provides information on the new state-wide registration system, "Dogs and Cats Online" (DACO), following the introduction of the *Dog and Cat Management (Miscellaneous) Amendment Act 2016*.

As the costs associated with the management and administration of dogs continues to rise each year it is recommended that Council, within the fee cap set by the Minister (currently \$100), incrementally increase the annual "non-standard dog" registration fee over the next three financial years.

**RECOMMENDATIONS**

**DUE  
DATES**

**That Council:**

- |  |            |
|--|------------|
| 1. Receives and notes this report.   | 8 May 2018 |
| 2. Approves the non-standard dog registration fee of \$71 effective from 1 July 2018 to be annually indexed by CPI in 2019/20 and 2020/21.   | 8 May 2018 |
| 3. Notes a 50% concession (mandatory legislative rebate) be granted for 'Standard Dogs' (dogs which are desexed and microchipped).   | 8 May 2018 |
| 4. Approves the following fees for concessional dog registration effective from 1 July 2018 to be annually indexed by CPI in 2019/20 and 2020/21:  | 8 May 2018 |
| <ul style="list-style-type: none"> <li>• Standard Dog Pensioner Concession \$17</li> <li>• Standard Dog Pensioner Concession with Trained Certificate \$14</li> <li>• Standard Dog with Trained Certificate \$28</li> <li>• Non-Standard Dog Pensioner Concession \$35</li> <li>• Non-Standard Dog Concession with Trained Certificate \$31</li> <li>• Non-Standard Dog with Trained Certificate \$63</li> </ul> |            |
| 5. Includes the approved dog registration fees in Council's Fees and Charges Schedule.   | 8 May 2018 |

## BACKGROUND

The City of Marion currently has a non-standard dog registration fee of \$70. Changes to the *Dog and Cat Management Act 1995* ("the Act") were passed by the South Australian Parliament on 6 July 2016. Major legislative amendments to the Act include mandatory microchipping and desexing of dogs and cats, registration of breeders, provision of information to buyers of dogs and cats, and increased enforcement powers for Councils. The majority of the changes, including mandatory desexing and microchipping, will come into effect on 1 July 2018. Due to these legislative requirements under the Act, two mandatory dog registration fees were established in 2017:

- 'Standard Dog' registration: applies only to a dog that is both desexed and microchipped.
- 'Non-standard' (full fee) registration: applies to all other dogs that are either exempt or noncomplying with the requirement to be both desexed and microchipped (coming into effect 1 July 2018).

The two mandatory categories allow for simplicity and uniformity across the State in regard to the dog registration fees that are set by each Council.

There are 12,554 registered dogs within the City of Marion, 9,012 of which are both desexed and microchipped and fall into the 'Standard Dog' category. Of the 12,554 registered dogs, 3,438 receive a concession discount.

With the mandatory transition of animal registration to the state-wide Dog and Cat Online (DACO) system from July 2018, all dogs residing in the City of Marion will now be registered through the DACO system, not by the City of Marion.

Council maintains its legislative requirements to manage dogs within our community under the current Act, and as a result of legislative amendments introduced in 2017, all dogs must be registered through the new centralised DACO system from the 2018/19 financial year onwards.

### Dogs and Cats Online (DACO)

The Dog & Cat Management Board in conjunction with Local Government have been working on developing the new centralised DACO system to replace the 68 separate Council dog registration databases. DACO will provide a single registration point for dog owners across the state to pay dog registration fees online and allow owners to self-manage their dog registration. This includes updating dog details such as desexing and microchipping, updating their personal contact details and allowing them to transfer between Councils with greater ease and efficiency.

At present, dogs are issued with a new registration disc each year. For the City of Marion, that is approximately 12,600 plastic discs that are created with old discs being discarded. As of 1 July 2018, dogs will be issued with lifetime discs via DACO, significantly reducing the amount of plastic waste generated every year.

Dog owners will be able to choose their preferred method of receiving renewal registration information through email or letter. It is anticipated that most owners will choose email therefore reducing the amount of letters sent out. Owners who do not have email can still choose to receive their renewal via post.

Currently, when a dog transfers from one Council to another, the dog owner is required to attend the new Council, provide information such as microchipping and desexing, pay a transfer fee and be issued a new dog registration disc. With DACO, the dog owner can go

online and transfer the dogs between Councils. As there is no longer a requirement to issue a new disc, the fee to transfer dogs between Councils is no longer required.

Dog owners who receive a concession currently have to produce their concession card to Council each year to receive the 50% rebate on their dog registration fees. DACO allows dog owners to enter their concession details into the system and get their concession validated instantly which will provide an improved customer experience and remove the requirement to attend a Council office each year.

Dog owners who do not have access to the internet, or choose not to use the DACO system, will still be able to register their dogs via Council as they do currently.

All registration monies will initially be paid to Department of Environment, Water and Natural Resources and they will in turn reimburse each Council their applicable registration income over five payments spread throughout the year. The annual subsidy that the City of Marion must pay the Dog and Cat Management Board under the Act has been increased from 20% to 24% of the total registration income payable to each Council. This increase will partially be offset by the efficiencies gained by not having to send annual registration renewal notices. Councils are required to provide a rebate off the 'non-standard' fee, for a 'Standard' Dog registration. The Board recommends that councils set a 50% rebate for a 'Standard Dog'. As such, the proposed rebates are in line with the Board's proposal with rebates given for 'Standard dogs' which are both microchipped and desexed. This will ensure that we continue to encourage responsible dog ownership and move towards increased compliance with the new legislative requirement for mandatory microchipping and desexing due to come into effect from 1 July 2018.

In addition, the City of Marion has historically granted further 50% reduction off the dog registration fees for concession cardholders and it is proposed that this rebate continue to be offered. (In the 2016/17 year, of the 12,554 registered dogs 3,438 received a reduction for being a concession cardholder).

### **Options for setting fees**

In the past, the City of Marion has wanted to encourage responsible dog ownership via a small rebate off registration fees for dog owners who train their dogs, (In 2016/17, 1,490 dog owners received a dog-training rebate). It is proposed the 10% training rebate be retained.

Under the Act, all income received from dog registration fees must be spent on the management of dogs. Dog registration fees are currently used for the following:

- Following up with dog owners who have not re-registered their dog.
- Collecting wandering dogs and either reuniting them with their owners or taking them to be safely housed at a pound.
- Enforcement of dog control legislation and Council by-laws, such as investigating barking dog complaints and dog attacks.
- Education programs.
- Providing resources to develop animal management plans.

The main efficiency to be realised through the implementation of DACO is a lower demand for staff resources during the peak annual period concerning dog re-registrations. With the DACO system in operation, staff will no longer be required to create and post initial dog registration reminder notices and as dog owners will have more options to pay online. A number of residents will likely still pay registration fees in person at Council. All other animal management obligations and tasks regarding dogs will be retained.

In setting dog registration fees, Council is presented with two options, increase the dog registration fees by the current approximate CPI (Consumer Price Index) amount of 2.3%, or

increase the dog registration fees in line with a number of other councils. In setting the registration fees, Council should be mindful of the financial impact to dog owners and balance this with the financial and human resources needed to undertake the effective management of dogs to create and maintain a safe community.

***The following table outlines the proposed fee structure for 2018/19 [CPI amount of 2.3% (rounded)]:***

	<b>Amount to be paid by dog owner</b>
Standard Dog (Desexed & Microchipped)	\$35.00
Standard Dog Pensioner Concession	\$17.00
Standard Dog Pensioner Concession with Trained Certificate	\$14.00
Standard Dog with Trained Certificate	\$28.00
Non-Standard Dog (Dog not Desexed or Microchipped)	\$71.00
Non-Standard Dog Pensioner Concession	\$35.00
Non-Standard Dog Concession and Trained Certificate	\$31.00
Non-Standard Dog with Trained Certificated	\$63.00
Assistance Dogs	No fee
Transfer of Registration	No fee

The table below notes the fee of a range of other Councils:

<b>Council</b>	<b>Non-Standard Registration Fee</b>
Onkaparinga	\$83.00 (Proposed 18/19 fee)
Mitcham	\$85.00 (Current)
West Torrens	\$80.00 (Current)
Holdfast	\$80.00 (Current)
City of Charles Sturt	\$100.00 (Proposed 18/19 fee)
Salisbury	\$65.00 (Current)
Port Adelaide Enfield	\$80.00 (Proposed 18/19 fee)
Unley	\$80.00 (Current)



Due to the ongoing costs associated with the administration of the Act, coupled with cost of living for residents and potential resource savings through the DACO system, it is recommended that Council endorse an increase to the non-standard registration fee to \$71.00 for 2018/19 (CPI), and to incrementally increase as per below:

- \$73.00 for 2019/20
- \$75.00 for 2020/21

## **ANALYSIS**

### **Financial Implications**

If the non-standard dog registration fee increase is approved, annual budgets will be adjusted in the Draft Annual Business Plan and Budget 2018/19 and the fees and charges schedule updated accordingly.

Prior to DACO, Councils were required to pay 20% of overall registration income (approximately \$83,000) to the Dog and Cat Management Fund, which is administered by the Dog and Cat Management Board. However, with the introduction of DACO, Councils are now required to pay 24% of overall registration income.

Based on the proposed fee increase of CPI to \$71.00, it is anticipated the 2018/19 payment will be approximately \$88,400, which is a small increase in cost from the 2016/17 financial year of \$82,491. This increase will partially be offset by the efficiencies gained by not having to send annual registration renewal notices, which is the order of approximately \$3,000. All other money received by Council under the Act is used to fund the cost of administration and enforcement of the Act, relating to dogs.

The City of Marion has a high rate of standard dogs (desexed and microchipped), at 71% of the total population. Desexing and microchipping will be mandatory under the new legislation. Therefore, it is reasonable to expect that as more dog owners comply with the legislation, there will be an increase in the “standard dog” population, which will reduce income. The exact financial impact is difficult to determine however, the proposed fee increase will assist in offsetting the population shift. With the requirements of the changes to the Act, more dogs will be entitled to a 50% rebate as they transition to a ‘Standard Dog.’

## **CONCLUSION**

Due to the ongoing costs of the administration of the Dog and Cat Management Act 1995, it is recommended that the non-standard rate registration fee be increased to:

- \$71.00 for 2018/19
- \$73.00 for 2019/20
- \$75.00 for 2020/21

The range of concession rates will be increased in line with the rise in non-standard dog registration fees, to assist with meeting the cost of animal management relating to dogs. It is recommended that these increases commence during the 2018/19 financial year and be effective from 1<sup>st</sup> July in each year.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Originating Officer:** David Sheldrick, Coordinator Arboriculture

**Manager:** Mathew Allen, Manager Engineering and Field Services

**General Manager:** Tony Lines, General Manager City Services

**Subject:** Tree Management Framework

**Report Reference:** GC08052018R07

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## **REPORT OBJECTIVES**

This report is to provide Council with a summary of community consultation and seek final endorsement on the *Tree Management Framework 2018*.

## **EXECUTIVE SUMMARY**

The City of Marion Tree Management Framework 2012 documented a review date of 2017. The review has resulted in a renewed vision, objectives and a comprehensive action plan to guide tree management over the next five years.

The review summarises the current situation of trees in the city and outlines the actions required to improve the quality and quantity of trees in the City of Marion. A primary focus is on increasing street and reserve tree planting throughout the City.

It is proposed that the *Tree Management Framework 2018* be endorsed and that \$2.505 million be allocated over five years from 2018/19 to fund the action plan items.

## **RECOMMENDATIONS**

## **DUE DATES**

### **That Council:**

- |  |            |
|--|------------|
| 1. Notes the community consultation results.   | 8 May 2018 |
| 2. Endorses the <i>Tree Management Framework 2018</i> .  | 8 May 2018 |
| 3. Endorse an allocation of up to \$2.505 million over the next five years, commencing with an allocation of \$138,500 in the 2018/19 Annual Budget to fund the Tree Management Framework 2018 action plans outlined on page 25 of Attachment 1. | 8 May 2018 |

## DISCUSSION

The reviewed vision of the *Tree Management Framework 2018* is “Our streets and parks are lined with mature, healthy trees that are a habitat for birds and other wildlife. The community values and appreciates the city’s trees for their shade, appearance and the contribution they make to the environment.”

The Framework aims to achieve this vision through the following objectives:

- Prioritised actions that focus on improving the quality and quantity of the City of Marion tree population
- A framework that leads to increased tree species diversity and tree age spread throughout the City.
- Efficient tree management programming that balances the benefits and positive values of trees with the risks and nuisances they can contribute.
- Clear links to Council documents that direct and influence the framework.
- Increase awareness to the community, developers and Council staff on the value of trees and the actions required to best manage them.

## Financial Implications

Annual tree management funding is currently \$1.52 million (including labour, vehicles, water, equipment, materials and contractor support). The *Tree Management Framework 2018* has identified 19 targets/actions required to achieve its objectives, 10 of these targets/actions are unfunded. It is envisaged that the extra budget requirements for implementing the Tree Management Framework Target/Action Plan (page 25) will be \$2,504,500 over five years.

The following table outlines the indicative annual funding requirements:

Budget requirements for Tree Management Framework Action Plan	
Year 1	\$ 138,500
Year 2	\$ 614,000
Year 3	\$ 584,000
Year 4	\$ 584,000
Year 5	\$ 584,000
<b>Total 5 year requirement</b>	<b>\$ 2,504,500</b>

Street tree and to a lesser degree, reserve tree planting are the focus of the unfunded actions. Approximately \$2,257,000 of the total funding requirement will plant 1,000 new reserve trees and 6,400 new street trees over the five-year plan. These would be in addition to the current 1,400 street trees planted annually. This funding requirement considers spending in the 16/17 financial year, where \$427,000 was spent to plant 1,400 trees (\$305/tree). A copy of the draft Framework is available as Attachment 1.

At the 30 January 2018 General Council Meeting, Council resolved to undertake consultation on the *Tree Management Framework 2018*. Community consultation occurred over a 3-week period from 5 March to 26 March 2018. The feedback received in response to the community consultation was analysed and found to demonstrate a resounding level of

support for the framework and the importance of managing trees appropriately in the City of Marion. A full summary of the consultation is included in Attachment 2.

## **CONCLUSION**

Consultation has demonstrated overwhelming support for the *Tree Management Framework 2018* and it is recommended that it be implemented to achieve the objectives over the next five years.

## **ATTACHMENTS**

**Attachment 1:** *Tree Management Framework 2018*

**Attachment 2:** Attachment 2 Consultation Findings Report *Tree Management Framework 2018*



# **TREE MANAGEMENT FRAMEWORK**

**2018 DRAFT**

DRAFT



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## 1.0 GLOSSARY

<b>Biodiversity:</b>	The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered important and desirable.
<b>30 year plan for Greater Adelaide:</b>	First introduced in 2010, the plan outlines directions and policies that will shape the future of Adelaide and how it should grow to improve livability, competitiveness and sustainability.
<b>Climate change:</b>	Refers to any change in the Earth's climate, or in the climate of a region or city over time, whether due to natural variability or because of human activity.
<b>Community requests:</b>	A Customer Request includes a request to take action about a Council service, or a request for information.
<b>Canopy coverage:</b>	In the context of a tree population, canopy cover is the layer of leaves, branches and stems that cover the ground when viewed from above.
<b>Formative pruning:</b>	Pruning of young trees to modify their form at maturity, either to avoid future structural defects (for instance by singling a twin-stem) or to create a desired cultivated tree form. The term is reserved for young trees because all pruning could be said to change form.
<b>Urban heat island:</b>	Is an urban area or metropolitan area that is significantly warmer than its surrounding rural areas due to human activities. The main cause of the urban heat island effect is from the modification of land surfaces by urban development and the use of materials that effectively retain heat (e.g. concrete, asphalt pavements and dark coloured roofs).
<b>Monoculture:</b>	The cultivation of a single crop on a parcel of land or in a region or country. In the context of a tree population, the cultivation of a single species in a region or suburb.

## 2.0 VISION

Our streets and parks are lined with mature, healthy trees that are a habitat for birds and other wildlife. The community values and appreciates the city's trees for their shade, appearance and the contribution they make to the environment.





## 3.0 OBJECTIVES

### City of Marion Tree Management Framework Objectives

- Prioritised actions that focus on improving the quality and quantity of trees cared for by the City of Marion.
- A framework that leads to increased tree species diversity and tree age spread across the City.
- Efficient tree management programming that balances the benefits and positive values of trees with the risks and nuisances they can contribute.
- Clear links to Council documents that direct and influence the framework.
- Increase awareness and education to the community, developers and Council staff on the value of trees and the actions required to best manage them.



## 4.0 BACKGROUND

### Tree Management Framework 2012 - 2017

The Tree Management Framework 2012 was a landmark document of its time that guided robust planning and management of trees across the City of Marion. This provided strategic direction for street and reserve trees and guided tree management on private property. The Tree Management Framework guided the provision of trees and aimed to appropriately 'green' the City to enhance its value and appeal, provide and enhance biodiversity and habitat and improve the overall livability of the City.

Implementation of the Tree Management Framework called for an action plan to be developed from its directions, the action plan included the following priority projects:

1. Undertake audits of street and reserve trees
2. Review provisions of resources for tree management
3. Develop service level agreements for tree management
4. Determine specific projects and works programs.

During the life of the Tree Management Framework, the provisions and resources for tree management and service levels were assessed and reviewed to develop the current budgets for tree maintenance throughout the City. An audit of street trees was carried out between 2013 and 2015, which drove the development of some tree maintenance programs, however until recently, the majority of tree management across the city has largely been reactive in nature.

### Managing Trees

Trees play an important role by providing many functional characteristics that improve the overall comfort of our urban areas.

Trees provide habitat for native fauna, have significant health benefits for residents of the city and can lead to economic benefits such as the reduction of energy costs, and increased property values. Trees also play an important role in the creation of a sense of place and social wellbeing.

Despite its multitude of benefits, a variety of arboricultural, planning, social, public safety and legal issues are involved in the complex process of managing trees. Many issues revolve around the interaction of trees with people, and trees with the built environment. Enhancing amenity, managing public safety and minimising infrastructure damage requires intensive management.

According to a survey of over 100 Australian Government Authority tree managers carried out by Parks Base in 2014 (2017), three main challenges are faced when managing the City's trees: Increasing tree canopy coverage while competing with growing urbanisation, managing urban forest resilience to emerging climate change influences, and managing risk. The following Tree Management Framework Objectives will meet these challenges.



## Tree Management Framework Direction

During 2010, the South Australian Government released its 30 year plan for Greater Adelaide. More recently, under its theme 'A Greener City' a 2016 plan update set the ambitious target:

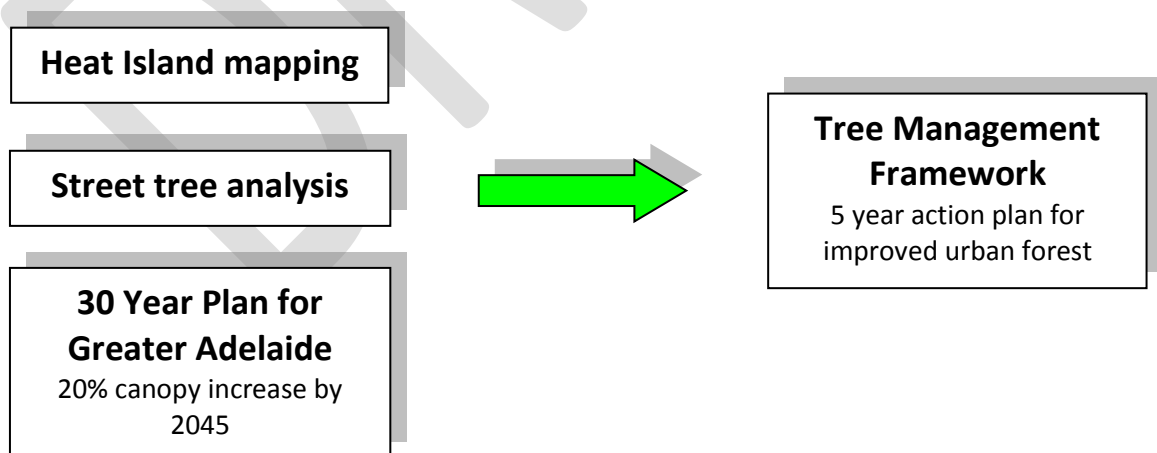
***Tree canopy is increased by 20% across metro Adelaide by 2045.***

The target is a necessary response to the onset of climate change; increasing vegetation across urban areas brings with it carbon storage, improved air quality, reduced temperatures and a range of social and environmental benefits. The review of the *Tree Management Framework* contains ambitious planting targets to increase canopy coverage across the City of Marion.

During 2016, Council's *Environmental Sustainability team* as part of *Resilient South* undertook the collection and analysis of high-resolution thermal infrared imagery over the City to determine the spread of surface temperatures throughout the City. In part, this information determined the locations of heat islands within the city and within the context of the *Tree Management Framework*, the most appropriate places to focus increased tree planting to reduce these heat islands.

Recommendations from this project include undertaking further analysis to determine the precise relationships between vegetation cover types (i.e. canopy versus non-canopy) and surface temperature, developing KPI's for vegetation cover and surface heat for zones within the Council, and in subsequent years acquiring data for the measurement of progress against KPI's. This project has influenced the objectives and directions of the *Tree Management Framework*; it will further inform tree planting programs as new information becomes available.

Further examination and analysis of Council's existing urban forest will highlight the opportunities to effectively increase canopy coverage and improve programmed tree management.



## 5.0 STRATEGIC DIRECTION

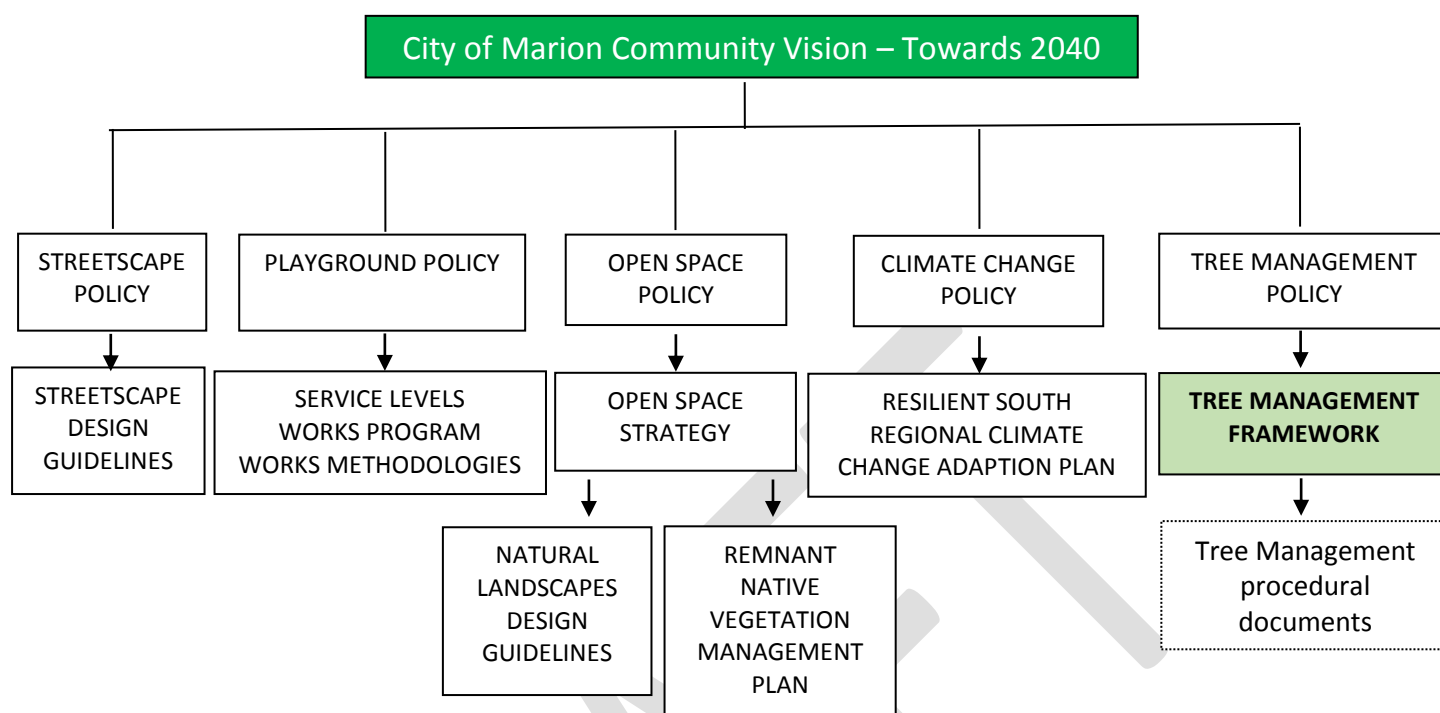
### City of Marion Community Vision Directions

The City of Marion Community Vision 2017-2027 includes a number of directions and strategies that are relevant to tree management. These are summarised in the chart below.

Community Vision Theme	Strategies
<b>LIVEABLE</b>	<ul style="list-style-type: none"> <li>We will make our services, facilities and open spaces more accessible.</li> <li>We will create more opportunities for residents to enjoy recreation and social interaction in our neighbourhood centres, libraries, sport facilities and other Council facilities.</li> <li>We will celebrate our rich cultural diversity and heritage through artistic, cultural and community activities and vibrant destinations.</li> </ul>
<b>VALUING NATURE</b>	<ul style="list-style-type: none"> <li>We will plan for and respond to extreme weather events through our services and urban form.</li> <li>We will build community resilience to the impacts of climate change.</li> <li>We will operate more efficiently and sustainably in terms of energy and water use, using the best technologies and methods to be as self-sufficient as possible.</li> </ul>
<b>INNOVATIVE</b>	<ul style="list-style-type: none"> <li>We will use the best technology possible to improve efficiency of our operations and delivery of our services.</li> <li>We will use data to provide evidence for resource allocation relating to our services.</li> </ul>
<b>PROSPEROUS</b>	<ul style="list-style-type: none"> <li>We will seek to activate our city through quality streetscapes and place making initiatives to deliver prosperous business precincts.</li> </ul>
<b>CONNECTED</b>	<ul style="list-style-type: none"> <li>We will provide a variety of options for social interaction.</li> </ul>
<b>ENGAGED</b>	<ul style="list-style-type: none"> <li>We will increasingly use data and community responses to understand what our community values and then we will deliver what they want.</li> </ul>

The Tree Management Framework directions are also aligned with the City of Marion Strategic Plan 2017-2027.

## Strategic context



## Strategic, Legislative and Operational Documents influencing Tree Management

### Legislative controls

Local Government Act 1999  
 Planning, Development and Infrastructure Act 2016  
 City of Marion Development Plan  
 Native Vegetation Act 1991 (SA)  
 Heritage Places Act 1993 (SA)  
 Electricity Act 1996 (SA)  
 Environment Protection and Biodiversity Conservation Act 1999  
 Water Industry Act 2012  
 Water Industry Regulations 2012  
 Natural Resource Management Act 2004  
 National Parks and Wildlife Act 1972

### Strategic

City of Marion Community Vision – Towards 2040  
 City of Marion Climate Change Policy  
 City of Marion Open Space Policy  
 City of Marion Tree Management Policy  
 City of Marion Streetscape Policy  
 City of Marion Strategic Asset Management Framework  
 Local Government Association and Mutual Liability Scheme: Independent Inquiry into the Management of Trees on Public Land (2012)

### Operational Documents

EM02 – Environmental Management of Construction Activities (Predesign and works Environmental Checklist)  
 Streetscape Program of Works  
 Tree Management Procedural Documents

## Asset management principles and trees

Trees are important community assets and are developed and managed for the needs of the community. Best practice tree management is underpinned by the asset management principles below that are contained within Councils strategic asset management framework.

### 1. **Assets exist to support the delivery of services to the service levels adopted by Council.**

Trees provide many beneficial qualities and a balanced delivery of tree management will ensure that residents across the community have equal access to the benefits of trees. Tree removal and planting will follow clear and robust criteria and develop strong links with the streetscape plan. The Tree Management Framework will guide tree planting choices that are fit for the locality and maintained to meet the desired service levels.

### 2. **Asset management is an integral element of Strategic Management and forms part of key strategic management plans.**

The Tree Management Framework is part of a strategic approach with other guiding policy documents to ensure an integrated approach to enhancing the environment across the City. On-ground tree management will be planned and the Tree Management Framework targets will be delivered through the annual business plan.

### 3. **All relevant legislative requirements together with political, social and economic environments are taken into account in asset management.**

Tree removal, planting and maintenance will comply with relevant legislation. The foremost maintenance focus is the appropriate management of tree risk, followed by the health and condition of the City's trees and planning the Urban Forest of the future. Property owners within the City of Marion are responsible for the management of trees on private property in accordance with the requirements of the Planning, Development and Infrastructure Act 2016 and any other relevant legislation.

### 4. **Asset renewal actions will consider all options and opportunities for more efficient and effective means of service delivery prior to investment.**

All tree renewal or enhancement options will be explored to identify opportunities and ensure best value application. Innovation in tree management is required to withstand climatic extremes and changing environments.

### 5. **Prioritisation of new asset investments and asset disposal decisions are based on an evaluation of potential public value, encompassing consideration of such criteria as asset utilisation potential, benefits, risks, ownership and management options, life cycles and costs.**

Council is responsible for the planning, establishment, maintenance and removal of trees located within the City's streets properties and reserves. It aims to prolong the benefits that trees provide to the community and environment. The primary focus of tree renewal and enhancement will be to increase tree age and species diversity toward improving resilience against pests, diseases and weather extremes.

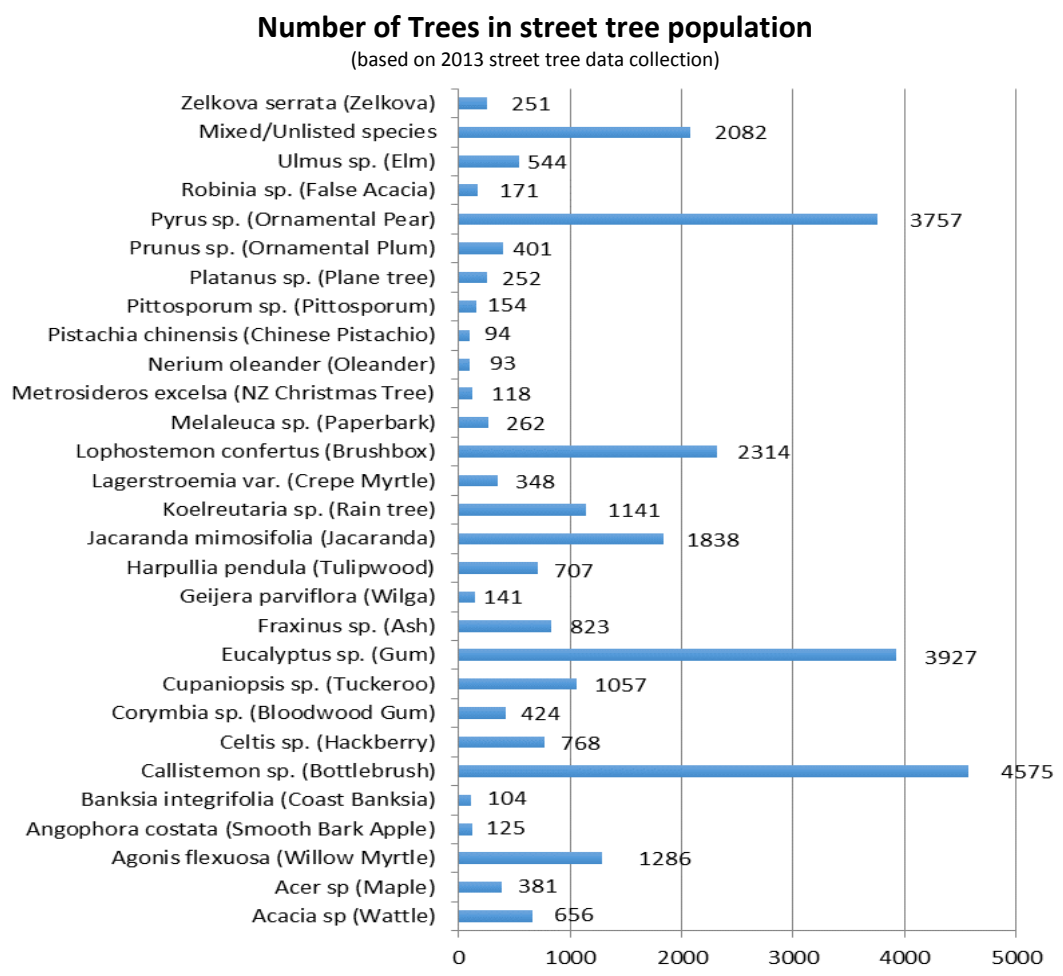
## 6.0 THE CURRENT SITUATION

### Street tree species analysis

An action of the 2012 Framework was to undertake an audit of street trees. A collection of tree data occurred between 2013 and 2015 indicating a population of 28,898 street trees. The audit focused on the species distribution and condition of the population, information critical to proactive tree management and planning. The chart below illustrates the dominant species within the city (excluding tree species with numbers less than 90.)

The chart clearly shows that five genera, *Pyrus* (Ornamental Pear), *Lophostemon* (Brush box), *Jacaranda* (Jacaranda), *Eucalyptus* (Gum) and *Callistemon* (Bottlebrush) represent more than 55% of the street tree population. In the urban forest, a diverse population of species leads to a lesser fall out should it experience pest and disease challenges and or inevitable extreme weather conditions and events.

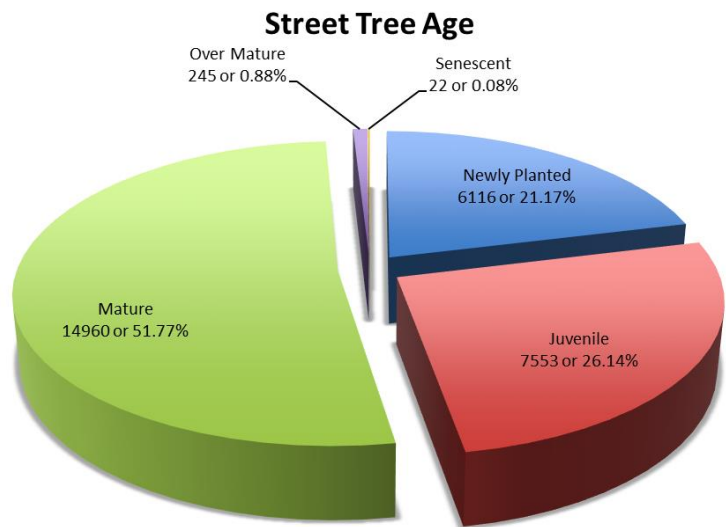
In the City of Marion context, the challenge is to future proof the tree population over time by increasing tree species diversity so that future challenges do not significantly affect large portions of the population.





## Street tree and community request analysis

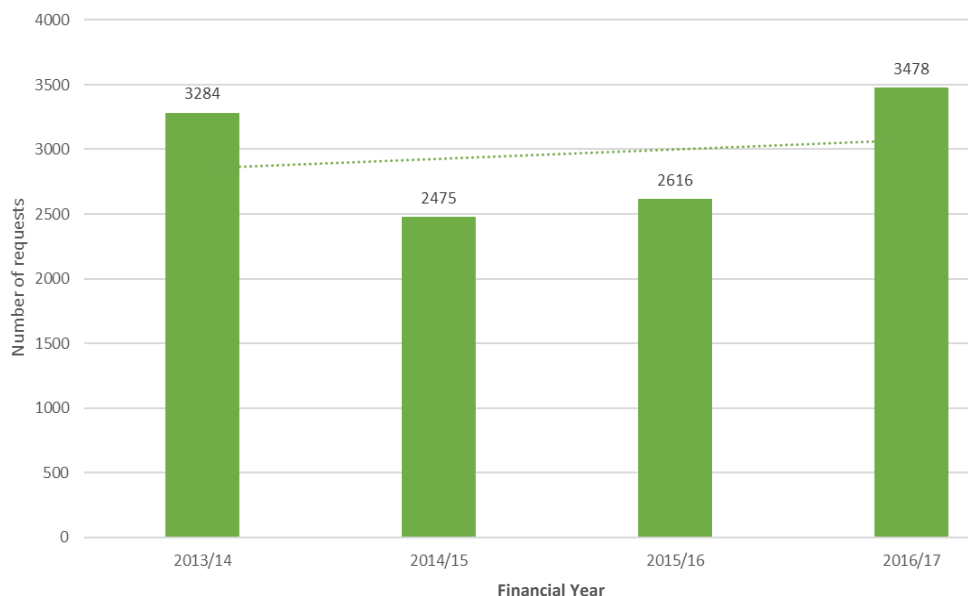
An objective for sustainability is a wide age distribution of trees to create a continuous cycle of succession. The adjacent graph illustrates the City of Marion's street tree population age spread, demonstrating that more than half of the trees are mature, potentially providing a time lag that could result in the replacement of many trees in a short period. A key objective of the Tree Management Framework is to increase tree age spread within the City to temper the effect of this time lag.



Trees provide numerous functional characteristics, including absorbing carbon, improving air quality, conserving habitats and helping people connect with nature. These benefits do not come free, establishing and maintaining trees in the urban environment requires high levels of management in order to minimize hazards to infrastructure or the public. In the City of Marion context, they also rank highly in community generated service requests as shown in the chart below. In recent years, Council has received in excess of 3,000 tree-related community requests per annum.

Each request varies and requires visual inspection to understand Council's liability and adequately service the customer's request, often resulting in maintenance such as pruning. The challenge into the future is to ensure equality while managing Council's tree population in an environment of increasing community requests. A key objective of the Tree Management Framework is to introduce efficient tree management programming that will be underpinned by detailed tree management procedural documents.

### Number of tree related customer requests received 2013 to 2017



## Street tree density analysis

Annual tree removals and planting programs effect tree population maintenance. For example, to maintain the City's current street tree population at 30,000 trees, continued planting efforts would need to remain at approximately 750 trees annually.

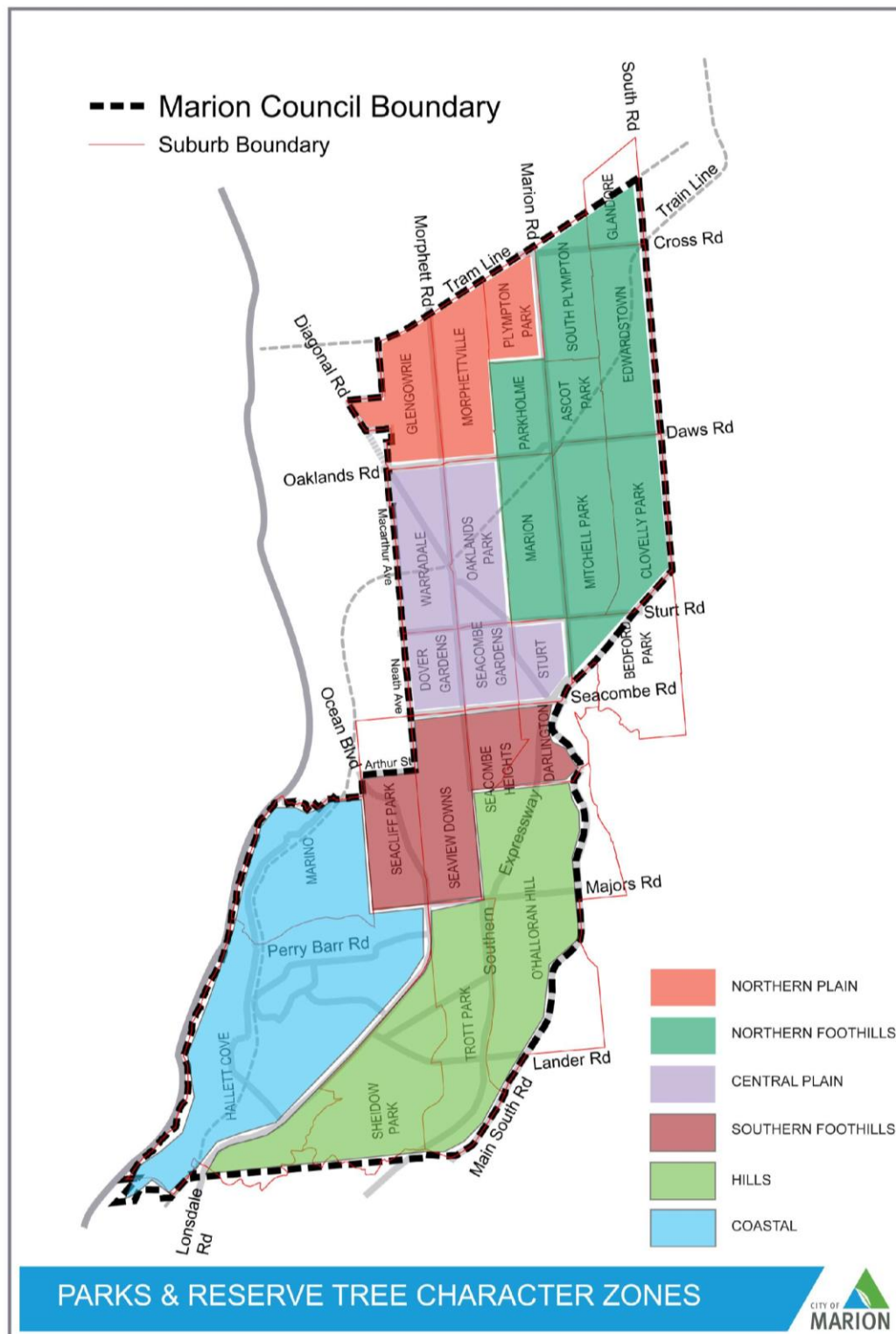
The average street tree density of twelve metropolitan Adelaide Councils is approximately 1,000 street trees per square kilometre. A further 2014 canopy cover assessment by the Institute of Sustainable Futures indicates that the average urban tree canopy coverage of these same twelve Council's is 21.4 percent. In comparison, the City of Marion's street tree density is approximately 535 street trees per square kilometre with an average urban tree canopy coverage of 15.3 percent.

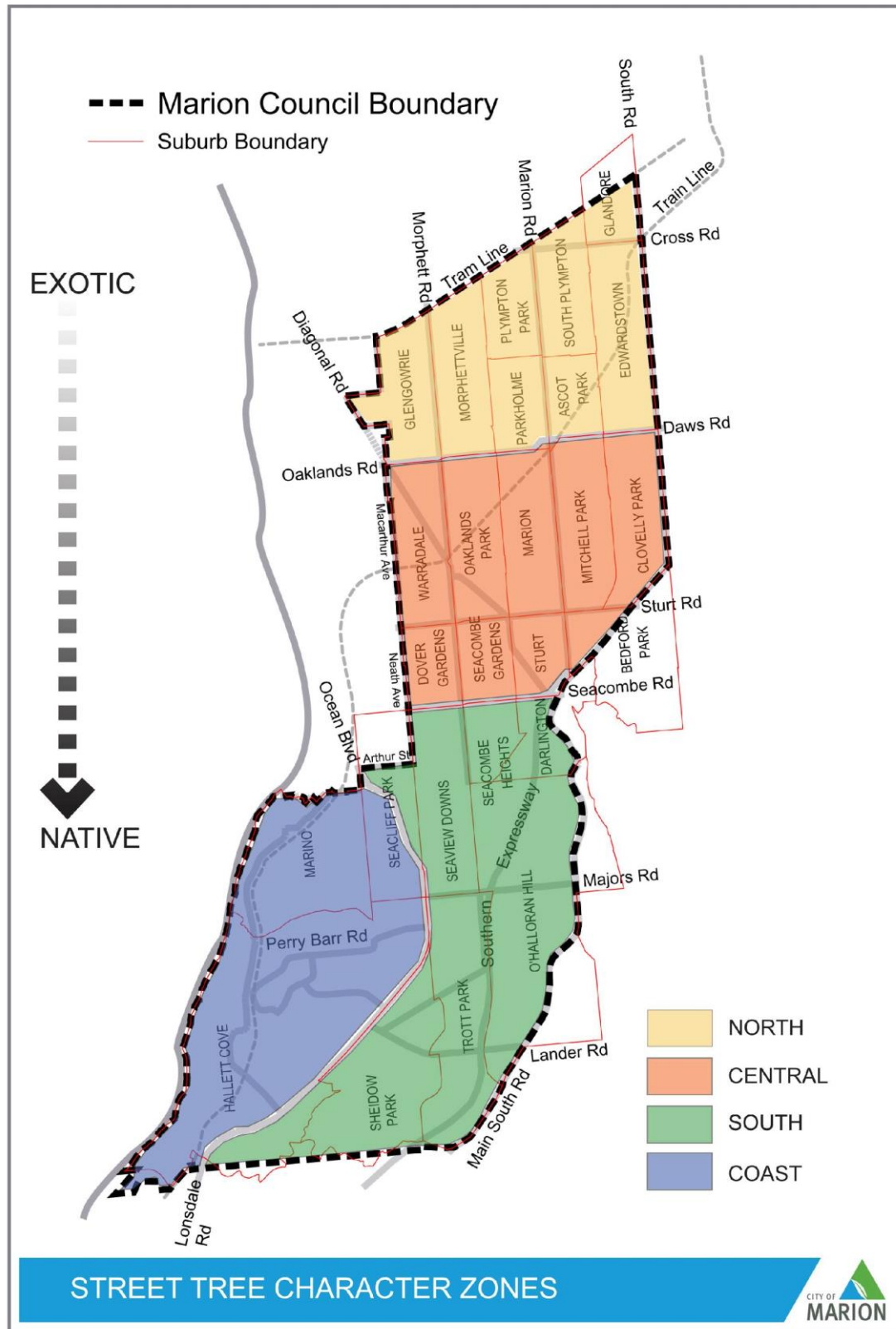
To achieve a similar average tree density to the twelve metropolitan Adelaide Councils, City of Marion would need to support a street tree population of 50,000 - 55,000 trees. Increased canopy coverage is estimated over time to that similar of the survey Council areas (21.4 percent). To accomplish similar tree numbers and estimated canopy coverage, tree planting efforts would need to increase to 3,000 trees annually for ten years to increase the City of Marion street tree population to 52,500 trees.

Targeted increases in tree numbers will attribute to increased canopy coverage. However, respective percentages are estimates only. Canopy coverage from newly planted trees will continue to increase as the trees mature. A greater understanding of the City of Marion's contribution to metropolitan Adelaide's canopy coverage and the impact of targeted tree planting will be available through the next tree data analysis (see Street tree direction D9.1).

## Existing Tree Character Zones

The Framework aims to build upon existing tree character across the City, guided by the 'tree character plan' diagrams on the following pages and the suggested species lists (Appendix 1 and 2). These suggest tree species to complement and strengthen local character. The suggested street tree species list (Appendix 2) aligns with tree species recommendations within the City of Marion Streetscape Design Guidelines 2016.





## 7.0 TREE MANAGEMENT PRINCIPLES

### Principles

The management of trees contained within the City of Marion's boundaries fit into one of the following three key principles:

- TREES IN PARKS AND RESERVES
- STREET TREES
- PRIVATE TREES AND DEVELOPMENT

Each principle captures trees under Council's care and control or where it influences tree management decisions. The tree management directions specific to each principle work toward the most appropriate management approaches for the future success of street and reserve trees.

### Directions

Directions are set to guide the future planning and management of trees contained within each key Principle. Many link to current standards or require the development of City of Marion procedures (refer to 8.0 Implementing the Tree Management Framework) and technical documents that will instruct best management practice.

### Targets

A number of framework targets are set to meet the directions within each key Principle. The targets will form a Target/Action plan to implement over the life of the Framework. Some targets will meet more than principle and direction within the Tree Management Framework



## 7.1 PRINCIPLE ONE – TREES IN PARKS AND RESERVES

The need to develop and improve the urban green spaces within the City of Marion is essential to meet the needs of the local community. Urban green spaces are an integral part of the local landscape and provide areas for community use. The provision of open spaces are shown to increase social, economic and community values, whilst moderating the actions of development and suburban activity. Public open space has significant value to local neighbourhoods especially during increased urban consolidation within metropolitan Adelaide.

An emphasis will be placed on strengthening the Pre European landscape in those reserves with the Open Space Policy classification of culture, nature conservation, wetlands, watercourse or coastal. This will include collaborating with Council's Remnant Native Vegetation Plan to increase the areas of Grey Box woodland in the Southern parts of the City, especially adjacent Glenthorne Farm and O'Halloran Hill Recreation Park. Similarly, large and established character or specimen trees will be planted in reserves with the Open Space Policy classification of recreation, dog park, formal gardens, play and sport. The parks and reserve element of the tree management framework will play an important role in providing landscape connections and habitat provisions across the city.

### Directions

#### Tree Selection and Planting Location

D1.1	Reinforce the current pattern of tree species and select new species that reflect the character zone in which each park and reserve is located.
D1.2	Aim to plant trees in all reserves where there is suitable space to enable proper establishment and allow them to develop to their full potential.
D1.3	Prioritise reserve planting where shade is required in accordance with Council's natural shade program.
D1.4	While respecting the current palette of trees within parks and reserves, seek to provide a diversity of species elsewhere, which enhances ecological value and arboricultural interest.

#### Tree Replacement

D2.1	Ensure that all tree replacement reflects the species selection identified for each identified character zone.
D2.2	To improve new planting stock, specify tree procurement in line with the current best practice of Australian Standard 2303 – 2015 Tree stock for landscape use.
D2.3	Identify key suppliers throughout the nursey industry, and develop programs and methods for the supply of plants consistent with the species framework developed for the character zones.
D2.4	Increase species diversity and combat the creation of monocultures by increasing the species palette contained within the Suggested Parks and Reserves Species List.
D2.5	Aim to achieve a procurement plan for tree stock to meet identified deadlines and ensure stock is available in the right quantities, and quality.

## Planting and Establishment

D3.1	Work towards proactive tree planting in reserves that considers the most appropriate tree species based on site suitability, aesthetics, functional and biological attributes, performance and the potential to contribute to the landscape character of the park or reserve.
D3.2	Ensure a consistent approach to planting that will provide trees with the best possible potential to establish within the park or reserve.
D3.3	Maintain and improve tree watering and aftercare consistency that meets new tree planting requirements.

## Tree Removal

D4.1	Tree removals within parks and reserves are guided by procedure that includes correct arboriculture assessment criteria underpinned by the framework vision, objectives and strategic direction.
D4.2	Aim to achieve a proactive approach to identifying trees within its parks and reserves, for removal that are poorly performing, declining and provide limited environmental benefit.
D4.3	Address trees classified as environmental weed species, considering the impacts removal will have on the overall aesthetic appearance of the park or reserve.

## Maintenance

D5.1	Ensure ongoing auditing of trees contained within parks and reserves, which includes ongoing maintenance and assessment protocols to minimise risks to park and reserve users.
D5.2	Oversee the implementation of appropriate Australian Standards to achieve best practice maintenance of the trees within parks and reserves.
D5.3	Develop appropriate levels of staff and contractor competency to ensure all works undertaken achieve best management practices.
D5.4	Actively encourage the professional development of staff to achieve the identified industry standard for arboriculture.
D5.5	Ensure a consistent approach to ongoing maintenance that clearly reflect current best practices and provides a methodology for all maintenance activities including the care of trees that are contained within areas described within Council's Natural Landscape Guidelines document.
D5.6	Council will generally not undertake the treatment of termites/pests in trees within parks or bushland reserves as they are considered a natural part of the environment and the treatment of termites/pests in trees/logs will not stop them invading from other sources or properties. It is the landowner's responsibility to take the appropriate action to adequately protect their property from the invasion of termites/pests.

## Community Consultation

D6.1	Ensure that each reserve tree-related customer request is inspected to understand Council's liability and determine the most appropriate course of action.
D6.2	Where large scale plantings or tree removal projects are proposed, the council will engage the local community in accordance with community engagement guidelines.
D6.3	The council will inform the community on the benefits of trees and the management requirements, and assist community participation in the greening of the city.

## Framework targets for Trees in Parks and Reserves

Target Number	Target description
1	Develop and implement a reserve tree planting program in accordance with Council's reserve shade program and seek to meet a renewal target of an additional 1,000 reserve trees planted over the next 5 years
2	Develop a City of Marion tree planting specification and procedure
3	Develop and implement a reserve tree risk and tree amenity audit and management plan for trees within Council's parks and reserves
4	Develop and maintain a staff competency matrix and identify training opportunities that will effectively benefit tree care in the City of Marion.
5	Develop and implement a program for the appropriate after care of newly planted trees.
6	Develop a suite of procedural documents relevant to tree management in the City of Marion that guide best practice management of all public trees.
7	Develop and implement a targeted woody weed control plan for City of Marion reserves
8	Develop and implement a tree procurement specification and quality control procedure in line with AS2303 - 2015 and identify key suppliers to ensure quality tree stock for the City of Marion into the future.
9	Maintain the management of current tree-related customer requests to the requirements of the COM Customer service Charter.
10	In consultation with the Community Engagement Team Develop a local community consultation and notification suite of documents and procedures for community engagement.



## 7.2 PRINCIPLE TWO – STREET TREES

Street trees play an important role in improving the character and amenity and managing microclimates and the overall liveability of the city. The ongoing management of the current street trees asset is key to achieving the sustainability of local streetscapes that reflect the nature and history of the City of Marion.

### Directions

#### Tree Selection and Planting Location

D7.1	Ensure site-specific indicators, such as above and below ground infrastructure are addressed when determining tree species selection including its suitability to local environmental conditions, and its ability to enhance the landscape and neighbourhood character.
D7.2	Select only species suitable for street tree planting, considering the various character zones and increasing species diversity in relation to the existing street tree population.

#### Planting and Establishment

D8.1	Work towards programmed tree planting to reflect the City of Marion's direction and in line with the streetscape guidelines.
D8.2	Street tree planting priorities are determined by data analysis and will target areas in order of poor canopy coverage, capital funded programs, street rejuvenation and densification, replace those removed during the year and then individual requests from the community.
D8.3	Ensure a consistent approach to planting that will provide trees with the best potential to establish within typical street environments.
D8.4	Maintain and improve aftercare consistency that meets new tree planting requirements.

#### Maintenance

D9.1	Implement sound data collection of all street trees on average every ten years. Data analysis should enhance an understanding of Council's tree asset so that maintenance and planting can be effective and tailored.
D9.2	Aim to achieve a proactive approach to the management of the risks of a large street tree population.
D9.3	Oversee the implementation of appropriate Australian Standards to achieve best practice maintenance of the City's trees.
D9.4	Develop appropriate levels of staff and contractor competency and skill levels to ensure all works undertaken achieve best management practices.
D9.5	Actively encourage the professional development of staff to achieve the identified industry standard for arboriculture.
D9.6	Council will generally not undertake the treatment of termites/pests in trees within road reserves as they are considered a natural part of the environment and the treatment of termites/pests in trees/logs will not stop them invading from other sources or properties. It is the landowner's responsibility to take the appropriate action to adequately protect their property from the invasion of termites/pests.



## Tree Removal

D10.1	Street tree removals are guided by robust procedure that includes correct arboriculture assessment criteria underpinned by the framework vision, objectives and strategic direction.
D10.2	Utilize street tree data to identify appropriate street tree removal programs.
D10.3	Target weed species for removal when deemed to be inappropriately located or causing issues to public or private property.

## Tree Replacement

D11.1	Ensure that all tree replacement programs reflect the species selection identified for each character zone. Consistent species use in streets will strengthen character in these zones.
D11.2	To improve new planting stock, specify tree procurement in line with the current best practice of Australian Standard 2303 – 2015 Tree stock for landscape use.
D11.3	Identify key suppliers throughout the nursery industry, and develop programs and methods for the supply of plants consistent with the species framework developed for the character zones.
D11.4	Increase species diversity and combat the creation of monocultures by increasing the species palette contained within the Suggested Street tree Species List.
D11.5	Aim to achieve a procurement plan for tree stock to meet identified deadlines and ensure stock is available in the right quantities, and quality.

## Community Consultation

D12.1	Ensure that each street tree-related customer request is inspected to understand Council's liability and determine the most appropriate course of action.
D12.2	Where large scale plantings or street tree removal projects are proposed, the council will engage the local community in accordance with community engagement guidelines.
D12.3	The council will inform the community on the benefits of trees and the management requirements, and assist community participation in the greening of the city.



## Framework Targets for Street trees

Target Number	Target description
11	Develop a street tree planting program based on sound data and seek to achieve a street tree planting target of 1,400 trees in year 1 and 3,000 trees per annum in years 2-5 (i.e. 13,400 trees over the next 5 years).
12	Gather and analyse street based tree-scape data to assist the development of a 5 year street tree planting program
13	Review tree populations by suburbs to inform equitable planting locations throughout the City.
14	Introduce and plant five tree species to increase diversity and lessen the dependency of those that make up 55% of the street tree population.
15	Integrate a program that targets the removal and replacement of environmental weed species growing as street trees adjacent environmentally sensitive areas.
16	Maintain and seek to improve Council's current proactive street tree pruning program.



### 7.3 PRINCIPLE THREE – PRIVATE TREES AND DEVELOPMENT

The diverse landform areas throughout the City of Marion have resulted in a large population of mature trees situated on land under private ownership. Retaining trees that have a high amenity value or special botanic interest is for the benefit of the local community and residents within the city.

The impacts of urban consolidation have placed significant pressures on the retention of trees in private ownership as development increases. The management of urban consolidation needs to be balanced with appropriate tree retention where they provide landscape and amenity value.

The inclusion of regulated trees within the Planning, Development and Infrastructure Act 2016 and Development Regulations 2008 has placed a development requirement on landholders where they have large trees on their property. The City of Marion should develop and implement strategies and actions to retain trees that have high amenity value, good health and structure.

#### Council Trees and Development

D13.1	Ensure that development applications include all necessary information so that a full assessment can be carried out of the potential impacts the development may have on Council owned trees.
D13.2	Council owned tree assets impacted by any new forms of development will be subject to Council's arboricultural assessment that includes industry best practice criteria underpinned by the framework vision, objectives and strategic direction.
D13.3	Develop procedures for determining crossover or services access to ensure the valuable tree asset is maintained in a healthy and vigorous state.
D13.4	Develop a method of applying an appropriate dollar valuation to trees that are identified suitable for removal to facilitate private development. All costs associated with tree value, tree removal and replacement and aftercare will be borne by the developer/resident applying for tree removal.
D13.5	Examine the Marion Council Development Plan to ensure adequate consideration to council owned trees where they conflict with proposed development.

#### Private Trees

D14.1	Assess Development applications that propose to remove or impact private Regulated trees within the Council area lead to appropriate outcomes in accordance with the Development Regulation 2008.
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### Framework Targets for Private trees and Development

Target Number	Target description
17	Review current documents and procedures that address the appropriate management of public trees in relation to private development.
18	Ensure public tree removal and replacement costs related to private development are maintained in Council's Fees and Charges register and develop a transparent procedure for applying these fees.
19	In consultation with Council's Planning, Development and Regulatory Services Department, maintain the current assessment process for development applications that affect private regulated and significant trees.



## 8.0 IMPLEMENTING THE TREE MANAGEMENT FRAMEWORK

### Approach to Implementing the Framework

The Tree Management Framework 2018 reflects the changes in local government tree management since its 2012 endorsement. The clear direction that this document delivers will help protect and enhance the many benefits that trees provide the community. The 2018 Framework calls for a number of targets to be met, these are collated in the Target/Action Plan on the next page, informing timing and responsibilities over the life of the framework.


### Ongoing Review

The Target/Action Plan be reviewed annually, with stakeholder input. The Tree Management Framework will be reviewed in full every five years as the broad principles and directions could change over time.



## Tree Management Framework Target/Action Plan

Target number	Target	Adresses Direction number						Implementation (Yrs)
1	Develop and implement a reserve tree planting program and seek to meet a renewal target of 1,000 reserve trees planted over the next 5 years.	D1.2	D1.3	D2.4	D3.2			1 - 5
2	Develop a City of Marion tree planting specification and procedure.	D1.1	D1.3	D2.1	D2.4	D3.2	D8.2	2
3	Develop and implement a reserve tree risk and tree amenity audit and management plan for trees within Council's parks and reserves.	D3.1	D4.1	D4.2	D4.3	D5.1		1 - 5
4	Develop and maintain a staff competency matrix and identify training opportunities that will effectively benefit tree care in the City of Marion.	D5.2	D5.3	D5.4	D9.4	D9.5		1 - 5
5	Develop and implement a program for the appropriate after care of newly planted trees.	D1.2	D2.2	D3.3	D5.2	D5.5		2
6	Develop a suite of procedural documents relevant to tree management in the City of Marion that guide best practice management of all public trees.	D2.2	D2.3	D2.4	D3.2	D3.3		2
		D4.1	D5.2	D8.3	D9.3	D10.1		
7	Develop and implement a targeted woody weed control plan for City of Marion reserves.	D4.2	D4.3					1 - 5
8	Develop and implement a tree procurement specification and quality control procedure in line with AS2303 - 2015 and identify key suppliers to ensure quality tree stock for the City of Marion into the future.	D2.2	D2.3	D2.5	D11.2	D11.3	D11.5	1
9	Maintain the management of current tree related customer requests to the requirements of the City of Marion Customer service Charter.	D6.1	D12.1					1 - 5
10	In consultation with the Community Engagement Team develop a local community consultation and notification suite of documents and procedures for community engagement.	D6.2	D6.3	D12.3	D12.2			2
11	Develop and implement a street tree planting program based on sound data and seek to achieve a street tree planting target of 13,400 trees over the next 5 years.	D7.1	D8.1	D8.2	D11.5			1 - 5
12	Gather and analyse street based treescape data to assist the development of a 5 year street tree planting program.	D9.1	D9.2	D10.2	D10.3			1
13	Review tree populations by suburbs to inform equitable planting locations throughout the City.	D7.1	D8.1	D8.2	D11.5			1
14	Introduce and plant five tree species to increase diversity and lessen the dependency of those that make up 55% of the street tree population.	D7.1						1 - 5
15	Integrate a program that targets the removal and replacement of environmental weed species growing as street trees adjacent environmentally sensitive areas.	D10.3						1 - 5
16	Maintain and seek to improve Council's current proactive street tree pruning program.	D9.2	D9.3					1 - 5
17	Review current documents and procedures that address the appropriate management of public trees in relation to private development.	D13.1						1
18	Ensure public tree removal and replacement costs related to private development are maintained in Council's Fees and Charges register and develop a transparent procedure for applying these fees.	D13.2	D13.3	D13.5				1
19	In consultation with Council's Planning, Development and Regulatory Services Department, maintain the current assessment process for development applications that affect private regulated and significant trees.	D14.1						1 - 5

 Directions for trees in parks and reserves

 Directions for street trees

 Directions for private trees



## 9.0 APPENDICES

### APPENDIX 1 SUGGESTED PARK & RESERVE SPECIES LISTS

#### City of Marion - Tree Species Listing for Parks & Reserves

Division of Areas	Suburb	Soil Description	Landscape Description	Average Annual Rainfall	Pre-European Vegetation Potential Directions	Specimen tree potential Directions
NORTHERN PLAIN	Glengowrie	Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm	<i>Acacia pycnantha</i> (Golden Wattle)	<i>Pinus canariensis</i> (Canary Island Pine)
	Morphettville	Red brown earths, Alluvial soils (through Sturt River)	Plains, Watercourse	445.9 mm	<i>Allocasuarina verticillata</i> (Drooping Sheoak)	<i>Fraxinus angustifolia</i> 'Raywood' (Claret Ash)
	Plympton Park	Red brown earths, (red brown clay to red brown sandy clay)	Footslopes, Plains Grasslands	445.9 mm	<i>Callitris gracilis</i> (Southern Cypress Pine) <i>Eucalyptus porosa</i> (Mallee Box) <i>Eucalyptus leucoxylon ssp. leucoxylon</i> (SA Blue Gum) <i>Eucalyptus camaldulensis</i> (River Red Gum)	<i>Quercus sp.</i> (Oaks) <i>Ficus sp.</i> (Figs) <i>Acer sp.</i> (Maples) <i>Corymbia sp.</i> (Bloodwoods) <i>Cedrus sp.</i> (Cedars) <i>Araucaria sp.</i> (Southern conifers)

NORTHERN FOOTHILLS	<b>South Plympton</b>	Red brown earths	Footslopes	445.9 mm	<i>Acacia melanoxylon</i> (Blackwood) <i>Acacia pycnantha</i> (Golden Wattle) <i>Allocasuarina verticillata</i> (Drooping Sheoak) <i>Callitris gracilis</i> (Southern Cypress Pine) <i>Eucalyptus camaldulensis</i> (River Red Gum) <i>Eucalyptus leucoxylon ssp. leucoxylon</i> (SA Blue Gum) <i>Eucalyptus microcarpa</i> (Grey Box) <i>Eucalyptus porosa</i> (Mallee Box) <i>Pittosporum angustifolium</i> (Native Apricot)	<i>Acer sp.</i> (Maples) <i>Angophora sp.</i> (Angophora) <i>Araucaria sp.</i> (Southern conifers) <i>Cedrus sp.</i> (Cedars) <i>Corymbia sp.</i> (Bloodwoods) <i>Ficus sp.</i> (Figs) <i>Fraxinus angustifolia</i> 'Raywood' (Claret Ash) <i>Pinus canariensis</i> (Canary Island Pine) <i>Quercus sp.</i> (Oaks)
	<b>Glandore</b>	Red brown earths, (red brown clay to red brown sandy clay)	Footslopes, Plains Grasslands	445.9 mm		
	<b>Edwardstown</b>	Red brown earths	Footslopes	445.9 mm		
	<b>Parkholme</b>	Red brown earths	Footslopes	445.9 mm		
	<b>Ascot Park</b>	Red brown earths	Footslopes	445.9 mm		
	<b>Marion</b>	Red brown earths, Alluvial soils (through Sturt River)	Footslopes, Watercourse	445.9 mm		
	<b>Mitchell Park</b>	Red brown earths	Footslopes	445.9 mm		
	<b>Clovelly Park</b>	Red brown earths	Footslopes	445.9 mm		
	<b>Bedford Park</b>	Heavy red brown clay to red brown clay	Footslopes	445.9 mm		

CENTRAL PLAIN	<b>Dover Gardens</b>	Terra rossa	Plains	445.9 mm	<i>Acacia pycnantha</i> (Golden Wattle) <i>Allocasuarina verticillata</i> (Drooping Sheoak) <i>Callitris gracilis</i> (Southern Cypress Pine) <i>Eucalyptus camaldulensis</i> (River Red Gum) <i>Eucalyptus microcarpa</i> (Grey Box) <i>Eucalyptus porosa</i> (Mallee Box) <i>Pittosporum angustifolium</i> (Native Apricot)	<i>Pinus canariensis</i> (Canary Island Pine) <i>Quercus sp.</i> (Oaks) <i>Ficus sp.</i> (Figs) <i>Acer sp.</i> (Maples) <i>Corymbia sp.</i> (Bloodwoods) <i>Cedrus sp.</i> (Cedars) <i>Araucaria sp.</i> (Southern conifers) <i>Brachychiton sp.</i> (Kurrajongs)
	<b>Seacombe Gardens</b>	Terra rossa	Plains	445.9 mm		
	<b>Sturt</b>	Terra rossa	Plains	445.9 mm		
	<b>Warradale</b>	Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm		
	<b>Oaklands Park</b>	Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm		
SOUTHERN FOOTHILLS	<b>Darlington</b>	Shallow red-brown to grey-brown soils with shale and limestone deposits	Footslopes	445.9 mm	<i>Acacia pycnantha</i> (Golden Wattle) <i>Allocasuarina verticillata</i> (Drooping Sheoak) <i>Callitris gracilis</i> (Southern Cypress Pine) <i>Eucalyptus camaldulensis</i> (River Red Gum) <i>Eucalyptus microcarpa</i> (Grey Box) <i>Eucalyptus porosa</i> (Mallee Box) <i>Melaleuca lanceolata</i> (Dryland Tea-tree) <i>Pittosporum angustifolium</i> (Native Apricot)	<i>Pinus canariensis</i> (Canary Island Pine) <i>Ficus sp.</i> (Figs) <i>Cedrus sp.</i> (Cedars) <i>Araucaria sp.</i> (Southern conifers)
	<b>Seacombe Heights</b>	Shallow red-brown loams over limestone	Plains	445.9 mm		
	<b>Seaview Downs</b>	Shallow red-brown loams over limestone	Plains	445.9 mm		
	<b>Seacliff Park</b>	Shallow red-brown loams over limestone	Plains	445.9 mm		

HILLS	<b>O'Halloran Hill</b>	Shallow red-brown to grey-brown soils with shale and limestone deposits	Footslopes	441.7 mm	<i>Acacia pycnantha</i> (Golden Wattle) <i>Allocasuarina verticillata</i> (Drooping Sheoak)	
	<b>Trott Park</b>	Shallow red-brown loams over limestone	Plains	441.7 mm	<i>Eucalyptus porosa</i> (Mallee Box) <i>Eucalyptus camaldulensis</i> (River Red Gum) <i>Callitris gracilis</i> (Southern Cypress Pine)	<i>Pinus canariensis</i> (Canary Island Pine) <i>Ficus sp.</i> (Figs) <i>Cedrus sp.</i> (Cedars)
	<b>Sheidow Park</b>	Shallow red-brown loams over limestone	Plains	441.7 mm	<i>Melaleuca lanceolata</i> (Dryland Tea-tree) <i>Pittosporum angustifolium</i> (Native Apricot)	<i>Araucaria sp.</i> (Southern conifers)
COAST	<b>Marino</b>	Brown sandy to clayey soils often calcareous	Coastal Cliffs	445.9 mm	<i>Eucalyptus porosa</i> (Mallee Box) <i>Eucalyptus camaldulensis</i> (River Red Gum) <i>Acacia pycnantha</i> (Golden Wattle)	<i>Pinus canariensis</i> (Canary Island Pine)
	<b>Hallett Cove</b>	Shallow red-brown loams over limestone	Plains Footslopes & Swamp flats	441.7 mm	<i>Allocasuarina verticillata</i> (Drooping Sheoak) <i>Pittosporum angustifolium</i> (Native Apricot) <i>Melaleuca lanceolata</i> (Dryland Tea-tree) <i>Callitris gracilis</i> (Southern Cypress Pine)	<i>Ficus sp.</i> (Figs) <i>Cedrus sp.</i> (Cedars) <i>Araucaria sp.</i> (Southern conifers)

**\* Please Note:** Suggested species will make up the majority of plantings within the described zones, but may not be exclusive to. Tree species selection throughout the reserve network is guided by the Open Space policy and its reserve classifications. Refer to Page 16 of this document for further details.

## APPENDIX 2 SUGGESTED STREET TREE SPECIES LISTS

### City of Marion - Tree Species Listing for street planting

Division of Areas	Suburb	Existing Dominant Species	Suburb Visual Character Consideration	Soil Description	Landscape Description	Annual Rainfall (mm)	Potential Species Directions
North	Glengowrie	Lophostemon confertus	Tree species have been selected in response to the built and historical form of the Northern suburbs.	Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm	<i>Agonis flexuosa</i> (Willow Myrtle) <i>Angophora costata</i> (Smooth barked apple) <i>Celtis</i> sp. (Hackberry)
	Morphettville	Callistemon 'Kings Park Special'		Red brown earths, Alluvial soils (through Sturt River)	Plains, Watercourse	445.9 mm	<i>Corymbia maculata</i> (Spotted Gum) <i>Eucalyptus lecoxylon megalocarpa</i> (Large fruited SA Blue Gum)
	Plympton Park	Callistemon 'Kings Park Special'	The Tree Character theme for this area will provide legibility of streets and street networks.	Red brown earths, (red brown clay to red brown sandy clay)	Footslopes, Plains Grasslands	445.9 mm	<i>Fraxinus angustifolia</i> 'Raywood' (Claret Ash) <i>Jacaranda mimosifolia</i> (Jacaranda)
	South Plympton	Callistemon 'Kings Park Special'		Red brown earths	Footslopes	445.9 mm	<i>Koelreuteria</i> sp. (Rain tree) <i>Lagerstromia</i> sp. (Crepe Myrtle)
	Glandore	Callistemon 'Kings Park Special'	Scaled deciduous plantings will provide sustainable solar gains through Winter and the provision of shade through the Summer months.	Red brown earths, (red brown clay to red brown sandy clay)	Footslopes, Plains Grasslands	445.9 mm	<i>Lophostemon confertus</i> (Brushbox) <i>Platanus x acerifolia</i> (London Plane Tree) <i>Pyrus chantcleer</i> (Flowering Pear)
	Edwardstown	Callistemon 'Kings Park Special'		Red brown earths	Footslopes	445.9 mm	<i>Quercus palustris</i> (Pin Oak) <i>Sophora japonica</i> (Japanese Pagoda)
	Parkholme	Eucalyptus leucoxylon Lophostemon confertus		Red brown earths	Footslopes	445.9 mm	<i>Tilia rubra</i> (Red Cottonwood) <i>Triadica sebiferum</i> (Chinese Tallowtree) <i>Ulmus parvifolia</i> (Chinese Elm)
	Ascot Park	Agonis flexuosa		Red brown earths	Footslopes	445.9 mm	<i>Zelkova serrata</i> (Zelkova)



Central	<b>Warradale</b>	Callistemon 'Kings Park Special'	As the heart of the City the Central Tree Character theme will provide links through to its cultural heritage with connections through to the Northern precincts.	Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm	<i>Agonis flexuosa</i> (Willow Myrtle) <i>Angophora costata</i> (Smooth barked apple) <i>Celtis sp.</i> (Hackberry) <i>Corymbia maculata</i> (Spotted Gum) <i>Eucalyptus lecoxylon megalocarpa</i> (Large fruited SA Blue Gum) <i>Eucalyptus torquata</i> (Coral Gum) <i>Geijera parvifolia</i> (Wilga) <i>Lagerstromia sp.</i> (Crepe Myrtle) <i>Lophostemon confertus</i> (Brushbox) <i>Pistachia chinensis</i> (Chinese pistachio) <i>Platanus x acerifolia</i> (London Plane Tree) <i>Pyrus chantcleer</i> (Flowering Pear) <i>Tilia rubra</i> (Red Cottonwood) <i>Triadica sebiferum</i> (Chinese Tallowtree)
	<b>Oaklands Park</b>	Eucalyptus leucoxylon		Red brown earths (red brown clay to red brown sandy clay)	Plains Grasslands	445.9 mm	
	<b>Marion</b>	Eucalyptus leucoxylon		Red brown earths, Alluvial soils (through Sturt River)	Footslopes, Watercourse	445.9 mm	
	<b>Mitchell Park</b>	Eucalyptus leucoxylon	A variety of evergreen and deciduous species will compliment the Central ward, allowing planting allocations to be sensitive to its surrounds.	Red brown earths	Footslopes	445.9 mm	
	<b>Clovelly Park</b>	Callistemon 'Kings Park Special'		Red brown earths	Footslopes	445.9 mm	
	<b>Dover Gardens</b>	Eucalyptus sp.	Scale plantings will offset the densification of the surrounding urban form and provide colourful corridors.	Terra rossa	Plains	445.9 mm	
	<b>Seacombe Gardens</b>	Eucalyptus sp.		Terra rossa	Plains	445.9 mm	
	<b>Sturt</b>	Eucalyptus sp.		Terra rossa	Plains	445.9 mm	
	<b>Bedford Park</b>			Heavy red brown clay to red brown clay	Footslopes	445.9 mm	

South	<b>Darlington</b>	Koelreutera paniculata	The Southern Tree Character theme will promote its open spaces and newly development form.	Shallow red-brown to grey-brown soils with shale and limestone deposits	Footslopes	445.9 mm	<i>Agonis flexuosa</i> (Willow Myrtle) <i>Celtis sp.</i> (Hackberry) <i>Cupaniopsis anacardioides</i> (Tuckeroo) <i>Eucalyptus lecoxylon megalocarpa</i> (Large fruited SA Blue Gum) <i>Eucalyptus sp.</i> (Gum) <i>Eucalyptus torquata</i> (Coral Gum) <i>Fraxinus angustifolia</i> 'Raywood' (Claret Ash) <i>Geijera parvifolia</i> (Wilga) <i>Koelreuteria sp.</i> (Rain tree) <i>Platanus x acerifolia</i> (London Plane Tree) <i>Sophora japonica</i> (Japanese Pagoda) <i>Ulmus parvifolia</i> (Chinese Elm)
	<b>Seacombe Heights</b>	Eucalyptus sp. Agonis flexuosa		Shallow red-brown loams over limestone	Plains	445.9 mm	
	<b>Seaview Downs</b>	Eucalyptus sp.	Evergreen species will enhance the integration of its built form and its surrounds.	Shallow red-brown loams over limestone	Plains	445.9 mm	
	<b>Seacliff Park</b>	Eucalyptus sp.		Shallow red-brown loams over limestone	Plains	445.9 mm	
	<b>O'Halloran Hill</b>	Celtis australis Ulmus parvifolia	Green leafy corridors will support the existing infrastructure and provide sustainable links through to open areas.	Shallow red-brown to grey-brown soils with shale and limestone deposits	Footslopes	441.7 mm	
	<b>Trott Park</b>	Acer negundo Cupaniopsis sp. Koelreuteria sp. Pyrus sp.		Shallow red-brown loams over limestone	Plains	441.7 mm	
	<b>Sheidow Park</b>	Koelreuteria sp. Pyrus sp. Ulmus sp.		Shallow red-brown loams over limestone	Plains	441.7 mm	

Coastal	Marino	Callistemon sp. Eucalyptus sp.	The Characteristics of species suited to the Coastal theme include Trees that are sustainable and enhance the natural surrounding ecosystem.	Brown sandy to clayey soils often calcareous	Coastal Cliffs	445.9 mm	<i>Agonis flexuosa</i> (Willow Myrtle) <i>Allocasuarina verticillata</i> (Drooping Sheoak) <i>Araucaria</i> sp.(Southern conifers) <i>Celtis</i> sp. (Hackberry) <i>Cupaniopsis anacardioides</i> (Tuckeroo) <i>Eucalyptus lecoxylon megalocarpa</i> (Large fruited SA Blue Gum)
	Hallett Cove	Callistemon sp. Eucalyptus sp. Ulmus parvifolia	Species have been selected that will establish and thrive within surrounding conditions.  Scaled plantings will compliment but be sensitive to panoramic views.	Shallow red-brown loams over limestone	Plains Footslopes & Swap flats	441.7 mm	<i>Eucalyptus porosa</i> (Mallee Box) <i>Eucalyptus</i> sp. (Gum) <i>Eucalyptus torquata</i> (Coral Gum) <i>Fraxinus angustifolia</i> 'Raywood' (Claret Ash) <i>Geijera parvifolia</i> (Wilga) <i>Koelreuteria</i> sp. (Rain tree) <i>Platanus x acerifolia</i> (London Plane Tree) <i>Sophora japonica</i> (Japanese Pagoda) <i>Ulmus parvifolia</i> (Chinese Elm)

**\*Please Note:** Suggested species will make up the majority of plantings within the described zones, but may not be exclusive to. A number of relevant factors including parameters within the street will determine street tree species selection. Data from targets implemented in year 1 will also inform appropriate species selection. Streetscape changes will always include a resident notification period prior to tree planting.



## Tree Management Framework 2018

### Consultation Findings

May 2018

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## 1. Introduction

This report presents the consultation findings and analysis of the Tree Management Framework 2018.

The City of Marion Tree Management Framework 2012 documented a review date of 2017. The review has resulted in a renewed vision, objectives and a comprehensive action plan to guide tree management over the following five years. The review summarises the current situation of trees in the city and outlines the actions required to improve the quality and quantity of trees in the City of Marion. A primary focus is on increasing street and reserve tree planting throughout the City.

The reviewed vision of the *Tree Management Framework 2018* is “Our streets and parks are lined with mature, healthy trees that are a habitat for birds and other wildlife. The community values and appreciates the city’s trees for their shade, appearance and the contribution they make to the environment.”

The Framework aims to achieve this vision through the following objectives:

- Prioritized actions that focus on improving the quality and quantity of the City of Marion tree population
- A framework that leads to increased tree species diversity and tree age spread within the City of Marion.
- Efficient tree management programming that balances the benefits and positive values of trees with the risks and nuisances they can contribute.
- Clear links to Council documents that direct and influence the framework.
- Increase awareness to the community, developers and Council staff on the value of trees and the actions required to best manage them.

The Tree Management Framework 2018 directs all tree management activities throughout the City. Activities such as tree removal will be underpinned by general asset management principles, where certain criteria will need to be met to justify the activity. Tree planting will be carried out equitably and will focus on improving the quality and quantity of the City of Marion Urban Forest.

The Framework has determined that street tree numbers per square kilometre in the City of Marion are approximately half of the average street trees per square kilometre of twelve similar metropolitan Adelaide Councils. To achieve a comparable number of street trees per square kilometre the City of Marion would have to support a street tree population of 50,000 to 55,000 trees (current population of approximately 29,000 trees). A major focus of the Framework is to increase tree planting throughout the City.

The *Tree Management Framework 2018* contains a renewed vision, objectives and a comprehensive action plan to guide tree management over the following five years. The framework identifies that the highest priority action to achieve the renewed vision is to markedly increase annual tree planting.

## 2. Community Consultation Program

Community consultation occurred over a 3 week period from 5 March to 26 March 2018 and included;

- Electronic survey from our Making Marion web site.

This survey was also promoted through

- Facebook posts (for broad notification with links to the survey),
- Messenger article around the investment that Council is making to trees,
- Messenger article – what's happening column,
- Notification through existing stakeholders and industries

The survey featured three questions and some FAQ's.

## 3. Community Consultation Findings

Consultation responses direct to City of Marion included;

- 47 on-line surveys

#### 4. Summary of Survey Responses

The key comments received have been summarised below and includes responses received through the online survey.

##### **Importance of managing trees in the City of Marion?**

Overwhelmingly the consultation results suggest that people think managing trees in the City of Marion is important. Of the 47 responses received, 44 rated it as Very important, 2 rated it as Fairly important and one response being Important.

##### **Level of support for the Tree Management Framework 2018?**

Overwhelmingly the consultation results suggest that people strongly support the Tree Management Framework 2018. Of the 47 responses received, 37 Strongly support, 9 Support and one response being a neutral level of support.

##### **Importance of actions of the Tree Management Framework ranked 1 to 8 (with priority one actions being awarded eight points and priority eight actions one point).**

From the 47 survey responses, the actions were ranked as

1. Increasing street tree planting – 333 points
2. Programmed street tree management – 241 points
3. Increasing reserve tree planting – 217 points
4. Community consultation procedure for tree removal/planting – 209 points
5. Increase City of Marion's street tree species diversity – 208 points
6. Target woody weeds in City of Marion's reserves – 180 points
7. Manage tree risk and amenity in City of Marion reserves – 144 points
8. A dollar valuation for public tree removal caused by private development – 138 points

The survey responses indicate that increasing street tree planting is the highest priority with increasing reserve tree planting as priority three. The need for increased tree planting is reflected in the Tree Management Framework and the action plan highlights that resourcing for the next five years should focus on tree planting throughout the City.

Programmed street tree management rates as the second priority, this is not surprising as it reflects the daily interaction that the general public have with trees, and a preference for maintained trees in the public spaces they recreate. This has rated significantly higher than the need to manage tree risk and amenity in the City of Marion reserves, which points to the public having a greater level of daily interaction with street trees than those located in reserves.

#### 4.1. Comments Received

Comments are provided as per the survey, names and addresses removed.

I don't think this survey gives a true indication of what the ratepayers want especially when it says rate 1-8 and there are only 2 numbers! The trees that were planted in my street were willows that supposedly will not interfere with the water system, that is yet to be proven. But my objection to these trees is that you cannot see past them when you are backing out of your driveway and you have to be almost on the road to see any other traffic coming. Added to that the council allowing so many homes on what was 1 home per block with garages that fit only 1 car and as 90% of those cars are 4 wheel drive vehicles that do not fit in the garage at all so are being parked on the street. The trees to be planted should have a long trunk with the branches and foliage at the top. Why would you consider planting gum trees that are notoriously known for dropping branches for no apparent reason.

There exists a significant opportunity to extend street tree planting across the central ward to replicate the effect achieved in Oaklands Estate. Orkney Ave Marion for example is a wide street leading to a prestigious private school in Adelaide. As a resident in this street I planted my own trees in the Council verge to improve the amenity and street appeal of my home. I would happily have these removed if a consistent and uniform street tree program was introduced to create a leafy boulevard using suitable trees – and a management and maintenance program was put in place to ensure their survival. The framework has appropriately identified that Marion is a long way behind eastern suburb councils - a wide boulevard like Orkney Ave if in Unley or Mitcham Council areas would be lined with trees, increasing its appeal and value of residential properties. I fully support the framework and consider there would be opportunities for community participation in planting trees if the program is managed well with. Congratulations on initiating this strategy and I look forward to its implementation.

Impressive proposal. Diversity of species great initiative. Gums leave a lot of debris particularly when located near the drains. Species that provide dense shade would be a great addition. Ornamental pears provide a magnificent display in autumn.

Plant more natives!

We live in Eton avenue, Warradale off Ormond Street, the street has been redeveloped and there is no green at all, we desperately need trees in this part of the street

Request another tree outside our property at 19 winton ave warradale and removal of pepper tree at 15 winton ave and replace with more relevant tree

Jacaranda trees are the only species that will create a similar look and feel to our suburbs, like unley and burnside etc.. On browning Ave we tried a few years back to create a leafy street. The trees they planted don't thrive with the established gum trees. Sub divisions are ruining our suburb, so many beautiful trees have vanished

Would love to see more trees planted in the reserves around Seaview Downs and maybe even get the community involved in an adopt a tree program like a few of the other councils.

As a resident of Sheidow Park, I think there is a great lack of trees particularly along busy Lander Road. More vegetation should be planted along this road to block the noise and view of busy traffic for nearby residents - particularly at the Lonsdale Highway and South Road ends.

I would like to see the tree planting accelerated in our street, on the eastern side, as new housing has been completed. This would greatly enhance the parks opposite, which have been well maintained by Marion council. Some of our neighbours already have trees in their frontages however, to add a few more trees would complement the baron areas and would certainly make a much more attractive tree canopy in time, as council is aiming for.

Please refer to my previous survey, completed 8/3/18. If we are able to request a tree species we would prefer a Jacaranda to care for. Thank you

We would like the public to be able to see a tree density break-down and map for the Marion council area so it is transparent to all which areas have been most abandoned with tree planting and abused with tree clearing and which are the leafiest. This transparency will add a much required incentive to the council and residents to increase the tree density in their own communities when they realise their area is one of the least-leafiest and least-desirable. The council would better know where to direct their resources and residents might even think twice before they cut down the trees in their own back yard. We have lived in the Marion council, Clovelly Park for 10 years and are trying to raise a young family in an area that is becoming more of a baron desert every week. We intend to live here for most of ours and our kids lives and it is disappointing to see that when every house gets demolished in Clovelly Park to make way for subdivision, every single tree is cleared off the property, even it was on the back fence! It is infuriating to have our suspicions confirmed that Marion council has let our family



and community down by having one of the worst tree density's of the Adelaide inner councils. Marion council is itself a heat island as described in the report currently is a scar on the earth in natural terms. REPLANT THE TREES, THEN RIP OUT THE CONCRETE LINING THE STURT CREEK SO THEY HAVE SOMETHING TO DRINK - THEN YOU CAN STOP COMPLAINING ABOUT HOW EXPENSIVE IT IS TO WATER THE TREES!!! Re-establish the natural habitat of the Sturt Creek bank and open it up the whole community and to wildlife as the Sturt Creek Linear Park, with good quality walking/riding paths and make it a destination and a reason to live in the Marion council area. And while you're at it, open up any other feeder creeks that run through Marion council and have been forced under ground in pipes and water nothing. The creek that should run through the northern end of the Tonsley site is a good example of this. This feedback is coming from a young family that not only want a leafier and less heat-effected local community over the next 5-10 years, but for decades to come.

Tree's need to be planted in the correct position from the curb edge as not to over time cause damage to footpaths, road curb & road surface resulting in additional cost for repair or wasted council funds.

We need more trees!!! I think it brings down the area and the value of your home if not many trees on street or skinny dead ones! Also boosts shade and good for wildlife! Why not have the option for a resident to get the tree from the council and plant it ! Nurture it ! Great for kids to !!!! We had a bitchman area out the front of our house council said if you get it up we will give you the soil and the seeds! Perfect outcome !!! We not only have lovely grass but we get wildlife on it and it's boosted the frontage / value of our home! Less concrete more grass and trees please !!!!!

The pockets of street trees of jacarandas already planted in Marion council are absolutely stunning, thrive exceptionally well, provide an excellent canopy, encourage a multitude of birdlife, and are not prone to dropping dangerous branches during high winds (as many of the gum trees do). Streets such as Newcastle St, Warradale, and Elgin Ave, Warradale, have become far cooler and more picturesque in the short time since these streets were planted with jacarandas. I live in Struan Ave, Warradale, and would absolutely love to have jacarandas planted along my street. The current bottlebrushes provide no canopy and few have survived the heat. Developers have removed a large proportion of the street trees (as they have in many Warradale streets recently). It would be fabulous to provide a streetscape of jacarandas please :-)

The plan is well-thought through and thorough. I plead for preference to be given to indigenous species. The broader area has lost many old trees for the Darlington project and many gum trees removed from Centennial Park. Marion can play a part in compensating by providing trees that support native fauna. Care needs to be taken that horticultural forms of indigenous trees (e.g., Blue Gum) do not interbreed with truly indigenous forms in remnant vegetation. Please no more pear trees!! Do nothing for streetscapes, wildlife or shading of footpaths as they have an upright habit. Very patchy in their growth success in Mitcham streets, too. Also, please not more plane trees.

These are becoming weedy now in sites of ecological significance, the leaves get into creeks and these trees pose a strong allergy risk. Thank you.

Very pleased to see strong targets for increasing tree canopy across the city. Please consider impacts on private property in terms of windbreak value, seasonal overshadowing of productive gardens and PV systems (eg deciduous species preferable to North and East of homes and gardens, denser evergreen shrubs to West). Please also integrate this policy with support for residents, individually and collectively, to plant and maintain public land adjacent to homes and community facilities, ie community gardens, street verges, railway verges, etc. Thanks for this process 😊

More fruit and food trees in public areas

I would like to see Drysdale drive trott park be planted with trees, it is a heavily used through road with no shade.

Glandore on the south side has not many trees at all. The area must have trees outside every home. It has lovely old homes but no trees. It just looks terrible

Attention to sloping and flat land with relation to species selection. Ensure that Platanus sp plantings are carefully managed due to health and other related issues. Many cities globally are reducing same in medium density situations. Obviously keen to understand more about documents that outline what Euc. sp. will be planted in Baston/Gooroonga etc St's

The management of trees should be considered with the consultation of CFS and metropolitan fire authorities, with a recent fire at Trott Park/Sheidow Park coming very close to houses. i.e. fire breaks or fire resistant trees.

Focus should always be given to species that are locally indigenous as opposed to introduced from another region, state or country. We need to focus on local biodiversity corridors.

Many years ago council asked that they narrow our road and make street scaping a priority. Street was narrowed but not one tree was planted! South Ave Hallett Cove

Great that after over 20 years of living in Marion Council (Plympton Park) that street trees are finally considered valuable. Walking to the shops in summer heat is unforgiving around here. There are long stretches of hot shadeless street. The framework does not

refer to the importance of native plant street-trees have with supporting native birdlife biodiversity, ie callistemons and flowering gums are great at attracting parrots and honeyeaters, whereas Box and Jacarandas don't feed native birds. Marion reserves and parks are havens for Noisy Miner birds. Their dominance is encouraged by the types of trees and bushes that are used in the parks and reserves. For the improved amenity of parks and reserves (ie, keeping Miner bird numbers in balance with other species), their planting needs to form multilayered habitat (see <https://theconversation.com/stop-the-miners-you-can-help-australias-birds-by-planting-native-gardens-49998>). Street trees also assist in privacy (visual screening) between neighbours, especially with the increase numbers of two storey houses overlooking surrounding single story houses. The room for street trees is compromised by narrow subdivisions where the whole front of the property is double driveway. The Tree Management Framework and Marion Development Plan need to resolve this clash (and resolve it in favour of street trees). The uniformity of street trees (the 'avenue' look) needs a re-think. Mixing up flowering natives (like callistemons and smaller flowering gums) with jacarandas and ornamental pears would provide biodiversity benefits. Timing of rolling out of new stock of street trees should avoid the removal of healthy trees and instead overlap old with new, until the new are sufficiently big. For instance, don't go removing the callistemons and replacing them with saplings, the street will be bare for years. Stop planting Brush Box trees. They are the worst street tree (nuts are skid hazards for pedestrians; they generate only a small canopy; not a food supply for native birds; they lift foot paths and make trip hazards). Make developers pay adequately large bond or replacement costs for removing/killing/damaging street trees. thanks Peter Hill Plympton Park.

WOULD LIKE TO SEE ORNAMENTAL TREES LIKE THE PEARS ON MARION RD

It would great to see appropriate edible species included in the framework - eg citrus, nuts. Residents could nominate a species for outside their house and nominate to care for it. Groves of fruit trees for interested community groups to manage in reserves would be wonderful to grow a sense of community.

Like the overall intent of the Framework. More trees please to cool our local areas and create habitat for local native birds and animals. Fruit trees in reserves and along streets would also be a great, I didn't see this in the Framework.

## 5. Appendices

### 5.1.1. City of Marion Making Marion Website FAQ's (5/3/2018)

#### **Why does Council need a Tree Management Framework?**

Trees are major contributing items to public landscapes and recreation spaces, they can provide a sense of place or be local landmarks and as community assets, often cause emotive responses. Trees in the urban environment also attract costly regular maintenance and a Tree Management Framework outlines how Council will manage its trees and sets criteria so that management is consistent and justified. The framework also provides objectives, targets and an action plan outlining how tree management will be carried out into the future.

#### **Why do we need street and reserve trees?**

Trees in the urban environment provide character and amenity and can improve the overall liveability of the city. Trees are an integral part of the local landscape and provide numerous social, environmental and economic benefits. Two themes of Council's Community Vision are Liveability and Valuing Nature, developing its street and reserve trees contribute to achieving these visions for the community.

#### **When will the community be consulted for tree removal/planting?**

When Council removes and plants trees it will engage the local community in line with its community engagement process. The level of consultation will change dependent on the size and specifics of the project.

#### **Why focus on increasing tree planting?**

When compared to a number of other metropolitan councils, City of Marion have considerably less street trees per square kilometre. This means that canopy coverage is less and streetscapes are hotter. Functional characteristics of trees include absorbing carbon, improving air quality and providing shade to reducing streetscape temperatures. More trees will lead to more comfortable streetscapes and public spaces throughout Marion.

#### **When will Council remove the tree adjacent my property?**

Tree removal is guided by arboricultural assessment and criteria of the Tree Management Framework. Generally, trees are only removed where they are dead, dying, dangerous or proven to be causing property damage. If the tree is healthy and presents an acceptable level of risk, it is likely to be retained so that it can continue to provide all of its benefits

#### **Why are the trees in my street inconsistent in age and species?**

Tree removal is guided by arboricultural assessment and the Tree Management Framework. Generally, trees are only removed and replaced where they are dead, dying, dangerous or proven to be causing property damage. The life expectancy for each tree varies based on its type and environment, those that have reached their useful life expectancy are replaced while others continue to provide all of the benefits as large and mature tree. The result of staged tree replacement is two generations of trees in the street, often of two or more tree types. Council's tree species palette continues to evolve based on the performance of particular species and planting site parameters. The suggested street and reserve tree replacement palette is outlined in the Tree Management Framework from page 26.

### 5.1.2. Messenger article (8/3/2016)



**The Advertiser**  
8 March • 



An Adelaide council is turning over a new leaf by investing \$2.5 million to make its suburbs green again.



ADELAIDENOW.COM.AU  
**From concrete jungle to tree-lined streets**

Residents can have their say on where extra trees are needed — and which species they want in their neighbourhoods — as part of consultation, which runs until Monday, March 26.

To have your say, visit [makingmarion.com.au](http://makingmarion.com.au).



### 5.1.3. Making Marion On-Line Survey (5/3/2018)

#### TREE MANAGEMENT FRAMEWORK SURVEY

##### 1. How important do you think it is to manage trees in the City of Marion?

	Very important	Fairly important	Important	Slightly important	Not at all important
Level of importance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

##### 2. What is your level of support for the *Tree Management Framework*?

	Strongly support	Support	Neutral	Oppose	Strongly oppose
Level of support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

##### 3. Rank the most important actions of the Tree Management Framework to the least important.

(1 being most important and 8 being least important)

Increasing street tree planting

Community consultation procedure for tree removal/planting

Increase City of Marion's street tree species diversity

Target woody weeds in City of Marion's reserves

Increasing reserve tree planting

Programmed street tree management

A dollar valuation for public tree removal caused by private development

Manage tree risk and amenity in City of Marion reserves

##### 4. Do you have any comments about the *Tree Management Framework*?

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Originating Officer:** Joanne Reid, Open Space and Recreation Project Officer

**Manager:** Carol Hampton, Manager City Property

**General Manager:** Abby Dickson, General Manager City Development

**Subject:** Inclusive Playground, Hendrie Street Reserve

**Report Reference:** GC080518R08

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### **REPORT OBJECTIVE**

This report is to provide Council with an update on the progress of the Inclusive Playground at Hendrie Street Reserve and details of funding received.

### **EXECUTIVE SUMMARY**

Construction of Hendrie Street Reserve Inclusive Playground has commenced within the approved budget of \$680,442.

The Hendrie Street Reserve Inclusive Playground has been designed to a regional level hierarchy cost of \$960,000 (GC230517R01). The design taken provided a practical approach to enable “future proofing” which will ensure additional components could be easily implemented as funds become available. Funds totalling \$694,442 had been secured, with the remaining funds of \$280,000 (total funding of \$974,442) recently being provided by Department of Planning, Transport and Infrastructure (DPTI) Open Space Grants, this has enabled the delivery of the full scope of works.

As per resolution GC230517R01 this report will provide an update on the project’s progress and funding opportunities received to date.

The project is due for completion towards the end of June 2018 with an opening event scheduled for Friday 10<sup>th</sup> August 2018.

### **RECOMMENDATION**

### **DUE DATES**

#### **That Council:**

- 1. Notes this report on the project’s progress and funding of \$280,000 from the Department of Planning, Transport and Infrastructure to continue and complete the project.**

**8 May 2018**

### **DISCUSSION**

At the 23 May 2017 Council meeting (GC230517R01), Council endorsed the option to proceed with Option 1 of works with the existing funding available and with the knowledge

that further funding was required to provide all the items identified in Option 1. The scope of works is set out in Appendix 1. Construction commenced in December 2017.

Council applied for and was awarded an additional \$280,000 from the 2018 DPTI Open Space and Places for People Grant funding program. This has enabled the implementation of the full scope of the project with construction works now continuing to deliver the whole project.

Funding for the project is comprised of the following:

City of Marion	\$310,000
DPTI (2017 Open Space Grant)	\$250,000
TBOF	\$110,442
Arts SA	\$10,000
Edwardstown Rotary	\$14,000
DPTI (2018 Open Space Grant)	\$280,000
<b>Total</b>	<b>\$974,442</b>

In addition to the above, Terrain Group have donated a picnic setting, the Primary Club have funded the carousel and Boral have provided reduced rates for concrete.

The total amount available for the project includes some contingency for variations to the initial works, due to unknown factors, that may arise.

At the meeting of 12 December 2017 (GC121217R10), Council endorsed the utilisation of up to \$35,000 from the existing 2017/18 playground shade budget to fund the installation of the central play area shade sail within the approved 2017/18 scope of works for the playground.

The project is due for completion towards the end of June 2018 with an opening event scheduled for Friday 10<sup>th</sup> August 2018.

Playground signage will be placed at the site with "*Livvi's Place Marion*" inscribed on it and will be known as Livvi's Place Marion at Hendrie Street Reserve.

## CONCLUSION

Construction of the inclusive playground at Hendrie Street Reserve has commenced. The full scope of works are able to be completed following the receipt of \$280,000 in grant funding from DPTI.

## APPENDICES

Appendix 1: Hendrie Street Reserve Playground Design



**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Originating Officer:** Sherie Walczak, Unit Manager Risk

**Corporate Manager:** Kate McKenzie, Manager Corporate Governance

**General Manager:** Vincent Mifsud, General Manager Corporate Services

**Subject:** WHS Monthly Performance Report – March & April 2018

**Report Reference:** GC080518R09

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### **REPORT OBJECTIVE**

The objective of this monthly report is to provide Council with assurance that the City of Marion has effective strategies in place to meet its legal obligations as outlined in the Work Health and Safety Act (SA) 2012 and to monitor Council's target of a 25% reduction of the Lost Time Injury Frequency Rate (LTIFR) from the previous year.

### **DISCUSSION**

Targets and performance indicators have been established in order to measure the continual improvement of the program. Performance against these targets are measured in two ways:

- positive performance indicators (PPI's); and
- lag performance indicators (LPI's) both of which are outlined in Appendix 1.

The current LTIFR is 5.6 which is 40% less than the 9.3 LTIFR reported at the same time last year with only 3 lost time injuries year-to-date compared to a total of 7 in 2016/17.

### **CONCLUSION**

The Lost Time Injuries for 2017/18 as at the end of April (3) reflects a 40% reduction on the figure reported (5) at the same point for 2016/17. It should be noted that an incident that occurred in March 2018, which has been well managed to avoid lost time to date, has resulted in the employee requiring surgery which will subsequently result in lost time. However, the forward projection is that we are still on track to achieve the full year Corporate KPI of 8.1, or lower, which represents an achievement of the 25% reduction on the LTIFR of 10.8 in the 2016/17 reporting period. This will be accomplished by continuing to increase the focus on proactive hazard identification and management.

### **APPENDICES**

Appendix 1: Positive and Lag Performance Indicators

### **RECOMMENDATION**

**That Council notes the report and statistical data contained therein.**

### **DUE DATE**

**8 May 2018**



## APPENDIX 1

The Think Safe Live Well program's vision is **'Zero harm with enhanced wellbeing'** and focuses on further developing our leadership styles, organisational culture and WHS systems by:

- Embedding a culture of safety and wellbeing as a part of normal business practice
- Developing our people to lead the change across the City of Marion
- Continually improving our WHS Management System (WHSMS) to achieve best practice

### POSITIVE PERFORMANCE INDICATORS

#### Hazard and Near Miss Reports

Historical statistics inform us that when there is a healthy culture of Hazard/Near Miss Reporting, there is a consequential reduction in injuries to Workers. Hazards and Near Misses are reported to date for this financial year and are outlined in Table 1 and can be compared against those reported last financial year which are outlined in Table 2.

**Table 1: Hazard and Near Miss Reports - Financial Year 2017-18**

Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Total
21	14	11	9	8	3	5	11	10	16			108

**Table 2: Hazard and Near Miss Reports - Financial Year 2016-17**

Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Total
10	4	15	13	13	11	3	15	17	3	4	8	116

#### Completion of actions against the LGA Action Plan

Periodically, the LGAWCS conducts an audit to test conformance of Council's WHS Management System against Return to Work SA's Performance Standards for Self Insurers. In response, Council sets an action plan which outlines the commitment to addressing non-conforming elements by October each year and the cumulative performance against this plan is outlined in Table 3.

**Table 3: LGAWCS Action Plan – Calendar Year 2018**

Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Total
3%	21%	28%	28%							28%

Good progress has been made towards completion of identified actions in the LGAWCS Action Plate with 11 (28%) of the 38 identified actions scheduled for completion, being completed to date. Please note that no actions were scheduled for completion in April hence no movement reported

### LAG PERFORMANCE INDICATORS

#### Lost Time Injuries Reported

Lost Time Injuries (LTI's) are those injuries where a whole work day or more has been lost due to a workplace injury. LTI's reported to date for this financial year are outlined in Table 4 and can be compared against those reported last financial year which are outlined in Table 5.

**Table 4: Number of LTI's per month - Financial Year 2017-18**

Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Total
0	1	0	0	1	0	1	0	0	0			3

**Table 5: Number of LTIs per month - Financial Year 2016-17**

Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Total
0	1	2	0	1	0	0	1	0	0	2	0	7

Individual LTI's reported for 2017/18 are outlined in Table 6 below :

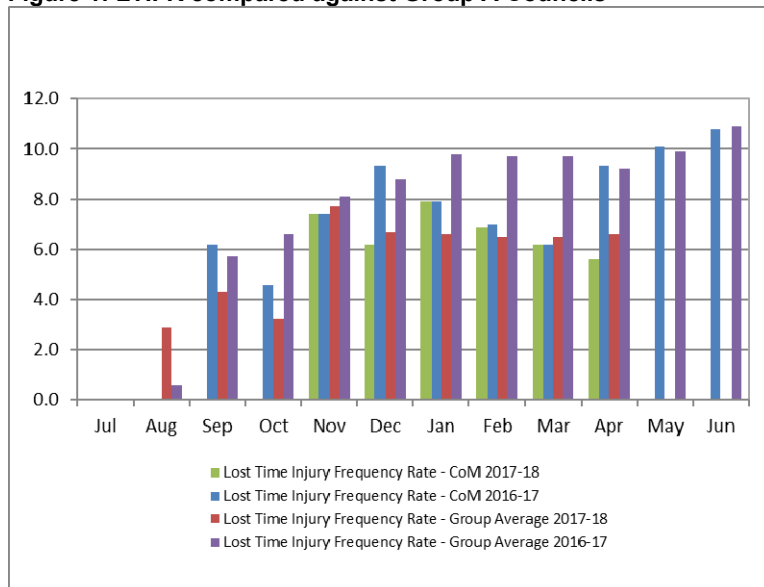
**Table 6: Outline of LTI's reported - Financial Year 2017-18**

No.	Description of Incident	Mechanism of Injury	Injury Description
1	Trip and fall over chain and post fence	Fall on same level	Left shoulder injury
2	Surged forward as vehicle braked suddenly	Forward motion stopping abruptly	Muscular stress in lower back
3	Operating mower on undulating reserves	Vibration through body	Muscular stress to neck and back

### Lost Time Injury Frequency Rate

Lost Time Injury Frequency Rate (LTIFR), is an industry standard tool for measuring LTI's within a given reporting period which enables comparison to other organisations. Council's LTIFR is outlined in Figure 1, from the LGA's Member Portal data once claims have been determined and can be measured and monitored against our industry counterparts being the Group A Councils (<sup>1</sup>GaC).

**Figure 1: LTIFR compared against Group A Councils**

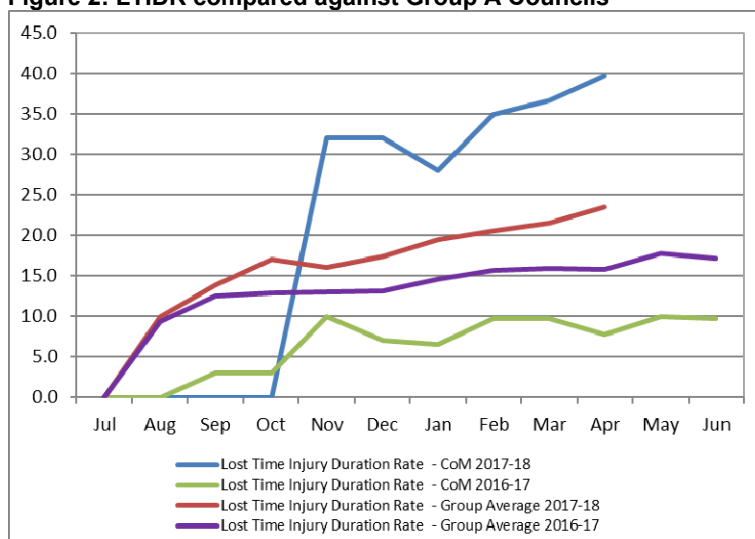


The current LTIFR for the City of Marion (which is represented in green) is 5.6 which represents three LTIs reported to date. This is below last years April result and is also below the industry comparison LTIFR rate of 6.6. However, an incident that occurred in March 2018 has been well managed to avoid lost time but has resulted in the employee requiring surgery which will subsequently result in lost time. This will be included in the report once lost time has been recorded.

### Lost Time Injury Duration Rate

The Lost Time Injury Duration Rate (LTIDR), is an industry standard tool for measuring the average days lost from LTI's within a reporting period to enable comparison to other organisations. Council's LTIDR is outlined in Figure 2, data is sourced from the LGA's Member Portal once claims have been determined and can be measured and monitored against our industry counterparts being the GaC.

**Figure 2: LTIDR compared against Group A Councils**



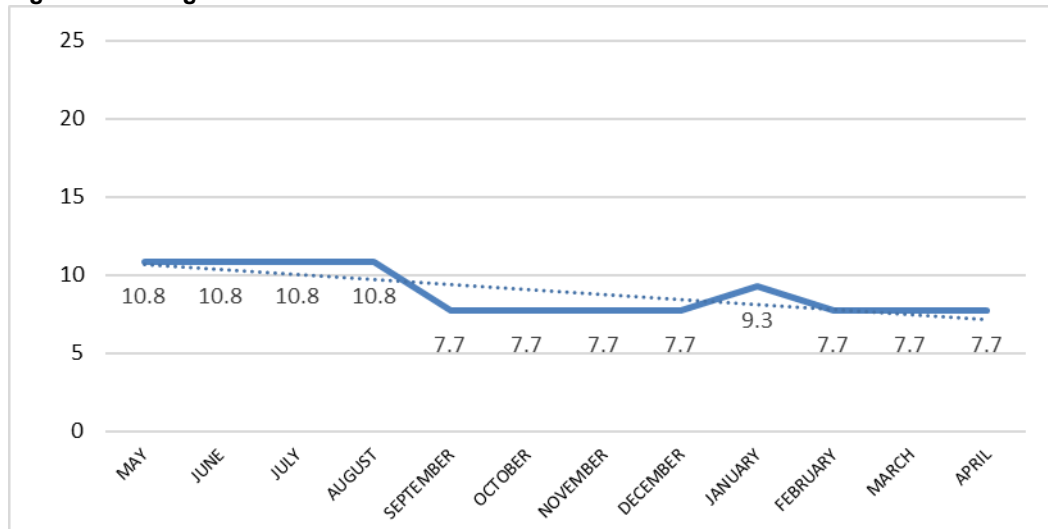
The current LTIDR for the City of Marion is 35.0 which is well above the industry comparison LTIDR rate of 20.6. Historically, we have consistently recorded a lower duration rate than GaCs, however, an LTI sustained in August 2017 required surgery resulting in significant time away from the workplace to enable recovery.

<sup>1</sup> GaC are metropolitan councils with more than 300 staff (Marion, Adelaide, Charles Sturt, Onkaparinga, Playford, Port Adelaide Enfield, Salisbury and Tee Tree Gully).

### Rolling Lost Time Injury Frequency Rate

Rolling LTIFR, outlined with a solid blue line in Figure 3 from internal incident report data, provides analysis of the average LTIFR over the last 12 months. The dotted blue 'median' line tracks the downward trend.

**Figure 3: Rolling LTIFR**

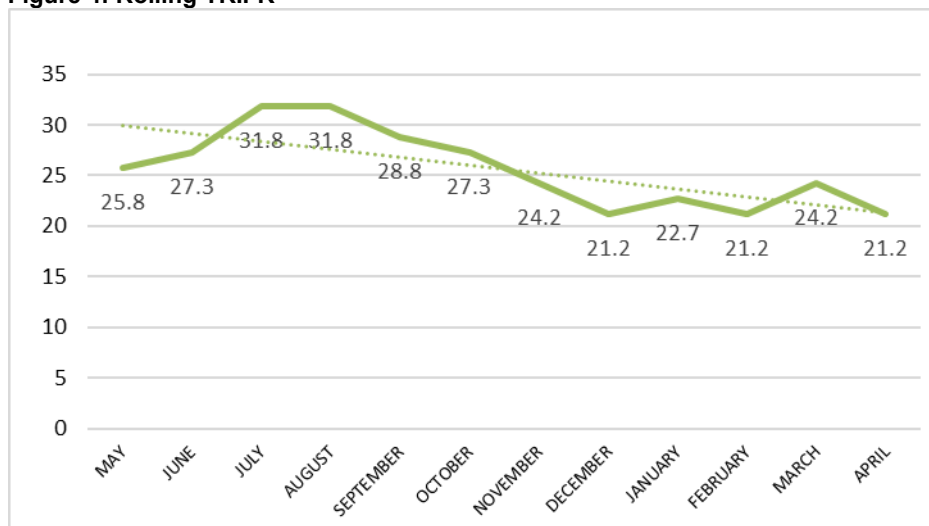


The current rolling LTIFR for the City of Marion is 7.7, which represents a 28.7% reduction over the previous 12 months.

### Rolling Total Recordable Incident Frequency Rate

Total Recordable Incidents include fatalities, LTI's and incidents resulting in the employee receiving medical treatment and/or is certified as only fit to undertake suitable duties. The Rolling Total Recordable Incident Frequency Rate (TRIFR), outlined with a solid green line in Figure 4 from internal incident report data, provides analysis of the average TRIFR over the last 12 months. The dotted green 'median' line tracks the downward trend.

**Figure 4: Rolling TRIFR**



The current rolling TRIFR for the City of Marion is 21.2 which represents an 18% reduction over the previous 12 months.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 MAY 2018**

**Notice Received from:** Councillor Hull

**Subject:** Motion Left Lying on the Table – Questions Without Notice

**Ref No:** GC080518M01

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**MOTION:**

That that item 'Questions without notice – GC100418M01' left lying on the table at the 10<sup>th</sup> April 2018 General Council Meeting be brought back for consideration at the 8<sup>th</sup> May General Council meeting.

**COMMENTS: Kate McKenzie, Manager Governance**

Motion to Retrieve

Council considered a Motion with Notice at its meeting of Tuesday, 10 April 2018 regarding *Questions Without Notice* – GC100418M01 (**Appendix 1**).

Council resolved to leave the matter lying on the table to allow for additional information to be provided.

In accordance with the City of Marion Code of Practice, Procedures at Meetings, if a formal motion is passed that a matter be left lying on the table, the effect of the motion, if successful, is that the meeting immediately moves to the next item of business and the matter can then only be retrieved at a later time by resolution.

The Motion with Notice received from Councillor Hull to retrieve the matter relating to the Questions Without Notice, is in accordance with Council's Meeting procedures. If Council resolve to retrieve the motion left lying on the table, consideration of the retrieved motion will immediately follow. If Council resolve not to retrieve this matter, it may be brought back via a Motion with Notice at a future General Council Meeting. In accordance with the Code of Practice – Procedures at Council Meetings 2017/18 item 7.26 any question that lies on the table as a result of a successful formal motion under 7.20 lapses at the next general election.

Additional Information

Council could update the *Code of Practice – Procedures At Council Meetings 2017/18* to include a new process. This process would be that when Questions without Notice are not answered at the same meeting they are entered into a register that is then tabled as an information report at the following meeting. The register format could be along the lines of:

Report Reference	Meeting Date	Responsible Officer	Question taken on notice during the meeting	Response

If this is Council's preference then the following alternate recommendation could be considered:

Report Reference: GC080518M01

1. That Council amends the 'Code of Practice – Procedures at Council Meetings 2017/18' to include the following item:

***4.7 Questions without Notice that were not answered at the same meeting will be entered into a register. This register will be tabled as an information report at the following meeting.***



**CITY OF MARION  
GENERAL COUNCIL MEETING  
10 April 2018**

**Notice Received from:** Councillor Hull

**Subject:** Questions without Notice

**Ref No:** GC100418M01

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**MOTION:**

1. "That in regards to Members asking questions without notice. If the question is not adequately answered on the night, staff are to record the said question and have an answer or update in time for the next scheduled Council Meeting"
2. "That the question without notice that I asked, and of which was subsequently forgotten by the following Council meeting be answered and or updated in relation a possible joint City of West Torrens & City of Marion basketball facility"

**COMMENTS: Councillor Hull**

Nil

**COMMENTS: Jaimie Thwaites, Unit Manager Governance and Records**

Motion 1

Under Regulation 9 of *the Local Government (Procedures at Meetings) Regulations 2013* (the regulations):

- (3) *A member may ask a question without notice at a meeting.*
- (4) *The presiding member may allow the reply to a question without notice to be given at the next meeting.*
- (5) *A question without notice and the reply will not be entered in the minutes of the relevant meeting unless the members present at the meeting resolve that an entry should be made.*

If an Elected Member does not believe their question without notice has been adequately answered they can submit that question with notice to the next meeting. Under Regulation 9(1) of the regulations:

*A member may ask a question on notice by giving the Chief Executive Officer written notice of the question at least five clear days before the date of the meeting at which the question is to be asked.*

In accordance with the regulations notice of the question must be given in writing. The *Code of Practice – Procedures At Council Meetings 2017/18* defines "Written notice" as legibly hand written or typed in either hard copy or email form.

Council could update the *Code of Practice – Procedures At Council Meetings 2017/18* to provide further clarity of the process. If this is Council's preference then the following alternate recommendation could be considered:

1. **That Council amends the 'Code of Practice – Procedures at Council Meetings 2017/18' to include the following item:**

***4.7 Questions without Notice that are not answered at the same meeting will be tabled as Questions with Notice at the following meeting (noting that the Question is to be provided in writing to the CEO at the conclusion of the meeting to ensure accuracy and compliance with Regulation 9(1)).***

#### Motion 2

Adrian Skull, Chief Executive Officer contacted the Chief Executive Officer of the City of West Torrens the day following the Council meeting at which the question was asked. The initial response received indicated interest. The Chief Executive Officer of the City of West Torrens will get back to the City of Marion to confirm further details.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Notice Received from:** Councillor Hull

**Subject:** Electricity Cogeneration SRWRA

**Ref No:** GC080518M02

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**MOTION:**

‘That the City of Marion, pursuant to Section 43 of the Local Government Act, 1999, being a partner/constituent Council with the Southern Region Waste Resource Authority (SRWRA) calls upon the City of Holdfast Bay, City of Onkaparinga and the SRWRA Board of Management to actively pursue opportunities to implement cogeneration that would include, but not be limited to Solar, Wind electricity cogeneration to compliment the extracted gas (methane) electricity generation plant that has operated since 1996 at the Pedlars Creek site. That the Southern Adelaide Economic Development Board be engaged to support this proposal’

**COMMENTS: Councillor Hull**

The SRWRA an initiative that has been years in the making by Elected Members and staff of multiple Councils, some of those Councils do not even exist anymore. It has been a great achievement that will continue to serve constituent Councils well now and into the future. But can we achieve so much more?

The Pedlars Creek site offers much in terms of the prospect of cogeneration of electricity to complement the extracted gas generated electricity. With vast areas of land fill that cannot be built on, such open land is begging for solar voltaic arrays. Is there prospect for any form of wind generation of electricity at the site? Is there any other electricity generation technologies that I have missed? An important attribute is that we already have electricity export distribution infrastructure at this site.

I have raised these questions now for a number of years only to be advised “we are working on it” (see attached email). With pay back periods for infrastructure often a little more than the duration of a Council term, it is my view that there are now palpable lost opportunities and we should not be dragging our feet on this. An enduring Council partnership approach at this great site along with the support of the Southern Adelaide Economic Development Board is optimal.

Marion Councillors have demonstrated a strong appetite for this investment. Importantly the infrastructure does not necessarily have to be within the confines of our Council area. The Pedlars Creek site is ideal.

I urge you all to support this initiative.

**COMMENTS: Vincent Mifsud, General Manager Corporate Services**

The SRWRA Board continues to actively pursue cogeneration opportunities at its Pedlars Creek site.

In constructing the Southern Recycling Centre (SRC) at SRWRA, which opened in January 2017, the Board took the decision to include sufficient solar panels with capacity to effectively power the site. The roof structure of the SRC shed was designed in a manner that ideally suited incorporation of solar panels and a maximum size 100KW system was installed.

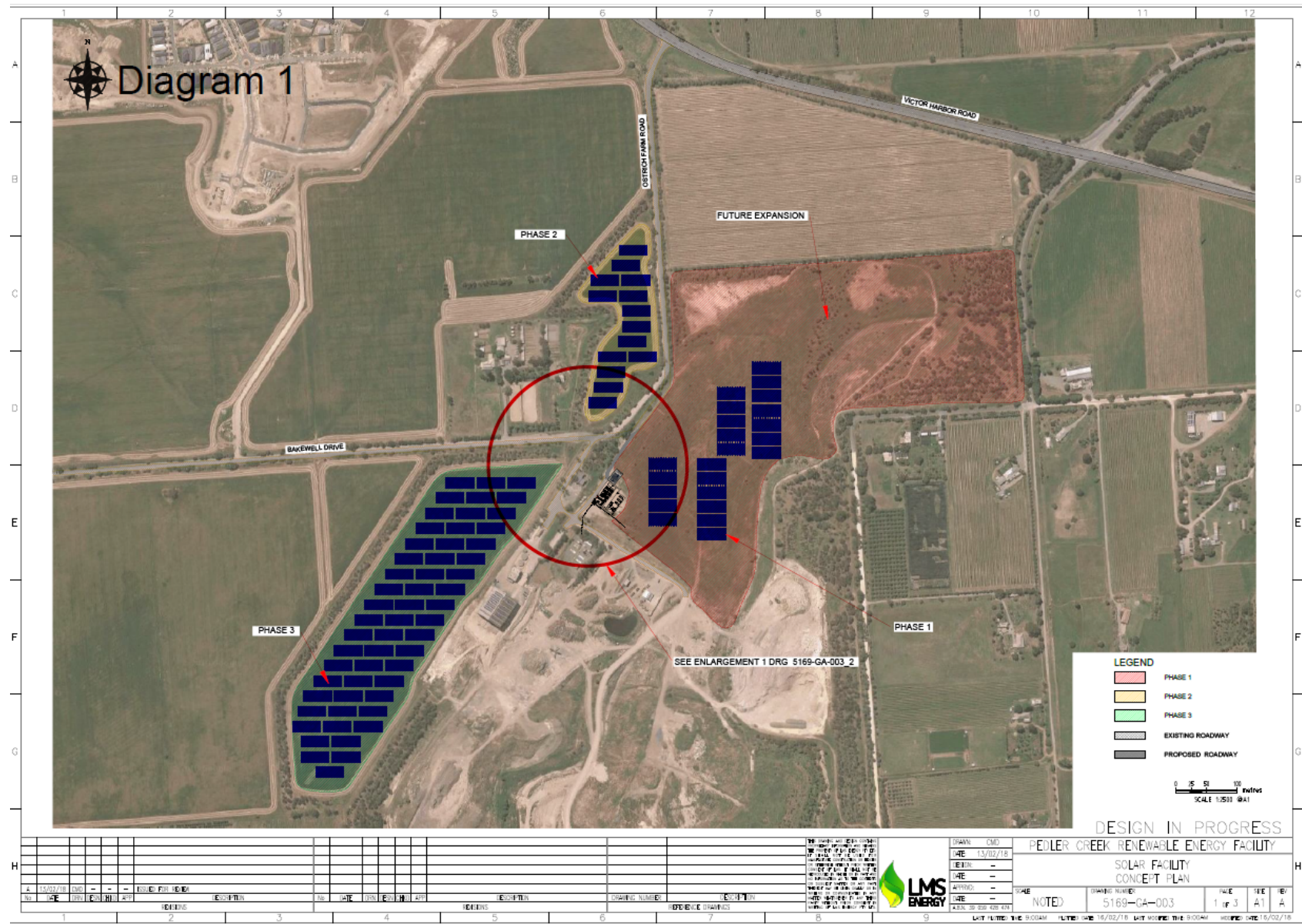
The gas management system at SRWRA is being upgraded at no cost to SRWRA by LMS Energy Pty Ltd (LMS). With this new technology it will enable the production of up to 5MW of power when re-commissioned next year (2019) and is expected to produce power for around 6,000 homes (up from the previous 2,000 homes).

The current infrastructure at SRWRA allows for the export of power up to a maximum load of 6.2MW with some augmentation and minor upgrading. Any further capacity would need to be negotiated with SA Power Networks (SAPN) in relation to upgrading the infrastructure external to the SRWRA site. Preliminary discussions have been held in this regard.

The attached diagram (Appendix 1) shows the area of the landfill which is being considered for solar or alternative energy uses. It is the subject of a confidential proposal the Board will consider at its meeting on 7 May, having previously rejected the first proposal as not commercially attractive. Phase 1 is an electric vehicle charging station and a 2.7MW solar system on the capped landfill (which LMS has rights over) and would generate enough annual power to feed approximately 950 average homes. Phases 2 and 3 have the potential to produce substantial amounts of power provided the SAPN infrastructure can be upgraded to cater for this.

In addition, since the master plan was prepared SRWRA has recently acquired additional buffer land, which has the potential to be used for the production of renewable energy in the future.

The addition of a wind farm was previously considered as part of the master planning process but rejected for the moment in favour of the solar options which present fewer operational issues.



**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Notice Received from:** Mayor Hanna  
**Subject:** Innovation Survey  
**Ref No:** GC080518M03

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**MOTION:**

That:

1. Administration conducts an innovation survey of all Leadership Team members at the City of Marion, including (but not limited to) questions such as:

What additional data set about customer behaviour would be useful in planning, targeting and/or monitoring, service delivery in your area?

How could better technology or data help overcome challenges in your area?

2. A compilation of results be presented at an Elected Member Forum.

**COMMENTS: Cass Gannon, Performance & Innovation Leader**

Should Council support the above motion, a survey regarding how the organisation can better utilise technology and data to improve service delivery and efficiencies will be developed. The survey will incorporate the above questions (but not be limited to) and will be distributed to all Leadership Team Members.

The requested survey is in alignment with a number of key projects and initiatives underway such as the Smart City Framework, Business Systems Fitness Review (BSFR), Customer Feedback Review, Annual Work Area Business Planning Process, Project Management System, Metrics that Matter, Asset Management System, and the Leadership Innovation Forums.

The results will be circulated to all Elected Members and tabled at the June 2018 Infrastructure & Strategy Committee.



**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Notice Received from:** Mayor Hanna

**Subject:** Railway Station Names

**Ref No:** GC080518M04

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**MOTION:**

That:

1. Council write to the Minister for Transport asking him to change the names of
  - (a) Oaklands Railway Station to Marion Railway Station;
  - (b) Marion Railway Station to Westminster Railway Station;pursuant to the Geographical Names Act.

**COMMENTS:**

It is acknowledged that railway stations usually take the names of the suburb in which they are situated.

I have heard, however, from a number of local people that some visitors to Westfield Marion and the State Aquatic and Leisure Centre disembark at Marion railway station on the assumption that these landmarks are in Marion, therefore close to Marion railway station.

The triangle bounded by Morphett Road, Sturt Road and Diagonal Road is the activity centre or "heart" of the Marion Council area. It is in accord with everyday language about the place for this precinct to be visited via a railway station called "Marion".

The most obvious landmark near the current Marion station is Westminster College (adjacent to the railway line). It is well known.

The impending development at what is called Oaklands Crossing (an informal name which makes less sense with no surface level railway crossing) presents a unique opportunity to align the name of the city's most significant railway station with the city's most significant activity centre.

If the Minister is agreeable to this Council request, the Geographical Names Act ensures adequate community consultation would be conducted about such potential name changes.

**COMMENTS: (Mark Griffin, Acting Manager, Engineering and Field Services)**

Over a number years there has been some evidence to suggest that visitors to the area can become confused with the relationship between the station names and their destination, particularly the Marion Shopping Centre or the State Aquatic and Leisure Centre. With the

redevelopment of the Oaklands Crossing and therefore the Station, it is considered an ideal opportunity to rename/rebadge the stations.

Should Council endorse the above motion, a letter to the Minister for Transport will be prepared.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Notice Received from:** Mayor Hanna  
**Subject:** Marketing Plan - Tagline  
**Ref No:** GC080518M05

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**MOTION:**

"That The City of Marion adopt the tagline "Full of Surprises" and incorporate this into our Marketing Plan."

**COMMENTS: Mayor Hanna**

Most significant and active service-oriented organisations have a tagline for marketing purposes. The purpose is to authentically sum up one of the vital features or purposes of the organisation. The proposed tagline for Marion would be a useful tool in conjunction with communications to local residents and businesses, as well as visitors. It very simply conveys to people that Marion Council has provided wonderful reserves and facilities to explore in our area, and that Council provides more than just roads and rubbish collection.

By not having a tagline, as currently, staff must inevitably fill the gap as best they can on an ad hoc basis (eg in the recently launched "seven days in Marion" campaign) without the benefit of an official, consistent, Council-approved tagline.

**COMMENTS: Craig Clarke, Unit Manager Communications**

A tagline can be an effective mechanism to communicate an organisation's value proposition to the market. They are particularly useful when an organisation is trying to differentiate brands and create a 'memorable moment' to promote a location, a service or a specific product.

Previously, Council adopted the slogan Broad Horizons. Bright Future, introduced in 2010 but phased out by 2014. No slogan has since been developed.

An effective tagline is generally unambiguous, clearly understood by a broad cross section of customers, and contains a link between the message and the market offering. Any tagline requires market testing to see whether it works with target audiences.

A Google search of "Full of Surprises" found it had been used as a tagline to promote a state in India, and the US state of Connecticut. Visitors to Connecticut had turned the phrase into a negative after not having a good experience.

If Council wishes to explore a tagline, I would recommend the following steps:

- 1) Determine what the organisation wants to convey to the community, taking into account input from stakeholders.

- 2) Research taglines in the market.
- 3) Brainstorm taglines for Council.
- 4) Market test suggested taglines with key stakeholders
- 5) Adopt the preferred tagline and incorporate it into communications materials

A plan, including costings, can be prepared.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Notice Received from:** Councillor Bruce Hull

**Subject:** Sixth Avenue Reserve Ascot Park

**Ref No:** GC080518M06

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**MOTION:**

“That the Reserve known as Sixth Avenue Reserve Ascot Park be renamed the Joan Herraman OAM Reserve”

**COMMENTS: Councillor Hull**

The naming of Marion Council reserves has been traditionally associated with a roadway adjoining the reserve, however there has been some notable exceptions to the norm. Such as the Marie Gregan Playground in Glandore, named in honour of the late Cr Marie Gregan in 1994 and in 2006 the Graham Watts Reserve near Cosgrove Hall in honour of former Cr Graham Watts.

The late Joan Herraman OAM was a great advocate for many things, but none more than the acquisition and improvement of open space in her ward (East Ward) and was instrumental in establishing the Open Space Reserve Fund that was later drawn on to purchase open space to establish the Jervois Street Reserve. In terms of the Sixth Avenue Reserve, Joan's strong relationship with this reserve is best described in the attached letter from her daughter Andrea.

Joan Herraman was awarded the Medal of the Order of Australia for Services to the Community in 1994 and the Centenary Medal for Services to the Community as a Councillor, the City of Marion. Joan served as a Marion Councillor from 1989-1991, 1993-2003, a total of 13 years.

Appendix 1 - Photos

Appendix 2 – Letter from Andrea Herraman

**COMMENTS: Julia Phipps, Communications Officer**

The Community Excellence Awards enable Council to recognise an individual for exceptional or outstanding achievement.

The criteria says the award can be bestowed on someone who has undertaken extraordinary long-term service or made a significant contribution in a particular field. Nominations for the award must be submitted to a General Council Meeting outlining the achievement and the type of nomination sought ie the naming of a Council facility in Mrs Herraman's honour.

If Council believes renaming of Sixth Avenue fits this criteria the following process would apply:

Under section 219 of the Local Government Act – Powers to assign a name, or change the name, of a road or public place – Council is required to:

- 1 Immediately notify the Registrar-General, the Surveyor-General or the Valuer-General of the assignment of a name, or the change of a name under this section.
- 2 Place a public notice to inform the community of a name change.

Council may also wish to undertake a community engagement to understand the community's views on the name change and any other relevant history/connections to the area. Council does not have a published policy on name changes, with the renaming of roads policy in draft format.

**We would recommend the motion be altered to read:**

**That Council:**

- 1. Bestows a Community Excellence Award on the late Joan Herraman in recognition of her extraordinary long-term service to the community.**
- 2. Endorses the renaming of The Reserve known as Sixth Avenue Reserve Ascot Park to the Joan Herraman OAM Reserve in her honour.**
- 3. Prior to any renaming, undertakes a community engagement to understand the community's views on a proposed name change and that a report be brought back to Council in July.**





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The Herraman Family moved to 29 Allison Street, Ascot Park on the 14<sup>th</sup> February 1966.

Our new house looked across from a long, long silver corrugated iron fence; rusting with clanging unnailed bits and places for neighbourhood kids to crawl through to a vast dustbowl that served mainly as the Scout Hall carpark and local bicycle track. The entrance to the Scout Hall was from Sixth Avenue. Brownies and Guides met here also but it was known locally as the *Scout Hall*.

I'm not sure if Mum's lobbying to get this area developed into a park for the greater local community was her own idea, or, that she saw a possibility when some park's money became available through Marion Council. It may have been someone else's idea and they brought it to my mother. All I know was that my mother was really passionate about having that area opened up to two streets and providing picnic facilities, play equipment and some much-needed green space. The hall is still functioning as a Scout Hall as far as I know.

We ribbed her that she was a typical politician getting a park built in front of her house but she knew the area and listened to her community. It was the perfect place for a park as the area was already there and well known and used by local families. From the front porch of her house she saw how many people used the facilities. It probably helped her being so close and the park being kept in perfect order. She wasn't against giving the workmen fresh scones for morning tea so they enjoyed coming back to the park. It was beautifully maintained by the Council and always well-used by young mums, family groups and many others.

**CITY OF MARION  
GENERAL COUNCIL MEETING  
8 May 2018**

**Question Received from:** Councillor Appleby

**Subject:** China Recycling Import Ban

**Reference No:** GC080518Q01

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**QUESTION:** Is there anything further to report to Council on the China recycling import ban since the GC meeting on 13 February 2018 (GC130218Q02)?

**COMMENTS:** Councillor Appleby

Nil

**COMMENTS:** Allison Byrne, Education Officer Waste & Recycling  
Colin Heath, Unit Manager Contracts

Our advice to Council on 13 February 2018 remains unchanged.

Council has maintained open communication on this issue with Solo Resource Recovery ("Solo"), and they have advised this week:

- their recycling processing sub-contractor (which we understand to be Visy Recycling SA) does not have any issues receiving Solo's recyclable product; and
- they are monitoring the situation weekly and will advise if any change occurs.

In the event this materially changes we will advise Council accordingly.

Council's recyclable product continues to be recycled (and not sent to landfill) and we are developing communication materials to promote this message to residents.

In addition, we are aware the Waste Management Association of Australia (WMAA) is engaging heavily in this space, having regular discussions with governments around the country, including regular liaison with Green Industries SA and the EPA SA.