

His Worship the Mayor
Councillors
CITY OF MARION

NOTICE OF GENERAL COUNCIL MEETING

Tuesday, 26 May 2020 at 06:30 PM

Virtual Meeting Room - Zoom

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

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

Meetings of the Council are open to the public. Due to COVID-19 interested members of this community are welcome to attend by electronic means. Access to the meeting is via the link published on the City of Marion website (<https://www.marion.sa.gov.au/about-council/council-meetings/council-meeting-live-stream>) on the day of the meeting.



Adrian Skull
Chief Executive Officer



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OPEN MEETING

KAURNA ACKNOWLEDGEMENT

We acknowledge 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 video of this General Council meeting will be live streamed on the City of Marion website. Following the meeting the recorded audio will be made available on the website.

ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

CONFIRMATION OF MINUTES

Confirmation of the minutes for the General Council Meeting held on 12 May 2020

| | |
|----------------------------|--|
| Originating Officer | Governance Officer - Angela Porter |
| Corporate Manager | Manager Corporate Governance - Kate McKenzie |
| Report Reference: | GC200526R01 |

RECOMMENDATION:

That the minutes of the General Council Meeting held on 12 May 2020 be taken as read and confirmed.

ATTACHMENTS:

| # | Attachment | Type |
|---|--------------------------|----------|
| 1 | GC200512 - Final Minutes | PDF File |



MINUTES OF THE GC200512 - GENERAL COUNCIL MEETING - 12 May 2020
Tuesday, 12 May 2020 at 06:30 PM

Virtual Meeting Room - Zoom



PRESENT (via electronic attendance) :**Elected Members**

Mayor - Kris Hanna, Councillor - Ian Crossland, Councillor - Tim Gard, Councillor - Jason Veliskou, Councillor - Bruce Hull, Councillor - Nathan Prior, Councillor - Raelene Telfer, Councillor - Luke Hutchinson, Councillor - Kendra Clancy, Councillor - Maggie Duncan, Councillor - Matthew Shilling, Councillor - Joseph Masika, Councillor - Sasha Mason

DATE :

Tuesday, 12 May, 2020

I Time 6:30PM

In Attendance

| | |
|---|--|
| Chief Executive Officer - Adrian Skull | General Manager City Development - Ilia Houridis |
| General Manager Corporate Services - Sorana Dinmore | General Manager City Services - Tony Lines |
| Manager Corporate Governance - Kate McKenzie | Governance Officer - Victoria Moritz |

OPEN MEETING

The Mayor opened the meeting at 06:33 PM

KAURNA ACKNOWLEDGEMENT

We acknowledge 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 video of this General Council meeting will be live streamed on the City of Marion website. Following the meeting the recorded audio will be made available on the website.

ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

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

The following interests were declared:

- Mayor Hanna declared a conflict of interest in the item *Confidential Rescission Motion - Disclosure Incident (GC200512M01)*
- Councillor Jason Veliskou declared a conflict of interest in the item *Confidential Rescission Motion - Disclosure Incident (GC200512M01)*
- Councillor Luke Hutchinson declared a conflict of interest in the item *Confidential Rescission Motion - Disclosure Incident (GC200512M01)*

CONFIRMATION OF MINUTES

Confirmation of the minutes for the Special General Council Meeting held on 27 April 2020 and General Council Meeting held on 28 April 2020

Report Reference: GC200512R01

Moved Councillor – Luke Hutchinson

Seconded Councillor – Nathan Prior

That the minutes of the Special General Council Meeting held on 27 April 2020 and General Council Meeting held on 28 April 2020 be taken as read and confirmed.

Carried Unanimously

ADJOURNED ITEMS - Nil

DEPUTATIONS

Marie Soliman - Hallett Cove Business Association

Report Reference: GC200512D01

Marie Soliman from the Hallett Cove Business Association gave a 5 minute deputation in support of the Future of Business Associations report.

Greg Garrihy - Southern Business Connections

Report Reference: GC200512D02

Greg Garrihy from the Southern Business Connections gave a 5 minute deputation regarding the proposal for Council to continue their support of Southern Business Connections.

The Mayor sought and was granted leave of the meeting to vary the order of the agenda and consider the following items next on the agenda:

- Public submissions on the Draft Annual Business Plan 2020-2021 (Report Reference: GC200512R04)
- Future of Business Associations (Report Reference: GC200512R06)
- Confirmation of the Minutes of the Review and Selection Committee Meeting held on 5 May 2020 (GC200512R02)
- Confirmation of the Minutes of the Urban Planning Committee Meeting held on 5 May 2020 (GC200512R03)
- Confirmation of Confidential Minutes of the Review and Selection Committee Meeting held on 5 May 2020 (Report Reference: GC200512F01)

Public submissions on the Draft Annual Business Plan 2020-2021

Report Reference: GC200512R04

The Mayor invited any member of the public to comment on the Annual Business Plan and Budget and make a submission during the next 60 minutes period, commencing at 7.12pm and concluding at 8.12pm. The item will resume at the conclusion of this period.

Future of Business Associations

Report Reference: GC200512R06

Moved Councillor – Ian Crossland

Seconded Councillor – Matthew Shilling

It is recommended that Council:

1. Note the valuable contribution that the business associations have made over the past three years, including the number of volunteers and volunteer hours from business association boards over the past three years.
2. Endorse option 1 and;
 - 2.1 Enter into an agreement to contribute an amount of \$10,000 per year for three years with Southern Business Connections.
 - 2.2 Enter into an agreement to contribute an amount of \$5,000 per year for three years with Hallett Cove Business Association.

Carried unanimously

PETITIONS - Nil**COMMITTEE RECOMMENDATIONS****Moved Councillor – Matthew Shilling****Seconded Councillor – Raelene Telfer**

That the following items be moved en bloc:

- Confirmation of the Minutes of the Review and Selection Committee Meeting held on 5 May 2020 (GC200512R02)
- Confirmation of the Minutes of the Urban Planning Committee Meeting held on 5 May 2020 (GC200512R03)
- Confirmation of Confidential Minutes of the Review and Selection Committee Meeting held on 5 May 2020 (Report Reference: GC200512F01)

Carried Unanimously

Confirmation of the Minutes of the Review and Selection Committee Meeting held on 5 May 2020
Report Reference: GC200512R02

Moved Councillor – Matthew Shilling**Seconded Councillor – Raelene Telfer**

That Council:

1. Receives and notes the Minutes of the Review and Selection Committee meeting held on 5 May 2020.
2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Review and Selection Committee.

Carried Unanimously

Confirmation of the Minutes of the Urban Planning Committee Meeting held on 5 May 2020
Report Reference GC200512R03

Moved Councillor – Matthew Shilling**Seconded Councillor – Raelene Telfer**

That Council:

1. Receives and notes the Minutes of the Urban Planning Committee meeting held on 5 May 2020.
2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Urban Planning Committee.

Carried Unanimously

CONFIDENTIAL ITEMS**Confirmation of Confidential Minutes of the Review and Selection Committee Meeting held on 5 May 2020****Report Reference:** GC200512F01**Moved Councillor – Matthew Shilling****Seconded Councillor – Raelene Telfer**

That Council

1. Receives and notes the Confidential Minutes of the Review and Selection Committee Meeting held on 5 May 2020.
2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Review and Selection Committee.
3. In accordance with Section 91(7) and (9) of the Local Government Act 1999, orders that the attachments to this report having been considered in confidence under Section 90 (2) and (3)(a) of the Act, except when 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 2020.

Carried Unanimously**CORPORATE REPORTS FOR DECISION****Section 270 Review - Closure of Diagonal Way****Report Reference:** GC200512R05**Moved Councillor – Joseph Masika****Seconded Councillor – Jason Veliskou**

That Council:

1. Endorses the Section 270 Internal Review of Decision Report from Minter Ellison that indicates:
 - 1.1 Council had the power to close Diagonal Way
 - 1.2 Council sufficiently followed a consultation process under the Roads (Opening and Closing) Act 1991
2. Notes that the decision to close a portion of Diagonal Way remains in force.
3. Notes that the Complainant has been provided with a copy of the final report and will be advised of Council's decision as soon as practical.

Carried

Revitalisation of the Edwardstown Employment Precinct – Update to Action Plan**Report Reference:** GC200512R07**Moved Councillor – Joseph Masika****Seconded Councillor – Sasha Mason**

That Council:

1. Return the \$50,000 from the Community Grants budget back to the Community Grants budget (2020/21) for the purpose of community grants.
2. Allocate \$50,000 to Community Connections from funds identified in the third budget review to facilitate a contemporary community project within Raglan Avenue as part of the Revitalisation of the Edwardstown Employment Precinct Project.

The Mover with consent of the Seconder sought and was granted leave of the meeting to vary the motion as follows:

That Council **(as varied)**:

1. Return the \$50,000 from the Community Grants budget back to the Community Grants budget (2020/21) for the purpose of community grants.

Carried Unanimously**Revitalisation of the Edwardstown Employment Precinct - Amendment of Decision****Report Reference:** GC200512R08**Moved Councillor – Joseph Masika****Seconded Councillor – Luke Hutchinson**

That Council:

1. Amend the resolution made on 11 June 2019:

That Council:

1. *Appoint the Deputy Mayor, Tim Pfeiffer, as the Chair of a Consultative Committee for North-South Road Corridor discussions.*

to the following:

That Council:

1. Appoint Councillor Sasha Mason as Chair of a Consultative Committee for North-South Road Corridor discussions.

Carried Unanimously

Grand Central Avenue / Shamrock Road - Proposed Half Road Closure**Report Reference:** GC200512R09**Moved Councillor – Ian Crossland****Seconded Councillor – Tim Gard**

That Council:

1. Notes the report.
2. Notes the outcome of the community consultation for the proposed half road closure.
3. Endorses the proposed half road closure at the intersection of Shamrock Road and Grand Central Avenue, Hallett Cove.

Carried Unanimously**Capella Nannigai Precinct Plan****Report Reference:** GC200512R10

8.09pm Councillor Jason Veliskou left meeting

Moved Councillor – Ian Crossland**Seconded Councillor – Tim Gard**

That Council:

1. Endorse the Nannigai Drive Reserve final concept plan for procurement and construction.
2. Endorse the allocation of an additional \$442,460 to the project for Stage 2 Capella Drive Reserve, to meet matching funding requirements of the DPTI open space grant program, subject to the application being successful.
3. Notes that a further report will be provided for Capella Drive Reserve (Stage 2) with findings of the community consultation and a final concept design.

Carried Unanimously

Public submissions on the Draft Annual Business Plan 2020-2021**Report Reference:** GC200512R04

Item resumed at 8.12pm

Moved Councillor – Matthew Shilling**Seconded Councillor – Bruce Hull**

That Council:

1. Notes feedback provided by any public representations on the Draft Annual Business Plan 2020-2021 and that a further report on the results of public consultation will be presented to Council at the meeting to be held on 9 June 2020.

Carried Unanimously

8.14pm Councillor Jason Veliskou re-entered the meeting

Oaklands Education Centre**Report Reference:** GC200512R11**Moved Councillor – Bruce Hull****Seconded Councillor – Nathan Prior**

That Council:

1. Notes the Report and supporting email from Flinders University.
2. Delegates authority to the CEO to extend the current Agreement with Flinders University for a further 12 months from January 2021 to December 2021.
3. Provides matching contribution of \$16,276 in the 2020/21 Annual Business Plan to support the provision of an Education Centre at Oaklands Wetlands.
4. Notes that a further report detailing the utilisation of the centre, actual cost of occupancy and next steps will be presented to Council in October 2021.

Carried Unanimously

Solar Car Parks**Report Reference:** GC200512R12**PROCEDURAL MOTION****Moved Councillor – Ian Crossland****Seconded Councillor – Nathan Prior**

That formal meeting procedures be suspended to discuss the item.

Carried Unanimously

8.21pm formal meeting procedures suspended

8.30pm Councillor Joseph Masika left the meeting

8.33pm Councillor Jason Veliskou left the meeting

8.36pm Councillor Jason Veliskou re-entered the meeting

8.37pm Councillor Joseph Masika re-entered the meeting

8.39pm formal meeting procedures resumed

Moved Councillor – Ian Crossland**Seconded Councillor – Tim Gard**

That Council:

1. Notes the report.
2. Not progress further with any of the identified solar projects (Glandore Community Centre solar car park or Administration Building solar car park.)

Carried**Councillor Bruce Hull called a Division****Those for:** Councillors Prior, Shilling, Telfer, Hutchinson, Crossland, Gard, Veliskou and Masika**Those against: Councillors:** Hull, Clancy Mason and Duncan**Carried****Reconciliation Statement Policy - Public Consultation Summary****Report Reference:** GC200512R13**Moved Councillor – Raelene Telfer****Seconded Councillor – Joseph Masika**

That Council:

1. Notes the feedback received during public consultation (Appendix 2).
2. Endorses the Reconciliation Statement Policy as presented in Appendix 1.

Carried Unanimously

Open Space Plan Community Consultation**Report Reference:** GC200512R14**Moved Councillor – Matthew Shilling****Seconded Councillor – Maggie Duncan**

That Council:

1. Endorse the Draft Open Space Framework, which includes Open Space Methodology, Open Space Service Levels and the Open Space Plan, for community consultation.

Carried Unanimously**Draft Privacy Policy for Public Consultation****Report Reference:** GC200512R15**Moved Councillor – Bruce Hull****Seconded Councillor – Joseph Masika**

That Council:

1. Notes the draft Privacy Policy provided as Attachment 1 to this report.
2. Endorses the Privacy Policy for public consultation between 13 May and 2 June.
3. Receives a report back on community consultation findings and final endorsement on 9 June 2020.

Carried Unanimously**Elected Member Representatives for the Council Assessment Panel (CAP) 2020-21****Report Reference:** GC200512R16

Councillor Raelene Telfer declared a conflict of interest in the item as she has been nominated as Member for the Council Assessment Panel and left the meeting.

Councillor Matthew Shilling declared a conflict of interest in the item as he has been nominated as Deputy Member for the Council Assessment Panel and left the meeting.

8.59pm Councillor Raelene Telfer left the meeting

8.59pm Councillor Matthew Shilling left the meeting

Moved Councillor – Kendra Clancy Seconded Councillor – Sasha Mason

That Council:

1. Appoints Councillor Raelene Telfer as Member of the Council Assessment Panel for a period of 1 July 2020 to 30 June 2021.
2. Appoints Councillor Matthew Shilling as Deputy Member of the Council Assessment Panel for a period of 1 July 2020 to 30 June 2021.

Carried Unanimously

9.00pm Councillor Matthew Shilling returned to the meeting

9.00pm Councillor Raelene Telfer returned to the meeting

COVID-19 - Council Members' Allowances and Benefits Policy

Report Reference: GC200512R17

Moved Councillor – Matthew Shilling Seconded Councillor – Nathan Prior

That Council:

1. Adopts the Council Members' Allowance and Benefits Policy as attached as Attachment 1 to this report.

Carried Unanimously

CORPORATE REPORTS FOR INFORMATION/NOTING

Moved Councillor – Matthew Shilling Seconded Councillor – Nathan Prior

That the following items be moved en bloc:

- Economic Development Update (Report Reference: GC200512R018)
- Corporate and CEO KPI Report Quarter Three 2019/20 (Report Reference: GC200512R19)
- Questions Taken on Notice Register (Report Reference: GC200512R20)

Carried Unanimously

Economic Development Update**Report Reference:** GC200512R018**Moved Councillor – Matthew Shilling****Seconded Councillor – Nathan Prior**

That:

1. Elected Members note the Economic Development function report and that this report will be brought to Council at six monthly intervals.

Carried Unanimously**Corporate and CEO KPI Report Quarter Three 2019/20****Report Reference:** GC200512R19**Moved Councillor – Matthew Shilling****Seconded Councillor – Nathan Prior**

That Council:

1. Notes the report and attachments.

Carried Unanimously**Questions Taken on Notice Register****Report Reference:** GC200512R20**Moved Councillor – Matthew Shilling****Seconded Councillor – Nathan Prior**

That Council:

1. Notes the report 'Questions Taken on Notice Register'.

Carried Unanimously**WORKSHOP / PRESENTATION ITEMS - Nil**

MOTIONS WITH NOTICE

9.07pm Councillor Luke Hutchinson left the meeting and did not return

9.07pm Councillor Jason Veliskou left the meeting and did not return

9.07pm Mayor Kris Hanna left the meeting and did not return

In the absence of the Mayor, Deputy Mayor Matthew Shilling resumed the Chair

Confidential - Rescission Motion - Disclosure Incident

Report Reference: GC200512M01

Moved Councillor – Nathan Prior

Seconded Councillor – Joseph Masika

That pursuant to Section 90(2) and (3)(h) and (g) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Akos Szonyi, Kate McKenzie, Craig Clarke and Victoria Moritz, be excluded from the meeting as the Council receives and considers information relating to the Confidential - Rescission Motion - Disclosure Incident, 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 information relates to legal advice and a matter currently under a confidential order.

Carried

9.10pm the meeting went into confidence

MEETING EXTENSION

Moved Councillor - Ian Crossland

Seconded Councillor – Nathan Prior

That the meeting extended until the conclusion of the item

Carried Unanimously

9.28pm meeting extended.

9.36pm Councillor Joseph Masika left the meeting

9.38pm Councillor Joseph Masika re-entered the meeting

Moved Councillor – Tim Gard

Seconded Councillor – Joseph Masika

1. In accordance with Section 91(7) and (9) of the *Local Government Act 1999*, Council orders that this report, and the attachments to this report, having been considered in confidence under Section 90 (2) and (3)(g) and (h) of the Act, except when 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 2020

2. In accordance with Section 91(7) and (9) of the *Local Government Act 1999*, Council orders that the minutes to this report, having been considered in confidence under Section 90 (2) and (3)(g) and (h) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential until two weeks after Council has taken all reasonable steps to notify the relevant parties. This confidentiality order will be reviewed at the General Council Meeting in December 2020

Carried Unanimously

9.55pm the meeting came out of confidence

QUESTIONS WITH NOTICE - Nil

MOTIONS WITHOUT NOTICE

QUESTIONS WITHOUT NOTICE

OTHER BUSINESS

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.

MEETING CLOSURE - Meeting Declared Closed at 9.55 PM

CONFIRMED THIS 26th DAY OF May 2020

.....
CHAIRPERSON

COMMUNICATIONS

Mayoral Communication Report

Date of Council Meeting 26 May 2020

Name of Elected Member Mayor - Kris Hanna

Report Reference GC200526R02

Details

| Date | Event | Comments |
|---------|--|-------------------|
| 25/4/20 | Laid ANZAC Day wreath at Marion RSL war memorial | |
| 27/4/20 | GAROC- Current & Proposed Activities Webinar | Attended via Zoom |
| 29/4/20 | Marion City Band AGM | Attended via Zoom |
| 13/5/20 | COVID-19 briefing with Premier Steven Marshall | Attended via Zoom |

CEO and Executive Communications Report

Date of Council Meeting 26 May 2020

Report Reference GC200526R03

Details

| Date | Activity | Attended By |
|---------------|---|---|
| 29 April 2020 | Cross Council Meeting Recreation & Sport across the City of Marion, City of Charles Sturt and City of Port Adelaide Enfield Via Zoom | Adrian Skull Ilia Houridis |
| 29 April 2020 | Tonsley Precinct Integrated Projects Workshop | Ilia Houridis |
| 29 April 2020 | Meeting Representation Review with State Electoral Office via Zoom | Tony Lines |
| 30 April 2020 | LGA COVID-19 Briefing on Business Support and Economic Recovery via Zoom | Adrian Skull |
| 1 May 2020 | Meeting Adrian Skull and Corey Wingard MP | Adrian Skull |
| 4 May 2020 | SRWRA Board Meeting via Zoom | Adrian Skull Sorana Dinmore |
| 6 May 2020 | Tonsley / Alawoona Funding Presentation | Ilia Houridis |
| 6 May 2020 | KPMG Meeting Metrics that Matter Workshop via Zoom | Adrian Skull Ilia Houridis Sorana Dinmore Tony Lines |
| 8 May 2020 | LGFSG Operational Briefing via Zoom | Ilia Houridis Sorana Dinmore |
| 11 May 2020 | KPMG Meeting Business Requirement Gathering: City Development via MS Teams | Adrian Skull Ilia Houridis |
| 7 May 2020 | SAALC Governance Meeting via Teams | Adrian Skull Ilia Houridis |
| 7 May 2020 | LGA CEO Advisory Board Group Meeting via Zoom | Adrian Skull |
| 8 May 2020 | Webinar with the Minister for Recreation, Sport and Racing re Sporting Industry Announcements after National Cabinet Meeting held on 8 May 2020 | Adrian Skull |
| 11 May 2020 | JLT Australia, Risk Monthly Meeting via Zoom | Tony Lines |

| | | |
|-------------|---|--|
| 13 May 2020 | LGA COVID-19 briefing with Premier Steven Marshall via Zoom | Sorana Dinmore |
| 13 May 2020 | Local Government Virtual Roadshow Adelaide | Sorana Dinmore (Panel Member) Ilia Houridis |
| 13 May 2020 | Online Microsoft Nonprofit CXO Summit Innovation and technology to accelerate impact | Sorana Dinmore Ilia Houridis |
| 13 May 2020 | Infrastructure Planning Meeting for Alawoona Avenue, Mitchell Park via Zoom City of Marion, PEET, Junction Australia and Greenhill Australia | Tony Lines |
| 14 May 2020 | KPMG Meeting Business Requirement Gathering: Finance and Procurement | Sorana Dinmore |
| 14 May 2020 | DPTI Briefing Marion Road and Majors Road Planning Studies via Zoom | Ilia Houridis Tony Lines |
| 15 May 2020 | Meeting Adrian Skull and David Speirs MP | Adrian Skull |
| 15 May 2020 | Web seminar: The future of privacy regulation and ethics | Sorana Dinmore |
| 15 May 2020 | Webinar with the Minister for Recreation, Sport and Racing | Ilia Houridis |
| 20 May 2020 | Meeting Adrian Skull, Scott Ashby, Kirk Richardson (City of Onkaparinga), Mark Booth and Chris Adams (Southern Regional Waste Resource Authority) | Adrian Skull |
| 20 May 2020 | Meeting Adrian Skull, Scott Ashby (City of Onkaparinga) and Nikki Govan (Southern Adelaide Economic Development Board) | Adrian Skull |
| 20 May 2020 | Cross Council Irrigation Project Governance Meeting via Zoom Cities of Marion, Charles Sturt and Pt Adelaide Enfield | Tony Lines |
| 20 May 2020 | Meeting with DPTI via Zoom North-South Corridor Program | Tony Lines |
| 21 May 2020 | KPMG COVID-19 Research Interview via MS Teams | Adrian Skull |
| 21 May 2020 | Meeting Simon Shepherd (Principal, Westminster School), Ilia Houridis & Thuyen Vi-Alternetti | Ilia Houridis |
| 21 May 2020 | Meeting via Zoom Zone Emergency Management Committee (ZEMC) | Tony Lines |
| 22 May 2020 | GAROC CEOs Workforce Planning Update Workshop via Zoom | Adrian Skull |

| | | |
|-------------|--|---|
| 22 May 2020 | Cross Council ICT Program Board Meeting | Sorana Dinmore |
| 22 May 2020 | KPMG Meeting via Zoom Metrics that Matter Workshop 2 | Tony Lines Adrian Skull Ilia Houridis Sorana Dinmore |

ADJOURNED ITEMS - Nil**DEPUTATIONS****Lower Field River Native Vegetation Management Plan Deputation**

| | |
|----------------------------|---|
| Originating Officer | Elected Member Support Officer - Tom Matthews |
| Corporate Manager | Manager Corporate Governance - Kate McKenzie |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference: | GC200526D01 |

SPEAKER:

Damian Landrigan

ORGANISATION:

Resident

COMMENTS:

There are approximately 30 Aleppo pines in the Lower Field River in two stands: 12 on Osprey Court and about 20 further south of the Cormorant Drive bridge.
Attached is a petition requesting that these Pines are removed and replaced with appropriate plants indigenous to the local areas over a three year period.
I would be grateful if this petition is brought to the attention of Council and I would like to make a deputation to Council regarding the matter on behalf of the community.

PETITIONS

Petition - Removal of Lower Field River Pines

| | |
|----------------------------|--|
| Originating Officer | Coordinator Biodiversity - Jock Conlon |
| Corporate Manager | Manager Operations - Fiona Harvey |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference: | GC200526P01 |

PETITION FROM:

Damian Landrigan - Resident

NUMBER OF SIGNATORIES:

31 signatories

DATE PETITION RECEIVED:

11 May 2020

CORRESPONDENCE:

We are residents of the City of Marion residing adjacent the Lower Field River at Hallett Cove.

Aleppo Pines are declared a weed in South Australia. There are 30 Aleppo Pines immediately adjacent the Lower Field River. Council's draft Bush for Life Native Vegetation Management Plan intends to retain these weeds for 20 years, whereas Council's Remnant Vegetation Plan states Council will remove and actively manage declared pest plants.

We request that the 30 pines in the Lower Field River are removed and replaced with appropriate plants indigenous to the local area over a three year period.

ORIGINATING OFFICER COMMENTS:

As stated in Council's Remnant Native Vegetation Plan: The City of Marion will remove and actively manage pest plants declared by the Minister with the Natural Resources Management Act 2004. Aleppo Pines are a declared species under the Natural Resource Management Act 2004 and therefore should be removed under the Act. However there is some divide in the community as the Aleppo Pine Trees at the Lower Field River are a food source for the Yellow Tailed Black Cockatoo (a species in decline) which are known to frequent this location. The Yellowed Tailed Black Cockatoos feed on the seeds from the cones. Yellow Tailed Black Cockatoos are reliant on stands of Aleppo Pines as food sources due to the clearing of native shrubs and trees such as Banksias and Hakeas which is their natural food source.

Council recently remove a large stand of Pine Trees on the southern bank of the Field River as it was deemed a fire risk. Since this removal there has been significant natural regeneration of local native ground covers, grasses and bushes at this location. Council has also ordered 500 Hakea seedlings, a known food source for the Yellowed Black Cockatoos (the seed from the cones/pods) to plant as a replacement however it will be sometime till these seedlings bear seed.



The Lower Field River is a remnant creekline which is slowly being restored by The Friends of the Lower Field River who have spent countless hours for well over 14 years working in this area. Their effort is slowly being undone by the invasive characteristics of the Aleppo Pines. The Aleppo Pines are growing on the banks of the Lower Field River and out-competing native species such as the River Red Gums and smaller Acacias and even reducing important ground covers from regeneration due to dense thick thatch at the base of the trees. If removed it is envisaged that there will be significant regeneration throughout the creekline.

Removal of the Aleppo Pines requires careful consideration given the positive and negative impacts that will result.

RECOMMENDATION:

That Council:

1. **Notes the petition.**
2. **Notes that a report detailing further information regarding the Aleppo Pines and the impacts of removing them will be presented to a General Council meeting in August 2020.**
3. **Notes the head petitioner will be advised on the next steps.**

ATTACHMENTS:

| # | Attachment | Type |
|---|--|----------|
| 1 | Petition to remove Aleppo Pines in the Lower Field River | PDF File |

Office Use Only:
Date Petition Received:

CITY OF MARION

PETITION

TO HIS WORSHIP THE MAYOR AND COUNCILLORS OF THE CITY OF MARION

Petition Contact Person: Damian Landrigan
 Telephone Number: 0401 071 177
 Address: 7 Osprey Court, Hallett Cove SA 5158
 Date Petition Initiated: 5 May 2020

The petition of (identify the individuals or group, eg residents of the City of Marion)

We are residents of the City of Marion residing adjacent the Lower Field River at Hallett Cove.

draws the attention of the Council (identify the circumstances of the case)

Aleppo Pines are a declared weed in South Australia. There are 30 Aleppo pines immediately adjacent the Lower Field River. Council's draft Bush for Life Native Vegetation Management Plan intends to retain these weeds for 20 years, whereas Council's Remnant Vegetation Plan states Council will remove and actively manage declared pest plants.

The petitioners therefore request that the Council(outline the action that the Council should or should not take)

We request that the 30 pines in the Lower Field River are removed and replaced with appropriate plants indigenous to the local area over a three year period.

| Name | Address | Signature |
|------------------|----------------------------|--------------|
| Jo Dunn | 3 Osprey Ct, Hallett Cove | JD |
| DANNY WEARING | 4 OSPREY CT | DW |
| Margaret Wearing | " " " | MW |
| ERRY PUCKRIDGE | 6 OSPREY CRT | EP |
| Denise Puckridge | " " | D. Puckridge |
| Clayton Disley | 18 Marine Ave Hallett Cove | CD |
| Sophie Disley | 18 Marine Ave Hallett Cove | SD |

Please note this petition is a public document, by signing it, I understand that my name address and signature will be made available in the public realm. The City of Marion will record these details for the purpose of this petition only.

(Identify the details of the petition on each page)

We request that the 30 pines in the Lower Field River are removed and replaced with appropriate plants indigenous to the local area over a three year period.

| Name | Address | Signature |
|-------------------|--------------------------------|--------------------------------------|
| CHRIS WADE | 19 Marine Avenue, Hallett Cove | [Signature] |
| HAYDEN DOAK | 13 River Pde, H/Cove | [Signature] |
| ETHAN DOAK | " " | [Signature] |
| TAYLOR DOAK | " " | [Signature] |
| DIMI DOAK | " " | [Signature] |
| Kathy Gore | 17 St Vincents Ave, H/Cove | [Signature] |
| Darren Gore | 17 St Vincents Ave H/Cove | [Signature] |
| Jacinta Wade | 19 Marine Ave, Hallett Cove | [Signature] |
| DAMIAN LANDRIGAN | 7 OSPREY CT, HALLETT COVE | [Signature] |
| Melissa Landrigan | 7 Osprey Ct, Hallett Cove | [Signature] |
| Hilda Levendal | 8 Osprey Ct, Hallett Cove | [Signature] |
| Adriaan Levendal | 8 Osprey Ct Hallett C. | [Signature] |
| Caleb Levendal | " " | [Signature] |
| Daniel Levendal | " " | [Signature] |
| BRENDA WESTLAKE | 2 EMMA STREET MARINE | [Signature] |
| TREVOR WESTLAKE | 2 EMMA STREET, MARINE | [Signature] |
| Henry White | 11 John Street, Seadiff Park | [Signature] |
| CATHERINE HAZELL | 4 MANX CT HALLETT COVE | [Signature] |
| Matthew Cole | 8 Dickerson Cres | [Signature] |
| SUE TROBEN | 10 RIVER PARADE | [Signature] |
| LUKE PHILLIPS | 10 RIVER PARADE | [Signature] |
| GRAHAM NAEU | 4 MANX COVE | [Signature] |
| Kate Nightingale | 27 St Vincents Ave | [Signature] |
| Rob Dunn | 3 Osprey Ct/H/C | [Signature] |
| | | Attach additional sheets if required |

Please note this petition is a public document, by signing it, I understand that my name address and signature will be made available in the public realm. The City of Marion will record these details for the purpose of this petition only.

COMMITTEE RECOMMENDATIONS - Nil**CORPORATE REPORTS FOR DECISION****3rd Budget Review 2019/20**

| | |
|----------------------------|---|
| Originating Officer | Assistant Accountant Partnering - Katherine Galea |
| Corporate Manager | Manager Finance - Ray Barnwell |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526R04 |

REPORT OBJECTIVE

The purpose of this report is to provide the financial results for the 3rd Budget Review for 2019/20. The budget review is a revised forecast of the original 2019/20 budget and as such any savings identified during the budget reviews will not be confirmed until the financial statements are prepared and audited at the end of the financial year.

EXECUTIVE SUMMARY

The completion of the 3rd Budget Review has identified a favourable cash adjustment of \$0.764m. Adding this to the 2nd Budget Review surplus of \$0.835m brings the revised forecast full year cash surplus to \$1.599m.

The 2019/20 3rd Budget Review favourable adjustment is attributable to the following:

Cash Position

| | |
|--|-----------|
| Cash Surplus forecast at 2nd Budget Review | (835,279) |
|--|-----------|

3rd Budget Review Adjustments**Add:**

| | | |
|--|------------------|-------------|
| Savings in Civil Works Capital Budgets including Grand Central (favourable) | (496,723) | |
| Building Capital Works reduced pending building condition audit (favourable) | (322,528) | |
| Waste Dumping contract savings (favourable) | (220,871) | |
| Electricity for Street Lighting (favourable) | (100,000) | |
| Fleet Vehicle fuel (favourable) | (85,000) | |
| Other various net adjustment (favourable) | <u>(394,784)</u> | (1,619,906) |

Less:

| | | |
|---|---------------|----------------|
| Increase in Labour Budgets (unfavourable) | 322,076 | |
| Reduction in parking fine income (prior to COVID-19) (unfavourable) | 101,000 | |
| Reduction in Swim Centre income (unfavourable) | 80,000 | |
| Increase in Hard Rubbish dumping costs (unfavourable) | <u>64,000</u> | <u>567,076</u> |

| | |
|--|---------------------------|
| Net Adjustments before COVID-19 | <u>(1,052,830)</u> |
|--|---------------------------|

Adjustments due to COVID-19

| | | |
|--|----------------|--|
| Net cost reductions primarily catering, travel, training & events (favourable) | (141,000) | |
| Digital Transformation prioritisation to support COVID-19 (unfavourable) | 350,000 | |
| Forecast decrease in Parking Fine income (unfavourable) | 80,000 | |
| Net COVID-19 Adjustments | <u>289,000</u> | |

| | |
|--|-------------------------|
| Total 3rd Budget Review adjustments | <u>(763,830)</u> |
|--|-------------------------|

Revised 2019/20 Cash (Surplus)/Deficit**(1,599,109)****COVID-19 Impact on Budgets**

At the time of completing the budget review, managers considered the impact of COVID-19 and adjusted their budgets accordingly. In reviewing the budgets, a number assumptions have been applied across all.

These assumptions included:

- Removed any unused budgets for catering, travel, corporate wardrobe and cancelled events
- Removed agency staff/trainees costs no longer required as a result of COVID-19
- Reduced all income budget lines relating to Swim Centre, MCC, LKCC, Libraries and Neighbourhood Centres to match actual income received for the year to date

The impacts have not been as significant on the budget due to COVID-19 presenting three quarters of the way through the financial year. The Swim Centre season had effectively finished, the Libraries, MCC & Neighbourhood Centre income was tracking in front of budget so there was limited impact on income budgets with the exception of forecast Parking fines, predicted to fall as resources were redirected towards community compliance during enforced restrictions within the community.

Budgets have been allocated to cover some operating expenditure incurred as a result of implementing COVID-19 measures along with prioritising the purchase of IT Equipment as part of the Digital Transformation project to assist with the quick roll out of work from home systems and hardware for many staff.

RECOMMENDATION

That Council:

- 1. Adopt the revised budgeted statements including the Income Statement, Balance Sheet, Statement of Changes in Equity and Statement of Cash Flows**

GENERAL ANALYSIS**BACKGROUND**

Council is required to reconsider the approved budget three times during the year in accordance with Section 123 (13) of the Local Government Act 1999 and Section 7 of the Local Government Regulations.

The original 2019/20 budget was developed within the context of a long term framework to achieve a balance between meeting the objectives of the Strategic Plan and attaining financial sustainability in the long term.

FRAMEWORK

This budget review continues the focus on achieving the framework set by Council when developing the 2019/20 budget, this being:

- Support the achievement of the City of Marion's Strategic Directions;
- Address issues arising and opportunities identified from internal audit reviews and business excellence assessments;
- Maintain, on average, a break-even or positive funding (cash) position over the Long Term Financial Plan;
- 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 where it is cost effective to do so;
- Review existing services and assets to ensure they meet prioritised community needs;
- Council only approve new Major Projects where it has the identified funding capacity to do so;
- Maintain Council's position for an average residential rate which remains among the lower rating metropolitan councils

DISCUSSION

Appendix 1 contains the 3rd Budget Review analysis including the detailed adjustments made during the 3rd Budget Review.

Appendix 2 contains the financial statements following the 3rd Budget Review including comparatives to the 2nd Budget Review for 2019/20 as well as comparatives to the actual results from 2018/19.

Attachment

| # | Attachment | Type |
|---|--|----------|
| 1 | Appendix 1 - 3rd Budget Review 2019-20 | PDF File |
| 2 | Appendix 2 - 3rd Budget Review 2019-20 | PDF File |

APPENDIX 1

3rd Budget Review 2019/20

Cash Position

The completion of the 3rd Budget Review has identified a favourable Cash adjustment of **\$0.764m**. Adding this to the 2nd Budget Review Surplus of \$0.835m leaves a revised full year cash surplus forecast of \$1.599m (refer Appendix 2 Budgeted Funding Statement – “Movement in levels of Cash/ Accruals”).

This 3rd Budget Review’s favourable adjustment is attributable to the following:

| Cash Statement Reconciliation | | \$ |
|--|-----------|--------------------|
| 2nd Budget Review Cash (Surplus)/Deficit | | (835,279) |
| 3rd Budget Review Adjustments | | |
| <u>Favourable</u> | | |
| Savings in Civil Works Capital budgets including Grand Central/Shamrock Traffic Management | (496,723) | |
| Land & Property capital works reduced pending full building condition audit program | (322,528) | |
| Waste Dumping contract savings | (220,871) | |
| Electricity for Street Lighting | (100,000) | |
| Fleet Vehicle fuel | (85,000) | |
| Reduction in Rates Rebates claimed | (56,000) | |
| Increased income from sale of fleet vehicles | (51,000) | |
| Other various net adjustments | (287,784) | (1,619,906) |
| <u>Unfavourable</u> | | |
| Increase in Labour Budgets due to new approved additions (excluding Grant Funded) | 322,076 | |
| Reduction in parking fine income (prior to COVID-19) | 101,000 | |
| Reduction in Swim Centre income | 80,000 | |
| Increase in Hard Rubbish dumping costs | 64,000 | 567,076 |
| Net Adjustments before COVID-19 impact | | (1,052,830) |
| <u>Adjustments due to Covid-19</u> | | |
| Net cost reductions primarily catering, travel, training and cancelled events (favourable) | (141,000) | |
| Digital Transformation project prioritisation to support COVID-19 response (unfavourable) | 350,000 | |
| Forecast decrease in Parking Fine income (unfavourable) | 80,000 | |
| Net COVID-19 Adjustments | | 289,000 |
| Total 3rd Budget Review adjustments | | (763,830) |
| Revised 2019/20 Cash (Surplus)/Deficit | | (1,599,109) |

The cash result:

- Identifies the cash difference between total revenues and expenditures of Council after allowing for funding from loans, investments, cash draw-downs and reserves.
- Includes capital expenditures, which are excluded from the operating result.
- Provides information of changes in uncommitted financial resources available to Council.
- Returns a cash surplus where savings arise from the original budget, representing an increase in uncommitted financial resources or returns a cash deficit when costs are greater than the original budget, representing a decrease in available financial resources.

The 3rd Budget review is based upon actual results to the end of March 2020 and forecast to June 2020. In accordance with the Local Government (Financial Management) Regulations 1999 a revised budgeted income statement, balance sheet, statement of changes in equity and statement of cash flows are provided in the Attachments to Appendix 2.

APPENDIX 1**Operating Position**

The 3rd Budget Review forecasts a full year operating budget surplus for 2019/20 of \$3.153m (3.34%), an increase of \$0.350m from the 2nd Budget Review budget surplus of \$2.803m. This increase is mainly attributed to the re-timing of the BMX Track Development (\$1.000m) and savings from the Waste Dumping Contract (\$0.220m) offset by the reclassification from Capital to Operating expenditure on capital projects \$0.445m, Labour Budget forecast adjustment of \$0.322m and net COVID-19 response costs \$0.289m.

| Operating Statement Reconciliation | \$ |
|---|-------------|
| 2nd Review Operating Budget (Surplus)/Deficit | (2,803,448) |

3rd Budget Review Adjustments

| | | |
|---|-------------|------------------|
| BMX Track Development operating expenditure retimed (favourable) | (1,000,000) | |
| Waste Dumping Contract savings (favourable) | (220,000) | |
| Electricity for Street Lighting (favourable) | (100,000) | |
| Fleet Vehicle fuel (favourable) | (85,000) | |
| Reduction in Rates Rebates applied (favourable) | (56,000) | |
| Increased income from sale of fleet vehicles (favourable) | (51,000) | |
| Investment Interest Income (favourable) | (40,000) | |
| Dog Registration Fees (favourable) | (45,000) | |
| Reclassification from Capital to Operating (unfavourable) * | 445,043 | |
| Labour budget increase (unfavourable) | 322,076 | |
| Reduction in parking fine income (prior to COVID-19) (unfavourable) | 101,000 | |
| Reduction in Swim Centre Income (unfavourable) | 80,000 | |
| Increase in Hard Rubbish dumping costs (unfavourable) | 64,000 | |
| Other various net adjustments (favourable) | (53,712) | (638,593) |

Adjustments due to Covid-19

| | | |
|--|-----------|----------------|
| Net cost reductions primarily catering, travel, training and cancelled events (favourable) | (141,000) | |
| Digital Transformation project prioritisation to support COVID-19 response (unfavourable) | 350,000 | |
| Forecast decrease in Parking Fine income (unfavourable) | 80,000 | 289,000 |

| | |
|--|--------------------|
| Revised 2019/20 Operating (Surplus)/Deficit | (3,153,041) |
|--|--------------------|

**Relates to accounting classification only, no change in cash requirements*

The 3rd Budget Review operating budget surplus of \$3.153m (3.34%) currently meets the target set in the Annual Business Plan of \$0 - \$9.205m (0 – 10%).

Capital Budget

The 3rd Budget Review forecasts expenditure on capital assets decreasing by (\$7.164m) from \$34.560m to \$27.396m (Renewal \$9.895m, New \$17.501m).

The net decrease in forecast capital expenditure primarily relates to the retiming of projects to 2020/21 and includes the following:

| Decrease in forecast Capital Expenditure | \$'000 |
|---|----------------|
| Regional Football Facility (Retimed to 2020/21) | (2,421) |
| BMX Track Development (Retimed to 2020/21) | (2,018) |
| Coastal Walking Trail Renewal (Retimed to 2020/21) | (778) |
| Oaklands Precinct Reserve Development (Retimed to 2020/21) | (510) |
| Reclassification from Capital to Operating | (445) |
| Cove Sports Female Changerooms (Retimed to 2020/21) | (317) |
| Change in scope for Grand Central/Shamrock traffic management | (264) |
| Other minor capital adjustments | (411) |
| | (7,164) |

APPENDIX 1**Borrowings**

The 3rd Budget Review forecasts no change to the original budget level of required loan funding or loan principal repayments.

Council also currently has substantial cash backed reserves and further consideration of the timing of taking out future borrowings will be reviewed as part of the 2020/21 Annual Business Planning process.

Reserves

The 3rd Budget Review reports a decrease in the use of Reserves of \$6.906m mainly as a result of the retiming of major projects and capital works to future years.

| Decrease in use of Reserves | \$'000 |
|--|----------------|
| Regional Football Facility (Retimed to 2020/21) | (2,385) |
| BMX Track Development (Retimed to 2020/21) | (2,245) |
| Coastal Walking Trail Renewal (Retimed to 2020/21) | (651) |
| IT Digital Transformation Project (Retimed to 2020/21) | (635) |
| Oaklands Precinct Reserve Development (Retimed to 2020/21) | (616) |
| Cove Sports Female Changerooms (Retimed to 2020/21) | (396) |
| Other minor capital adjustments | 22 |
| | (6,906) |

Employee Costs

Labour budgets have increased by \$406k in the 3rd Budget Review. Labour budgets have been reviewed and forecasts for the remainder of the financial year have been made based on year to date actual expenditure and current staffing levels projected to 30th June. This increase is primarily attributed to the following positions that have been added throughout the year.

| Explanation of increases: | \$ | Details |
|---|----------------|--|
| Edwardstown Facility Management | 24,246 | Council decision to take over club management, offset by reduction in contribution expense to club |
| Cove Sports Facility Management | 140,406 | Council Decision to take over club management |
| Cross Council Strategic Procurement - Waste | 61,050 | Shared service, CoM recovers \$42,735 |
| Cross Council Strategic Procurement - Utilities | 56,374 | Shared service, CoM recovers \$46,170 |
| Edwardstown Precinct Officer | 40,000 | Council Resolution GC270617R11 |
| | 322,076 | |
| Move It Marion Grant Project Officer | 83,898 | Grant Funded Project |
| | 405,974 | |

The Move it Marion position is fully grant funded while the City of Marion is expected to recover \$88,905 of the Cross Council Strategic Procurement expenditure from other partnering Councils under current cost sharing arrangements.

APPENDIX 1**Capital Carryovers**

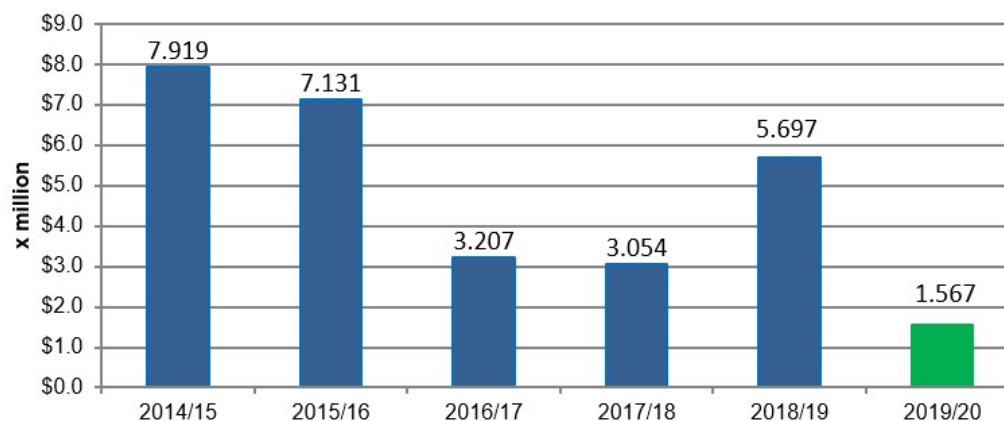
The current unspent balance of capital works budgets carried over from 2018/19 (\$5.697m) as at the 30th April 2020 is \$0.339m. A breakdown of these budgets is provided below:

| | Carry Over Budget | Completed | Retimed to 2020/21 | Budget Remaining |
|---------------------|----------------------|------------------|-----------------------|---------------------|
| Infrastructure | 2,620,809 | 2,560,299 | 40,510 | 20,000 |
| Land & Property | 1,571,515 | 1,252,303 | 0 | 319,212 |
| Open Space Planning | 986,743 | 811,743 | 175,000 | 0 |
| Other | 518,470 | 518,470 | 0 | 0 |
| Total | 5,697,537 | 5,142,815 | 215,510 | 339,212 |

These works are expected to be completed by the 30th June 2020.

Capital Works budgets for 2019/20 have been reviewed for potential Capital Works Carryovers at 30th June 2020 and the current forecast indicates a total carryover estimate of \$1.567m.

| | Projects | Capital Carryovers |
|-----------------|-----------|---------------------|
| Infrastructure | 8 | \$ 865,000 |
| Land & Property | 6 | \$ 701,970 |
| Total | 14 | \$ 1,566,970 |

Capital Works Carryover History (excluding grant/partnership funded works)

A detailed listing of forecast carryover works for 2019/20 is included below.

APPENDIX 1

| Forecast Capital Carryovers 2019/20 | \$ | WIP / Not Started (NS) | Estimated Completion | Comment |
|---|-------------------------|------------------------|----------------------|---|
| Infrastructure | | | | |
| Streetscape Sturt - Bradley to Marion | 100,000 | WIP | Aug-20 | Designs were finalised, and tender awarded late in financial year |
| Shetland Avenue Drain | 20,000 | WIP | Jul-20 | Current on ground works commenced, pending favourable weather |
| Coolah Terrace Drain & Marion | 20,000 | WIP | Jul-20 | Current on ground works commenced, pending favourable weather |
| Lucretia Way Dam Construction | 50,000 | NS | | Additional grant funds received for project, to be added to 2020/21 works program |
| Adams Road Swales | 50,000 | WIP | Jul-20 | Current on ground works commenced, pending favourable weather |
| Western Avenue - indented parking bay | 25,000 | WIP | Jul-20 | Current on ground works commenced, pending favourable weather |
| Lighthouse Drive - indented parking bay | 25,000 | WIP | Jul-20 | Current on ground works commenced, pending favourable weather |
| Streetscape - Quick Road | 350,000 | WIP | Sep-20 | Designs were finalised, and tender awarded late in financial year |
| Sturt Linear Pathway | 225,000 | WIP | Aug-20 | Contract being finalised and works will commence prior to end of year |
| Total Infrastructure | 865,000 | | | |
| Land & Property | | | | |
| Marion Tennis Club | 45,000 | NS | | Requires Council direction for proposed works |
| Marion Golf Park Clubroom Upgrade | 300,000 | NS | Jun-21 | Works delayed while EOI for management options were undertaken |
| Marion Outdoor Pool Playground | 50,000 | NS | Aug-20 | Delivery of equipment from Asia delayed due to COVID-19 |
| Two Additional Cove Netball Courts | 243,850 | NS | Sep-20 | Delays in awarding contract |
| Marion Outdoor Pool Fitness Equipment | 39,120 | NS | Aug-20 | Delivery of equipment from Asia delayed due to COVID-19 |
| Purchase of 29 The Esplanade Hallett Cove | 24,000 | WIP | Jul-20 | Awaiting response from Land Titles Office, settlement may occur after 30 June |
| Total Land & Property | 701,970 | | | |
| Total Forecast Carryovers | <u>1,566,970</u> | | | |

APPENDIX 2

Budgeted Funding Statement

The following report details the proposed budget changes for the 3rd Budget Review.

| CITY OF MARION | | | | |
|--|---|----------|----------|---------|
| Budgeted Funding Statement | | | | |
| | 2019/20 | 2019/20 | | |
| | 2nd | 3rd | | |
| | Review | Review | Variance | |
| | \$000's | \$000's | \$000's | |
| OPERATING REVENUE | | | | |
| Rates | | | | |
| General | 77,296 | 77,321 | 25 | |
| Other - NRM | 1,973 | 1,973 | - | |
| Statutory Charges | 2,171 | 2,069 | (102) | |
| User Charges | 2,502 | 2,265 | (237) | |
| Operating Grants and Subsidies | 6,132 | 6,223 | 91 | |
| Investment Income | 863 | 902 | 39 | |
| Reimbursements | 1,126 | 1,448 | 322 | |
| Other Revenues | 1,512 | 884 | (628) | |
| Share of Profit - Equity Accounted Investments | 1,278 | 1,278 | - | |
| | 94,853 | 94,363 | (490) | |
| OPERATING EXPENSES | | | | |
| Employee Costs | 35,905 | 36,310 | 405 | |
| Contractual Services | 27,630 | 25,882 | (1,748) | |
| Materials | 5,211 | 5,474 | 263 | |
| Finance Charges | 397 | 397 | - | |
| Depreciation | 15,526 | 15,526 | - | |
| Other | 7,380 | 7,620 | 240 | |
| | 92,049 | 91,209 | (840) | |
| Operating Surplus/(Deficit) before Capital rev's | 2,804 | 3,154 | 350 | |
| Add | | | | |
| (a) Capital Revenue | | | | |
| Capital Grants and Contributions | 491 | 647 | 156 | |
| Physical Resources received free of charge | - | - | - | |
| Asset disposal and fair value adjustments | - | - | - | |
| Equals | Net Surplus/(Deficit) resulting from operations | 3,295 | 3,801 | 506 |
| Add | | | | |
| Depreciation | 15,526 | 15,526 | - | |
| (Gain)/Loss on disposal of assets | - | - | - | |
| Share of Profit SRWRA | (1,278) | (1,278) | - | |
| Equals | Funding available for Capital Investment exp | 17,543 | 18,049 | 506 |
| Capital | | | | |
| Less | Capital Expenditure - Renewal | 12,027 | 9,895 | (2,132) |
| Less | Capital Expenditure - New | 22,533 | 17,501 | (5,032) |
| Less | Capital - contributed assets | - | - | - |
| Equals | Net Overall funding Surplus/(Deficit) | (17,017) | (9,347) | 7,670 |

APPENDIX 2

| CITY OF MARION | | | | |
|---|---|-----------------|-----------------|----------------|
| Budgeted Funding Statement | | | | |
| | 2019/20 | 2019/20 | | |
| | 2nd | 3rd | | |
| | Review | Review | | Variance |
| | \$000's | \$000's | | \$000's |
| Funding transactions associated with accomodating the above net overall funding deficit (or applying the net overall funding surplus) are as follows: | | | | |
| | LOANS | | | |
| | Loan Principal Receipts (Net) | - | - | - |
| | Loan Receipts from Sporting Clubs (Net) | - | - | - |
| Less | Loan Principal Payments | 1,170 | 1,170 | - |
| | Loan funding (Net) | (1,170) | (1,170) | - |
| | Movement in level of cash & accruals | | | |
| (b) | Cash Surplus/(Deficit) funding requirements | 835 | 1,599 | 764 |
| Less | Reserves (Net) | (19,022) | (12,116) | 6,906 |
| | Cash/Investments/Accruals Funding | (18,187) | (10,517) | 7,670 |
| Equals | Funding Transactions | 17,017 | 9,347 | (7,670) |

(a) Capital Revenue excludes book gains/loss on sale of assets

(b) Relates to use of cash to fund major projects

The 3rd Budget Review reports a cash (funding) surplus of \$1.599m.

APPENDIX 2

Financial Indicators

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 provided. The following table provides a matrix of indicators of the 3rd Budget Review 2019/2020 and whether the target has been achieved.

| Key Financial Indicator | Target | Forecast 2019/20 |
|--|----------------|------------------|
| Operating Surplus/(Deficit) | \$0 - \$9.121m | \$3.154m |
| Operating Surplus Ratio | 0 - 10% | 3.34% |
| Net Financial Liabilities Ratio | 0 - 50% | -27.68% |
| Debt Servicing Ratio | 0 - 5% | 0.83% |
| Asset Renewal Funding Ratio (formerly Asset Sustainability Ratio) | 95 - 100% | 63.73% |
| Asset Consumption Ratio | 80 - 100% | 76.00% |

In most instances the 3rd Budget Review 2019/20 is meeting or exceeding the required targets or is within range of Council meeting its objective of financial sustainability.

Further detail is provided below which explains the basis of each indicator:

Operating surplus – being the operating surplus (deficit) before capital amounts

Operating Surplus Ratio – This ratio expresses the operating surplus (deficit) as a percentage of total operating revenue

Net Financial Liabilities Ratio – indicates the extent to which net financial liabilities of Council can be met by Council's total operating revenue

Debt Servicing Ratio – indicates the extent to which Council's borrowing expenses (principal and interest) are met by total operating revenues excluding investment income

Asset Renewal Funding Ratio – (formerly Asset Sustainability Ratio) indicates whether Council is renewing or replacing existing assets at the rate of consumption.

Asset Consumption Ratio – indicates the remaining useful life of Council's assets or the asset stock at a point in time.

APPENDIX 2

Attachments to Appendix 2

- Attachment 1 – Budgeted Income Statement
- Attachment 2 – Budgeted Balance Sheet
- Attachment 3 – Budgeted Statement of Changes in Equity
- Attachment 4 – Budgeted Statement of Cash Flows
- Attachment 5 – Consultants

APPENDIX 2

ATTACHMENT 1

| CITY OF MARION Budgeted Income Statement | | |
|--|---------------------------|----------------------------------|
| | Actual 2019 \$000's | 3rd Review 2020 \$000's |
| OPERATING REVENUE | | |
| Rates | | |
| General | 75,242 | 77,321 |
| Other | 1,933 | 1,973 |
| Statutory Charges | 2,277 | 2,069 |
| User Charges | 2,468 | 2,265 |
| Operating Grants and Subsidies | 10,917 | 6,223 |
| Investment Income | 1,214 | 902 |
| Reimbursements | 641 | 1,448 |
| Other Revenue | 732 | 884 |
| Net Gain - Equity Accounted Council Businesses | 213 | 1,278 |
| TOTAL OPERATING REVENUE | 95,637 | 94,363 |
| OPERATING EXPENSES | | |
| Employee Costs | 34,861 | 36,310 |
| Contractual Services | 19,887 | 25,882 |
| Materials | 5,144 | 5,474 |
| Finance Charges | 467 | 397 |
| Depreciation | 15,018 | 15,526 |
| Other Expenses | 8,126 | 7,620 |
| Net Loss - Equity Accounted Council Business | - | - |
| TOTAL OPERATING EXPENSES | 83,503 | 91,209 |
| Operating Surplus/(Deficit) before Capital Revenues | 12,134 | 3,154 |
| CAPITAL REVENUES | | |
| Capital Grants, Subsidies and Monetary Contributions | 4,639 | 647 |
| Physical resources received free of charge | 5,320 | - |
| Asset disposal and fair value adjustments | (2,149) | - |
| Net Surplus/(Deficit) resulting from Operations | 19,944 | 3,801 |

APPENDIX 2

ATTACHMENT 2

| CITY OF MARION | | |
|---|------------------|------------------|
| Budgeted Statement of Financial Position | | |
| | Actual | 3rd |
| | 2019 | Review |
| | \$000's | 2020 |
| | | \$000's |
| <u>CURRENT ASSETS</u> | | |
| Cash & Cash Equivalents | 46,584 | 36,067 |
| Receivables | 8,312 | 8,312 |
| Inventory | 243 | 243 |
| TOTAL CURRENT ASSETS | 55,139 | 44,622 |
| <u>CURRENT LIABILITIES</u> | | |
| Creditors | 6,248 | 6,248 |
| Provisions | 5,765 | 5,765 |
| Borrowings | 1,170 | 1,245 |
| TOTAL CURRENT LIABILITIES | 13,183 | 13,258 |
| Net Current Assets/(Liabilities) | 41,956 | 31,364 |
| <u>NON-CURRENT ASSETS</u> | | |
| Investment in SRWRA & Council Solutions | 6,028 | 7,306 |
| Infrastructure, Property, Plant & Equipment | 1,151,845 | 1,163,715 |
| Other Non-Current Assets | 4,290 | 4,290 |
| TOTAL NON-CURRENT ASSETS | 1,162,163 | 1,175,311 |
| <u>NON-CURRENT LIABILITIES</u> | | |
| Provisions | 614 | 614 |
| Borrowings | 5,635 | 4,390 |
| TOTAL NON-CURRENT LIABILITIES | 6,249 | 5,004 |
| NET ASSETS | 1,197,870 | 1,201,671 |
| <u>EQUITY</u> | | |
| Accumulated surplus | 397,167 | 413,084 |
| Asset Revaluation Reserves | 762,292 | 762,292 |
| Other Reserves | 38,411 | 26,295 |
| TOTAL EQUITY | 1,197,870 | 1,201,671 |

APPENDIX 2**ATTACHMENT 3**

| CITY OF MARION | | |
|---|------------------|------------------|
| Budgeted Statement of Changes in Equity | | |
| | Actual | 3rd |
| | 2019 | Review |
| | 2020 | |
| | \$000's | \$000's |
| ACCUMULATED SURPLUS | | |
| Balance at beginning of period | 380,504 | 397,167 |
| Net Surplus/(Deficit) | 19,944 | 3,801 |
| Transfers from Reserves | 0 | 19,222 |
| Transfers to Reserves | (3,281) | (7,106) |
| Balance at end of period | 397,167 | 413,084 |
| ASSET REVALUATION RESERVE | | |
| Balance at beginning of period | 760,237 | 762,292 |
| Net change this year | 2,055 | - |
| Balance at end of period | 762,292 | 762,292 |
| OTHER RESERVES | | |
| Balance at beginning of period | 35,130 | 38,411 |
| Net change this year | 3,281 | (12,116) |
| Balance at end of period | 38,411 | 26,295 |
| Total Reserves | 800,703 | 788,587 |
| TOTAL EQUITY | 1,197,870 | 1,201,671 |

APPENDIX 2

ATTACHMENT 4

| CITY OF MARION Budgeted Statement of Cash Flows | | |
|--|---------------------------|----------------------------------|
| | Actual 2019 \$000's | 3rd Review 2020 \$000's |
| CASH FLOWS FROM OPERATING ACTIVITIES | | |
| <i>Receipts</i> | 99,015 | 93,085 |
| <i>Payments</i> | (75,300) | (75,683) |
| NET CASH PROVIDED BY OPERATING ACTIVITIES | 23,715 | 17,402 |
| CASH FLOWS FROM FINANCING ACTIVITIES | | |
| <i>Receipts</i> | | |
| Loans Received | - | - |
| Proceeds from Bonds & Deposits | - | - |
| <i>Payments</i> | | |
| Principal | (1,100) | (1,170) |
| Repayment of Bonds & Deposits | - | - |
| NET CASH (USED IN) FINANCING ACTIVITIES | (1,100) | (1,170) |
| CASH FLOWS FROM INVESTING ACTIVITIES | | |
| <i>Receipts</i> | | |
| Capital Grants/Subsidies & Contributions/Investments | 4,639 | 647 |
| Sale of surplus assets | 132 | - |
| Sale of replaced assets | 2,233 | 221 |
| Distributions from Equity Accounted Investments | - | - |
| <i>Payments</i> | | |
| Purchase of IPP&E | (39,344) | (27,617) |
| NET CASH (USED IN) INVESTING ACTIVITIES | (32,340) | (26,749) |
| NET INCREASE/(DECREASE) IN CASH HELD | (9,725) | (10,517) |
| CASH AT BEGINNING OF REPORTING PERIOD | 56,309 | 46,584 |
| CASH AT END OF REPORTING PERIOD | 46,584 | 36,067 |

APPENDIX 2

ATTACHMENT 5

CONSULTANTS

Consultants are defined as an expert called on to provide professional or technical advice not currently available within the organisation. An analysis of Council's accounts reveals the following information of actual year to date (to 13th May 2020) expenditure versus full year actuals for 2018/19 relating to expenditure on Consultants of an operating nature:

| Legal Consultants <i>(As at 13th May 3rd Budget Review)</i> | Full Year Actual 2018/19 | Actual YTD 2019/20 |
|--|-----------------------------|-----------------------|
| | | |
| Human Resources <i>(Employment advice)</i> | 122,039 | 626 |
| Environmental Health | 3,551 | 511 |
| General Inspection <i>(Dog/Cat & Parking Control)</i> | 14,733 | 26,488 |
| Governance | 14,065 | 13,279 |
| Financial Services | 0 | 1,125 |
| City Activation | 4,518 | 1,076 |
| Asset & Property Management | 25,520 | 20,241 |
| Development Assessment | 55,628 | 92,285 |
| Infrastructure Management (Engineering) | 5,413 | 0 |
| Open Space Services | 882 | 0 |
| Community Development | 4,268 | 0 |
| Communications & Public Relations | 1,234 | 0 |
| Information Management & Technology | 624 | 0 |
| Process Improvement | 28,078 | 0 |
| Cultural Development | 163 | 0 |
| | 280,716 | 155,631 |
| | | |
| Full Year Budget | | 334,464 |

APPENDIX 2

| Other Consultants (excluding legal) (As at 13th May 3rd Budget Review) | | Full Year Actual 2018/19 | | Actual YTD 2019/20 |
|---|-----|-----------------------------|-----|-----------------------|
| Strategic Development | (a) | 61,932 | (a) | 24,903 |
| Development Assessment | (b) | 94,993 | (b) | 59,932 |
| Open Space Services | (c) | 77,899 | (c) | 76,183 |
| Process Improvement | (d) | 96,649 | (d) | 36,292 |
| Asset & Property Management | (e) | 3,750 | (e) | 165,042 |
| Community Facilities Development | (f) | 37,976 | (f) | 60,426 |
| Strategy, Performance & Innovation | (g) | 26,000 | (g) | 54,420 |
| Infrastructure Management (Engineering) | (h) | 21,523 | (h) | 43,635 |
| Civil Services | (i) | 35,595 | (i) | 68,911 |
| Human Resources | | 37,928 | | 33,381 |
| Information Mgt & Technology | | 58,754 | | 18,856 |
| Governance | | 32,209 | | 24,662 |
| City Activation | | 11,909 | | 22,947 |
| Communications & Public Relations | | 38,125 | | 20,400 |
| Libraries | | 0 | | 1,750 |
| Recruitment | | 79,174 | | 80,348 |
| Total Consultants | | 714,416 | | 792,088 |
| Full Year Budget | | | | 1,514,749 |
| Hallett Cove Sea Pool Feasibility | (a) | 35,832 | | 0 |
| Coastal Management Plan Phase 3 | | 17,500 | | 0 |
| Other Projects | | 8,600 | | 24,903 |
| | | 61,932 | | 24,903 |
| Urban Planning Policy | (b) | 20,370 | | 11,757 |
| CAP Meetings | | 16,500 | | 17,300 |
| Other Projects | | 58,123 | | 30,875 |
| | | 94,993 | | 59,932 |
| Open Space Reporting & Project Management | (c) | 41,442 | | 24,810 |
| Level 3 Playground Audits | | 19,060 | | 0 |
| Other Projects | | 17,397 | | 51,373 |
| | | 77,899 | | 76,183 |
| Optimisation Review | (d) | 72,811 | | 35,997 |
| Other Projects | | 23,838 | | 295 |
| | | 96,649 | | 36,292 |
| Building Condition Audit | (e) | 0 | | 142,582 |
| MCC Heritage Assessment | | 0 | | 7,920 |
| Other Projects | | 3,750 | | 14,540 |
| | | 3,750 | | 165,042 |
| Cove Sports Relocation to Capella Feasibility | (f) | 0 | | 27,847 |
| BMX Track Development | | 23,945 | | 0 |
| Morphettville Park Oval Realignment | | 0 | | 13,532 |
| Regional Football Facility | | 0 | | 10,605 |
| Other Projects | | 13,031 | | 8,442 |
| | | 36,976 | | 60,426 |
| Strategy | (g) | 26,000 | | 28,200 |
| Smart Cities & Suburbs Program | | 0 | | 21,060 |
| Other Projects | | 0 | | 5,160 |
| | | 26,000 | | 54,420 |
| Infrastructure Design & Survey | (h) | 850 | | 31,265 |
| Travers St Housing SA Land Swap | | 18,123 | | 0 |
| Other Projects | | 2,550 | | 12,369 |
| | | 21,523 | | 43,634 |
| Waste Management Education Programs | (i) | 0 | | 24,948 |
| LED Lighting Transition | | 28,700 | | 21,226 |
| Rain Water Tank Incentive Scheme | | 0 | | 14,000 |
| Other Projects | | 6,895 | | 8,737 |
| | | 35,595 | | 68,911 |

Digital Transformation Program and Resources

| | |
|----------------------------|---|
| Originating Officer | Executive Assistant to General Manager Corporate Services - Louise Herdegen |
| Corporate Manager | Manager Information Technology and Transformation - Akos Szonyi |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526R05 |

REPORT OBJECTIVE

The purpose of this report is to consider the request for an additional six (6) positions to support the Digital Transformation Project.

EXECUTIVE SUMMARY

The Digital Transformation Program was devised to support the City of Marion (CoM) in meeting its strategic objective of being innovative. The projects underpin a radical transformation of the business and the way the Council will deliver outcomes to the community, while allowing for greater transparency and access.

The work on all projects has continued through the Covid19 period. It has been identified that to successfully progress to completion, the Information Technology and Transformation (ITT) Team requires additional staff resources. Management is seeking to contract six (6) positions, four (4) Full Time Equivalent (FTE), plus two (2) shared resources, with an approximate \$650k impact on the labour budget over a 2-year period. The additional labour budget to fund these additional positions will be sourced from the existing ITT/Corporate services budget and no further funding is being requested.

RECOMMENDATION

That Council:

- 1. Endorses the increase of four (4) Full Time Equivalents (FTEs) and two (2) shared resources within the Information Technology Transformation team comprising of:**
 - **Two Business Analysts for two years (one Level 6 and one Level 7 at approximately \$235k over the two year period).**
 - **Two Project Managers for two years (both Level 6 at approximately \$224k over the two year period).**
 - **One Chief Data Officer for three years with costs shared within our cross-council partners CCS and PAE.**
 - **One Data Analyst for two years or seeking shared resourcing with our cross-council partners.**
- 2. Notes these additional FTE are above the requirements within the Chief Executive Officers Employee Key Performance Indicator (KPI), and will not be included as part of the KPI result.**
- 3. Notes that no additional budget is required and the positions will be funded from within existing budget allocations.**

GENERAL ANALYSIS

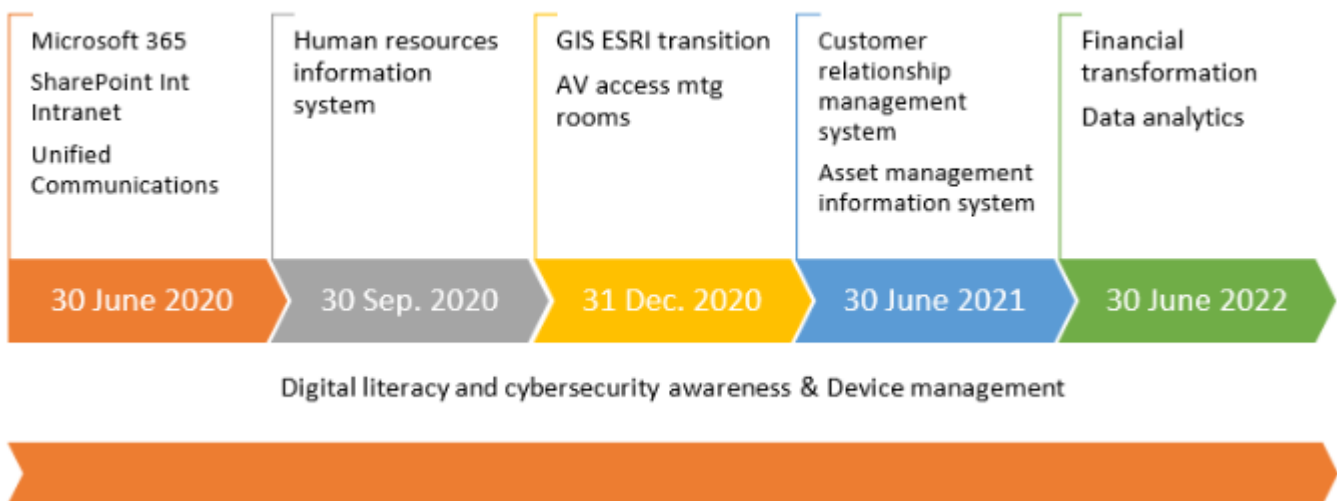


The CoM Strategic Plan 2019-2029 sets ambitious targets for innovation through technology to improve the efficiency of our operations and delivery of our services. It also states that we will use data to provide evidence for resource allocation and engage with our community through technology.

The Digital Transformation Program devised to support the achievement of the strategy, includes 12 projects:

- COM 1: Digital literacy and cybersecurity awareness:
- COM 2: Payroll + HRIS
- COM 3: CRM system
- COM 4: Asset Management Information System
- COM 5: Financial transformation
- COM 6: Microsoft 365
- COM 7: SharePoint Transfer - Files and Records
- COM 8: GIS – Esri transition
- COM 9: Data analytics
- COM 10: Unified communications
- COM 11: Device list and management
- COM 12: AV access in meeting rooms

Most of the projects have already commenced with planning, preparation, tendering or execution in place. The table below shows the high-level timeline with an anticipated completion date of June 2022.



RISK MANAGEMENT

In order for the successful completion of the Digital Transformation Program, a skills gap analysis was completed and the following skills were identified as required: two business analysts, two project managers, a Data Analyst and a cross council Chief Data Lead. The skills gap analysis revealed that without these positions the success of the projects will be impacted or the timelines will extend far beyond June 2022.

BUDGET CONSIDERATIONS

The draft budget for the ITT Team for the 2020-2021 financial year is \$6,465,074, of which \$1.4m is allocated for systems upgrades.

The approximate budget for the six positions is expected to be approximately \$650,000 over a two-year period. No further funding is being requested from Council and the addition labour budget will be sourced from the existing ITT budget and/or corporate services expenditure.

Grant Guidelines and Grants Policy

| | |
|----------------------------|--|
| Originating Officer | Manager Community Connections - Liz Byrne |
| Corporate Manager | Manager Community Connections - Liz Byrne |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference | GC200526R06 |

REPORT OBJECTIVE

That Council reviews and approves the Community Grant and Youth Development Grant Guidelines and the Grant Policy as provided in the attachments.

EXECUTIVE SUMMARY

After engagement with Members in November 2019 and February 2020, the Vibrant Communities team has re-drafted the guideline documentation for both the Community Grants and Youth Development Grants programs. The Grant Policy has also been reviewed. Three documents, as included in the Attachments, are presented to Council for review and approval.

The grant guidelines will inform the basis of which applicants are recommended to Council.

RECOMMENDATION

That Council:

- 1. Notes this report.**
- 2. Approves the Community Grants Guidelines as attached in Attachment 1.**
- 3. Approves the Youth Development Grant Guidelines as attached in Attachment 2.**
- 4. Approves the Grants Policy as attached in Attachment 3.**

GENERAL ANALYSIS

The City of Marion offers a number of community funding programs including Community and Youth Development grant programs.

The purpose of these programs is to:

Community Grants

Assist not-for-profit grass roots organisations and groups to establish and undertake activities and events that are beneficial for the community and which support the City of Marion Strategic Plan.

Youth Development Grants

Support not-for-profit organisations and groups to deliver exciting, well managed and relevant projects, programs and activities while strengthening connections for young people in our community. Organisations with expertise and local knowledge are invited to provide opportunities and engagement for all young people across the City of Marion

As a result of discussion at Elected Member Forums in November 2019 (EMF191119R03) and February 2020 (EMF200218R04) it was requested that the guidelines be reviewed and redrafted for Council's consideration.

A brief survey was distributed to Members in January/February 2020 to canvas feedback about the grant programs. Feedback received has been incorporated in the re-drafting of the grant guidelines documentation.

The Community Grants Program provides funding support to not-for-profit organisations for activities that maximise community benefit. This program plays an important role in assisting grass roots clubs and groups to identify issues that are important to them and to develop their own solutions by utilising the skills, experience and resources within their ranks. The Community Grants Program has been delivered since 2004/2005.

The Youth Development Grant Program supports not-for-profit organisations to deliver services, provide opportunities and meaningful engagement with and for young people across the City of Marion. The programs focus areas and grant aims align with the City of Marion Youth Engagement and Consultation Report 2019-2023 key findings. The Youth Development Grants have been available since May 2016.

Council Grants Policy

The Council Grants Policy describes the objectives of how Council provides a Grant program that supports and enables local initiative, projects, activities and events that strengthen community connections and wellbeing across the city. The policy provides an accessible and equitable process for individuals, groups, not-for-profits and organisations to seek funding through any one of the identified grant programs.

Council last reviewed this policy four years ago in February 2016 (GC090216R06) Feedback provided at the Elected Member Forum on 17 September 2019 (EMF190917R04) has been incorporated into the reviewed policy.

This report also seeks Council endorsement on the reviewed Council Grants Policy (included as Attachment 3)

Attachment

| # | Attachment | Type |
|---|--|----------|
| 1 | Community Grant Guidelines Revised 2020 | PDF File |
| 2 | Youth Development Draft Review Grant Guidelines 2020 | PDF File |
| 3 | Council Grants Policy | PDF File |

COMMUNITY GRANTS GUIDELINES



Be inspired

Introduction

The **purpose** of the Community Grants Program is to assist local not-for-profits to establish and undertake projects or activities that are beneficial for the community.

Applications should reflect and support the following reports and policies:

- The City of Marion [Community Vision](#) and [Strategic Plan](#).
- The City of Marion [Equity, Access and Social Inclusion Policy Statement](#).

Applications should ensure programs, activities and events are inclusive and as accessible as possible for all groups, including people of various genders, ages, sexuality, cultural backgrounds, religious beliefs and those living with disability.

Support with your application

Applicants are strongly encouraged to refer to the Grant Guidelines and the document links above BEFORE considering an application. Due to the competitive nature of the program, all potential applicants are invited to attend the Community Grants Information Sessions or to contact the Grants Officer to discuss their project to ensure it meets requirements, before submitting an application.

Grants Officer:

Phone 08 8375 6600 or email council@marion.sa.gov.au (using the subject title 'Community Grants').

All information relating to City of Marion grants including key dates and previously successful recipients can be found on the City of Marion [Website](#) and our [Facebook](#) page.

Applications are prepared using our online application tool, where you can complete and submit your [Application Form](#).

To be eligible

- Applications are encouraged from incorporated not-for-profit organisations and groups.
NOTE: Groups that are not incorporated need an incorporated body that is willing to accept the funds on behalf of the non-incorporated body and accept responsibility for the funding of the project.
- Applications must include completed financial information and necessary quotations.

The following will make an application ineligible

- Funding for individual, private, political or commercial enterprises or activities.
- Fundraising or sponsorship (may be eligible through our Donations and Sponsorship Grants).
- Ongoing operational costs, core business, salaries or costs not directly related to project delivery.
- Payment for facilitators/instructors (unless it is clearly demonstrated that the activity is not core business).
- Projects that duplicate an existing or similar project within the community (need already being met).
- Projects implemented outside of the City of Marion council boundaries (unless the activity clearly demonstrates significant benefits to the participants, being City of Marion residents).
- The project has commenced or retrospective funding (money spent before a grant is approved).
- Funding for academic research or conference costs, interstate or overseas travel.
- Schools are not eligible to apply. External organisations conducting activities within schools, during school hours, are also ineligible.
- The organisation has an outstanding acquittal or debt owing to Council. *Please note this does not apply to organisations that have a loan with Council and are complying with the repayment terms.*

Ineligible applications will not progress to the assessment stage.

COMMUNITY GRANTS GUIDELINES

Funding

- Each funding round includes one grant up to \$10,000.
- The remaining funding pool has a \$5,000 limit per application.
- Applications are accepted from groups that have received grant funding in previous financial years, priority may be given to organisations that have not received funding within the previous two financial years.
- Council's strong preference will be given to small not-for-profit organisations.
- Larger not-for-profit organisations may be considered and will be required to supply additional financial documentation, detailed in the application process.

Grant Objectives

Applicants should consider the following:

- Establish and undertake activities that align with the
 - City of Marion Community Vision and Strategic Plan.
 - City of Marion Equity, Access and Social Inclusion Policy statement.
- Activities that focus on the following will be highly considered:
 - Demonstrate a strong benefit to City of Marion residents.
 - Demonstrate inclusivity and accessibility to the wider community, where possible.
 - Encourage community led projects/activities, including opportunities for volunteers.
 - Create opportunities for grass roots clubs and groups to increase community participation.
 - Demonstrate how the outcomes of the funding includes giving back to the community.
 - Enable wellbeing eg: healthy lifestyles, skill development, community safety, cultural harmony
 - Demonstrate environmental responsibility by the organisation/group, where applicable, eg: policies or practices relevant to recycling, single use plastics etc.

Examples of funding areas could include: recreation, events, Come n Try's, equipment, open days, arts and cultural activities.

How are applications assessed?

The City of Marion reserves the right to provide funding at its sole discretion, however in order to assess applications the following process will be undertaken:

- Applications will be assessed and scored against grant guideline criteria.
- Applications will be assessed and scored against community grant objectives.
- Applications will be assessed and scored against the City of Marion's identified reports and policies listed throughout the guidelines.

Please note that meeting the eligibility criteria alone does not guarantee funding. The Community Grants Program is highly competitive with a budget limit. The decision to award a grant is made by Council and the decision of Council is considered final.

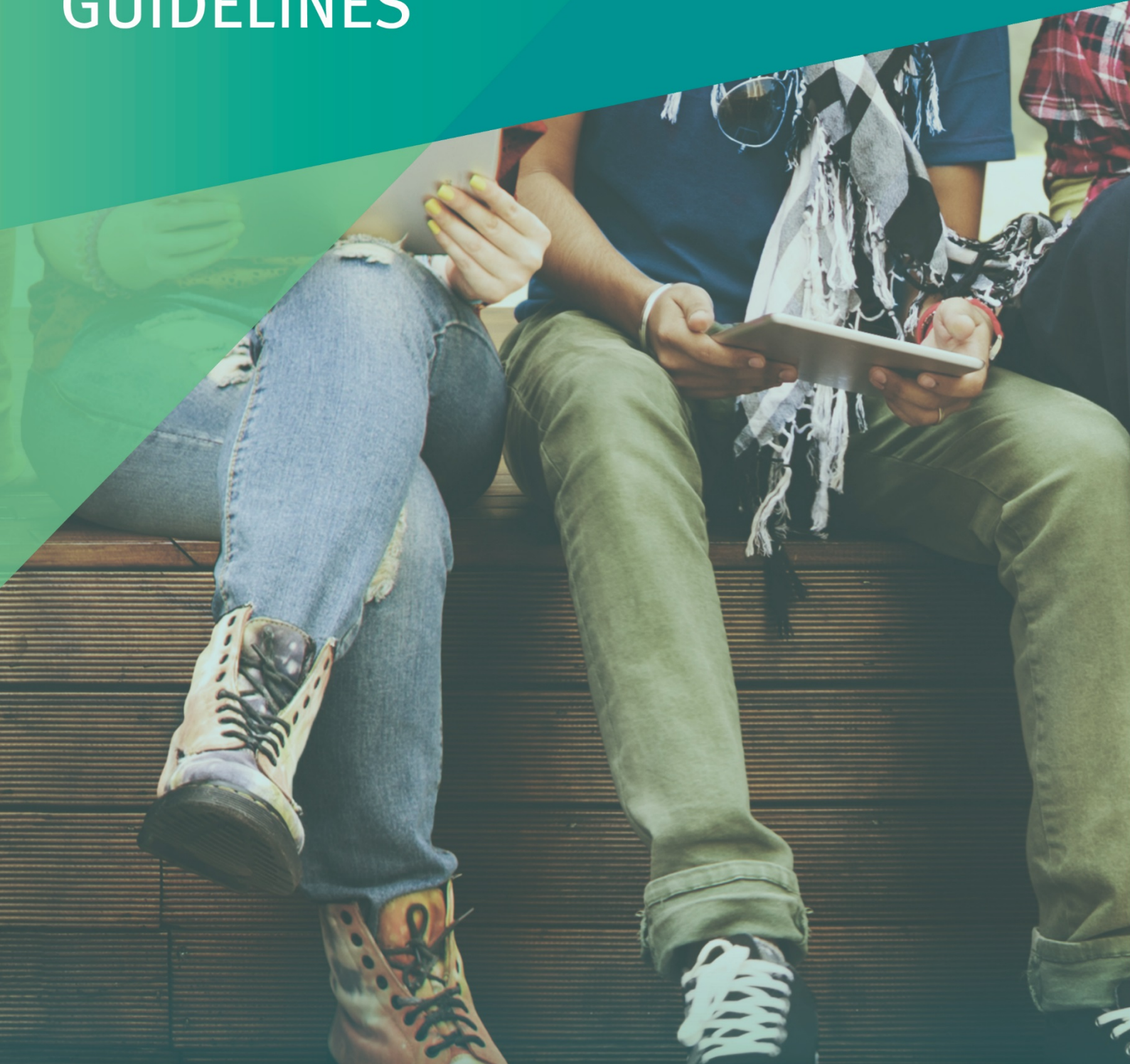
Financial reporting and project evaluation

Applicants will be required to submit a Report and Acquittal Form online. The form is due one month after the completion of the project or 13 months from the funding date, whichever is earlier. Evidence of expenditure must be provided – **all receipts must be attached to the acquittal.**

The Acquittal Statement verifies that the grant funding has been spent in accordance with the project budget provided in the application form. Final acquittal of the grant requires a statement of income and expenditure for the project as well as evaluation documentation. The Evaluation Form provides valuable feedback to the City of Marion on how your project and community have benefited from the Community Grants Program. (including **photos** of your project/activity will be appreciated).

Successful applicants are required to comply with terms and conditions included in the application form.

YOUTH **DEVELOPMENT** **GRANTS** **GUIDELINES**



VOICE IT! CREATE IT! DO IT!

Introduction

The **purpose** of the City of Marion Youth Development Grants is to support not-for-profit groups to deliver exciting, well-managed and relevant projects, programs and activities whilst strengthening connections for young people in our community.

Applications should reflect and support the following reports and policies:

- City of Marion [Youth Engagement and Consultation Report](#) key findings.
- City of Marion [Community Vision](#) and [Strategic Plan](#).
- City of Marion [Equity, Access and Inclusion Policy Statement](#).

Applications are invited from organisations with the expertise and local knowledge to provide diverse and inclusive opportunities that are accessible as possible for all groups, including people of various genders, ages, sexuality, cultural backgrounds, religious beliefs and those living with disability.

Support with your application

Applicants are strongly encouraged to refer to the Grant Guidelines and the document links above BEFORE considering an application. Due to the competitive nature of the program, all potential applicants are invited to attend the Youth Development Grants Information Session or to contact the Youth Development Officer to discuss their project to ensure it meets requirements, before submitting an application.

Youth Development Officer:

Phone 08 8375 6600 or email council@marion.sa.gov.au (using the subject title 'Youth Development Grants').

All information relating to City of Marion grants including key dates and previously successful recipients can be found on the City of Marion [Website](#) and our Youth Development [Facebook](#) page.

Applications are prepared using our online application tool, where you can complete and submit your [Application Form](#).

To be eligible

- Applications are encouraged from incorporated not-for-profit organisations and groups.
NOTE: Groups that are not incorporated need an incorporated body that is willing to accept the funds on behalf of the non-incorporated body and accept responsibility for the funding of the project.
- Applications must include completed financial information and necessary quotations.
- Schools/educational institutions are eligible to apply, provided they can demonstrate:
 - The project is delivered OUTSIDE of normal school hours, this includes external facilitators conducting programs and activities within schools.
 - The project is meeting an identified need that is not limited to the school environment and demonstrates how the project will have benefits to the wider youth population.
 - The project does not form part of the core business of the Department of Education and Child Development.
 - Alternative funding sources for the project are not available from the Department of Education and Child Development.

The following will make an application ineligible

- Funding for individual, private, political or commercial enterprise or activities.
- Fundraising or sponsorship (may be eligible through our Donations and Sponsorship Grants).
- Ongoing operational costs, core business, salaries or costs not directly related to project delivery.
- Payment for facilitators/instructors (unless it is clearly demonstrated that the activity is not core business).
- Projects that duplicate an existing or similar project within the community (need already being met).
- Projects implemented outside of the City of Marion council boundaries (unless the activity clearly demonstrates significant benefits to the participants, being City of Marion's young people).
- The project has commenced or retrospective funding (money spent before a grant is approved).
- Funding for academic research or conference costs, interstate or overseas travel.
- The organisation has an outstanding acquittal or debt owing to Council. *Please note this does not apply to organisations that have a loan with Council and are complying with the repayment terms.*

Ineligible applications will not progress to the assessment stage.

Funding

- Applicants may apply for funding up to \$10,000.00.
- Applicants may apply for more than one grant by submitting a separate application for each project, demonstrating clear distinctions between the projects.
- Multi-year Grants:
 - Applicants may apply for ongoing funding for up to three years to deliver their project, subject to criteria being met.
 - We strongly encourage multi-year grant applicants to discuss their project with the City of Marion's Youth Development Officer BEFORE applying for multi-year funding.
 - To apply for multi-year funding, your organisation will need to have delivered a previously funded City of Marion Youth Development Grants project and:
 - demonstrated success in meeting the City of Marion's grant outcomes
 - submitted complete, accurate and timely acquittals and reports
 - Following the completion of a multi-year grant project, recipients will not be eligible to reapply for a Youth Development Grant for a period of 12 months.

Grant Objectives

Applicants should consider the following:

- Establish and undertake projects or activities that align with the
 - City of Marion Youth Engagement and Consultation Report's key findings
 - City of Marion Community Vision and Strategic Plan
 - City of Marion Equity, Access and Social Inclusion Policy statement.
- Initiatives, programs or services that focus on the following will be highly considered:
 - are delivered by organisations that have existing youth development expertise.
 - are addressing an identified need.
 - develop opportunities for youth participation and citizenship which promote the health and wellbeing of young people.
 - organisations that contribute their own in-kind resources to the project and encourage opportunities for volunteering.
 - demonstrate inclusivity and accessibility to the wider community where possible.
 - demonstrate evidence of youth engagement in the design, planning and delivery of the project, where possible.
 - demonstrate environmental responsibility by the organisation/group, where applicable, eg: policies or practices in place relevant to recycling, single use plastics etc.

Suggested Focus Areas

- Strengthening Youth Engagement and Participation
- Creating Safe, Inclusive and Welcoming Spaces
- Developing Creativity through Arts and Culture
- Valuing Nature and Environmental Sustainability
- Skill Development and Leadership
- Special Events and School Holiday Programs

How are applications assessed?

The City of Marion reserves the right to provide funding at its sole discretion, however in order to assess applications the following process will be undertaken:

- Applications will be assessed and scored against grant guideline criteria.
- Applications will be assessed and scored against Youth Development grant objectives.
- Applications will be assessed and scored against the City of Marion's identified reports and policies listed throughout the guidelines.

Please note that meeting the eligibility criteria alone does not guarantee funding. The Youth Development Grants Program is highly competitive with a budget limit. The decision to award a grant is made by Council and the decision of Council is considered final.

Financial reporting and project evaluation

Applicants will be required to submit a Report and Acquittal Form online. The form is due one month after the completion of the project or 13 months from the funding date, whichever is earlier. Evidence of expenditure must be provided – **all receipts must be attached to the acquittal.**

The Acquittal Statement verifies that the grant funding has been spent in accordance with the project budget provided in the application form. Final acquittal of the grant requires a statement of income and expenditure for the project as well as evaluation documentation. The Evaluation Form provides valuable feedback to the City of Marion on how your project and community have benefited from the Youth Development Grants Program. (including **photos** of your project/activity will be appreciated).

Successful applicants are required to comply with terms and conditions included in the application form.

Council Grants Policy

Attachment 3

1. RATIONALE

The City of Marion recognises and values the role of individuals, community groups and organisations in contributing to the support and development of its diverse community. Council offers a Grants Program to eligible applicants.

The City of Marion has a responsibility to ensure that the Grant Programs support and enable local initiatives, projects, activities and events that strengthen community connections and wellbeing across the city.

2. POLICY STATEMENT

The City of Marion acknowledges and takes seriously its responsibility to manage ratepayers' funds with probity, integrity, transparency, equity and in the interest of the City of Marion.

3. OBJECTIVES

This policy aims to:

- Provide an accessible and equitable process for individuals, groups, not-for-profits and organisations seeking funding through any one of the identified grant programs.
- Facilitate a transparent and equitable process across all grant program areas.

4. POLICY SCOPE AND IMPLEMENTATION

This policy is intended for use by the Vibrant Communities team who are responsible for administering the various Grants Programs.

The Grants Policy provides financial support through a number of programs

- Community Grants
- Youth Development Grants
- Youth Achievement Grants
- Community Events Fund

5. DEFINITIONS

| | |
|----------------|---|
| Grant | Money provided, conditionally upon application to a specific program/purpose (e.g. Community Grants Program) directed at achieving goals and objectives consistent with this policy and strategic direction. The recipient is selected on merit and grants are provided without expectation of commercial return. |
| Grant Program | A targeted amount of funding for a specific purpose or targeted audience within the City of Marion. Each Grant Program has separate guidelines that must be observed when applying for financial support in each program area. |
| Not-for-profit | An organisation whose constitution states that any profits or surpluses must be used to further the objectives of the organisation rather than benefit an individual. |

Council Grants Policy

6. ELIGIBILITY

To be eligible to apply for support in accordance with this policy, the applicant must be an individual, group, or not-for-profit organisation located within the City of Marion or providing a direct service that demonstrably contributes to the wellbeing and development of the City of Marion community.

Specific eligibility requirements will need to be met for the following programs:

- Community Grants
- Youth Development Grants
- Youth Achievement Grants
- Community Events Fund

7. APPLICATION AND ASSESSMENT PROCESS

All grants will be promoted across the City of Marion in a manner that will allow maximum opportunities for organisations and individuals to apply for funds.

Applications are received via on-line application forms.

Applications for Community Grants and Youth Development Grants will be assessed in line with the Community or Youth Development Eligibility Criteria and Grant Outcomes stated in relevant Guidelines. Council will receive a report for consideration and approval on an annual and/or biannual basis.

8. ROLES AND RESPONSIBILITIES

The Manager Community Connections is responsible for the implementation and management of this policy.

Reporting

Successful applicants are required to provide the Manager Community Connections (or their nominated proxy) upon completion of the activity/program/event, a brief statement/report detailing how funds were expended. Applicants are encouraged to refer to reporting requirements as provided within guidelines associated with specific programs.

Acquittals

Any unspent funds will be required to be returned to Council unless an agreement is in place between the City of Marion and the applicant. Applicants who do not complete an acquittal report within the designated timeframe will be ineligible for any future funding.

9. REFERENCES

- Community Plan – Towards 2040
- City of Marion Strategic Plan 2017-2027
- City of Marion Business Plan 2019-2023
- City of Marion Equity, Access and Social Inclusion Policy statement
- City of Marion Youth Engagement and Consultation Report 2019-2023
- Community Grants Guidelines
- Youth Development Grants Guidelines
- Youth Achievement Grants Guidelines
- Community Events Fund Guidelines

10. REVIEW AND EVALUATION

This policy will be reviewed once during a term of Council.

Council Grants Policy

1. RATIONALE AND POLICY STATEMENT

The City of Marion recognises and values the role of individuals, community groups and organisations in contributing to the support and development of its diverse community. Council offers a Community Grants Program to eligible applicants.

The City of Marion has a responsibility to ensure that the Grant programs support and enable local initiatives, projects, activities and events that strengthen community connections and wellbeing across the city.

~~Council acknowledges that individuals, groups, not for profits and organisations require funds to support local initiatives that progress community development outcomes and make a contribution to sport and recreation, arts and culture, environment, community or social development.~~

2. POLICY STATEMENT

The City of Marion acknowledges and takes seriously its responsibility to manage ratepayers' funds with probity, integrity, transparency, equity and in the interest of the City of Marion.

3. OBJECTIVES

This policy aims to:

- ~~— secure an open and transparent decision making process for require for community grants; and~~
- Provide an accessible and equitable process for individuals, groups, not-for-profits and organisations seeking funding through any one of the identified grant programs community grants.
- Facilitate a transparent and equitable process across all grant program areas.

4. POLICY SCOPE AND IMPLEMENTATION

This policy is intended for use by the ~~Community Development Business Unit~~ Vibrant Communities team who are responsible for administering the ~~Community~~ various Grants Programs. in addition to the Donations and Sponsorship; Youth Achievement Grant Program.

~~It is noted that this Policy forms part of a suite of policies that collectively provide assistance to the City of Marion community. Other policies/programs within this suite include:~~

- ~~— Donation & Sponsorship Policy~~
- ~~— Youth Achievement Grant Program~~
- ~~— Communities Facilities Partnership Program~~

The Grants Policy provides financial support through a number of programs

- Community Grants
- Community Events Fund
- Youth Development Grants
- Youth Achievement Grants

5. DEFINITIONS

Council Grants Policy

Acquittal

| | |
|---|--|
| Grant | Funds or other assistance Money provided, conditionally upon application to a the specific program/ purpose (e.g. Community Grants Program) and conditional upon agreed terms and conditions. Funds provided to a recipient through a formal program for a specified purpose, directed at achieving goals and objectives consistent with Council this policy and strategic direction and strategic direction, where The recipient is selected on merit against a set of criteria. and grants are provided without expectation of commercial return. |
| Grant Program | A targeted amount of grant funding for a specific purpose or targeted audience within the City of Marion. Each Grant Program has separate guidelines that must be observed when applying for financial support in each program area. |
| Not-for-profit | An organisation whose constitution states that any profits or surpluses must be used to further the objectives of the organisation rather than benefit an individual. |
| The online acquittal form is the report at the end of the project which demonstrates that the funding has been used for the purpose for which it was provided this includes providing a certified report of financial transactions and whether the project achieved its intended objectives. | |

Community Benefit

~~How your project will provide access and inclusion opportunities to people accessing or participating in your organisation and the wider community.~~

Donation

~~Voluntary contribution without expectation of return.~~

Equipment (non-consumables)

~~Equipment is purchased to be used during the project but can continue to be used after the completion of the project.~~

In-kind Support

~~Things that the City of Marion might provide at reduced rates or free of charge e.g. venue hire; publicity in Council's magazine (City Limits); staff support; use of Council's logo.~~

Materials (consumables)

~~Materials are purchased to be used during the project but are used up by the completion of the project.~~

Organisational Governance

~~The way a committee or board work to inform, direct, manage and monitor the activities of the organisation toward the achievement of its objectives. This includes the committees structure and processes.~~

Sponsorship

~~A contractual business arrangement under which a sponsor, for a specified term, provides a contribution in cash and/or in kind ("contra") in return for specified negotiated commercial benefits. Benefits purchased~~

Council Grants Policy

~~may include the right to public recognition or association with a service, program event, activities, individual, infrastructure or association.~~

~~To be eligible for the Community Grants Program applicants must be an individual, group, not-for-profit or organisation either located within the City of Marion or providing direct service that demonstrably contributes to the wellbeing and development of the City of Marion community.~~

3.2 WHO CAN APPLY?

- ~~— any incorporated 'not for profit' group, community group or voluntary association~~
- ~~— unincorporated groups are eligible to apply but applications should be made through an auspicing body (i.e. an incorporated body that supports the event or activity and is willing to accept responsibility for the funding)~~
- ~~— groups or organisations that are currently in receipt of other Council funding may apply, providing that they can show that the community grant proposal is for a different project~~
- ~~— community groups based within a school setting are eligible to apply provided they can demonstrate that:~~
- ~~— the project is initiated, managed and organised by local residents who are assisted rather than directed by the Department for Education and Child Development (DECD) or other school based staff~~
- ~~— alternative funding sources are not available from DECD for the project~~

6. ELIGIBILITY

To be eligible to apply for support in accordance with this policy, the applicant must be an individual, group, not-for-profit organisation located within the City of Marion or providing a direct service that demonstrably contributes to the wellbeing and development of the City of Marion community.

Specific eligibility requirements will need to be met for the following programs:

- Community Grants
- **Community Events Fund**
- **Youth Development Grants**
- Youth Achievement Grants

7. APPLICATION AND ASSESSMENT PROCESS

~~Applications will be made online by using the Smart Grants platform. Council will offer one/two rounds of community grants funding each financial year.~~

All grants will be promoted across the City of Marion in a manner that will allow maximum opportunities for organisations and individuals to apply for funds.

Applications are received via online application forms.

Community Grants and Youth Development Grants

Applications will be assessed in line with the Community or youth Development Eligibility Criteria and Grant Outcomes stated in relevant guidelines. ~~be A Community Grants C.~~

Council Grants Policy

~~Council will receive a report for consideration and approval Community Grants Committee the recommendations on an annual and/or biannual basis.~~

~~Grant recipients will be required to attend an event, hosted by Council, where grants will be presented to all successful applicants.~~

~~Tax System – Goods and Services Tax~~

~~Applicants should be aware of the federal governments taxation requirements, including GST and the Australian Business Number (ABN). These may have implications for your projects.~~

~~If applicants or the auspicing body are GST registered, 10% GST will be added to your grant as an itemized GST gross-up.~~

~~If applicants or the auspicing body are not GST registered the 10% GST will be added to your grant, but not itemised as GST.~~

8. ROLES AND RESPONSIBILITIES REPORTING

~~The Manager Community Connections is responsible for the implementation and management of this policy.~~

Reporting

~~Successful applicants are required to provide the Manager Community Connections (or their nominated proxy) upon completion of the activity/program/event, a brief statement/report detailing how funds were expended. Applicants are encouraged to refer to reporting requirements as provided within guidelines associated with specific programs.~~

Acquittals

~~Any unspent funds will be required to be returned to Council unless an agreement is in place between the City of Marion and the applicant. Applicants who do not complete an acquittal report within the designated timeframe will be ineligible for any future funding.~~

~~Successful applicants, once the grant funds have been expended, an acquittal form must be completed and returned to Council.~~

~~A report detailing all community grants funding and provided under this Policy will be prepared by the City of Marion and considered by Council.~~

3.5 PURPOSE OF THE GRANTS

~~Community Grants will be considered for community based projects and activities that contribute to the development of local communities and align with Councils Strategic direction.~~

City of Marion 245 Sturt Road, Sturt SA 5047

PO Box 21, Oaklands Park SA 5046

T 08 8375 6600

www.marion.sa.gov.au

Category: Public

Owner: Manager Community **Connections**

Authorisation Date: February 2017 F 08 8375 6699

Review Date: 2018-2022

Council Grants Policy

~~Projects and activities that focus on the development of local communities and individual skills and are deemed to provide benefit to the community will be considered for community grants. Projects should be considered for community grants. Projects should relate to one of the following categories:~~

- ~~— arts and culture~~
- ~~— community development~~
- ~~— sport and recreation~~
- ~~— environment~~

~~Grants may also be used to fund minor equipment upgrade or replacement to assist with continuation of core business, provided this does not relate to a recurrent operational cost. Recurrent costs are items purchased on a frequent basis (e.g. purchase of cricket balls by a cricket club).~~

9. REFERENCES

- Community Plan – Towards 2040
- [City of Marion Strategic Plan 2017-2027](#)
- [City of Marion Business Plan 2019-2023](#)
- City of Marion Equity, Access and Social Inclusion Policy statement City of Marion Youth Engagement and Consultation Report 2019-2023
- Community Grants Guidelines
- Community Grant Program
- [Youth Development Grants Guidelines](#)
- Youth Achievement Grants Guidelines
- [Community Events Fund Guidelines](#)
- ~~Program Council Grants Policy~~

10. REVIEW AND EVALUATION

[This policy will be reviewed once during a term of Council.](#)

STRATEGIC PLAN:

Community Wellbeing:

~~A community with a high level of wellbeing enjoys a healthy life. People have a comfortable standard of living, feel safe and experience a sense of belonging. They support each other, celebrate diversity and participate in their community.~~

Strong and Engaged Communities:

~~CW 1.1 Build on local strengths to develop active, friendly and connected neighbourhoods CW1.2~~

~~Encourage an inclusive community that values diversity and engagement~~ **Excellence in**

Governance:

~~Governance is about the City of Marion's commitment to using a best practice approach to accountable decision making.~~

Policy Making:

~~EG2—Maintain all the policies required to prove both council and management with the necessary guidance to make decision consistent with our Vision.~~

PROCEDURE REFERENCE

Nil

COUNCIL AGENDA REFERENCE

Adopted by Council: 9 February 2016

OTHER RELATED REFERENCES

7. AUTHOR

~~Liz Byrne, Acting Manager, Community and Cultural Services~~

Community Satisfaction Survey

| | |
|----------------------------|---|
| Originating Officer | Community Engagement Coordinator - Patrice Pearson |
| Corporate Manager | Manager Customer Experience - Karen Cocks |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526R07 |

REPORT OBJECTIVE

This reports seeks endorsement of future program of Community Satisfaction surveys to build the voice of the community into business planning and to inform our Corporate KPI measure that 75% of community is satisfied with services provided by Council. This report outlines improvements for future years' Community Satisfaction survey based on the evaluation of the inaugural 2019 survey.

EXECUTIVE SUMMARY

Every year the City of Marion holds a Community Satisfaction Survey (the survey) to enable us to measure our community's satisfaction with the services we provide. For the 2019 survey the format and questioning was written to measure perceived importance for a service against their satisfaction of the service. This was the first year of running the survey in this way.

At the Elected Member Planning Day in January 2020 EMF200118 it was decided we would continue to deliver the Community Survey annually and include the previous Events and Facilities Survey in the four year program.

At the Elected Member Forum in March 2020 EMF200331 it was decided we postpone the planned Events and Facilities Survey for 2020 due to CoVid 2019. We now ask Council to formally adopt preferred program of future years' surveys.

RECOMMENDATION

That Council endorse the following program of Community Surveys to allow us to baseline and trend the voice of the community, incorporate feedback into business planning and to inform our Corporate KPI measure as follows.

Year 1 Community Satisfaction survey (2018/19) - completed
 Year 2 Events and Facilities survey (2019/20) - cancelled
 Year 3 Community Satisfaction survey (2020/21)
 Year 4 Events and Facilities survey (2021/22)

DISCUSSION

2019 Community Satisfaction Survey

For the 2019 survey we engaged our community directly and indirectly. The Customer Experience and Engagement team mailed out, randomly through a third party, 5,000 paper copies of the survey to our residents and also made the survey available through our engagement website, Making Marion www.makingmarion.com.au/your-voice-on-council-services. We received 651 returned surveys via hard copy and Making Marion.

The objectives of the 2019 survey included:

- Increased participation from previous years
- Provide more meaningful insights to Elected Members on what is important to our community



- Focus on 'importance vs satisfaction' on a consolidated service list.
- Provide insights to support staff to identify opportunities to improve our service levels to match community expectations
- Close the loop with our community.

The result of the revised survey saw an **83.6%** satisfaction level achieving the KPI for Overall Community Satisfaction being greater than 75% satisfied.

A copy of the 2019 Community Satisfaction Survey is provided as Attachment 1 to this report.

At the Elected Member Forum Planning Day on 18 January 2020, we were asked to seek specialist advice to review our methodology, statistical significance and an independent review of data to ensure future years' surveys.

In February 2020 we engaged McGregor Tan to conduct a review of the Analysis of City of Marion, using a qualified statistician and to provide us with their insights as well as broad recommendations for future surveys.

A full report of the findings is provided as Attachment 2 to this report.

When analysing the data and with further interrogation using McGregor Tan Research, we provide the following 5 focussed priorities from the feedback:

- Roads
- Footpaths
- Lighting
- Stormwater
- Aged Care

It is important to note that when we look at overall outcomes we can see that all out-services sit in the quadrant of 'high important and high satisfaction'. Our deep dive into this quadrant allowed us to see data that is more detailed.

Considering this, we are not suggesting major deviation from current business priorities; however, initiatives such as the current Footpath Blitz program are demonstrations of how feedback informed our work programs.

Elected Member Forum in March 2020 EMF200331 it was decided we postpone the planned Events and Facilities Survey for 2020 due to CoVid 2019 and that a program for future surveys is bought to Council for adoption.

In past years the format and timing of the community surveys has been as follows:

2018 | Events and Facilities Survey received over 90% satisfaction third year running.

2019 | Inaugural Community Satisfaction Survey received 86% satisfaction using different questions.

A copy of the postponed Events and Facilities Survey is provided as Attachment 3 to this report.

Attachment

| # | Attachment | Type |
|---|---|----------|
| 1 | Attachment 1 - Community Satisfaction Survey 2019 | PDF File |
| 2 | Attachment 2 - City of Marion Community Satisfaction Report - McGregor Tan Research | PDF File |
| 3 | Attachment 3 - Community Events and Facilities Survey 2020 postponed | PDF File |

Community Satisfaction Survey 2019



INTRODUCTION

City of Marion are currently running a community survey to hear from you about what is important in your community and how well we are delivering these services.

By completing our survey, you will be helping to build a better future for you and your community.

Your responses will help us better understand what you think about the City of Marion, as well as providing feedback on our services.

You can visit our website at www.makingmarion.com.au/community-satisfaction-survey-2019



Please tell us how **IMPORTANT** the following services are to you

| | Very important | Somewhat important | Low importance | Not important at all | Not applicable to me |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| OUR COMMUNITY ASSETS | | | | | |
| Bins and street furniture (e.g. seating, signage) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Footpaths and kerbs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Library buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lighting in streets and reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Neighbourhood centre buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Outdoor Pool | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sporting and recreation facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR OPEN SPACES | | | | | |
| Irrigation of reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Number of playgrounds | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quality and features of playgrounds and reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR CITY OPERATIONS | | | | | |
| Animal management | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Building and Development Applications | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Food handling education and inspections | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Graffiti removal | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Immunisation clinics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Performance of stormwater systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waste management and recycling services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR INFORMATION AND SUPPORT | | | | | |
| Aged care support | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Consultation and engagement with community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Corporate website and social media | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disability support | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reconciliation between Aboriginal and Torres Strait Islander peoples and other Australians | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Support for local businesses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waste and environmental community education | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Youth opportunities and programs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR SERVICES AND EVENTS | | | | | |
| Community events (such as Anzac Day celebration, Outdoor Pool Open day, Marion Celebrates, Concert at the Cove) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Services and events at libraries (Parkholme, Marion Cultural Centre and Cove Civic Centre) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Services and events at neighbourhood and cultural centres (Mitchell Park, Trott Park, Cooina, Glandore, Gallery M, Marion Cultural Centre and Living Kurna Cultural Centre) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Please tell us how **SATISFIED** you are with the following services

| | Very satisfied | Somewhat satisfied | Dissatisfied | Very dissatisfied | Not applicable to me |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| OUR COMMUNITY ASSETS | | | | | |
| Bins and street furniture (e.g. seating, signage) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Footpaths and kerbs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Library buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lighting in streets and reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Neighbourhood centre buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Outdoor Pool | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sporting and recreation facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR OPEN SPACES | | | | | |
| Irrigation of reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Number of playgrounds | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quality and features of playgrounds and reserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR CITY OPERATIONS | | | | | |
| Animal management | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Building and Development Applications | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Food handling education and inspections | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Graffiti removal | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Immunisation clinics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Performance of stormwater systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waste management and recycling services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR INFORMATION AND SUPPORT | | | | | |
| Aged care support | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Consultation and engagement with community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Corporate website and social media | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disability support | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reconciliation between Aboriginal and Torres Strait Islander peoples and other Australians | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Support for local businesses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waste and environmental community education | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Youth opportunities and programs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| OUR SERVICES AND EVENTS | | | | | |
| Community events (such as Anzac Day celebration, Outdoor Pool Open day, Marion Celebrates, Concert at the Cove) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Services and events at libraries (Parkholme, Marion Cultural Centre and Cove Civic Centre) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Services and events at neighbourhood and cultural centres (Mitchell Park, Trott Park, Cooina, Glandore, Gallery M, Marion Cultural Centre and Living Kurna Cultural Centre) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If you would like to provide additional comments, please tell us which service you are commenting about and provide your thoughts.

Please specify service:

Comments:

Please specify service:

Comments:

About you

If you would like to be included on our database to hear about more consultations in our City please provide your details and areas that are of interest to you.

Name:

Suburb:

Email address:

Year of birth:

What is your relationship to the City of Marion? (Tick all that apply)

- ☐ Resident (I live in the City of Marion)
- ☐ Property owner (I pay rates to the City of Marion)
- ☐ Business owner (I own a business with a presence in the City of Marion)
- ☐ Employee (I work for a business located in the City of Marion)
- ☐ My children go to school in the City of Marion
- ☐ Visitor/tourist (I visit for reasons other than specified above)

What are your areas of interest? (Tick all that apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> Aged Care services | <input type="checkbox"/> Libraries | <input type="checkbox"/> Business and the economy |
| <input type="checkbox"/> Neighbourhood centres | <input type="checkbox"/> Environment and sustainability | <input type="checkbox"/> Open spaces, playgrounds and reserves |
| <input type="checkbox"/> Events | <input type="checkbox"/> Water management | <input type="checkbox"/> Youth opportunities |
| <input type="checkbox"/> Infrastructure (roads, footpaths buildings etc) | | |

Thank you for your participation



City of Marion COMMUNITY SATISFACTION REPORT

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

BACKGROUND

City of Marion conducted a community satisfaction survey across different wards and received responses from 651 community members.

McGregor Tan was commissioned to undertake the analysis of this data and we undertook detailed analysis of the survey responses to draw insights from different wards and age groups

INITIAL FINDINGS AND CAVEATS

Out of the overall responses received from the community members, 72% came through postal surveys while the remaining 28% were through various online sources.

The preliminary findings from the survey responses indicated that there were missing responses for wards and age groups specifically for the postal surveys. Hence, for the analysis by wards and age groups, we have only considered the limited available data. The responses received were higher from Warracowie, Warriparinga and Mullawira as compared to the other wards.

So the analysis for wards and age groups will be indicative in terms of priority.

INSIGHTS

- From the overall survey results, it can be seen that 71% of the respondents are residents of the City of Marion.
- Community assets (3.4) and City operations (3.4) are the services that hold higher importance for the community as compared to the other group of services.
- Within this group, Roads (82%), Lighting (81%), Footpaths (80%) and Waste management (83%) are the specific services that hold maximum importance.
- Corporate website and social media (2.7) and Outdoor pool (2.8) were the services with the lowest level of importance.
- In terms of satisfaction with the services, there is a moderate level of satisfaction for all services
- Satisfaction is seen to be higher for services like Library buildings, Pool and special events and services.
- Lower levels of satisfaction for essential services like roads, footpaths and kerbs, lighting, building and development applications, and information and support system.
- Satisfaction with most of the services is marginally lower among the younger respondents (*limited data)

- In terms of prioritising The City of Marion should prioritise on the below services:

PRIORITY 3

Stormwater and Aged care

- Consultation and engagement, Disability, Graffiti removal, Quality of playgrounds and reserves, Local businesses, Environmental education, Youth and Food handling.

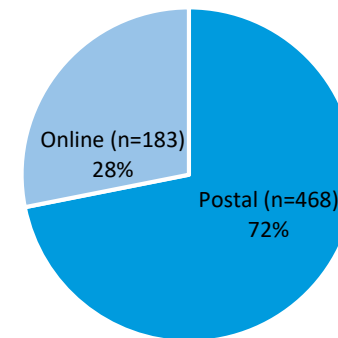
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ANALYSIS

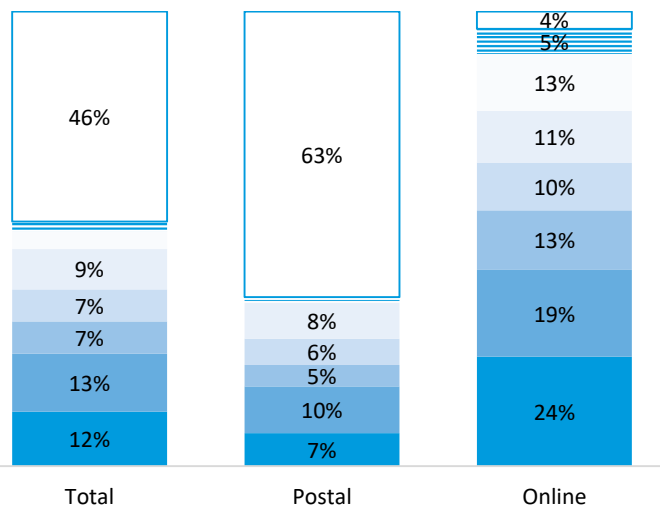
RESPONDENTS PROFILE

Tell us how you found out about this survey?

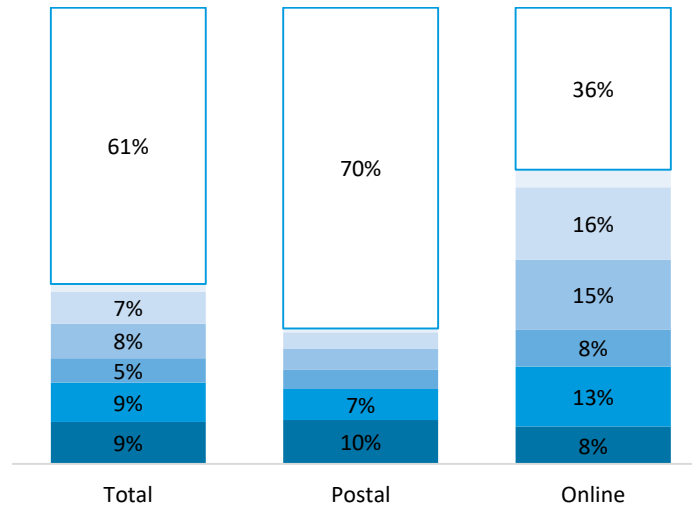
- There were 651 responses of which 468 (72%) came from postal source, while 183 (28%) were from an online source.
- Most of the postal i.e. self fill surveys missed the wards (63%) and age group (70%) details while the completion proportion in online surveys was much higher.
- One in five (20%) responses didn't have information about their residency status and it was higher among postal responses (22%) than among online (14%).



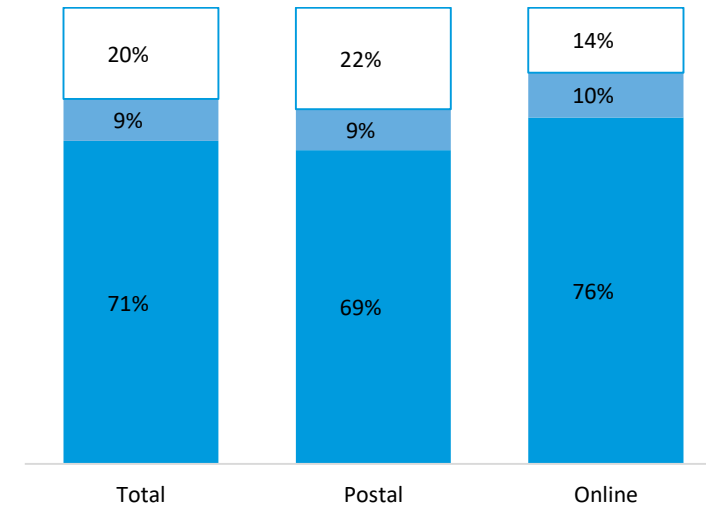
Ward



Age Groups



Residents



■ WARRACOWIE ■ WARRIPARINGA ■ COASTAL
■ SOUTHERN HILLS ■ MULLAWIRRA ■ WOODLANDS
▨ OTHERS □ Missing data

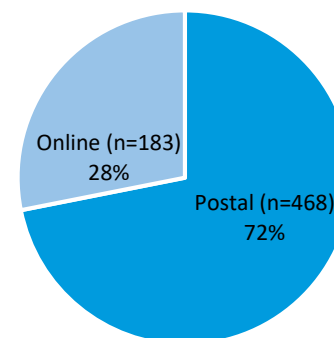
■ 70+ ■ 60-69 ■ 50-59 ■ 40-49 ■ 30-39 ■ 18-29 □ Missing data

■ Residents ■ Non-residents □ Missing data

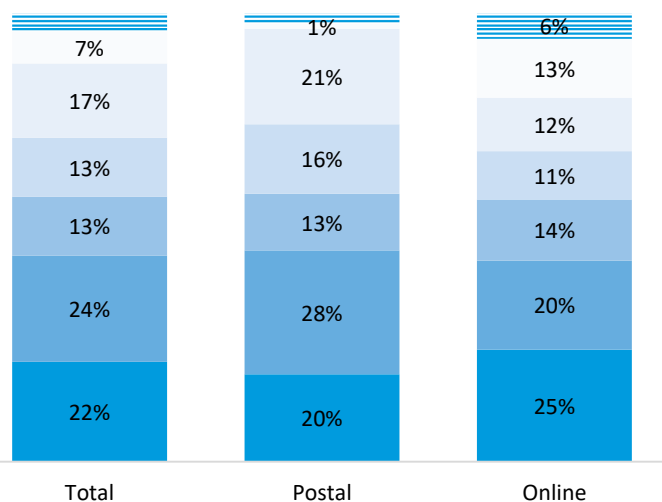
RESPONDENTS PROFILE (EXCL. MISSING DATA)

Tell us how you found out about this survey?

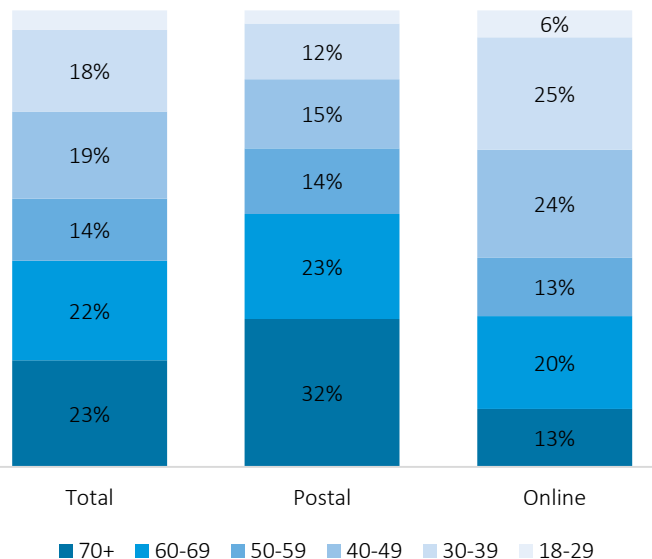
- High responses from Warracowie, Warriparinga and Mullawirra as compared to the other wards.
- Postal responses were more likely to come from Warriparinga, Mullawirra and Southern hills while online responses were more likely to be from Warracowie or Coastal ward.
- In term of age, postal responses were more likely to come from older than 50 years, while online saw more responses from younger respondents.
- Most of the respondents (88%) likely to be residents in the City of Marion.



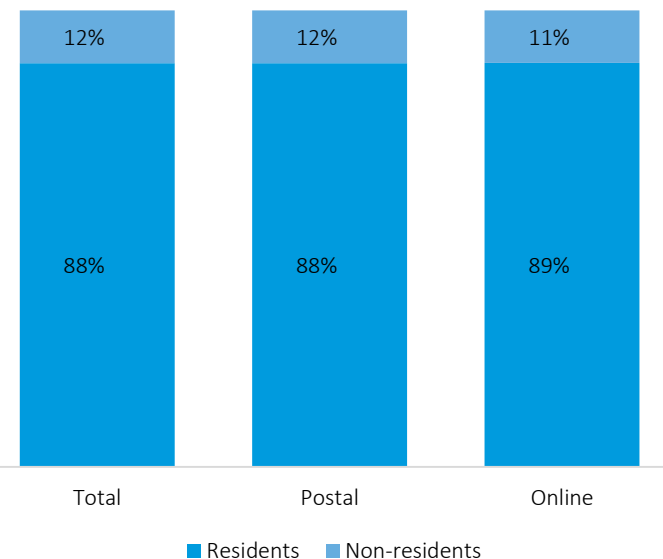
Ward



Age Groups



Residents

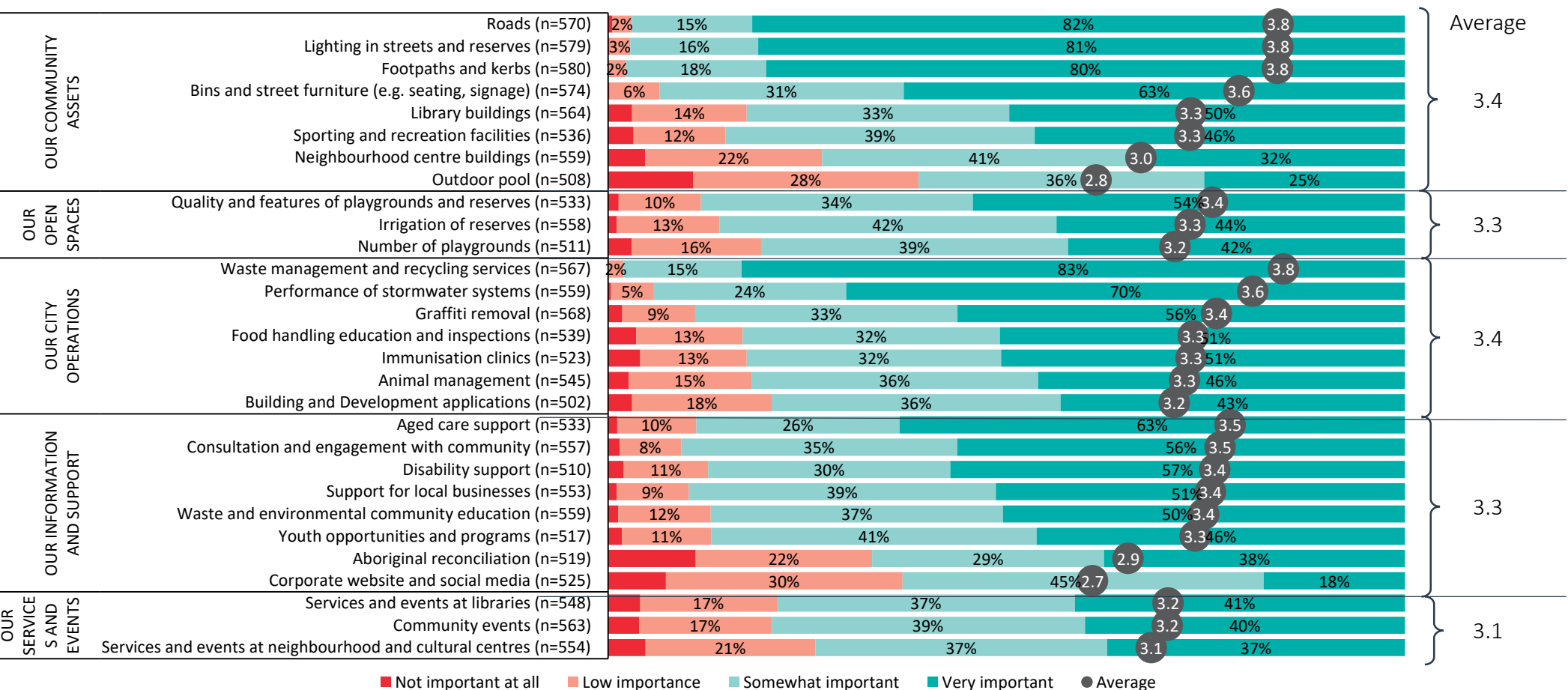


■ WARRACOWIE
 ■ WARRIPARINGA
 ■ COASTAL
■ SOUTHERN HILLS
 ■ MULLAWIRRA
 ■ WOODLANDS
≡ OTHERS

IMPORTANCE OF SERVICES

Community assets (3.4) and City operations (3.4) were the most important group of services, while Services and events (3.1) scored the lowest level of importance.

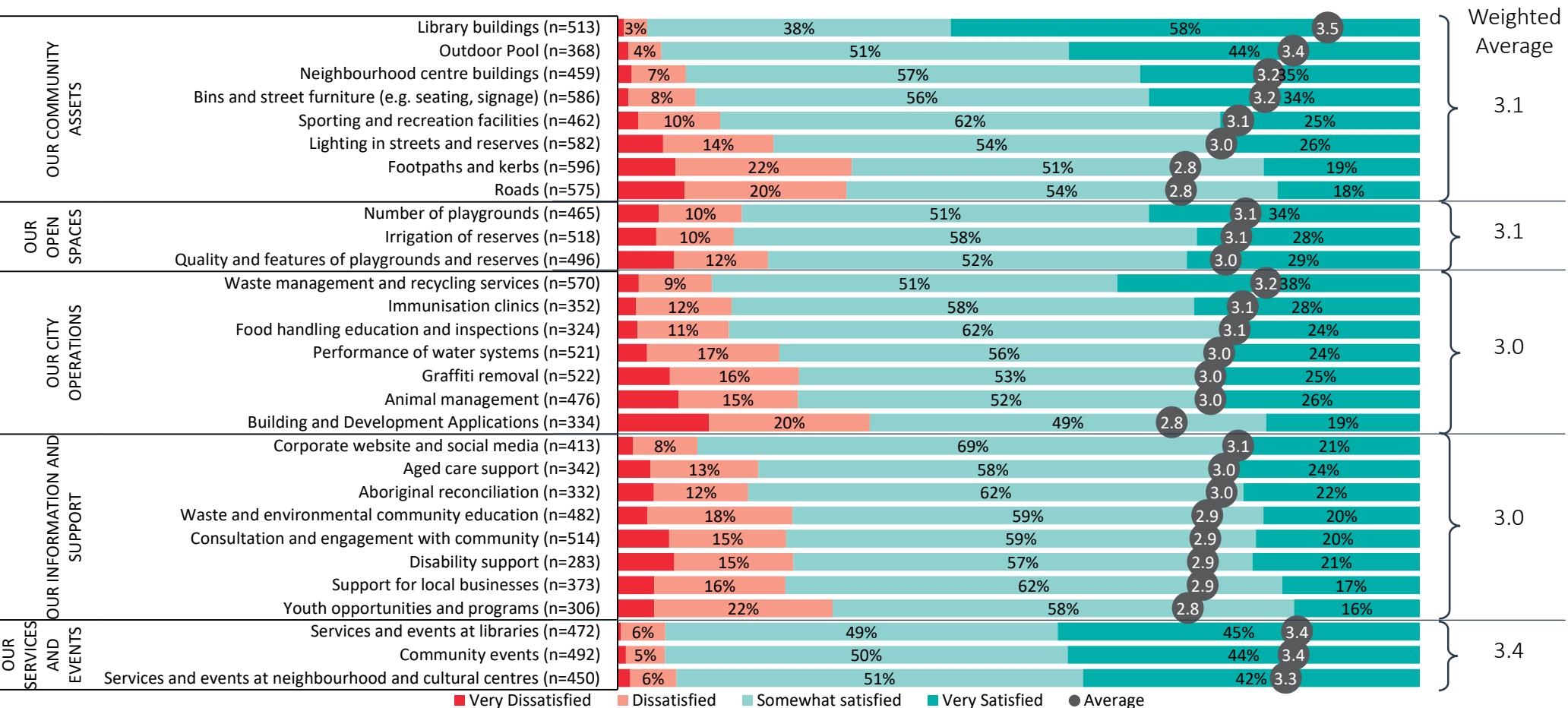
- Roads (82%), Lighting (81%), Footpaths (80%) and Waste management (83%) were the services with the highest percentage of respondents indicating the service as very important.
- Corporate website and social media (2.7) and Outdoor pool (2.8) were the services with the lowest level of importance.
- Woodland (4.0) had a significantly higher average of importance for Footpaths and kerbs than other wards and aged care support is significantly less important for respondents under 50 years old.



SATISFACTION OF SERVICES

Services and events (3.4) scored the highest level of satisfaction while City operations (3.0) and Information and support (3.0) were the groups with the lowest satisfaction average.

- On average, Coastal respondents were significantly more satisfied with library buildings and Mullawirra significantly less satisfied with Building and development applications than other wards.



PRIORITISATION MATRIX

Roads, Footpaths and Lighting are the services that need immediate attention as they have high importance but are rated low on satisfaction

- Waste management and Bins were services with high level of importance and satisfaction.
- The three event services had high level of satisfaction, although they had relatively low level of importance.



PRIORITIES BY WARDS



Roads, Footpath and Lighting were the services with high level of importance and low satisfaction and they were high priority in five of six wards*.

| | TOTAL | | | WARRACOWIE | | | WARRIPARINGA | | | COASTAL | | | SOUTHERN HILLS | | | MULLAWIRRA | | | WOODLANDS | | |
|-------------------------------------|-------|-----|-----|------------|-----|-----|--------------|-----|-----|---------|-----|-----|----------------|-----|-----|------------|-----|-----|-----------|-----|-----|
| | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd |
| Roads | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | | ✓ | |
| Footpaths | ✓ | | | | ✓ | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | |
| Lighting | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | | | |
| Stormwater | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | | | ✓ | | |
| Aged care | | ✓ | | | ✓ | | | | ✓ | | | ✓ | | | | | | ✓ | | | |
| Bins | | | | | | | | | | | | | | | | | | | | | |
| Food handling | | | ✓ | | | | | | | | | | | | | | | | | | ✓ |
| Graffiti removal | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | | | | ✓ | | | |
| Quality of playgrounds and reserves | | | ✓ | | | ✓ | | ✓ | | | ✓ | | | | ✓ | | ✓ | | | | ✓ |
| Consultation and engagement | | | ✓ | | ✓ | | | | ✓ | | ✓ | | | ✓ | | | | ✓ | | ✓ | |
| Disability | | | ✓ | | | ✓ | | | ✓ | | | ✓ | | | | | | ✓ | | | |
| Local businesses | | | ✓ | | | ✓ | | | | | | | | | ✓ | | ✓ | | | | ✓ |
| Environmental education | | | ✓ | | ✓ | | | | | | | ✓ | | | ✓ | | | ✓ | | ✓ | |
| Youth | | | ✓ | | | ✓ | | | | | | ✓ | | | ✓ | | | | | | |
| Sporting | | | | | | | | | | | | ✓ | | | ✓ | | | | | | |
| Number of playgrounds | | | | | | | | | ✓ | | | | | | ✓ | | | | | | |
| Animal management | | | | | | | | | | | | | | | | | | ✓ | | | |
| Building and Development | | | | | | | | | | | | | | | | | | ✓ | | | |
| Waste management | | | | | | | | | | | | | | | | | | | ✓ | | |

*limited data available to analyse

PRIORITY 1 SERVICES

ADDITIONAL COMMENTS

Footpath and kerbs

Lighting in streets and reserves

Green areas need more maintenance

Illegal Dumping & Rubbish

Broken and uneven Kerbs & Footpaths

Poor access for elderly/ Disabled & S...

More effort is needed for greening & ...

Other

Some areas valued more than others / ...

Great Service/ Response

Feel unsafe due to current lighting

More lighting required

Other

Roads

Speed of road needs to be reviewed

Overcrowded roadside parking

Road condition poor

Poor Traffic Management/ Signage/ mar...

Other

Roads require more streetsweeping

insufficient notice of roadworks

PRIORITY 2 SERVICES

ADDITIONAL COMMENTS

Stormwater systems

- Improvement in drainage of stormwater.
- Storing and using stormwater

- I would like to see **more stormwater capture** and re-use eg. wetlands, aquifer recharge etc, where possible, rather than sending stormwater straight out to sea.
- Brolga and Day Streets storm water is not able to run away. This **road has water lying across it quite often** for days at a time.
- Ours is **blocked with weeds and rubbish** and despite several talks the **Tonsley Reserve stays the same**.
- Stormwater is a valuable resource and much more needs to be done to **recover all the water within the Council area** and use it to green the suburb further. Simple **underground retention systems** are available but not being used to my knowledge there is no need to go to elaborate treatment as it can be used pretty much as is to water parks and gardens.
- During heavy rain events the **drainage system struggles** due to increase of medium density housing and hence more rooftops, paving etc. Improving stormwater drainage in streets would be something to consider in future
- I have noticed the drains in **Lawrence street and Windchester street** run very slow and are always blocked , streets are full of cars and street sweepers are unable to clean

Aged care support

- **Audit needs of the elderly population** to enable them to remain within their homes and ensure that gardens can be maintained, and that basic care is available potentially through volunteer programs.
- **Aged care day care** is becoming a future need.
- An increasingly elderly population would appreciate more **seating in streets** - would also encourage socialization.
- Engagement with older Australians esp to **reduce social isolation** i.e. **more transport opportunities needed**.
- Would like to see more **senior inclusion**.
- Aged care require facilities & instructors for **seniors to learn computing & other modern things**
- Very concerned about **poor facilities and lack of independence for aging population**.
- Aged Care support **Positive Ageing and Inclusion** - Home Maintenance Programme. This is an excellent service, the work I have requested has been dealt with promptly and efficiently by a Caring Maintenance Officer
- If possible I need safety Rails Shower. Top of steps etc

OTHER SERVICES

ADDITIONAL COMMENTS

Playgrounds and reserves

More parks needed

Better amenities

Upgrade/ modernise playgrounds

Add fencing/ lighting/ shading

Improve greenkeeping

Other

Repair current facilities

Sporting and recreation facilities

Improve and/ or repair current facilities

More/ larger recreation facilities

Other

Better dog facilities

More and/or better suited trees

Animal management

Dog complaints/ noise/ waste

Introduce Cat Curfew

Dogs on leash at all times

Other

Building and Development applications

Parking problems

No considerations for ratepayers

Too many high rises/multiple dwellings

Outdated regulations

More balance for building and green applications

Other

Council only interested in money

Application and approval process takes too long

Waste management

Other

Improve recycling schemes and education

More hard rubbish collections

Improve rubbish collection services

More frequent collections

OTHER SERVICES

ADDITIONAL COMMENTS

Library buildings

- "Library Services - Should have a **program aimed at toddlers** singing and dancing, not just babies."
- Libraries are **dated and dark**. I go to Hamra Centre Library in West Torrens Council rather than any Marion libraries as its much nicer and has better services.
- All libraries are excellent buildings but **cleaning up around the Cultural Centre** is a disgrace. An interesting building but there is very poor cleaning maintenance of the surroundings. I often have to remove litter.
- Marion Cultural Centre is a great facility and **should be maintained to good standards** and remain modern.
- The toy library at Park Holme library needed to pay extra to borrow the toys while other council's library doesn't need to pay.
- Library services and Cultural centre **open until 8pm** would be good
- Libraries - **Fabulous service, friendly & helpful staff, public computers, range of new books**
- Hallett Cove library services and events are fantastic.
- Books, mags to read. I am in blackwood city but even more difficult- used to be able to find places to unite study, not computer instead. biographical books needed.

Neighbourhood centre buildings

- These are **looking a little tired** and all could do with a refurbishment.
- The facilities are wonderful but the **cleaning** sometimes leaves a lot to be desired
- These need to be kept relevant and **upgraded** for the 21st century. The Marion Council is ahead of the game and needs to reflect this with the community centres as they are an integral part of the community.
- **Not accessible - fences and gates**
- Great community centres
- Would love one in Hallett Cove
- Love the neighbourhood Centre programs - **great fitness classes**
- **Love the fitness and courses** at Neighbourhood centres
- **"Wide range of services** offered by legal consultation, great range of activities available"
- "Neighbourhood centers do not have enough **programs for migrant women** wanting to assimilate with community or have not been promoted (may be due to political reasons)I see lots of South Asian people (Indian, Pakistan,Bangladesh) in Marion but could not see any event for them. while all programs are for European migrants and Chinese migrants."

OTHER SERVICES

ADDITIONAL COMMENTS

Outdoor Pool

- Community loves the Splash zone

- Would like to see a **splash zone** suitable for younger children similar to the facility at Marion Aquatic center.
- Love it! Can't wait for a **splash park** sometime soon? More **paddle pools** in reserves (like tusmore) please
- I know this is getting a revamp at the moment which is great. This is such a great pool and I love that Marion still has an outside pool like this for the kids.
- The **new slides left my sons back bleeding!** Upon notifying the centre, they already knew about it! If equipment is causing harm to users, it needs to be closed until rectified! Or at the very least, warn people before use!
- Did the renovation include providing **disability access to the pool**? There's a lovely wheelchair accessible playground nearby but does the outdoor pool and changing areas have provision for disabled people to access? E.g. lifters, ramps instead of stairs or ladders? Pool wheelchairs? 'Changing places'?
- We love this pool. It's a **fantastic place** to go in summer and we enjoyed it often during the last summer.
- More open days
- I am not sure why are we spending too much money on outdoor pool when it can be used only in spring and autumn. That money could be used for better purpose.

Irrigation of reserves

- Please keep as many reserves as possible green through summer.
- **More irrigation using recycled water** during the summer please. And **more plants** on the verge maintained by the Council. Adding all of the thousands of extra trees is making a huge improvement to the area and looks lovely - is fab for the wildlife and will in the long term, keep Marion cooler. Thank you for this.
- I have continually **complained about The Tonsley Reserve**. The **pond now has water** and it is **stagnant and smells** on sunny days, because the **stormwater drains are blocked** with weeds and rubbish.
- Our local park, Hallett Close Reserve at Sheidow Park is not irrigated at all. We pay our council rates the same as everyone else so deserve to have a green park as much as everyone else
- **Reserves on Quick Rd not irrigated**
- The **median strip gets no watering** other than an occasional visit to a tree if it has been recently planted.
- The reserve between Sutton Ave and Sandery Ave is so full of **weeds**, someone needs to have a look, spray the weeds and replant some grass. It's especially horrible in summer. I think the irrigation is ok but just watering a bunch of weeds. Lots of marshmallow weeds.
- Open Space & Irrigation & Reserves. The park on the northern side of Cowra Cres **Reserve has not been watered** for years so very mature trees are dying at the rate of 2 per year. **No new planting.**
- Parks and Wetlands - Doing a fantastic job.
- **"Ovals to be used for organised sport** need to be adequately maintained (eg flat to minimise ankle sprains) and watered. Watering is less needed in areas of undeveloped reserves, except perhaps in extreme drought circumstances or where new plants are being grown. **Improving the amount of tree** cover to counter hotter temperatures resulting from global climate change will increasingly become a necessity, not just a nice aesthetic.
- **Use of recycled water for street trees. Really Good.**
- There is **inadequate underground drainage** in Dover Gardens with lots of water and Debris across intersection
- I am concerned at the **huge amount of pollution and rubbish** entering landfill and oceans, both at a local level and globally.

PRIORITY MATRIX BY WARDS & OTHER SEGMENTS



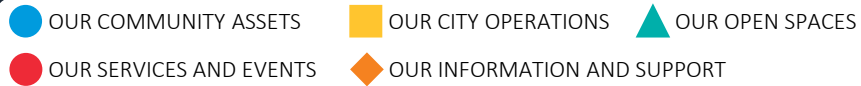
IMPORTANCE AND SATISFACTION

Warrecowie



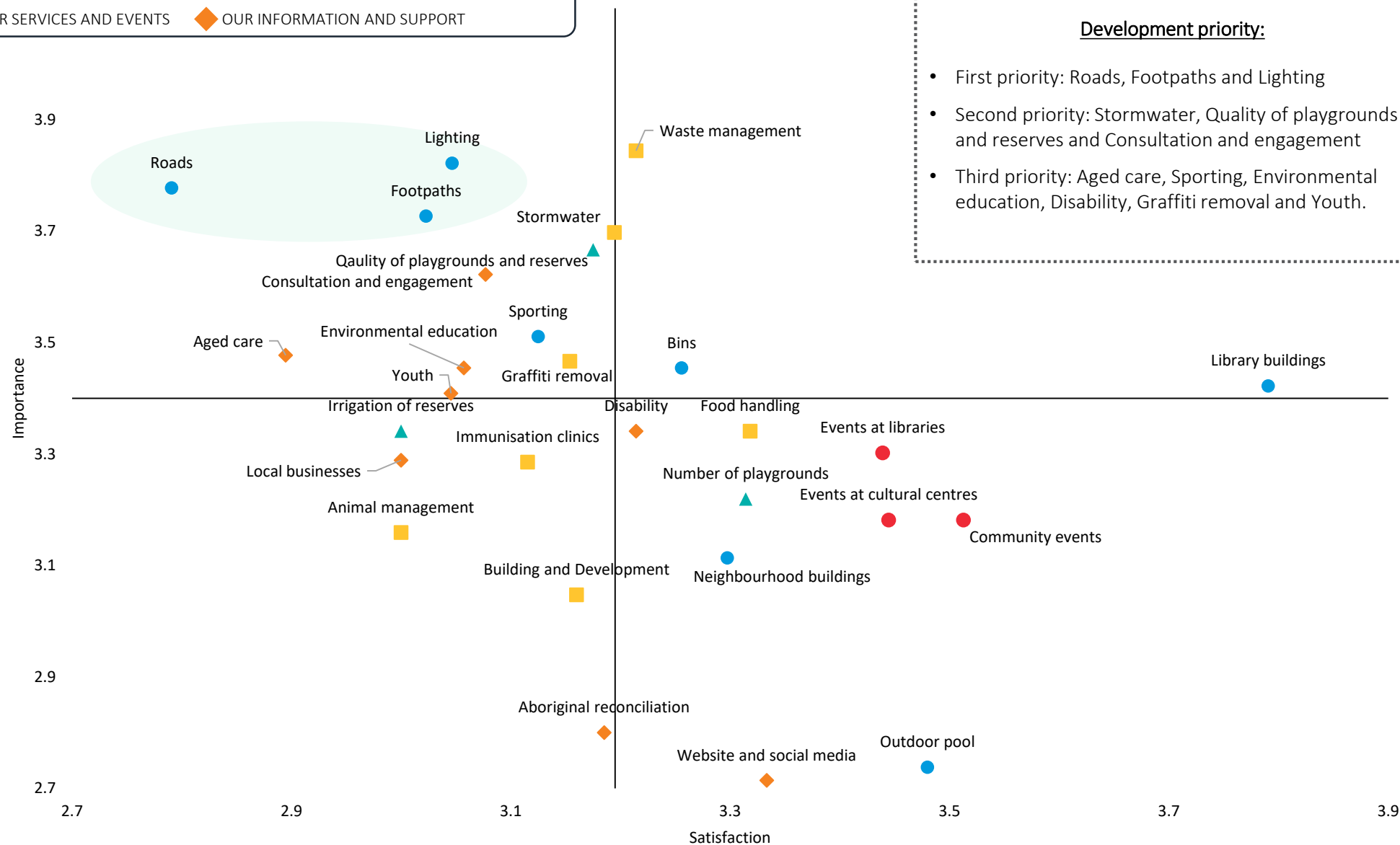
IMPORTANCE AND SATISFACTION

Warriparinga



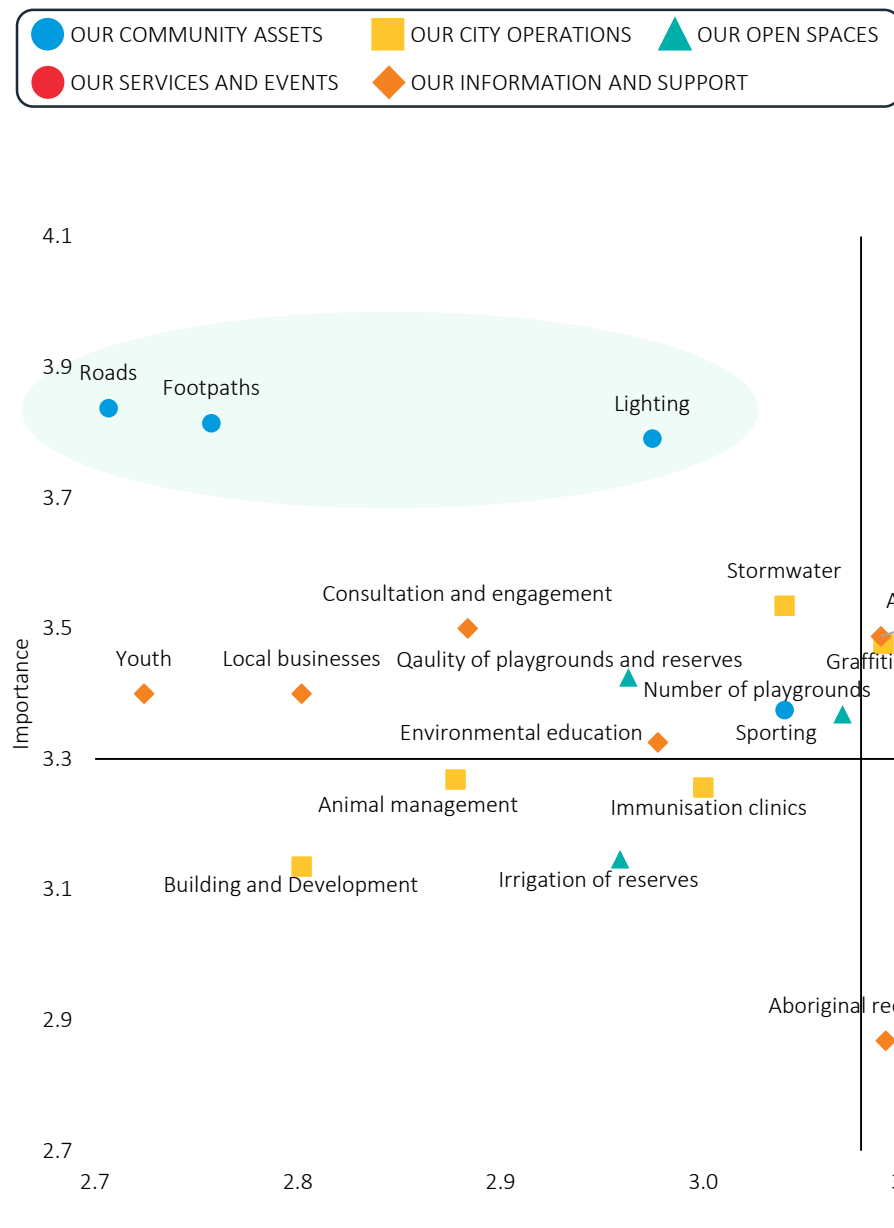
IMPORTANCE AND SATISFACTION

Coastal



IMPORTANCE AND SATISFACTION

Southern Hills

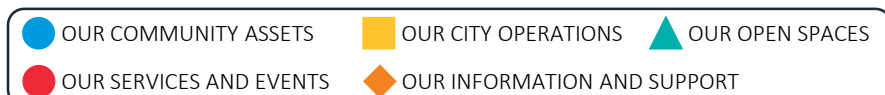


Development priority:

- First priority: Roads, Footpaths and Lighting
- Second priority: Stormwater and Consultation and engagement.
- Third priority: Quality of playgrounds and reserves, Local businesses, Youth, Environmental education, No. of playgrounds and Sporting.

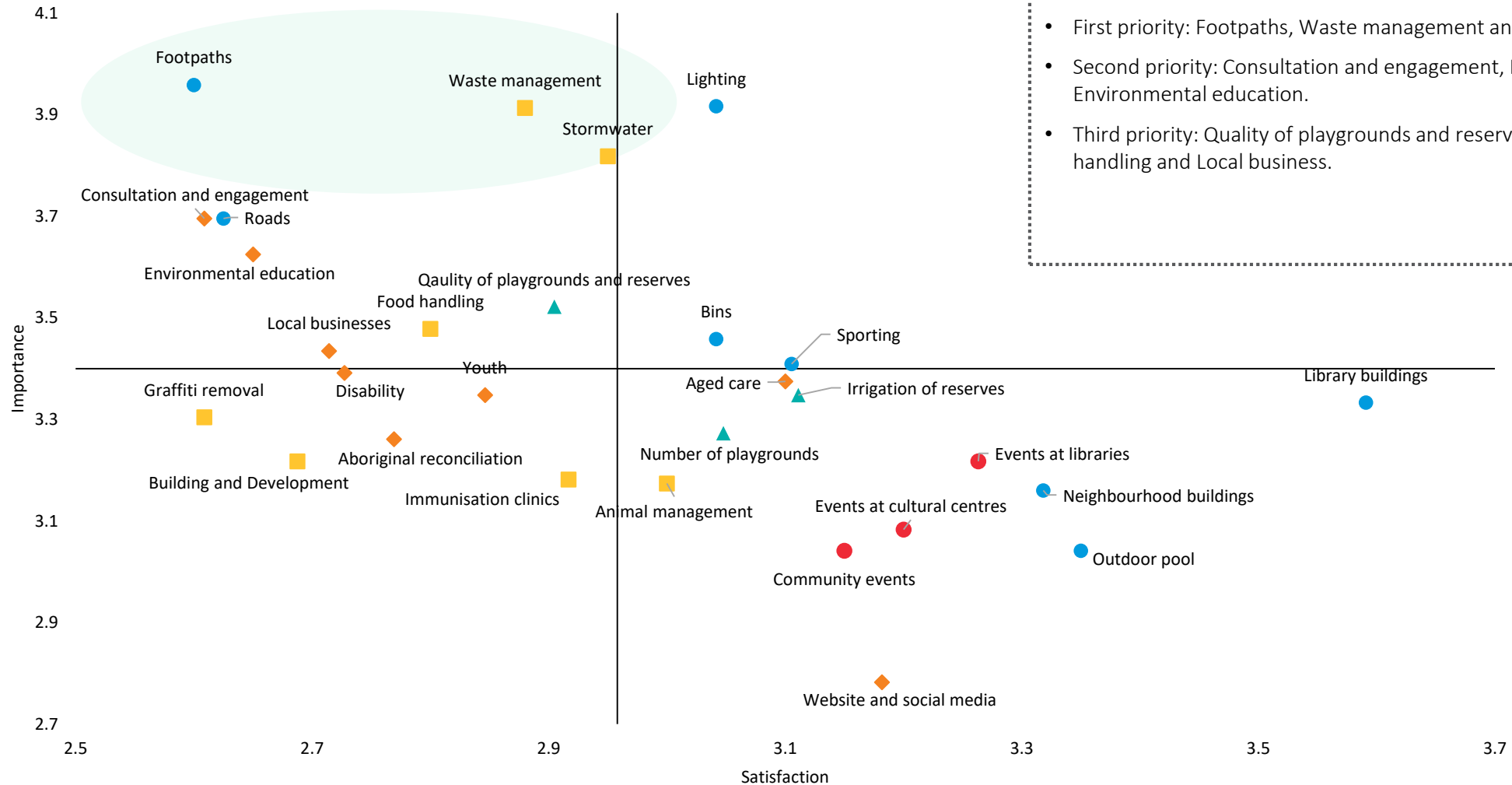
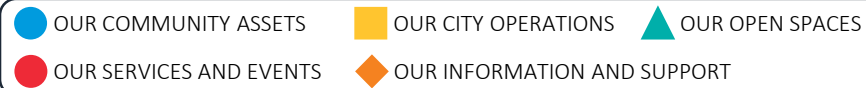
IMPORTANCE AND SATISFACTION

Mullawirra



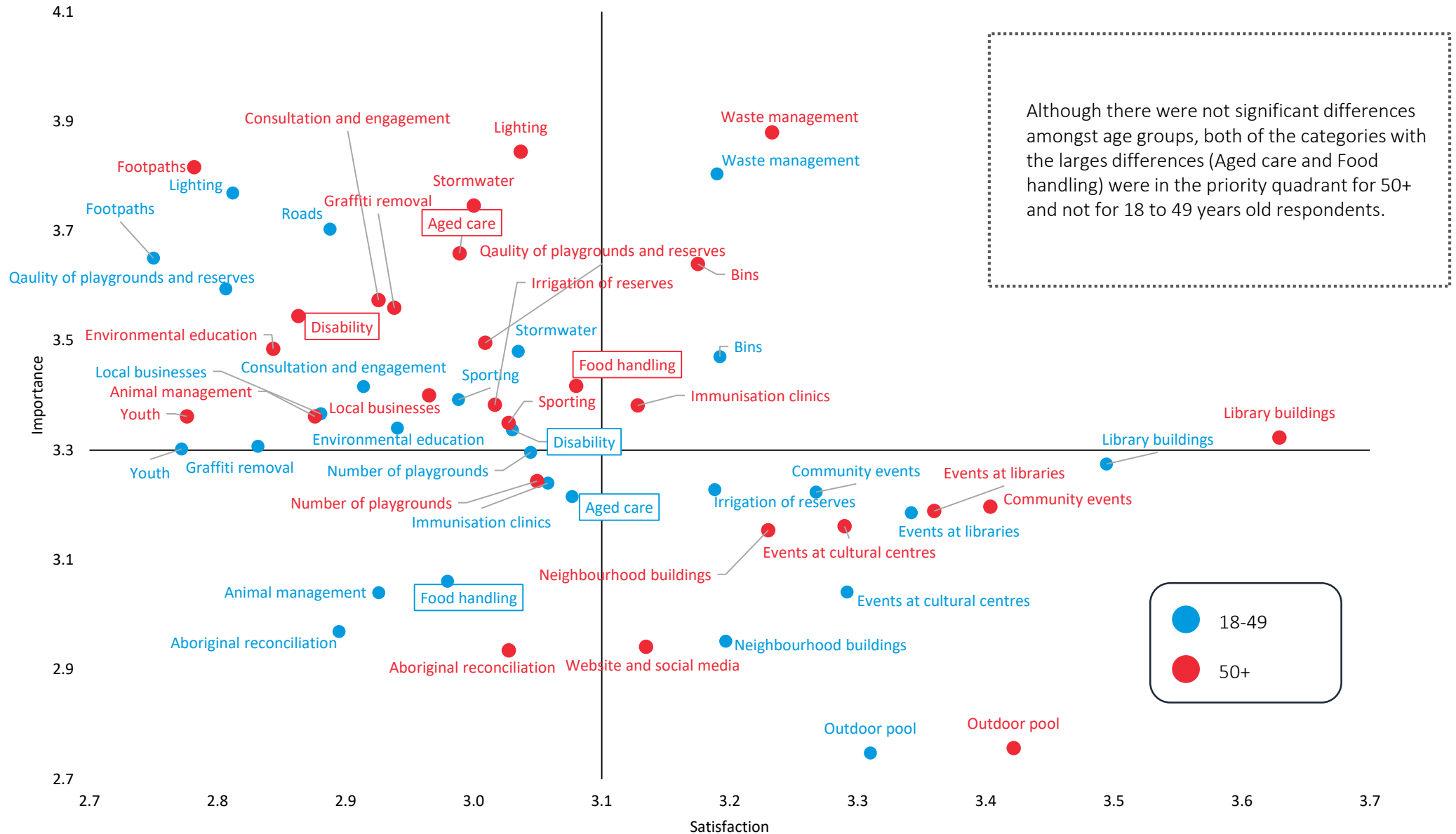
IMPORTANCE AND SATISFACTION

Woodlands



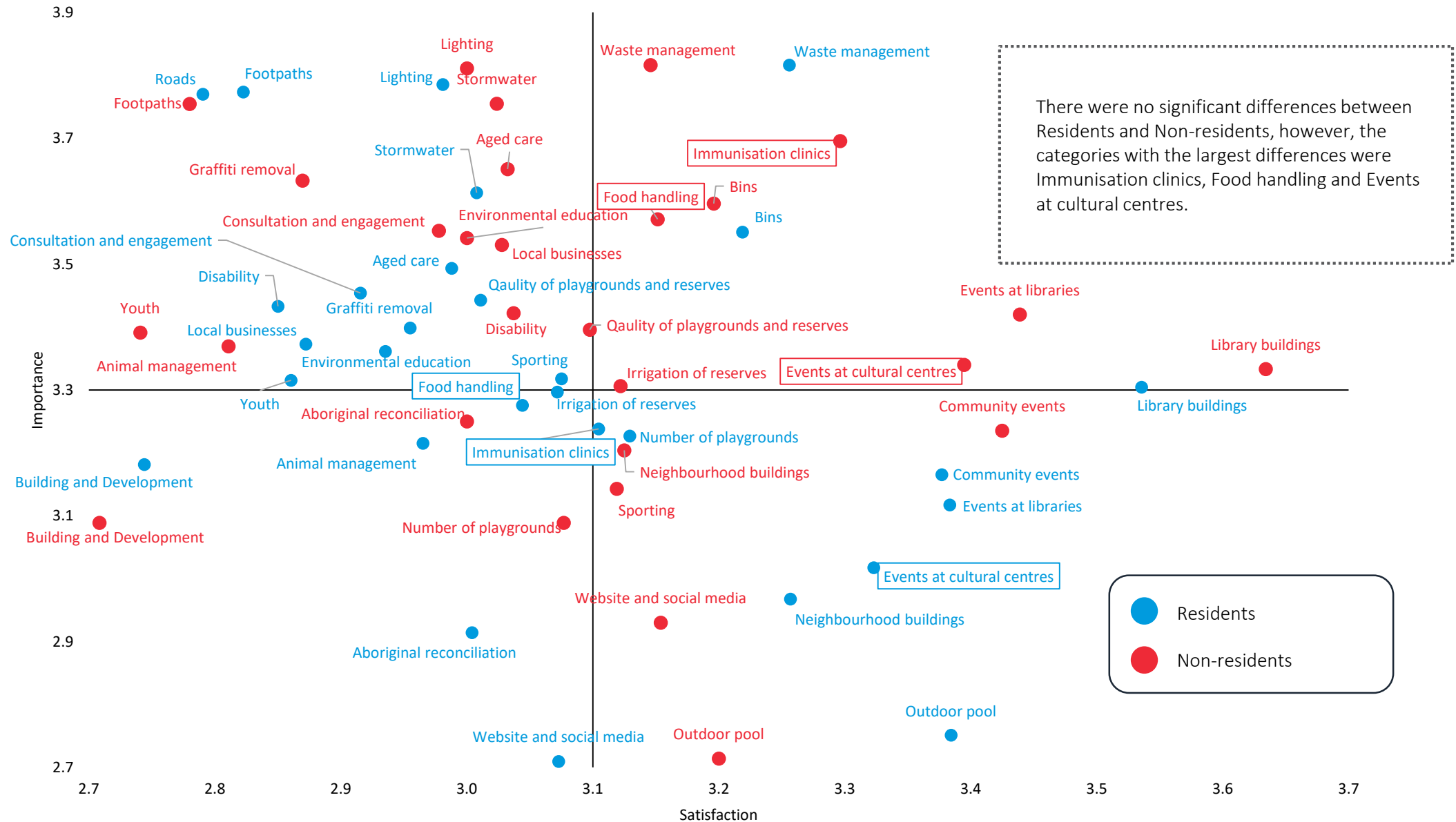
IMPORTANCE AND SATISFACTION

Age groups



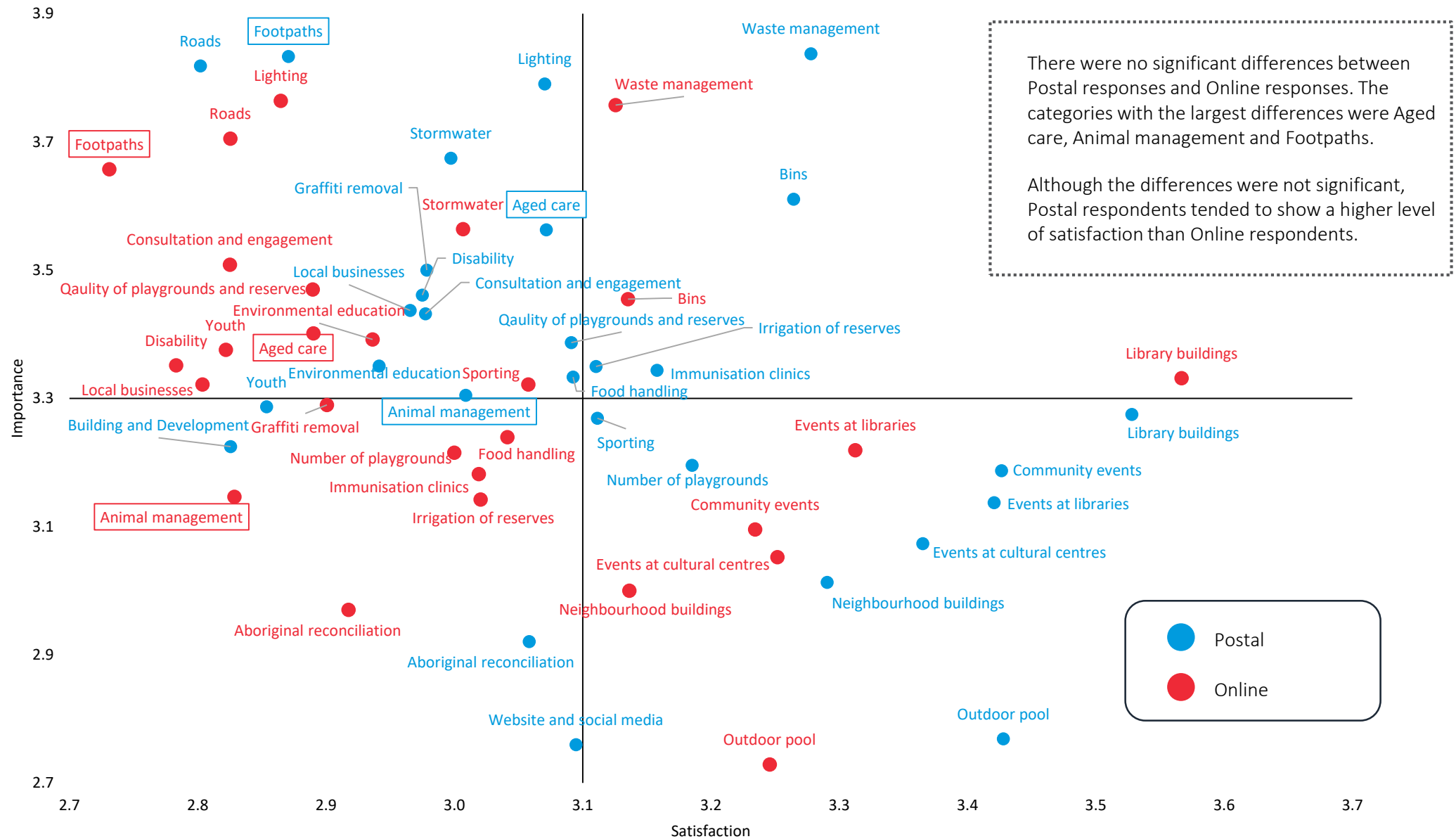
IMPORTANCE AND SATISFACTION

Residents vs Non-residents



IMPORTANCE AND SATISFACTION

Online vs Postal



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Darwin NT 0800

P +61 8 8981 5750

SYDNEY, MELBOURNE, BRISBANE, PERTH:

P 1300 533 362

CONTACT



8. If you answered NO to having attended a City of Marion event in the last 12 months, please tell us:
Why you did not attend an event?

ABOUT YOU

9. Which suburb do you live in? *mandatory

10. How long have you lived in the City of Marion

☐ Less than 1 year

☐ 5 years to less than 10 years

☐ 15 years to less than 20 years

☐ 1 year to less than 5 years

☐ 10 years to less than 15 years

☐ 20 years or more

11. Which age group do you fall into?

☐ 18-24

☐ 25-34

☐ 35-39

☐ 40-49

☐ 50-59

☐ 60-69

☐ 70+

12. What is your main relationship with the City of Marion? *compulsory

☐ I am a homeowner in the City of Marion

☐ I run a business in the City of Marion

☐ I am renting a house in the City of Marion

☐ I am a visitor or tourist to City of Marion

13 How did you receive this survey?

☐ A staff member invited me to complete it

☐ I received it in my rates notice

☐ I saw it in the newspaper

☐ I completed a hard copy from a facility

☐ I saw it on social media

☐ Other

14. Do you have any other comments relating to facilities and events?

Thank you for taking the time to complete this survey.

Your input helps us understand how we can improve our services to you and better plan for the future.

COMMUNITY
EVENTS AND
FACILITIES
SURVEY



The City of Marion wants to hear from you about our events, sport and recreation facilities, community and cultural facilities.

We want to provide you with the best value for your rates. Surveys such as this provide us with information on how we can improve our services to you and better plan for the future.

We would appreciate 10 minutes of your time to complete the Events and Facilities Survey. It would be appreciated if the survey could be completed by one member of your household aged over 18 years. If you would prefer to complete this online please visit makingmarion.com.au/events-and-facilities-2020

SPORT AND RECREATIONAL FACILITIES

1. Have you used any of our sports and recreation facilities in the past 12 months?
(If you have selected 'No' please go to Question 4)
- ☐ Yes

☐ No
2. How would you rate your overall satisfaction with the sport and recreational facilities you have used?

| | Very Satisfied | Satisfied | Dissatisfied | Very Dissatisfied |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Cove Sports and Community Club | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Mitchell Park Sports and Community Club | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Morphettville Park Sporting Club | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Plympton Sporting and Recreation Club | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Marion Outdoor Swimming Pool | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Basketball Courts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Netball Courts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Tennis Courts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| BMX Tracks | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cricket Net and Pitches | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Edwardstown Soldiers' Memorial Recreation Ground (Edwardstown Oval) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Glandore Recreation Centre (Glandore Oval) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Marion Sports and Community Club (Club Marion) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Outdoor fitness equipment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Playgrounds | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Skate Parks | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Soccer Grounds | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Walking and Cycling paths | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Please provide comments/feedback on specific sport and recreational facilities below

COMMUNITY AND CULTURAL FACILITIES

4. Have you used any of our community and cultural facilities in the past 12 months?

(If you answered no please go to Question 7)

☐ Yes ☐ No

5. How would you rate your overall satisfaction with the community and cultural facilities you have used?

| | Very Satisfied | Satisfied | Dissatisfied | Very Dissatisfied |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Administration Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Community Halls and Centres | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Coodina Neighbourhood Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cove Civic Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Glandore Neighbourhood Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Living Kurna Cultural Centre (LKCC) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Marion Cultural Centre – Gallery M | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Marion Cultural Centre – Library | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Marion Cultural Centre – Theatre Space | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Mitchell Park Neighbourhood Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Parkholme Library | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Trott Park Neighbourhood Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

6. Please provide comments/feedback on specific community and cultural facilities below

COMMUNITY EVENTS

The following is a list of events run by the City of Marion:

- Armistice Remembrance Day November 2018
 - Marion Celebrates 2019
 - Marion Outdoor Pool Open Day, November or February
 - Glandore Christmas Carols
 - Glandore Halloween
 - Unsung Heroes Awards 2019
 - Citizen of the Year Awards – Australia Day Awards
 - Anzac Day Eve Youth Vigil
- Business Southern Business Connections and Hallett Cove Business Association
 - Common Thread Events – Sustainability program
 - BioBlitz
 - Concert at the Cove 2018
 - Etsy Markets
 - Mayor’s Multicultural Forum
 - Sunset Symphony 2019
 - local neighbourhood/community centre events and local library events

7. Have you attended a City of Marion community event in the past 12 months *required

☐ Yes ☐ No

If you answered YES to having attended a City of Marion event in the last 12 months, please tell us:

What you liked about the event?

How do you think the event might have been improved?

Please provide comments/feedback on specific community events below

Partial Road Closure - The Cove Road, Hallett Cove

| | |
|----------------------------|---|
| Originating Officer | Land Asset Officer/Registered Conveyancer - Heather Carthew |
| Corporate Manager | Manager City Property - Thuyen Vi-Alternetti |
| General Manager | General Manager City Development - Ilia Houridis |
| Report Reference | GC200526R08 |

REPORT OBJECTIVE

To seek authorisation from Council for the disposal of portion of The Cove Road to the owners of the adjacent land at 30 Pindee Street Hallett Cove (the Owners) to commence the process for a road closure in accordance with the Roads (Opening and Closing) Act 1991 (the Act) and to enter into a Preliminary Agreement with the Owners.

EXECUTIVE SUMMARY

The Owners of 30 Pindee Street Hallett Cove have requested to purchase approximately 800 square metres of the adjacent road reserve on The Cove Road.

Following the request, investigations were undertaken by Administration and it is recommended that Council takes the following actions:

- Commences the road closure process
- Enters into a Preliminary Agreement to sell approximately 109 square metres of the road reserve to the Owners subject to successful completion of the road closure process
- Grants a permit under Section 221 of the Local Government Act 1999 to the Owners over the road reserve for access purposes
- Pursues the request that Council is granted a drainage easement for new drainage infrastructure on the Owners' land
- Reduces the area of the existing drainage easement to the location of Council's infrastructure

A map of the site is included as Attachment 1.

RECOMMENDATION

That Council:

- 1. Authorises the commencement of the Roads (Opening and Closing) Act process to close approximately 110 square metres of The Cove Road Hallett Cove on the corner of 30 Pindee Street Hallett Cove which requires:**
 - preparation of a preliminary plan
 - preparation of a statement of affected parties and
 - undertaking of public consultation
- 2. Notes that the closed road will be merged with the adjacent land at 30 Pindee Street Hallett Cove being Lot 10 in D81050 in Certificate of Title Volume 6048 Folio 960.**
- 3. Notes that the valuations for determining the market value of the land were undertaken in 2017 and authorises the sale to proceed without obtaining new valuations, subject to successful completion of the road closure process.**



4. **Authorises the preparation and execution of a Preliminary Agreement with the current owners of 30 Pindee Street Hallett Cove committing the owners to purchase the land for \$5,000 plus costs and GST subject to:**
 - the outcome and Council resolution as a result of the public consultation process; and
 - successful completion of the road closure process
5. **Notes that a report will be brought to Council for consideration of the outcome of the consultation under the Roads (Opening and Closing) Act 1991.**
6. **Pursuant to Section 37(b) of the Local Government Act 1999 authorises the Chief Executive Officer to enter into and execute all documentation necessary to commence the road closure process.**

GENERAL ANALYSIS

The Owners of 30 Pindee Street Hallett Cove (corner of The Cove Road) (being Lot 10 in D81050 in Certificate of Title Volume 6048 Folio 960) (the Owners' Land) have requested to purchase 800 square metres of land adjoining their property which forms part of the Cove Road.

This land in questions refers to the road reserve that forms part of The Cove Road and is significantly sloped (refer to area marked D and E on Attachment 1). In line with Council's Disposal of Land and Assets Policy use has been considered against the usefulness of the land, alternative future use, the positive and negative impacts on the Operations of Council and impacts to the community and would be subject to the outcomes of public consultation.

The Owners have previously undertaken unauthorised works on the adjacent road reserve over the area marked D and E (Attachment 1). These works included excavations for access roads (unsealed) and pathways through the site. A bunker was also excavated and has now been filled in. Dry rock retaining walls were also constructed by the Owners.

Once identified by Administration, there were concerns of the impact of these works to The Cove Road, with immediate options to ensure stabilisation of The Cove Road provided to the Owners. These works which included significant retaining walls, were undertaken and reviewed, with all concerns addressed through the delivery of these works.

Council's Development Services staff have inspected the works and determined that development approvals are not required for some of the works and that due to the lapse of time since construction of the dry rock retaining walls, they do not have the authority to take any action for removal or to require development approval.

Prosecution for the breach of the Local Government Act has not been considered because Administration have been working through the issues with the Owners who have acted and rectified the situation.

The Owners understood that Council would consider selling a portion of The Cove Road (reserve portions marked E and D on the attached map) to them subject to Council approval and on this basis, the Owners chose the more expensive remedial option. The estimated cost stated in the Development Application for the retaining wall is \$20,000.

Council has also undertaken necessary drainage works which comprised of a drain which extended into the Owners' Land with a headwall. Council has requested that the owners grant a drainage easement to Council.

Following consultation, Council has determined the following in relation to the road reserve:

- Land marked D on the attached plan (Attachment 1) is not surplus to Council needs as we need to maintain control over the land to ensure ongoing stability of The Cove Road.



- Land marked E on the attached plan (Attachment 1) is surplus to Council's requirements as it is not currently utilised by Council, is not required for the stability of The Cove Road, has no strategic value or alternative future use (largely due to its position and significant slope, does not impact the operations of Council nor the community and would be subject to the outcomes of public consultation.

DISCUSSION

Overview

The Owners subsequently requested to purchase approximately 800 square metres of The Cove Road to extend their garden area along with a request to extinguish Council's easement on their property and marked A and B on the attached map (Attachment 1).

Administration have reviewed the request and are not supportive of selling the entire portion requested.

The Owners have been advised that subject to Council approval, a smaller portion of approximately 109 square metres marked E on the attached plan (Attachment 1) would be considered for sale which is surplus to Council's requirements as it is not currently utilised by Council or required for the stability of The Cove Road.

Due to the drainage works undertaken by Council across the Owners' access path through the Owners' Land, the Owners now have difficulty accessing their property by vehicle. It is recommended that Council issue the owner with a Section 221 Authorisation over the land marked D on the attached plan (Attachment 1) as Council needs to retain control over the land to ensure the stability of The Cove Road by preventing the Owners from further excavating the road reserve and removing vegetation. This can be granted by Administration under delegation

Administration also reviewed request to extinguish an existing drainage easement through the Owners' Land. There is a requirement to keep a portion of the easement due to existing infrastructure, however there is an opportunity to extinguish portion of the easement held by Council and marked A on the attached plan and that the easement is retained over the area marked B (Attachment 1).

A small drainage easement is required by Council for Council's infrastructure over the area C on the attached plan (Attachment 1).

Road Closure Process and Sale

To facilitate a potential sale to the owner, Council needs to undertake a Road Closure Process under the Roads (Opening and Closing) Act 1991 (the Act) for the area marked E on the attached map (Attachment 1) (the Road Closure Land).

If the road closure is successful, the Road Closure Land will be merged with the Owners' Land.

The road closure process is subject to community consultation in accordance with the Act. The consultation will include notices being served on affected land owners and service authorities and notices to be published in the Government Gazette and The Advertiser Newspapers.

An offer of \$5,000 plus payment of costs and GST has been made to purchase the Road Closure Land. The associated costs of this process is estimated to be \$8,000 which will be borne by the Owner.



Formal valuations were undertaken by two private valuers on Council's behalf in 2017 to determine the market value of the Road Closure Land. The valuations were determined by the valuers using different methodologies and were based on the original request to Council for the purchase 822 square metres of land (which was later reduced to approximately 110 square metres) and confirmed that the price offered was within the market value range, based on a rate per square metre. Whilst the valuation was obtained in 2017, Administration have determined that due to the nature of the land and its location within a gully, the changes to the market value would be minimal and the costs for a new valuation would outweigh the financial return to Council.

Disposal of Land and Assets Policy

When considering the closure and sale of roads and Council owned land, the criteria is assessed in accordance with Council's Roads Opening and Closing Policy and Disposal of Land and Assets Policy. The Disposal of Land and Assets Policy requires that two valuations are undertaken within six months of the date of sale, however, given that the sale of land is minor in both terms of the area of land and the value of the land, it is recommended that the valuations undertaken in 2017 are accepted by Council and that new valuations are not required.

Financial

Proceeds from the sale will be paid to the Open Space Reserve Fund for the development of open space facilities as approved by Council.

Next Steps

It is recommended that Council authorises the commencement of the road closure process which includes public consultation and publishing of advertisements in the Advertiser and the Government Gazette.

Following the public consultation, a further report will be presented to Council with the outcome and requesting a decision as to whether to proceed with the road closure and sale to the Owners.

Attachment

| # | Attachment | Type |
|---|--------------------|----------|
| 1 | Attachment 1 - Map | PDF File |



Glyphosate use within the City of Marion

| | |
|----------------------------|--|
| Originating Officer | Coordinator Biodiversity - Jock Conlon |
| Corporate Manager | Manager Operations - Fiona Harvey |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference | GC200526R09 |

REPORT OBJECTIVE

At the General Council Meeting held on 10 April 2020, a motion was carried that:

Council prepares a report that outlines the phasing out of Glyphosate within the City of Marion by any staff and contractors.

This report provides an overview of Glyphosate, its use in the City of Marion, and information regarding the potential to reduce or phase out its use.

EXECUTIVE SUMMARY

Glyphosate is a herbicide widely used for weed management across Australia. This occurs in a variety of open spaces and verges by City of Marion staff and trained contractors, and many natural areas that are cared for by qualified bush care contractors and trained volunteers. Glyphosate, used as directed in the safety data sheets, is an essential tool to reduce environmental and declared weeds in these important natural assets.

Its use is regulated and risk assessed by regulatory bodies and City of Marion uses it within a suitable best practice model. Despite a lack of conclusive evidence of health effects from incidental exposure, some community members have a perception of Glyphosate being dangerous, especially in areas of public use such as play spaces.

Some councils across Australia are in the process of reducing the use of, or transitioning away from, Glyphosate use in sensitive areas such as playgrounds or near schools. A combination of different maintenance/weed control methods are currently being trialled or introduced into work programs with hand weeding, installing mulch and using steam (thermal). Whilst alternative methods may be suitable in some areas, issues such as restricted access makes some methods problematic, for example reducing fuel loads in natural areas.

RECOMMENDATION

That Council:

- 1. Notes the report.**
- 2. Notes that Glyphosate is a Schedule 5 (use with caution) poison on the Australian Government's Therapeutic Goods Administration schedule of medicines and poisons, and based on available information, not classified as hazardous according to Safe Work Australia.**
- 3. Notes that the City of Marion uses a range of mitigation actions to manage risks associated with Glyphosate use, including monitoring weather conditions before and during use, implementing thorough WHS procedures, and ensuring contractors have all appropriate controls in place.**
- 4. Endorses continuing Glyphosate use in the City of Marion, using appropriate safety policies and procedures, as an effective herbicide in Council's weed management programs.**

| | |
|---|---|
| Liveable: | Weed management is a critical service, that supports Council's open spaces being safe, accessible and of high amenity for community use. |
| Valuing Nature: | Managing weeds across the City is a critical service to support the protection and enhancement of the natural environment. The use of the herbicide Glyphosate must be done in a controlled and appropriate way to ensure the environment is not negatively impacted. |
| Risk Management: | A range of mitigation actions are implemented to manage risks associated with Glyphosate use. These include monitoring weather conditions before and during use, implementing thorough WHS procedures, and ensuring contractors have all appropriate controls in place. |
| Additional Resource Impact | Additional resources would be required should alternative weed management methods be introduced. |
| Current Budget Allocation | The current verge spraying contract has an annual budget allocation of \$211,745.16 (based on seasonal variation). Other weed management programs are delivered with City of Marion staff and associated resources |
| Proposed Future Budget Allocation: | Should Council wish to proceed with a transition away from the use of Glyphosate there will be additional budget required depending on the approach adopted |

DISCUSSION

The City of Marion's current weed management program

Weed management is a critical service for councils to ensure their highly valued open spaces are effectively maintained for their intended use and natural environments are protected and enhanced. Every landowner in South Australia also has a legal responsibility to manage declared plants. These are plants that are regulated under the Natural Resources Management Act 2004. Declared plants are significant weed threats to our State's primary production industries, natural environments and public safety.

The City of Marion undertakes weed management through a number of processes:

- Spraying road sides/verges
- Targeted spot spraying of weeds in reserves
- Targeted spot spraying of environmental/declared pest plants
- Sensitive spot spraying of invasive weeds (environmental/declared) in conservation sites.

The City of Marion uses Glyphosate as an effective herbicide in all of the processes above. Staff have focused on reducing the use of Glyphosate over the last four years (with the exception of a small increase in 2019) given the increasing awareness on environment protection, worker and community safety, and saving money. A key change in practice that has supported this reduction is the use of backpack spraying rather than the vehicle mounted spray unit.

Council verge spraying contractors have also reduced the use of Glyphosate through closer monitoring of this contract and optimising the amount of chemical use throughout normal weed spraying rounds to keep costs as low as possible. This said, the contractor is still liable if weeds are present and must have all weeds controlled to the standards set out in the contract. The spike in Glyphosate usage in 2017 by Council's contractor was due to a wet season where roadside weed treatment needed to be doubled to effectively control weeds.

Glyphosate usage over the last four years

| Year | Contractor (GLG) | Internal usage | Total usage |
|------|------------------|----------------|-------------|
| 2016 | 547.35L | 1120L | 1667.35L |
| 2017 | 1379.7L | 1280L | 2659.7L |
| 2018 | 725L | 520L | 1245L |
| 2019 | 400L | 720L | 1120L |

A further practice to reduce the use of Glyphosate, balanced with effective weed control, is timing. The perfect time to control a weed is when it has enough foliage to absorb the herbicide while also not requiring large amounts of herbicide as it would if the weed has reached its full growth stage. This programming limits unwanted biomass in our street scapes and reserves, while optimising the volumes of Glyphosate needed.

A key performance criteria in the verge spraying contract is that all areas are to be maintained at least 95% weed free for a period of up to 3 months following the completion of a city-wide spray run. Where weeds exceed 100 mm height and/or 100 mm width (including seed heads) the contractor is required to chip or brush cut the weeds and remove dead weed material and leave the site in a clean and tidy state. The Contractor is responsible for the cost of disposal of any weed material collected in performing the scope of work. Council may randomly select locations with a minimum area of 10 m² for the purpose of carrying out audits on quality control.

Glyphosate

Chemical control is an efficient and effective method of controlling weeds. Glyphosate is one of the herbicides utilised by council staff and our contractors to manage weeds. The Australian Pesticides and Veterinary Medicines Authority (APVMA) is the Australian Government statutory agency responsible for the management and regulation of all agricultural and veterinary chemical products in Australia. Glyphosate is registered for use in Australia by APVMA. Approved products containing Glyphosate can be used safely in accordance with label directions. Australian law requires appropriate warnings on product labels, which include relevant poisons scheduling, first aid, and safety directions detailing personal protective equipment to be used when handling and applying products containing Glyphosate.

In 2016 the APVMA conducted a weight-of-evidence evaluation that included a commissioned review by the Department of Health, and risk assessments undertaken by regulatory agencies in other countries and expert international bodies. The APVMA concluded that the use of Glyphosate in Australia does not pose a cancer risk to humans, and that products containing Glyphosate are safe to use as per the label instructions.

Glyphosate is one of the most widely used herbicides in the world, being used in agriculture, forestry, on lawns and gardens, and for weeds in industrial areas. Glyphosate is an active ingredient in Roundup and approximately 500 other herbicide products. When applied, Glyphosate prevents weeds from making the proteins they need to grow. It can be purchased at local supermarkets (including on-line) and hardware stores along with all other household goods.

Glyphosate is a non-selective herbicide which is formulated to be applied to actively growing plants. It is translocated through a plant's tissues (leaves, stems, trunk and roots) preventing the plants from making certain proteins that are needed for plant growth and ultimately kills the plant. It is not considered a residual herbicide as it has minimal ability to be absorbed by a plant's root system, will not kill seeds within the soil profile and is not effective as a pre-emergent herbicide. The application of Glyphosate to actively growing weeds is an efficient and effective method of control in many situations.



Glyphosate is undoubtedly the most cost effective herbicide to manage weeds, with the volume of Glyphosate (10-15 mL/1L) to kill most weeds is minimal and economical. Most councils use Glyphosate as a weed killer, due to its effectiveness, safe use and relatively low cost.

Ian Rae, an honorary professorial fellow at Melbourne University's school of chemistry, has stated that Glyphosate is non-persistent so is destroyed once it gets into the soil. It doesn't migrate elsewhere and kill other plants or get into waterways.

Emeritus Professor Ivan Kennedy from the University of Sydney, who has researched environmental risk management of agrochemicals, has stated that Glyphosate "is one of the least likely compounds to be carcinogenic that I can think of, because it's made up of three very simple substances which are common parts of our metabolism".

To ensure its safe use, Council staff and contractors assess all the risks associated with this chemical and utilise appropriate controls using tools such as standard operating procedures, Take 5's, JSEA's (Job Safety Environment Analysis) to maintain the safety of our workers and the general public. Procedures in place to maintain public safety include using Glyphosate in reserves when community members are not in the vicinity of application, play spaces only before 8:30 am, not using on windy days or when rain is forecast, and using backpack spray applicators.

Alternative weed control methods

The City of Marion has a verge spraying contract in place. The methods used in weed control on council verges are spot spraying and blanket spraying. Council staff also use Glyphosate in general horticultural practices such as spraying weeds in amenity reserves, verges, high profile playgrounds and traffic devices.

There are a number of alternative weed control methods that can be considered should Council wish to phase out Glyphosate (summarised below and in Attachment 1). Each method or combination of methods would be effective to an extent however none of them would be as effective or efficient compared with using Glyphosate in an appropriate manner.

Thermal (steam)

Thermal control of weeds is a method whereby steam is applied to actively growing weeds. This destroys the plant cells upon contact. The pace at which steam is applied can vary between 100-200 meters per hour, dependant on weed growth/density. The City of Port Adelaide Enfield uses thermal weed control on their playgrounds and the City of Charles Sturt uses steam on community gardens and sensitive areas.

Trial information supplied by other metropolitan Adelaide councils who currently use thermal (steam) weeding around playgrounds and schools has highlighted how slow this method is and has concluded that to achieve the same level of control as they would with Glyphosate, roads would need to be treated four to five times a year compared to two with Glyphosate, and each application would take four to five times longer to conduct.

Mulching

Mulching is a method of weed control where mulch is applied to soil. The mulch smothers growing weeds and can assist in limiting the successful germination of emerging weeds.

Mechanical

Mechanical control of weeds is a method where brush cutters are utilised to cut weeds off at ground and reduce weed seed setting.

Organic Herbicide

In recent years a small number of organically based herbicides have become available for commercial sale and use in South Australia. These products are contact herbicides which are designed to be applied to actively growing plants. Their application results in damage to the plant cells they come in contact with. Organic herbicides are not translocated through a plant's cells into its roots, thus the plant does not always die in totality and can grow back. Field trials have shown organic herbicides to be unsatisfactory.

Pre-emergent / Residual Herbicides

Pre-emergent / residual herbicides are herbicides which are applied to soil. These chemicals are designed to sit within the soil profile and prevent the germination of seeds. They do not control already established weeds.

Other Herbicides

There is an extensive range of herbicides which are available to commercial, forestry and agricultural industries. These products have a range of modes of action by which they effect plants including but not limited to, growth inhibitors, growth regulators, photosynthetic inhibitors and cell membrane disruptors. Although there are many other herbicides, there is no herbicide which is considered as a complete substitute for Glyphosate.

Phasing out the use of Glyphosate

Phasing out the use of Glyphosate is possible, through the implementation of a mix of methods across the range of weed management programs. Overall, while it may be possible to completely eliminate the use of Glyphosate, this would be very costly and require significant additional resources.

Phasing out Glyphosate is also a complex process that will require stakeholder engagement and ongoing provision of information and communication to the community. The change in landscape amenity could be significant and staff and/or contractors would need to spend a significant amount of time at sites undertaking weeding activities. These changes would need to be managed accordingly. The alternative methods proposed have also not been tested in City of Marion settings and therefore there may be some methods that are not effective.

A possible process for reducing or eliminating the use of Glyphosate is provided in Attachment 2. It summarises the most appropriate alternative methods for weed management across our different areas and the estimated costs (where known) to implement this approach over the next 4 years.

However, given the effectiveness, overall relative cost and low risks associated with Glyphosate use it is recommended that the current weed control methods and programs using Glyphosate are continued. This is reflected as the recommended approach in Attachment 2.

CONCLUSION

The City of Marion's Glyphosate use has significantly reduced over the last four years, apart from an extremely wet season where weed growth rates were high. This highlights that Council is committed to reducing Glyphosate use. Alternative methods are not entirely effective or cost effective and there are likely to be implications in terms of negative amenity impacts across the City.

Glyphosate is still one of the safest and most cost effective treatments for weed control in the world. It is licensed for use by the APVMA and, when used as per label rates and using appropriate safety measures, is supported by most local governments. Regulatory authorities around the world have comprehensively and routinely reviewed Glyphosate and Glyphosate-based herbicides for more than 40 years and their conclusions consistently support the safety of Glyphosate and Glyphosate based herbicides when used as directed.

Attachment

| # | Attachment | Type |
|---|--|----------|
| 1 | Alternative methods | PDF File |
| 2 | Phasing out Glyphosate budget May 2020 | PDF File |

Pro's and Con's for alternative options

| Option Id | Option | Efficiency | Pros | Cons |
|-----------|--|------------|---|---|
| A | Glyphosate | Very good | Effective, cost effective, supported by relevant authorities | Poor public perception, increased media attention |
| B | Thermal (steam) | Good | Non-chemical, positive public perception | Requires fossil fuels to produce steam, high volume of water needed, requires large vehicle to be transported, cost |
| C | Mulching | Good | Good amenity value, good for ground health | Weeds will still persist, requires topping up, labour intensive |
| D | Mechanical (brushcutting) | Good | No chemical, instant result, low risk | Difficult to use on verges, kerbs close to road, need multiple cuts, more applications than Glyphosate spraying, cost |
| E | Organic herbicide | Poor | Organic, non-Glyphosate based | Field trials have been unsatisfactory, limited results, harsh on operator, irritation on skin and throat |
| F | Combination (mechanical, mulching and Glyphosate/organic herbicides) | Very good | Reduction use of Glyphosate, can cover most maintenance scenarios | Glyphosate use, cost |

Possible alternative weed control methods and predicted cost increase (estimates)

| Scenario | Method | Additional CAPEX | Additional OPEX/annum | Phase in financial year |
|--|---|---|---|-------------------------|
| Recommended Approach | | | | |
| Current verge spraying Glyphosate contract | Spraying of weeds using Glyphosate under Council’s policies and procedures | | \$215,000 (current budget) | Ongoing 2019-2020 |
| Current open space weed management program | | | Current CoM resources | |
| Phase out options | | | (estimates only) | |
| Trial at 5 high profile Playgrounds -Heron Way -Jervois Tce -Hendrie St -Bandon Tce -Hazelmere Reserve | Hand weed or steam throughout landscaped areas and underneath tree canopies | Purchase a vehicle mounted steam generating machine (thermal) \$20,000 | 0.5 FTE with on-costs = \$45,000 Utility vehicle hire \$10,000 | 2020-2021 |
| Review above trial before moving to full scale implementation | | | | June 2021 |
| 100 playgrounds including mulched garden beds, softfall etc. | Hand weed, increase mulch depth, steam/thermal treatment | Purchase 2 additional steam generating machines \$40,000 + 2 utility vehicles \$100,000 | 1.5 FTE with on-costs = \$135,000 | 2021-2022 |
| Steam treatment of weeds on verges | Treat weeds using thermal steam device (\$140/hour) | Contracted | \$1,050,000 (per treatment and may need 4-5 treatments per year) | 2022-2023 |
| Weed control in conservation area | Hand weed, more mechanical weed control, monitor and implement minimal Glyphosate use to control Declared and Environmental weeds | Contracted (biodiversity contractors) | \$250,000 | 2023-2024 |
| Total | | \$160,000 | Minimum \$1,490,000 pa, up to \$5 million | |

*please note, not all open space has been captured in this program, such as fire breaks, open spaces without amenities, walking trails and traffic devices. Further analysis is needed to consider these spaces.

De Laine Avenue, Edwardstown - Driveway Link

| | |
|----------------------------|--|
| Originating Officer | Coordinator Traffic & Parking - Nadia Yeoman |
| Corporate Manager | Manager Engineering, Assets and Environment - Mathew Allen |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference | GC200526R10 |

REPORT OBJECTIVE

The purpose of this report is to provide Council with the outcome of the recent technical assessment undertaken by an independent Engineering Consultant into the effectiveness of the existing driveway link located in De Laine Avenue, Edwardstown.

EXECUTIVE SUMMARY

At the General Council meeting on 28 January 2020, Council resolved for staff to undertake an independent engineering assessment into the effectiveness of the driveway link in De Laine Avenue, Edwardstown.

The costs associated with the independent engineering assessment totals \$9,130.

This resolution was determined following several petitions and Council reports concerning the effectiveness of the driveway link. The community is divided and has different views as to how the driveway link is functioning.

Residents in De Laine Avenue between Harris Street and Railway Terrace have been formally consulted. 108 consultation letters were delivered to households in De Laine Avenue. 37 responses were received; 17 respondents wanted to keep the existing driveway link, 13 wanted the driveway link removed, and 7 respondents wanted an alternative traffic calming device. A total of 24 respondents wanted a traffic device of some sort.

This report, incorporating the independent engineering assessment, covers the following:

- Historic background
- Technical review / Assessment to code
- Site observations
- Traffic volumes and crash data
- Theoretical effect of removal
- Other traffic treatment options
- Acoustic assessment
- Feedback from community consultation

Findings from this comprehensive assessment aims to guide discussion on the technical merit, acceptable acoustic levels, alternative traffic device options and community responses prior to determining a position on the future of the driveway link device.

The assessment concludes that the existing traffic device should be retained based on:

- the majority of survey responses wanted a traffic management device
- the device is operating effectively in reducing vehicle speeds
- no vehicle crashes are attributed to the device
- average noise levels at the device are less than standards guideline levels and less than other parts of the road
- removal of the device is expected to result in some increase in traffic speeds and volumes
- the cost of removal of the device is estimated at \$47,000.

RECOMMENDATION

That Council:

- 1. Notes the report.**
- 2. Requests the CEO to submit a report to the 9 June 2020 General Council Meeting under regulation 21(1) of the Local Government (Procedures at Meetings) Regulations to rescind the decision of 26 November 2019 that states:**

That:

- 1. The Driveway Link in Delaine Avenue, Edwardstown be removed as per the request of residents.***
- 2. The work to be undertaken (as soon as possible) within the 2020/21 financial year as part of the Capital Works Program.***
- 3. That \$47,000 be allocated with the 2020/21 Annual Business Plan (Transport).***

and makes a recommendation to retain the Driveway Link in Delaine Avenue, Edwardstown and make remove any budget allocation for 2020/21.

- 3. Retains the existing driveway link and endorses the following improvements using Council's existing maintenance budgets:**

- 1. Remove existing trees within the device as they are considered non-frangible.**
- 2. Increase the length of the driveway link.**
- 3. Increase landscaping areas to further define the device.**
- 4. Install appropriate signage to delineate the device.**
- 5. Clean the existing pavers within the device to improve visual contrast.**

DISCUSSION

Historic Background

The driveway link was constructed in 1997 as a result of a Local Area Traffic Management study conducted in 1994. It was installed to reduce non-local traffic volumes and vehicle speeds with the aim to discourage undesirable through movements commonly known as rat running or the gun barrel affect.

Council's Road Hierarchy Plan identifies De Laine Avenue as a collector road. As a collector road, De Laine Avenue can service up to 3,000 vehicles per day. De Laine Avenue has a current traffic average of 1,740 vehicles per day.

The general Urban Speed Limit of 50 km/hour was introduced by the Department of Planning, Transport and Infrastructure (DPTI, formally Transport SA - the approving Authority for all speed zoning throughout the entire State) on 1 March 2003. Prior to this, the speed limit on De Laine Avenue was 60 km/hour.

Issues raised about traffic in De Laine Avenue include concerns with speeding vehicles in 2019 and a request to review the driveway link in 2006. Other queries about De Laine Avenue related to parking restrictions near the site of the former dance school and maintenance items.

Technical review and assessment to Code of Technical Requirements



The technical review of the driveway link was assessed under the requirements of the DPTI Manual of Legal Responsibilities and technical requirements for Traffic Control Devices Part 2, Code of Technical Requirements. This review also incorporates the “as constructed” dimensions of the device and measured against this technical code. Other relevant standards such as Austroads Guide to Traffic Management were also used as part of the assessment.

While the driveway link meets the intent of the above design codes and guidelines, minor alterations have been suggested which include:

- The existing trees which are now well established be removed as they are non-frangible.
- Increase landscaping areas to further define the device.
- Existing pavers within the device could be replaced or cleaned to be more contrasting than the road pavement.
- Install appropriate signage to delineate the device.

The installation of the driveway link and current speed statistics have proven the device is functioning effectively. Traffic speeds through the driveway link are 15 km/hour lower than other road segments within the street, suggesting that the driveway link is effective in slowing vehicular traffic.

Refer to Attachment 1, Technical Assessment, De Laine Avenue.

Site observations

Several site observations were conducted in early March 2020. The general traffic observed during these times appeared to be behaving typically with navigating through the driveway link. It was also observed that traffic would occasionally be delayed at the rail crossing but not cause any major congestions or concerns for the street.

Traffic volumes & crash data

Historic speed and traffic survey information at specific sites within De Laine Avenue are noted in Table 1 below.

| | Harris St - Macklin St (June 2017) | Outside No. 34 just west of the driveway link (Sept 2009) | Outside No 26A just east of the driveway link (Sept 2009) | Macklin St - Railway Tce (June 2017) |
|--------------|------------------------------------|---|---|--------------------------------------|
| AADT | 1,540 veh/day | 1,377 veh/day | 1,584 veh/day | 1,611 veh/day |
| AM peak | 158 veh/hour | 181 veh/hour | 185 veh/hour | 169 veh/hour |
| PM peak | 162 veh/hour | 154 veh/hour | 174 veh/hour | 160 veh/hour |
| 85th % speed | 48 km/hour | 50 km/hour | 50 km/hour | 34 km/hour |
| mean speed | 41 km/hour | 42 km/hour | 42 km/hour | 28 km/hour |

The Current speed and traffic information along specific points on De Laine Avenue are shown in Table 2 below.

| | Harris St - Macklin St (Feb 2020) | Just west of the driveway link (Feb 2020) | Just east of the driveway link (Feb 2020) | Macklin St - Railway Tce (Feb 2020) |
|---------|-----------------------------------|---|---|-------------------------------------|
| AADT | 1,615 veh/day | 1,726 veh/day | 1,735 veh/day | 1,872 veh/day |
| AM peak | 217 veh/hour | 240 veh/hour | 240 veh/hour | 222 veh/hour |



| | | | | |
|--------------|--------------|--------------|--------------|--------------|
| PM peak | 180 veh/hour | 176 veh/hour | 177 veh/hour | 187 veh/hour |
| 85th % speed | 49 km/hour | 33 km/hour | 33 km/hour | 48 km/hour |
| mean speed | 43 km/hour | 27 km/hour | 27 km/hour | 42 km/hour |

The increase in traffic volumes are approximately 2% per year on average across the various data collection sites in De Laine Avenue.

In the five year period 2014-2018, four collisions were reported on De Laine Avenue. None of the crashes involved the driveway link and the cause of the crashes were either vehicle fault or driver inattention.

Theoretical effect of removal of the driveway link

The removal of the driveway link is expected to result in an increase in the average and 85th percentile of traffic speed in De Laine Avenue. As per Table 2 above, the existing 85th percentile speeds either sides of the driveway link were 33 km/hour, while the 85th percentile speeds further away were higher at 49 km/hour and 48 km/hour west and east of the driveway link respectively.

Should the driveway link be removed, it is expected that the 85th percentile speed in the vicinity of the current device will rise to approximately 48-49 km/hour.

Another potential result of removal of the driveway link is the increase in traffic volumes.

The existing traffic volumes recorded in various locations of De Laine Avenue varied from 1,615 vehicles per day to 1,872 vehicles per day.

De Laine Avenue is classified as a Collector road in the City of Marion Road Hierarchy Plan, and it is not uncommon for Collector roads to service up to 3,000 vehicles per day. Therefore, it can be expected that the traffic volumes could potentially rise if the device is removed and no other device is installed.

Other traffic treatment options

The driveway link meets the design intent and is functioning effectively. There is no engineering reason why the device would not continue to function effectively and therefore careful consideration should be applied if removal is the preferred option.

Other treatment options have been explored and fundamentally the junction of Macklin Street and De Laine Avenue is considered to be the best position to introduce a new option should the existing driveway link be removed.

Further traffic calming alternative options are summarised below and are detailed in Attachment 2 - Alternative Options De Laine Avenue.

OPTION 1 - Raised junction platform at the nearby junction with Macklin Street; estimated cost \$55,000 plus \$47,000 to remove the driveway link and reinstate the pavement.

OPTION 2 - Small diameter roundabout at the nearby junction with Macklin Street; estimated cost \$16,500 plus \$47,000 to remove the driveway link and reinstate the pavement.

OPTION 3 - Intersection blister island at the nearby junction with Macklin Street; estimated cost \$16,500 plus \$47,000 to remove the driveway link and reinstate the pavement.

OPTION 4 - Modified T-junction at the nearby junction with Macklin Street; estimated cost \$14,300 plus \$47,000 to remove the driveway link and reinstate the pavement.

OPTION 5 - Mid-block blister island between Macklin Street and Railway Terrace; estimated cost



\$19,800 plus \$47,000 to remove the driveway link and reinstate the pavement.

OPTION 6 - No device; therefore just the cost of removal of the driveway link and reinstatement of road pavement including other peripheral works necessary (\$47,000).

Acoustic assessment

Noise measurements were undertaken in three locations around the existing driveway link in De Laine Avenue. The average level of noise recorded at the driveway link was lower than in two other locations in De Laine Avenue, which were located 74 m and 131 m east of the device.

This suggest that the device does not increase the noise levels in the street.

De Laine Avenue sound levels were recorded as an average of 47 dB. This was approximately 8 dB lower than the standard guideline level, and from this we conclude that De Laine Avenue is not generating high volumes of noise. Refer to Attachment 3 - Acoustic Assessment De Laine Avenue.

Feedback from community consultation

Consultation with residents of De Laine Avenue was undertaken in April-May 2020.

Residents in De Laine Avenue between Harris Street and Railway Terrace were consulted. 108 consultation letters were delivered to households in De Laine Avenue. 37 responses were received and the preferences were as follows:

- 17 respondents want to keep the existing driveway link and make improvements to the vegetation and kerb
- 13 respondents preferred to remove the driveway link and have no device at all.
- 4 respondents preferred a small diameter roundabout at the junction with Macklin Street.
- 2 respondents preferred a modified T-junction at Macklin Street
- 1 respondent preferred a raised junction platform at Macklin Street.

A total of 24 respondents preferred a traffic device of some sort.

Attachment

| # | Attachment | Type |
|---|---|----------|
| 1 | Attachment 1 Technical Assessment De Laine Avenue | PDF File |
| 2 | Attachment 2 Alternative Options De Laine Avenue | PDF File |
| 3 | Attachment 3 Acoustic Assessment De Laine Avenue | PDF File |



WALLBRIDGE GILBERT
AZTEC

City of Marion

De Laine Avenue Edwardstown

TRAFFIC STUDY AND DRIVEWAY LINK REVIEW

Project No. WGA200218

Doc No. WGA200218-RP-TT-00001

Rev. B

27 March 2020



Revision History

| Rev | Date | Issue | Originator | Checker | Approver |
|-----|----------|-------------------------------|------------|---------|----------|
| A | 16.03.20 | Draft for Council Review | JH | PF | PF |
| B | 27.03.20 | Council comments incorporated | JH | PF | PF |
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Appendices

Appendix A Site Photos

Appendix B Traffic data surveys

Appendix C Crash Data

Appendix D Raised Intersection

Appendix E Small Diameter Roundabout

Appendix F Modified T-intersection

Appendix G Blister Island Midblock

Appendix H Blister Island Intersection

1 INTRODUCTION, LOCATION AND BACKGROUND

WGA has been requested by the City of Marion to undertake a traffic study for the De Laine Avenue Driveway link. It is understood that the traffic study has come about due to local complaints about the effectiveness of the driveway link in view of the General Urban Speed Limit of 50km/h (implemented since the installation of the Driveway Link) and crash history. It should be noted that any discussion regarding noise created as vehicles pass through the driveway link are considered in a separate report by Resonate. WGA's findings are independent and impartial to council processes.

De Laine Avenue is a collector road (feeding local traffic to an arterial road) located in Edwardstown. The road comes under the care and control of City of Marion. The site location is indicated by yellow highlight in the locality plan below, **Figure 1**.



Figure 1 - Locality Plan

The De Laine Avenue has the following features that relate to traffic management, these are referenced in **Figure 2 “Site Attributes”**:

- Default 50km/h speed limit;
- Total road width of 9m approximately;
- Passenger Rail Line at the east end with active level crossing controlled by boom gates and flashing light assemblies;
- Combination of industrial land use (to east of Rail Crossing) and residential (to west of Rail Crossing). The residential density is a combination of low and medium density (units and townhouses). Since the construction of the driveway link in 1997, residential density (and hence traffic generation) is not expected to have altered significantly;
- Roundabout at Harris Street;
- T Junction at Towers Terrace, with a raised island on approach (controlled by T Junction rule i.e. priority assumed with no supplementary signage);
- Stop treatment and associated line markings at junction with South Road;
- Stagger T arrangement at Railway Terrace with pavement bar layout (Stop Control on Railway Tce);
- T Junction at Macklin Street (no markings, controlled by priority);
- Driveway link just east of Macklin Street. This feature is the traffic management treatment under review and as concentrated upon throughout this report. The Driveway Link was constructed in 1997 by Council as part of a larger Local Area Traffic Management Scheme implemented by Council;
- Lighting on SAPN poles;
- Parking generally both sides of road except where indicated. Parking is restricted to 1 hour in some locations.



Figure 2 - De Laine Avenue Site Attributes

The Driveway link located just east of Macklin Street is shown in **Figure 3** below. The yellow dashed line indicates the flow of vehicular traffic in both directions. As required by this type of local area traffic management scheme, approaching traffic must give way to oncoming traffic that has entered the driveway link.

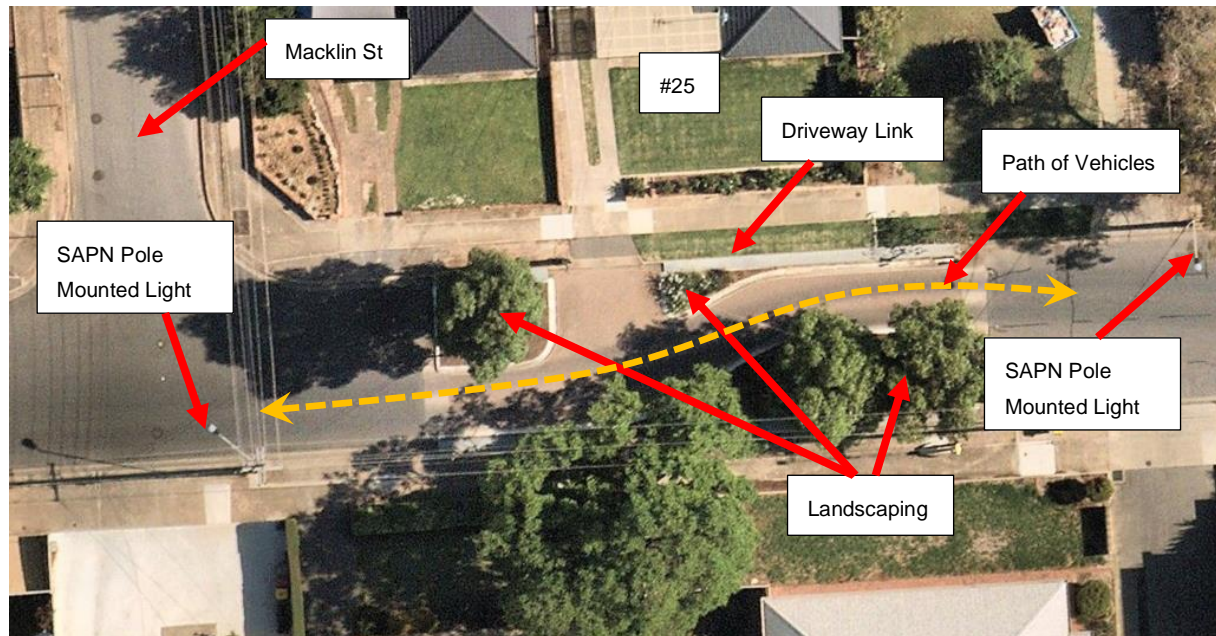


Figure 3 - Driveway Link Layout

The scope of this report is to provide the following assessments:

- Assessment of driveway link dimensions against the requirements of the DPTI Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices – Part 2: Code of Technical Requirements – this includes a review of the as constructed dimensions of the LATM device against the code.
- The operation and effectiveness of the driveway link (site observations)
- Review of traffic volumes and crash data
- Assessment of sightlines at the driveway link
- Comment on anticipated traffic volumes and changes in vehicle speeds should the driveway link be removed
- Comment on alternative traffic control devices to replace the driveway link

2 TECHNICAL REVIEW

2.1 ASSESSMENT TO CODE

The Driveway Link was constructed in 1997 as part of a local area traffic management study conducted in 1994. The intent of the treatment installation was to reduce non-local traffic volumes and vehicle speeds on De Laine Ave, and discourage undesirable through (rat running) movements. Vehicle speeds were intended to be controlled by dividing De Laine Avenue into three segments (between Towers Terrace and Railway Terrace) by way of installing traffic management features (the Harris Street Roundabout and the Driveway Link). The residents of De Laine Avenue were consulted at the time regarding the proposed treatments and timetable for implementation of the devices. It is understood that out of 70 residents surveyed, the majority of residents (23) were in favour (9 opposed) of construction of the Driveway Link.

The Driveway Link has been assessed against the Code of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2 – Code of Technical Requirements, Section 10.10 “Driveway Entries and Links”. The document will be referred to as “The Code” within this report. Other relevant documents are AS1742 MUTCD Part 13 and Austroads Guide to Traffic Management Part 8. Amendments to the Code do not seem to have affected Section 10.10 however the amendment record only appears to go back to August 2017. Therefore, it is assumed that The Code Section 10.10 of circa 1997 was very similar to the current version.

The following measurements of the driveway link were recorded, as shown in **Figure 4**

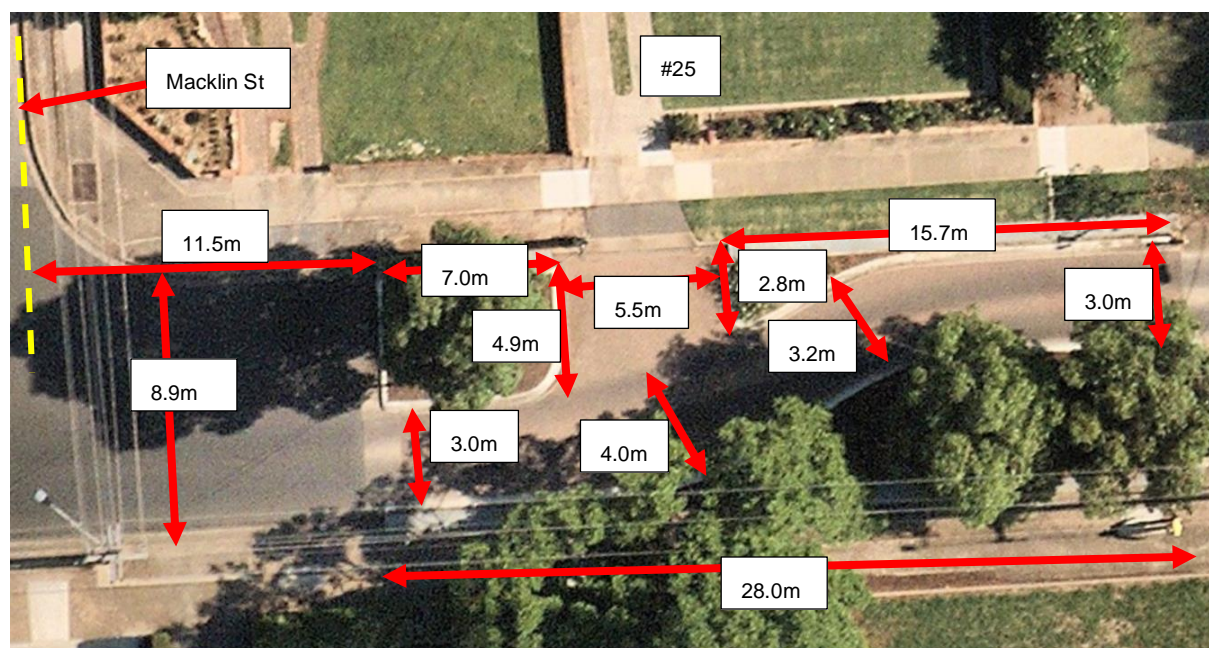


Figure 4 - Driveway Link site dimensions

The Code section 10.10 defines this Local Area Traffic Management (LATM) device as a Driveway Link as it is located mid-block. The following commentary is made in relation to the Driveway Link at De Laine Avenue with reference to the main points contained within The Code Section 10.10:

- The treatment is to appear as a “closed portion of road” i.e. from a distance the road does not appear to continue and terminates at the link. Generally, the principles of the code are met with the Driveway Link presenting as a “closed portion of road”. This is achieved visually on both approaches to the treatment. Refer photos 1 and 2 in **Appendix A**
- Heavy reliance on form and depth of landscaping to control traffic by redefining the general streetscape. Generally, the principles of this point are achieved by the De Laine Avenue driveway link. Refer photos 3 and 4 in **Appendix A**.
- Trees should be high level foliage with slender trunks, shrubs to be low level screening, to provide drivers the ability to see oncoming traffic within or about to enter the treatment. Generally, the principles of this point are achieved by the De Laine Avenue driveway link. The vegetation has been maintained to provide a reasonably good sight line through the driveway link at eye level i.e. the drivers line of sight (say 1.1m from road surface). However, it was noted that the trunks could obscure scooters and motorcycles who hold “in line” with the line of view of oncoming vehicles through the trees present within the driveway link.
- The selection and placement of plants should not present an unreasonable degree of hazard if struck by an errant vehicle. The trees planted within the raised portion of the driveway link have trunks that are not frangible and will present as roadside hazards in the event a vehicle leaves the intended travelled way of the driveway link. The trunks are located within 2m of the travelled path. It is reasonable to assume that should a vehicle become errant within the driveway link it has likely entered the driveway link at a speed that is higher than the intended design speed of 10km/h. Refer photo 5 in **Appendix A**.
- The ratio of the total area of landscaping to road area should be 2:1. The total surface area of the Driveway Treatment is 250m². The Road area is 110m² (3.1m X 29m + 5.5m X 3.9m). Therefore, the landscape area is 140m². The resultant ratio of landscape to road area is 14:11, which means that the landscaping area is significantly lower than that suggested in The Code. This is largely due to the formation of the driveway access within the link that accounts for the difference i.e. if the access was theoretically closed and landscaped it would provide the 2:1 ratio.
- The length of the driveway link treatment shall be greater than 30m. The driveway link was measured at 28m (north and south of the road). This is slightly below the requirement; however, this requirement is a mandatory design element.
- Boxed gutters are acceptable (preferred over open drainage system). The driveway link provides a checker plate arrangement to box the kerb and gutter. It was noted that a downpipe extends into the box drain on the north west corner of the driveway link, which may alter the effectiveness of stormwater drainage on site.
- The driveway treatment should be free from private driveways to maximise the area for landscaping. If private driveway(s) are to be incorporated, then the treatment may require lengthening and widening. A driveway access to #25 has been incorporated within the driveway link. The link has not been lengthened to accommodate the access, and therefore the link contains less landscape area than required.
- The design of the entrance to a driveway treatment shall ensure that the speed of traffic using it is kept low (slow in / slow out). The actual design speed of this device is unknown, however the apron ramps, deflections and widths of the roadway portion of the driveway link presented within The Code are similar to on-site measurements, so theoretically the design speed for the De Laine driveway link would be

commensurate with the code. Site observations indicate a large proportion of traffic entering the driveway link are doing so at a speed within 10-25km/h.

- Road width (at entrance) should not exceed 3.5m. The width should be based on the design path of the largest vehicle likely to regularly use the road. With reference to figure 4 above, this aspect is generally compliant. Road widths at the entrances were shown to be 3.0m which is compliant with The Code. Widths increase marginally through the reverse curve to approximately 3.2m which is also compliant. The road width increases around the driveway access point to accommodate the kerb returns. Photo 6, 7 & 8 indicates the largest vehicle witnessed moving through the slow point, which was a < 12.5m rigid truck (single car carrier). This vehicle managed to negotiate the driveway link without running over kerbing. A 19m semi is the largest vehicle that could be expected to traverse the driveway link; however, it is expected this would only occur on the rare occasion. The inside of kerb (apex) is clearly being cut at the south eastern end of the driveway link, as evident by the tyre tracks and blackened kerb at this location. This is illustrated in Photo 18.
- Entrance shall be as close as practical to right hand side, perpendicular to road centreline, and have a mountable kerb and tray where the vehicle path is raised. This aspect is compliant with The Code. Refer to **Figure 4** for layout.
- Located at least 8m from a side road, or equivalent to the longest queue length likely to be encountered (refer to The Code Figure 10.31). The side road with Macklin Street is located 11m to the west of the driveway link. Whilst no vehicle queues were witnessed extending beyond (into) the Macklin Street area (more than two vehicles on the west side of the driveway link) it is likely that this would occur on occasion, particularly during peak volume times. Vehicle queues of up to six vehicles were witnessed on the east side of the driveway link, this was due to platooning effects of the rail crossing temporarily restricting access to the west end of De Laine Avenue.
- Surfacing of the driveway link should be constructed in a material contrasting in colour and texture to the adjacent road. The De Laine Avenue driveway link has used a herringbone laid red paver which provides some contrast to the adjacent pavement. However, the wheel paths of the pavers have become stained by tyre rubber and the contrast effect has been lost somewhat on approach to both ends of the driveway link. Refer to Photo 9 and 10.
- The Code Figure 10.33 provides a mountable kerb detail (cross section) that MAY be used. The entrance points have used a concrete poured apron (which extends approximately 1.3m) leading up to the paving. The mountable kerb detail (The Code Figure 10.33) is different to the entrances installed at De Laine Avenue, however The Code allows some deviation i.e. "another kerb may be used provided its effect on vehicles is not greater than the kerb specified". It is noted from Council's archive records that in 1998 (only one year after the original installation) the top part of the apron was lowered 40mm due to noise complaints – therefore the original apron bore more of a resemblance to the Figure 10.33 in The Code. The pavers at the entrance points are showing some signs of deterioration (chipping, surface deformation etc). Refer to photos 11 and 12 for the installed entrance apron treatments. A service top stone at the eastern end of the driveway link entrance lines up directly with the right-hand wheel path and appears to be within a depression (refer photo 11). Vehicles may avoid this depression therefore altering their intended path or create additional vehicle noise as they traverse through it.
- Signage shall only be used where the device may not be visible to approaching drivers at prevailing traffic speeds – if warranted signs to be used are a slow point (W5-33) with a one lane (W8-16) supplementary sign. Signage has been installed (46m to east and 53m to west of Driveway Link) however it is not compliant with The Code in terms of the type and intention of the use of the signage. Refer to Photo 13 and 14.



Figure 5 - W5-33 Sign



Figure - 6 W8-16 Sign

- Post mounted delineation and/or unidirectional hazard markers may be used if additional delineation is required. The driveway link has various delineation in the form of SAPN mounted lighting at either end or post mounted delineation. The median kerbing is painted in white (presumably reflective paint). Refer to photos 15 and 16. Photo 17 provides evidence that one of the hydrant marker posts on the eastern side has been hit and re-stood. Photo 12 shows where one post on west side of link was likely removed and reinstated on the other side of the box drain presumably due to nuisance hits. The site was not reviewed during dark conditions and therefore no comment is made in relation to the effectiveness of the delineation of the driveway link.

2.2 SITE OBSERVATIONS

The operation and effectiveness of the driveway link was reviewed during a site visit undertaken on Thursday 12 March 2020 between 2.15 and 3.15pm. The following observations were made:

- The road experienced a relatively low volume of vehicles (total 156 veh/hour) which would be commensurate with a lower volume collector road.
- Traffic appeared to be heavier in the westbound direction. This may correlate with some people returning homeward in the afternoon (within Edwardstown) after undertaking activities during the day.
- Traffic would occasionally become delayed at the rail crossing which formed platoons on approach to the driveway link (heading westbound) when released at the rail crossing. The rail crossing was activated approximately every 10-15 minutes. Platoons of up to 6 vehicles (heading westbound) were observed during the site visit.
- Most of the traffic appears to traverse the driveway link at a “comfortable” speed, judged to be between 10 and 30km/h. Braking or coasting on approach to the driveway link was relatively common.
- Less than 10% of traffic appears to be travelling at a speed above 30km/h through the driveway link. These are generally B85 type vehicles (passenger cars) with younger to middle aged drivers.
- Besides the traffic behaviour observed, the site presents additional evidence of noncompliance with a lower travelling speed (<30km/h) (or lack of sufficient delineation) through the driveway link i.e. blackening of mountable kerbing where tyres are brushing against / cutting kerb and apparent impacts to delineator posts (which are tilting) and adjacent infrastructure.

- Less than 12% of traffic appears to be travelling at a speed below 10km/h through the driveway link. These were often vehicles that were either larger commercial, vans (possibly carrying fragile goods) or commercial vehicles towing trailers. Some were passenger vehicles, often driven by elderly drivers.
- The smallest vehicles witnessed during the site visit using the driveway link were two scooters. At the opposing end of the driveway link these “narrow upright” types of vehicles (bikes, motorbikes, scooters) could be somewhat hidden by the landscaping within the driveway link, particularly by the tree trunks on the eastern side depending on where the bike takes position (restricting view of bikes for eastbound traffic).
- Several times vehicles were observed to speed up to the driveway link and then brake heavily to ensure they proceeded through the link before an oncoming vehicle reached the link on the opposing side, which could be described as aggressive driver behaviour. Passive driver behaviour was far more common, where some drivers would proceed gingerly toward the entrance preparing to stop and wave oncoming drivers through.
- Other points noted on site are discussed in section 2.1.
- The residents of house #25 approached during the site visit and advised that there have been times when vehicles enter the driveway link simultaneously and drive into the road verge (north eastern side) to pass each other.

2.3 TRAFFIC VOLUMES AND CRASH DATA

Council's records regarding traffic volumes are summarised below and attached to **Appendix B** of this report. The traffic and speed survey information has been supplied in two distinct groupings, historic results from 2009 and 2017, and later results which have been captured recently (February 2020).

2.3.1 Historic Speed and Traffic Survey Information

City of Marion supplied background information consisting of traffic volumes and crash data. In addition, some information relating to the historical Local Area Traffic Management (LATM) Study from the 1990's and how the driveway link came about initially.

The LATM Study indicates that the main collector roads within the “block” bounded by arterial network (identified in **Figure 1**) are:

- Raglan Ave (10965 Vehicles per Day [VPD] in 1997)
- Towers Terrace (4316 VPD in 1997)
- Railway Terrace (1921-2662 VPD in 1997)
- Angas Street (1574 VPD in 1997)
- De Laine Ave (1121 VPD in 1997)

Several LATM devices have been installed following the LATM Study indicated, as a result of Council's decision in August 1997 to approve construction of the associated devices. The driveway link on De Laine Ave is part of this scheme. The objective of the installation was to break De Laine Ave into three segments, in conjunction with the existing roundabout at Harris Street and the channelization at Railway Terrace, with the aim to calm traffic speeds and reduce volumes “rat running” the local network.

Historic survey dates, Speed and traffic volumes at specific sites within De Laine Avenue are noted in **Figure 7** below.

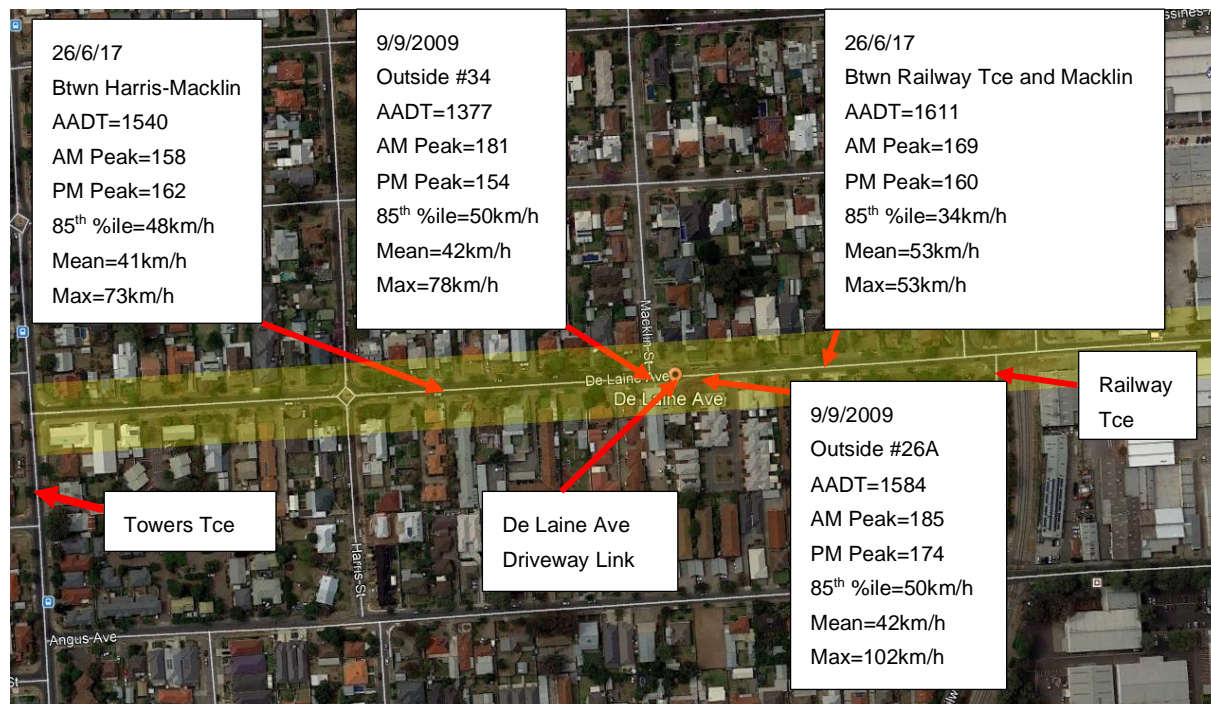


Figure 7 - Historic Speed and Traffic Information along specific points on De Laine Ave.

General traffic volume observations indicate that volumes are around 1600 VPD.

Speed data indicates that traffic speeds at the western end (up to and including the driveway link) are higher than the eastern end. It is possible that the interaction of the railway crossing and the side roads at Railway Tce are having a localised effect on traffic speeds. Through the driveway link and either side of the driveway link traffic speeds appear to be relatively consistent. The speed data suggests that the driveway link does not have a large effect on mean or 85th percentile speeds.

The maximum speed readings appear to be inconsistent (and improbable at a driveway link) and have been excluded from further discussion.

2.3.2 Current Traffic and Speed Survey Information

Traffic and Speed Survey information was picked up from Tuesday 4th to Monday 10th February 2020.

The summarised results of these surveys are indicated below in **Figure 8**.

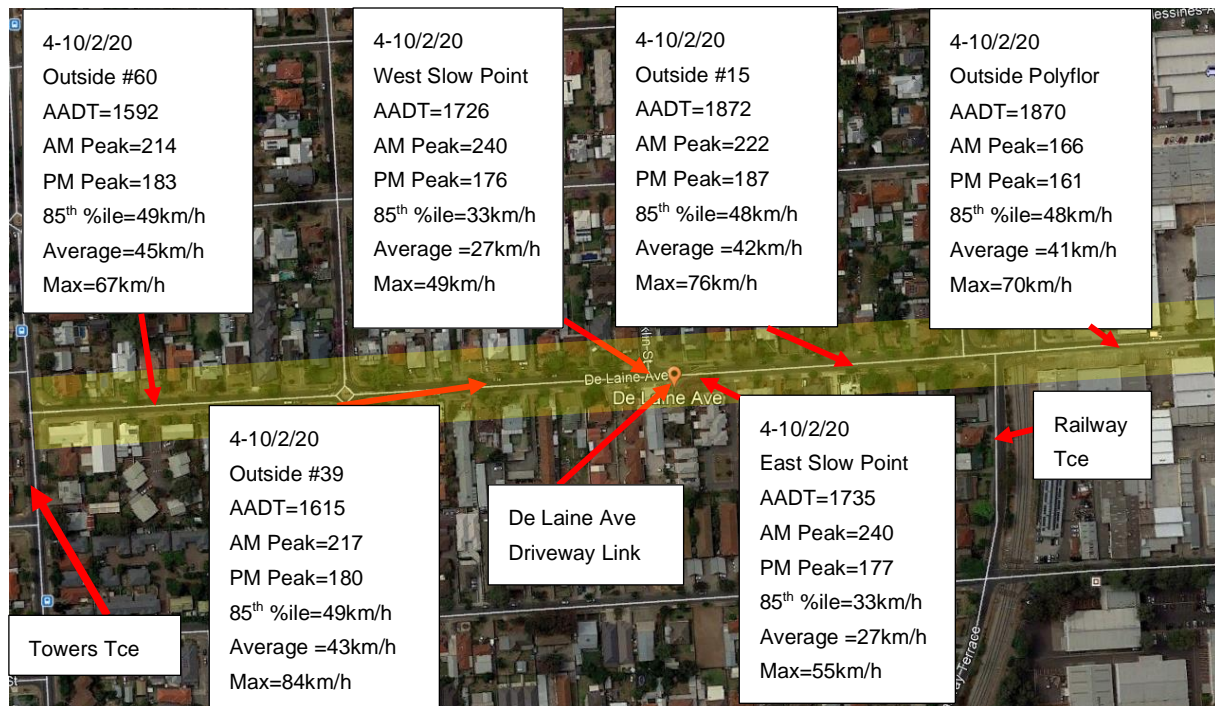


Figure 8 - Current Speed and Traffic Information along specific points on De Laine Ave.

General traffic volume observations indicate that volumes are around 1600 VPD at the west end of De Laine Avenue and increase to around 1800 VPD the east end. This would be largely due to De Laine Avenue functioning as a collector road focussing traffic toward and from South Road. There would appear to be a relative growth in traffic volumes since 1997 of around 43% total (2% per annum) with the majority of that growth appearing to occur in the previous decade (1997-2007). With approximately 90 dwellings on De Laine Avenue and using 6 trip generations per dwelling per day (approximately 540 trips per day) it would appear that De Laine Avenue is receiving a fair amount of incoming / through traffic from adjacent areas (i.e. functioning as a collector road).

Current Speed data indicates that traffic speeds at the western end (up to and including the driveway link) are somewhat higher than the eastern end by around 5km/h. It is possible that the interaction of the railway crossing, commercial traffic entering premises east of the railway line and the side roads at Railway Tce are having a localised effect on calming traffic speeds. Through the driveway link and either side of the driveway link traffic speeds (85th Percentile and Average) reduce by around 15km/h. The current speed data suggests that the driveway link is reasonably effective for slowing vehicular traffic.

The maximum speed readings indicate that the driveway link reduces maximum traffic speeds through the immediate area either side of the driveway link by up to 35km/h. Whilst maximum speeds are only applicable to a minority, the data nonetheless indicates that there is an effect on maximum vehicle speeds. Conversely it must be considered that the differential in design speed (of say 25km/h) and maximum speed is similar if not higher on immediate approach and through the driveway link when compared to the posted speed limit of 50km/h (vs maximum speed recorded), and that the driveway link presents road alignment changes requiring accurate steering inputs, has less room for evasive action and increased potential for vehicular conflict.

2.3.3 Site Visit Traffic and Speed Observations

During the site visit of 12 March 2020, a one-hour count was undertaken between 2:15 – 3:15 PM. A total of 156 veh/hour were counted (sum of both directions).

It is acknowledged that this is outside of peak hour or even school traffic times and represents a non-peak assessment of traffic and vehicle speed through the driveway link. Speed is only an approximate visual assessment undertaken without use of detection equipment. The volumes and approximate vehicle speeds are represented in **Table 1** below.

| 12/3/20 TIME PM | SLOW (<10kph) | MEDIUM (10- 30kph) | FAST (>30kph) | TOTAL WESTBD | SLOW (<10kph) | MEDIUM (10- 30kph) | FAST (>30kph) | TOTAL EASTBD |
|----------------------------|------------------|--------------------------|------------------|-----------------|------------------|--------------------------|------------------|-----------------|
| 2.15- 2.30 | 3 | 17 | 2 | 22 | 1 | 11 | 1 | 13 |
| 2.30- 2.45 | 4 | 8 | 3 | 15 | 0 | 30 | 3 | 33 |
| 2.45- 3.00 | 0 | 16 | 1 | 17 | 1 | 23 | 0 | 24 |
| 3.00- 3.15 | 1 | 11 | 1 | 13 | 2 | 15 | 2 | 19 |
| TOTALS (1 Hour) | 8 | 52 | 7 | 67 | 4 | 79 | 6 | 89 |
| % of TOTALS | 12% | 78% | 10% | 100% | 5% | 89% | 6% | 100% |

Table 1 - Vehicle Volumes and Speeds through the driveway link

These traffic volume and speed results are consistent with the findings in section 2.3.2.

2.4 CRASH DATA AND ASSESSMENT

The City of Marion supplied crash histories for the driveway link site, it is understood these crashes occurred over the 5-year period of 1/1/2014 through to 30/12/2018, and are provided in **Appendix B**

A summary is provided below in **Table 2**

| Date / Time of Crash | Crash Type / Severity | Location | Direction & Movement | Further Details |
|------------------------------|---|--|---------------------------------|---|
| 17/8/2016 2.45PM (Day) | Hit Fixed Object / Property Damage Only (PDO) | Between Railway Tce and Macklin St (mid-block) | Heading West, straight ahead | Hit Traffic Island (presumably the Driveway Link) then parked vehicle |
| 20/11/2017 1.30AM (Night) | Hit Parked Vehicle / PDO | Between Towers Tce and Harris St (mid-block) | Heading East, straight ahead | Motor vehicle fault |
| 3/11/2015 9:30AM (Day) | Hit Parked Vehicle / PDO | Between Towers Tce and Harris St (mid-block) | Heading West, straight ahead | Hit parked car then tree. Due to inattention. |
| 21/03/2016 5:00PM (Day) | Right Angle / Injury | Between Towers Tce and Harris St (mid-block) | Heading West, straight ahead | Car struck motorcycle alighting driveway |

Table 2 - Recorded Crash History

In addition to the above recorded crash data, Council reports several incidents specifically at the Driveway Link involving passenger vehicles leaving the road and hitting the post delineators and bollards at the

Driveway Link. It is indicated that the posts can become projectiles when hit. Specific dates and incidents are not provided.

SA Location Viewer provided additional road crash information (5-year period 2015-2019). This is indicated in **Figure 7** - Historic Speed and Traffic Information along specific points on De Laine Ave. below. The data lines up with the reported detailed histories above in **Table 2**



Figure 9 – SA Location Viewer Crash Information

The crash data (current 5-year period) provided indicates that there is a minor (low incidence) crash issue at the Driveway Link. The anecdotal reports (and supporting site evidence of tilting bollards) suggests that there are some unreported nuisance type hits to the Driveway Link infrastructure, which would presumably result in property damage only and vehicles driving away.

2.5 ASSESSMENT OF SIGHTLINES

The Code does not require an assessment of sight lines for Driveway Links.

Conversely the Code stipulates the Driveway Link should present as a closed portion of road so that the road appears that it does not continue (or as a semi concealed driveway). The Code states ***“visual impact and low vehicle speeds are the main factors that shall be present to produce an effective driveway treatment. From a distance, the treatment should look to the driver as though the road is closed, but when approached the way through should be readily discernible”***.

The presentation of the landscaping at the time of the sight visit provides a clear view from drivers eye to drivers eye, with the exception of the thick vertical tree trunks discussed earlier in this report, which can conceal motorbikes and bicycles should they be positioned so that the tree trunk(s) conceal them.

It is noted that it is difficult to achieve both the criteria of a visually “closed” road AND provide absolute (clear) sight lines through the Driveway Link.

It would be reasonable to apply the sight distance criteria from Austroads Guide to Road Design Part 4A “Unsignalised and Signalised Intersections” (AGRDP4A) for a relevant design speed. The appropriate sight distance is the “Approach Sight Distance (ASD)” which is the minimum level of sight distance available on the minor road approaches to all intersections.’

For the analysis a design speed of 30km/h + 10km/h has been conservatively chosen as a relevant sight distance (for ASD) design speed. The AGRDP4A indicates that for 40km/h and 2 second reaction time the required sight line is 40m. The sight line is achieved well in excess of 40m on approach, noting this is from “drivers’ eye to drivers’ eye” level. Note that drivers’ eye (1.1m) to pavement (0.0m) is required to meet ASD – this is not technically achieved through the device as the vegetation and other features of the Driveway Link present an impediment to the pavement surface and distort the clear line of sight.

This matter is further discussed in Section 2.1.

2.6 THEORETICAL EFFECT OF REMOVING THE DRIVEWAY LINK AND POSSIBLE ALTERNATIVES

It is in the author’s opinion that the proposed removal of the Driveway Link will likely result in an increase in average and 85th percentile vehicle speeds at the immediate location of the existing Driveway Link. It is postulated that the average speed will increase to reflect the speeds recorded west of the Driveway Link i.e. adjacent to #39 De Laine Avenue, 85th Percentile Speeds of 49km/h and Average Speed of 43km/h. It is possible that the 85th percentile, average and maximum speeds could in fact increase as a greater length of network (with Driveway Link removed) is available to build additional speed.

It is also the author’s opinion that the Driveway Link only presents a minor discouragement to through traffic, particularly when the driver is aware that the Driveway Link only presents a negligible impediment to reaching their destination. Therefore, whilst there may be some minor increase in traffic through movements on De Laine Avenue, they are likely to be of a lower order increase. The traffic growth rate of De Laine Avenue indicates that the introduction of LATM in the area in 1997 did not adversely discourage increasing traffic over the proceeding decade.

The crash risk will decrease with the removal of the Driveway Link, as the Driveway Link presents some roadside hazard risk and also as a traffic control device that requires entering a road “on the right-hand side” some potential for conflict between vehicles.

In the event the Driveway Link is removed and replaced with alternative LATM measure are provided in **Table 3** “Options Analysis”, with commentary, for further consideration and analysis.

Only “stand-alone” treatments have been nominated, as “in series” treatments (such as road humps and two-lane slow points) will have larger overall network impacts and can generate greater community consultation issues.

The nominated treatments tend to utilise the Macklin Street Junction to potentially provide benefits for traffic calming and have the benefit of providing additional junction awareness / reinforce priority.

| OPTION | NEGATIVES | POSITIVES |
|---|--|---|
| LEAVE DRIVEWAY LINK IN PLACE | <p>May be conceived as inequitable to adjacent residents, complaints remain</p> <p>Ongoing council maintenance</p> <p>Ongoing nuisance hits and minor potential for crash risks</p> | <p>Traffic calming as shown by speed statistics</p> <p>Some residential amenity benefits due to landscaping</p> <p>Some minor upgrades could be adopted to improve the existing Driveway Link (alter kerbs to be non-mountable, review landscaping and remove non frangible features, fix depressed top stone on approach).</p> |
| REMOVE DRIVEWAY LINK AND DO NOT REPLACE WITH ALTERNATIVE OPTION | <p>Predicted increase in traffic speeds</p> <p>Increase severity of road crashes, particularly with vulnerable road users</p> | <p>Reduce potential for crashes (hit fixed object) and other vehicle conflict types such as head on and side swipe which involve the LATM device</p> <p>Reduce Council Maintenance</p> <p>Reduce opportunity for driver behavioural issues (road rage, fail to give way)</p> <p>More equitable to adjacent residents</p> |
| REMOVE DRIVEWAY LINK AND REPLACE WITH RAISED INTERSECTION AT MACKLIN STREET – EXAMPLE APPENDIX D | <p>Raised pavement may not be favoured during community consultation due to perception of noise creation</p> <p>Lighting and signage will be required to ensure delineation and advance warning requirements are met</p> <p>Drainage impacts need to be considered</p> | <p>Traffic speed reductions predicted to be similar to those achieved with the Driveway Link</p> <p>Moderate Cost to remove driveway link and replace with this option</p> <p>Reduce potential impact speeds</p> <p>Adjacent access to residence opposite to Macklin Street provided</p> |

| OPTION | NEGATIVES | POSITIVES |
|---|---|--|
| REMOVE DRIVEWAY LINK AND REPLACE WITH SMALL DIAMETER ROUNDABOUT AT MACKLIN STREET – EXAMPLE APPENDIX E | <p>May require land take into road verge area, alterations to kerb – requires conceptual work</p> <p>Adjacent driveway (opposing Macklin Street) will require concealed driveway (4th leg) to be considered within the design</p> <p>Moderate-Higher Cost to remove driveway link and replace with this option</p> <p>May increase rear end crash risk</p> <p>May make on road cyclists more vulnerable as they enter the roundabout</p> | <p>Traffic speed reductions predicted to be similar to those achieved with the Driveway Link</p> <p>Roundabouts are favoured for their ease of traffic management (clear priority) and reduced potential for crash severity</p> <p>No noise generated from modified road profile</p> |
| REMOVE DRIVEWAY LINK AND REPLACE WITH MODIFIED T INTERSECTION AT MACKLIN STREET – EXAMPLE APPENDIX F | <p>Potential for traffic to misunderstand the operation of the blister island resulting in potential for side swipe crashes.</p> <p>Adjacent driveway (opposing Macklin Street) will require concealed driveway (4th leg) to be considered within the design</p> <p>The revision of priority is counterintuitive to the volumes of the traffic and potential crash risk due to fail to give way at revised intersection</p> | <p>No noise generated from modified road profile</p> <p>Moderate Cost to remove driveway link and replace with this option</p> <p>Traffic speed reductions predicted to be similar to those achieved with the Driveway Link</p> |

| OPTION | NEGATIVES | POSITIVES |
|---|--|---|
| REMOVE DRIVEWAY LINK AND REPLACE WITH BLISTER ISLAND (MID BLOCK) AT MACKLIN STREET – EXAMPLE APPENDIX G | <p>New Kerbing Works required throughout the section</p> <p>Moderate-Higher Costs to remove driveway link and replace with this option</p> <p>No parking allowed adjacent to LATM (as per existing)</p> | <p>No noise generated from modified road profile</p> <p>Traffic speeds predicted to be similar to those achieved with the Driveway Link</p> |
| REMOVE DRIVEWAY LINK AND REPLACE WITH BLISTER ISLAND (INTERSECTION) AT MACKLIN STREET – EXAMPLE APPENDIX H | <p>Adjacent driveway (opposing Macklin Street) will require concealed driveway to be considered within the blister island design</p> <p>Sight lines at Macklin Avenue will need to be reviewed as the view to west is currently obscured by parked cars and fencing – this option however provides an opportunity to fix this issue.</p> | <p>Relatively conventional treatment in terms of side road priority and reinforces priority of De Laine Avenue</p> <p>No noise generated from modified road profile</p> <p>Moderate Cost to remove driveway link and replace with this option</p> <p>Traffic speeds predicted to be similar to those achieved with the Driveway Link</p> <p>Provides some additional pedestrian infrastructure to assist crossing of Macklin Street</p> |

3 SUMMARY

The Driveway Link at De Laine Avenue has been assessed in terms of its compliance with The Code, its general operation and available sight lines. Whilst the Driveway Link meets the intent of The Code, the device has been found to be deficient (with respect to the requirements of The Code) in the following areas:

- The length of the device is less than the required 30m (2m short);
- Tree trunks (within islands) are non-frangible and create some sight line impediments.
- The desired landscaping area to road area ratio of 2:1 is substantially below the requirement.
- The access to #25 should have necessitated a lengthening of the Driveway Link to achieve the above dot point.
- The device pavement (pavers) have lost the effect of being contrasting in colour due to tyre marks.
- The installed signage is non-compliant.

The sight lines at the Driveway Link are not deficient in terms of the requirements of The Code, however they would not meet the requirements for Approach Sight Distance (Austroads Guide To Road Design Part 4A) due to the need to maintain a clear sight line from drivers eye to the pavement. This would not be achieved with most Driveway Links installed. It should be noted that motorcycles and bicycles can be concealed by the tree trunks.

The Driveway Link speed statistics has proven the device effectively reduces vehicle speeds on approach and through the device. The device is believed to have only limited effectiveness in deterring through (rat running) vehicles from this part of the network.

If the Driveway Link is retained the deficiencies raised above should be addressed. In addition, there are minor alterations that may improve the operation and safety of the device, such as:

- alter kerbs to be upright / non-mountable, therefore constricting the alignment and forcing further reduction in vehicle speeds (this may present issues for large heavy or over dimensional vehicles);
- review landscaping to improve sight lines and remove non frangible features;
- re-level depressed top stone on westbound approach (right hand wheel path);
- re-level depressed pavers, replace chipped pavers and water blast the pavers to renew the contrasting pavement.

Should the Driveway Link be removed there are various options available that could replace the device and provide similar benefits. In the view of the author, the Blister Island (Intersection) option provided in **Appendix H** provides an economical solution with the most benefits and least negatives, however some of the other options suggested also have merit and should also be considered.

APPENDIX A

SITE PHOTOS

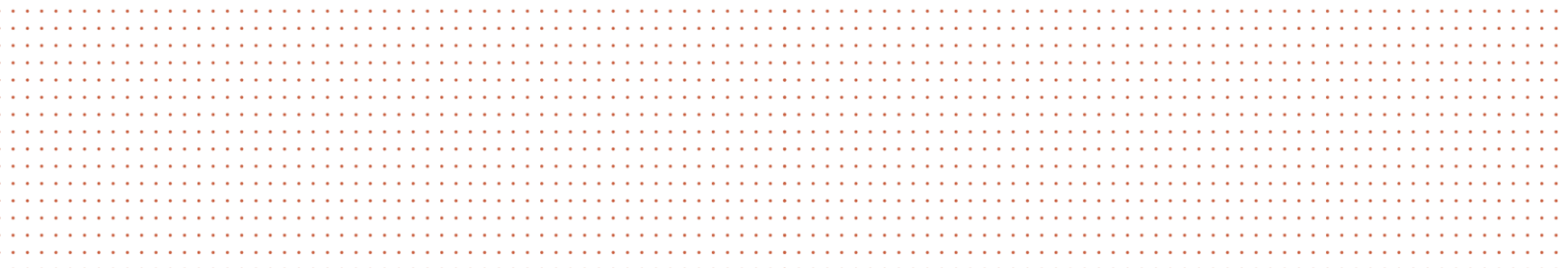




Photo 1 – Eastbound approach to Driveway Link



Photo 2 – Westbound approach to Driveway Link



Photo 3 – Landscaping East side



Photo 4 – Landscaping West Side



Photo 5 – Landscape Treatments (offset of trees) within the driveway link



Photo 6 – Rigid truck entering in the westbound direction



Photo 7 – Rigid truck within the driveway link (westbound)



Photo 8 – rigid vehicle within the driveway link heading eastbound



Photo 9 – discolouration of paving due to tyre marks (west side of driveway link)



Photo 10 – discolouration of paving due to tyre marks (east side of driveway link)



Photo 11 – Eastern apron / crossover



Photo 12 – Western apron / crossover



Photo 13 – Advance warning signage on the westbound approach to driveway link



Photo 14 – Advance warning signage on the eastbound approach to driveway link



Photo 15 – post delineation on east side of driveway link, note leaning posts



Photo 16 – post delineation on west side of driveway link



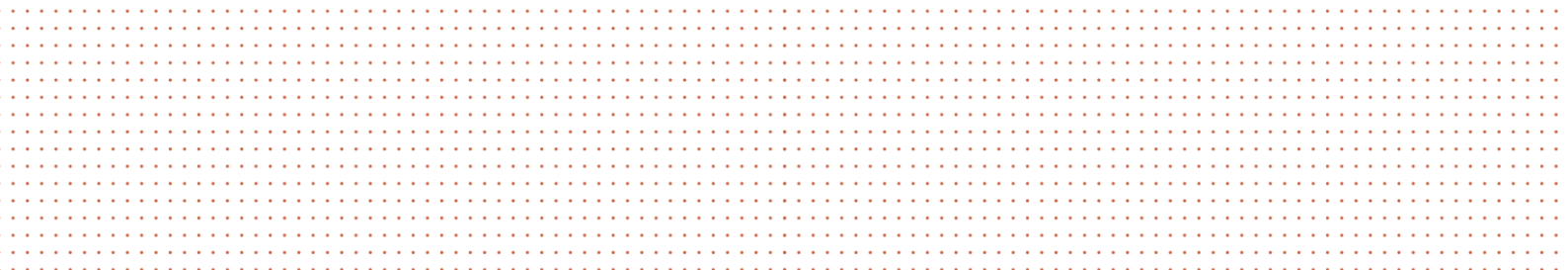
Photo 17 – post/hydrant marker knocked and re-stood on north east side of driveway link



Photo 18 – kerb apex being repeatedly run over

APPENDIX B

TRAFFIC DATA SURVEYS



Traffic Data Survey Summary

| | | | |
|--------------------------|------------------------------------|------------------|-----------------------|
| Street: | De Laine Avenue | Filename: | 888_007337_000380.EC0 |
| Site Description: | Between Railway Tce and Macklin St | | |
| Location | EDWARDSTOWN | | |
| UBD Reference | | | |
| End Date: | 26/06/2017 | | |

Volumes *(Tables - weekly vehicle counts – virtual week)*

| | Time | 5 Day | 7 Day |
|-----------------------------|--------------|-------|-------|
| Average Daily Volume | | 1611 | 1437 |
| Am Peak: | 8:00 to 9:00 | 169 | 130 |
| PM Peak: | 3:00 to 4:00 | 160 | 134 |

Speed *(Charts – speed histogram)*

Speed Limit 50km/h

| | |
|------------------------------------|------------|
| 85%ile Speed | 34.0 km/h |
| Average Speed | 28.0 km/h |
| Number over Limit (per day) | 0 |
| % over Limit | 0.0 % |
| The mean exceeding Limit | 51.07 km/h |
| Maximum Speed | 52.5 km/h |
| Minimum Speed | 10.0 km/h |

Class *(Tables - Class Speed Matrix)*

| | Number | % |
|----------------|--------|------|
| Class 1 | 17 | 1.2 |
| Class 2 | 1368 | 95.2 |
| Class 3 | 5 | 0.3 |
| Class 4 | 38 | 2.6 |
| Class 5 | 6 | 0.4 |
| Class 6 | 2 | 0.1 |

| | Number | % |
|-----------------|--------|---|
| Class 7 | | |
| Class 8 | | |
| Class 9 | | |
| Class 10 | | |
| Class 11 | | |
| Class 12 | | |

| | |
|---------------------------|-----|
| Police Report done | Yes |
| | No |

Compiled by: Hamid Hashemi

Traffic Data Survey Summary

| | | | |
|--------------------------|---------------------------------------|------------------|----------------------|
| Street: | De Laine Avenue | Filename: | De Laine Av #26A.EC0 |
| Site Description: | East of driveway link – in front #26A | | |
| Location | EDWARDSTOWN | | |
| UBD Reference | | | |
| End Date: | 9/9/2009 | | |

Volumes *(weekly vehicle counts – virtual week)*

| | Time | 5 Day | 7 Day |
|-----------------------------|--------------|-------|-------|
| Average Daily Volume | | 1584 | 1429 |
| Am Peak: | 8:00 to 9:00 | 185 | 144 |
| PM Peak: | 5:00 to 6:00 | 174 | 153 |

Speed *(Charts – speed histogram)*

| | |
|------------------------------------|------------|
| 85%ile Speed | 50 km/h |
| Mean Speed | 42 km/h |
| Number over Limit (per day) | 222 |
| % over Limit | 15.59 % |
| The mean exceeding Limit | 54.37 km/h |
| Maximum Speed | 102.0 km/h |
| Minimum Speed | 10.2 km/h |

Class *(Class Speed Matrix)*

| | Number | % |
|----------------|--------|------|
| Class 1 | 18 | 1.2 |
| Class 2 | 1362 | 95.3 |
| Class 3 | 13 | 0.9 |
| Class 4 | 33 | 2.3 |
| Class 5 | 2 | 0.2 |
| Class 6 | | |

| | Number | % |
|-----------------|--------|---|
| Class 7 | | |
| Class 8 | | |
| Class 9 | | |
| Class 10 | | |
| Class 11 | | |
| Class 12 | | |

| | |
|---------------------------|-----|
| Police Report done | Yes |
| | No |

Complied By : Nathan Saxty

Traffic Data Survey Summary

| | | | |
|--------------------------|--------------------------------------|------------------|---------------------|
| Street: | De Laine Avenue | Filename: | De Laine Av #34.EC0 |
| Site Description: | West of driveway link – in front #34 | | |
| Location | EDWARDSTOWN | | |
| UBD Reference | | | |
| End Date: | 9/9/2009 | | |

Volumes *(weekly vehicle counts – virtual week)*

| | Time | 5 Day | 7 Day |
|-----------------------------|--------------|-------|-------|
| Average Daily Volume | | 1377 | 1217 |
| Am Peak: | 8:00 to 9:00 | 181 | 138 |
| PM Peak: | 5:00 to 6:00 | 154 | 135 |

Speed *(Charts – speed histogram)*

| | |
|------------------------------------|------------|
| 85thile Speed | 50 km/h |
| Mean Speed | 42 km/h |
| Number over Limit (per day) | 186 |
| % over Limit | 15.29 % |
| The mean exceeding Limit | 54.29 km/h |
| Maximum Speed | 78.2 km/h |
| Minimum Speed | 10.2 km/h |

Class *(Class Speed Matrix)*

| | Number | % |
|----------------|--------|------|
| Class 1 | 16 | 1.3 |
| Class 2 | 1143 | 93.9 |
| Class 3 | 11 | 0.9 |
| Class 4 | 41 | 3.3 |
| Class 5 | 5 | 0.4 |
| Class 6 | | |

| | Number | % |
|-----------------|--------|-----|
| Class 7 | | |
| Class 8 | 1 | 0.1 |
| Class 9 | | |
| Class 10 | | |
| Class 11 | | |
| Class 12 | | |

| | |
|---------------------------|-----|
| Police Report done | Yes |
| | No |

Complied By : Nathan Saxty

Traffic Data Survey Summary

| | | | |
|-------------------------------|--|------------------|------------------------|
| Street: | De Laine Street | Filename: | 888_007337D_000380.EC0 |
| Site Description: | Between Macklin Street and Railway Terrace | | |
| Suburb: | EDWARDSTOWN | | |
| Road classification: | Local Street | | |
| End Date: | 07/02/2019 | | |
| Police report : | No | | |
| Traffic Survey Officer | Wilson Nguyen | | |

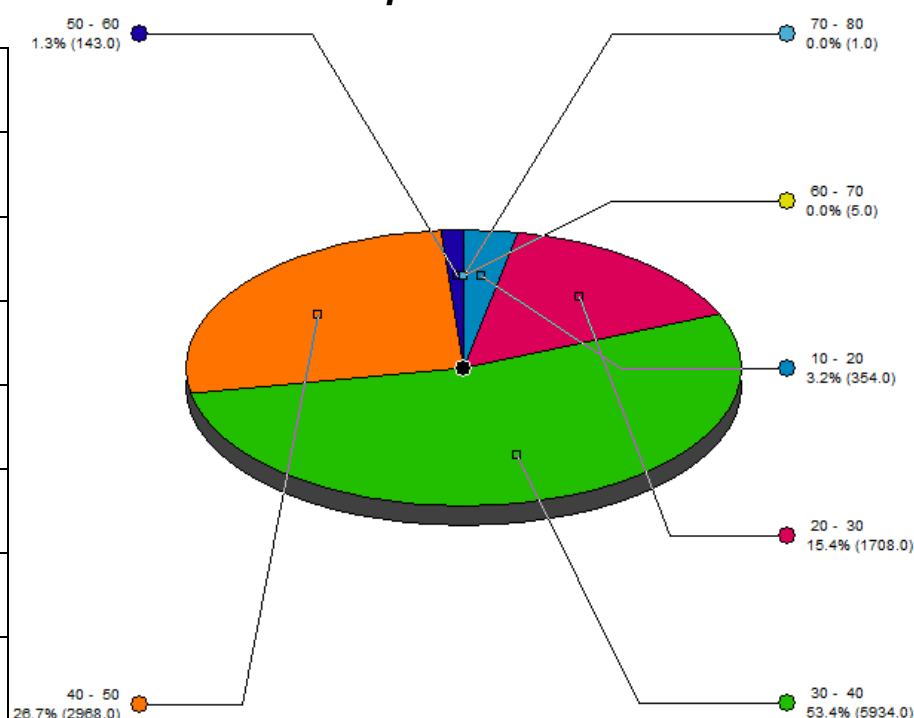
Volumes *(Tables - weekly vehicle counts – virtual week)*

| | Time | 5 Day | 7 Day |
|-----------------------------|----------------|-------|-------|
| Average Daily Volume | | 1758 | 1588 |
| Am Peak: | 8:00 to 9:00am | 204 | 155 |
| PM Peak: | 5:00 to 6:00pm | 152 | 133 |

Speed *(Charts – speed histogram)*

| | |
|------------------------------------|------------|
| Posted Speed Limit | 50km/h |
| 85thile Speed | 43.0 km/h |
| Average Speed | 36.0 km/h |
| Number over Limit (per day) | 21 |
| % over Limit | 1.341% |
| The mean exceeding Limit | 52.85 km/h |
| Maximum Speed | 74.7 km/h |
| Minimum Speed | 10.1 km/h |

Speed Bin Chart *



Class** *(Tables - Class Speed Matrix)*

| | Number | % | Class | Aggregate |
|---------|--------|------|-------|---------------|
| Class 1 | 22 | 1.4 | MC | 1 (Light) |
| Class 2 | 1493 | 94.0 | SV | |
| Class 3 | 14 | 0.9 | SVT | |
| Class 4 | 54 | 3.4 | TB2 | 2 (Medium) |
| Class 5 | 3 | 0.2 | TB3 | |
| Class 6 | 1 | 0.01 | T4 | |

| | Number | % | Class | Aggregate |
|----------|--------|------|-------|--------------|
| Class 7 | 1 | 0.01 | ART3 | 3 (Heavy) |
| Class 8 | 1 | 0.01 | ART4 | |
| Class 9 | | | ART5 | |
| Class 10 | | | ART6 | |
| Class 11 | | | BD | |
| Class 12 | | | DRT | |

Note:

* This report shows the total number of all vehicle classes in each speed bins

**For more information regarding the vehicle classification please refer to the link below:

<http://mtehelp.tech-metrocount.com/Article.aspx?id=DB9FE70AC7>

Information relating to De Laine Avenue traffic investigation

1. Traffic Data
 2. Road Hierarchy information
 3. Crash Statistics
 4. Records of previous traffic complaints
-

1. Traffic Data

The following data is available in separate documents attached:

- a) East of driveway link-Sep 2009
- b) West of driveway link-Sep 2009
- c) Between Macklin St and Railway Tce_ February 19
- d) Between Harris St and Macklin St- JUNE 17
- e) Between Railway Tce and Macklin St - JUNE 17

Data for additional street are available upon request.

Four new traffic counts have been planned at De Laine Ave for February 2020 at the following locations:

- i. Between South Rd and Mons Ave
- ii. Between Railway Tce and driveway link
- iii. Between Macklin St and Harris St
- iv. Between Harris St and Towers Tce

The new data will be available at the end of February 2020.



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|-----------------------------------|-----------------------------|-----------------------|
| STREET NAME : | de laine avenue east of slow poin | LOCATION: | |
| SUBURB: | | START DATE : | Wednesday 12 Feb 2020 |
| FILE NAME : | Individual-403.txt | FINISH DATE : | Tuesday 18 Feb 2020 |
| SITE ID NUMBER : | 861 | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 1,949 | 922 | 1,027 |
| [VEH/DAY] | Total Survey Average | 1,735 | 817 | 918 |
| WEEK DAY PEAK AM | 8:00 | 240 | 181 | 59 |
| HOUR VOLUME: PM | 15:00 | 177 | 57 | 122 |
| PEAK DAY | | Fri 14 Feb 2020 | Fri 14 Feb 2020 | Fri 14 Feb 2020 |
| PEAK DAY VOLUME | | 2256 | 1069 | 1187 |
| WEEKDAY PACE | 15Kph Pace Start | 20 | 20 | 18 |
| | % Pace Volume | 80% | 82% | 78% |
| TOTAL SPEEDS: | 85th Percentile | 33 | 35 | 34 |
| Km/Hr | Average | 27.3 | 28.0 | 26.7 |
| 95th Percentile | Wednesday 12/02/20 | 38.9 | 38.8 | 37.3 |
| | Thursday 13/02/20 | 37.8 | 37.3 | 36.5 |
| | Friday 14/02/20 | 37.4 | 37.9 | 37.1 |
| | Saturday 15/02/20 | 36.3 | 36.5 | 36.5 |
| | Sunday 16/02/20 | 37.2 | 37.8 | 38.7 |
| | Monday 17/02/20 | 38.5 | 38.6 | 38.4 |
| | Tuesday 18/02/20 | 37.2 | 37.3 | 37.1 |
| 99th Percentile | Wednesday 12/02/20 | 42.4 | 42.4 | 42.5 |
| | Thursday 13/02/20 | 42.6 | 41.5 | 42.0 |
| | Friday 14/02/20 | 42.8 | 41.5 | 42.3 |
| | Saturday 15/02/20 | 42.6 | 42.7 | 41.6 |
| | Sunday 16/02/20 | 41.3 | 40.3 | 41.9 |
| | Monday 17/02/20 | 44.7 | 43.8 | 44.4 |
| | Tuesday 18/02/20 | 41.4 | 41.5 | 42.7 |
| CLASSIFICATION % *: | Week Days CLASS 1 % | 93.9% | 96.7% | 91.3% |
| | Week Days Commercial | 5.7% | 2.7% | 8.4% |
| NOTES : (OBSERVATIONS) | | | | |
| * CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive | | | | |



Automatic Traffic Counts - Site Data

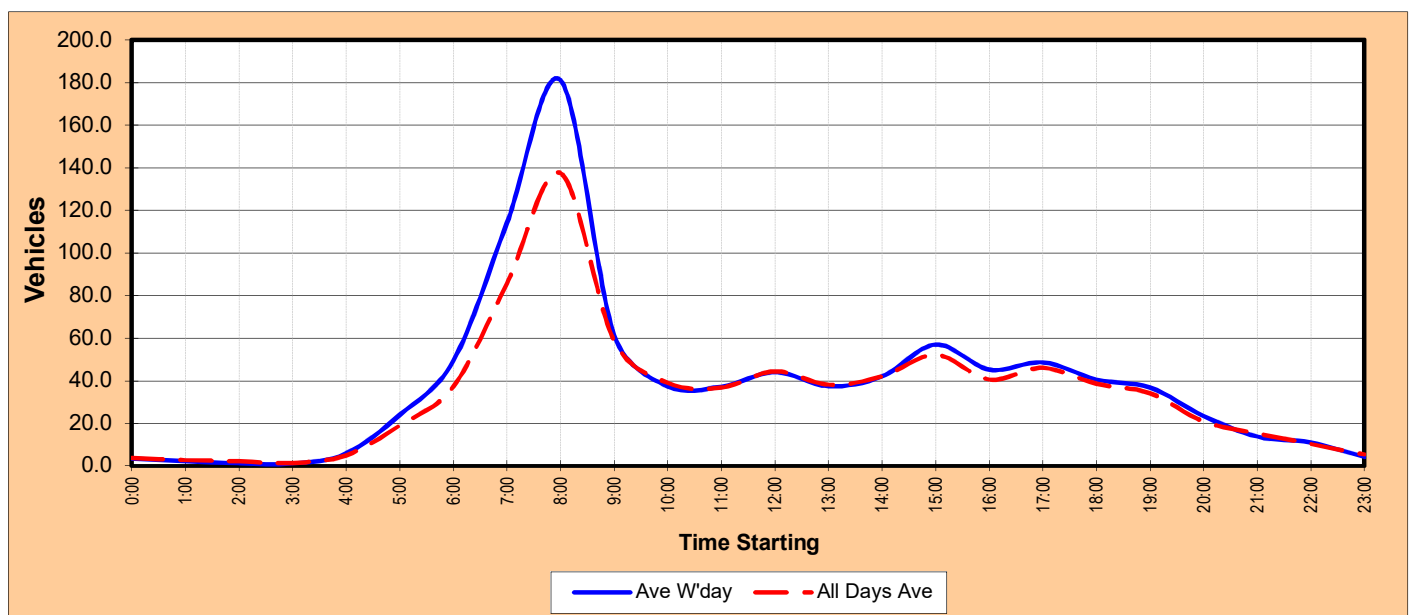
| | | |
|---------------------|-----------------------------------|-------------|
| Site No: | 861 | North Point |
| Date: | Wednesday 12 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | de laine avenue east of slow poin | |
| Suburb: | | |
| LOCATION: | | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |

Copyright © Google



| | | | |
|------------|------------------------------------|-----------------|------|
| Road | de laine avenue east of slow point | Average Weekday | 922 |
| Location | | All Day Average | 817 |
| Suburb | | Weekday Heavy's | 2.7% |
| Site No. | 861 | All Day Heavy's | 2.6% |
| Start Date | Wednesday 12/02/2020 | | |
| Direction | Eastbound | | |

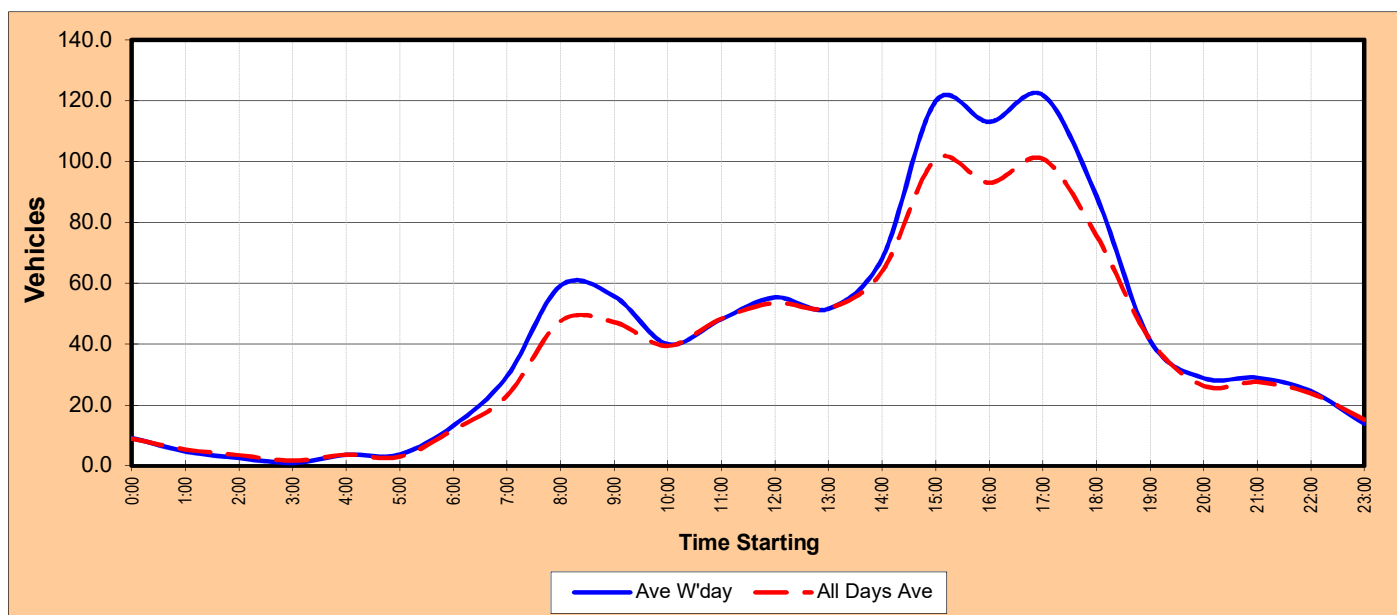
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---------------|-------------|--------|--------|--------|--------|--------|--------|-----------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 175 | 174 | 174 | 178 | 204 | 50 | 54 | | |
| PM Peak | 59 | 53 | 54 | 65 | 62 | 51 | 40 | | |
| 0:00 | 3 | 4 | 3 | 2 | 5 | 4 | 5 | 3 | 4 |
| 1:00 | 2 | 2 | 2 | 2 | 3 | 3 | 5 | 2 | 3 |
| 2:00 | 2 | 0 | 1 | 2 | 1 | 5 | 4 | 1 | 2 |
| 3:00 | 1 | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 1 |
| 4:00 | 8 | 5 | 5 | 5 | 6 | 4 | 2 | 6 | 5 |
| 5:00 | 20 | 24 | 27 | 23 | 26 | 8 | 5 | 24 | 19 |
| 6:00 | 38 | 53 | 51 | 47 | 58 | 9 | 5 | 49 | 37 |
| 7:00 | 117 | 129 | 108 | 102 | 114 | 24 | 6 | 114 | 86 |
| 8:00 | 175 | 174 | 174 | 178 | 204 | 38 | 19 | 181 | 137 |
| 9:00 | 41 | 49 | 48 | 49 | 120 | 50 | 54 | 61 | 59 |
| 10:00 | 29 | 34 | 40 | 43 | 41 | 49 | 37 | 37 | 39 |
| 11:00 | 39 | 40 | 31 | 32 | 44 | 45 | 26 | 37 | 37 |
| 12:00 | 44 | 53 | 38 | 46 | 39 | 51 | 40 | 44 | 44 |
| 13:00 | 28 | 36 | 40 | 41 | 42 | 40 | 40 | 37 | 38 |
| 14:00 | 47 | 35 | 42 | 37 | 49 | 48 | 36 | 42 | 42 |
| 15:00 | 59 | 52 | 54 | 65 | 55 | 42 | 38 | 57 | 52 |
| 16:00 | 35 | 39 | 49 | 48 | 55 | 29 | 29 | 45 | 41 |
| 17:00 | 40 | 42 | 48 | 51 | 62 | 49 | 30 | 49 | 46 |
| 18:00 | 30 | 44 | 45 | 41 | 43 | 39 | 28 | 41 | 39 |
| 19:00 | 29 | 36 | 36 | 42 | 41 | 28 | 27 | 37 | 34 |
| 20:00 | 25 | 25 | 15 | 23 | 29 | 13 | 16 | 23 | 21 |
| 21:00 | 13 | 21 | 10 | 13 | 12 | 24 | 14 | 14 | 15 |
| 22:00 | 13 | 4 | 11 | 15 | 12 | 13 | 4 | 11 | 10 |
| 23:00 | 1 | 5 | 4 | 4 | 7 | 14 | 3 | 4 | 5 |
| Total | 839 | 908 | 884 | 911 | 1069 | 631 | 475 | 922 | 817 |
| % Heavies | 2.9% | 3.1% | 2.7% | 1.6% | 3.1% | 2.7% | 1.3% | 2.7% | 2.6% |





| | | |
|-------------------|------------------------------------|----------------------|
| Road | de laine avenue east of slow point | |
| Location | | Average Weekday 1027 |
| Suburb | | All Day Average 918 |
| Site No. | 861 | Weekday Heavy's 8.4% |
| Start Date | Wednesday 12/02/2020 | All Day Heavy's 7.7% |
| Direction | Westbound | |

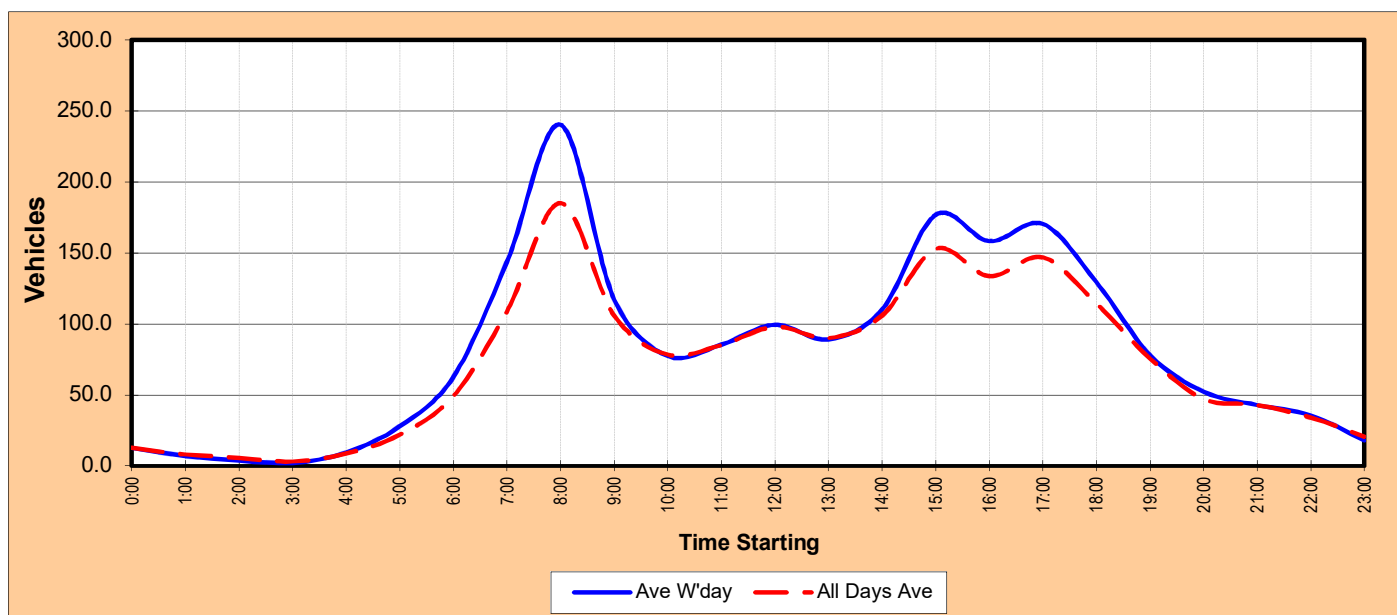
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 50 | 63 | 60 | 64 | 80 | 61 | 40 | | |
| PM Peak | 135 | 116 | 136 | 150 | 139 | 61 | 51 | | |
| 0:00 | 7 | 9 | 10 | 8 | 12 | 10 | 7 | 9 | 9 |
| 1:00 | 6 | 3 | 7 | 2 | 6 | 5 | 9 | 5 | 5 |
| 2:00 | 1 | 3 | 2 | 1 | 6 | 6 | 6 | 3 | 4 |
| 3:00 | 1 | 0 | 2 | 1 | 1 | 4 | 3 | 1 | 2 |
| 4:00 | 6 | 3 | 2 | 3 | 4 | 7 | 1 | 4 | 4 |
| 5:00 | 1 | 4 | 6 | 3 | 5 | 1 | 1 | 4 | 3 |
| 6:00 | 10 | 10 | 11 | 18 | 17 | 9 | 8 | 13 | 12 |
| 7:00 | 21 | 23 | 35 | 24 | 44 | 7 | 7 | 29 | 23 |
| 8:00 | 50 | 63 | 60 | 64 | 59 | 21 | 16 | 59 | 48 |
| 9:00 | 44 | 50 | 48 | 57 | 80 | 31 | 21 | 56 | 47 |
| 10:00 | 42 | 36 | 40 | 46 | 36 | 36 | 40 | 40 | 39 |
| 11:00 | 45 | 57 | 40 | 46 | 53 | 61 | 37 | 48 | 48 |
| 12:00 | 54 | 56 | 47 | 48 | 72 | 60 | 38 | 55 | 54 |
| 13:00 | 35 | 36 | 50 | 58 | 79 | 54 | 51 | 52 | 52 |
| 14:00 | 51 | 57 | 61 | 64 | 108 | 61 | 45 | 68 | 64 |
| 15:00 | 125 | 112 | 109 | 114 | 139 | 59 | 47 | 120 | 101 |
| 16:00 | 135 | 91 | 105 | 114 | 120 | 53 | 33 | 113 | 93 |
| 17:00 | 106 | 116 | 136 | 126 | 125 | 56 | 41 | 122 | 101 |
| 18:00 | 59 | 84 | 84 | 150 | 66 | 51 | 36 | 89 | 76 |
| 19:00 | 41 | 44 | 40 | 41 | 40 | 45 | 39 | 41 | 41 |
| 20:00 | 24 | 36 | 22 | 34 | 28 | 20 | 20 | 29 | 26 |
| 21:00 | 21 | 33 | 27 | 31 | 33 | 31 | 17 | 29 | 28 |
| 22:00 | 23 | 18 | 21 | 35 | 26 | 24 | 20 | 25 | 24 |
| 23:00 | 9 | 13 | 9 | 10 | 28 | 24 | 13 | 14 | 15 |
| Total | 917 | 957 | 974 | 1098 | 1187 | 736 | 556 | 1027 | 918 |
| % Heavies | 8.3% | 7.2% | 9.4% | 7.2% | 9.5% | 6.0% | 3.8% | 8.4% | 7.7% |





| | | | |
|-------------------|------------------------------------|------------------------|------|
| Road | de laine avenue east of slow point | | |
| Location | | | |
| Suburb | | | |
| Site No. | 861 | | |
| Start Date | Wednesday 12/02/2020 | | |
| Direction | Two ways | | |
| | | Average Weekday | 1949 |
| | | All Day Average | 1735 |
| | | Weekday Heavy's | 5.7% |
| | | All Day Heavy's | 5.3% |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 225 | 237 | 234 | 242 | 263 | 106 | 77 | | |
| PM Peak | 184 | 164 | 184 | 191 | 194 | 111 | 91 | | |
| 0:00 | 10 | 13 | 13 | 10 | 17 | 14 | 12 | 13 | 13 |
| 1:00 | 8 | 5 | 9 | 4 | 9 | 8 | 14 | 7 | 8 |
| 2:00 | 3 | 3 | 3 | 3 | 7 | 11 | 10 | 4 | 6 |
| 3:00 | 2 | 2 | 4 | 1 | 2 | 6 | 5 | 2 | 3 |
| 4:00 | 14 | 8 | 7 | 8 | 10 | 11 | 3 | 9 | 9 |
| 5:00 | 21 | 28 | 33 | 26 | 31 | 9 | 6 | 28 | 22 |
| 6:00 | 48 | 63 | 62 | 65 | 75 | 18 | 13 | 63 | 49 |
| 7:00 | 138 | 152 | 143 | 126 | 158 | 31 | 13 | 143 | 109 |
| 8:00 | 225 | 237 | 234 | 242 | 263 | 59 | 35 | 240 | 185 |
| 9:00 | 85 | 99 | 96 | 106 | 200 | 81 | 75 | 117 | 106 |
| 10:00 | 71 | 70 | 80 | 89 | 77 | 85 | 77 | 77 | 78 |
| 11:00 | 84 | 97 | 71 | 78 | 97 | 106 | 63 | 85 | 85 |
| 12:00 | 98 | 109 | 85 | 94 | 111 | 111 | 78 | 99 | 98 |
| 13:00 | 63 | 72 | 90 | 99 | 121 | 94 | 91 | 89 | 90 |
| 14:00 | 98 | 92 | 103 | 101 | 157 | 109 | 81 | 110 | 106 |
| 15:00 | 184 | 164 | 163 | 179 | 194 | 101 | 85 | 177 | 153 |
| 16:00 | 170 | 130 | 154 | 162 | 175 | 82 | 62 | 158 | 134 |
| 17:00 | 146 | 158 | 184 | 177 | 187 | 105 | 71 | 170 | 147 |
| 18:00 | 89 | 128 | 129 | 191 | 109 | 90 | 64 | 129 | 114 |
| 19:00 | 70 | 80 | 76 | 83 | 81 | 73 | 66 | 78 | 76 |
| 20:00 | 49 | 61 | 37 | 57 | 57 | 33 | 36 | 52 | 47 |
| 21:00 | 34 | 54 | 37 | 44 | 45 | 55 | 31 | 43 | 43 |
| 22:00 | 36 | 22 | 32 | 50 | 38 | 37 | 24 | 36 | 34 |
| 23:00 | 10 | 18 | 13 | 14 | 35 | 38 | 16 | 18 | 21 |
| Total | 1756 | 1865 | 1858 | 2009 | 2256 | 1367 | 1031 | 1949 | 1735 |
| % Heavies | 5.7% | 5.2% | 6.2% | 4.7% | 6.5% | 4.5% | 2.6% | 5.7% | 5.3% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
 Road: de lairie avenue east of slow point
 Survey Location:
 Suburb:
 Survey Period: Wed 12 Feb 20 to Tue 18 Feb 20
 Speed Limit: 50
 ATS Reference: 888_007337_000380
 GCCC Reference: 861

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|-------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | | |
| Wednesday, February 12, 2020 | 1733 | 6 | 101 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1658 | 18 | 29 |
| Thursday, February 13, 2020 | 1907 | 8 | 88 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2009 | 20 | 30 |
| Friday, February 14, 2020 | 2099 | 10 | 129 | 12 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2256 | 16 | 28 |
| Saturday, February 15, 2020 | 1302 | 3 | 49 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1367 | 6 | 14 |
| Sunday, February 16, 2020 | 998 | 6 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1031 | 4 | 8 |
| Monday, February 17, 2020 | 1649 | 7 | 88 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1756 | 12 | 27 |
| Tuesday, February 18, 2020 | 1760 | 8 | 84 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1865 | 10 | 24 |
| Average Daily Volume | 1635 | 7 | 80 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1735 | 12 | 23 |
| % of Vehicles by Class | 94.3% | 0.4% | 4.6% | 0.5% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | 0.7% | 1.3% |

SPEED DATA

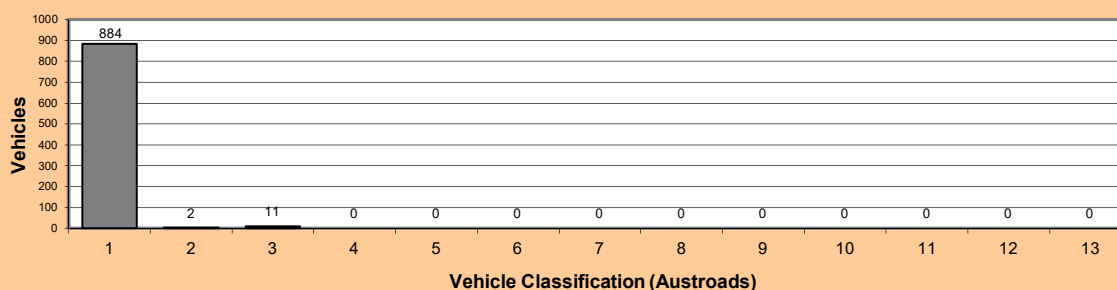
| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vpd) | Vol within 15Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Wednesday, February 12, 2020 | 1858 | 1477 | 20.0 | 2 | 0.3% | 27.9 | 34.7 | 56.4 | 8:00AM | 234 | 197 | 19.0 | 1 | 0.4% | 28.0 | 33.5 | 56.4 | 5:00PM | 194 | 148 | 20.0 | 1 | 0.5% | 27.8 | 34.7 | 54.9 | | | | |
| Thursday, February 13, 2020 | 2009 | 1619 | 19.0 | 2 | 0.1% | 27.3 | 33.6 | 52.2 | 8:00AM | 242 | 198 | 20.0 | 0 | 0.0% | 28.9 | 34.3 | 48.5 | 6:00PM | 191 | 161 | 18.0 | 0 | 0.0% | 26.9 | 32.6 | 43.5 | | | | |
| Friday, February 14, 2020 | 2256 | 1788 | 19.0 | 1 | 0.0% | 26.9 | 33.6 | 50.3 | 8:00AM | 263 | 219 | 19.0 | 0 | 0.0% | 26.9 | 33.9 | 43.6 | 3:00PM | 194 | 154 | 18.0 | 0 | 0.0% | 27.2 | 32.9 | 43.8 | | | | |
| Saturday, February 15, 2020 | 1367 | 1065 | 18.0 | 0 | 0.0% | 25.9 | 32.1 | 46.3 | 11:00AM | 106 | 90 | 19.0 | 0 | 0.0% | 26.9 | 32.3 | 42.6 | 12:00PM | 111 | 89 | 17.0 | 0 | 0.0% | 24.7 | 30.4 | 43.3 | | | | |
| Sunday, February 16, 2020 | 1031 | 844 | 19.0 | 0 | 0.0% | 27.3 | 33.3 | 50.0 | 10:00AM | 77 | 64 | 19.0 | 0 | 0.0% | 27.2 | 33.4 | 42.2 | 1:00PM | 91 | 76 | 20.0 | 0 | 0.0% | 27.5 | 34.6 | 40.7 | | | | |
| Monday, February 17, 2020 | 1756 | 1425 | 20.0 | 1 | 0.1% | 28.2 | 34.7 | 51.2 | 8:00AM | 225 | 191 | 22.0 | 0 | 0.0% | 29.3 | 34.6 | 47.1 | 3:00PM | 184 | 161 | 20.0 | 0 | 0.0% | 28.4 | 33.5 | 47.1 | | | | |
| Tuesday, February 18, 2020 | 1865 | 1476 | 20.0 | 2 | 0.1% | 27.6 | 35.0 | 54.4 | 8:00AM | 237 | 200 | 23.0 | 0 | 0.0% | 30.0 | 35.4 | 46.4 | 3:00PM | 164 | 126 | 18.0 | 0 | 0.0% | 26.7 | 32.1 | 46.6 | | | | |



| Road | de laine avenue east of slow point | AADT | 897.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>179</td></tr><tr><td>PM</td><td>15:00</td><td>56</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 179 | PM | 15:00 | 56 |
|------------|------------------------------------|-----------|-------|--|------|------|-----|----|------|-----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 179 | | | | | | | | | | | |
| PM | 15:00 | 56 | | | | | | | | | | | |
| Location | | Ave Speed | 28.2 | | | | | | | | | | |
| Suburb | | 85%ile | 35 | | | | | | | | | | |
| Site No. | 861 | % Heavy's | 1.2% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Eastbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24.2 | 26.4 | 28.6 |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23.6 | 25.8 | 27.0 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23.9 | 25.0 | 25.6 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28.3 | 31.5 | 32.9 |
| 4:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27.8 | 30.1 | 33.4 |
| 5:00 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 30.6 | 35.2 | 40.9 |
| 6:00 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 29.3 | 35.0 | 41.3 |
| 7:00 | 110 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 29.7 | 34.8 | 43.2 |
| 8:00 | 177 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 28.9 | 34.3 | 41.4 |
| 9:00 | 58 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 27.9 | 33.2 | 40.8 |
| 10:00 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 28.3 | 34.9 | 42.1 |
| 11:00 | 35 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 27.7 | 33.3 | 42.4 |
| 12:00 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 27.5 | 34.0 | 39.6 |
| 13:00 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 27.3 | 33.5 | 39.2 |
| 14:00 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 27.4 | 33.2 | 38.4 |
| 15:00 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 27.8 | 32.8 | 39.2 |
| 16:00 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 27.7 | 33.1 | 38.8 |
| 17:00 | 47 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 28.4 | 33.9 | 39.2 |
| 18:00 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 27.7 | 32.3 | 38.1 |
| 19:00 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 27.7 | 33.8 | 38.5 |
| 20:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 26.4 | 31.6 | 38.5 |
| 21:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 25.4 | 31.2 | 34.9 |
| 22:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 24.9 | 29.4 | 36.5 |
| 23:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25.3 | 28.2 | 30.9 |
| Total | 884 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 897 | 28.2 | 34.7 | 42.7 |
| | 98.6% | 0.2% | 1.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

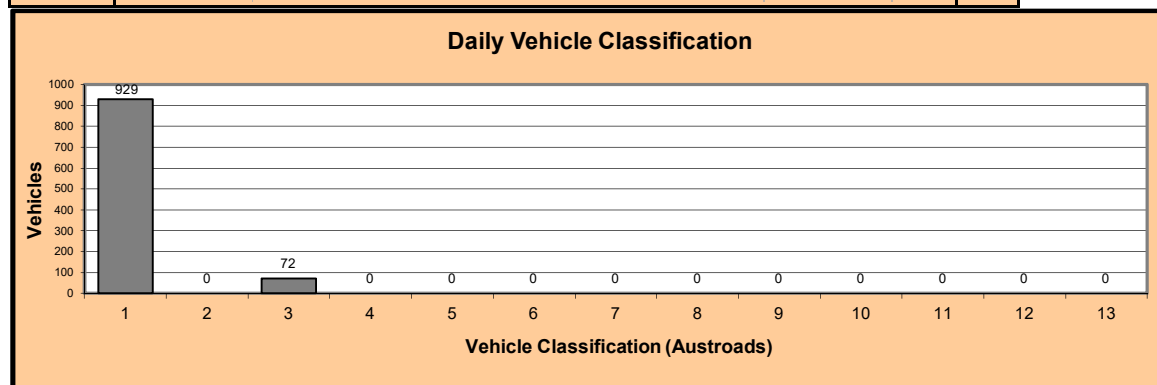
Daily Vehicle Classification





| | | | | | | | | | | | | | |
|------------|------------------------------------|-----------|--------|--|------|------|-----|----|------|----|----|-------|-----|
| Road | de laine avenue east of slow point | AADT | 1001.0 | <table><tr><td>Peak</td><td>Time</td><td>Vol</td></tr><tr><td>AM</td><td>8:00</td><td>58</td></tr><tr><td>PM</td><td>17:00</td><td>120</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 58 | PM | 17:00 | 120 |
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 58 | | | | | | | | | | | |
| PM | 17:00 | 120 | | | | | | | | | | | |
| Location | | Ave Speed | 26.9 | | | | | | | | | | |
| Suburb | | 85%ile | 34 | | | | | | | | | | |
| Site No. | 861 | % Heavy's | 7.2% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25.2 | 30.3 | 32.9 |
| 1:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25.8 | 29.1 | 32.0 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26.5 | 32.0 | 32.6 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22.8 | 23.1 | 23.4 |
| 4:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27.2 | 30.9 | 32.6 |
| 5:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26.4 | 28.7 | 31.6 |
| 6:00 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 25.8 | 30.8 | 35.3 |
| 7:00 | 22 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 24.7 | 30.7 | 38.3 |
| 8:00 | 55 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 27.5 | 34.2 | 41.7 |
| 9:00 | 50 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 26.1 | 32.4 | 39.6 |
| 10:00 | 33 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 25.7 | 31.9 | 39.4 |
| 11:00 | 42 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 25.9 | 33.6 | 41.3 |
| 12:00 | 49 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 26.8 | 32.5 | 39.2 |
| 13:00 | 46 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 25.6 | 31.2 | 39.4 |
| 14:00 | 60 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 26.9 | 32.8 | 42.4 |
| 15:00 | 108 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 27.5 | 33.4 | 41.4 |
| 16:00 | 104 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 28.1 | 34.4 | 43.0 |
| 17:00 | 115 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 27.2 | 33.0 | 41.0 |
| 18:00 | 83 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 27.3 | 34.0 | 42.3 |
| 19:00 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 27.5 | 33.7 | 38.7 |
| 20:00 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 27.1 | 32.5 | 36.5 |
| 21:00 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 26.5 | 32.2 | 37.6 |
| 22:00 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 26.3 | 31.9 | 39.7 |
| 23:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 26.7 | 31.7 | 37.5 |
| Total | 929 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1001 | 26.9 | 33.6 | 43.7 |
| | 92.8% | 0.0% | 7.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

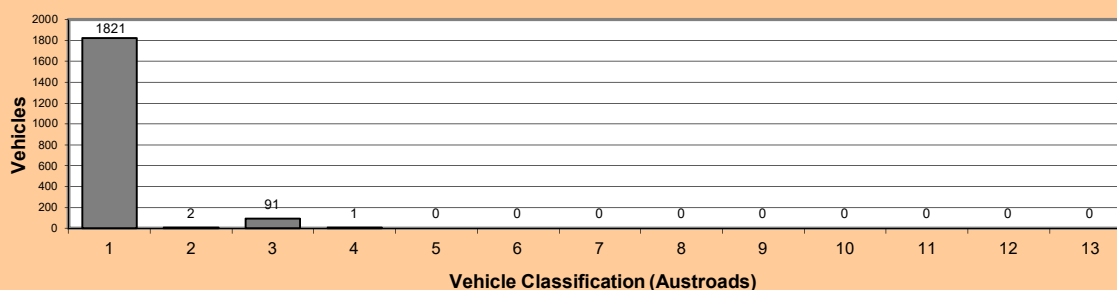




| | | | | | | | | | | | | | |
|------------|------------------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Road | de laine avenue east of slow point | AADT | 1915.0 | <table><tr><td>Peak</td><td>Time</td><td>Vol</td></tr><tr><td>AM</td><td>8:00</td><td>238</td></tr><tr><td>PM</td><td>15:00</td><td>174</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 238 | PM | 15:00 | 174 |
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 238 | | | | | | | | | | | |
| PM | 15:00 | 174 | | | | | | | | | | | |
| Location | | Ave Speed | 27.5 | | | | | | | | | | |
| Suburb | | 85%ile | 33 | | | | | | | | | | |
| Site No. | 861 | % Heavy's | 4.8% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 25.0 | 29.8 | 33.6 |
| 1:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25.1 | 29.0 | 31.9 |
| 2:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25.7 | 30.9 | 32.1 |
| 3:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25.8 | 29.2 | 30.9 |
| 4:00 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 27.6 | 30.7 | 35.5 |
| 5:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 30.0 | 35.1 | 40.7 |
| 6:00 | 58 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 28.6 | 34.8 | 40.7 |
| 7:00 | 132 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 28.7 | 33.7 | 42.4 |
| 8:00 | 232 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 28.6 | 34.4 | 42.1 |
| 9:00 | 109 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 27.1 | 32.7 | 40.7 |
| 10:00 | 70 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 27.0 | 33.5 | 42.2 |
| 11:00 | 77 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 26.6 | 33.3 | 42.6 |
| 12:00 | 90 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 27.1 | 33.1 | 39.8 |
| 13:00 | 81 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 26.3 | 32.7 | 39.6 |
| 14:00 | 101 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 27.1 | 33.4 | 42.1 |
| 15:00 | 164 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 27.6 | 33.3 | 41.1 |
| 16:00 | 149 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 28.0 | 34.0 | 42.8 |
| 17:00 | 162 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 27.5 | 33.9 | 41.0 |
| 18:00 | 123 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 27.4 | 33.9 | 41.3 |
| 19:00 | 74 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 27.6 | 33.8 | 39.1 |
| 20:00 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 26.8 | 32.4 | 38.8 |
| 21:00 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 26.2 | 32.0 | 37.7 |
| 22:00 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 25.9 | 31.6 | 40.7 |
| 23:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26.3 | 31.8 | 37.9 |
| Total | 1821 | 2 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1915 | 27.5 | 33.1 | 42.0 |
| | 95.1% | 0.1% | 4.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification



Volume & Speed Data (All Vehicles)

Average Speed 28.2

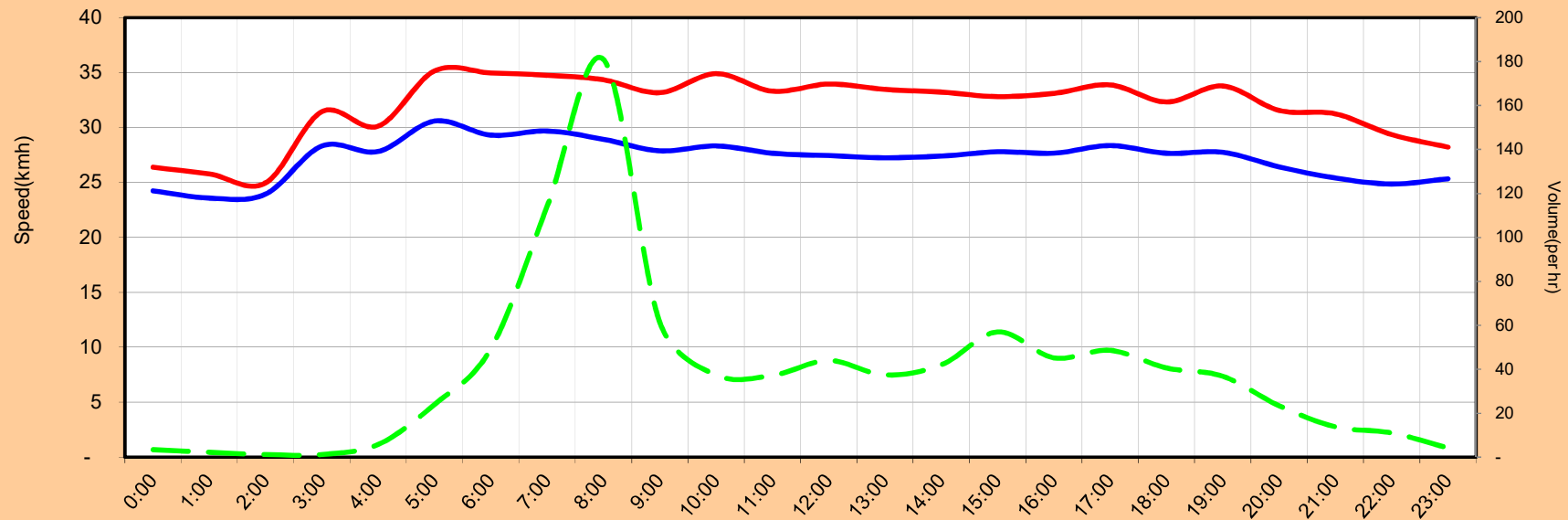
Direction: Eastbound

85th%ile 34.7

Day: WeekDay Avg

Vehicles/Day 922

Week: Current



de laine avenue east of slow point

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 26.9

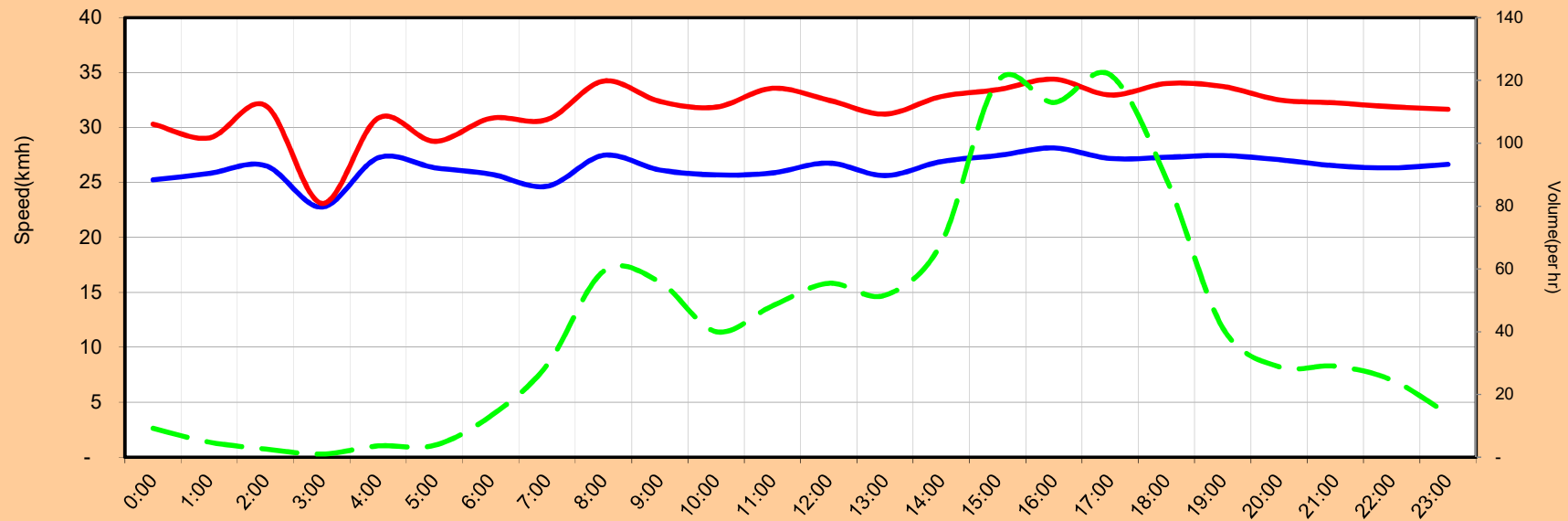
Direction: Westbound

85%ile 33.6

Day: WeekDay Avg

Vehicles/Day 1,027

Week: Current



de laine avenue east of slow point

— All Vehicles - Ave. Speed
 — All Vehicles - 85th%ile Speed
 - - - Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 27.5

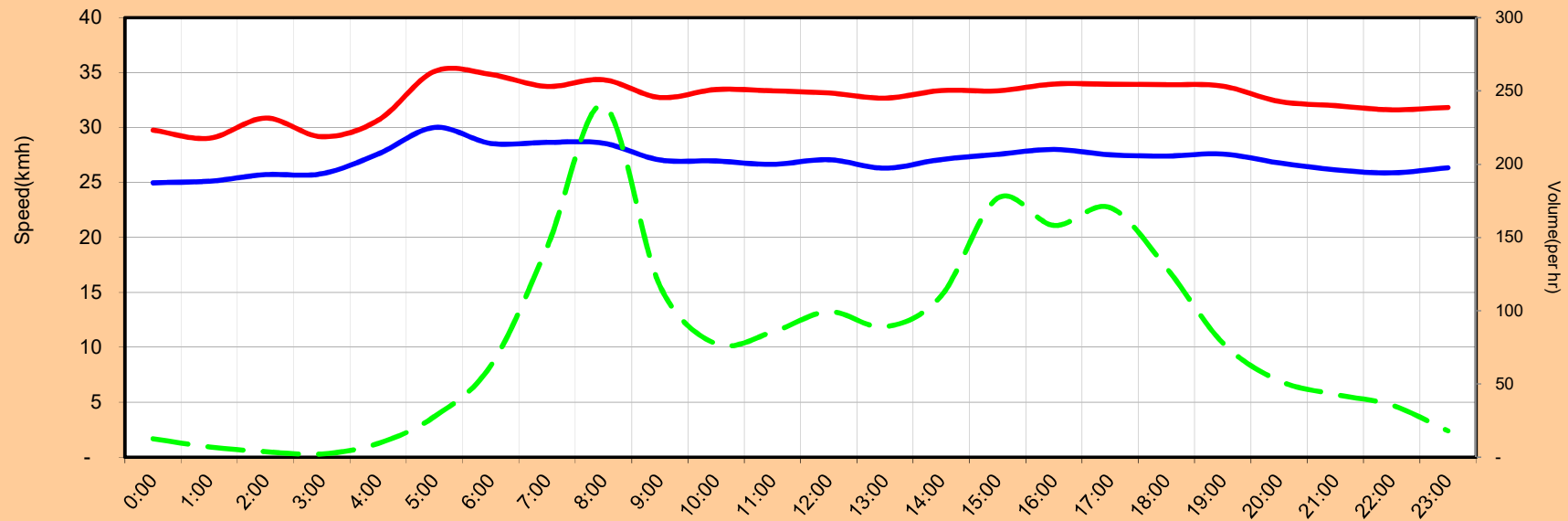
Direction: Two ways

85%ile 33.1

Day: WeekDay Avg

Vehicles/Day 1,949

Week: Current



de laine avenue east of slow point

— All Vehicles - Ave. Speed
 — All Vehicles - 85th%ile Speed
 - - - Volume per Period



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|--------------------|-----------------------------|---------------------------|
| STREET NAME : | De Laine Avenue | LOCATION: | east of towers outside 60 |
| SUBURB: | Edwardstown | START DATE : | Tuesday 04 Feb 2020 |
| FILE NAME : | Individual-376.txt | FINISH DATE : | Monday 10 Feb 2020 |
| SITE ID NUMBER : | A6V | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 1,774 | 813 | 961 |
| [VEH/DAY] | Total Survey Average | 1,592 | 730 | 863 |
| WEEK DAY PEAK AM | 8:00 | 214 | 149 | 65 |
| HOUR VOLUME: PM | 15:00 | 183 | 62 | 121 |
| PEAK DAY | | Fri 07 Feb 2020 | Tue 04 Feb 2020 | Fri 07 Feb 2020 |
| PEAK DAY VOLUME | | 1864 | 839 | 1038 |
| WEEKDAY PACE | 15kph Pace Start | 38 | 38 | 38 |
| | % Pace Volume | 80% | 80% | 80% |
| TOTAL SPEEDS: | 85th Percentile | 52 | 51 | 52 |
| Km/Hr | Average | 44.8 | 45.0 | 44.6 |
| 95th Percentile | Tuesday 04/02/20 | 55.1 | 56.3 | 55.8 |
| | Wednesday 05/02/20 | 56.0 | 55.5 | 54.3 |
| | Thursday 06/02/20 | 56.5 | 57.9 | 55.3 |
| | Friday 07/02/20 | 54.4 | 54.4 | 54.4 |
| | Saturday 08/02/20 | 54.8 | 54.6 | 53.5 |
| | Sunday 09/02/20 | 54.9 | 53.3 | 54.3 |
| 99th Percentile | Monday 10/02/20 | 55.3 | 55.5 | 55.1 |
| | Tuesday 04/02/20 | 61.6 | 60.3 | 62.0 |
| | Wednesday 05/02/20 | 59.2 | 59.9 | 59.3 |
| | Thursday 06/02/20 | 62.6 | 62.5 | 61.7 |
| | Friday 07/02/20 | 59.7 | 58.7 | 60.2 |
| | Saturday 08/02/20 | 59.1 | 58.3 | 59.5 |
| CLASSIFICATION % *: | Sunday 09/02/20 | 59.1 | 59.0 | 59.2 |
| | Monday 10/02/20 | 61.2 | 60.4 | 61.8 |
| | Week Days CLASS 1 % | 93.5% | 94.0% | 92.9% |
| | Week Days Commercial | 5.5% | 5.0% | 5.9% |
| NOTES : (OBSERVATIONS) | | | | |
| * CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive | | | | |



Automatic Traffic Counts - Site Data

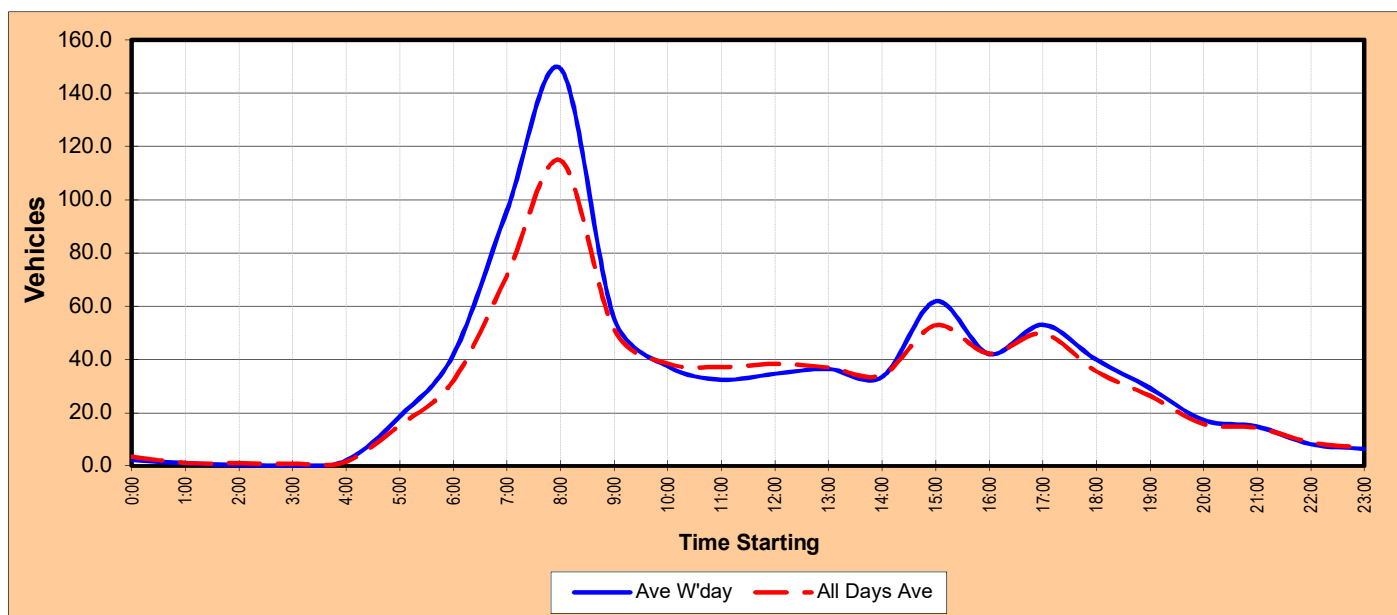
| | | |
|---------------------|---------------------------|-------------|
| Site No: | A6V | North Point |
| Date: | Tuesday 04 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | De Laine Avenue | |
| Suburb: | Edwardstown | |
| LOCATION: | east of towers outside 60 | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |

Copyright © Google



| | | | |
|-------------------|---------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 813 |
| Location | east of towers outside 60 | All Day Average | 730 |
| Suburb | Edwardstown | Weekday Heavy's | 5.0% |
| Site No. | A6V | All Day Heavy's | 4.8% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Eastbound | | |

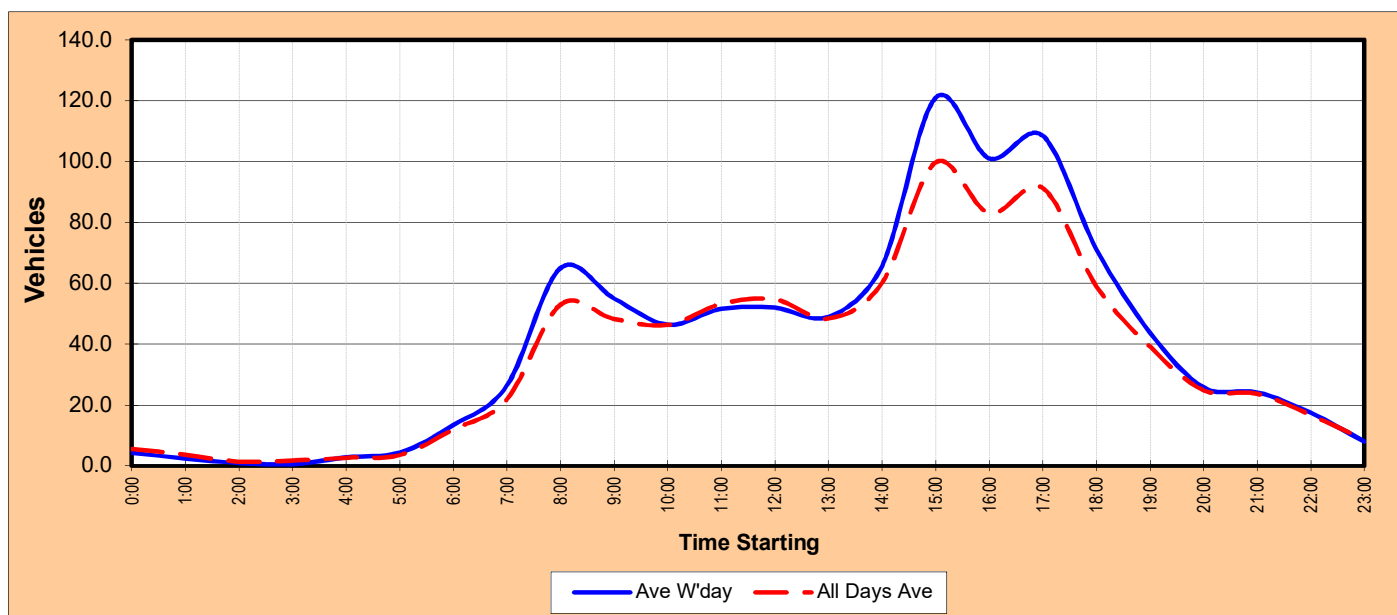
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 137 | 155 | 157 | 151 | 146 | 55 | 43 | | |
| PM Peak | 66 | 61 | 64 | 62 | 84 | 52 | 54 | | |
| 0:00 | 2 | 4 | 2 | 1 | 2 | 7 | 6 | 2 | 3 |
| 1:00 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 1 |
| 4:00 | 4 | 0 | 2 | 2 | 2 | 0 | 1 | 2 | 2 |
| 5:00 | 20 | 18 | 19 | 16 | 20 | 7 | 7 | 19 | 15 |
| 6:00 | 35 | 36 | 48 | 48 | 42 | 9 | 6 | 42 | 32 |
| 7:00 | 91 | 108 | 102 | 92 | 86 | 18 | 4 | 96 | 72 |
| 8:00 | 137 | 155 | 157 | 151 | 146 | 35 | 22 | 149 | 115 |
| 9:00 | 58 | 57 | 63 | 49 | 50 | 40 | 41 | 55 | 51 |
| 10:00 | 33 | 46 | 32 | 43 | 33 | 46 | 36 | 37 | 38 |
| 11:00 | 23 | 31 | 26 | 40 | 42 | 55 | 43 | 32 | 37 |
| 12:00 | 40 | 30 | 27 | 35 | 41 | 50 | 45 | 35 | 38 |
| 13:00 | 41 | 31 | 35 | 37 | 38 | 35 | 42 | 36 | 37 |
| 14:00 | 27 | 45 | 27 | 39 | 29 | 37 | 35 | 33 | 34 |
| 15:00 | 66 | 61 | 64 | 62 | 56 | 27 | 34 | 62 | 53 |
| 16:00 | 34 | 53 | 42 | 45 | 36 | 31 | 54 | 42 | 42 |
| 17:00 | 42 | 55 | 41 | 43 | 84 | 52 | 31 | 53 | 50 |
| 18:00 | 32 | 35 | 54 | 45 | 33 | 28 | 21 | 40 | 35 |
| 19:00 | 28 | 25 | 25 | 39 | 29 | 19 | 19 | 29 | 26 |
| 20:00 | 15 | 22 | 15 | 13 | 21 | 7 | 17 | 17 | 16 |
| 21:00 | 17 | 15 | 14 | 15 | 13 | 13 | 13 | 15 | 14 |
| 22:00 | 6 | 7 | 7 | 8 | 13 | 8 | 13 | 8 | 9 |
| 23:00 | 6 | 3 | 11 | 4 | 8 | 7 | 8 | 6 | 7 |
| Total | 759 | 839 | 813 | 829 | 826 | 537 | 505 | 813 | 730 |
| % Heavies | 4.1% | 4.9% | 5.7% | 5.9% | 4.6% | 3.9% | 3.4% | 5.0% | 4.8% |





| | | | |
|-------------------|---------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 961 |
| Location | east of towers outside 60 | All Day Average | 863 |
| Suburb | Edwardstown | Weekday Heavy's | 5.9% |
| Site No. | A6V | All Day Heavy's | 5.3% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Westbound | | |

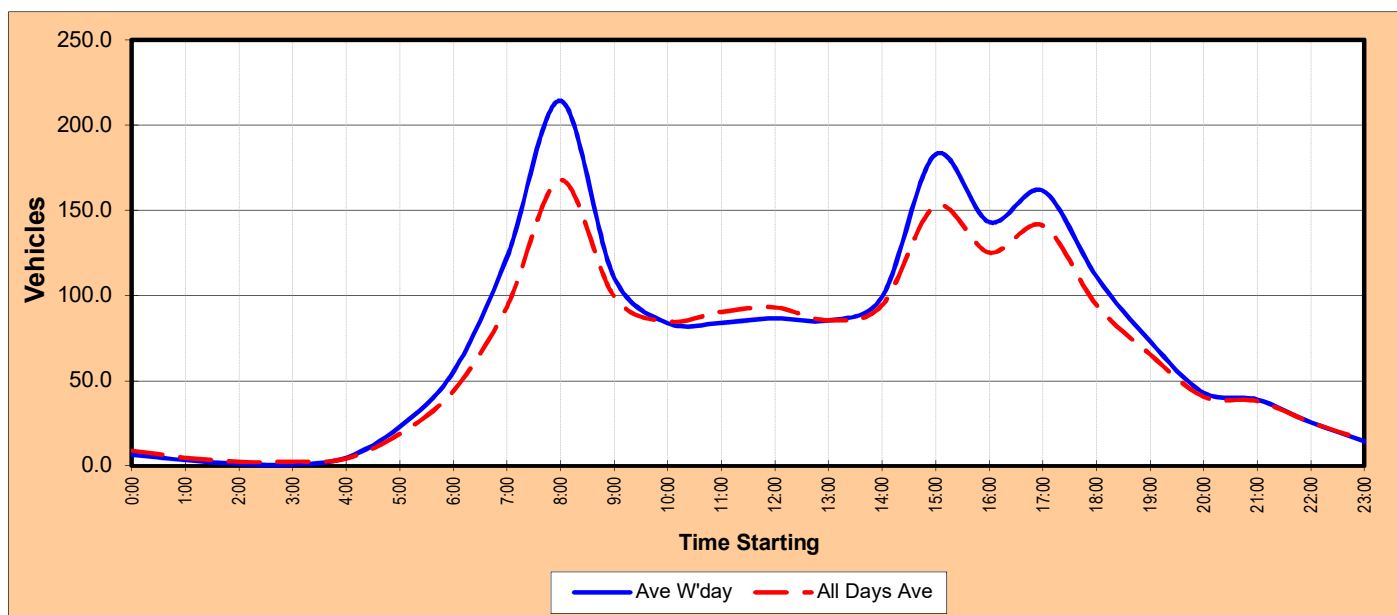
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 69 | 66 | 72 | 55 | 79 | 72 | 45 | | |
| PM Peak | 120 | 121 | 115 | 118 | 142 | 67 | 57 | | |
| 0:00 | 6 | 5 | 5 | 2 | 4 | 9 | 8 | 4 | 6 |
| 1:00 | 3 | 2 | 2 | 1 | 4 | 7 | 7 | 2 | 4 |
| 2:00 | 2 | 0 | 0 | 2 | 1 | 1 | 4 | 1 | 1 |
| 3:00 | 2 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 2 |
| 4:00 | 4 | 2 | 2 | 5 | 1 | 2 | 3 | 3 | 3 |
| 5:00 | 3 | 3 | 8 | 4 | 4 | 2 | 1 | 4 | 4 |
| 6:00 | 13 | 11 | 15 | 14 | 14 | 11 | 6 | 13 | 12 |
| 7:00 | 20 | 26 | 32 | 22 | 32 | 12 | 9 | 26 | 22 |
| 8:00 | 69 | 66 | 72 | 55 | 63 | 22 | 24 | 65 | 53 |
| 9:00 | 60 | 52 | 57 | 49 | 57 | 30 | 33 | 55 | 48 |
| 10:00 | 39 | 37 | 45 | 41 | 70 | 47 | 45 | 46 | 46 |
| 11:00 | 48 | 52 | 44 | 35 | 79 | 72 | 43 | 52 | 53 |
| 12:00 | 47 | 45 | 54 | 50 | 64 | 67 | 56 | 52 | 55 |
| 13:00 | 45 | 53 | 49 | 53 | 45 | 37 | 57 | 49 | 48 |
| 14:00 | 65 | 67 | 68 | 56 | 73 | 55 | 37 | 66 | 60 |
| 15:00 | 120 | 121 | 113 | 109 | 142 | 43 | 50 | 121 | 100 |
| 16:00 | 96 | 97 | 99 | 118 | 95 | 44 | 32 | 101 | 83 |
| 17:00 | 110 | 117 | 115 | 114 | 86 | 49 | 48 | 108 | 91 |
| 18:00 | 63 | 86 | 76 | 71 | 60 | 31 | 26 | 71 | 59 |
| 19:00 | 45 | 41 | 35 | 48 | 50 | 30 | 25 | 44 | 39 |
| 20:00 | 20 | 24 | 27 | 20 | 38 | 19 | 26 | 26 | 25 |
| 21:00 | 24 | 22 | 26 | 28 | 21 | 27 | 18 | 24 | 24 |
| 22:00 | 10 | 16 | 19 | 21 | 21 | 15 | 15 | 17 | 17 |
| 23:00 | 4 | 5 | 9 | 9 | 13 | 14 | 6 | 8 | 9 |
| Total | 918 | 950 | 972 | 927 | 1038 | 650 | 584 | 961 | 863 |
| % Heavies | 5.9% | 6.3% | 5.9% | 5.6% | 5.9% | 3.7% | 2.6% | 5.9% | 5.3% |





| | | |
|-------------------|---------------------------|----------------------|
| Road | De Laine Avenue | |
| Location | east of towers outside 60 | Average Weekday 1774 |
| Suburb | Edwardstown | All Day Average 1592 |
| Site No. | A6V | Weekday Heavy's 5.5% |
| Start Date | Tuesday 04/02/2020 | All Day Heavy's 5.1% |
| Direction | Two ways | |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 206 | 221 | 229 | 206 | 209 | 127 | 86 | | |
| PM Peak | 186 | 182 | 177 | 171 | 198 | 117 | 101 | | |
| 0:00 | 8 | 9 | 7 | 3 | 6 | 16 | 14 | 7 | 9 |
| 1:00 | 5 | 4 | 2 | 1 | 5 | 8 | 9 | 3 | 5 |
| 2:00 | 2 | 0 | 0 | 3 | 2 | 3 | 7 | 1 | 2 |
| 3:00 | 2 | 0 | 0 | 1 | 1 | 7 | 7 | 1 | 3 |
| 4:00 | 8 | 2 | 4 | 7 | 3 | 2 | 4 | 5 | 4 |
| 5:00 | 23 | 21 | 27 | 20 | 24 | 9 | 8 | 23 | 19 |
| 6:00 | 48 | 47 | 63 | 62 | 56 | 20 | 12 | 55 | 44 |
| 7:00 | 111 | 134 | 134 | 114 | 118 | 30 | 13 | 122 | 93 |
| 8:00 | 206 | 221 | 229 | 206 | 209 | 57 | 46 | 214 | 168 |
| 9:00 | 118 | 109 | 120 | 98 | 107 | 70 | 74 | 110 | 99 |
| 10:00 | 72 | 83 | 77 | 84 | 103 | 93 | 81 | 84 | 85 |
| 11:00 | 71 | 83 | 70 | 75 | 121 | 127 | 86 | 84 | 90 |
| 12:00 | 87 | 75 | 81 | 85 | 105 | 117 | 101 | 87 | 93 |
| 13:00 | 86 | 84 | 84 | 90 | 83 | 72 | 99 | 85 | 85 |
| 14:00 | 92 | 112 | 95 | 95 | 102 | 92 | 72 | 99 | 94 |
| 15:00 | 186 | 182 | 177 | 171 | 198 | 70 | 84 | 183 | 153 |
| 16:00 | 130 | 150 | 141 | 163 | 131 | 75 | 86 | 143 | 125 |
| 17:00 | 152 | 172 | 156 | 157 | 170 | 101 | 79 | 161 | 141 |
| 18:00 | 95 | 121 | 130 | 116 | 93 | 59 | 47 | 111 | 94 |
| 19:00 | 73 | 66 | 60 | 87 | 79 | 49 | 44 | 73 | 65 |
| 20:00 | 35 | 46 | 42 | 33 | 59 | 26 | 43 | 43 | 41 |
| 21:00 | 41 | 37 | 40 | 43 | 34 | 40 | 31 | 39 | 38 |
| 22:00 | 16 | 23 | 26 | 29 | 34 | 23 | 28 | 26 | 26 |
| 23:00 | 10 | 8 | 20 | 13 | 21 | 21 | 14 | 14 | 15 |
| Total | 1677 | 1789 | 1785 | 1756 | 1864 | 1187 | 1089 | 1774 | 1592 |
| % Heavies | 5.1% | 5.6% | 5.8% | 5.8% | 5.3% | 3.8% | 2.9% | 5.5% | 5.1% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
Road: De Laine Avenue
Survey Location: east of towers outside 60
Suburb: Edwardstown
Survey Period: Tue 04 Feb 20 to Mon 10 Feb 20
Speed Limit: 50
ATS Reference: 888_007337_000720
GCCC Reference: ABV

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|----------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | | |
| Tuesday, February 04, 2020 | 1664 | 23 | 97 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1789 | 14 | 5 |
| Wednesday, February 05, 2020 | 1661 | 21 | 99 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1785 | 21 | 6 |
| Thursday, February 06, 2020 | 1643 | 12 | 98 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1756 | 20 | 7 |
| Friday, February 07, 2020 | 1750 | 14 | 89 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1864 | 12 | 6 |
| Saturday, February 08, 2020 | 1134 | 7 | 42 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1187 | 8 | 8 |
| Sunday, February 09, 2020 | 1053 | 4 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1089 | 8 | 4 |
| Monday, February 10, 2020 | 1572 | 20 | 81 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1677 | 13 | 8 |
| Average Daily Volume | 1497 | 14 | 77 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1592 | 14 | 6 |
| % of Vehicles by Class | 94.0% | 0.9% | 4.8% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | 0.9% | 0.4% |

SPEED DATA

| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vph) | Vol within 15Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Tuesday, February 04, 2020 | 1789 | 1433 | 38.0 | 413 | 23.1% | 45.3 | 51.2 | 87.4 | 8:00AM | 221 | 190 | 38.0 | 62 | 28.1% | 46.8 | 52.8 | 87.4 | 3:00PM | 182 | 142 | 36.0 | 46 | 25.3% | 44.8 | 51.4 | 61.3 | | | | |
| Wednesday, February 05, 2020 | 1785 | 1404 | 37.0 | 361 | 20.2% | 44.6 | 51.8 | 74.5 | 8:00AM | 229 | 196 | 38.0 | 44 | 19.2% | 45.8 | 50.1 | 68.8 | 3:00PM | 177 | 136 | 36.0 | 24 | 13.6% | 42.5 | 49.2 | 58.6 | | | | |
| Thursday, February 06, 2020 | 1756 | 1417 | 39.0 | 452 | 25.7% | 46.0 | 52.8 | 73.6 | 8:00AM | 206 | 171 | 39.0 | 54 | 26.2% | 46.6 | 52.3 | 65.7 | 3:00PM | 171 | 141 | 38.0 | 48 | 28.1% | 46.6 | 52.8 | 60.4 | | | | |
| Friday, February 07, 2020 | 1864 | 1521 | 38.0 | 389 | 20.9% | 44.8 | 51.6 | 81.1 | 8:00AM | 209 | 177 | 40.0 | 51 | 24.4% | 46.0 | 51.3 | 62.5 | 3:00PM | 198 | 163 | 37.0 | 33 | 16.7% | 43.7 | 50.6 | 66.5 | | | | |
| Saturday, February 08, 2020 | 1187 | 954 | 37.0 | 234 | 19.7% | 44.3 | 50.2 | 69.8 | 11:00AM | 127 | 113 | 38.0 | 35 | 27.6% | 45.6 | 51.6 | 58.4 | 12:00PM | 117 | 98 | 39.0 | 27 | 23.1% | 45.4 | 51.5 | 63.5 | | | | |
| Sunday, February 09, 2020 | 1089 | 796 | 34.0 | 160 | 14.7% | 42.6 | 49.1 | 78.3 | 11:00AM | 86 | 65 | 33.0 | 12 | 14.0% | 42.1 | 49.3 | 59.6 | 12:00PM | 101 | 82 | 34.0 | 7 | 6.9% | 41.5 | 47.9 | 59.8 | | | | |
| Monday, February 10, 2020 | 1677 | 1327 | 37.0 | 366 | 21.8% | 45.1 | 51.3 | 80.4 | 8:00AM | 206 | 177 | 38.0 | 42 | 20.4% | 45.5 | 51.3 | 63.3 | 3:00PM | 186 | 160 | 38.0 | 38 | 20.4% | 45.2 | 51.5 | 63.7 | | | | |

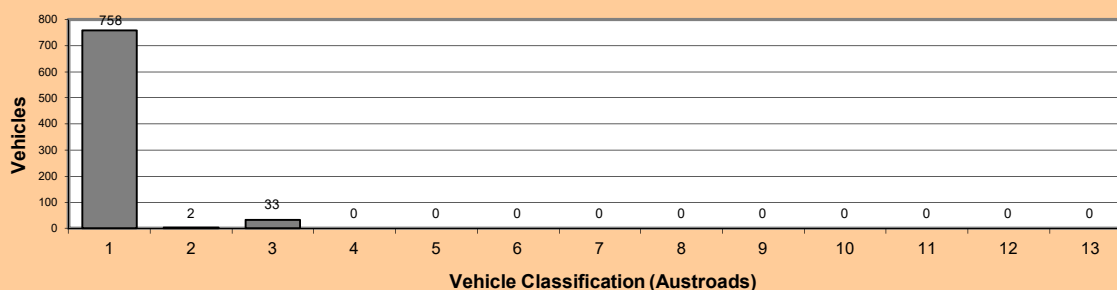


| | | | |
|-------------------|---------------------------|------------------|-------|
| Road | De Laine Avenue | AADT | 793.0 |
| Location | east of towers outside 60 | Ave Speed | 45.4 |
| Suburb | Edwardstown | 85%ile | 51 |
| Site No. | A6V | % Heavy's | 4.2% |
| Start Date | Tuesday 04/02/2020 | | |
| Displayed | WeekDay Avg Eastbound | | |

| | | |
|-------------|-------------|------------|
| Peak | Time | Vol |
| AM | 8:00 | 148 |
| PM | 15:00 | 59 |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 45.5 | 47.8 | 49.8 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43.4 | 44.1 | 44.9 |
| 5:00 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 48.1 | 52.7 | 60.3 |
| 6:00 | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 47.3 | 52.6 | 60.6 |
| 7:00 | 92 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 48.0 | 53.5 | 60.8 |
| 8:00 | 141 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 46.3 | 50.9 | 59.7 |
| 9:00 | 52 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 45.5 | 50.6 | 57.8 |
| 10:00 | 33 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 45.4 | 51.6 | 59.4 |
| 11:00 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 44.6 | 50.1 | 55.6 |
| 12:00 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 44.5 | 50.1 | 60.0 |
| 13:00 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 43.8 | 51.0 | 55.8 |
| 14:00 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 44.5 | 50.4 | 56.4 |
| 15:00 | 58 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 44.1 | 50.4 | 57.5 |
| 16:00 | 39 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 44.8 | 50.5 | 59.8 |
| 17:00 | 50 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 44.7 | 51.2 | 55.1 |
| 18:00 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 44.2 | 49.8 | 59.8 |
| 19:00 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 45.2 | 50.9 | 56.5 |
| 20:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 42.6 | 49.6 | 55.4 |
| 21:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 41.4 | 46.8 | 52.2 |
| 22:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 44.7 | 49.7 | 56.0 |
| 23:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 42.9 | 46.4 | 49.7 |
| Total | 758 | 2 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 793 | 45.4 | 51.2 | 60.3 |
| | 95.6% | 0.3% | 4.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

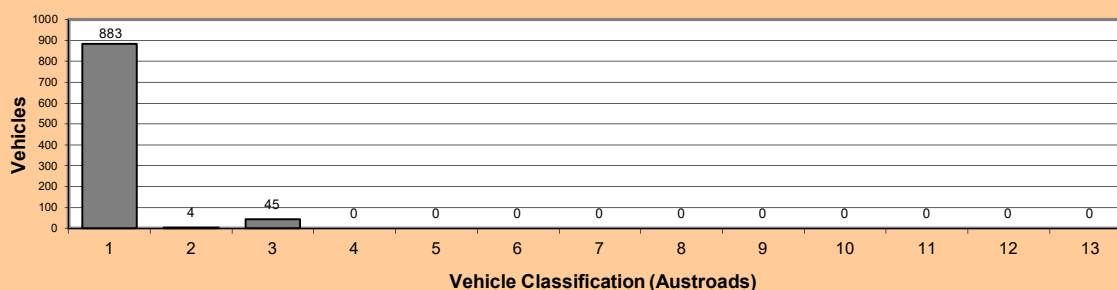




| Road | De Laine Avenue | AADT | 932.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>64</td></tr><tr><td>PM</td><td>15:00</td><td>119</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 64 | PM | 15:00 | 119 |
|------------|---------------------------|-----------|-------|--|------|------|-----|----|------|----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 64 | | | | | | | | | | | |
| PM | 15:00 | 119 | | | | | | | | | | | |
| Location | east of towers outside 60 | Ave Speed | 44.9 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 51 | | | | | | | | | | |
| Site No. | A6V | % Heavy's | 4.8% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 46.6 | 53.2 | 55.5 |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40.2 | 43.5 | 47.9 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 52.1 | 55.5 | 57.1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47.2 | 50.9 | 55.1 |
| 5:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44.2 | 47.4 | 52.1 |
| 6:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 44.3 | 50.6 | 52.8 |
| 7:00 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 42.4 | 49.9 | 54.1 |
| 8:00 | 61 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 45.7 | 52.4 | 61.4 |
| 9:00 | 49 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 44.8 | 50.7 | 59.3 |
| 10:00 | 41 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 45.3 | 51.8 | 60.3 |
| 11:00 | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 44.6 | 50.5 | 58.3 |
| 12:00 | 46 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 45.4 | 50.9 | 61.0 |
| 13:00 | 44 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 44.2 | 50.6 | 59.4 |
| 14:00 | 61 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 45.1 | 51.0 | 56.7 |
| 15:00 | 110 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 44.8 | 50.7 | 58.4 |
| 16:00 | 95 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 45.5 | 51.3 | 59.9 |
| 17:00 | 104 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 44.6 | 50.8 | 57.9 |
| 18:00 | 66 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 45.1 | 51.5 | 59.0 |
| 19:00 | 42 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 45.4 | 51.0 | 61.0 |
| 20:00 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 44.0 | 49.0 | 55.7 |
| 21:00 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 45.1 | 50.4 | 58.6 |
| 22:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 45.8 | 51.3 | 58.0 |
| 23:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 45.9 | 49.9 | 53.8 |
| Total | 883 | 4 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 932 | 44.9 | 51.5 | 61.2 |
| | 94.7% | 0.4% | 4.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

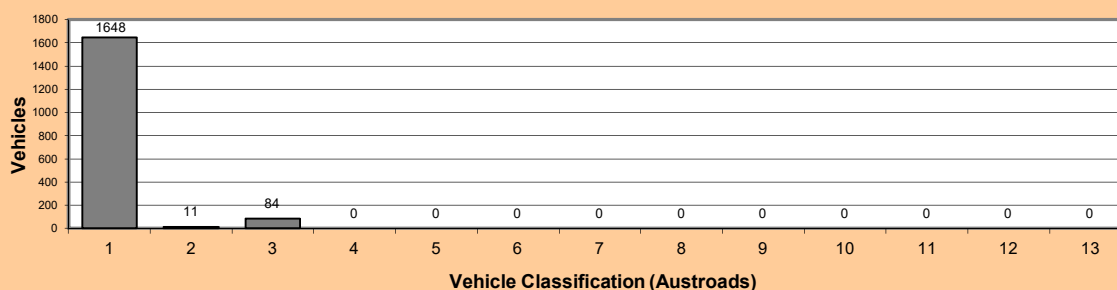


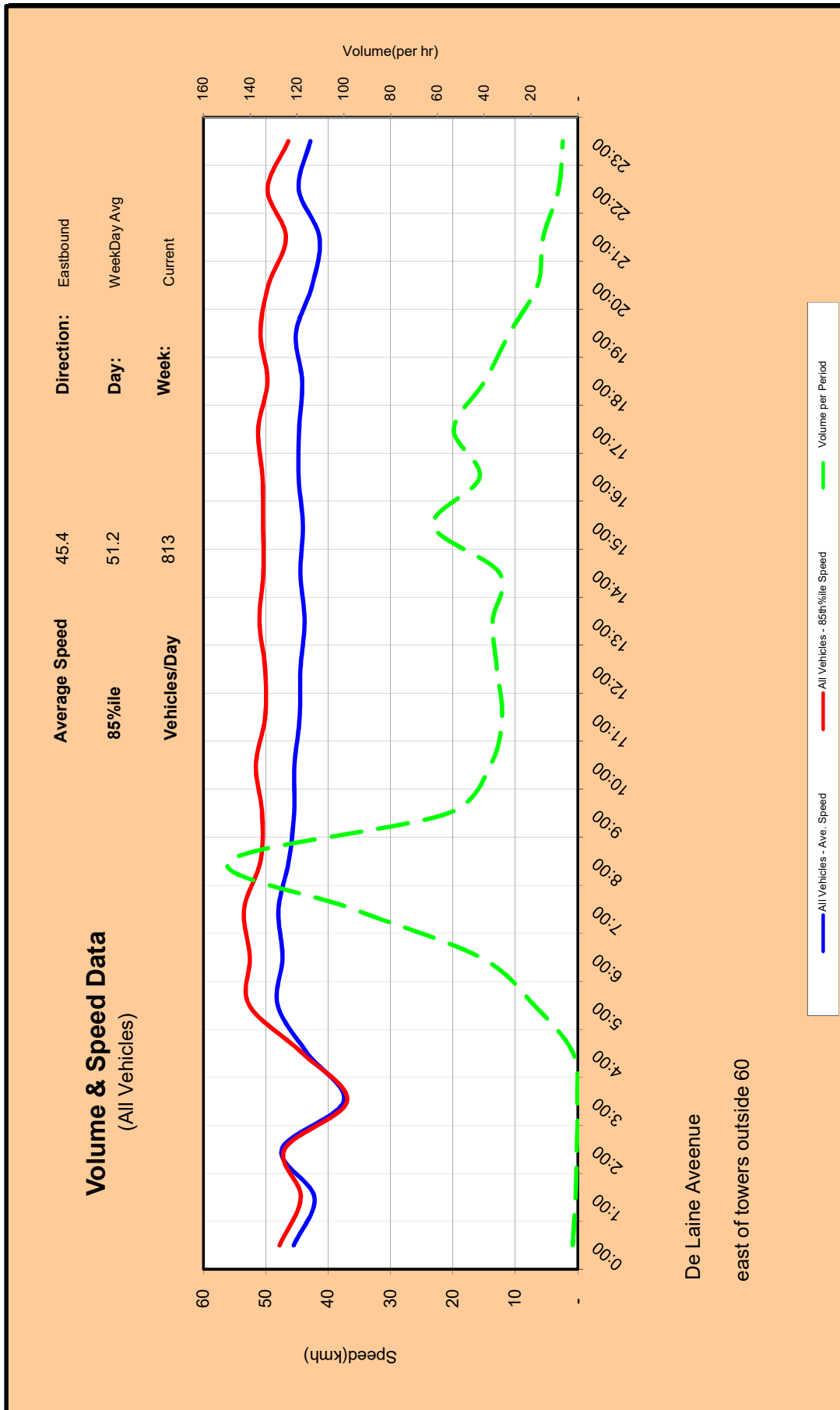


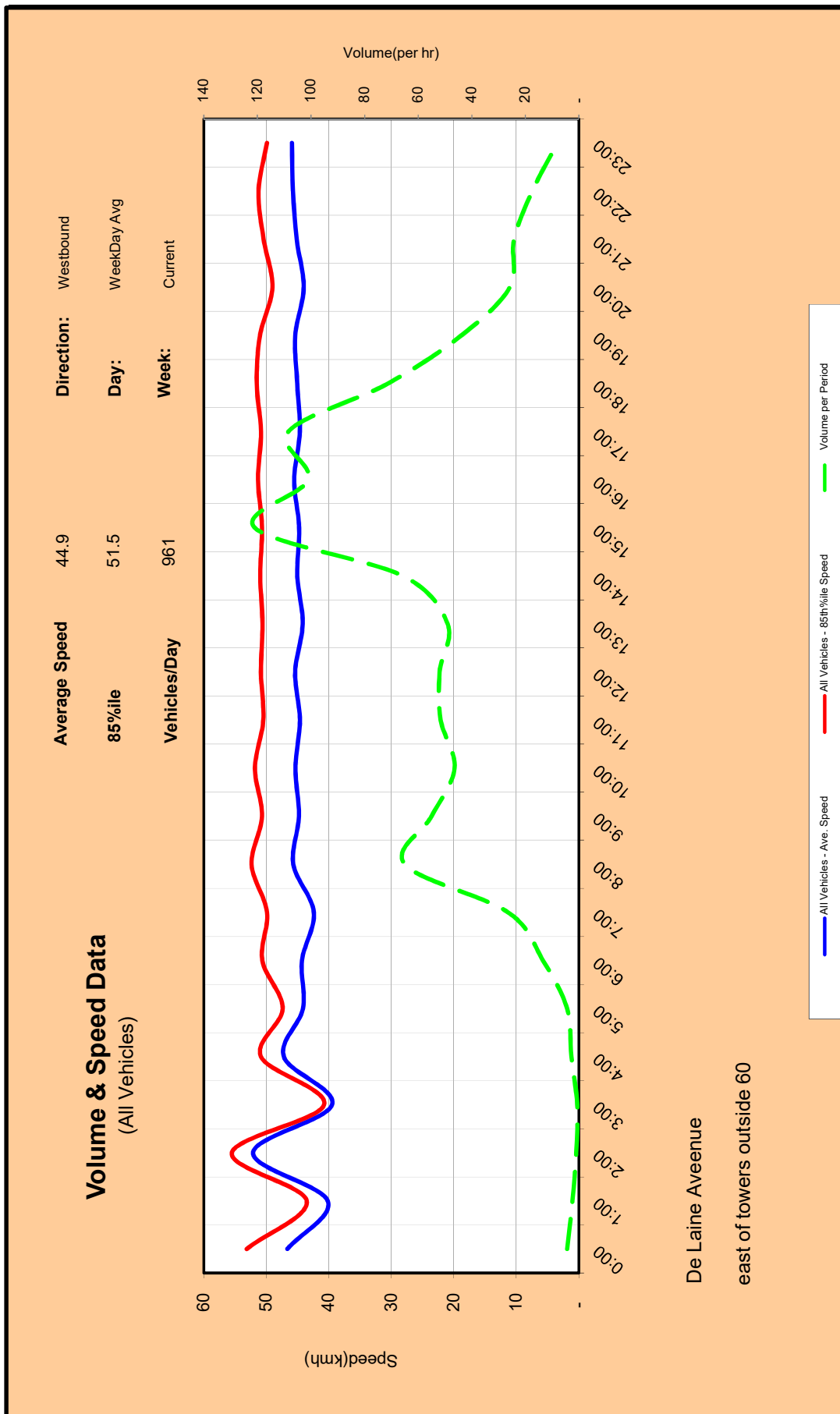
| Road | De Laine Avenue | AADT | 1743.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>212</td></tr><tr><td>PM</td><td>15:00</td><td>181</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 212 | PM | 15:00 | 181 |
|------------|---------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 212 | | | | | | | | | | | |
| PM | 15:00 | 181 | | | | | | | | | | | |
| Location | east of towers outside 60 | Ave Speed | 45.2 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 51 | | | | | | | | | | |
| Site No. | A6V | % Heavy's | 4.8% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 46.3 | 51.9 | 57.2 |
| 1:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40.8 | 45.9 | 49.5 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50.8 | 54.6 | 56.3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45.6 | 49.3 | 53.9 |
| 5:00 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 47.3 | 52.7 | 60.8 |
| 6:00 | 49 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 46.6 | 52.5 | 60.0 |
| 7:00 | 114 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 46.8 | 52.9 | 60.3 |
| 8:00 | 202 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 46.1 | 51.5 | 60.2 |
| 9:00 | 101 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 45.1 | 51.1 | 59.5 |
| 10:00 | 74 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 45.4 | 52.1 | 61.3 |
| 11:00 | 77 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 44.6 | 50.7 | 58.5 |
| 12:00 | 78 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 45.0 | 50.6 | 61.1 |
| 13:00 | 78 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 44.0 | 50.7 | 59.0 |
| 14:00 | 92 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 44.9 | 51.1 | 57.1 |
| 15:00 | 169 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 44.5 | 51.1 | 58.9 |
| 16:00 | 134 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 45.3 | 51.5 | 60.5 |
| 17:00 | 155 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 44.6 | 51.5 | 57.2 |
| 18:00 | 104 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 44.7 | 51.1 | 59.6 |
| 19:00 | 70 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 45.3 | 51.7 | 59.4 |
| 20:00 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 43.4 | 50.0 | 57.6 |
| 21:00 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 43.7 | 49.4 | 58.2 |
| 22:00 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 45.4 | 51.4 | 59.6 |
| 23:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 44.6 | 49.1 | 55.9 |
| Total | 1648 | 11 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1743 | 45.2 | 51.3 | 61.4 |
| | 94.5% | 0.6% | 4.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

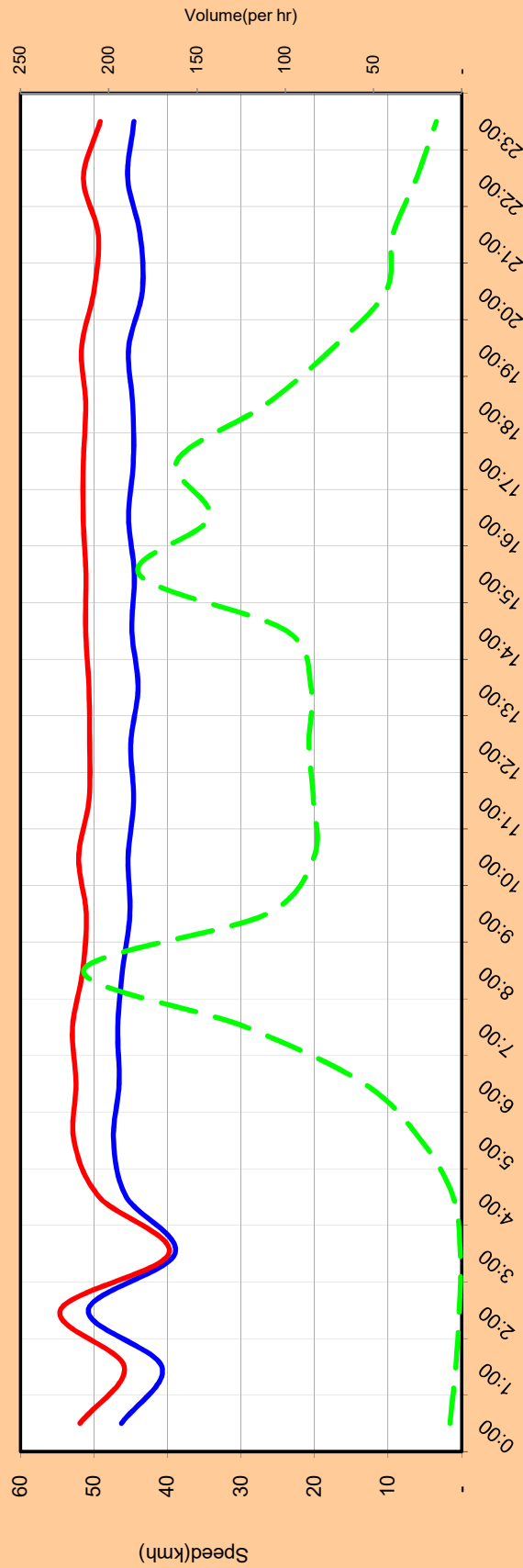






Volume & Speed Data (All Vehicles)

Average Speed 45.2 Direction: Two ways
85%ile 51.3 Day: WeekDay Avg
Vehicles/Day 1,774 Week: Current



De Laine Avenue
east of towers outside 60



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|--------------------|-----------------------------|---------------------------|
| STREET NAME : | De Laine Avenue | LOCATION: | east of harris outside 39 |
| SUBURB: | Edwardstown | START DATE : | Tuesday 04 Feb 2020 |
| FILE NAME : | Individual-371.txt | FINISH DATE : | Monday 10 Feb 2020 |
| SITE ID NUMBER : | 9J2 | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 1,806 | 819 | 987 |
| [VEH/DAY] | Total Survey Average | 1,615 | 733 | 882 |
| WEEK DAY PEAK AM | 8:00 | 217 | 155 | 62 |
| HOUR VOLUME: PM | 15:00 | 180 | 58 | 122 |
| PEAK DAY | | Fri 07 Feb 2020 | Tue 04 Feb 2020 | Fri 07 Feb 2020 |
| PEAK DAY VOLUME | | 1863 | 863 | 1040 |
| WEEKDAY PACE | 15Kph Pace Start | 36 | 35 | 37 |
| | % Pace Volume | 79% | 79% | 79% |
| TOTAL SPEEDS: | 85th Percentile | 49 | 49 | 50 |
| Km/Hr | Average | 42.9 | 41.8 | 43.8 |
| 95th Percentile | Tuesday 04/02/20 | 53.6 | 52.6 | 54.4 |
| | Wednesday 05/02/20 | 53.3 | 52.3 | 54.8 |
| | Thursday 06/02/20 | 54.8 | 53.4 | 54.2 |
| | Friday 07/02/20 | 53.3 | 51.9 | 54.3 |
| | Saturday 08/02/20 | 52.6 | 51.7 | 53.6 |
| | Sunday 09/02/20 | 52.4 | 50.6 | 53.1 |
| 99th Percentile | Monday 10/02/20 | 53.6 | 51.3 | 54.7 |
| | Tuesday 04/02/20 | 60.9 | 57.4 | 60.4 |
| | Wednesday 05/02/20 | 58.3 | 56.5 | 59.7 |
| | Thursday 06/02/20 | 59.6 | 58.5 | 59.3 |
| | Friday 07/02/20 | 59.7 | 57.8 | 60.3 |
| | Saturday 08/02/20 | 57.3 | 55.5 | 58.7 |
| CLASSIFICATION % *: | Sunday 09/02/20 | 57.1 | 52.1 | 60.7 |
| | Monday 10/02/20 | 59.0 | 58.5 | 59.8 |
| | Week Days CLASS 1 % | 95.3% | 96.1% | 94.6% |
| | Week Days Commercial | 3.5% | 2.7% | 4.2% |
| NOTES : (OBSERVATIONS) | | | | |
| * CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive | | | | |



Automatic Traffic Counts - Site Data

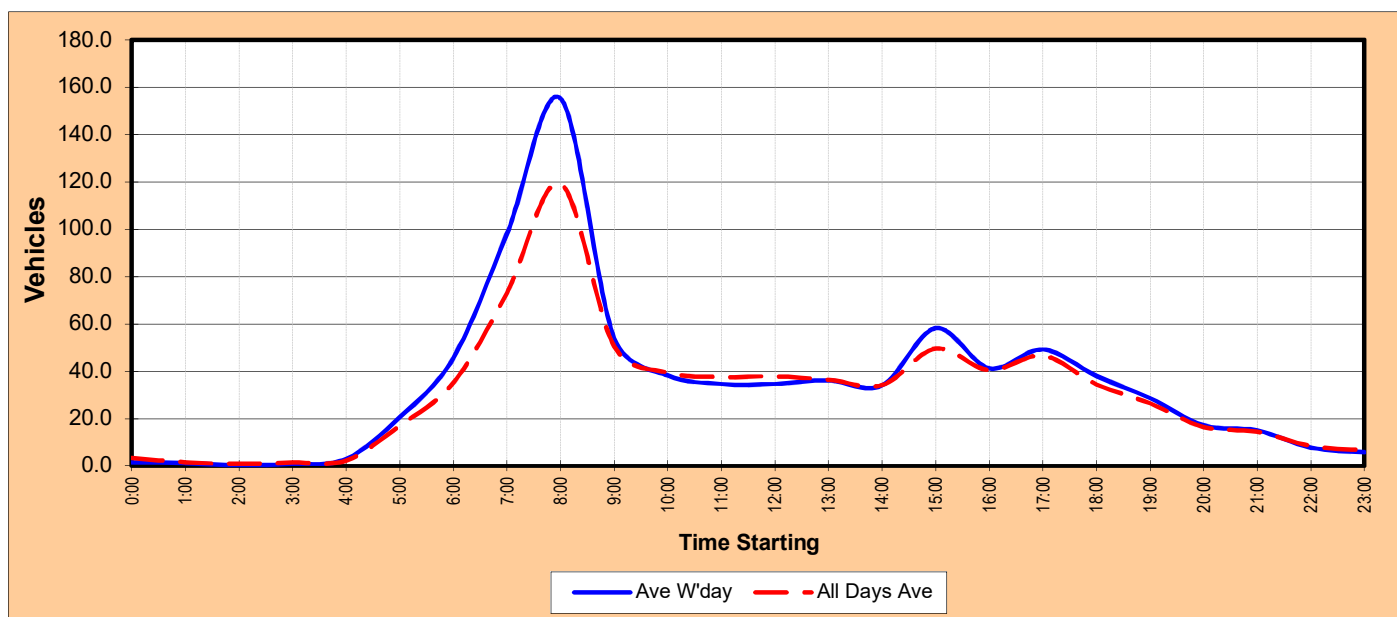
| | | |
|---------------------|---------------------------|--------------------|
| Site No: | 9J2 | North Point |
| Date: | Tuesday 04 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | De Laine Avenue | |
| Suburb: | Edwardstown | |
| LOCATION: | east of harris outside 39 | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |

Copyright © Google



| | | | |
|-------------------|---------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 819 |
| Location | east of harris outside 39 | All Day Average | 733 |
| Suburb | Edwardstown | Weekday Heavy's | 2.7% |
| Site No. | 9J2 | All Day Heavy's | 2.5% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Eastbound | | |

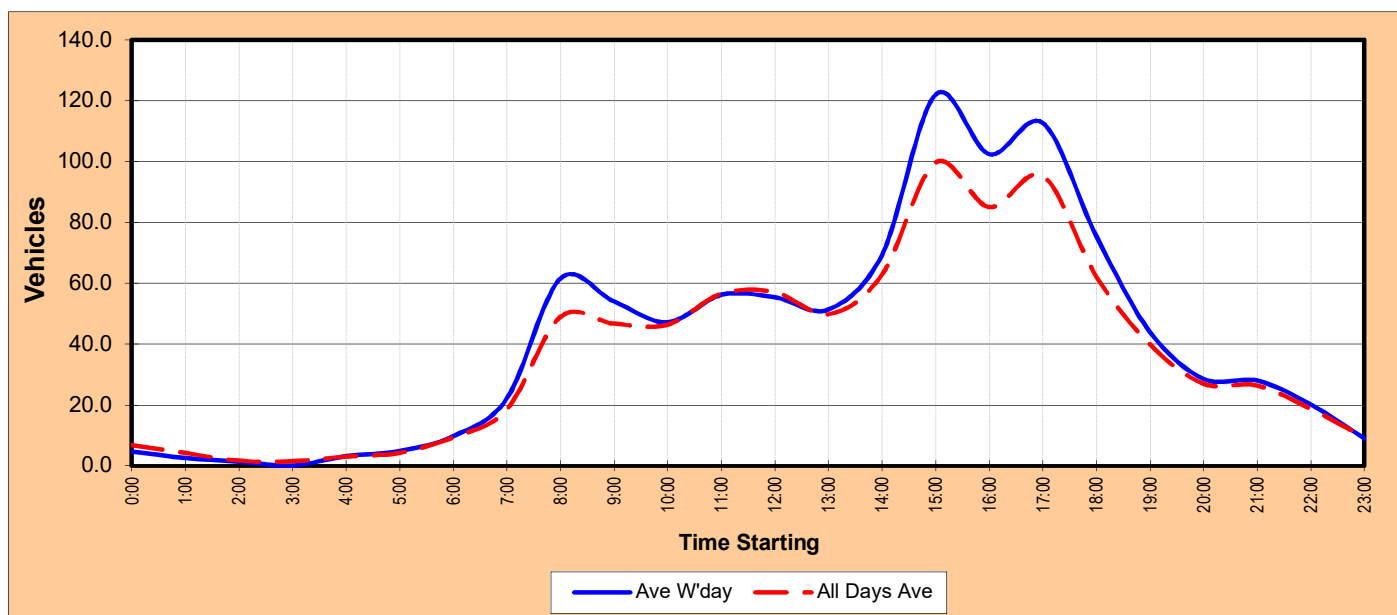
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 145 | 160 | 165 | 156 | 150 | 53 | 44 | | |
| PM Peak | 61 | 64 | 58 | 61 | 74 | 51 | 48 | | |
| 0:00 | 1 | 2 | 2 | 1 | 2 | 8 | 8 | 2 | 3 |
| 1:00 | 2 | 1 | 0 | 1 | 2 | 1 | 4 | 1 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 |
| 3:00 | 1 | 1 | 0 | 1 | 1 | 4 | 2 | 1 | 1 |
| 4:00 | 3 | 1 | 4 | 3 | 4 | 0 | 1 | 3 | 2 |
| 5:00 | 24 | 20 | 20 | 19 | 20 | 8 | 8 | 21 | 17 |
| 6:00 | 38 | 42 | 50 | 51 | 47 | 10 | 8 | 46 | 35 |
| 7:00 | 89 | 112 | 104 | 97 | 88 | 18 | 4 | 98 | 73 |
| 8:00 | 145 | 160 | 165 | 156 | 150 | 35 | 24 | 155 | 119 |
| 9:00 | 53 | 63 | 54 | 52 | 48 | 40 | 44 | 54 | 51 |
| 10:00 | 36 | 46 | 34 | 39 | 36 | 50 | 35 | 38 | 39 |
| 11:00 | 27 | 31 | 31 | 43 | 41 | 53 | 37 | 35 | 38 |
| 12:00 | 37 | 34 | 24 | 39 | 39 | 51 | 41 | 35 | 38 |
| 13:00 | 39 | 30 | 34 | 38 | 40 | 37 | 37 | 36 | 36 |
| 14:00 | 31 | 41 | 29 | 41 | 28 | 38 | 31 | 34 | 34 |
| 15:00 | 61 | 64 | 58 | 61 | 47 | 23 | 33 | 58 | 50 |
| 16:00 | 37 | 51 | 38 | 46 | 34 | 29 | 48 | 41 | 40 |
| 17:00 | 34 | 53 | 40 | 45 | 74 | 49 | 31 | 49 | 47 |
| 18:00 | 30 | 35 | 49 | 41 | 35 | 32 | 19 | 38 | 34 |
| 19:00 | 25 | 26 | 28 | 38 | 26 | 22 | 20 | 29 | 26 |
| 20:00 | 15 | 25 | 15 | 10 | 21 | 9 | 20 | 17 | 16 |
| 21:00 | 16 | 13 | 12 | 18 | 16 | 15 | 11 | 15 | 14 |
| 22:00 | 5 | 7 | 6 | 5 | 16 | 10 | 10 | 8 | 8 |
| 23:00 | 5 | 5 | 8 | 4 | 7 | 7 | 10 | 6 | 7 |
| Total | 754 | 863 | 805 | 850 | 823 | 551 | 488 | 819 | 733 |
| % Heavies | 2.3% | 2.8% | 3.2% | 3.2% | 2.2% | 1.8% | 1.2% | 2.7% | 2.5% |





| | | | |
|-------------------|---------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 987 |
| Location | east of harris outside 39 | All Day Average | 882 |
| Suburb | Edwardstown | Weekday Heavy's | 4.2% |
| Site No. | 9J2 | All Day Heavy's | 3.9% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Westbound | | |

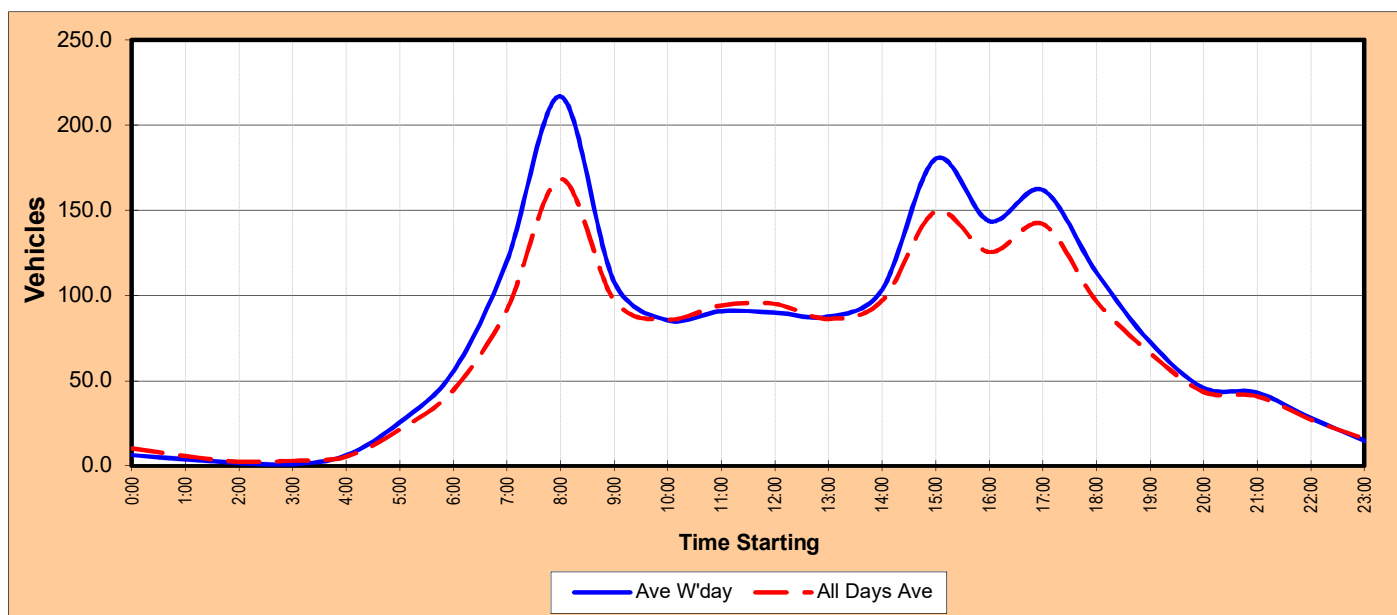
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 67 | 64 | 67 | 55 | 85 | 72 | 43 | | |
| PM Peak | 114 | 130 | 123 | 123 | 129 | 73 | 54 | | |
| 0:00 | 9 | 4 | 5 | 3 | 3 | 13 | 11 | 5 | 7 |
| 1:00 | 2 | 2 | 2 | 2 | 5 | 8 | 9 | 3 | 4 |
| 2:00 | 3 | 1 | 0 | 2 | 1 | 2 | 3 | 1 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 0 | 2 |
| 4:00 | 4 | 4 | 3 | 4 | 1 | 3 | 3 | 3 | 3 |
| 5:00 | 4 | 4 | 6 | 5 | 6 | 2 | 3 | 5 | 4 |
| 6:00 | 8 | 7 | 12 | 10 | 12 | 11 | 6 | 10 | 9 |
| 7:00 | 20 | 22 | 28 | 18 | 23 | 10 | 9 | 22 | 19 |
| 8:00 | 67 | 64 | 67 | 55 | 55 | 18 | 17 | 62 | 49 |
| 9:00 | 56 | 54 | 54 | 47 | 59 | 27 | 30 | 54 | 47 |
| 10:00 | 39 | 35 | 47 | 42 | 73 | 46 | 43 | 47 | 46 |
| 11:00 | 57 | 56 | 45 | 38 | 85 | 72 | 43 | 56 | 57 |
| 12:00 | 49 | 49 | 58 | 58 | 63 | 73 | 50 | 55 | 57 |
| 13:00 | 51 | 55 | 51 | 52 | 48 | 39 | 53 | 51 | 50 |
| 14:00 | 76 | 72 | 66 | 59 | 74 | 60 | 33 | 69 | 63 |
| 15:00 | 114 | 130 | 123 | 114 | 129 | 39 | 49 | 122 | 100 |
| 16:00 | 103 | 101 | 96 | 117 | 95 | 48 | 35 | 102 | 85 |
| 17:00 | 111 | 120 | 116 | 123 | 93 | 50 | 54 | 113 | 95 |
| 18:00 | 69 | 91 | 79 | 76 | 62 | 31 | 27 | 75 | 62 |
| 19:00 | 48 | 39 | 38 | 48 | 47 | 32 | 27 | 44 | 40 |
| 20:00 | 21 | 26 | 31 | 27 | 38 | 16 | 30 | 29 | 27 |
| 21:00 | 21 | 26 | 34 | 34 | 25 | 27 | 18 | 28 | 26 |
| 22:00 | 10 | 18 | 20 | 26 | 27 | 15 | 15 | 20 | 19 |
| 23:00 | 5 | 5 | 11 | 9 | 15 | 13 | 8 | 9 | 9 |
| Total | 947 | 985 | 992 | 969 | 1040 | 660 | 581 | 987 | 882 |
| % Heavies | 3.4% | 4.7% | 5.1% | 3.7% | 4.1% | 3.0% | 1.9% | 4.2% | 3.9% |





| | | |
|-------------------|---------------------------|--|
| Road | De Laine Avenue | |
| Location | east of harris outside 39 | |
| Suburb | Edwardstown | |
| Site No. | 9J2 | |
| Start Date | Tuesday 04/02/2020 | |
| Direction | Two ways | |
| | | Average Weekday 1806 All Day Average 1615 Weekday Heavy's 3.5% All Day Heavy's 3.2% |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 212 | 224 | 232 | 211 | 205 | 125 | 80 | | |
| PM Peak | 175 | 194 | 181 | 175 | 176 | 124 | 91 | | |
| 0:00 | 10 | 6 | 7 | 4 | 5 | 21 | 19 | 6 | 10 |
| 1:00 | 4 | 3 | 2 | 3 | 7 | 9 | 13 | 4 | 6 |
| 2:00 | 3 | 1 | 0 | 3 | 2 | 4 | 5 | 2 | 3 |
| 3:00 | 1 | 1 | 0 | 1 | 2 | 9 | 7 | 1 | 3 |
| 4:00 | 7 | 5 | 7 | 7 | 5 | 3 | 4 | 6 | 5 |
| 5:00 | 28 | 24 | 26 | 24 | 26 | 10 | 11 | 26 | 21 |
| 6:00 | 46 | 49 | 62 | 61 | 59 | 21 | 14 | 55 | 45 |
| 7:00 | 109 | 134 | 132 | 115 | 111 | 28 | 13 | 120 | 92 |
| 8:00 | 212 | 224 | 232 | 211 | 205 | 53 | 41 | 217 | 168 |
| 9:00 | 109 | 117 | 108 | 99 | 107 | 67 | 74 | 108 | 97 |
| 10:00 | 75 | 81 | 81 | 81 | 109 | 96 | 78 | 85 | 86 |
| 11:00 | 84 | 87 | 76 | 81 | 126 | 125 | 80 | 91 | 94 |
| 12:00 | 86 | 83 | 82 | 97 | 102 | 124 | 91 | 90 | 95 |
| 13:00 | 90 | 85 | 85 | 90 | 88 | 76 | 90 | 88 | 86 |
| 14:00 | 107 | 113 | 95 | 100 | 102 | 98 | 64 | 103 | 97 |
| 15:00 | 175 | 194 | 181 | 175 | 176 | 62 | 82 | 180 | 149 |
| 16:00 | 140 | 152 | 134 | 163 | 129 | 77 | 83 | 144 | 125 |
| 17:00 | 145 | 173 | 156 | 168 | 167 | 99 | 85 | 162 | 142 |
| 18:00 | 99 | 126 | 128 | 117 | 97 | 63 | 46 | 113 | 97 |
| 19:00 | 73 | 65 | 66 | 86 | 73 | 54 | 47 | 73 | 66 |
| 20:00 | 36 | 51 | 46 | 37 | 59 | 25 | 50 | 46 | 43 |
| 21:00 | 37 | 39 | 46 | 52 | 41 | 42 | 29 | 43 | 41 |
| 22:00 | 15 | 25 | 26 | 31 | 43 | 25 | 25 | 28 | 27 |
| 23:00 | 10 | 10 | 19 | 13 | 22 | 20 | 18 | 15 | 16 |
| Total | 1701 | 1848 | 1797 | 1819 | 1863 | 1211 | 1069 | 1806 | 1615 |
| % Heavies | 2.9% | 3.8% | 4.3% | 3.5% | 3.3% | 2.5% | 1.6% | 3.5% | 3.2% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
 Road: De Laine Avenue
 Survey Location: east of harris outside 39
 Suburb: Edwardstown
 Survey Period: Tue 04 Feb 20 to Mon 10 Feb 20
 Speed Limit: 50
 ATS Reference: 888_007337_000520
 GCCC Reference: 932

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|-------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | | |
| Tuesday, February 04, 2020 | 1754 | 23 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1848 | 14 | 9 |
| Wednesday, February 05, 2020 | 1697 | 22 | 72 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1797 | 20 | 9 |
| Thursday, February 06, 2020 | 1739 | 17 | 60 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1819 | 22 | 11 |
| Friday, February 07, 2020 | 1785 | 17 | 54 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1863 | 8 | 10 |
| Saturday, February 08, 2020 | 1175 | 6 | 28 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1211 | 5 | 13 |
| Sunday, February 09, 2020 | 1046 | 6 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1069 | 10 | 7 |
| Monday, February 10, 2020 | 1628 | 24 | 43 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1701 | 14 | 11 |
| Average Daily Volume | 1546 | 16 | 49 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1615 | 13 | 10 |
| % of Vehicles by Class | 95.7% | 1.0% | 3.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | 0.8% | 0.6% |

SPEED DATA

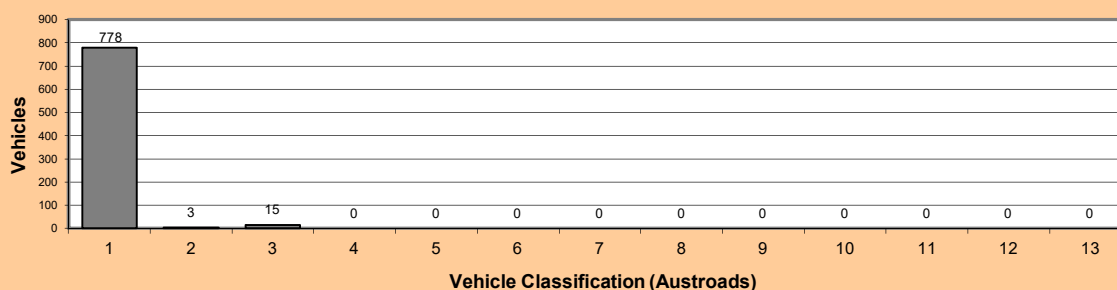
| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vpd) | Vol within 15Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Tuesday, February 04, 2020 | 1848 | 1445 | 36.0 | 256 | 13.9% | 43.1 | 49.3 | 72.0 | 8:00AM | 224 | 184 | 35.0 | 24 | 10.7% | 42.6 | 49.9 | 63.3 | 3:00PM | 194 | 144 | 34.0 | 26 | 13.4% | 42.6 | 49.4 | 61.7 | | | | |
| Wednesday, February 05, 2020 | 1797 | 1432 | 37.0 | 251 | 14.0% | 43.3 | 49.3 | 73.3 | 8:00AM | 232 | 199 | 35.0 | 19 | 8.2% | 42.9 | 48.8 | 59.6 | 3:00PM | 181 | 154 | 39.0 | 33 | 18.2% | 44.8 | 51.9 | 58.4 | | | | |
| Thursday, February 06, 2020 | 1819 | 1434 | 37.0 | 311 | 17.1% | 43.7 | 50.4 | 80.9 | 8:00AM | 211 | 183 | 36.0 | 33 | 15.6% | 44.0 | 50.9 | 59.8 | 3:00PM | 175 | 136 | 38.0 | 30 | 17.1% | 43.3 | 50.3 | 57.8 | | | | |
| Friday, February 07, 2020 | 1863 | 1456 | 36.0 | 273 | 14.7% | 43.1 | 49.1 | 83.5 | 8:00AM | 205 | 171 | 35.0 | 28 | 13.7% | 43.4 | 49.4 | 72.3 | 3:00PM | 176 | 145 | 35.0 | 23 | 13.1% | 43.0 | 49.8 | 58.7 | | | | |
| Saturday, February 08, 2020 | 1211 | 921 | 34.0 | 116 | 9.6% | 41.5 | 48.7 | 69.6 | 11:00AM | 125 | 101 | 33.0 | 9 | 7.2% | 41.8 | 48.9 | 60.9 | 12:00PM | 124 | 98 | 34.0 | 12 | 9.7% | 42.1 | 48.5 | 55.4 | | | | |
| Sunday, February 09, 2020 | 1069 | 814 | 35.0 | 111 | 10.4% | 41.5 | 48.3 | 63.1 | 11:00AM | 80 | 60 | 34.0 | 8 | 10.0% | 40.6 | 48.0 | 60.4 | 12:00PM | 91 | 73 | 35.0 | 7 | 7.7% | 42.1 | 48.6 | 60.1 | | | | |
| Monday, February 10, 2020 | 1701 | 1346 | 36.0 | 223 | 13.1% | 43.0 | 49.6 | 71.7 | 8:00AM | 212 | 180 | 35.0 | 21 | 9.9% | 42.9 | 48.3 | 56.4 | 3:00PM | 175 | 142 | 38.0 | 27 | 15.4% | 43.5 | 49.8 | 61.9 | | | | |



| Road | De Laine Avenue | AADT | 796.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>154</td></tr><tr><td>PM</td><td>15:00</td><td>57</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 154 | PM | 15:00 | 57 |
|------------|---------------------------|-----------|-------|--|------|------|-----|----|------|-----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 154 | | | | | | | | | | | |
| PM | 15:00 | 57 | | | | | | | | | | | |
| Location | east of harris outside 39 | Ave Speed | 42.2 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 48 | | | | | | | | | | |
| Site No. | 9J2 | % Heavy's | 1.9% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Eastbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 46.0 | 46.7 | 47.2 |
| 1:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38.9 | 40.3 | 41.1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 37.7 | 42.2 | 44.3 |
| 5:00 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 44.5 | 49.6 | 57.8 |
| 6:00 | 42 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 44.2 | 50.2 | 56.0 |
| 7:00 | 96 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 44.7 | 49.4 | 57.8 |
| 8:00 | 151 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 42.9 | 48.4 | 56.1 |
| 9:00 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 41.6 | 46.9 | 54.1 |
| 10:00 | 35 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 41.9 | 48.6 | 55.5 |
| 11:00 | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 40.8 | 46.5 | 55.2 |
| 12:00 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 40.8 | 47.2 | 60.2 |
| 13:00 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 40.5 | 47.1 | 51.3 |
| 14:00 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 41.0 | 47.0 | 52.6 |
| 15:00 | 56 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 41.4 | 48.2 | 56.3 |
| 16:00 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 42.0 | 47.8 | 56.0 |
| 17:00 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 42.8 | 48.9 | 53.8 |
| 18:00 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 40.6 | 46.4 | 53.2 |
| 19:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 41.9 | 47.7 | 54.2 |
| 20:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 40.0 | 46.3 | 51.1 |
| 21:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 38.2 | 44.5 | 48.6 |
| 22:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 39.4 | 45.1 | 48.0 |
| 23:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37.3 | 43.1 | 45.7 |
| Total | 778 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 796 | 42.2 | 48.3 | 57.1 |
| | 97.7% | 0.4% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

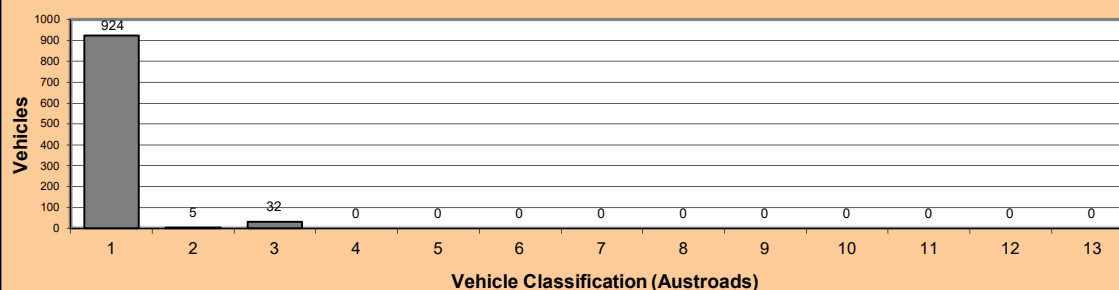




| Road | De Laine Avenue | AADT | 961.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>61</td></tr><tr><td>PM</td><td>15:00</td><td>121</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 61 | PM | 15:00 | 121 |
|------------|---------------------------|-----------|-------|--|------|------|-----|----|------|----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 61 | | | | | | | | | | | |
| PM | 15:00 | 121 | | | | | | | | | | | |
| Location | east of harris outside 39 | Ave Speed | 44.2 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 50 | | | | | | | | | | |
| Site No. | 9J2 | % Heavy's | 3.3% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45.1 | 50.8 | 55.8 |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40.2 | 44.0 | 46.3 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42.4 | 46.0 | 47.3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 44.4 | 47.3 | 49.8 |
| 5:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41.2 | 47.0 | 49.9 |
| 6:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 44.7 | 50.4 | 53.2 |
| 7:00 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 42.9 | 49.8 | 55.2 |
| 8:00 | 59 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 43.9 | 49.9 | 57.6 |
| 9:00 | 49 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 43.3 | 49.7 | 57.8 |
| 10:00 | 43 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 44.2 | 50.4 | 60.5 |
| 11:00 | 52 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 43.1 | 49.3 | 57.9 |
| 12:00 | 51 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 43.6 | 50.0 | 58.2 |
| 13:00 | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 43.9 | 50.0 | 58.2 |
| 14:00 | 64 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 44.5 | 51.3 | 59.6 |
| 15:00 | 114 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 44.4 | 50.4 | 56.9 |
| 16:00 | 97 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 45.6 | 50.8 | 59.9 |
| 17:00 | 109 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 44.7 | 50.4 | 57.3 |
| 18:00 | 72 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 44.6 | 50.6 | 56.9 |
| 19:00 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 44.2 | 50.4 | 58.3 |
| 20:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 42.4 | 48.0 | 52.1 |
| 21:00 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 44.1 | 50.1 | 58.4 |
| 22:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 42.5 | 47.7 | 55.0 |
| 23:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 44.9 | 48.6 | 53.1 |
| Total | 924 | 5 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 961 | 44.2 | 50.2 | 59.1 |
| | 96.1% | 0.5% | 3.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

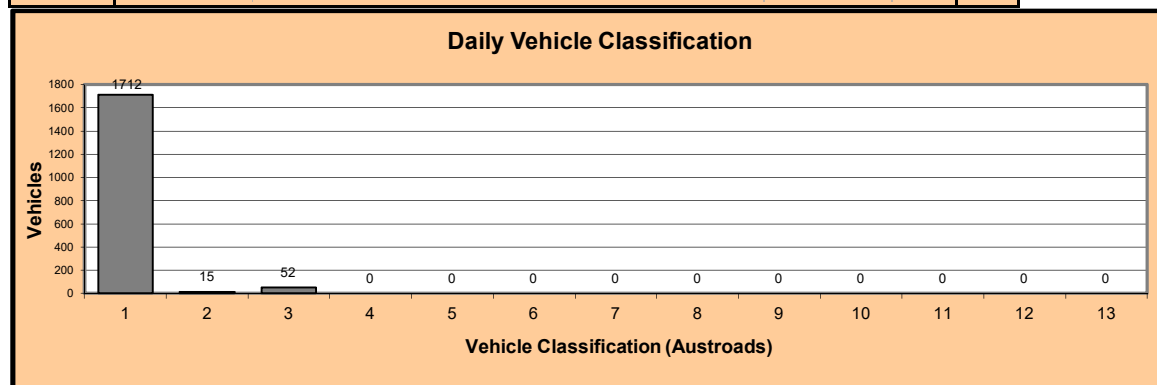
Daily Vehicle Classification





| Road | De Laine Avenue | AADT | 1779.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>215</td></tr><tr><td>PM</td><td>15:00</td><td>179</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 215 | PM | 15:00 | 179 |
|------------|---------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 215 | | | | | | | | | | | |
| PM | 15:00 | 179 | | | | | | | | | | | |
| Location | east of harris outside 39 | Ave Speed | 43.3 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 49 | | | | | | | | | | |
| Site No. | 9J2 | % Heavy's | 2.9% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 45.3 | 50.0 | 57.5 |
| 1:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 39.8 | 44.4 | 47.3 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43.1 | 47.0 | 48.3 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32.8 | 35.1 | 36.3 |
| 4:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41.2 | 46.6 | 49.7 |
| 5:00 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 43.8 | 49.9 | 57.6 |
| 6:00 | 52 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 44.3 | 49.8 | 57.6 |
| 7:00 | 115 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 44.4 | 49.9 | 58.0 |
| 8:00 | 210 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 43.2 | 49.5 | 57.6 |
| 9:00 | 101 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 42.4 | 48.9 | 56.4 |
| 10:00 | 78 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 43.2 | 50.1 | 58.2 |
| 11:00 | 83 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 42.2 | 48.7 | 57.5 |
| 12:00 | 84 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 42.5 | 49.4 | 60.0 |
| 13:00 | 82 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 42.5 | 49.1 | 55.5 |
| 14:00 | 97 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 43.4 | 50.2 | 58.4 |
| 15:00 | 170 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 43.4 | 50.2 | 57.2 |
| 16:00 | 137 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 44.6 | 50.4 | 59.6 |
| 17:00 | 157 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 44.2 | 50.1 | 57.3 |
| 18:00 | 109 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 43.2 | 49.9 | 56.7 |
| 19:00 | 71 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 43.3 | 49.6 | 57.9 |
| 20:00 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 41.5 | 47.5 | 53.1 |
| 21:00 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42.0 | 48.7 | 57.5 |
| 22:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 41.6 | 48.3 | 54.8 |
| 23:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 42.0 | 48.5 | 53.5 |
| Total | 1712 | 15 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1779 | 43.3 | 49.1 | 59.7 |
| | 96.2% | 0.8% | 2.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |



Volume & Speed Data (All Vehicles)

Average Speed 42.2

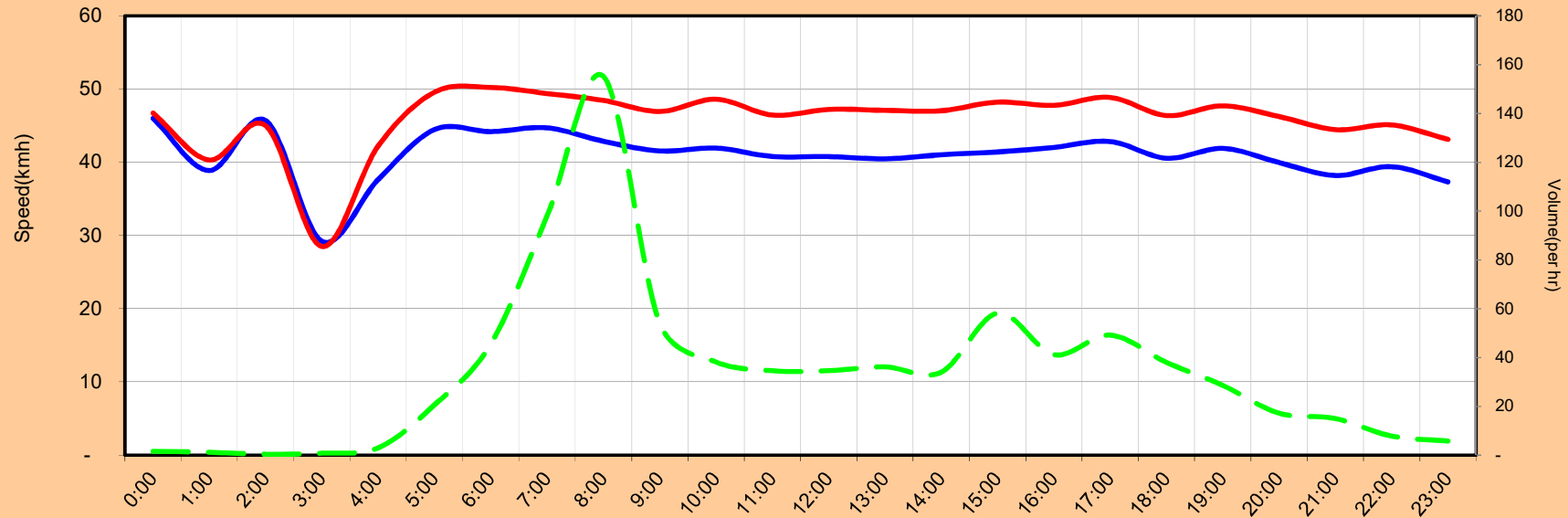
Direction: Eastbound

85th%ile 48.3

Day: WeekDay Avg

Vehicles/Day 819

Week: Current



De Laine Avenue

east of harris outside 39

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 44.2

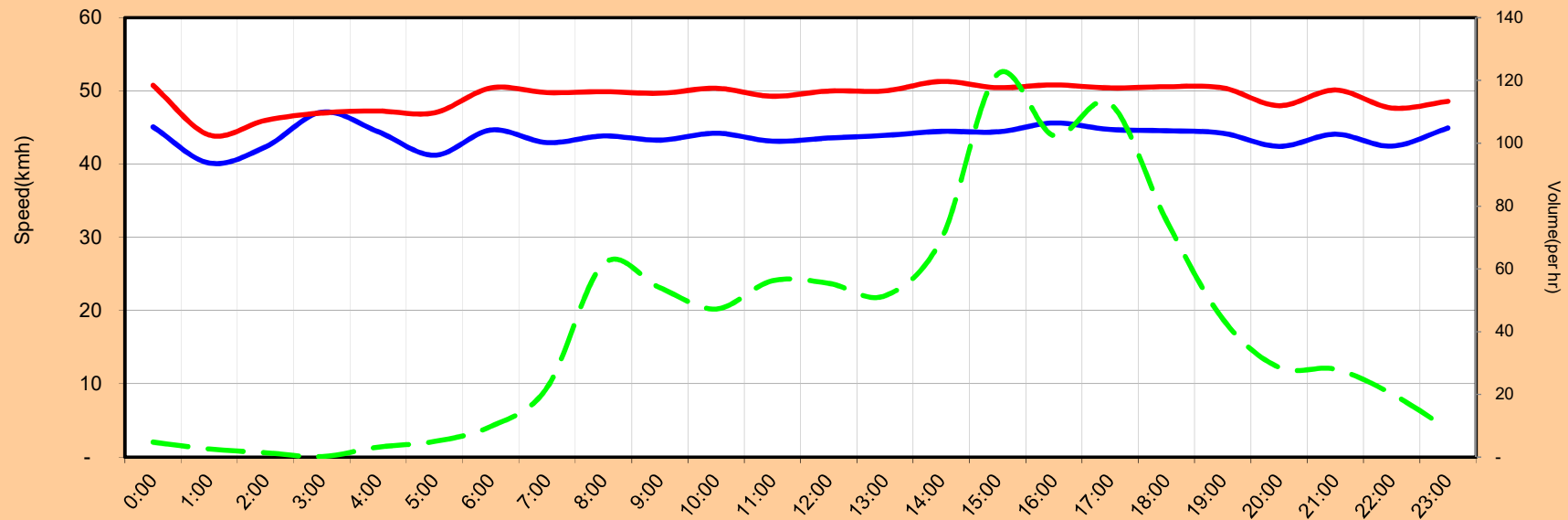
Direction: Westbound

85thile 50.2

Day: WeekDay Avg

Vehicles/Day 987

Week: Current



De Laine Avenue

east of harris outside 39

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 43.3

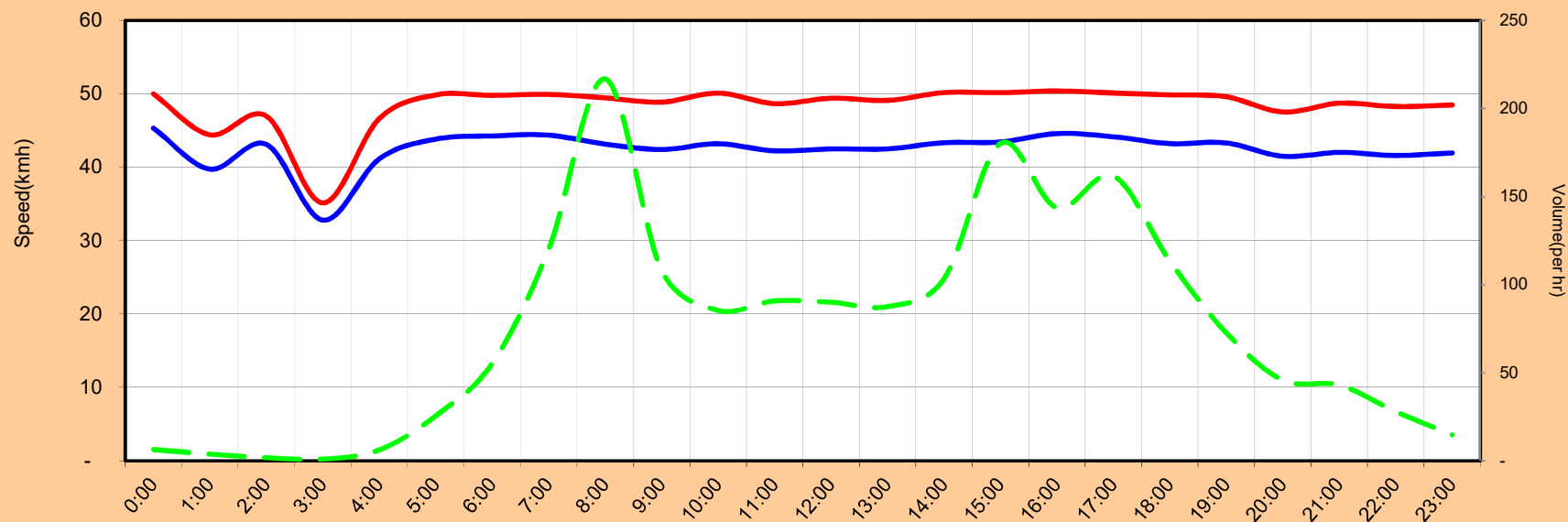
Direction: Two ways

85th%ile 49.1

Day: WeekDay Avg

Vehicles/Day 1,806

Week: Current



De Laine Avenue

east of harris outside 39

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|--------------------|-----------------------------|----------------------------|
| STREET NAME : | De Laine Avenue | LOCATION: | west of railway outside 15 |
| SUBURB: | Edwardstown | START DATE : | Tuesday 04 Feb 2020 |
| FILE NAME : | Individual-380.txt | FINISH DATE : | Monday 10 Feb 2020 |
| SITE ID NUMBER : | OV8 | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 1,872 | 867 | 1,005 |
| [VEH/DAY] | Total Survey Average | 1,681 | 779 | 902 |
| WEEK DAY PEAK AM | 8:00 | 222 | 168 | 56 |
| HOUR VOLUME: PM | 15:00 | 187 | 62 | 124 |
| PEAK DAY | | Fri 07 Feb 2020 | Tue 04 Feb 2020 | Fri 07 Feb 2020 |
| PEAK DAY VOLUME | | 1930 | 903 | 1062 |
| WEEKDAY PACE | 15Kph Pace Start | 35 | 35 | 35 |
| | % Pace Volume | 77% | 76% | 79% |
| TOTAL SPEEDS: | 85th Percentile | 48 | 49 | 48 |
| Km/Hr | Average | 41.6 | 41.2 | 41.9 |
| 95th Percentile | Tuesday 04/02/20 | 52.7 | 52.9 | 52.7 |
| | Wednesday 05/02/20 | 52.2 | 52.3 | 52.2 |
| | Thursday 06/02/20 | 52.1 | 53.6 | 52.6 |
| | Friday 07/02/20 | 52.6 | 51.4 | 52.2 |
| | Saturday 08/02/20 | 51.3 | 51.3 | 51.3 |
| | Sunday 09/02/20 | 51.9 | 51.3 | 52.8 |
| 99th Percentile | Monday 10/02/20 | 52.9 | 51.2 | 52.7 |
| | Tuesday 04/02/20 | 56.0 | 57.0 | 55.1 |
| | Wednesday 05/02/20 | 58.8 | 58.7 | 57.3 |
| | Thursday 06/02/20 | 57.2 | 57.3 | 57.2 |
| | Friday 07/02/20 | 57.7 | 56.3 | 57.3 |
| | Saturday 08/02/20 | 58.7 | 58.5 | 56.2 |
| CLASSIFICATION % *: | Week Days CLASS 1 % | 94.4% | 94.9% | 93.9% |
| | Week Days Commercial | 4.6% | 3.9% | 5.1% |
| NOTES : (OBSERVATIONS) | | | | |
| * CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive | | | | |



Automatic Traffic Counts - Site Data

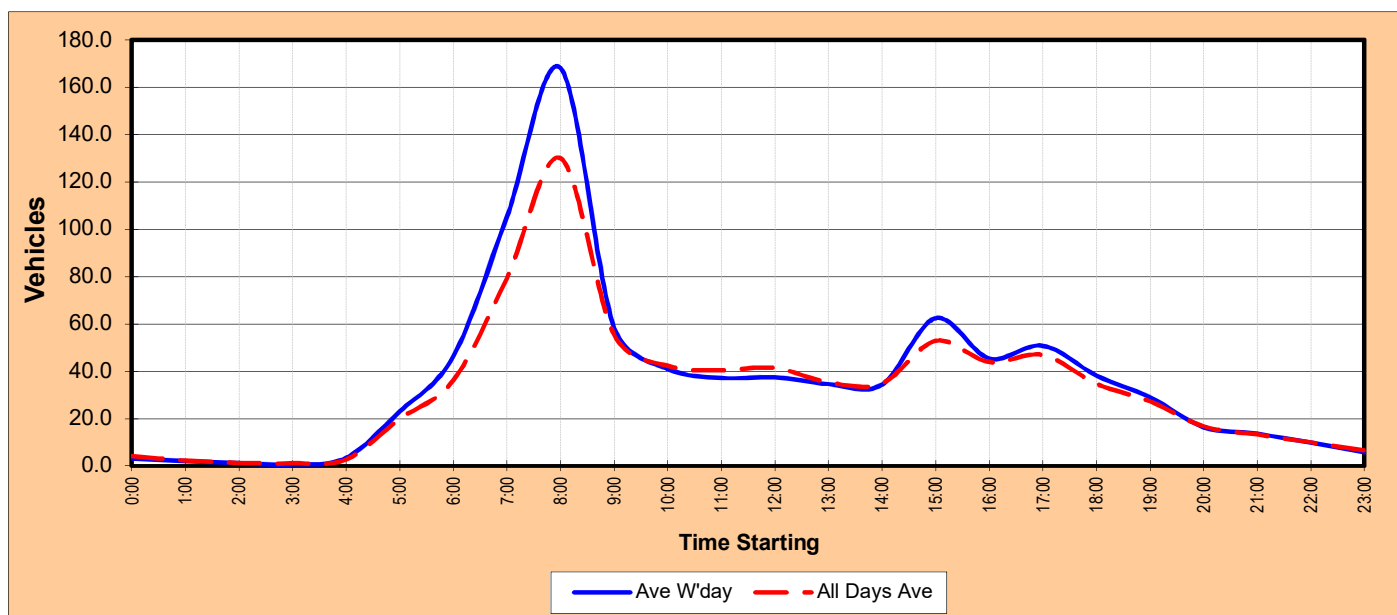
| | | |
|---------------------|----------------------------|-------------|
| Site No: | OV8 | North Point |
| Date: | Tuesday 04 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | De Laine Avenue | |
| Suburb: | Edwardstown | |
| LOCATION: | west of railway outside 15 | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |

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| | | | |
|-------------------|----------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 867 |
| Location | west of railway outside 15 | All Day Average | 779 |
| Suburb | Edwardstown | Weekday Heavy's | 3.9% |
| Site No. | OV8 | All Day Heavy's | 3.5% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Eastbound | | |

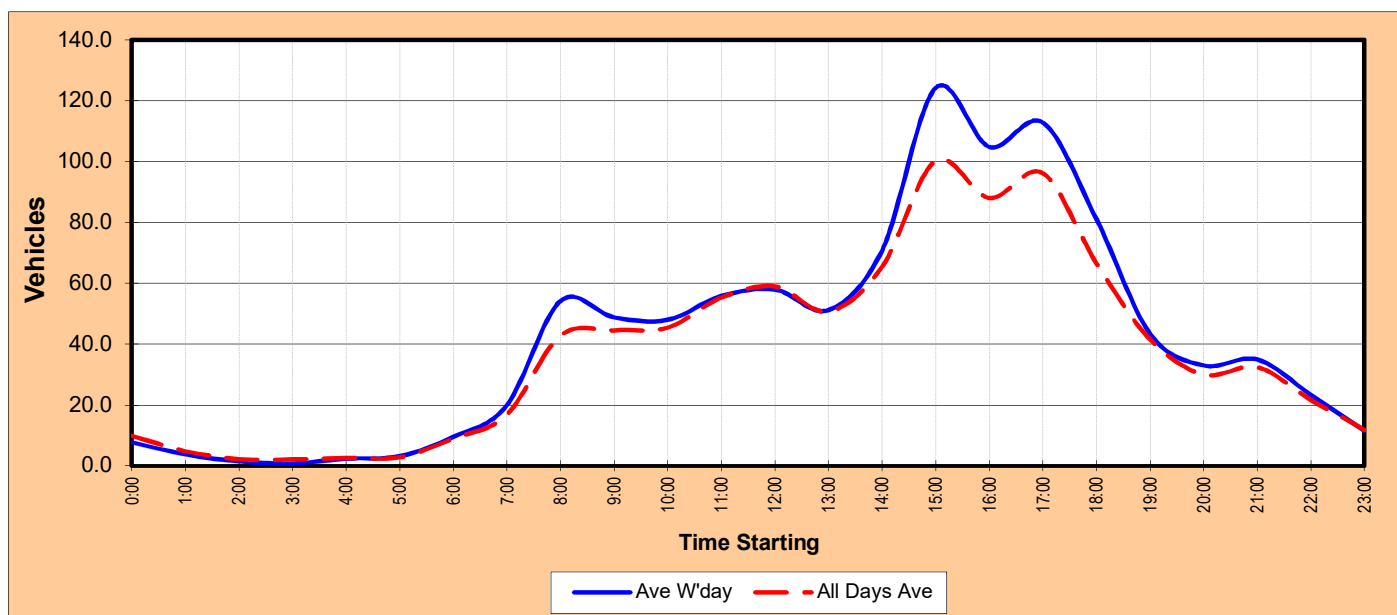
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 161 | 169 | 174 | 174 | 162 | 56 | 53 | | |
| PM Peak | 66 | 66 | 66 | 65 | 70 | 57 | 47 | | |
| 0:00 | 4 | 4 | 1 | 3 | 3 | 7 | 8 | 3 | 4 |
| 1:00 | 3 | 1 | 3 | 1 | 2 | 2 | 4 | 2 | 2 |
| 2:00 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| 3:00 | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 1 |
| 4:00 | 5 | 2 | 3 | 2 | 5 | 1 | 1 | 3 | 3 |
| 5:00 | 25 | 21 | 22 | 22 | 25 | 12 | 12 | 23 | 20 |
| 6:00 | 39 | 44 | 51 | 51 | 47 | 12 | 9 | 46 | 36 |
| 7:00 | 96 | 118 | 110 | 109 | 93 | 25 | 5 | 105 | 79 |
| 8:00 | 161 | 169 | 174 | 174 | 162 | 43 | 27 | 168 | 130 |
| 9:00 | 57 | 69 | 57 | 57 | 52 | 43 | 53 | 58 | 55 |
| 10:00 | 37 | 51 | 36 | 44 | 37 | 49 | 42 | 41 | 42 |
| 11:00 | 31 | 29 | 35 | 50 | 41 | 56 | 41 | 37 | 40 |
| 12:00 | 37 | 37 | 29 | 41 | 43 | 57 | 46 | 37 | 41 |
| 13:00 | 42 | 22 | 33 | 37 | 39 | 36 | 38 | 35 | 35 |
| 14:00 | 30 | 39 | 29 | 39 | 35 | 38 | 34 | 34 | 35 |
| 15:00 | 66 | 66 | 66 | 65 | 49 | 24 | 34 | 62 | 53 |
| 16:00 | 43 | 57 | 41 | 47 | 39 | 33 | 47 | 45 | 44 |
| 17:00 | 35 | 55 | 45 | 49 | 70 | 43 | 31 | 51 | 47 |
| 18:00 | 31 | 37 | 48 | 41 | 34 | 32 | 20 | 38 | 35 |
| 19:00 | 23 | 30 | 25 | 35 | 32 | 24 | 22 | 29 | 27 |
| 20:00 | 12 | 24 | 16 | 11 | 19 | 17 | 18 | 16 | 17 |
| 21:00 | 20 | 11 | 10 | 13 | 14 | 16 | 9 | 14 | 13 |
| 22:00 | 6 | 10 | 11 | 6 | 16 | 13 | 8 | 10 | 10 |
| 23:00 | 2 | 5 | 8 | 5 | 9 | 10 | 7 | 6 | 7 |
| Total | 808 | 903 | 854 | 903 | 868 | 596 | 521 | 867 | 779 |
| % Heavies | 3.5% | 3.7% | 3.6% | 5.0% | 3.9% | 2.3% | 1.2% | 3.9% | 3.5% |





| | | | |
|-------------------|----------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 1005 |
| Location | west of railway outside 15 | All Day Average | 902 |
| Suburb | Edwardstown | Weekday Heavy's | 5.1% |
| Site No. | OV8 | All Day Heavy's | 4.7% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Westbound | | |

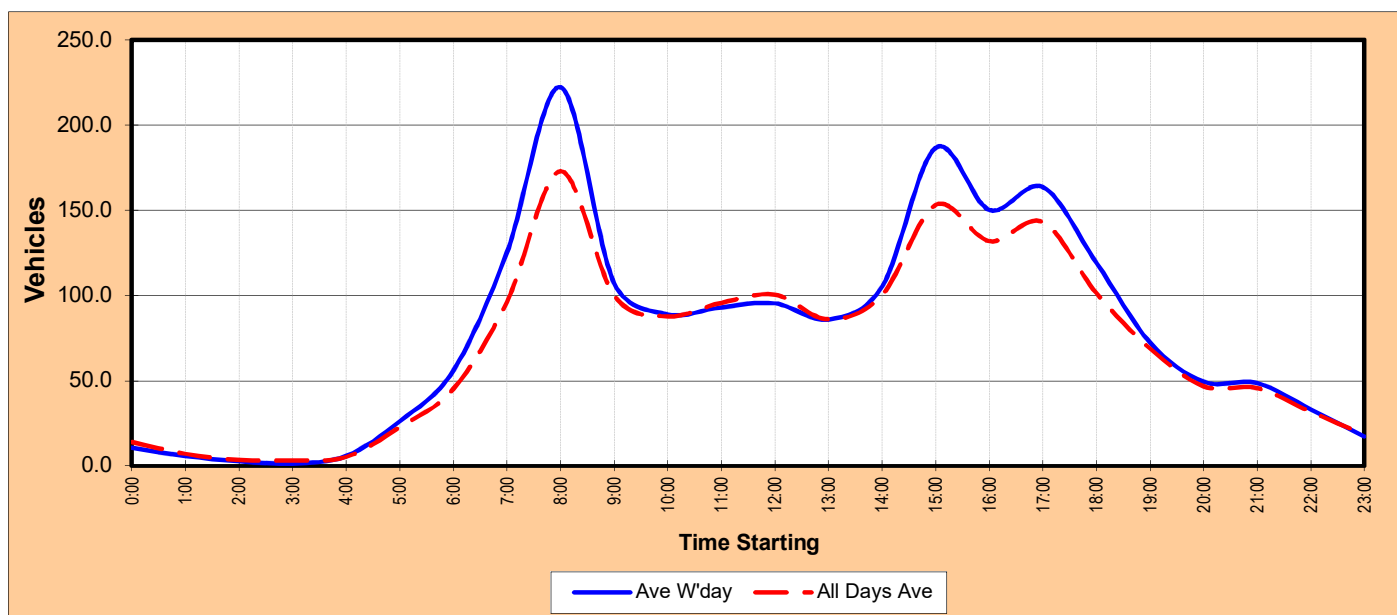
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 59 | 57 | 62 | 50 | 81 | 65 | 43 | | |
| PM Peak | 127 | 125 | 123 | 119 | 130 | 76 | 57 | | |
| 0:00 | 12 | 8 | 7 | 6 | 6 | 16 | 14 | 8 | 10 |
| 1:00 | 3 | 3 | 4 | 4 | 5 | 6 | 9 | 4 | 5 |
| 2:00 | 3 | 0 | 1 | 2 | 2 | 4 | 4 | 2 | 2 |
| 3:00 | 1 | 1 | 0 | 0 | 2 | 5 | 6 | 1 | 2 |
| 4:00 | 4 | 3 | 1 | 3 | 1 | 3 | 3 | 2 | 3 |
| 5:00 | 3 | 2 | 4 | 4 | 3 | 1 | 3 | 3 | 3 |
| 6:00 | 7 | 7 | 11 | 11 | 12 | 11 | 4 | 10 | 9 |
| 7:00 | 21 | 19 | 24 | 15 | 21 | 8 | 10 | 20 | 17 |
| 8:00 | 58 | 57 | 62 | 50 | 44 | 14 | 15 | 54 | 43 |
| 9:00 | 58 | 47 | 49 | 39 | 51 | 34 | 34 | 49 | 45 |
| 10:00 | 40 | 39 | 41 | 46 | 74 | 38 | 40 | 48 | 45 |
| 11:00 | 59 | 55 | 43 | 41 | 81 | 65 | 43 | 56 | 55 |
| 12:00 | 51 | 52 | 60 | 61 | 66 | 76 | 47 | 58 | 59 |
| 13:00 | 44 | 53 | 58 | 52 | 49 | 42 | 57 | 51 | 51 |
| 14:00 | 75 | 75 | 67 | 57 | 80 | 61 | 43 | 71 | 65 |
| 15:00 | 127 | 125 | 123 | 116 | 130 | 39 | 42 | 124 | 100 |
| 16:00 | 107 | 102 | 101 | 113 | 101 | 55 | 37 | 105 | 88 |
| 17:00 | 108 | 120 | 117 | 119 | 100 | 56 | 53 | 113 | 96 |
| 18:00 | 74 | 96 | 86 | 80 | 69 | 33 | 28 | 81 | 67 |
| 19:00 | 46 | 40 | 40 | 47 | 44 | 43 | 31 | 43 | 42 |
| 20:00 | 26 | 33 | 33 | 30 | 43 | 15 | 30 | 33 | 30 |
| 21:00 | 26 | 28 | 47 | 44 | 30 | 31 | 21 | 35 | 32 |
| 22:00 | 16 | 21 | 20 | 28 | 32 | 17 | 18 | 23 | 22 |
| 23:00 | 6 | 9 | 14 | 13 | 16 | 16 | 9 | 12 | 12 |
| Total | 975 | 995 | 1013 | 981 | 1062 | 689 | 601 | 1005 | 902 |
| % Heavies | 4.6% | 5.5% | 5.7% | 4.6% | 4.9% | 3.8% | 2.5% | 5.1% | 4.7% |





| | | |
|-------------------|----------------------------|---------------------|
| Road | De Laine Avenue | |
| Location | west of railway outside 15 | Average Weekday1872 |
| Suburb | Edwardstown | All Day Average1681 |
| Site No. | OV8 | Weekday Heavy's4.6% |
| Start Date | Tuesday 04/02/2020 | All Day Heavy's4.1% |
| Direction | Two ways | |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 219 | 226 | 236 | 224 | 206 | 121 | 87 | | |
| PM Peak | 193 | 191 | 189 | 181 | 179 | 133 | 95 | | |
| 0:00 | 16 | 12 | 8 | 9 | 9 | 23 | 22 | 11 | 14 |
| 1:00 | 6 | 4 | 7 | 5 | 7 | 8 | 13 | 6 | 7 |
| 2:00 | 5 | 1 | 2 | 3 | 3 | 5 | 6 | 3 | 4 |
| 3:00 | 2 | 2 | 0 | 0 | 3 | 7 | 9 | 1 | 3 |
| 4:00 | 9 | 5 | 4 | 5 | 6 | 4 | 4 | 6 | 5 |
| 5:00 | 28 | 23 | 26 | 26 | 28 | 13 | 15 | 26 | 23 |
| 6:00 | 46 | 51 | 62 | 62 | 59 | 23 | 13 | 56 | 45 |
| 7:00 | 117 | 137 | 134 | 124 | 114 | 33 | 15 | 125 | 96 |
| 8:00 | 219 | 226 | 236 | 224 | 206 | 57 | 42 | 222 | 173 |
| 9:00 | 115 | 116 | 106 | 96 | 103 | 77 | 87 | 107 | 100 |
| 10:00 | 77 | 90 | 77 | 90 | 111 | 87 | 82 | 89 | 88 |
| 11:00 | 90 | 84 | 78 | 91 | 122 | 121 | 84 | 93 | 96 |
| 12:00 | 88 | 89 | 89 | 102 | 109 | 133 | 93 | 95 | 100 |
| 13:00 | 86 | 75 | 91 | 89 | 88 | 78 | 95 | 86 | 86 |
| 14:00 | 105 | 114 | 96 | 96 | 115 | 99 | 77 | 105 | 100 |
| 15:00 | 193 | 191 | 189 | 181 | 179 | 63 | 76 | 187 | 153 |
| 16:00 | 150 | 159 | 142 | 160 | 140 | 88 | 84 | 150 | 132 |
| 17:00 | 143 | 175 | 162 | 168 | 170 | 99 | 84 | 164 | 143 |
| 18:00 | 105 | 133 | 134 | 121 | 103 | 65 | 48 | 119 | 101 |
| 19:00 | 69 | 70 | 65 | 82 | 76 | 67 | 53 | 72 | 69 |
| 20:00 | 38 | 57 | 49 | 41 | 62 | 32 | 48 | 49 | 47 |
| 21:00 | 46 | 39 | 57 | 57 | 44 | 47 | 30 | 49 | 46 |
| 22:00 | 22 | 31 | 31 | 34 | 48 | 30 | 26 | 33 | 32 |
| 23:00 | 8 | 14 | 22 | 18 | 25 | 26 | 16 | 17 | 18 |
| Total | 1783 | 1898 | 1867 | 1884 | 1930 | 1285 | 1122 | 1872 | 1681 |
| % Heavy's | 4.1% | 4.6% | 4.8% | 4.8% | 4.5% | 3.1% | 1.9% | 4.6% | 4.1% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
 Road: De Laine Avenue
 Survey Location: west of railway outside 15
 Suburb: Edwardstown
 Survey Period: Tue 04 Feb 20 to Mon 10 Feb 20
 Speed Limit: 50
 ATS Reference: 888_007337_000320
 GCCC Reference: OVB

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|-------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | | |
| Tuesday, February 04, 2020 | 1789 | 20 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1888 | 26 | 19 |
| Wednesday, February 05, 2020 | 1754 | 23 | 85 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1867 | 24 | 22 |
| Thursday, February 06, 2020 | 1774 | 17 | 83 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1884 | 24 | 18 |
| Friday, February 07, 2020 | 1831 | 13 | 75 | 2 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1930 | 12 | 18 |
| Saturday, February 08, 2020 | 1236 | 6 | 37 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1285 | 15 | 22 |
| Sunday, February 09, 2020 | 1062 | 8 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1122 | 18 | 18 |
| Monday, February 10, 2020 | 1687 | 22 | 68 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1783 | 16 | 15 |
| Average Daily Volume | 1595 | 16 | 65 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1681 | 19 | 19 |
| % of Vehicles by Class | 94.9% | 0.9% | 3.9% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 100.0% | 1.1% | 1.1% |

SPEED DATA

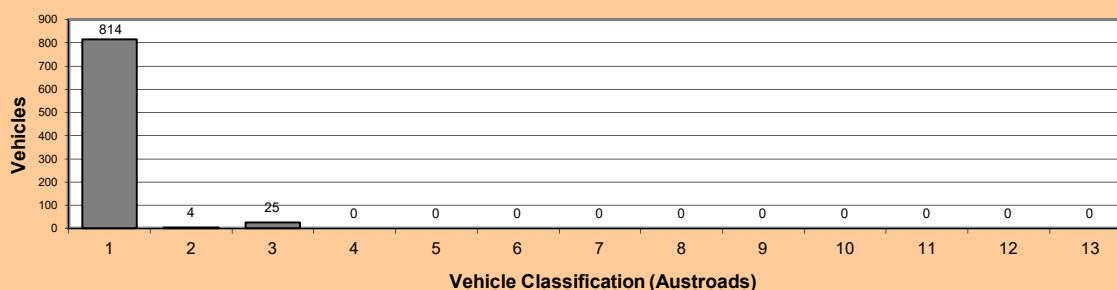
| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vpd) | Vol within 15Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Tuesday, February 04, 2020 | 1898 | 1490 | 35.0 | 189 | 10.0% | 41.7 | 48.8 | 68.7 | 8:00AM | 226 | 186 | 34.0 | 14 | 6.2% | 41.1 | 47.7 | 58.9 | 3:00PM | 191 | 156 | 35.0 | 23 | 12.0% | 43.3 | 48.1 | 59.9 | | | | |
| Wednesday, February 05, 2020 | 1867 | 1443 | 35.0 | 215 | 11.5% | 42.1 | 48.2 | 73.2 | 8:00AM | 236 | 179 | 33.0 | 17 | 7.2% | 39.8 | 47.7 | 57.9 | 3:00PM | 189 | 161 | 36.0 | 24 | 12.7% | 43.2 | 49.7 | 67.4 | | | | |
| Thursday, February 06, 2020 | 1884 | 1464 | 35.0 | 211 | 11.2% | 42.1 | 48.1 | 76.4 | 8:00AM | 224 | 175 | 33.0 | 16 | 7.1% | 40.5 | 47.6 | 69.5 | 3:00PM | 181 | 154 | 35.0 | 17 | 9.4% | 43.3 | 48.6 | 58.9 | | | | |
| Friday, February 07, 2020 | 1930 | 1507 | 34.0 | 179 | 9.3% | 41.7 | 48.4 | 74.4 | 8:00AM | 205 | 153 | 36.0 | 16 | 7.8% | 39.6 | 47.3 | 57.5 | 3:00PM | 179 | 149 | 34.0 | 16 | 8.9% | 42.9 | 48.2 | 64.0 | | | | |
| Saturday, February 08, 2020 | 1285 | 981 | 34.0 | 100 | 7.8% | 40.8 | 47.1 | 75.2 | 11:00AM | 121 | 100 | 35.0 | 6 | 5.0% | 40.9 | 46.9 | 53.3 | 12:00PM | 133 | 110 | 34.0 | 7 | 5.3% | 41.3 | 46.2 | 58.8 | | | | |
| Sunday, February 09, 2020 | 1122 | 853 | 33.0 | 107 | 9.5% | 41.0 | 48.8 | 66.7 | 9:00AM | 87 | 71 | 33.0 | 4 | 4.6% | 39.7 | 46.5 | 55.4 | 1:00PM | 95 | 72 | 35.0 | 10 | 10.5% | 41.8 | 48.8 | 62.1 | | | | |
| Monday, February 10, 2020 | 1783 | 1339 | 35.0 | 170 | 9.5% | 41.2 | 48.5 | 71.3 | 8:00AM | 219 | 175 | 34.0 | 13 | 5.9% | 41.0 | 47.1 | 60.2 | 3:00PM | 193 | 161 | 32.0 | 13 | 6.7% | 40.6 | 47.8 | 58.0 | | | | |



| Road | De Laine Avenue | AADT | 843.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>167</td></tr><tr><td>PM</td><td>15:00</td><td>61</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 167 | PM | 15:00 | 61 |
|------------|----------------------------|-----------|-------|--|------|------|-----|----|------|-----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 167 | | | | | | | | | | | |
| PM | 15:00 | 61 | | | | | | | | | | | |
| Location | west of railway outside 15 | Ave Speed | 41.3 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 49 | | | | | | | | | | |
| Site No. | OV8 | % Heavy's | 3.0% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Eastbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40.9 | 48.4 | 51.0 |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35.0 | 38.9 | 40.8 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41.7 | 42.2 | 42.5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39.9 | 44.6 | 47.2 |
| 5:00 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 45.3 | 50.2 | 56.7 |
| 6:00 | 41 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 44.7 | 49.9 | 57.4 |
| 7:00 | 102 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 41.7 | 49.1 | 56.9 |
| 8:00 | 160 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 40.5 | 47.7 | 54.8 |
| 9:00 | 55 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 41.8 | 46.9 | 56.2 |
| 10:00 | 37 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 41.1 | 48.1 | 53.9 |
| 11:00 | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 39.4 | 46.3 | 51.7 |
| 12:00 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 40.8 | 47.1 | 59.0 |
| 13:00 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 40.2 | 47.2 | 52.7 |
| 14:00 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 41.9 | 47.0 | 55.0 |
| 15:00 | 59 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 42.1 | 47.5 | 56.4 |
| 16:00 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 41.9 | 48.3 | 55.0 |
| 17:00 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 41.8 | 48.4 | 54.5 |
| 18:00 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 41.5 | 48.0 | 56.5 |
| 19:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 41.5 | 49.2 | 57.0 |
| 20:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39.8 | 46.5 | 52.6 |
| 21:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 36.8 | 43.1 | 49.9 |
| 22:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 37.7 | 45.0 | 50.0 |
| 23:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33.8 | 38.3 | 42.6 |
| Total | 814 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 843 | 41.3 | 48.5 | 57.4 |
| | 96.6% | 0.5% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

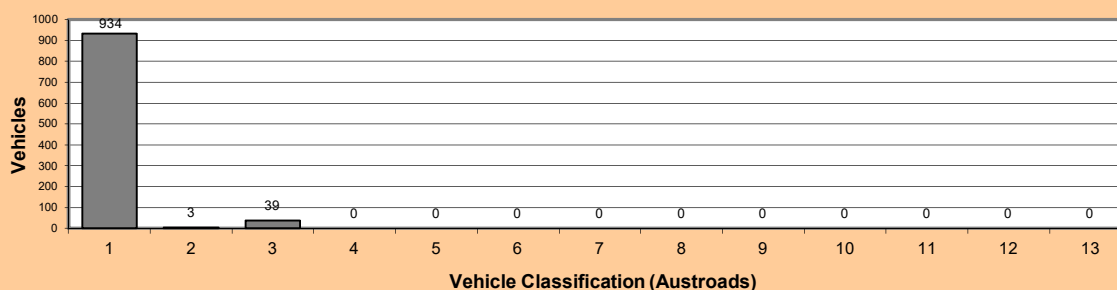




| Road | De Laine Avenue | AADT | 976.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>11:00</td><td>55</td></tr><tr><td>PM</td><td>15:00</td><td>123</td></tr></table> | Peak | Time | Vol | AM | 11:00 | 55 | PM | 15:00 | 123 |
|------------|----------------------------|-----------|-------|---|------|------|-----|----|-------|----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 11:00 | 55 | | | | | | | | | | | |
| PM | 15:00 | 123 | | | | | | | | | | | |
| Location | west of railway outside 15 | Ave Speed | 42.1 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 48 | | | | | | | | | | |
| Site No. | OV8 | % Heavy's | 4.0% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 41.3 | 46.7 | 55.6 |
| 1:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37.3 | 41.4 | 43.9 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40.7 | 43.1 | 44.5 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38.6 | 42.8 | 44.1 |
| 5:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40.2 | 43.4 | 44.8 |
| 6:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 41.3 | 46.8 | 50.4 |
| 7:00 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 38.9 | 44.7 | 50.8 |
| 8:00 | 51 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 40.2 | 47.2 | 52.4 |
| 9:00 | 43 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 42.0 | 47.2 | 55.6 |
| 10:00 | 44 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 41.9 | 48.5 | 57.6 |
| 11:00 | 51 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 41.7 | 47.2 | 54.1 |
| 12:00 | 53 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 40.7 | 47.4 | 54.9 |
| 13:00 | 47 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 42.1 | 47.8 | 55.8 |
| 14:00 | 66 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 43.0 | 49.3 | 57.6 |
| 15:00 | 115 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 42.9 | 49.2 | 55.3 |
| 16:00 | 98 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 43.7 | 49.1 | 56.1 |
| 17:00 | 109 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 42.8 | 49.3 | 53.7 |
| 18:00 | 77 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 42.8 | 49.2 | 57.2 |
| 19:00 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42.6 | 48.5 | 57.2 |
| 20:00 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 39.6 | 45.4 | 53.4 |
| 21:00 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 40.9 | 46.7 | 54.1 |
| 22:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 40.6 | 46.6 | 52.6 |
| 23:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 42.1 | 45.9 | 51.0 |
| Total | 934 | 3 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 976 | 42.1 | 48.3 | 57.6 |
| | 95.7% | 0.3% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

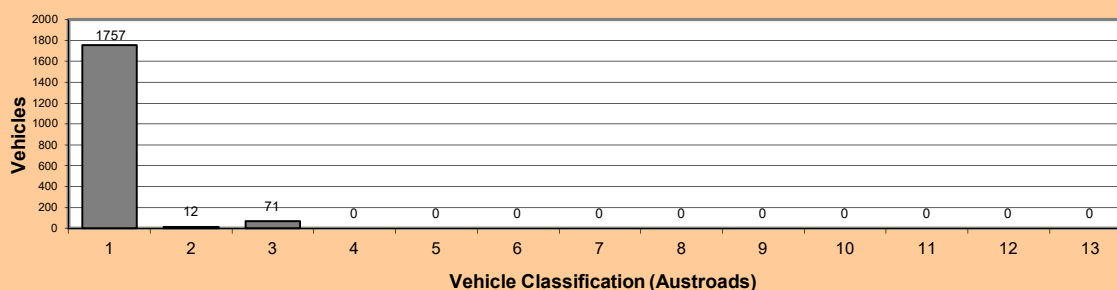




| Road | De Laine Avenue | AADT | 1840.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>220</td></tr><tr><td>PM</td><td>15:00</td><td>185</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 220 | PM | 15:00 | 185 |
|------------|----------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 220 | | | | | | | | | | | |
| PM | 15:00 | 185 | | | | | | | | | | | |
| Location | west of railway outside 15 | Ave Speed | 41.7 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 48 | | | | | | | | | | |
| Site No. | OV8 | % Heavy's | 3.9% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 41.2 | 47.0 | 59.3 |
| 1:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36.5 | 41.5 | 46.3 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 41.1 | 43.9 | 45.7 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38.6 | 43.1 | 45.0 |
| 4:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 39.4 | 45.1 | 46.9 |
| 5:00 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 44.7 | 49.9 | 56.7 |
| 6:00 | 51 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 44.1 | 50.0 | 57.1 |
| 7:00 | 119 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 41.3 | 48.8 | 56.6 |
| 8:00 | 211 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 40.4 | 47.5 | 54.0 |
| 9:00 | 99 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 41.9 | 47.3 | 56.4 |
| 10:00 | 81 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 41.5 | 48.2 | 56.9 |
| 11:00 | 85 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 40.8 | 47.4 | 53.4 |
| 12:00 | 88 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 40.8 | 47.5 | 57.5 |
| 13:00 | 80 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 41.3 | 47.9 | 55.3 |
| 14:00 | 98 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 42.6 | 48.9 | 55.8 |
| 15:00 | 174 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 42.7 | 48.5 | 56.6 |
| 16:00 | 142 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 43.2 | 48.6 | 56.2 |
| 17:00 | 158 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 42.5 | 49.3 | 54.3 |
| 18:00 | 113 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 42.4 | 49.1 | 57.9 |
| 19:00 | 70 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 42.2 | 49.3 | 57.8 |
| 20:00 | 47 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 39.7 | 45.9 | 54.0 |
| 21:00 | 46 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 39.8 | 46.2 | 54.4 |
| 22:00 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 39.8 | 46.6 | 52.9 |
| 23:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39.3 | 45.3 | 51.4 |
| Total | 1757 | 12 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1840 | 41.7 | 48.4 | 57.5 |
| | 95.5% | 0.7% | 3.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification



Volume & Speed Data (All Vehicles)

Average Speed 41.3

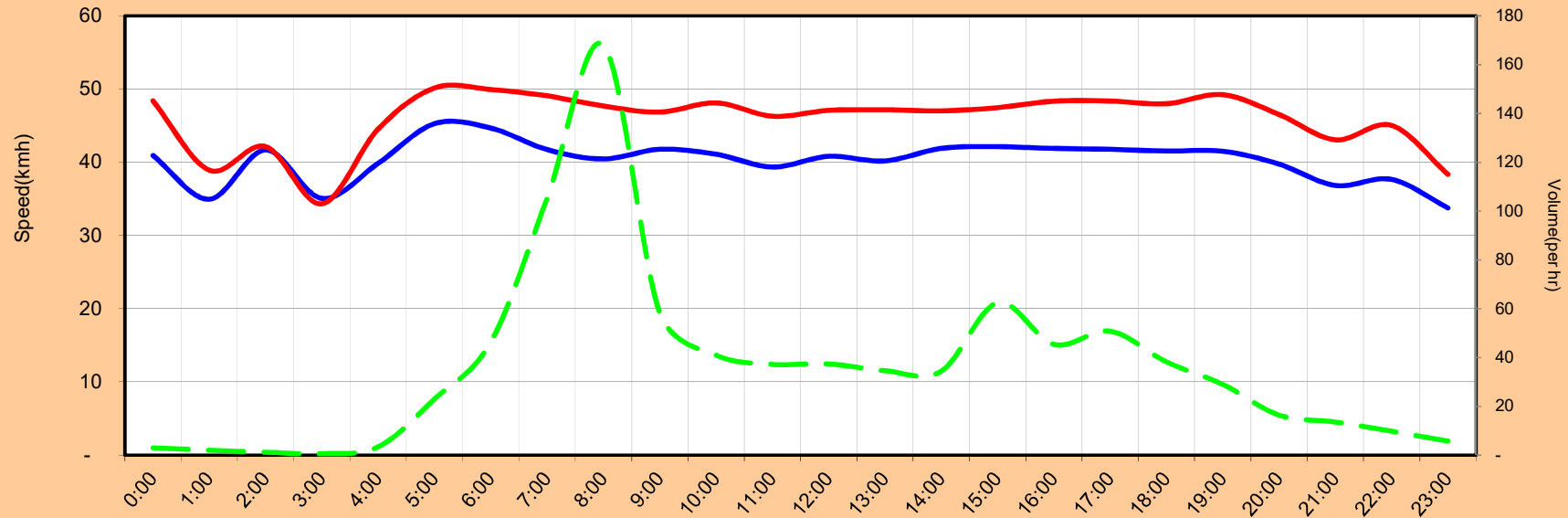
Direction: Eastbound

85th%ile 48.5

Day: WeekDay Avg

Vehicles/Day 867

Week: Current



De Laine Avenue

west of railway outside 15

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 42.1

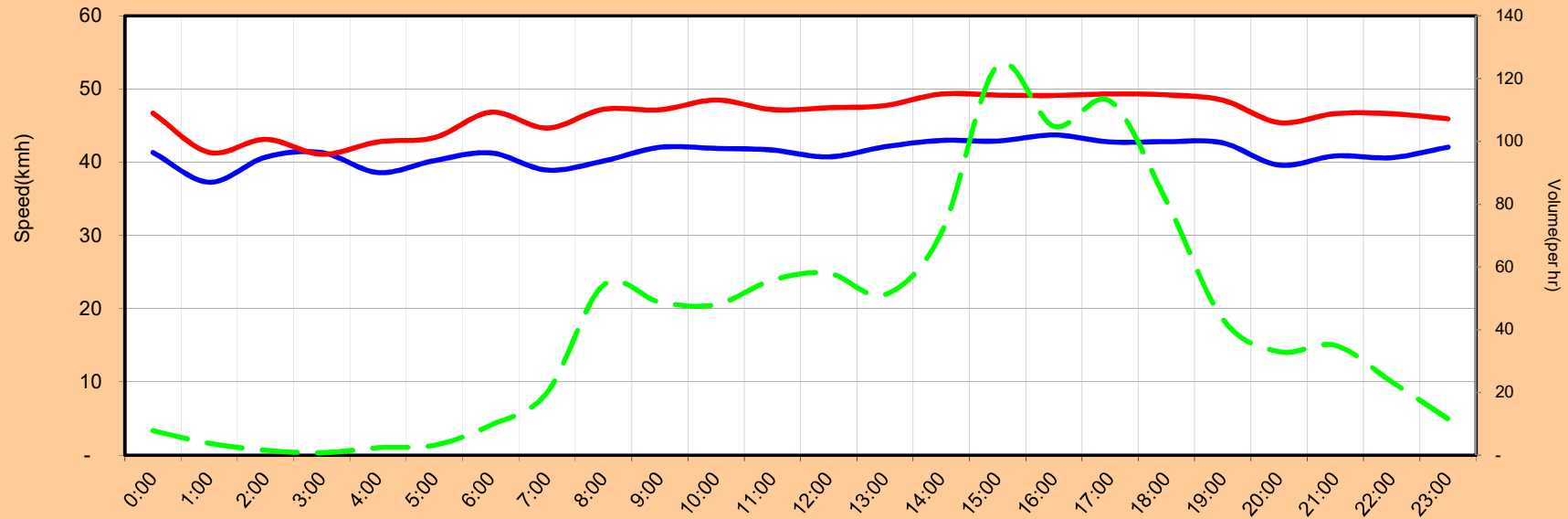
Direction: Westbound

85%ile 48.3

Day: WeekDay Avg

Vehicles/Day 1,005

Week: Current



De Laine Avenue

west of railway outside 15

— All Vehicles - Ave. Speed

— All Vehicles - 85th%ile Speed

- - - Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 41.7

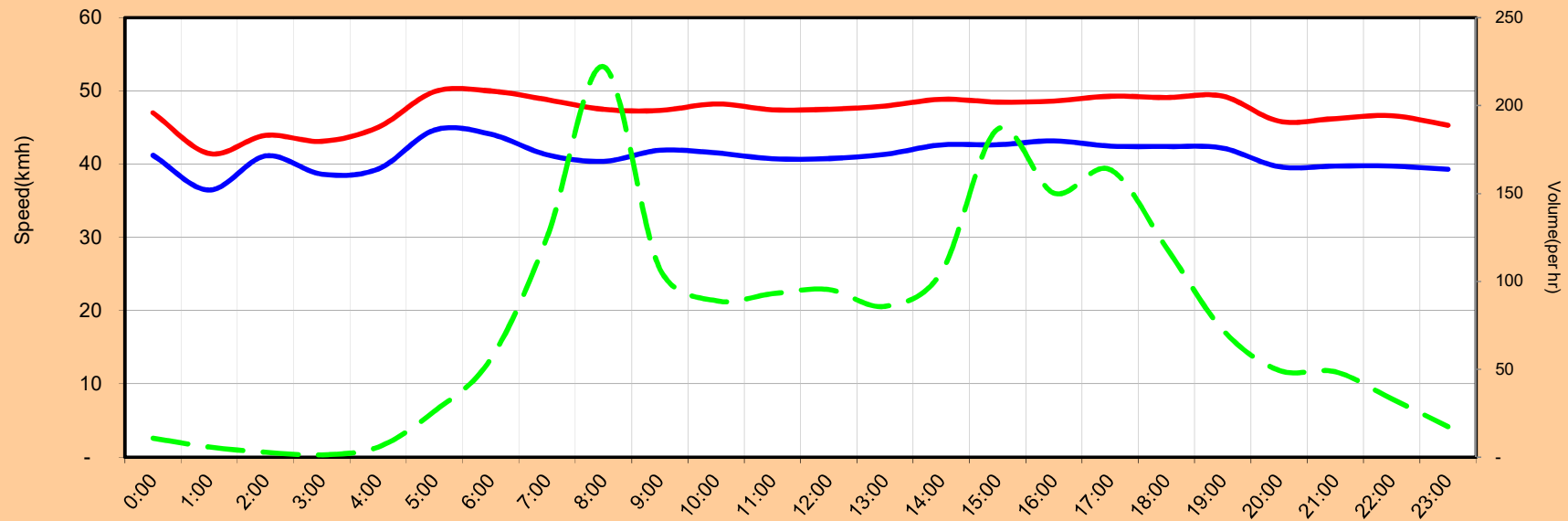
Direction: Two ways

85%ile 48.4

Day: WeekDay Avg

Vehicles/Day 1,872

Week: Current



De Laine Avenue

west of railway outside 15

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|--------------------|-----------------------------|-------------------------------|
| STREET NAME : | De Laine Avenue | LOCATION: | east of mons outside polyflor |
| SUBURB: | Edwardstown | START DATE : | Tuesday 04 Feb 2020 |
| FILE NAME : | Individual-381.txt | FINISH DATE : | Monday 10 Feb 2020 |
| SITE ID NUMBER : | V63 | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 2,014 | 912 | 1,102 |
| [VEH/DAY] | Total Survey Average | 1,870 | 835 | 1,035 |
| WEEK DAY PEAK AM | 8:00 | 166 | 112 | 68 |
| HOUR VOLUME: PM | 15:00 | 161 | 63 | 99 |
| PEAK DAY | | Tue 04 Feb 2020 | Tue 04 Feb 2020 | Thu 06 Feb 2020 |
| PEAK DAY VOLUME | | 2084 | 981 | 1139 |
| WEEKDAY PACE | 15Kph Pace Start | 34 | 34 | 34 |
| | % Pace Volume | 69% | 71% | 67% |
| TOTAL SPEEDS: | 85th Percentile | 48 | 49 | 49 |
| Km/Hr | Average | 40.8 | 41.5 | 40.2 |
| 95th Percentile | Tuesday 04/02/20 | 51.5 | 51.4 | 51.8 |
| | Wednesday 05/02/20 | 52.8 | 52.3 | 51.2 |
| | Thursday 06/02/20 | 53.4 | 53.1 | 52.1 |
| | Friday 07/02/20 | 51.0 | 51.4 | 52.6 |
| | Saturday 08/02/20 | 53.1 | 53.3 | 53.2 |
| | Sunday 09/02/20 | 53.5 | 53.4 | 53.7 |
| | Monday 10/02/20 | 52.1 | 53.5 | 52.6 |
| 99th Percentile | Tuesday 04/02/20 | 56.2 | 57.5 | 56.2 |
| | Wednesday 05/02/20 | 57.2 | 57.2 | 57.8 |
| | Thursday 06/02/20 | 60.4 | 61.7 | 58.3 |
| | Friday 07/02/20 | 56.2 | 55.5 | 57.9 |
| | Saturday 08/02/20 | 59.3 | 60.7 | 58.7 |
| | Sunday 09/02/20 | 59.8 | 57.3 | 59.5 |
| | Monday 10/02/20 | 58.9 | 58.3 | 56.3 |
| CLASSIFICATION % *: | Week Days CLASS 1 % | 91.5% | 90.6% | 92.3% |
| | Week Days Commercial | 7.5% | 8.4% | 6.8% |
| NOTES : (OBSERVATIONS) | | | | |
| <p>* CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive</p> | | | | |



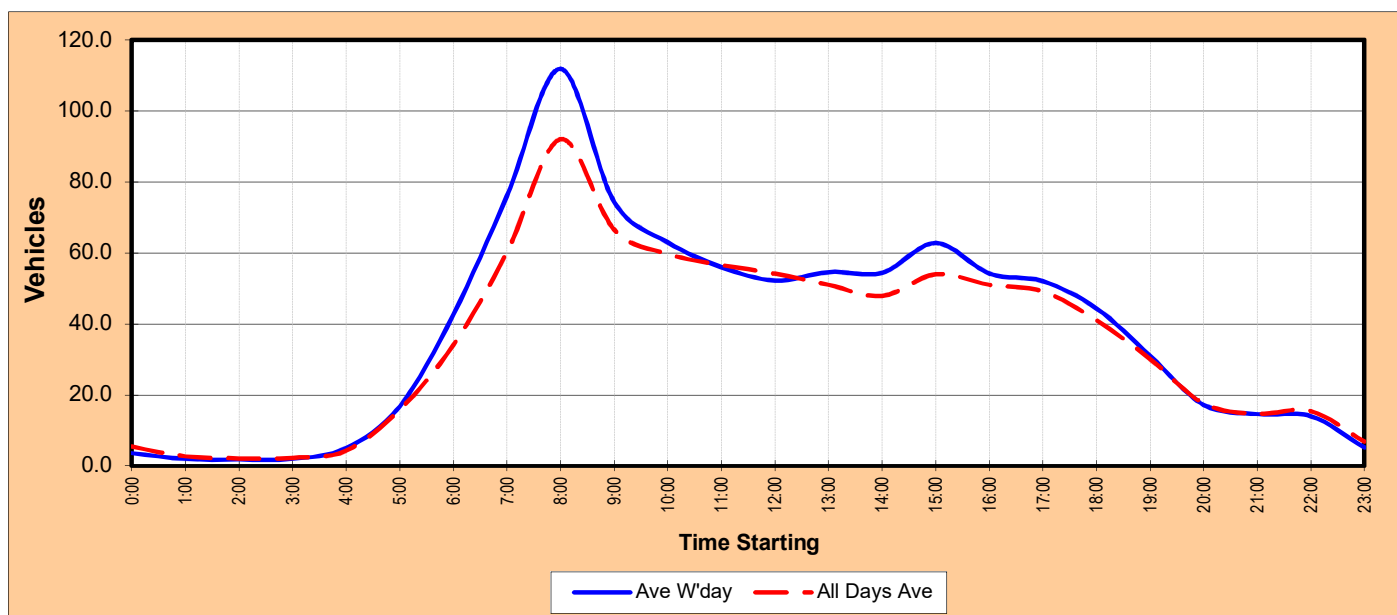
Automatic Traffic Counts - Site Data

| | | |
|---------------------|-------------------------------|---|
| Site No: | V63 | <div style="text-align: right;">North Point</div> |
| Date: | Tuesday 04 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | De Laine Avenue | |
| Suburb: | Edwardstown | |
| LOCATION: | east of mons outside polyflor | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |



| | | | |
|-------------------|-------------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 912 |
| Location | east of mons outside polyflor | All Day Average | 835 |
| Suburb | Edwardstown | Weekday Heavy's | 8.4% |
| Site No. | V63 | All Day Heavy's | 7.2% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Eastbound | | |

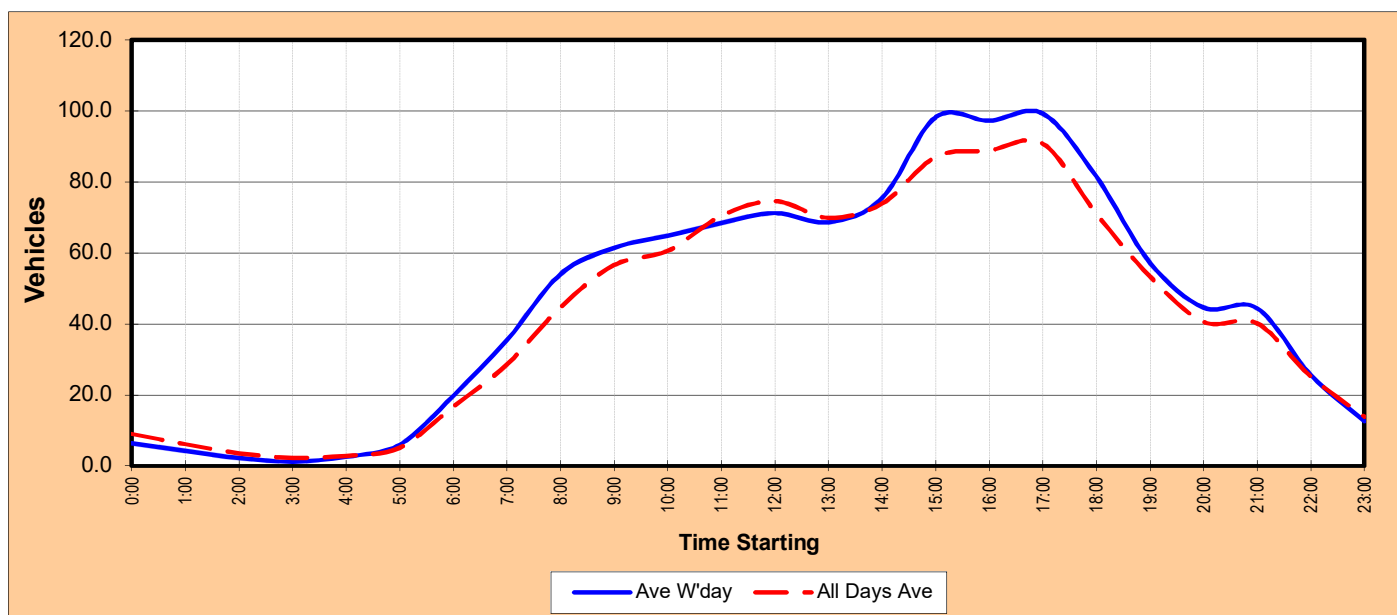
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 102 | 113 | 103 | 124 | 117 | 70 | 46 | | |
| PM Peak | 58 | 70 | 64 | 70 | 67 | 72 | 51 | | |
| 0:00 | 5 | 5 | 1 | 4 | 3 | 10 | 10 | 4 | 5 |
| 1:00 | 3 | 0 | 3 | 2 | 2 | 6 | 3 | 2 | 3 |
| 2:00 | 3 | 1 | 1 | 2 | 2 | 0 | 6 | 2 | 2 |
| 3:00 | 2 | 1 | 2 | 2 | 3 | 2 | 4 | 2 | 2 |
| 4:00 | 6 | 4 | 5 | 3 | 7 | 2 | 3 | 5 | 4 |
| 5:00 | 19 | 14 | 16 | 17 | 18 | 15 | 12 | 17 | 16 |
| 6:00 | 36 | 44 | 39 | 47 | 47 | 13 | 12 | 43 | 34 |
| 7:00 | 79 | 81 | 80 | 70 | 70 | 32 | 9 | 76 | 60 |
| 8:00 | 102 | 113 | 103 | 124 | 117 | 52 | 33 | 112 | 92 |
| 9:00 | 81 | 78 | 75 | 65 | 73 | 53 | 41 | 74 | 67 |
| 10:00 | 61 | 73 | 54 | 62 | 65 | 64 | 39 | 63 | 60 |
| 11:00 | 58 | 50 | 56 | 55 | 61 | 70 | 46 | 56 | 57 |
| 12:00 | 44 | 58 | 47 | 49 | 63 | 72 | 46 | 52 | 54 |
| 13:00 | 54 | 56 | 50 | 59 | 54 | 41 | 43 | 55 | 51 |
| 14:00 | 46 | 65 | 39 | 61 | 61 | 37 | 26 | 54 | 48 |
| 15:00 | 43 | 70 | 64 | 70 | 67 | 32 | 32 | 63 | 54 |
| 16:00 | 58 | 65 | 49 | 53 | 46 | 35 | 51 | 54 | 51 |
| 17:00 | 45 | 62 | 47 | 45 | 61 | 46 | 38 | 52 | 49 |
| 18:00 | 34 | 50 | 53 | 46 | 39 | 40 | 25 | 44 | 41 |
| 19:00 | 26 | 34 | 31 | 34 | 30 | 32 | 24 | 31 | 30 |
| 20:00 | 9 | 24 | 18 | 19 | 16 | 17 | 20 | 17 | 18 |
| 21:00 | 18 | 15 | 12 | 12 | 16 | 20 | 10 | 15 | 15 |
| 22:00 | 15 | 16 | 12 | 9 | 18 | 25 | 13 | 14 | 15 |
| 23:00 | 5 | 2 | 6 | 5 | 8 | 11 | 11 | 5 | 7 |
| Total | 852 | 981 | 863 | 915 | 947 | 727 | 557 | 912 | 835 |
| % Heavy's | 8.7% | 10.4% | 8.0% | 8.1% | 6.7% | 2.6% | 3.1% | 8.4% | 7.2% |





| | | | |
|-------------------|-------------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 1102 |
| Location | east of mons outside polyflor | All Day Average | 1035 |
| Suburb | Edwardstown | Weekday Heavy's | 6.8% |
| Site No. | V63 | All Day Heavy's | 5.9% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Westbound | | |

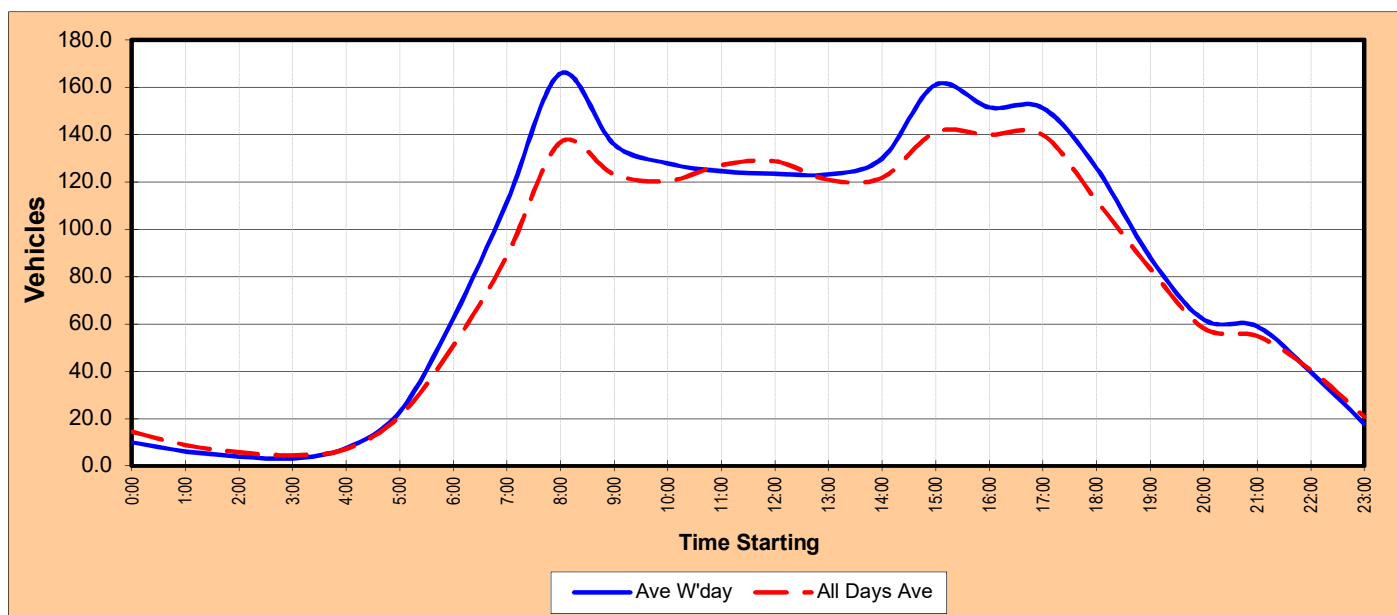
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 76 | 70 | 70 | 61 | 83 | 99 | 52 | | |
| PM Peak | 96 | 107 | 105 | 108 | 101 | 107 | 79 | | |
| 0:00 | 7 | 6 | 6 | 6 | 7 | 13 | 18 | 6 | 9 |
| 1:00 | 4 | 4 | 4 | 5 | 4 | 9 | 13 | 4 | 6 |
| 2:00 | 5 | 1 | 0 | 2 | 3 | 5 | 9 | 2 | 4 |
| 3:00 | 2 | 1 | 0 | 0 | 3 | 5 | 5 | 1 | 2 |
| 4:00 | 3 | 4 | 1 | 3 | 2 | 4 | 3 | 3 | 3 |
| 5:00 | 7 | 4 | 7 | 7 | 5 | 1 | 5 | 6 | 5 |
| 6:00 | 19 | 19 | 22 | 19 | 20 | 13 | 5 | 20 | 17 |
| 7:00 | 32 | 33 | 39 | 34 | 39 | 11 | 12 | 35 | 29 |
| 8:00 | 56 | 50 | 57 | 61 | 46 | 26 | 17 | 54 | 45 |
| 9:00 | 76 | 56 | 55 | 57 | 63 | 46 | 43 | 61 | 57 |
| 10:00 | 57 | 69 | 59 | 56 | 83 | 64 | 36 | 65 | 61 |
| 11:00 | 63 | 70 | 70 | 59 | 80 | 99 | 52 | 68 | 70 |
| 12:00 | 56 | 75 | 74 | 67 | 84 | 107 | 59 | 71 | 75 |
| 13:00 | 59 | 73 | 67 | 78 | 66 | 67 | 79 | 69 | 70 |
| 14:00 | 68 | 78 | 75 | 76 | 80 | 78 | 62 | 75 | 74 |
| 15:00 | 94 | 107 | 94 | 95 | 101 | 54 | 64 | 98 | 87 |
| 16:00 | 96 | 94 | 93 | 108 | 95 | 82 | 54 | 97 | 89 |
| 17:00 | 93 | 95 | 105 | 102 | 101 | 73 | 66 | 99 | 91 |
| 18:00 | 69 | 84 | 95 | 92 | 67 | 50 | 40 | 81 | 71 |
| 19:00 | 53 | 59 | 52 | 65 | 57 | 46 | 41 | 57 | 53 |
| 20:00 | 34 | 45 | 51 | 48 | 45 | 23 | 38 | 45 | 41 |
| 21:00 | 36 | 37 | 55 | 56 | 38 | 33 | 26 | 44 | 40 |
| 22:00 | 17 | 30 | 24 | 28 | 29 | 26 | 22 | 26 | 25 |
| 23:00 | 8 | 9 | 15 | 15 | 16 | 22 | 12 | 13 | 14 |
| Total | 1014 | 1103 | 1120 | 1139 | 1134 | 957 | 781 | 1102 | 1035 |
| % Heavies | 6.9% | 8.3% | 7.5% | 5.5% | 5.8% | 3.8% | 2.0% | 6.8% | 5.9% |





| | | | |
|-------------------|-------------------------------|-----------------|------|
| Road | De Laine Avenue | Average Weekday | 2014 |
| Location | east of mons outside polyflor | All Day Average | 1870 |
| Suburb | Edwardstown | Weekday Heavy's | 7.5% |
| Site No. | V63 | All Day Heavy's | 6.5% |
| Start Date | Tuesday 04/02/2020 | | |
| Direction | Two ways | | |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 10-Feb | 4-Feb | 5-Feb | 6-Feb | 7-Feb | 8-Feb | 9-Feb | | |
| AM Peak | 158 | 163 | 160 | 185 | 163 | 169 | 98 | | |
| PM Peak | 154 | 177 | 158 | 165 | 168 | 179 | 122 | | |
| 0:00 | 12 | 11 | 7 | 10 | 10 | 23 | 28 | 10 | 14 |
| 1:00 | 7 | 4 | 7 | 7 | 6 | 15 | 16 | 6 | 9 |
| 2:00 | 8 | 2 | 1 | 4 | 5 | 5 | 15 | 4 | 6 |
| 3:00 | 4 | 2 | 2 | 2 | 6 | 7 | 9 | 3 | 5 |
| 4:00 | 9 | 8 | 6 | 6 | 9 | 6 | 6 | 8 | 7 |
| 5:00 | 26 | 18 | 23 | 24 | 23 | 16 | 17 | 23 | 21 |
| 6:00 | 55 | 63 | 61 | 66 | 67 | 26 | 17 | 62 | 51 |
| 7:00 | 111 | 114 | 119 | 104 | 109 | 43 | 21 | 111 | 89 |
| 8:00 | 158 | 163 | 160 | 185 | 163 | 78 | 50 | 166 | 137 |
| 9:00 | 157 | 134 | 130 | 122 | 136 | 99 | 84 | 136 | 123 |
| 10:00 | 118 | 142 | 113 | 118 | 148 | 128 | 75 | 128 | 120 |
| 11:00 | 121 | 120 | 126 | 114 | 141 | 169 | 98 | 124 | 127 |
| 12:00 | 100 | 133 | 121 | 116 | 147 | 179 | 105 | 123 | 129 |
| 13:00 | 113 | 129 | 117 | 137 | 120 | 108 | 122 | 123 | 121 |
| 14:00 | 114 | 143 | 114 | 137 | 141 | 115 | 88 | 130 | 122 |
| 15:00 | 137 | 177 | 158 | 165 | 168 | 86 | 96 | 161 | 141 |
| 16:00 | 154 | 159 | 142 | 161 | 141 | 117 | 105 | 151 | 140 |
| 17:00 | 138 | 157 | 152 | 147 | 162 | 119 | 104 | 151 | 140 |
| 18:00 | 103 | 134 | 148 | 138 | 106 | 90 | 65 | 126 | 112 |
| 19:00 | 79 | 93 | 83 | 99 | 87 | 78 | 65 | 88 | 83 |
| 20:00 | 43 | 69 | 69 | 67 | 61 | 40 | 58 | 62 | 58 |
| 21:00 | 54 | 52 | 67 | 68 | 54 | 53 | 36 | 59 | 55 |
| 22:00 | 32 | 46 | 36 | 37 | 47 | 51 | 35 | 40 | 41 |
| 23:00 | 13 | 11 | 21 | 20 | 24 | 33 | 23 | 18 | 21 |
| Total | 1866 | 2084 | 1983 | 2054 | 2081 | 1684 | 1338 | 2014 | 1870 |
| % Heavies | 7.7% | 9.3% | 7.7% | 6.7% | 6.2% | 3.3% | 2.5% | 7.5% | 6.5% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
 Road: De Laine Avenue
 Survey Location: east of mons outside polyfor
 Suburb: Edwardstown
 Survey Period: Tue 04 Feb 20 to Mon 10 Feb 20
 Speed Limit: 50
 ATS Reference: 888_007337_000090
 GCCC Reference: V63

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | |
| Tuesday, February 04, 2020 | 1862 | 25 | 169 | 11 | 5 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 3 | 2084 | 23 |
| Wednesday, February 05, 2020 | 1811 | 18 | 125 | 14 | 2 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 1 | 1983 | 13 |
| Thursday, February 06, 2020 | 1905 | 11 | 122 | 6 | 2 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 2054 | 27 |
| Friday, February 07, 2020 | 1931 | 18 | 105 | 13 | 2 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 3 | 2081 | 16 |
| Saturday, February 08, 2020 | 1618 | 10 | 49 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1684 | 10 |
| Sunday, February 09, 2020 | 1299 | 6 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1338 | 18 |
| Monday, February 10, 2020 | 1706 | 16 | 124 | 6 | 3 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 1866 | 17 |
| Average Daily Volume | 1733 | 15 | 104 | 7 | 2 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 1870 | 20 |
| % of Vehicles by Class | 92.7% | 0.8% | 5.6% | 0.4% | 0.1% | 0.1% | 0.2% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 100.0% | 0.5% |

SPEED DATA

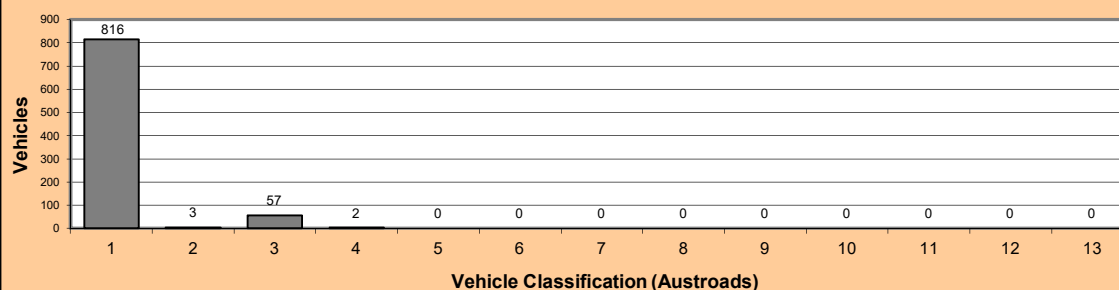
| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vpd) | Vol within 18Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 18Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 18Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Tuesday, February 04, 2020 | 2084 | 1394 | 33.0 | 170 | 8.2% | 39.3 | 47.3 | 75.1 | 8:00AM | 163 | 119 | 33.0 | 11 | 6.7% | 39.3 | 46.6 | 65.7 | 3:00PM | 177 | 120 | 34.0 | 9 | 5.1% | 38.9 | 47.4 | 57.8 | | | | |
| Wednesday, February 05, 2020 | 1983 | 1391 | 34.0 | 173 | 8.7% | 40.2 | 48.8 | 65.4 | 8:00AM | 160 | 114 | 33.0 | 14 | 8.8% | 40.1 | 47.0 | 58.6 | 3:00PM | 158 | 125 | 35.0 | 15 | 9.5% | 41.4 | 48.8 | 59.2 | | | | |
| Thursday, February 06, 2020 | 2054 | 1402 | 34.0 | 233 | 11.3% | 40.7 | 48.0 | 69.9 | 8:00AM | 185 | 132 | 34.0 | 14 | 7.6% | 39.9 | 48.6 | 61.1 | 3:00PM | 165 | 118 | 33.0 | 17 | 10.3% | 41.5 | 48.3 | 69.9 | | | | |
| Friday, February 07, 2020 | 2081 | 1495 | 34.0 | 183 | 8.8% | 40.2 | 49.0 | 84.5 | 8:00AM | 163 | 129 | 33.0 | 11 | 6.7% | 40.8 | 47.4 | 57.5 | 3:00PM | 168 | 119 | 32.0 | 11 | 6.5% | 39.3 | 46.1 | 57.6 | | | | |
| Saturday, February 08, 2020 | 1684 | 1227 | 35.0 | 235 | 14.0% | 42.1 | 49.3 | 81.7 | 11:00AM | 169 | 100 | 28.0 | 11 | 6.5% | 36.9 | 46.7 | 62.0 | 12:00PM | 179 | 119 | 33.0 | 21 | 11.7% | 40.3 | 48.3 | 60.3 | | | | |
| Sunday, February 09, 2020 | 1338 | 1082 | 36.0 | 194 | 14.5% | 43.6 | 49.1 | 105.6 | 11:00AM | 98 | 87 | 36.0 | 10 | 10.2% | 43.8 | 48.4 | 55.9 | 1:00PM | 122 | 96 | 34.0 | 16 | 13.1% | 43.7 | 49.3 | 58.8 | | | | |
| Monday, February 10, 2020 | 1866 | 1268 | 34.0 | 214 | 11.5% | 40.6 | 48.1 | 74.4 | 8:00AM | 158 | 104 | 33.0 | 21 | 13.3% | 40.0 | 48.3 | 59.5 | 4:00PM | 154 | 112 | 36.0 | 23 | 14.9% | 42.2 | 49.3 | 64.6 | | | | |



| Road | De Laine Avenue | AADT | 878.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>109</td></tr><tr><td>PM</td><td>15:00</td><td>61</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 109 | PM | 15:00 | 61 |
|------------|-------------------------------|-----------|-------|--|------|------|-----|----|------|-----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 109 | | | | | | | | | | | |
| PM | 15:00 | 61 | | | | | | | | | | | |
| Location | east of mons outside polyflor | Ave Speed | 41.0 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 48 | | | | | | | | | | |
| Site No. | V63 | % Heavy's | 6.7% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Eastbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 43.2 | 51.1 | 55.0 |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 45.6 | 47.7 | 48.6 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48.6 | 49.6 | 50.4 |
| 3:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42.8 | 44.2 | 44.9 |
| 4:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 43.4 | 46.7 | 49.0 |
| 5:00 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 45.1 | 49.3 | 53.8 |
| 6:00 | 38 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 44.0 | 48.9 | 54.2 |
| 7:00 | 70 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 39.9 | 46.9 | 54.9 |
| 8:00 | 102 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 40.3 | 47.6 | 54.2 |
| 9:00 | 66 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 40.0 | 47.4 | 58.8 |
| 10:00 | 54 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 39.2 | 47.7 | 54.2 |
| 11:00 | 48 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 39.5 | 46.9 | 54.2 |
| 12:00 | 45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 39.0 | 46.4 | 56.9 |
| 13:00 | 49 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 38.7 | 47.5 | 55.0 |
| 14:00 | 48 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 40.9 | 48.3 | 56.8 |
| 15:00 | 58 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 40.8 | 47.5 | 56.3 |
| 16:00 | 47 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 41.2 | 49.4 | 58.1 |
| 17:00 | 47 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 42.7 | 49.0 | 55.5 |
| 18:00 | 41 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 44.3 | 50.3 | 58.2 |
| 19:00 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 44.7 | 50.6 | 56.0 |
| 20:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 44.6 | 48.7 | 54.4 |
| 21:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 42.1 | 48.4 | 54.4 |
| 22:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 43.3 | 50.8 | 56.1 |
| 23:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 42.0 | 43.7 | 45.6 |
| Total | 816 | 3 | 57 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 878 | 41.0 | 48.3 | 58.2 |
| | 92.9% | 0.3% | 6.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

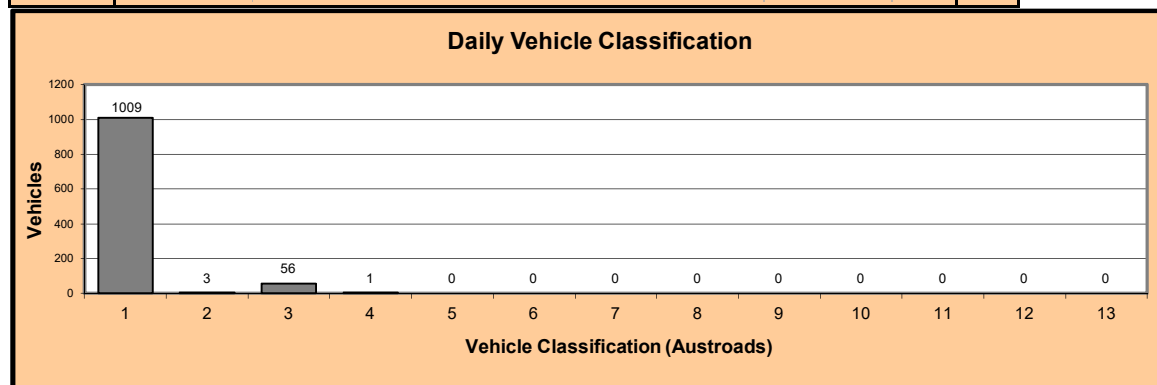
Daily Vehicle Classification





| Road | De Laine Avenue | AADT | 1069.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>11:00</td><td>67</td></tr><tr><td>PM</td><td>15:00</td><td>97</td></tr></table> | Peak | Time | Vol | AM | 11:00 | 67 | PM | 15:00 | 97 |
|------------|-------------------------------|-----------|--------|--|------|------|-----|----|-------|----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 11:00 | 67 | | | | | | | | | | | |
| PM | 15:00 | 97 | | | | | | | | | | | |
| Location | east of mons outside polyflor | Ave Speed | 39.5 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 47 | | | | | | | | | | |
| Site No. | V63 | % Heavy's | 5.3% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|-------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 46.9 | 50.2 | 54.0 |
| 1:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41.1 | 45.8 | 47.6 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36.7 | 41.8 | 44.1 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44.1 | 49.5 | 51.4 |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36.2 | 39.6 | 42.1 |
| 5:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 40.1 | 46.0 | 48.4 |
| 6:00 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 40.1 | 48.7 | 55.4 |
| 7:00 | 30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 38.4 | 45.7 | 53.1 |
| 8:00 | 50 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 39.3 | 47.5 | 54.6 |
| 9:00 | 54 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 37.4 | 45.5 | 54.8 |
| 10:00 | 58 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 36.8 | 45.6 | 52.9 |
| 11:00 | 62 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 37.1 | 45.9 | 51.9 |
| 12:00 | 63 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 37.5 | 45.5 | 53.3 |
| 13:00 | 61 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 36.5 | 45.8 | 52.6 |
| 14:00 | 70 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 38.8 | 46.4 | 56.3 |
| 15:00 | 89 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 39.9 | 47.3 | 54.3 |
| 16:00 | 91 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 39.4 | 47.1 | 56.7 |
| 17:00 | 92 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 40.7 | 49.4 | 58.3 |
| 18:00 | 78 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 41.4 | 48.7 | 56.3 |
| 19:00 | 54 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 42.9 | 49.4 | 58.0 |
| 20:00 | 41 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 41.4 | 47.5 | 56.2 |
| 21:00 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 43.0 | 48.0 | 56.4 |
| 22:00 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 41.9 | 48.2 | 54.2 |
| 23:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 43.4 | 49.1 | 56.0 |
| Total | 1009 | 3 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1069 | 39.5 | 47.0 | 57.6 |
| | 94.4% | 0.3% | 5.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

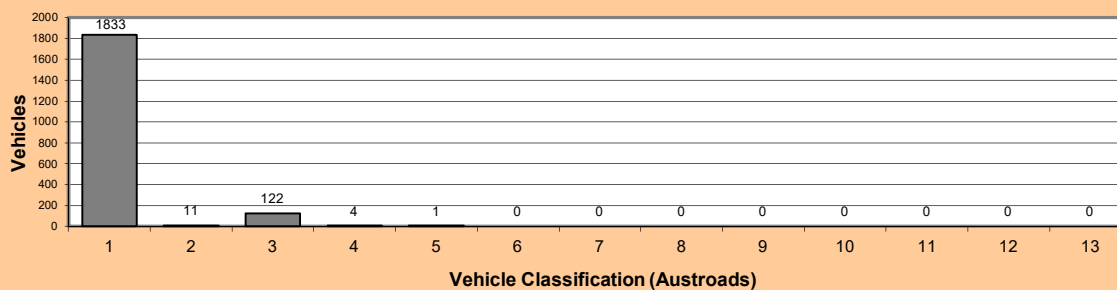




| Road | De Laine Avenue | AADT | 1971.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>163</td></tr><tr><td>PM</td><td>15:00</td><td>158</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 163 | PM | 15:00 | 158 |
|------------|-------------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 163 | | | | | | | | | | | |
| PM | 15:00 | 158 | | | | | | | | | | | |
| Location | east of mons outside polyflor | Ave Speed | 40.2 | | | | | | | | | | |
| Suburb | Edwardstown | 85%ile | 49 | | | | | | | | | | |
| Site No. | V63 | % Heavy's | 6.4% | | | | | | | | | | |
| Start Date | Tuesday 04/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 45.6 | 50.6 | 61.6 |
| 1:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 42.5 | 47.1 | 49.5 |
| 2:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 42.1 | 49.1 | 51.3 |
| 3:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 43.3 | 46.1 | 50.2 |
| 4:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 40.9 | 46.5 | 49.0 |
| 5:00 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 43.8 | 49.1 | 53.7 |
| 6:00 | 54 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 42.8 | 49.0 | 55.4 |
| 7:00 | 100 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 39.4 | 46.7 | 54.8 |
| 8:00 | 152 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 40.0 | 47.6 | 55.6 |
| 9:00 | 120 | 1 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 38.8 | 46.9 | 57.3 |
| 10:00 | 112 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 38.0 | 46.7 | 54.2 |
| 11:00 | 110 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 38.2 | 46.5 | 53.4 |
| 12:00 | 109 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 38.1 | 45.9 | 56.4 |
| 13:00 | 110 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 37.5 | 46.9 | 54.8 |
| 14:00 | 119 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 39.7 | 47.5 | 56.7 |
| 15:00 | 147 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 40.2 | 47.6 | 56.0 |
| 16:00 | 139 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 40.0 | 48.1 | 58.4 |
| 17:00 | 140 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 41.4 | 49.3 | 58.1 |
| 18:00 | 119 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 42.4 | 49.4 | 57.5 |
| 19:00 | 84 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 43.6 | 49.5 | 57.7 |
| 20:00 | 58 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 42.3 | 48.2 | 56.1 |
| 21:00 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 42.8 | 48.0 | 56.6 |
| 22:00 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 42.4 | 49.7 | 56.2 |
| 23:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 43.0 | 47.8 | 55.7 |
| Total | 1833 | 11 | 122 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1971 | 40.2 | 48.6 | 57.3 |
| | 93.0% | 0.6% | 6.2% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification



Volume & Speed Data (All Vehicles)

Average Speed 41.0

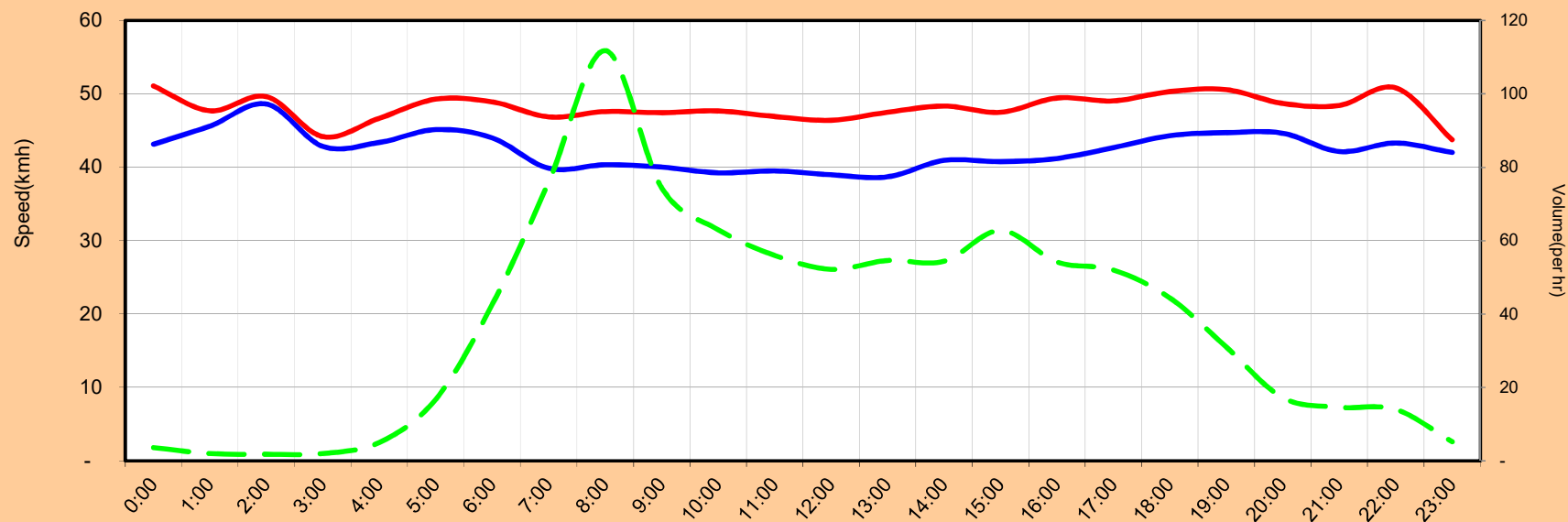
Direction: Eastbound

85%ile 48.3

Day: WeekDay Avg

Vehicles/Day 912

Week: Current



De Laine Avenue

east of mons outside polyflor

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 39.5

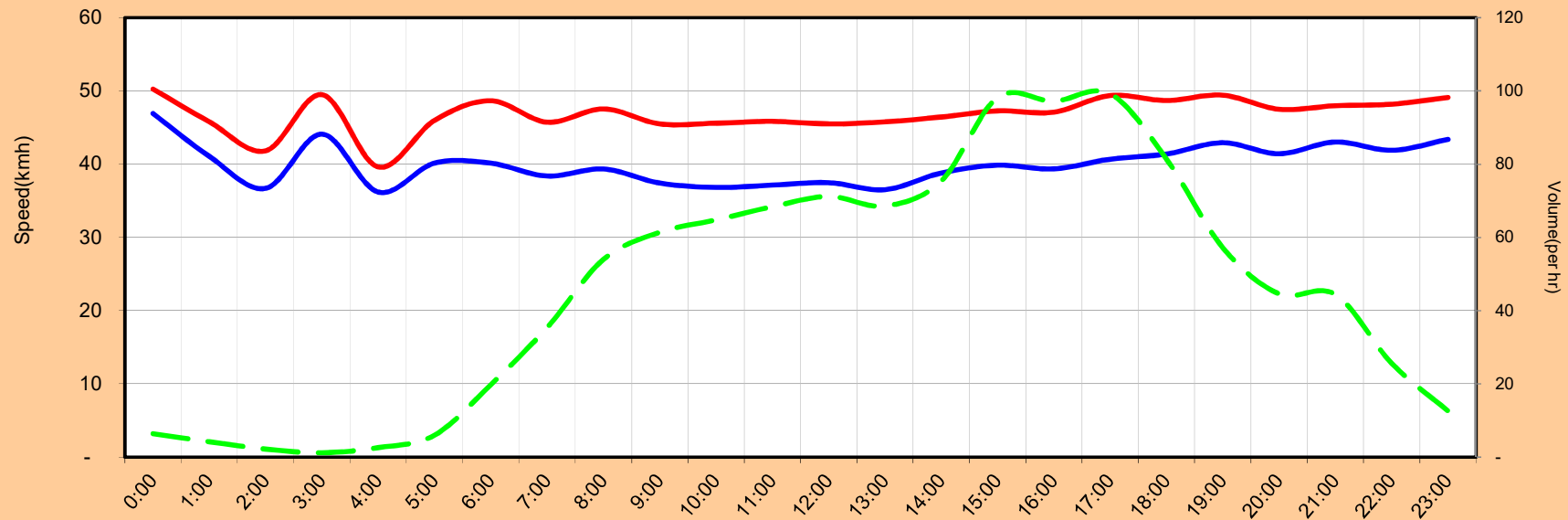
Direction: Westbound

85%ile 47.0

Day: WeekDay Avg

Vehicles/Day 1,102

Week: Current



De Laine Avenue

east of mons outside polyflor

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 40.2

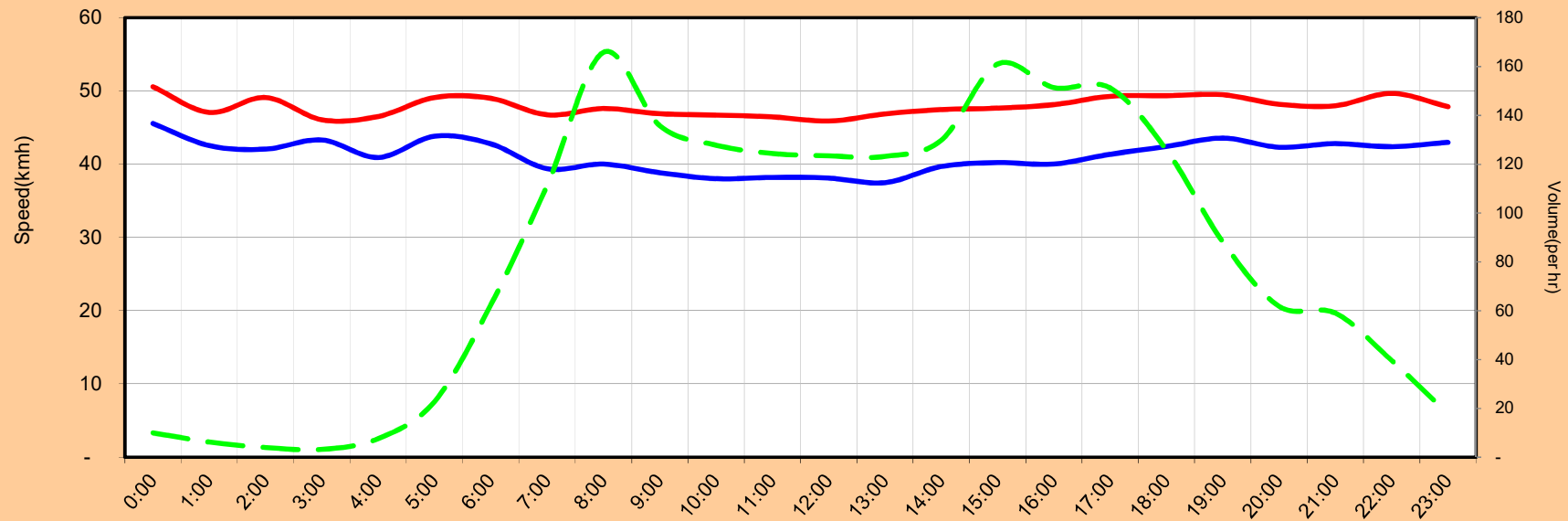
Direction: Two ways

85%ile 48.6

Day: WeekDay Avg

Vehicles/Day 2,014

Week: Current



De Laine Avenue

east of mons outside polyflor

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period



22

Automatic Traffic Count Site Summary

| | | | |
|-------------------------|-----------------------------------|-----------------------------|-----------------------|
| STREET NAME : | de laine avenue west of slow poir | LOCATION: | |
| SUBURB: | | START DATE : | Wednesday 12 Feb 2020 |
| FILE NAME : | Individual-404.txt | FINISH DATE : | Tuesday 18 Feb 2020 |
| SITE ID NUMBER : | A6V | SPEED ZONE : | 50 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |
| DATE: | 27/03/2020 | | |
| SIGNATURE: | | | |

| | | DIRECTION OF TRAVEL | | |
|---|------------------------|---------------------|-----------------|-----------------|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: | Week Days Only Average | 1,938 | 914 | 1,023 |
| [VEH/DAY] | Total Survey Average | 1,726 | 810 | 916 |
| WEEK DAY PEAK AM | 8:00 | 240 | 180 | 59 |
| HOUR VOLUME: PM | 15:00 | 176 | 56 | 122 |
| PEAK DAY | | Fri 14 Feb 2020 | Fri 14 Feb 2020 | Fri 14 Feb 2020 |
| PEAK DAY VOLUME | | 2246 | 1059 | 1187 |
| WEEKDAY PACE | 15Kph Pace Start | 19 | 19 | 19 |
| | % Pace Volume | 78% | 77% | 80% |
| TOTAL SPEEDS: | 85th Percentile | 33 | 34 | 33 |
| Km/Hr | Average | 27.0 | 26.3 | 27.6 |
| 95th Percentile | Wednesday 12/02/20 | 37.7 | 36.1 | 37.3 |
| | Thursday 13/02/20 | 37.6 | 37.9 | 37.2 |
| | Friday 14/02/20 | 37.5 | 36.6 | 38.7 |
| | Saturday 15/02/20 | 36.9 | 37.8 | 36.1 |
| | Sunday 16/02/20 | 37.5 | 37.5 | 37.5 |
| | Monday 17/02/20 | 37.1 | 37.3 | 38.9 |
| | Tuesday 18/02/20 | 37.8 | 36.4 | 37.4 |
| 99th Percentile | Wednesday 12/02/20 | 41.1 | 40.2 | 42.7 |
| | Thursday 13/02/20 | 42.9 | 41.7 | 42.5 |
| | Friday 14/02/20 | 42.3 | 40.4 | 43.1 |
| | Saturday 15/02/20 | 40.1 | 39.1 | 43.7 |
| | Sunday 16/02/20 | 42.5 | 41.5 | 43.4 |
| | Monday 17/02/20 | 42.3 | 41.8 | 43.9 |
| | Tuesday 18/02/20 | 41.5 | 40.0 | 43.4 |
| CLASSIFICATION % *: | Week Days CLASS 1 % | 95.4% | 93.3% | 97.2% |
| | Week Days Commercial | 3.0% | 4.3% | 2.0% |
| NOTES : (OBSERVATIONS) | | | | |
| <p>* CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive</p> | | | | |



Automatic Traffic Counts - Site Data

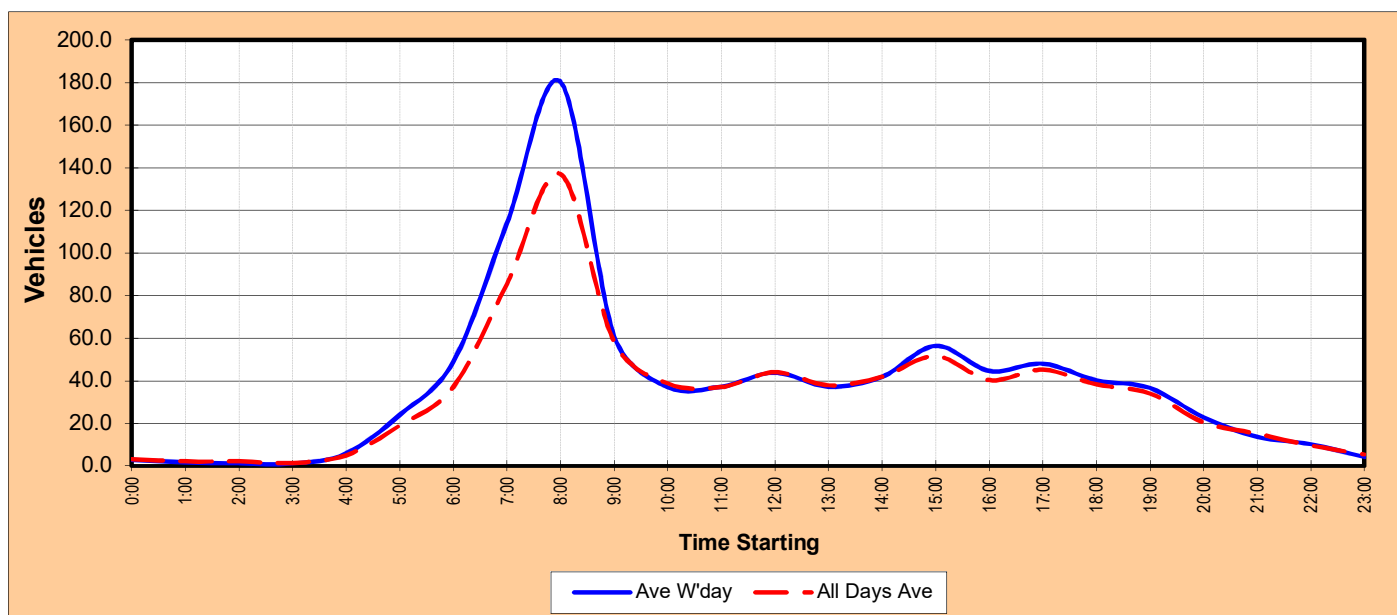
| | | |
|---------------------|-----------------------------------|-------------|
| Site No: | A6V | North Point |
| Date: | Wednesday 12 Feb 2020 | |
| Start Time: | 0:00 | |
| Officer: | ATS | |
| Road: | de laine avenue west of slow poir | |
| Suburb: | | |
| LOCATION: | | |
| Map/GPS Ref: | | |
| Comments: | | |
| Sketch | | |

Copyright © Google



| | | |
|------------|------------------------------------|----------------------|
| Road | de laine avenue west of slow point | |
| Location | | Average Weekday 914 |
| Suburb | | All Day Average 810 |
| Site No. | A6V | Weekday Heavy's 4.3% |
| Start Date | Wednesday 12/02/2020 | All Day Heavy's 3.8% |
| Direction | Eastbound | |

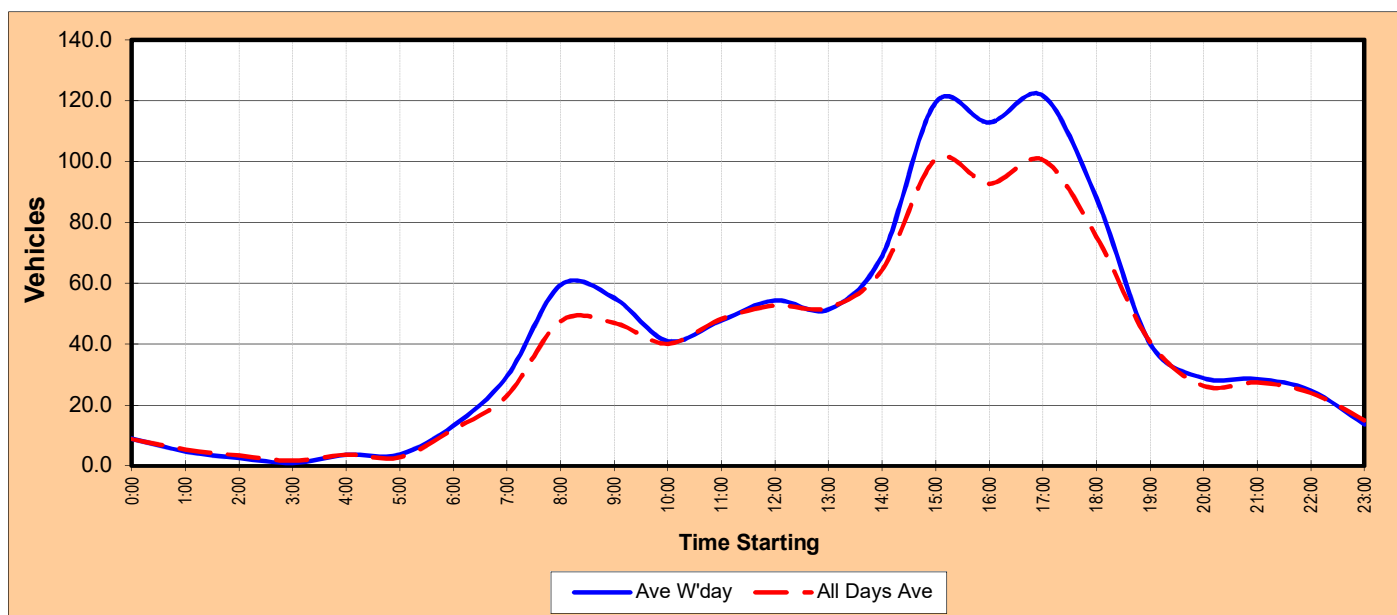
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---------------|-------------|--------|--------|--------|--------|--------|--------|-----------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 174 | 173 | 173 | 178 | 203 | 50 | 53 | | |
| PM Peak | 59 | 53 | 54 | 63 | 61 | 50 | 40 | | |
| 0:00 | 3 | 2 | 2 | 2 | 5 | 4 | 5 | 3 | 3 |
| 1:00 | 1 | 1 | 2 | 2 | 2 | 2 | 5 | 2 | 2 |
| 2:00 | 2 | 0 | 1 | 2 | 1 | 5 | 4 | 1 | 2 |
| 3:00 | 1 | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 1 |
| 4:00 | 8 | 5 | 5 | 5 | 6 | 4 | 2 | 6 | 5 |
| 5:00 | 20 | 24 | 27 | 23 | 26 | 8 | 5 | 24 | 19 |
| 6:00 | 38 | 53 | 50 | 46 | 58 | 10 | 5 | 49 | 37 |
| 7:00 | 118 | 129 | 108 | 100 | 114 | 23 | 6 | 114 | 85 |
| 8:00 | 174 | 173 | 173 | 178 | 203 | 38 | 20 | 180 | 137 |
| 9:00 | 39 | 50 | 47 | 49 | 120 | 50 | 53 | 61 | 58 |
| 10:00 | 29 | 34 | 40 | 41 | 41 | 49 | 37 | 37 | 39 |
| 11:00 | 41 | 39 | 32 | 32 | 42 | 46 | 27 | 37 | 37 |
| 12:00 | 45 | 53 | 38 | 45 | 38 | 50 | 39 | 44 | 44 |
| 13:00 | 28 | 35 | 40 | 41 | 42 | 39 | 40 | 37 | 38 |
| 14:00 | 47 | 35 | 42 | 37 | 48 | 47 | 37 | 42 | 42 |
| 15:00 | 59 | 51 | 54 | 63 | 55 | 41 | 38 | 56 | 52 |
| 16:00 | 35 | 37 | 48 | 48 | 55 | 29 | 30 | 45 | 40 |
| 17:00 | 39 | 42 | 49 | 49 | 61 | 47 | 29 | 48 | 45 |
| 18:00 | 30 | 43 | 44 | 41 | 43 | 39 | 28 | 40 | 38 |
| 19:00 | 29 | 36 | 36 | 41 | 41 | 28 | 27 | 37 | 34 |
| 20:00 | 24 | 24 | 14 | 23 | 29 | 13 | 16 | 23 | 20 |
| 21:00 | 12 | 21 | 10 | 13 | 12 | 24 | 14 | 14 | 15 |
| 22:00 | 13 | 4 | 10 | 15 | 9 | 12 | 4 | 10 | 10 |
| 23:00 | 1 | 5 | 4 | 4 | 7 | 14 | 3 | 4 | 5 |
| Total | 836 | 898 | 878 | 900 | 1059 | 624 | 476 | 914 | 810 |
| % Heavies | 4.1% | 4.2% | 4.2% | 4.1% | 4.6% | 2.9% | 1.1% | 4.3% | 3.8% |





| | | | |
|------------|------------------------------------|-----------------|------|
| Road | de laine avenue west of slow point | | |
| Location | | | |
| Suburb | | | |
| Site No. | A6V | Average Weekday | 1023 |
| Start Date | Wednesday 12/02/2020 | All Day Average | 916 |
| Direction | Westbound | Weekday Heavy's | 2.0% |
| | | All Day Heavy's | 1.7% |

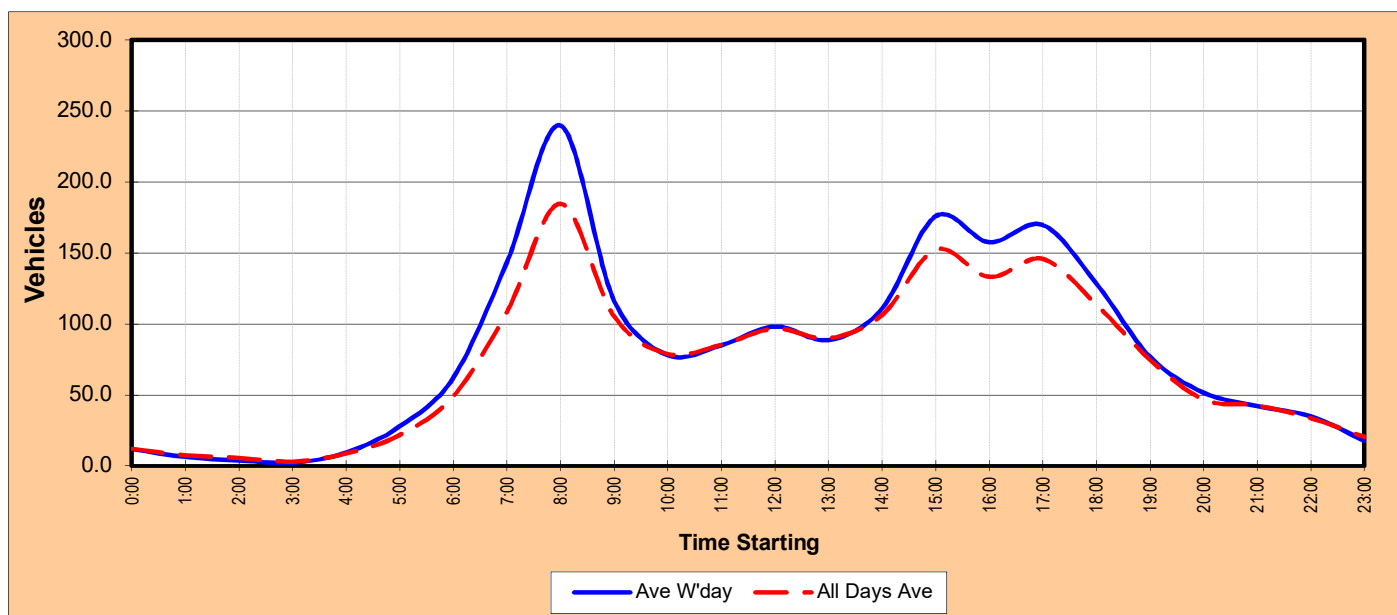
| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---------------|-------------|--------|--------|--------|--------|--------|--------|-----------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 52 | 63 | 57 | 65 | 79 | 62 | 41 | | |
| PM Peak | 134 | 115 | 136 | 149 | 138 | 60 | 52 | | |
| 0:00 | 6 | 10 | 10 | 8 | 11 | 10 | 7 | 9 | 9 |
| 1:00 | 7 | 3 | 6 | 2 | 6 | 5 | 9 | 5 | 5 |
| 2:00 | 1 | 3 | 2 | 1 | 6 | 6 | 5 | 3 | 3 |
| 3:00 | 1 | 0 | 2 | 1 | 1 | 4 | 3 | 1 | 2 |
| 4:00 | 6 | 3 | 2 | 3 | 4 | 7 | 1 | 4 | 4 |
| 5:00 | 1 | 4 | 6 | 3 | 5 | 1 | 0 | 4 | 3 |
| 6:00 | 10 | 9 | 11 | 19 | 17 | 10 | 8 | 13 | 12 |
| 7:00 | 21 | 24 | 35 | 24 | 43 | 7 | 7 | 29 | 23 |
| 8:00 | 52 | 63 | 57 | 65 | 60 | 19 | 17 | 59 | 48 |
| 9:00 | 44 | 49 | 49 | 55 | 79 | 33 | 20 | 55 | 47 |
| 10:00 | 43 | 35 | 41 | 49 | 37 | 35 | 41 | 41 | 40 |
| 11:00 | 43 | 56 | 38 | 48 | 54 | 62 | 37 | 48 | 48 |
| 12:00 | 54 | 55 | 47 | 46 | 70 | 60 | 37 | 54 | 53 |
| 13:00 | 34 | 35 | 50 | 57 | 81 | 55 | 52 | 51 | 52 |
| 14:00 | 51 | 58 | 60 | 66 | 110 | 60 | 46 | 69 | 64 |
| 15:00 | 125 | 111 | 109 | 114 | 138 | 60 | 48 | 119 | 101 |
| 16:00 | 134 | 92 | 105 | 113 | 120 | 52 | 33 | 113 | 93 |
| 17:00 | 105 | 115 | 136 | 126 | 126 | 56 | 40 | 122 | 101 |
| 18:00 | 57 | 84 | 86 | 149 | 64 | 51 | 36 | 88 | 75 |
| 19:00 | 39 | 42 | 40 | 41 | 39 | 45 | 39 | 40 | 41 |
| 20:00 | 24 | 36 | 22 | 34 | 28 | 20 | 20 | 29 | 26 |
| 21:00 | 21 | 33 | 26 | 30 | 33 | 32 | 17 | 29 | 27 |
| 22:00 | 23 | 18 | 22 | 34 | 27 | 24 | 20 | 25 | 24 |
| 23:00 | 8 | 13 | 9 | 10 | 28 | 24 | 13 | 14 | 15 |
| Total | 910 | 951 | 971 | 1098 | 1187 | 738 | 556 | 1023 | 916 |
| % Heavies | 2.1% | 1.5% | 2.0% | 2.3% | 1.9% | 0.8% | 0.5% | 2.0% | 1.7% |





| | | | |
|------------|------------------------------------|-----------------|------|
| Road | de laine avenue west of slow point | Average Weekday | 1938 |
| Location | | All Day Average | 1726 |
| Suburb | | Weekday Heavy's | 3.0% |
| Site No. | A6V | All Day Heavy's | 2.7% |
| Start Date | Wednesday 12/02/2020 | | |
| Direction | Two ways | | |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---------------|-------------|--------|--------|--------|--------|--------|--------|-----------|--------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | |
| | 17-Feb | 18-Feb | 12-Feb | 13-Feb | 14-Feb | 15-Feb | 16-Feb | | |
| AM Peak | 226 | 236 | 230 | 243 | 263 | 108 | 78 | | |
| PM Peak | 184 | 162 | 185 | 190 | 193 | 110 | 92 | | |
| 0:00 | 9 | 12 | 12 | 10 | 16 | 14 | 12 | 12 | 12 |
| 1:00 | 8 | 4 | 8 | 4 | 8 | 7 | 14 | 6 | 8 |
| 2:00 | 3 | 3 | 3 | 3 | 7 | 11 | 9 | 4 | 6 |
| 3:00 | 2 | 2 | 4 | 1 | 2 | 6 | 5 | 2 | 3 |
| 4:00 | 14 | 8 | 7 | 8 | 10 | 11 | 3 | 9 | 9 |
| 5:00 | 21 | 28 | 33 | 26 | 31 | 9 | 5 | 28 | 22 |
| 6:00 | 48 | 62 | 61 | 65 | 75 | 20 | 13 | 62 | 49 |
| 7:00 | 139 | 153 | 143 | 124 | 157 | 30 | 13 | 143 | 108 |
| 8:00 | 226 | 236 | 230 | 243 | 263 | 57 | 37 | 240 | 185 |
| 9:00 | 83 | 99 | 96 | 104 | 199 | 83 | 73 | 116 | 105 |
| 10:00 | 72 | 69 | 81 | 90 | 78 | 84 | 78 | 78 | 79 |
| 11:00 | 84 | 95 | 70 | 80 | 96 | 108 | 64 | 85 | 85 |
| 12:00 | 99 | 108 | 85 | 91 | 108 | 110 | 76 | 98 | 97 |
| 13:00 | 62 | 70 | 90 | 98 | 123 | 94 | 92 | 89 | 90 |
| 14:00 | 98 | 93 | 102 | 103 | 158 | 107 | 83 | 111 | 106 |
| 15:00 | 184 | 162 | 163 | 177 | 193 | 101 | 86 | 176 | 152 |
| 16:00 | 169 | 129 | 153 | 161 | 175 | 81 | 63 | 157 | 133 |
| 17:00 | 144 | 157 | 185 | 175 | 187 | 103 | 69 | 170 | 146 |
| 18:00 | 87 | 127 | 130 | 190 | 107 | 90 | 64 | 128 | 114 |
| 19:00 | 68 | 78 | 76 | 82 | 80 | 73 | 66 | 77 | 75 |
| 20:00 | 48 | 60 | 36 | 57 | 57 | 33 | 36 | 52 | 47 |
| 21:00 | 33 | 54 | 36 | 43 | 45 | 56 | 31 | 42 | 43 |
| 22:00 | 36 | 22 | 32 | 49 | 36 | 36 | 24 | 35 | 34 |
| 23:00 | 9 | 18 | 13 | 14 | 35 | 38 | 16 | 18 | 20 |
| Total | 1746 | 1849 | 1849 | 1998 | 2246 | 1362 | 1032 | 1938 | 1726 |
| % Heavies | 3.0% | 2.8% | 3.0% | 3.1% | 3.2% | 1.8% | 0.8% | 3.0% | 2.7% |





AUTOMATIC VEHICLE CLASSIFICATION AND SPEED SURVEY **SUMMARY OF RESULTS - Two ways**

Client: Marion
 Road: de laine avenue west of slow point
 Survey Location:
 Suburb:
 Survey Period: Wed 12 Feb 20 to Tue 18 Feb 20
 Speed Limit: 50
 ATS Reference: 888_007337_000410
 GCCC Reference: ABV

TRAFFIC VOLUME / CLASSIFICATION DATA

| DAY | DAILY TRAFFIC BY AUSTROAD CLASSES | | | | | | | | | | | | | Motor cycle | Bicycle |
|------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|---------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | |
| Wednesday, February 12, 2020 | 1763 | 12 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1849 | 18 |
| Thursday, February 13, 2020 | 1910 | 11 | 59 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 1998 | 20 |
| Friday, February 14, 2020 | 2132 | 16 | 60 | 8 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 26 | 2246 | 39 |
| Saturday, February 15, 2020 | 1320 | 6 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1362 | 5 |
| Sunday, February 16, 2020 | 1012 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1032 | 18 |
| Monday, February 17, 2020 | 1671 | 7 | 48 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1746 | 35 |
| Tuesday, February 18, 2020 | 1765 | 11 | 47 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 1849 | 30 |
| Average Daily Volume | 1653 | 10 | 42 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1726 | 34 |
| % of Vehicles by Class | 95.8% | 0.6% | 2.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 100.0% | 2.0% |

SPEED DATA

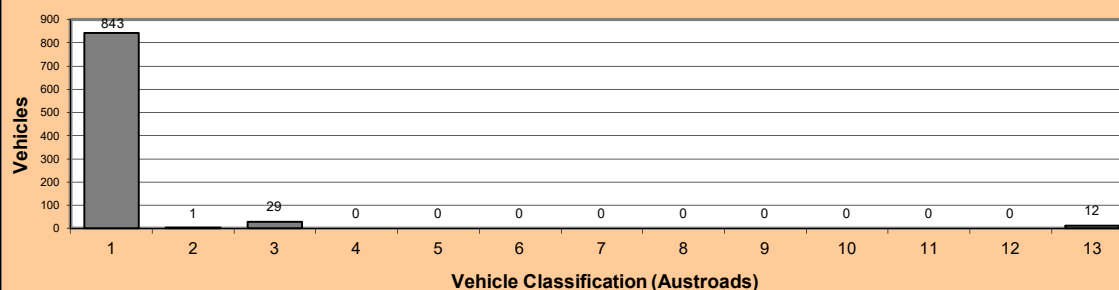
| DAY/DATE | DAILY | | | | | | | | | | AM PEAK HOUR | | | | | | | | | | PM PEAK HOUR | | | | | | | | | |
|------------------------------|-----------|------------------|----------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|------------|-------------|-----------|---------|-------------|-----------|-----------------------|-----------|------------------|--------------|-------------|-----------|---------|-------------|-----------|--|--|--|--|
| | Vol (vph) | Vol within 15Kph | Avg Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | AM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | PM Peak Hour Starting | Vol (vph) | Vol within 15Kph | Start Pace | Vol > Limit | % > Limit | Avg Spd | 85th% Speed | Max Speed | | | | |
| Wednesday, February 12, 2020 | 1849 | 1450 | 19.0 | 2 | 0.1% | 27.2 | 33.2 | 55.4 | 8:00AM | 230 | 187 | 20.0 | 1 | 0.4% | 28.0 | 34.7 | 55.4 | 5:00PM | 185 | 148 | 18.0 | 0 | 0.0% | 27.8 | 33.3 | 48.5 | | | | |
| Thursday, February 13, 2020 | 1998 | 1577 | 19.0 | 1 | 0.1% | 27.3 | 33.4 | 51.4 | 8:00AM | 243 | 196 | 19.0 | 0 | 0.0% | 27.8 | 34.8 | 49.4 | 6:00PM | 190 | 152 | 20.0 | 0 | 0.0% | 27.7 | 33.5 | 44.1 | | | | |
| Friday, February 14, 2020 | 2246 | 1741 | 19.0 | 1 | 0.0% | 26.7 | 33.5 | 50.1 | 8:00AM | 263 | 216 | 19.0 | 0 | 0.0% | 26.9 | 33.8 | 44.5 | 3:00PM | 193 | 159 | 19.0 | 0 | 0.0% | 27.3 | 32.2 | 46.0 | | | | |
| Saturday, February 15, 2020 | 1362 | 1045 | 18.0 | 0 | 0.0% | 25.7 | 32.1 | 49.5 | 11:00AM | 108 | 86 | 20.0 | 0 | 0.0% | 26.8 | 33.3 | 44.2 | 12:00PM | 110 | 84 | 18.0 | 0 | 0.0% | 25.1 | 32.7 | 45.3 | | | | |
| Sunday, February 16, 2020 | 1032 | 818 | 19.0 | 1 | 0.1% | 26.8 | 33.7 | 50.8 | 10:00AM | 78 | 69 | 18.0 | 0 | 0.0% | 26.3 | 31.3 | 43.9 | 1:00PM | 92 | 70 | 18.0 | 0 | 0.0% | 26.8 | 32.2 | 42.1 | | | | |
| Monday, February 17, 2020 | 1746 | 1377 | 19.0 | 0 | 0.0% | 27.3 | 33.3 | 47.2 | 8:00AM | 226 | 187 | 18.0 | 0 | 0.0% | 26.9 | 31.1 | 46.7 | 3:00PM | 184 | 149 | 19.0 | 0 | 0.0% | 27.0 | 32.1 | 47.2 | | | | |
| Tuesday, February 18, 2020 | 1849 | 1447 | 20.0 | 3 | 0.2% | 27.3 | 33.1 | 52.5 | 8:00AM | 236 | 196 | 20.0 | 0 | 0.0% | 28.1 | 33.1 | 48.1 | 3:00PM | 162 | 131 | 19.0 | 0 | 0.0% | 27.4 | 33.5 | 44.3 | | | | |



| Road | de laine avenue west of slow point | AADT | 885.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>178</td></tr><tr><td>PM</td><td>15:00</td><td>54</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 178 | PM | 15:00 | 54 |
|------------|------------------------------------|-----------|-------|--|------|------|-----|----|------|-----|----|-------|----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 178 | | | | | | | | | | | |
| PM | 15:00 | 54 | | | | | | | | | | | |
| Location | | Ave Speed | 26.4 | | | | | | | | | | |
| Suburb | | 85%ile | 34 | | | | | | | | | | |
| Site No. | A6V | % Heavy's | 3.3% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Eastbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21.3 | 24.3 | 24.9 |
| 1:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22.8 | 23.3 | 23.6 |
| 2:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23.6 | 23.9 | 24.1 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16.7 | 17.7 | 18.3 |
| 4:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25.7 | 28.5 | 32.9 |
| 5:00 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 28.9 | 35.7 | 38.6 |
| 6:00 | 43 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 28.5 | 34.3 | 40.1 |
| 7:00 | 106 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 28.6 | 34.3 | 40.1 |
| 8:00 | 171 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 178 | 27.1 | 32.7 | 41.3 |
| 9:00 | 56 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 25.7 | 31.5 | 38.4 |
| 10:00 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 26.1 | 32.9 | 41.4 |
| 11:00 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 25.2 | 31.7 | 40.8 |
| 12:00 | 39 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 25.1 | 32.5 | 38.7 |
| 13:00 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 | 26.4 | 32.4 | 38.2 |
| 14:00 | 39 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 25.5 | 30.7 | 37.2 |
| 15:00 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 54 | 25.7 | 31.5 | 38.2 |
| 16:00 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 25.0 | 31.6 | 36.7 |
| 17:00 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 25.8 | 32.0 | 38.1 |
| 18:00 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 25.8 | 32.2 | 37.4 |
| 19:00 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 26.6 | 31.9 | 37.5 |
| 20:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 24.9 | 31.3 | 38.5 |
| 21:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 23.0 | 29.1 | 33.5 |
| 22:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 22.1 | 27.7 | 34.7 |
| 23:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22.5 | 27.0 | 30.6 |
| Total | 843 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 885 | 26.4 | 33.7 | 41.8 |
| | 95.3% | 0.1% | 3.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | | | | |

Daily Vehicle Classification

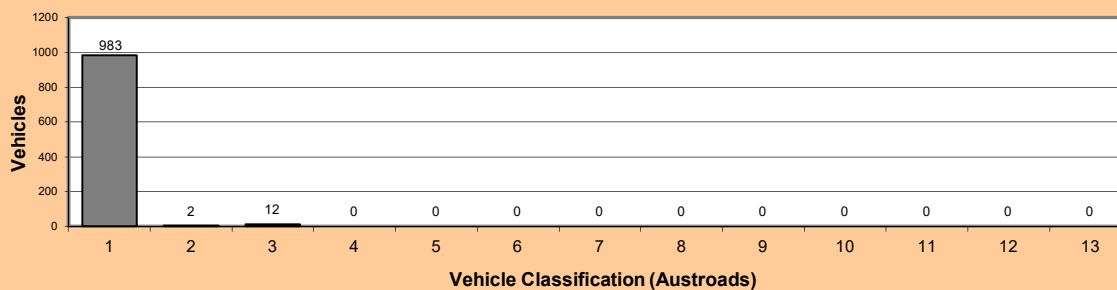




| Road | de laine avenue west of slow point | AADT | 997.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>58</td></tr><tr><td>PM</td><td>17:00</td><td>120</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 58 | PM | 17:00 | 120 |
|------------|------------------------------------|-----------|-------|--|------|------|-----|----|------|----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 58 | | | | | | | | | | | |
| PM | 17:00 | 120 | | | | | | | | | | | |
| Location | | Ave Speed | 27.8 | | | | | | | | | | |
| Suburb | | 85%ile | 35 | | | | | | | | | | |
| Site No. | A6V | % Heavy's | 1.2% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Westbound | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 25.7 | 30.6 | 33.0 |
| 1:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24.3 | 28.2 | 29.4 |
| 2:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26.8 | 33.8 | 35.4 |
| 3:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24.3 | 23.9 | 24.0 |
| 4:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29.7 | 33.0 | 36.0 |
| 5:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26.8 | 29.0 | 31.5 |
| 6:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 26.7 | 32.3 | 35.4 |
| 7:00 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 25.8 | 31.8 | 37.3 |
| 8:00 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 28.9 | 34.7 | 41.5 |
| 9:00 | 53 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 27.3 | 33.3 | 39.2 |
| 10:00 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 26.6 | 32.1 | 40.7 |
| 11:00 | 46 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 26.2 | 32.4 | 39.7 |
| 12:00 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 27.1 | 33.1 | 41.0 |
| 13:00 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 26.6 | 31.9 | 40.8 |
| 14:00 | 66 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 28.3 | 34.6 | 43.6 |
| 15:00 | 115 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 28.4 | 33.7 | 41.3 |
| 16:00 | 109 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 28.9 | 34.0 | 42.2 |
| 17:00 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 28.4 | 33.9 | 41.7 |
| 18:00 | 86 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 28.6 | 34.4 | 40.4 |
| 19:00 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 27.6 | 33.6 | 41.0 |
| 20:00 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 27.7 | 33.5 | 38.8 |
| 21:00 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 26.7 | 33.7 | 38.2 |
| 22:00 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 26.8 | 33.4 | 38.9 |
| 23:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 27.9 | 32.9 | 38.6 |
| Total | 983 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 997 | 27.8 | 35.0 | 43.6 |
| | 98.6% | 0.2% | 1.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

Daily Vehicle Classification

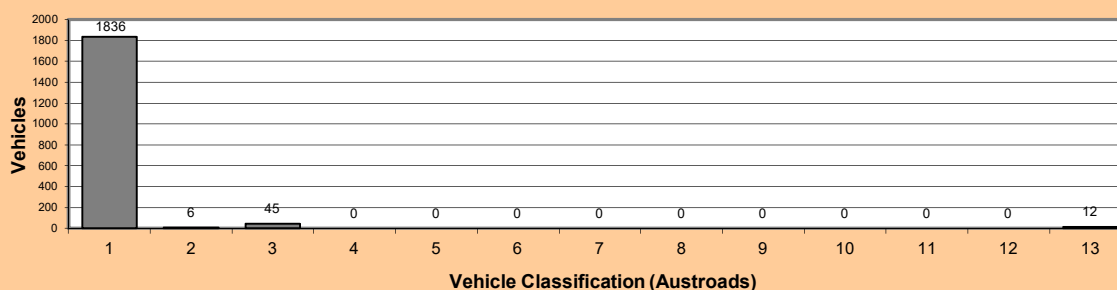




| Road | de laine avenue west of slow point | AADT | 1899.0 | <table><tr><th>Peak</th><th>Time</th><th>Vol</th></tr><tr><td>AM</td><td>8:00</td><td>237</td></tr><tr><td>PM</td><td>15:00</td><td>173</td></tr></table> | Peak | Time | Vol | AM | 8:00 | 237 | PM | 15:00 | 173 |
|------------|------------------------------------|-----------|--------|---|------|------|-----|----|------|-----|----|-------|-----|
| Peak | Time | Vol | | | | | | | | | | | |
| AM | 8:00 | 237 | | | | | | | | | | | |
| PM | 15:00 | 173 | | | | | | | | | | | |
| Location | | Ave Speed | 27.1 | | | | | | | | | | |
| Suburb | | 85%ile | 33 | | | | | | | | | | |
| Site No. | A6V | % Heavy's | 2.4% | | | | | | | | | | |
| Start Date | Wednesday 12/02/2020 | | | | | | | | | | | | |
| Displayed | WeekDay Avg Two ways | | | | | | | | | | | | |

| Time Starting | Vehicle Classification | | | | | | | | | | | | | Total | Speed | | |
|---------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | Ave. | 85%ile | 99%ile |
| 0:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 24.7 | 29.7 | 32.9 |
| 1:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 23.9 | 28.0 | 29.6 |
| 2:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25.8 | 32.2 | 34.2 |
| 3:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20.2 | 22.1 | 22.5 |
| 4:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27.2 | 31.6 | 37.7 |
| 5:00 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 28.6 | 35.2 | 38.5 |
| 6:00 | 56 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 28.1 | 34.3 | 39.9 |
| 7:00 | 133 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 28.1 | 33.9 | 40.9 |
| 8:00 | 228 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 237 | 27.5 | 33.5 | 41.7 |
| 9:00 | 109 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 114 | 26.4 | 33.3 | 38.5 |
| 10:00 | 73 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 26.3 | 32.8 | 41.9 |
| 11:00 | 79 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 25.8 | 32.5 | 41.3 |
| 12:00 | 91 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 97 | 26.2 | 33.0 | 40.6 |
| 13:00 | 83 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 87 | 26.5 | 32.1 | 40.3 |
| 14:00 | 105 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 27.2 | 33.9 | 42.2 |
| 15:00 | 168 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 173 | 27.5 | 32.7 | 41.1 |
| 16:00 | 152 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 155 | 27.8 | 34.2 | 41.7 |
| 17:00 | 164 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 167 | 27.7 | 34.0 | 41.2 |
| 18:00 | 124 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | 27.7 | 33.8 | 40.0 |
| 19:00 | 74 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 27.1 | 33.6 | 40.6 |
| 20:00 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 26.5 | 33.5 | 40.0 |
| 21:00 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 25.5 | 32.1 | 37.9 |
| 22:00 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 25.4 | 32.9 | 39.2 |
| 23:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26.7 | 33.2 | 38.4 |
| Total | 1836 | 6 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1899 | 27.1 | 33.3 | 42.6 |
| | 96.7% | 0.3% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | | | | |

Daily Vehicle Classification



Volume & Speed Data (All Vehicles)

Average Speed 26.4

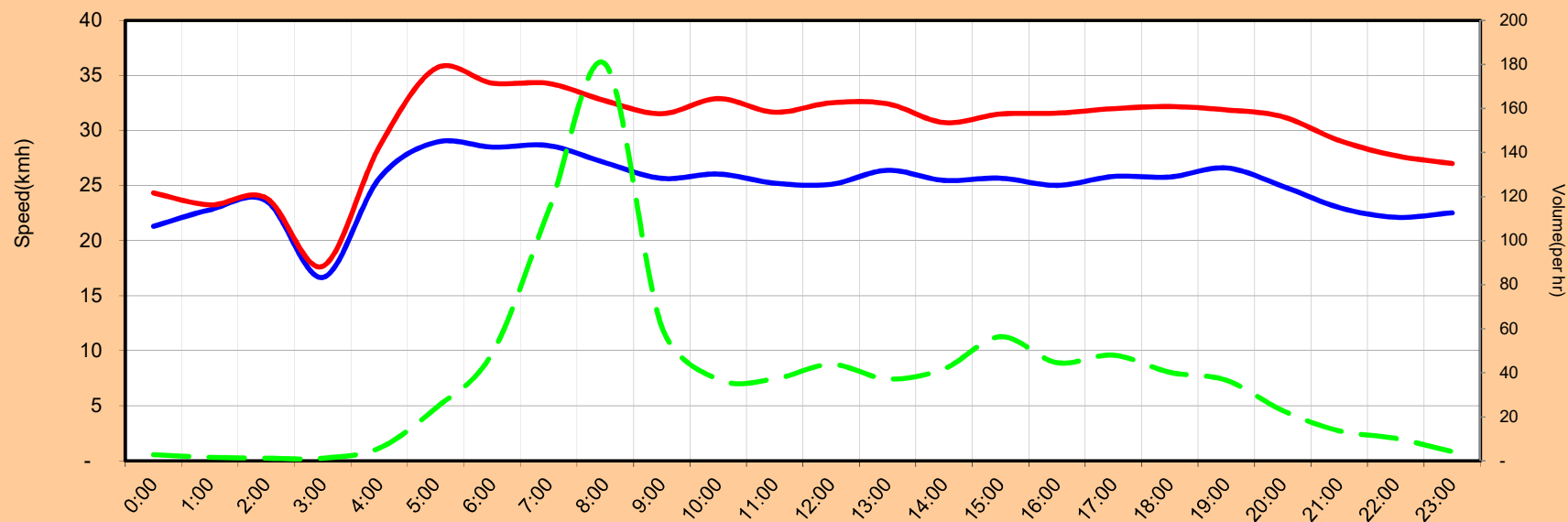
Direction: Eastbound

85%ile 33.7

Day: WeekDay Avg

Vehicles/Day 914

Week: Current



de laine avenue west of slow point

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 27.8

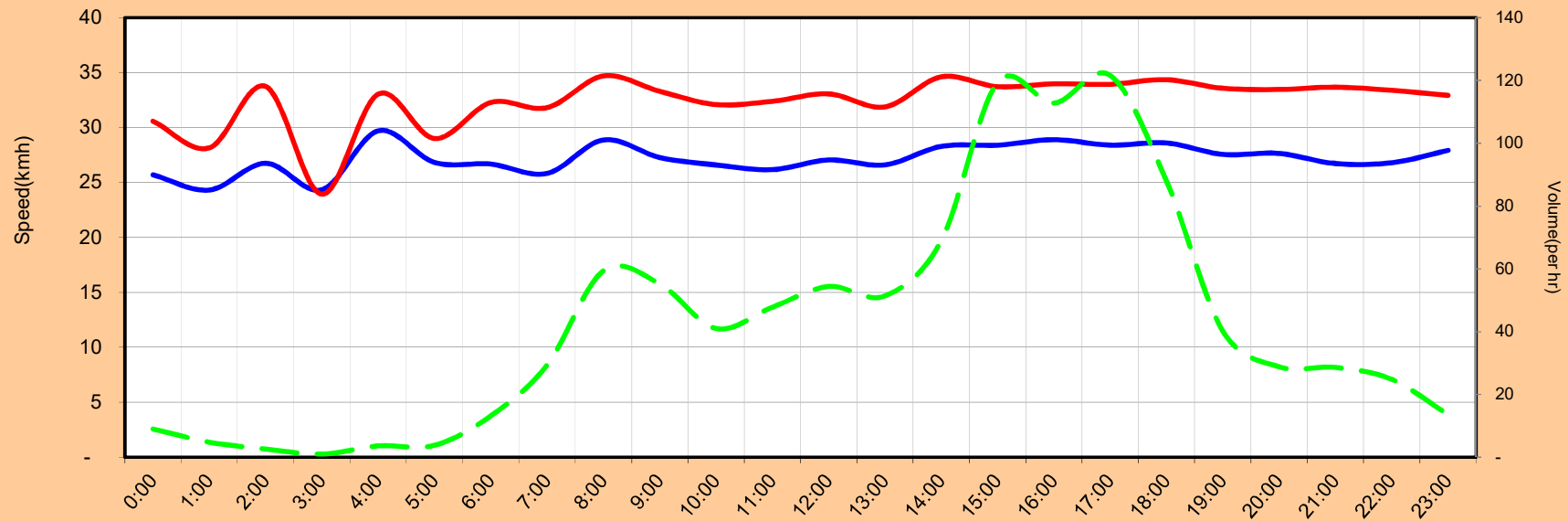
Direction: Westbound

85%ile 35.0

Day: WeekDay Avg

Vehicles/Day 1,023

Week: Current



de laine avenue west of slow point

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

Volume & Speed Data (All Vehicles)

Average Speed 27.1

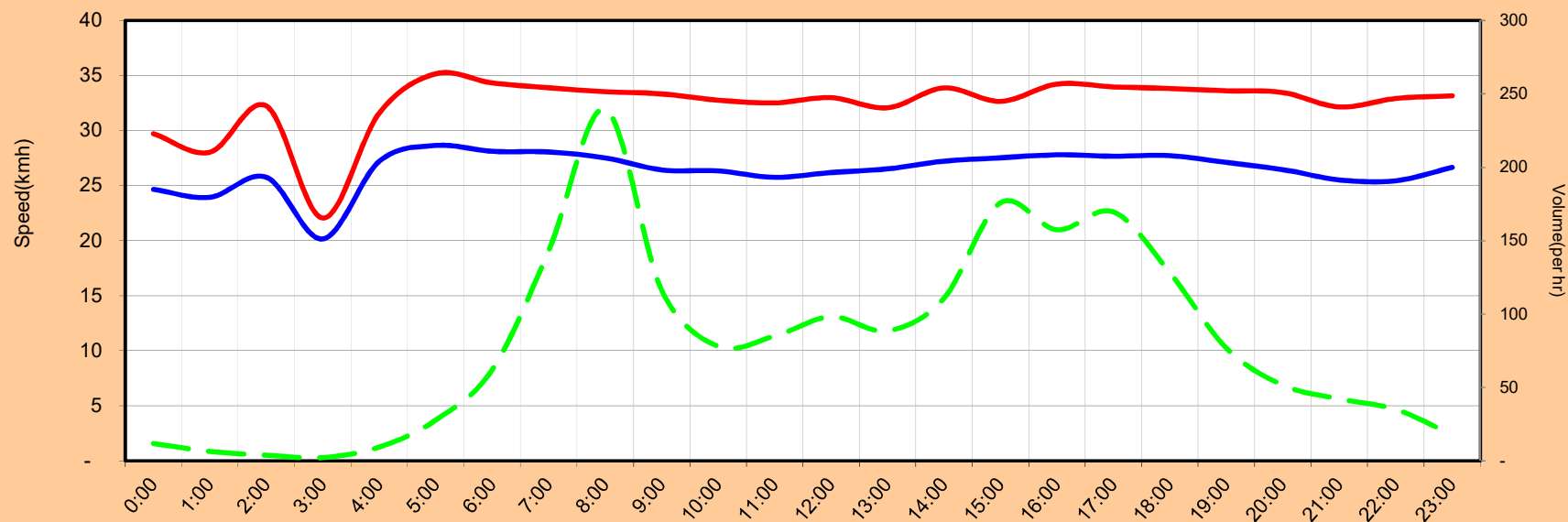
Direction: Two ways

85%ile 33.3

Day: WeekDay Avg

Vehicles/Day 1,938

Week: Current



de laine avenue west of slow point

All Vehicles - Ave. Speed

All Vehicles - 85th%ile Speed

Volume per Period

APPENDIX C

CRASH DATA



3. Crash Statistics

TARS_ENQ
TR0680
VERSION 10.06

Department of Planning, Transport and Infrastructure
Road Crash Register
Detailed Crash History

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LGA 413 : CC MARION
Suburb EDWARDSTOWN (5039)

Key Road 4130258M DE LAINE AVENUE EDWARDSTOWN

Region METROPOLITAN
Stats Area 002 : Greater Adelaide

| MID-BLOCK BETWEEN | | | 4130817M RAILWAY TERRACE ASCOT PARK | | | 4130613M MACKLIN STREET | | | |
|---|----------|-------------|--|---------------|-------------------------|---|------------------|-------------|------------|
| Date Time | Severity | Damage | Crash Type | Road Surface | Road Moisture | Lighting | Traffic Controls | Locn Type | Report No. |
| 17/08/2016 14:45 Wed | PDO | \$5,000 | Hit Fixed Object | Sealed | Dry | Daylight | No Control | Not Divided | VC17309307 |
| | | | DCA Code 173 Right Off Carriageway Into Object / Parked Vehicle | | | Sub DCA Code(s) Q10 Hit Other Object (Telephone / Culvert / RX) Fixed / Not Fixed V03 Traffic Island Mounted / Struck | | | |
| Event Code | Evt Seq | Unit 1 | Unit 1 Object | Unit 1 Col pt | Unit 2 | Unit 2 Object | Unit 2 Col Pt | | |
| RAN OFF CARRIAGEWAYE RIGHT COLLISION | S | Motor Cars | | FRONT | Other Fixed Obstruction | OTHER FIXED OBSTRUCTION | | | |
| RRD: | | | | | | | | | |
| Motor Cars - Sedan - Straight Ahead in West direction (Driver Rider resp)(Towed From Scene) Hits a Other Fixed Obstruction | | | | | | | | | |
| Apparent Error | | Inattention | | | | Total Casualties 0 | | | |

LGA 413 : CC MARION
Suburb EDWARDSTOWN (5039)

Key Road 4130258M DE LAINE AVENUE EDWARDSTOWN

Region METROPOLITAN
Stats Area 002 : Greater Adelaide

| MID-BLOCK BETWEEN | | | 4130997M TOWERS TERRACE SOUTH PLYMPTON | | | 4130438M HARRIS STREET | | | |
|--|---|----------------------|--|--|------------------------|------------------------------|------------------|---------------|------------------------|
| Date Time | Severity | Damage | Crash Type | Road Surface | Road Moisture | Lighting | Traffic Controls | Locn Type | Report No. |
| 20/11/2017 01:30 Mon | PDO | \$9,999 | Hit Parked Vehicle | Sealed | Dry | Night | No Control | Not Divided | 1700134433 |
| | DCA Code 160 Parked | | | Sub DCA Code(s) R02 Kerb Parking - Parallel | | | | | |
| Event Code MECHANICAL FAILURE | Evt Seq B | Unit 1 Motor Cars | Unit 1 Object | | Unit 1 Col pt | Unit 2 | | Unit 2 Object | Unit 2 Col Pt |
| COLLISION | E | Motor Cars | | | FRONT | Motor Vehicle - Type Unknown | | | REAR |
| RRD: | Motor Cars - Sedan - Straight Ahead in East direction (Driver Rider resp)(Towed From Scene) Hits a Motor Vehicle - Type Unknown - Parked in East direction(Unknown) | | | | | | | | |
| | Apparent Error | | Vehicle Fault | | | Total Casualties 0 | | | |
| Date Time | Severity | Damage | Crash Type | Road Surface | Road Moisture | Lighting | Traffic Controls | Locn Type | Report No. |
| 03/11/2015 09:30 Tue | PDO | \$2,000 | Hit Parked Vehicle | Sealed | Dry | Daylight | No Control | Not Divided | VC16281857 |
| | DCA Code 169 Other On Path PLUS Hit Parked Car Opposite Side Of Road | | | Sub DCA Code(s) Y01 Any Vehicle (Including Trailer, Parked Car) OR Object | | | | | |
| Event Code COLLISION | Evt Seq E | Unit 1 Motor Cars | Unit 1 Object | | Unit 1 Col pt FRONT | Unit 2 Motor Cars | | Unit 2 Object | Unit 2 Col Pt FRONT |
| RAN OFF CARRIAGEWAYS LEFT COLLISION | | Motor Cars | | | | | | | |
| | S | Motor Cars | | | REAR | Tree | | TREE | |
| RRD: | Motor Cars - Sedan - Parked in East direction(Towed From Scene) Hits a Motor Cars - Sedan - Straight Ahead in West direction (Driver Rider resp)(Unknown) Hits a Tree | | | | | | | | |
| | Apparent Error | | Inattention | | | Total Casualties 0 | | | |

TARS_ENQ
TR0680
VERSION 10.06

Department of Planning, Transport and Infrastructure
Road Crash Register
Detailed Crash History

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01/10/2019 09:23

LGA 413 : CC MARION
Suburb EDWARDSTOWN (5039)

Key Road 4130258M DE LAINE AVENUE EDWARDSTOWN

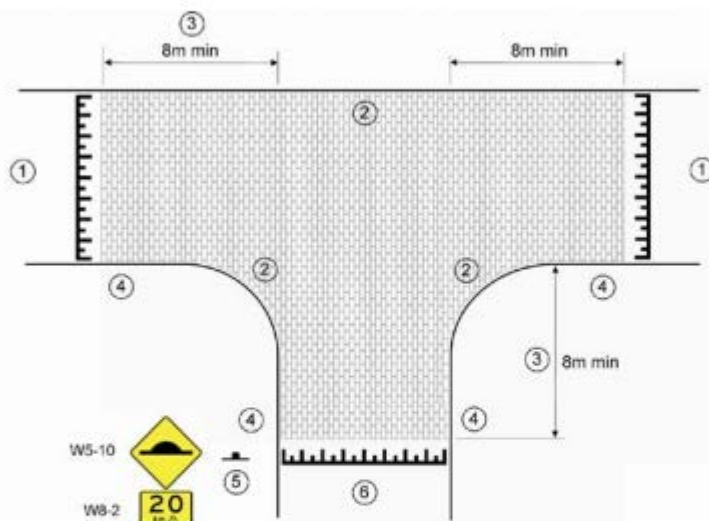
Region METROPOLITAN
Stats Area 002 : Greater Adelaide

| MID-BLOCK BETWEEN | | | 4130997M TOWERS TERRACE SOUTH PLYMPTON | | | 4130438M HARRIS STREET | | | |
|--|----------|------------------|--|--|---------------|--|------------------|-------------|------------|
| Date Time | Severity | Damage | Crash Type | Road Surface | Road Moisture | Lighting | Traffic Controls | Locn Type | Report No. |
| 21/03/2016 17:00 Mon | Injury | \$3,000 | Right Angle | Sealed | Dry | Daylight | No Control | Not Divided | VC16294884 |
| DCA Code 147 Emerging From Driveway / Lane | | | | Sub DCA Code(s) H03 Vehicle Forward Departing I01 Private Driveway / Laneway S01 Collision On First Half Of Carriageway | | | | | |
| Event Code | Evt Seq | Unit 1 | Unit 1 Object | Unit 1 Col pt | Unit 2 | Unit 2 Object | Unit 2 Col Pt | | |
| COLLISION | E | Motor Cycle | | FRONT RIGHT | Motor Cars | | FRONT LEFT | | |
| COLLISION | S | Motor Cycle | | FRONT | Motor Cars | | REAR | | |
| RRD: | | | | | | | | | |
| Motor Cars - Sedan - Straight Ahead in West direction(Towed From Scene) | | | | | | | | | |
| Hits a Motor Cycle - Leaving Private Driveway in North direction (Driver Rider resp)(Towed From Scene) | | | | | | | | | |
| Hits a Motor Cars - Sedan - Parked in West direction(Not Towed From Scene) | | | | | | | | | |
| Apparent Error | | Fail to Give Way | | | | Total Casualties 1 (0 inj minor, 1 inj serious, 0 fatalities) | | | |

APPENDIX D

RAISED INTERSECTION

Local Area Traffic Management



Notes:

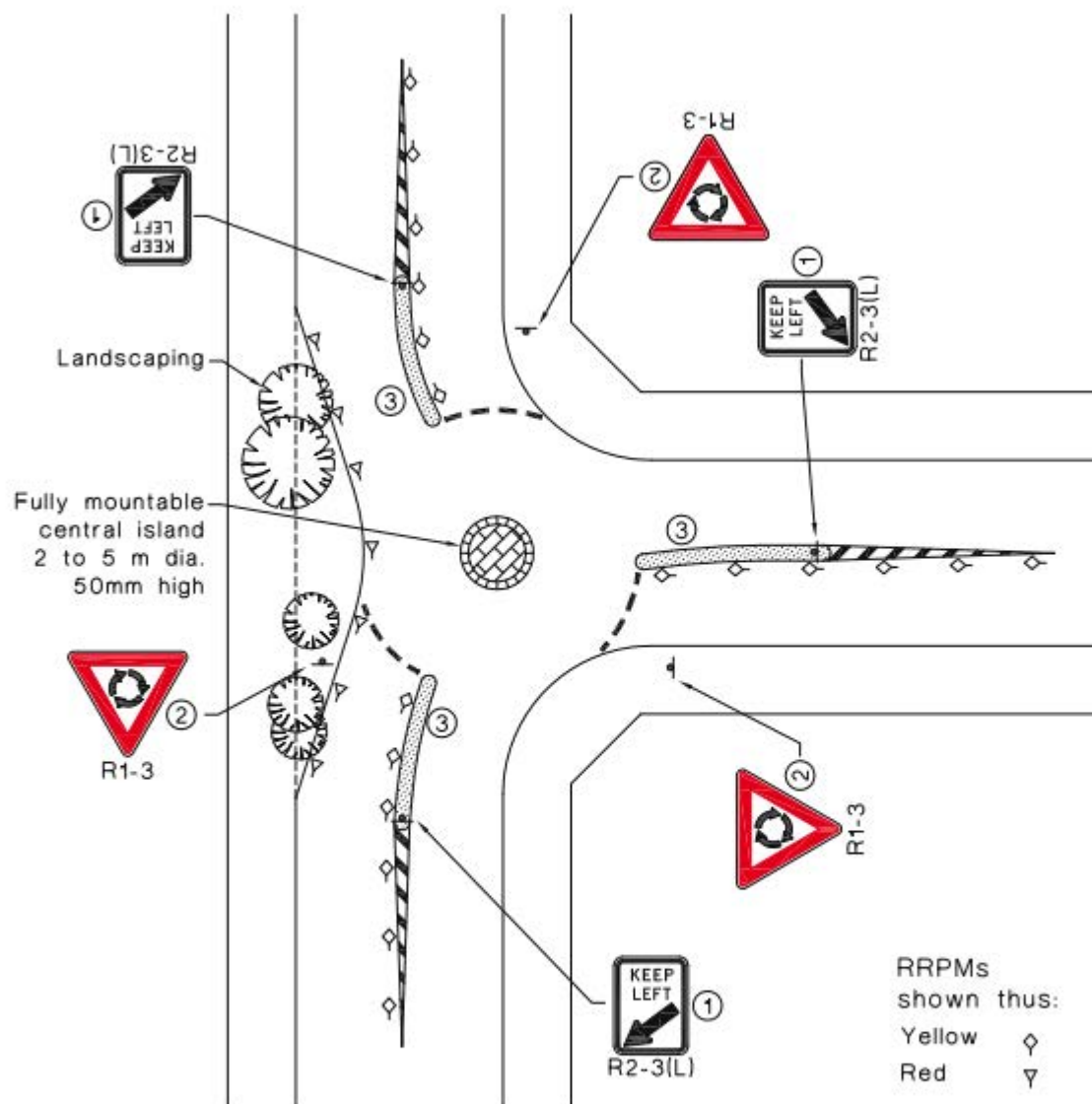
- 1 Raised pavements may be used as part of a series of flat-top road humps
- 2 Consideration shall be given to drainage issues. If stormwater is diverted or channelled underground, the loss of delineation due to the absence of kerb and channel shall be addressed
- 3 Extent of raised paving may need to be adjusted to locate the ramp for the raised pavement clear of pedestrian desire lines. If it is impractical to extend the raised pavement into the approaches of the intersection for a minimum of 8 m, the design should include measures to prevent pedestrians from incorrectly perceiving the raised pavement as a form of pedestrian crossing.
- 4 Provisions for pedestrian access shall cater for the needs of people with disabilities. Consideration shall be given to the impact of the change in grade between the footpath and the raised pavement on accessibility for all pedestrians
- 5 Road hump sign (W5-10) shall be used on the side approach road which does not contain the series of flat-top road humps. Where the raised pavement is used in isolation, the Road hump sign (W5-10) shall be used on all approaches.
- 6 Pavement markings shall be provided in accordance with the requirements for road hump markings in AS 1742.13. 'Inverted piano key' markings shall be in accordance with the DPTI Pavement Marking Manual.

Figure 10.6 Raised pavement at a T-intersection (extending into approaches)

APPENDIX E

SMALL DIAMETER ROUNDABOUT





NOTES:

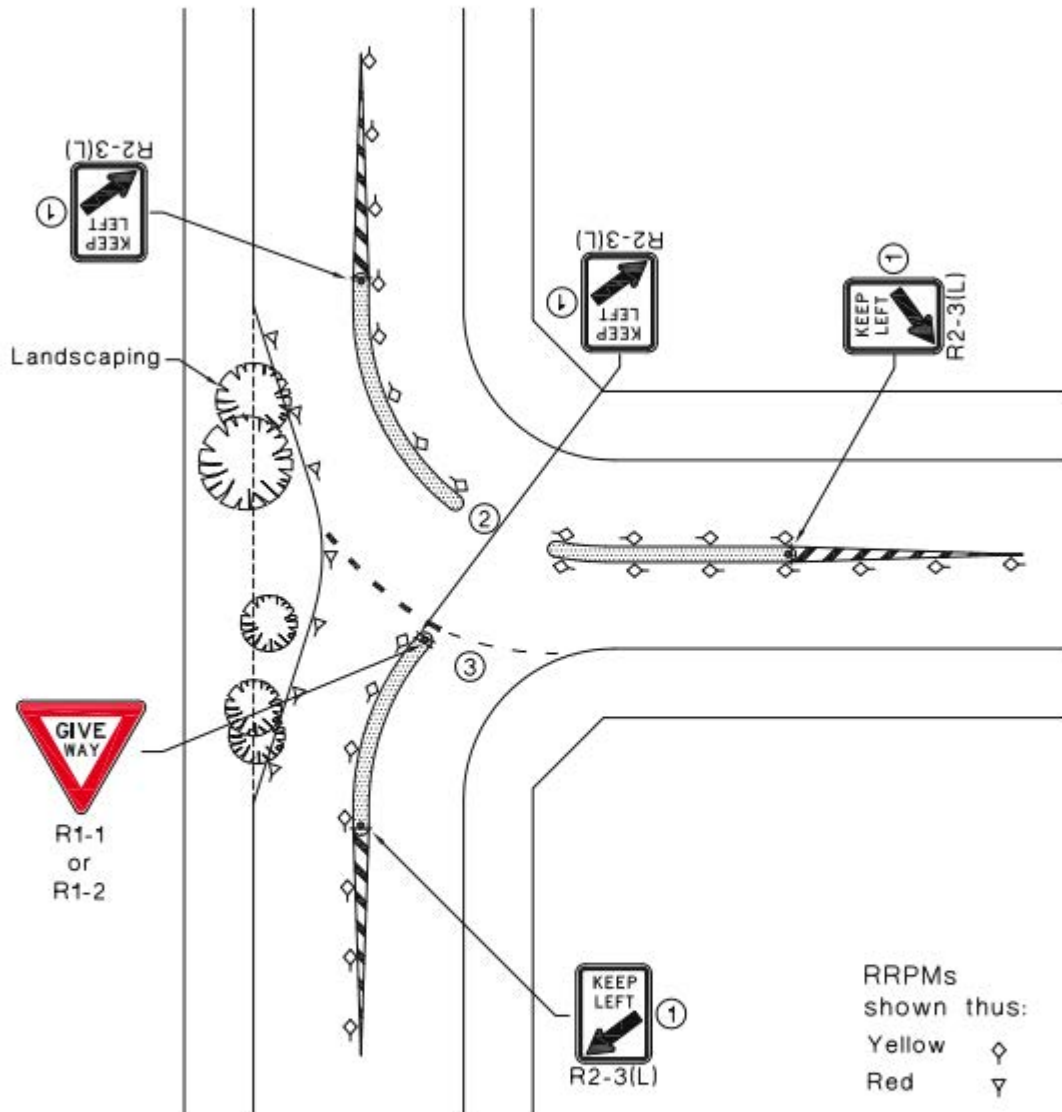
- 1 Sign R2-3(L) may not be necessary where traffic is clearly required to pass to the left of the island.
- 2 Sign R1-3 should be placed to create maximum conspicuity for approaching drivers.
- 3 Walk-through gaps at pavement level may be provided in median islands.

FIGURE 3.5 SMALL DIAMETER ROUNDABOUT

APPENDIX F

MODIFIED T-INTERSECTION





NOTES:

- 1 Sign R2-3(L) may not be necessary where traffic is clearly required to pass to the left of the island.
- 2 Drivers making a right turn from the through route must be slowed and deflected by a raised island to emphasize that they are making a right turn and need to give way to oncoming traffic.
- 3 Continuity line, if needed, to delineate the outside of the curve.

FIGURE 3.10 MODIFIED T-INTERSECTION

APPENDIX G

BLISTER ISLAND MIDBLOCK

SETOUT DETAILS – LINEMARKING STRING LU01

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 282324.627 | 6152665.527 |
| 2 | 282325.875 | 6152665.774 |
| 3 | 282327.098 | 6152666.125 |
| 4 | 282327.098 | 6152666.125 |
| 5 | 282327.735 | 6152666.338 |
| 6 | 282331.193 | 6152668.010 |
| 7 | 282334.112 | 6152670.506 |
| 8 | 282334.112 | 6152670.506 |
| 9 | 282335.709 | 6152672.272 |

SETOUT DETAILS – LINEMARKING STRING LU02

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 282337.822 | 6152667.553 |
| 2 | 282337.041 | 6152667.533 |
| 3 | 282334.535 | 6152667.362 |
| 4 | 282332.052 | 6152666.983 |
| 5 | 282332.052 | 6152666.983 |
| 6 | 282325.837 | 6152665.765 |

SETOUT DETAILS – LINEMARKING STRING LU03

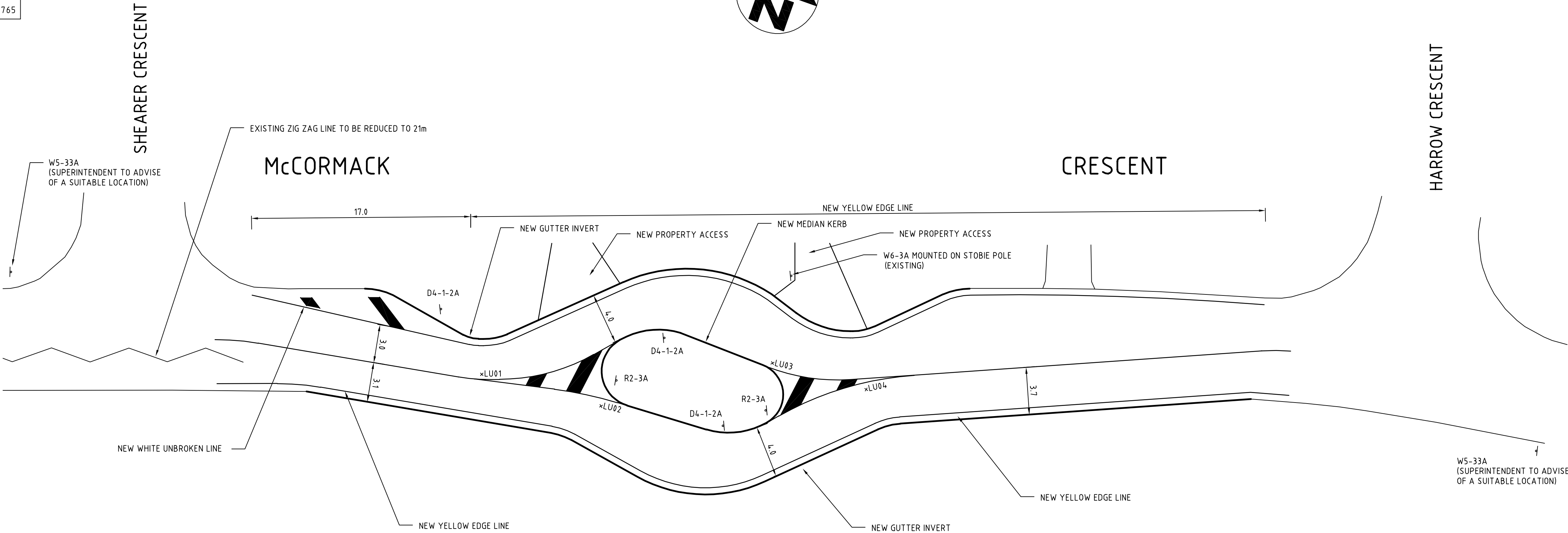
| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 282347.296 | 6152673.853 |
| 2 | 282350.588 | 6152674.048 |
| 3 | 282353.757 | 6152674.959 |
| 4 | 282353.757 | 6152674.959 |
| 5 | 282358.370 | 6152676.853 |

SETOUT DETAILS – LINEMARKING STRING LU04

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 282358.370 | 6152676.853 |
| 2 | 282353.492 | 6152674.181 |
| 3 | 282349.326 | 6152670.496 |
| 4 | 282349.326 | 6152670.496 |
| 5 | 282348.603 | 6152669.696 |

NOTES:

1. TRAFFIC CONTROL DETAILS AND RETROREFLECTIVE RAISED PAVEMENT MARKERS INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES AS MODIFIED BY THE DTEI "CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES" (DECEMBER 1999), AND THE DTEI "PAVEMENT MARKING MANUAL". (SEPTEMBER 2005).
2. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING.
3. ALL LINEMARKING 0.1m WIDE UNLESS OTHERWISE SHOWN.
4. FOR SIGN INSTALLATION DETAILS, REFER TO TSA OPERATIONAL INSTRUCTIONS 20.7 'GENERAL SIGN INSTALLATION'.
5. xLU STRINGS – DENOTE LINEMARKING TO BE SET OUT BY SURVEYORS.



SIGN LEGEND

| No | CODE & SIZE | TYPE |
|----|-------------|---------------|
| 3 | D4-1-2A | HAZARD MARKER |
| 2 | R2-3A(L) | KEEP LEFT |
| 2 | W5-33A | SLOW POINT |
| 1 | W6-3A | PEDESTRIANS |

LINEMARKING LEGEND

| | |
|--|--------------------------------------|
| | UNBROKEN LINE (100mm WIDE) |
| | DIAGONAL MARKING (45°, 1m WIDE LINE) |

| | | |
|--|----------|-----------|
| <div>W&G</div> <div>WALLBRIDGE & GILBERT</div> <div>Consulting Engineers</div> <div>60 Wyatt Street Adelaide South Australia 5000</div> <div>Telephone (08) 8223 7433 Facsimile (08) 8232 0967</div> <div>Email adelaide@wgeng.com</div> <div>W&G Engineers Pty Ltd ACN 052 528 926</div> <div>trading as Wallbridge & Gilbert</div> | JOB NO | 060828-04 |
| | DESIGN | PJF |
| | DRAWN | PJF |
| | CHECKED | DB |
| | DIRECTOR | GVW |

NOT FOR CONSTRUCTION

| REVISIONS AND ISSUES | | | | DRAWING SHEET DETAILS | | <div><div>0412</div><div>SCALE 1:200</div><div>Metres</div></div> | <div>APPROVED</div> <div>NAME</div> <div>DATE</div> <div><div><div></div><div>CITY OF Salisbury</div></div></div> | DESIGN VERIFICATION | | | | McCORMACK BLISTER | | PLAN No. 1710 | SHEET 04 | CC REV. |
|----------------------|-------------------|------|----------|------------------------|---------------------------|---|---|----------------------------------|------|-----------|------|------------------------|--|---------------|----------|---------|
| REV | ISSUE/DESCRIPTION | DATE | APPROVED | ORIGINAL SHEET SIZE | A1 | | | DESIGN TITLE | NAME | SIGNATURE | DATE | | | | | |
| | | | | HORIZONTAL SCALES USED | H=1:200 | | | SURVEYOR | | | | | | | | |
| | | | | COORDINATE SYSTEM | GDA94 | | | PROJECT OFFICER / CIVIL DESIGNER | | | | TRAFFIC CONTROL LAYOUT | | | | |
| | | | | CAD FILE NAME | TRAFFIC CONTROL_04_CB.DWG | | | TRAFFIC MANAGEMENT MANAGER | | | | SALISBURY NORTH | | | | |
| | | | | DF /PF No. | DF99-106/32 | | | LANDSCAPE & SECURITY MANAGER | | | | | | | | |
| | | | | | | | | WATER SYSTEMS MANAGER | | | | | | | | |
| | | | | | | CIVIL DESIGN MANAGER | | | | | | | | | | |
| | | | | | | CAPITAL WORKS MANAGER | | | | | | | | | | |

APPENDIX H

BLISTER ISLAND INTERSECTION



NOTES:

1. TRAFFIC CONTROL DETAILS AND RETROREFLECTIVE RAISED PAVEMENT MARKERS INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES AS MODIFIED BY THE DTEI "CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES" (DECEMBER 1999), AND THE DTEI "PAVEMENT MARKING MANUAL". (MARCH 2007).
2. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING.
3. ALL EDGELINES TO BE 150mm FROM FACE OF MEDIAN KERB OR EDGE OF WATERTABLE.
4. PAVEMENT BAR ISLANDS TO BE SET OUT IN ACCORDANCE WITH AS 1742 PT. 2
5. ALL LINEMARKING 0.1m WIDE UNLESS OTHERWISE SHOWN.
6. FOR SIGN INSTALLATION DETAILS, REFER TO DTEI MASTER SPECIFICATION PT 249 'INSTALLATION OF SIGNS'.
7. xL STRINGS - DENOTE LINEMARKING TO BE SET OUT BY SURVEYORS.

SETOUT DETAILS
LINEMARKING STRING LU01

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 283067.092 | 6152837.707 |
| 2 | 283064.526 | 6152839.730 |
| 3 | 283062.194 | 6152842.019 |
| 4 | 283060.126 | 6152844.549 |
| 5 | 283060.009 | 6152844.702 |
| 6 | 283059.082 | 6152845.551 |
| 7 | 283057.944 | 6152846.083 |
| 8 | 283054.432 | 6152847.356 |
| 9 | 283051.105 | 6152849.056 |
| 10 | 283049.176 | 6152850.301 |

SETOUT DETAILS
LINEMARKING STRING LA02

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 283058.691 | 6152850.959 |
| 2 | 283060.820 | 6152850.613 |
| 3 | 283062.742 | 6152849.636 |
| 4 | 283064.276 | 6152848.119 |
| 5 | 283065.275 | 6152846.208 |

SETOUT DETAILS
LINEMARKING STRING LU02

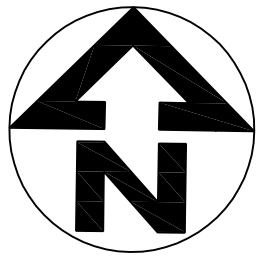
| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 283052.845 | 6152855.486 |
| 2 | 283055.064 | 6152854.352 |
| 3 | 283057.509 | 6152853.871 |
| 4 | 283059.993 | 6152854.078 |
| 5 | 283062.324 | 6152854.958 |
| 6 | 283064.016 | 6152856.154 |
| 7 | 283065.389 | 6152857.705 |
| 8 | 283068.736 | 6152862.500 |
| 9 | 283073.157 | 6152868.833 |

SETOUT DETAILS
LINEMARKING STRING LU03

| PT NO | EASTING | NORTHING |
|-------|------------|-------------|
| 1 | 283072.582 | 6152856.965 |
| 2 | 283069.973 | 6152853.264 |
| 3 | 283069.100 | 6152851.667 |
| 4 | 283068.611 | 6152849.914 |
| 5 | 283068.531 | 6152848.096 |
| 6 | 283069.040 | 6152845.795 |
| 7 | 283070.197 | 6152843.743 |
| 8 | 283071.901 | 6152842.117 |
| 9 | 283074.277 | 6152840.442 |
| 10 | 283075.599 | 6152839.509 |

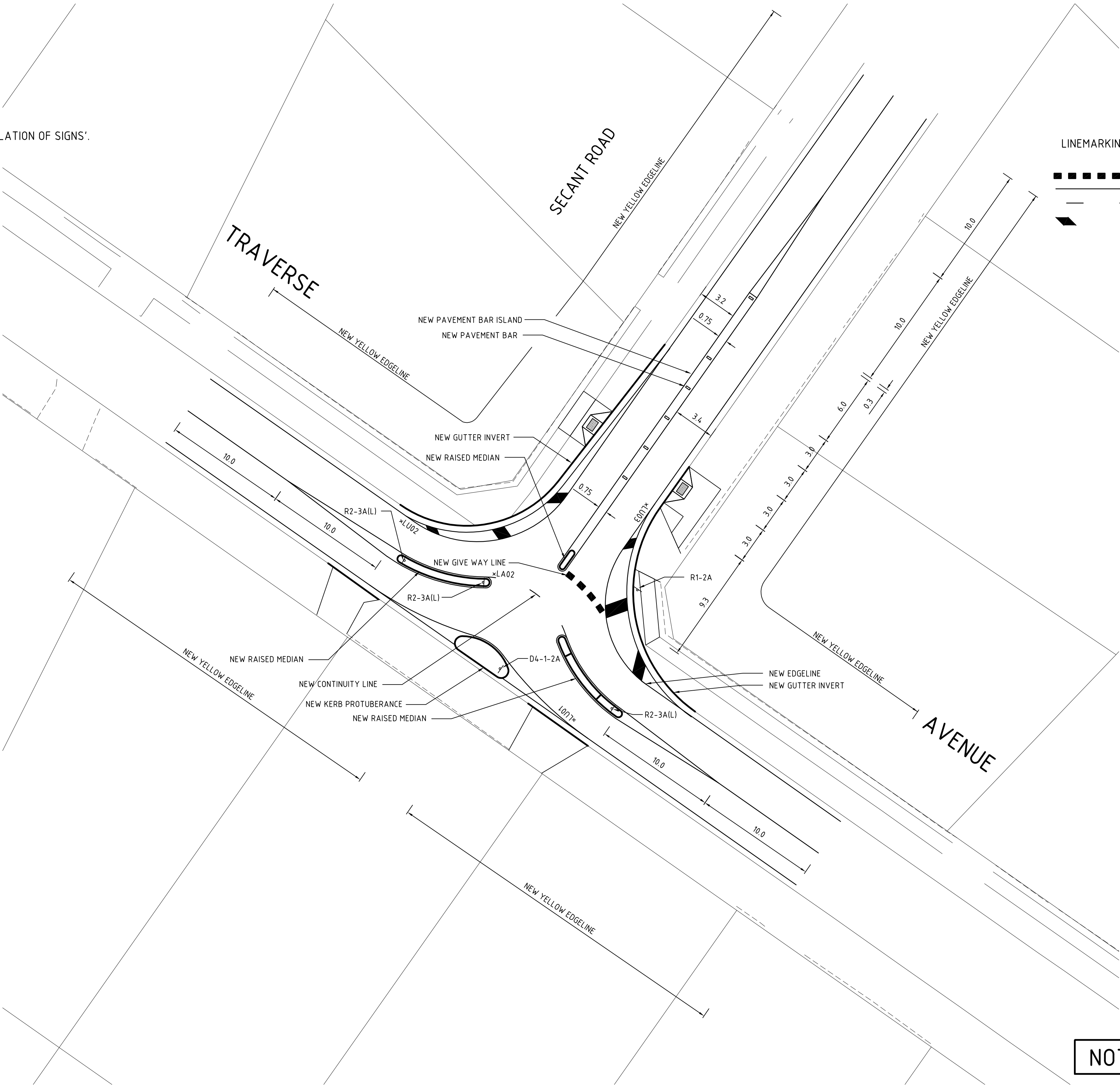
SIGN LEGEND

| No | CODE & SIZE | TYPE |
|----|-------------|------------------------------|
| 1 | D4-1-2A | UNIDIRECTIONAL HAZARD MARKER |
| 1 | R1-2A | GIVE WAY |
| 3 | R2-3A(L) | KEEP LEFT |



LINEMARKING LEGEND

| | |
|--|--|
| | GIVE WAY LINE (600mm LINE x 600mm GAP, 450mm WIDE) |
| | UNBROKEN LINE (100mm WIDE) |
| | CONTINUITY LINE (1.0m LINE x 3.0m GAP, 100mm WIDE) |
| | DIAGONAL MARKING (45°, 1m WIDE LINE) |



| | | |
|--|----------|------------|
| <div>W&G</div> <div>WALLBRIDGE & GILBERT</div> <div>Consulting Engineers</div> <div>60 Wyatt Street Adelaide South Australia 5000</div> <div>Telephone (08) 8223 7433 Facsimile (08) 8232 0967</div> <div>Email adelaide@wgeng.com</div> <div>W&G Engineers Pty Ltd ACN 052 528 926</div> <div>trading as Wallbridge & Gilbert</div> | JOB NO | C081212-04 |
| | DESIGN | PJF |
| | DRAWN | PJF |
| | CHECKED | DB |
| | DIRECTOR | GVW |

| REVISIONS AND ISSUES | | | | DRAWING SHEET DETAILS | | DESIGN VERIFICATION | | | | TRAVERSE AVENUE / SEACANT ROAD TRAFFIC CONTROL LAYOUT SALISBURY NORTH | |
|----------------------|-------------------|------|----------|------------------------|----------------|-----------------------------------|----------------|-----------|------|---|--|
| REV | ISSUE/DESCRIPTION | DATE | APPROVED | ORIGINAL SHEET SIZE | A1 | DESIGN TITLE | NAME | SIGNATURE | DATE | | |
| | | | | HORIZONTAL SCALES USED | H=1:200 | SURVEYOR | ALLSURV | | | | |
| | | | | COORDINATE SYSTEM | MGA94 | PROJECT MEMBER/CIVIL DESIGNER | # | | | PLAN No. | |
| | | | | CAD FILE NAME | C081212-04.DWG | TEAM LEADER CIVIL DESIGN | DAMEON ROY | | | SHEET 04 | |
| | | | | DF/PF No. | # | MANAGER TRAFFIC MANAGEMENT | PAT TRIMBOLI | | | A | |
| | | | | | | TEAM LEADER LANDSCAPE DESIGN | CRAIG JOHANSEN | | | REV. | |
| | | | | | | CAPITAL WORKS MANAGER | JOHN HUTTON | | | | |
| | | | | | | PROJECT MANAGER | # | | | | |
| | | | | | | CAPITAL WORKS PROJECT COORDINATOR | PETER STOKES | | | | |



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WHYALLA

1/15 Darling Tce

Whyalla SA 5600

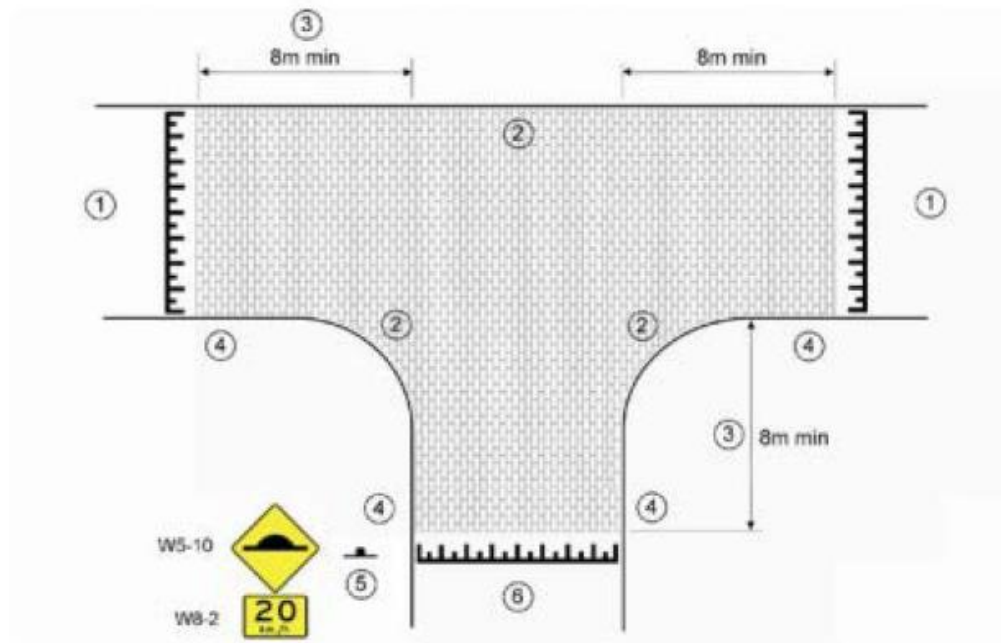
Phone: 08 8644 0432

WALLBRIDGE GILBERT AZTEC

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De Laine Avenue Alternative Options for traffic calming May 2020

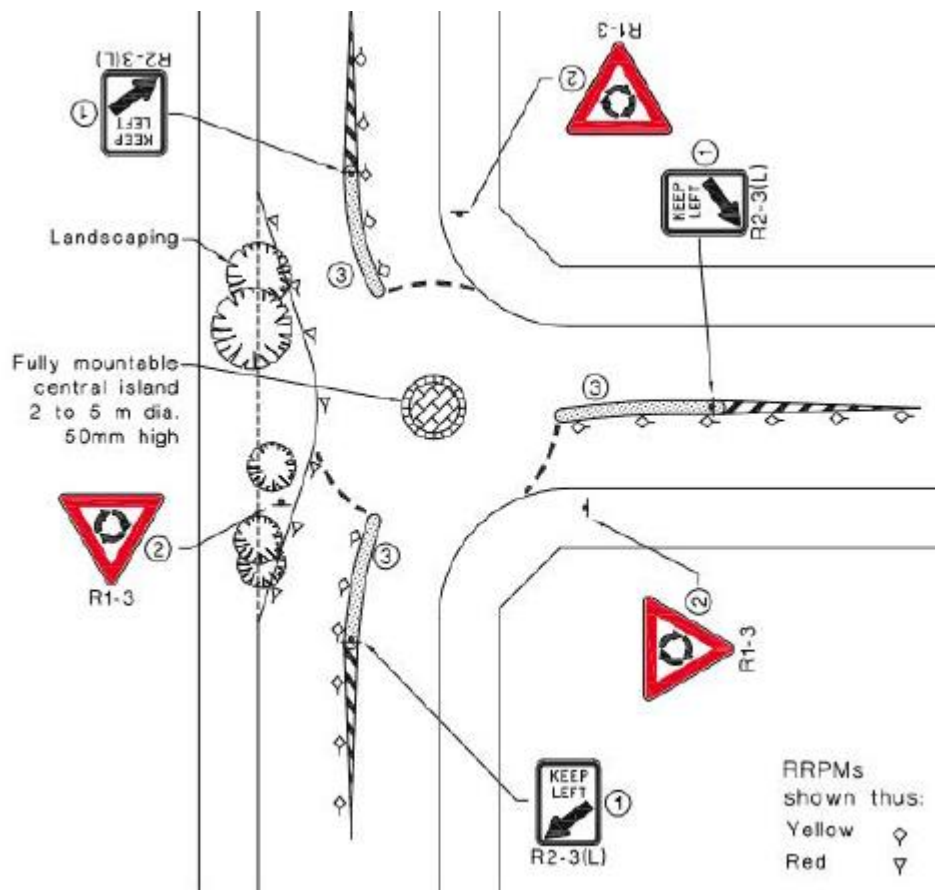


Option 1: Raised junction platform example

De Laine Avenue

Alternative Options for traffic calming

May 2020



Option 2: Small diameter roundabout example

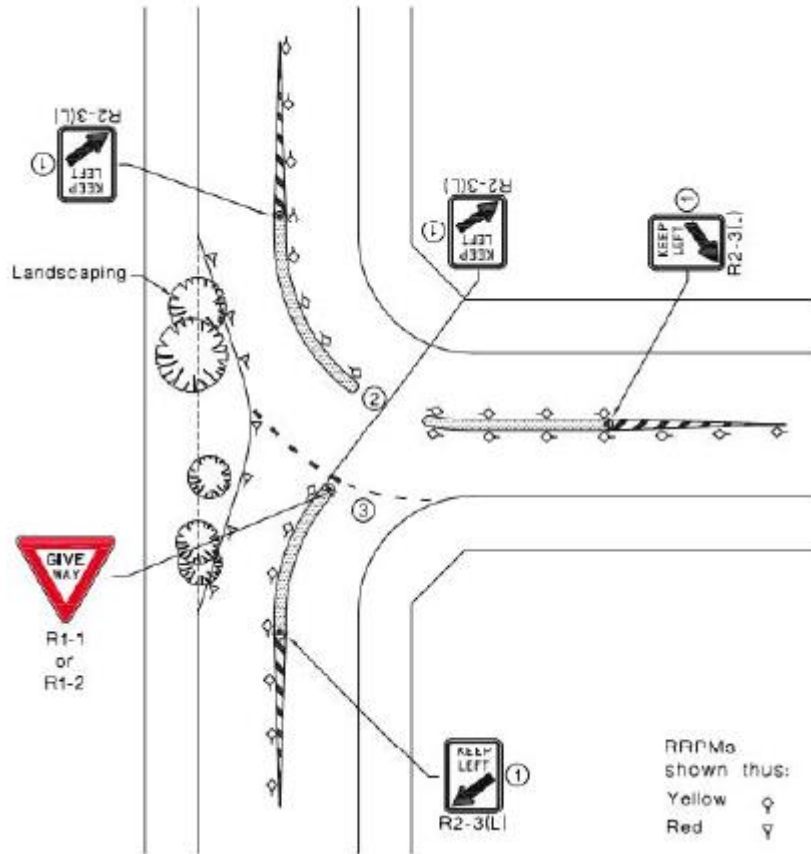
[illegible]

3

De Laine Avenue

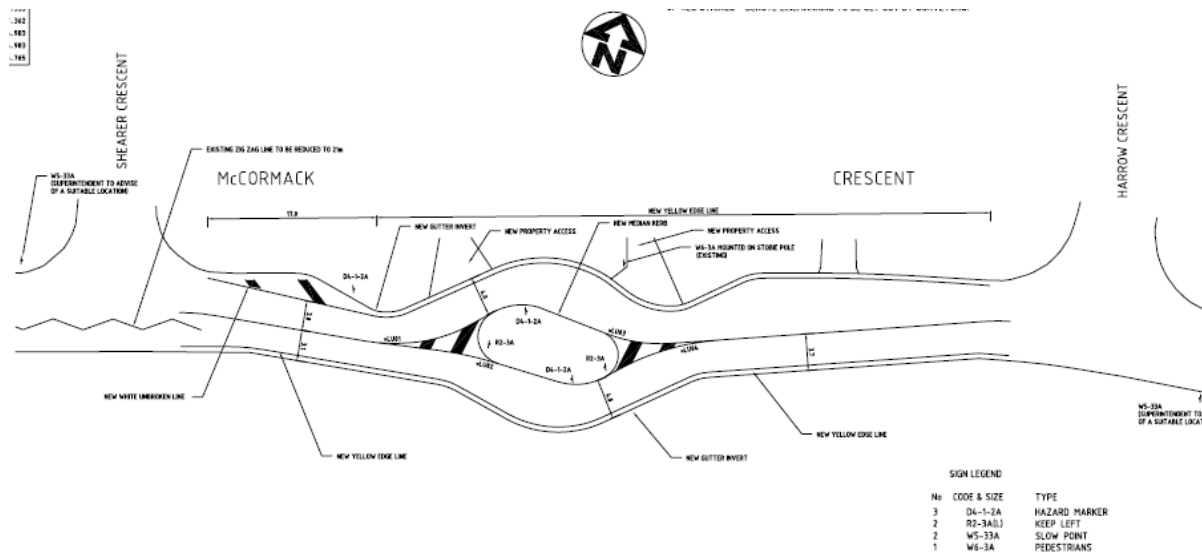
Alternative Options for traffic calming

May 2020



Option 4: Modified T-junction

De Laine Avenue Alternative Options for traffic calming May 2020



Option 5: Mid-block blister island

Wednesday, 25 March 2020

Project number: A200074
Reference: A200074LT1A

Peter Flood
WGASA Pty Ltd
60 Wyatt Street Adelaide SA 5000

Dear Peter,

**De Laine Avenue Acoustic Review
Slow Point Traffic Device**

1 Introduction

This report outlines the findings of the acoustic review of a slow point traffic control device on De Laine Avenue, Edwardstown. The review involved noise monitoring near the device and further along De Laine Avenue, this allowed a comparison of noise levels generated by the device and by uninterrupted traffic movements.

2 Noise monitoring

Background noise monitoring was conducted along De Laine Avenue, between the February 26 and March 4 2020. Attended noise observations were performed at each location during the setup of equipment to determine any extraneous noise sources that may influence the measurements. Figure 1 indicates the measurement locations. The measurement locations were selected to be representative of noise generated by the traffic device, and uninterrupted traffic noise along De Laine Avenue.

2.1 Instrumentation

All sound level measurement instrumentation used for the purposes of this assessment are classified as Class 2 measurement devices, as described in Australian Standard AS IEC 61672.1—2004. The noise measurements were taken with a calibrated sound level meters, as detailed in Table 1. The sound level meters were calibrated both before and after the measurements using a Class 1 Brüel & Kjær 4231 sound level calibrator, and the calibration was found to have not drifted. Sound level meters and calibrator carry current calibration certificates from a NATA accredited laboratory. Copies of the calibration certificates are available on request.

Table 1 Noise measurement instrumentation details

| Measurement location | Sound Level Meter | Serial Number |
|----------------------|-------------------|---------------|
| 1 | Rion NL-22 | 841630 |
| 2 | Rion NL-22 | 862918 |
| 3 | Rion NL-22 | 862934 |

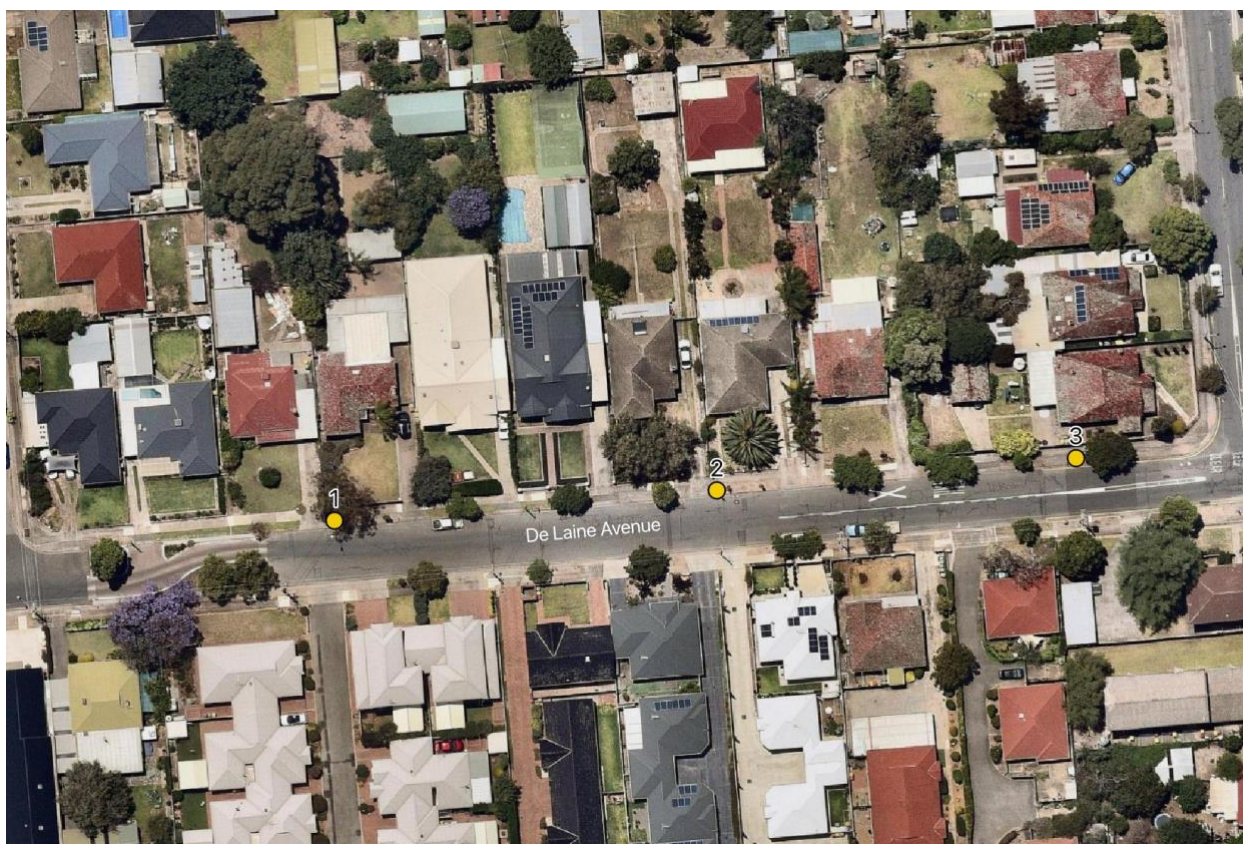


Figure 1 Noise monitoring locations along De Laine Avenue

2.2 Procedure

Noise measurements were undertaken in accordance with the following:

- The microphone of the sound level meter was at a height of approximately 1.2 metres above the ground and at least 3.5 metres away from any wall or facade.
- The axis of maximum sensitivity of the microphone of the sound level meter was directed towards the noise source.
- A wind shield was used during all measurements.
- Meteorological influences were not considered as the conditions at each location will from the same weather station, and will hence be identical.
- Care was taken to avoid any effect on the measurement of extraneous noise, acoustic vibration or electrical interference.

2.3 Results

The background noise level difference from the monitors over 10 second periods ($L_{90,10\text{sec}}$) was used as the comparative metric as it removed the impact of short term local noise from the measurements. The measurements were matched up in time at each location to allow direct comparisons to be made. The average values within one standard deviation of the mean noise level difference were used as the dominant metric to determine the noise impact of the slow point traffic control device. The results of the background noise monitoring and the data analysis are included in Table 2 and Table 3, respectively.

The acoustic data collected at each location is attached as *SPTCD_DeLaine_rawdata.xlsx*.

Table 2 Measured background noise levels along De Laine Avenue

| Location | Standard deviation of L _{90,10sec} noise levels, dB(A) | Complete range of L _{90,10sec} noise levels, dB(A) | Average L _{90,10sec} noise levels, dB(A) |
|----------|---|---|---|
| 1 | 7.3 | 26 – 80 | 43 |
| 2 | 6.6 | 27 – 81 | 44 |
| 3 | 7.0 | 30 – 85 | 46 |

Table 3 Background noise level difference data analysis

| Difference | Standard deviation of L _{90,10sec} noise levels, dB(A) | Typical range of L _{90,10sec} noise level difference, dB(A) | Average L _{90,10sec} noise level difference, dB(A) |
|------------|---|--|---|
| 1 – 2 | 5.2 | -31 – 30 | -2 |
| 1 – 3 | 4.8 | -35 – 28 | -4 |

It was observed on site that the noise levels at location 3 were likely to be higher than the other locations due to its proximity to an intersection and a train crossing. No other significant recurring noise sources were observed at the other locations during setup and collection of the noise monitors. As such, the measured levels at location 2 were considered a more accurate representation of normal road conditions.

From the results shown in

Table 3, it can be seen that the noise levels at the slow point traffic control device are 2 – 4 dB(A) lower than the locations further down De Laine Avenue. This suggests that the device reduces traffic noise levels by approximately 2 dB(A), which is considered an imperceptible change.

It is difficult to perform a direct comparison to similar roads due to several factors that affect the impact of road traffic noise such as surface, speed, traffic volumes and peoples behaviour. In order to provide a reasonable comparison, *The Significance of Environmental Capacity in the Assessment of Traffic Impacts*, has been used to obtain the expected levels from roads of a similar nature. This is a paper that is used in NSW for traffic generation guidelines.

It states that a 24 hour L_{eq} noise level of 55 dB(A) will be expected at the facade of a building 10m away from a road that has 1750 vpd, with 5% of those vehicles being classified as heavy, and a speed limit of 50 km/h. It is noted that De Laine Avenue has approximately 1700 vpd with 3.5% heavy vehicles, and a speed limit of 50 km/h. The measured 24 hour L_{eq} noise level on De Laine Avenue was 47 dB(A). As the measurements were at shorter distance from the road centre (3 – 4m), and were approximately 8 dB(A) less than the NSW guideline levels, it can be stated that this road is quieter than a standard local road.

Please let me know if you have any queries or wish to discuss the above.

Yours sincerely,



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Community Safety Inspectors: Hours and Service Levels

| | |
|----------------------------|---|
| Originating Officer | Unit Manager Community Health and Safety - Sharon Perin |
| Corporate Manager | Manager Development and Regulatory Services - Warwick Deller-Coombs |
| General Manager | General Manager City Development - Ilia Houridis |
| Report Reference | GC200526R11 |

REPORT OBJECTIVE

To inform Council of the outcomes of the Service Review and changed service hours and service standards of the Community Safety Inspectors (since implementation on 1 April 2019); and provide Council with the opportunity to review the service levels provided, including after hours services.

EXECUTIVE SUMMARY

A service review of the Community Safety Inspectors Team (CSI) was conducted as part of Council's ongoing service review program. The review confirmed that the community demand for services after hours including weekends and public holidays was minimal.

In December 2018 (GC181211F03), Council adopted changes to the CSI Team so that resources would be better utilised between 8.00am - 6.30pm Monday - Friday (and Saturdays at Westfield Marion) when community demand and need was higher.

The staffing level of the CSI Team was also reduced by 0.5 FTE to 5.5 FTE, to fund the anticipated additional costs expected to be required to extend the after-hours service provision by a private provider.

Council made a further resolution for a post implementation review and for a report to be brought back to Council in May 2020.

A new roster and service delivery model has been implemented since 1 April 2019 to deliver Council's resolution regarding the recommendations of the service review.

The primary objectives of the new service delivery model and roster have been met, with resources realigned to times of greatest need, delivering an increase in CSI presence in the community.

Most noticeably, an increase in proactive monitoring of parking, particularly near schools has resulted in a 249% increase in school patrols and a decrease in complaints and requests about parking issues.

At the Elected Forum on 17 March 2020 (EMF200317R04), Elected Members provided feedback that the emergency after hours service could be improved by including attending to certain parking complaints.

The costs of extending the after-hours service to the hours no longer covered by CoM CSI staff were much lower than anticipated. This does provide an option for Council to consider further service standards that could be met by reinstating the 0.5 FTE to the CSI Team.

The options provided for Council including maintaining current service levels and resources and resource levels that would be provided for additional service levels, including broader coverage, improved response times and additional services to the after-hours contract.



RECOMMENDATION

That Council:

1. Notes the outcomes of the post implementation review and that the anticipated service levels were met.

2. Approves the following option(s):

2.1. Maintain the current service levels and resources.

or

2.2. Increase services provided by the after-hours private contractor to include responding to requests for dealing with illegal parking particularly related to safety issues; noting that increased costs will be negotiated through the tendering of a new service contract.

and/or

2.3. Reinstatement of 0.5 FTE to the Community Safety Inspector team (annual cost of \$45,000 indexed annually) to improve investigation times and reduce parking appeal times.

and/or

2.4. Reinstatement of 0.5 FTE to the Community Safety Inspector team (annual cost of \$45,000 indexed annually) to improve investigation times and reduce parking appeal times, and adds an additional 1.0 FTE and Community Safety Vehicle to the Community Safety Inspector team for an annual cost of \$170,000 to improve and radically increase proactive safety campaigns.

Liveable:

The Community Safety Inspectorate contributes to the liveability of the City by creating a safe and welcoming environment.

Opportunities:

There is opportunity for Council to further enhance and improve the service standard of Community Safety Inspector services.

Organisational Excellence:

Realignment of Community Safety Inspector resources to weekdays where the demand for services is at its highest has improved service effectiveness.

Legal / Legislative / Policy:

The Community Safety Inspectorate fulfils a wide range of Council's legislative responsibilities.

Proposed Future Budget Allocation:

Depending on the option endorsed by Council, additional budget may be required.

DISCUSSION

The Community Safety Inspectorate contributes to Council's Community Vision by undertaking essential services relating to a wide range of Council's legislative responsibilities that make the city safe, healthy and welcoming. This includes the following service areas:

- Animal management
- Parking management and regulation
- Local nuisance and litter control (including discarded syringe collection)



- Fire prevention
- Council's By-laws
- Local Government Act enforcement
- Responding to major incidents (e.g. social distance monitoring).

A copy of the Community Safety Inspectorate's draft work activities for 2020 is provided in Attachment 1.

The draft plan addresses all responsibility areas across legislative, by-laws and unforeseen issues such as COVID-19 compliance.

No additional funding is currently allocated towards media campaigns and this will be assessed with the assistance of Council's communications team.

At the Council Meeting on 11 December 2018 (GC181211F03), Council made a resolution to endorse the following changes to the Community Safety Inspectorate staffing roster:

"An external emergency after hours provider is to be utilised:

- *outside of 8:00 am - 6:30 pm weekdays,*
- *outside the hours 8:30 am to 5:00 pm Saturdays, and*
- *for all hours Sundays and Public Holidays*

The City of Marion's Community Safety Inspectors continue to monitor parking at Westfield and including where required across the City on Saturdays between the hours of 8:30 am - 5:00 pm. "

Current CSI Resources and Staffing Levels

The staffing level of the Community Safety Inspectors was reduced by 0.5 FTE to 5.5 FTE, as a cost protection measure to fund the additional costs expected to be required to extend the after-hours service provision (by the private provider).

Since 1 April, 2019, Community Safety Inspectors work a roster covering:

- 8:30 am - 6:30 pm Monday - Friday
- 8:30 am - 5:00 pm Saturday monitoring parking at Westfield (and as required, attending to dog attacks, wandering dogs, parking complaints at large gatherings such as sporting ovals, and collecting discarded syringes).
- The external emergency after hours contractor provides an emergency service to collect discarded syringes, collect contained dogs that were wandering at large, and respond to dog attacks.

The Service Review identified an ongoing cost saving of having CSI staff work the new roster system against the agreed service levels which equated to \$100,000. This was extrapolated from 6 months of modelled data 1/4/19 to 30/9/19 and was returned to the Council's budget.

There is currently no, or limited, after-hours services provided for Local Nuisance, Parking, Fire Prevention and Council's By-laws.

While the combination of new roster and service standards has improved, there have been some associated challenges.

Providing a timely, responsive service with 5.5 FTE Community Safety Inspectors to cover a six-day roster is difficult, particularly when combined with the increased legislative responsibilities and community demand for services created by the introduction of the Local Nuisance and Litter Control Act, 2016. There has not been an increase in Community Safety Inspector resources since the introduction of this legislation (0.5 FTE decrease since the implementation of the new roster).

Attachment 4 shows a comparison of council resources in community safety teams.



Furthermore, the service review did not take into account the roles of the Team Leader Community Safety or Business Support Roles. These roles provide critical functions to support the end-to-end service of the inspectors and as such, some areas of the business remain un-reviewed.

As indicated above, the CSI team have increased efficiency and improved service delivery against the current service standard.

Elected Member Forum and Feedback

At the Elected Member Forum on 17 March 2020 (EMF200317R04), Administration presented information about the implementation of the new service standard including statistics on requests for services outside of the current hours of operation. This data has been updated to provide a full 12-month analysis (Attachment 5).

At the Forum, some Elected Members provided feedback that the emergency after-hours service could be improved by including attending to parking complaints involving a potential impact to community safety, such as vehicles illegally parked across driveways or parked near intersections and junctions over night.

The Administration has also received feedback from Elected Members relating to processing times of appeals and the breadth and coverage of services. Options relating to this feedback is outlined below:

After-hours contractor

Given the effectiveness of the current staff roster and relatively low levels of after-hours calls, it is recommended not to staff this additional service with CoM staff and instead vary the contract of our after-hours service agreement.

Increase services provided by the after-hours private contractor to include responding to requests for dealing with illegal parking particularly related to safety issues; noting that increased costs will be negotiated through the tendering of a new service contract.

The contract with the current external emergency after-hours provider is due to expire 30 June 2020 and Administration is currently working on a strategic procurement option to source a provider with the City of Marion's strategic alliance partners, the Cities of Charles Sturt and Port Adelaide Enfield.

The contract for service will include the requirements for what the City of Marion currently provides, that is, collecting dogs that are contained, collecting discarded syringes and attending to dog attack. The contract will allow flexibility so that services provided can be responsive to the current and changing needs of the City of Marion and the other two councils.

Feedback indicates that there are some areas of the business that do not meet customer experience expectations. One particular area is parking appeals; where there is a historical rolling backlog (of up to 6-months in some cases) to process these. This is a result of a combination of resources in the CSI team, priority given to particular focus areas of community safety and the level of knowledge/skill needed to undertake the task (currently T/L Community safety, Unit Manager Community Safety and Manager, Development and Regulatory Services).

To improve service standards in managing appeals, Council could consider:

Reinstate the 0.5 FTE to the Community Safety Inspector team (annual cost of \$45,000 per year indexed) to improve investigation times and reduce parking appeal times.

This would further enable:

1. Faster processing of parking appeals;
2. Improvements to investigation times;
3. A chance for more pro-active work to be undertaken; and
4. Better roster management and better city-wide coverage.



Current time-frames and service delivery models would remain the same without compromising other priorities of the CSI team.

Council may wish to radically improve proactive safety campaigns and monitoring. Additional resource would enable more safety campaigns throughout the year, more flexibility with site visits and even greater improvements to investigation times and further decreases to parking fine appeal times.

Reinstatement of 0.5 FTE to the Community Safety Inspector team (annual cost of \$45,000 indexed annually) to improve investigation times and reduce parking appeal times, and adds an additional 1.0 FTE and Community Safety Vehicle to the Community Safety Inspector team for an annual cost of \$170,000 to improve and radically increase proactive safety campaigns.

To note Council currently has 5 community safety vehicles available for 6 staff.

Other information

A range of information is provided for Council regarding the number of requests from the community and statistics regarding a proactive monitoring program is attached to this report.

Attachment 4: Comparison of Customer Events: 1/4/19 - 31/3/20 and 1/4/18 - 31/3/19. This shows there has been a similar number of events raised and actioned to last year with 0.5 FTE less Community Safety Inspector. It should be noted that the time required for dealing with Customer Events and investigating complaints and the time-frame for completion varies, depending on the nature and complexity of the matter.

Attachment 5: Comparison of statistics regarding proactive monitoring program: 1/4/19 - 31/3/20 and 1/4/18 - 1/3/19. This shows in most areas there has been an increase in proactive monitoring and programmed work activities.

CONCLUSION

The Community Safety Inspectorate provides a range of services to fulfil Council's legislative responsibilities and to contribute to the delivery of Council's Community Vision.

Council's resolution of a changed Community Safety Inspector staffing roster has been implemented since 1 April 2019, achieving the objectives of the new service delivery model and roster.

It is recommended to improve the service offering of CoM's after-hours service noting a competitive tender process with partner councils may yield better economies of scale and lower cost increases to CoM.

It is also recommended that to meet any changes to service levels, additional resources will be required, namely:

- reinstate the 0.5 FTE to the CSI team to improve service delivery, decrease parking appeal times and improve investigation times; and/or,
- should Council wish to radically improve CSI service standards, increase public education and enforcements, an additional FTE resource and Community Safety Vehicle should be considered.

Attachment

| # | Attachment | Type |
|---|---|----------|
| 1 | Attachment 1 - GC200526 CSI Proactive Activities and Education Plan | PDF File |
| 2 | Attachment 2 - GC200526 - Resource Comparison | PDF File |
| 3 | Attachment 3 - GC200526 - After Hours Calls | PDF File |
| 4 | Attachment 5 - GC200526 - Statistics regarding proactive monitoring program | PDF File |
| 5 | Attachment 4 - GC200526 - Comparison of customer events | PDF File |

Proactive Activities and Educational Plan 2020

Community Health and Safety Unit

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec |
|---|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|----------------|-------------------------|----------------------|-------------|-------------------------|
| PARKING | | | | | | | | | | | | |
| Schools | Info & media campaign | Enforcement campaign | | | | | Info & media campaign | | | | | Enforcement campaign |
| Bike Lanes | | | | | | Media campaign | Enforcement campaign | | | | | |
| Hot spots | | | | Enforcement campaign | | | | | Enforcement campaign | | | Enforcement campaign |
| ANIMAL MANAGEMENT | | | | | | | | | | | | |
| Dogs | | | | | | | | | | | | |
| Effective control in parks | Enforcement campaign | | | | | | | | | | | Enforcement campaign |
| Barking | | | | | | Media campaign | | | | | | |
| Registration | | | | | | | Communication campaign | | Enforcement | Enforcement | | |
| Welfare | | | | | | Social media campaign | | | | | | Information & education |
| Cats | | | | | | | | | | | | |
| Identifying cats | | | | | | | Communication campaign | | | | | |
| De-sexing | | | | | | | | Media campaign | | | | |
| By-Law | | | | | | | | | | | | |
| FIRE PREVENTION | | | | | | | | | | | | |
| | Enforcement | | | | | | | | Information & education | | Enforcement | Enforcement |
| LOCAL NUISANCE | | | | | | | | | | | | |
| Litter | Enforcement campaign | | | | | | | | | Enforcement campaign | | |
| Wood smoke | | | | Education | | | | Education | | | | |
| TROLLEY BY-LAW | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| COVID-19 | | | | | | | | | | | | |
| Playgrounds | | | Education & compliance | Education & compliance | Education & compliance | | | | | | | |
| Parks | | | Education & compliance | Education & compliance | Education & compliance | | | | | | | |
| STAFF Nos <i>(in the field. Does not include admin staff)</i> | 4.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 4.5 | 5.5 | 5.5 | 4.5 | 5.5 | 4.5 |

Legend

Education & Information

Enforcement

ATTACHMENT 2

Staffing Resources

| | City of Marion | Council 1 | Council 2 | Council 3 |
|---|--|---|--|---|
| Size and population | 55.5km ² Population: 92,308 | 52.14km ² Population: 120,000 | 94km ² Population: 121,230 | 37km ² Population: 60,105 |
| Team Leader | 1 | 1 | 1 | 1 |
| Senior CSI | 1 | 1 | 1 | 1 |
| Community Safety Inspectors | 5.5 | 6 | 8 | 5 |
| Community Safety Support Officer | 1 (performing some CSI functions and some admin) | NIL | NIL | NIL |
| Parking officers | NIL | 1 | 1 | NIL |
| Business Support / Administration Support | 2 | 5 | 3 | 4 (including 1 senior) |
| Illegal Dumping / Nuisance officer | NIL | 1 | 1 | 1 |
| Building site dust and infrastructure (not development compliance) | NIL | 1 | NIL | NIL |
| Project Officer / Animal Manager | NIL | 1 | NIL | NIL |
| TOTAL FTE | 10.5 FTE | 17 FTE plus casuals | 15 FTE | 12 FTE |

After Hours Data 1 / 4 / 19 – 31 / 03 / 20

Implementation of service review 1 / 4 / 19

Post Service Review

Monday to Friday All After Hours Calls (6pm-8am)

| Category | # of calls |
|------------------------------------|------------|
| Cats | 3 |
| Dogs | 109 |
| LNLCA | 29 |
| Parking | 25 |
| Snakes, Bees & Overhanging Foliage | 2 |
| Total | 168 |
| Contractor attended* | 70 |

Pre Service Review

Monday to Friday 6.30pm – 9.30pm (Previous staffed hours)

| Category | # of calls |
|-----------------------------|------------|
| Cats | 2 |
| Dogs | 62 |
| LNLCA | 15 |
| Parking | 16 |
| Snake | 1 |
| Total | 96 |
| Contractor attended* | 48 |

Pre Service Review

Monday to Friday 9.30pm – 8am (Previous non-staffed hours)

| Category | # of calls |
|-----------------------------|------------|
| Cats | 1 |
| Dogs | 32 |
| LNLCA | 11 |
| Parking | 6 |
| Total | 50 |
| Contractor attended* | 20 |

Post Service Review

Saturday to Sunday All After Hours Calls

| Category | # of calls |
|---|------------|
| Cats | 4 |
| Dogs | 191 |
| LNLCA | 27 |
| Parking | 67 |
| Snakes, Bees, Rooster, Duck & Overhanging Foliage | 8 |
| Total | 297 |
| Contractor attended* | 121 |

Pre Service Review

Saturday to Sunday 8.30am – 5pm (Previous staffed hours)

| Category | # of calls |
|----------------------------|------------|
| Snakes | 2 |
| Bees | 1 |
| Cats | 3 |
| Dogs | 129 |
| LNLCA | 18 |
| Parking | 52 |
| Duck | 1 |
| Rooster | 1 |
| Total | 207 |
| Contractor attended | 87 |

*Please Note: The after-hours contractor only attends to dog attacks, dog wandering (contained) and collection of discarded syringes. If the request falls outside of these categories the customer is advised that their report will be referred to Council for action during business hours, if it is an emergency illegal parking issue the customer is referred to SAPOL, or if the issue is not a Council matter the customer is referred to the appropriate authority.

465 Total Calls After Hours / 52 weeks = 8.9 calls per week.

ATTACHMENT 5 - Statistics regarding proactive monitoring program

| Programmed work and proactive monitoring | 12 Months Data from 01/04/19 – 31/03/20 (Implementation of new service standard and roster was 1/4/19) | 12 Months Data from 01/04/18 – 31/03/19 (Prior to outcome of service review) |
|--|---|---|
| Fire prevention | (program currently continuing) <ul style="list-style-type: none"> • 744 land owners contacted by mail; and then blocks inspected • 23 legal Notices issued directing to cut grass • 7 blocks cut by Council • 7 expiations issued | <ul style="list-style-type: none"> • 773 land owners contacted by mail; and then blocks inspected • 2 expiations issued <p>Note: Data not available for number of legal Notices issued and blocks cut</p> |
| Annual dog registration | <ul style="list-style-type: none"> • 13,700 dogs registered • 1,834 unregistered dogs followed up with owners | <ul style="list-style-type: none"> • 13,367 dogs registered • 1,202 unregistered dogs followed up with owners |
| Dog By-law re numbers of dogs (through "DACO" Dogs and Cats on-line data base) | 281 applications for a permit (this data is accurate for applications requested/received as at 05/12/19) | 60 applications for a permit |
| Monitoring or parking near schools | 889 patrols conducted | 249 patrols conducted |

ATTACHMENT 4

12 Months Data from 1 / 4 / 19 – 31 / 3 / 20

Implementation of service review 1/4/19

Total number of Customer Events: 6,269

Top 9 categories: 5,966

| Category | No. of Customer Events |
|---|------------------------|
| Dogs | 1,560 |
| Parking | 943 |
| Abandoned vehicles | 374 |
| Enquiries | 255 |
| Overgrown grass/fire hazard | 234 |
| Overhanging vegetation | 216 |
| Parking: Information requests, school patrols | 202 |
| Dumped rubbish | 190 |
| Requests for permits, eg for mini skip bins | 192 |
| All other categories (30+ categories) | 1770 |

In addition: Local Nuisance (additional legislative responsibility and work not captured by the Service Review).

Total complaints re local nuisance 333

| Category | No. of Customer Events |
|--------------------------|------------------------|
| Noise | 134 |
| Dust | 38 |
| Backyard Burning / Smoke | 66 |
| Odour | 22 |
| Animals | 44 |
| Noisy birds, poultry | 29 |

Previous Year 12 Months Data 1 / 4 / 18 – 31 / 3 / 19

Pre-service review

Total number of Customer Events: 7,180

Top 8 categories: 6,660 (9th category is noise, which is shown below)

| Category | No. of Customer Events |
|---|------------------------|
| Dogs | 1,469 |
| Parking | 1,118 |
| Abandoned vehicles | 464 |
| Enquiries | 251 |
| Signs in parks re dog on/off leash | 229 |
| Requests for permits, eg for mini skip bins | 216 |
| Overgrown grass/fire hazard | 194 |
| Parking | 181 |
| All other categories (30+ categories) | 2478 |

In addition: Local Nuisance (additional legislative responsibility and work not captured by the Service Review)

Total complaints re local nuisance 399

| Category | No. of Customer Events |
|--------------------------|------------------------|
| Noise | 181 |
| Dust | 72 |
| Backyard Burning / Smoke | 58 |
| Odour | 22 |
| Animals | 47 |
| Noisy birds, poultry | 19 |

CORPORATE REPORTS FOR INFORMATION/NOTING

Community Event Fund Annual Report 2019/2020

| | |
|----------------------------|--|
| Originating Officer | Grants Officer - Emma McDonald |
| Corporate Manager | Manager Community Connections - Liz Byrne |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference | GC200526R12 |

REPORT OBJECTIVE

To provide an annual report detailing the expenditure of the Community Event Fund.

EXECUTIVE SUMMARY

At the 10 April 2018 General Council meeting (GC100418R02), Council endorsed an allocation of \$12,000 per annum for a Community Event Fund for consideration in the 2018/19 Annual Business Planning process and for inclusion into Council's Long Term Financial Plan. Guidelines and eligibility criteria were also endorsed (refer Attachment 1). This funding was subsequently endorsed in the 2018/19 Annual Business Plan and the Long Term Financial Plan. Part of Council's resolution was to receive a report annually about the expenditure of this fund.

In the 2019/2020 financial year \$11,806 has been provided to community events. The fund was effectively exhausted and therefore closed in February 2020. Two funded events were affected by the COVID-19 restrictions, and appropriate measures have been undertaken.

RECOMMENDATION

That Council:

- 1. Notes the report.**
- 2. Endorses an increase in the fund from \$12,000 per annum to \$15,000 per annum, with the maximum amount available per application increasing from \$1,000 to \$2,000 (and update guidelines accordingly).**

GENERAL ANALYSIS

The objective of the Community Event Fund is to provide funding for not-for-profit organisations to stage events or festivals of any size that provide benefit to the City of Marion. Council endorsed guidelines around the type of costs this fund will cover. Some of these costs include: staging, lighting/audio equipment, security, marquees and waste management. Events must be free, inclusive and open to all to be eligible for this funding.

The process has been managed by Vibrant Communities staff via an online application and acquittal process within the existing SmartyGrants platform.

| | |
|--------------------|--|
| Engaged: | Applications should reflect and celebrate diversity by ensuring activities are as inclusive and accessible as possible for all groups. |
| Prosperous: | Applications may demonstrate economic benefit to the City of Marion and/or the ability to attract visitors to our City. |

Connected: Applications should demonstrate opportunities for positive social interactions and connections.

Timeline Applications are open from 1 July to 30 June each year, unless funds are exhausted prior.

Current Budget Allocation \$12,000 per annum

DISCUSSION

For the 2019/20 financial year the Community Event funding has been allocated to:

| Organisation | Event | Total Funding Allocated |
|---|---|-------------------------|
| South Adelaide Malayalee Community | ONAM Celebrations | \$1,000 |
| YMCA Glengowrie | Glengowrie Recreation Centre 60th anniversary | \$500 |
| Organising committee for Coastal Catwalk Fundraiser | The Coastal Catwalk | \$1,000 |
| Hallett Cove Ministers Association | Hallett Cove Community Carols | \$1,000 |
| Marino Community Hall Management Committee | Kids Toy Market | \$900 |
| Special Olympics Australia | Special Olympics State Games | \$2,000 |
| Bangladesh Puja and Cultural Society of South Australia | Durga Puja 2019 | \$1,000 |
| Finsart Inc | International Dance Day Major Flash Mob (due to COVID-19 this was held as a virtual event and completed 29 April 2020) | \$1,000 |
| Adelaide Nepal | 3rd Annual Holi Festival | \$1,000 |
| Islamic Society of South Australia | Ramadan Carnival May 2020 (due to COVID-19 this will be delayed to 2021 or funding allocated to a different event later in 2020) | \$1,000 |
| Lions Club of Hallett Cove and District | Australia Day Citizenship Ceremony and Community Breakfast | \$813 |
| Oaklands Community Garden | Community Garden Open Day | \$593 |
| TOTAL | | \$11,806 |

A total of \$11,806 was expended from the Community Event Fund now in its second year.

Funds were exhausted on 24 February 2020 with no further applications pending. Online applications were removed from the website and with COVID-19 restrictions coming into effect mid March, no further enquires were made.

Attachment

| # | Attachment | Type |
|---|---------------------------------|----------|
| 1 | Community Event Fund Guidelines | PDF File |

COMMUNITY EVENT FUND GUIDELINES



Through its [Community Vision](#) and aim to improve the quality of life of its residents, the City of Marion has a strong commitment to the provision of support to its community.

The purpose of the Community Events fund is to assist local not for profit organisations, community groups, schools and voluntary associations to stage events or festivals. Providing a contribution to the cost of infrastructure for events that demonstrate a benefit to the City of Marion and that are in line with the [City of Marion Strategic Plan](#).

The City of Marion is committed to a diverse and inclusive community. Applications should reflect and celebrate diversity by ensuring events and activities are inclusive and as accessible as possible for all groups, including people of various ages, sexuality, cultural backgrounds, religious beliefs and those living with disability.

How to apply

Complete your online application at the following link: <https://www.marion.sa.gov.au/community-events>

A completed application will include itemised budget and all relevant supporting documentation.

Please ensure complete applications are submitted online at least one month prior to your event. If your application requires further information after submission, the processing of your application may be delayed.

For project enquiries and support with your application, we encourage applicants to contact the Community Development Team by phone or email – or in person.

Phone 08 8375 6600 or email council@marion.sa.gov.au (subject title “Community Development Team”).

What can be funded?

Types of event and infrastructure costs that may be funded include:

- Staging
- Lighting or Audio Visual Equipment
- Security
- Toilets
- Signage
- Marquees
- Waste management
- Other infrastructure costs associated with the event.

Applicants may request in-kind support from Council as part of their application. This may include the provision of items such as traffic services, road closures, waiving of facility hire fees, power access, bollards or line marking.

All requests for in-kind assistance must be detailed in your application and will be allocated an equivalent cash value in order to determine the total funding request amount.

If the event is on Council-owned land or facilities, you will need to apply for a [Special Event Permit](#) and comply with all policy and procedures in relation to the permit. If you require a Special Event Permit for your event, no funding will be released until the permit has been obtained.

Expected Grant Outcomes

The City of Marion is committed to supporting Community Events that provide a demonstrated benefit to the community. Applicants are required to complete the acquittal and evaluation process once funding has been spent.

How much can we apply for?

The City of Marion has allocated \$12,000 per financial year to the Community Event Fund.

Applicants may apply for up to \$1,000 per event. This will encompass any cash funding and in-kind assistance. This amount is discretionary and the amount received will depend on the assessment of your application. Funds will be available until exhausted.

Multiyear funding:

Applicants may be eligible for funding each year, for up to three years for the same event. Applicants must continue to meet eligibility and complete a separate acquittal for each year.

Eligibility Criteria

To be eligible the applicant must:

- Be a not-for-profit organisation, community group, school or voluntary association.
- Incorporated OR obtain sponsorship from an appropriate incorporated body (who will accept the funds on behalf of the non-incorporated body and accept the responsibility for the funding).
- Provide evidence of current *Public Liability Insurance Certificate of Currency* for a minimum of \$10 million for the event.
- Provide either an Australian Business Number (ABN) or if applicable, you may complete the Australian Taxation Office Statement by a Supplier Form.

To be eligible the event must:

- Be free and open to the general public.
- Be inclusive and accessible as possible for all groups inclusive of their gender, age, sexuality, cultural background, religious beliefs or disability.
- Occur within the City of Marion in the financial year in which the funds are provided.
- Demonstrate a direct benefit to the City of Marion community.

Council will not provide funding to or for:

- Individuals, City of Marion employees, or Elected Members.
- Exclusive or invitation-only events
- Events that denigrate, exclude or offend parts of the community.
- Commercial organisations
- Political activities
- Applications that duplicate an existing event in the City of Marion.
- Retrospective costs or an event that has already been held or will be held before funding can be made available
- Payment of salaries
- Travel costs

How are applications assessed?

Applications will be assessed by Council according to:

- Eligibility Criteria
- Available funding
- Any relevant supporting information

Additional assessment criteria will include the events:

- Benefit to the community
- Involvement of local community groups and organisations or volunteers.
- Opportunities for social interaction
- Ability to have a positive impact on the economy
- Ability to attract visitors to the City of Marion

- Degree of reliance on City of Marion sponsorship to stage the event
- Originality of the event
- Sustainability
- Alignment with the City of Marion's [Strategic Plan for 2017-2027](#)

Applicants will be notified of the outcome of their application. Funding is provided at City of Marion's discretion.

Reporting and acquittals

Successful applicants will be required to submit receipts and acquittal from online. This form is due one month after the completion of the event, or by 30 June of the financial year funding is received, whichever is earlier.

Evidence of expenditure of the fund monies must be provided – all receipts must be attached to the acquittal. The acquittal statement verifies that the grant funding has been utilised in accordance with the project budget provided in the application form.

Any unspent funds will need to be returned to Council. Applicants who do not complete an acquittal report will be ineligible for future funding or possibly other grant programs.

City of Marion acknowledgement

Part of the funding agreement will ensure the City of Marion is to be appropriately acknowledged for its sponsorship and contribution to the event. This will include:

- Displaying the City of Marion's logo and the words "Supported by the City of Marion" in any printed or electronic promotional materials.
- Verbal acknowledgement in any speeches that the City of Marion is a supporter of the event.
- Opportunity for the Mayor and/or representative to speak at the event.

The City of Marion's Style Guide and Branding Guidelines must be adhered to and Council's Communications Unit will need to approve all material during production allowing a three-day turnaround time for approval.

Other conditions

- Funds must be spent within the financial year the funds are received in unless an extension is granted in writing.
- Any changes to the original event plan must be submitted to Council in writing for approval.
- The City of Marion's decision regarding event funding is final.
- Applicants who meet eligibility and assessment requirements are not guaranteed funding.
- The City of Marion reserves the right to separately promote any funded event.
- All events must comply with state and federal legislation and be delivered with appropriate risk mitigation.
- All necessary City of Marion approvals and permits must be obtained prior to the event occurring.
- Projects must meet legal, child protection and insurance requirements set by State and Commonwealth legislation.
- The City of Marion is not responsible for the delivery or outcomes of the event.
- It is the responsibility of the applicant/sponsoring body to obtain all necessary insurances and the City of Marion will not be held liable for any matter arising out of this grant.
- It is the responsibility of the applicant/sponsoring body to indemnify and keep indemnified the City of Marion, its employees and agents, against all actions, costs, claims, charges and expenses whatsoever which may be brought or made to claimed against them or any of them out of or in relation to the project.

Work Health & Safety - Monthly Performance Report - April 2020

| | |
|----------------------------|--|
| Originating Officer | Unit Manager Risk - Sherie Walczak |
| Corporate Manager | Manager Corporate Governance - Kate McKenzie |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference | GC200526R13 |

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 core target of a 10% reduction of the Lost Time Injury Frequency Rate (LTIFR) from the previous year.

RECOMMENDATION

That Council:

- 1. Notes the report and statistical data contained therein.**

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 **Attachment 1**.

Council KPI is the achievement of a 10% reduction on last year's LTIFR of 11.0, to reach 9.9 or less in 2019/20.

The rolling LTIFR, based on internal incident reports, is 9.4 with 5 lost time injuries being recorded over the last twelve months.

The current LTIFR, based on LGAWCS (Schemes) claims data, is 5.1 with two lost time injury claims being accepted so far this financial year (as outlined in **Attachment 1**) plus another awaiting determination. This is below the target of 9.9, similar to the LTIFR of 3.8 at the same last year and below the industry comparison LTIFR rate of 5.5.

Key initiatives implemented aimed at the reduction of the LTIFR include:

- Implementation of a four year HSE 2019-23 Strategic Plan
- Review of the monthly SLT report to align with the new HSE Plan
- Recognition of and rewarding our Safety Champions
- Delivering visible safety leadership initiatives
- Delivery of further training to front-line leaders via Lead in the Field
- Review of the light duties register



- Program of hazardous manual task training and risk assessments
- Comprehensive review of Safe Work guidance documents
- Comprehensive review of Confined Space and Chemical Risk Assessments
- Improvement of hazard identification and control through mentoring of workplace inspectors
- Enhanced focus from Executive whilst LTIFR is trending upwards
- Further maturing of SkyTrust WHS Management System.
- Promotion of the Safety Observation program where front-line staff are observed by people leaders.
- Implementation of the internal WHS Audit and Contractor Surveillance program.
- Positive fit-for-work and well-being programs

CONCLUSION

The significant reduction in Lost Time Injuries of 62% from 28.8 in 2015-16 to 11.0 in 2018-19 has been a commendable achievement for the City of Marion as it continues in its commitment to place the community and safety at the forefront of everything we do in line with our corporate values. In the 2019-20 reporting period, we aim to further build on the good work already implemented to achieve Council's KPI of 10% or greater reduction in LTIFR compared to the end of 2018-19 reporting period.

Attachment

| # | Attachment | Type |
|---|---|----------|
| 1 | WHS Monthly Performance Report April 2020 | PDF File |

WHS Monthly Performance Report – April 2020

City of Marion's HSE Vision is that **'We can all make a difference towards achieving zero harm, to people and the environment'**. We are specifically focused on further developing our leadership styles, organisational culture and systems committing to:

- Developing our people to lead the change across the City of Marion
- Embedding a culture of safety and wellbeing as a part of normal business practice
- Continually improving our WHS Management System (WHSMS) and Environmental Management System (EMS) to achieve best practice

Hazard and Near Miss Reports (Internal WHS SkyTrust reporting data)

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 2019-20

| Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | Jan-20 | Feb-20 | Mar-20 | Apr-20 | May-20 | Jun-20 | Total | Ave |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----|
| 14 | 13 | 10 | 9 | 10 | 9 | 9 | 6 | 7 | 6 | | | 94 | 9.4 |

Table 2: Hazard and Near Miss Reports - Financial Year 2018-19

| Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Total | Ave |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----|
| 17 | 9 | 13 | 12 | 3 | 10 | 6 | 8 | 9 | 1 | 11 | 15 | 114 | 9.5 |

Lost Time Injuries Reported (Internal WHS SkyTrust reporting data)

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 3 and can be compared against those reported last financial year which are outlined in Table 4.

Table 3: Number of LTI's per month - Financial Year 2019-20

| Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | Jan-20 | Feb-20 | Mar-20 | Apr-20 | May-20 | Jun-20 | Total |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 2 |

Table 4: Number of LTIs per month - Financial Year 2018-19

| Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Total |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 7 |

Table 5: Outline of LTIs reported - Financial Year 2019-20

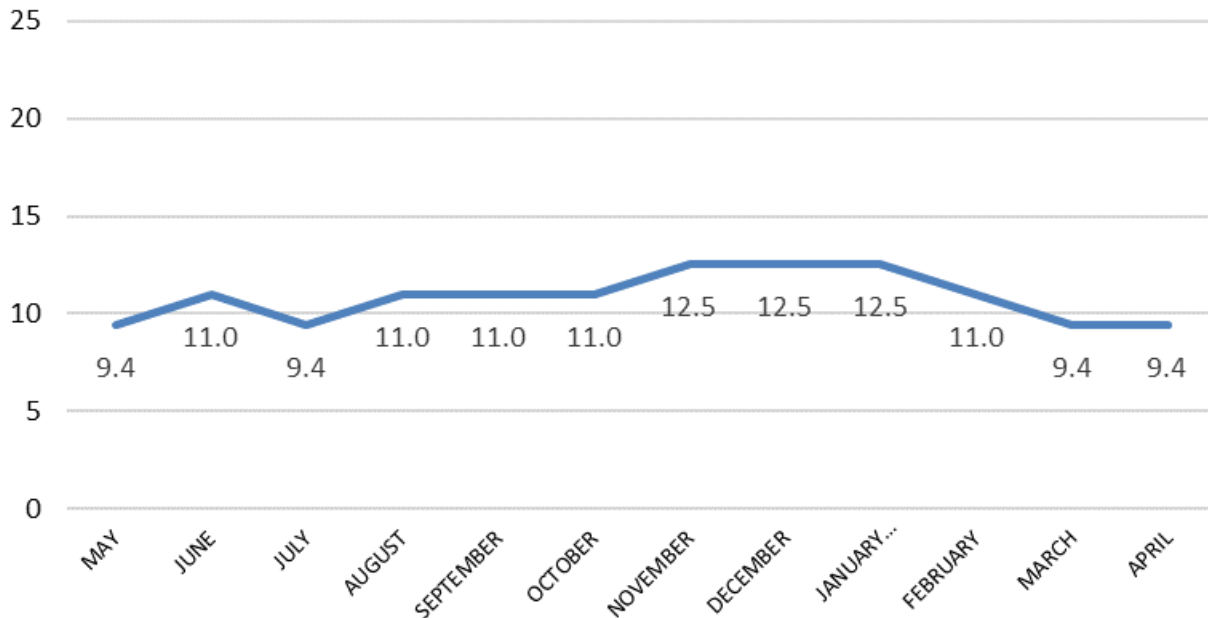
| No. | Description of Incident | Mechanism of Injury | Injury Description |
|-----|--|-----------------------------|--------------------|
| 1 | Slipped on wet floor of hard rubbish truck | Slip and fall on same level | Lower back strain |
| 2 | Slipped dismounting a line marking machine | Slip on same level | Right knee strain |

Rolling Lost Time Injury Frequency Rate (Internal WHS SkyTrust reporting data)

Rolling injury frequency rate over a 12 month or greater period is a common monitoring for performance of WHS and Return to Work performance. It continues over financial and calendar years rather than starting from zero so that longer term trends can be observed and appropriate action taken to address upward trends and/or seasonal spikes in injuries..

The rolling LTIFR, outlined with a solid blue line in Figure 1 from internal incident report data, provides analysis of the average LTIFR over the last 12 months.

Figure 1: Rolling LTIFR over 12 months

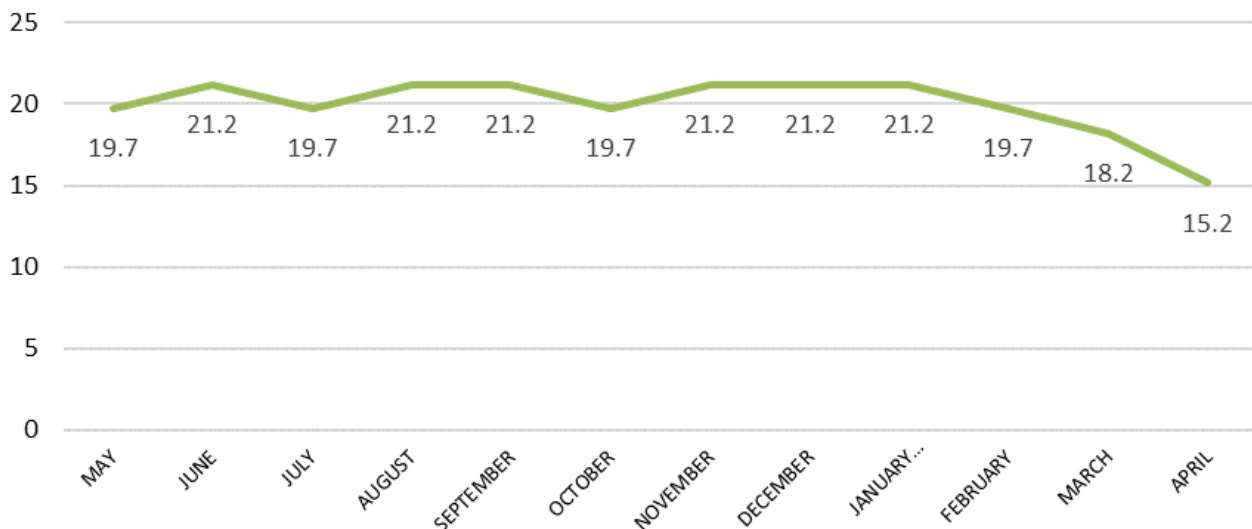


The current rolling LTIFR for the City of Marion is **9.4**, which represents **no change** over the previous 12 months.

Rolling Total Recordable Incident Frequency Rate (Internal WHS SkyTrust reporting data)

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 2 from internal incident report data, provides analysis of the average TRIFR over the last 12 months.

Figure 2: Rolling TRIFR over 12 months

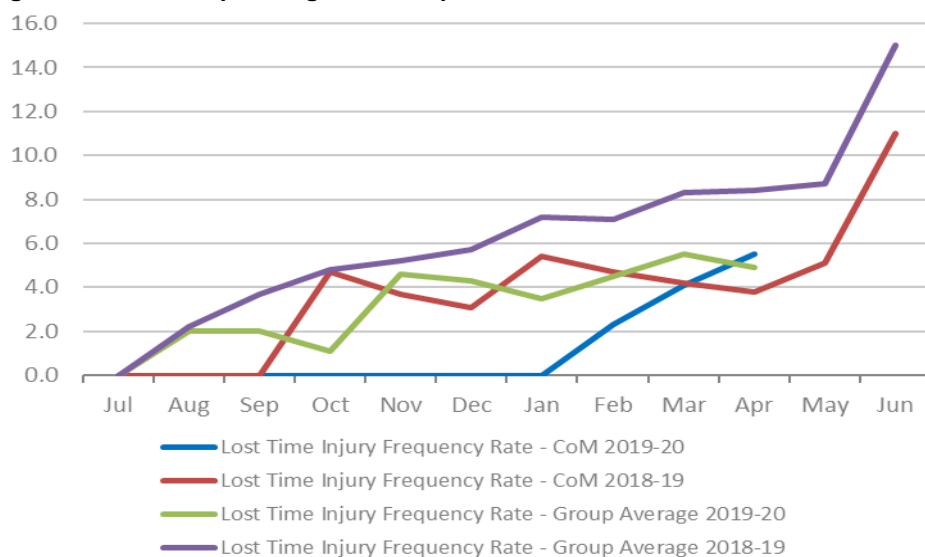


The current rolling TRIFR for the City of Marion is **15.2** which represents a **23%** reduction.

Lost Time Injury Frequency Rate (LGAWCS Claims Data)

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 3, 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 (1GaC).

Figure 3: LTIFR compared against Group A Councils

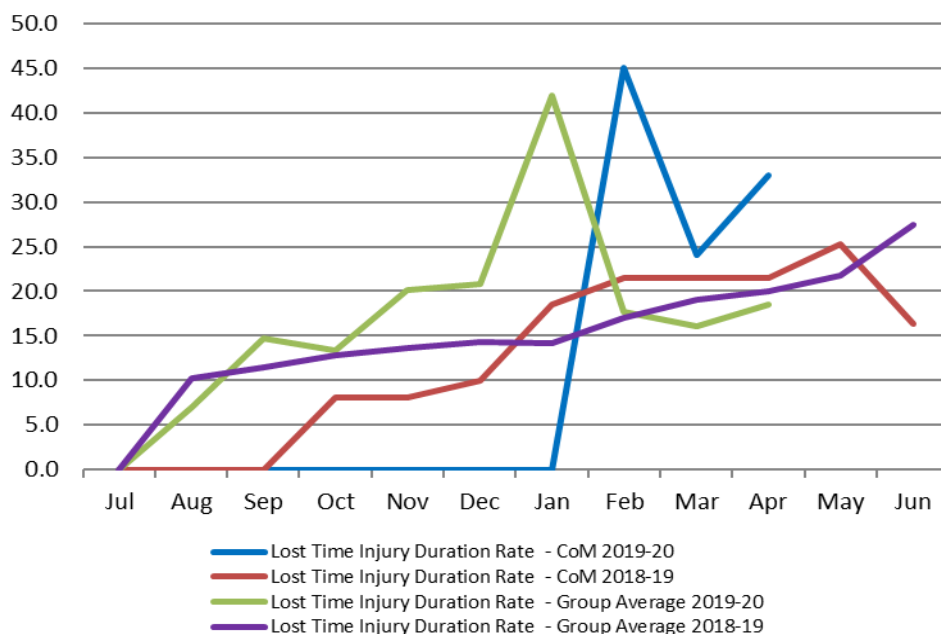


The current LTIFR for the City of Marion (represented in blue) is **5.5**, compared to GaCs recording **4.9**, with three LTI claims being included in the statistics however only two have been accepted. We are awaiting determination on the third claim.

Lost Time Injury Duration Rate (LGAWCS Claims Data)

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 4, 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 4: LTIDR compared against Group A Councils



The current LTIDR for the City of Marion (represented in blue) is **33.0**, compared to GaCs recording **18.5**, with three LTI claims being included in the statistics however only two have been accepted. We are awaiting determination on the third claim.

Finance Report - April 2020

| | |
|----------------------------|---|
| Originating Officer | Assistant Financial Accountant - Melissa Virgin |
| Corporate Manager | Manager Finance - Ray Barnwell |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526R14 |

REPORT OBJECTIVE

This report provides Council with information relating to the management of financial resources under its control as at April 2020. This report is one of a series of reports designed to assist Council in achieving and maintaining a financially sustainable position. Other reports assisting in this process include the Quarterly Budget Reviews and the LongTerm Financial Plan.

It is considered appropriate that financial information regarding Major Projects be presented on a monthly basis in this report. The principles used for assessment of reportable projects are according to the following criteria:

- Council has agreed to proceed with the project and approved a Section 48 Prudential Report.
- The Whole-of-Life Cost is greater than \$4 million dollars (including grant assisted projects).

RECOMMENDATION

That Council:

1. Receives the report “Finance Report – April 2020”

GENERAL ANALYSIS

BACKGROUND

This report is presented on a monthly basis to provide Elected Members with key financial information to assist in monitoring Council’s financial performance against budget.

APPENDICES

Appendix 1: Monthly Financial Reporting
 Appendix 2: Capital Works Reporting including Major Projects
 Appendix 3: Debtors Reports for Sundry Debtors & Rates Debtors

Attachment

| # | Attachment | Type |
|---|---|----------|
| 1 | Finance Report_April Appendix 1 pts 1 2 3 4 | PDF File |
| 2 | Finance Report_April Appendix 2 pts 1 2 | PDF File |
| 3 | Finance Report_April Appendix 3 pts 1 2 | PDF File |

Funding Statement – Actual versus Budget

The Funding Statement provides a view of Council's financial performance against the approved budget and is consistent with the information provided at budget reviews. It provides a review against all of the elements contained within the Statement of Comprehensive Income and the Statement of Financial Position that are adopted as part of the Annual Budget Report. It details Council's:

Statement of Comprehensive Income -

The operating result is recognised as one of Council's key financial indicators. The budget framework includes a commitment to its ongoing Financial Sustainability maintaining an Operating Surplus Ratio of between 0% and 10%, on average over each five-year period, which for 2019/20 means a targeted operating surplus of between \$0 and \$9.436m.

Comment: Council currently has a net operating surplus result of \$8.327m before capital revenues, against a year to date forecast budget of \$6.266m surplus. This position is detailed in the attached Funding Statement and variation notes.

Capital Budget -

The Capital Budget is linked to Council's key financial indicator – "Asset Sustainability Ratio" and an actual to budget comparison reflects Council's progress in achieving its Capital program.

Comment: The actual to budget position reveals that 87.84% of the year to date Capital Renewal Budget has been spent.

Loans -

The loans component of the Funding Statement identifies any new proposed loan receipts or principal payments. Council's borrowings are included in Council's key financial indicator – "Net Financial Liabilities" which reflects Council's total indebtedness.

Comment: No new borrowings are included in the 2019/20 budget and principal repayments of \$1.170m, mean that the overall loan liability balance is forecast to decrease by \$1.170m to \$5.635m at 30 June 2020.

Reserves & Cash -

Various fund movements such as surplus budget review results, unspent grants and carryover projects at year end are reflected as transfers to reserves, whilst utilisation of reserve funds are recognised as transfers from reserves.

Cash may be utilised to fund expenditure within the context of Treasury Management to ensure loans are not drawn down where temporary cash holdings are available.

Comment: Council's Reserves are detailed in the below table. Transfer to Reserves of \$7.107m and Transfers from Reserves of \$19.223m are forecast to occur in 2019/20, and after accounting for amounts quarantined for specific projects or works, there is \$3.058m available.

| Reserves (\$000s) | Asset Sustainability Reserve | | | | | | Water Reserve - Oaklands Wetland | Open Space Reserve | Grants & Carryover Reserve | TOTAL ALL RESERVES |
|---------------------------------------|------------------------------------|---------|-------|-----------------------|---------|-----------|-------------------------------------|-----------------------|----------------------------------|-----------------------|
| | Major Infrastructure Failure | General | Other | Major New Projects | CFPP | TOTAL ASR | | | | |
| Opening Balance | 2,000 | 8,118 | 600 | 1,525 | 6,015 | 18,258 | 531 | 2,187 | 17,436 | 38,412 |
| Savings from 2018/19 audited accounts | 0 | 2,926 | | 0 | 0 | 2,926 | 344 | 0 | 0 | 3,270 |
| Budgeted transfers to reserve | 0 | 0 | 240 | 0 | 181 | 421 | 38 | 13 | 6,635 | 7,107 |
| Budgeted transfers from reserve | 0 | (4,159) | 0 | 0 | (3,216) | (7,375) | (300) | (130) | (11,418) | (19,223) |
| Current Budgeted Closing Balance | 2,000 | 6,885 | 840 | 1,525 | 2,980 | 14,230 | 613 | 2,070 | 12,653 | 29,566 |
| Quarantined Funds | (2,000) | (6,872) | (760) | (1,500) | (2,723) | (13,855) | 0 | 0 | (12,653) | (26,508) |
| Projected Available Balance | 0 | 13 | 80 | 25 | 257 | 375 | 613 | 2,070 | 0 | 3,058 |

The 2019/20 3rd budget review forecasts a net cash surplus of \$1.599m.

*CFPP: Community Facilities Partnership Program

*Other includes Walking & Cycling and Energy Efficiency.

**Funding Statement
as at 30 April 2020**

| Original Adopted Budget | Carryovers | Budget Review Adjustments | | YTD Actual | YTD Budget | YTD Variance | Annual Budget | Note |
|-------------------------------|-----------------|---------------------------------|---|---------------|---------------|-----------------|------------------|------|
| \$'000 | \$'000 | \$'000 | | \$'000 | \$'000 | \$'000 | \$'000 | |
| | | | Operating Revenue | | | | | |
| 79,265 | - | 29 | Rates | 66,211 | 66,190 | 21 F | 79,294 | |
| 2,203 | - | (134) | Statutory Charges | 1,860 | 1,846 | 14 F | 2,069 | |
| 2,210 | - | 55 | User Charges | 2,178 | 2,116 | 62 F | 2,265 | |
| 7,180 | (1,594) | 637 | Operating Grants & Subsidies | 5,176 | 5,153 | 23 F | 6,223 | |
| 708 | - | 194 | Investment Income | 632 | 631 | 1 F | 902 | |
| 530 | - | 918 | Reimbursements | 1,094 | 1,078 | 16 F | 1,448 | |
| 1,361 | - | (477) | Other Revenues | 603 | 545 | 58 F | 884 | |
| 1,278 | - | - | Net gain - Equity Accounted Investments | - | - | - | 1,278 | |
| 94,735 | (1,594) | 1,222 | | 77,754 | 77,559 | 195 F | 94,363 | |
| | | | Operating Expenses | | | | | |
| 35,905 | - | 405 | Employee Costs | 29,585 | 30,126 | 541 F | 36,310 | A |
| 23,812 | 1,589 | 481 | Contractual Services | 17,326 | 18,304 | 978 F | 25,882 | B |
| 5,021 | 42 | 411 | Materials | 3,969 | 4,155 | 186 F | 5,474 | C |
| 397 | - | - | Finance Charges | 193 | 193 | - | 397 | |
| 15,056 | - | 470 | Depreciation | 12,897 | 12,939 | 42 F | 15,526 | |
| 7,263 | 34 | 324 | Other Expenses | 5,457 | 5,576 | 119 F | 7,620 | D |
| 87,454 | 1,665 | 2,090 | | 69,427 | 71,293 | 1,866 F | 91,209 | |
| 7,281 | (3,259) | (869) | Operating Surplus/(Deficit) before Capital Revenues | 8,327 | 6,266 | 2,061 F | 3,154 | |
| | | | Capital Revenue | | | | | |
| 5,000 | - | (4,353) | Capital Grants & Subsidies | 174 | 252 | (78) U | 647 | |
| - | - | - | Contributed Assets | - | - | - | - | |
| - | - | - | Asset Disposal and Fair Value Adjustment | (775) | - | (775) F | - | |
| 5,000 | - | (4,353) | | (601) | 252 | (853) U | 647 | |
| 12,281 | (3,259) | (5,221) | Net Surplus/(Deficit) resulting from operations | 7,726 | 6,518 | 1,208 F | 3,801 | |
| 15,056 | - | 470 | add Depreciation | 12,897 | 12,939 | (42) | 15,526 | |
| - | - | - | add (Gain)/Loss on Asset Disposal | 775 | - | 775 | - | |
| (1,278) | - | - | less Share of Profit Equity Accounted Investments | - | - | - | (1,278) | |
| 26,059 | (3,259) | (4,751) | Funding available for Capital Investment | 21,398 | 19,457 | 1,941 F | 18,049 | |
| | | | Capital | | | | | |
| 12,063 | 1,614 | (3,782) | less Capital Expenditure - Renewal | 5,329 | 6,067 | 738 F | 9,895 | E |
| 32,265 | 7,420 | (22,184) | less Capital Expenditure - New | 9,613 | 9,906 | 293 F | 17,501 | F |
| - | - | - | less Capital - Contributed assets | - | - | - | - | |
| - | - | - | add Proceeds from Sale of Surplus Assets | - | - | - | - | |
| (18,269) | (12,293) | 21,215 | Net funding increase/(decrease) | 6,456 | 3,484 | 2,972 F | (9,347) | |

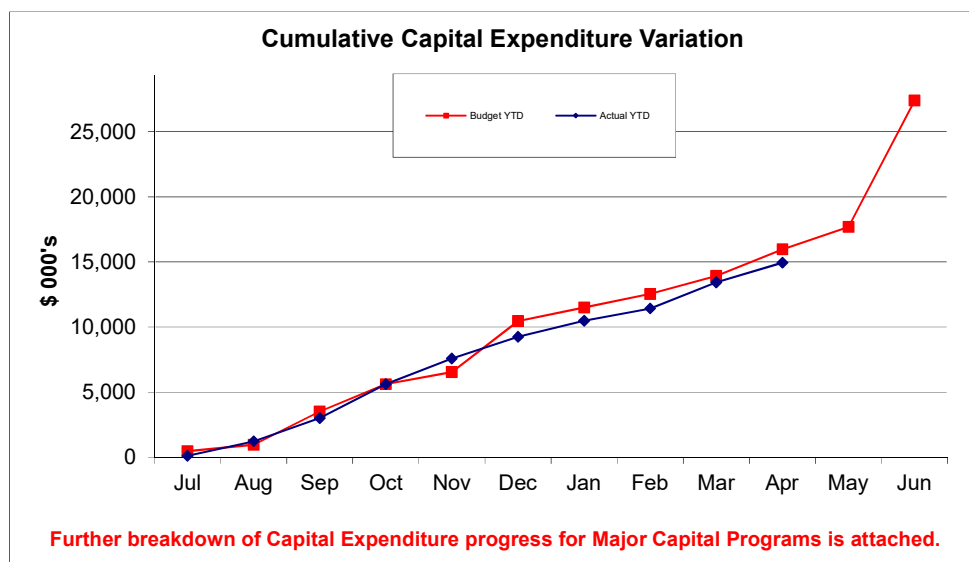
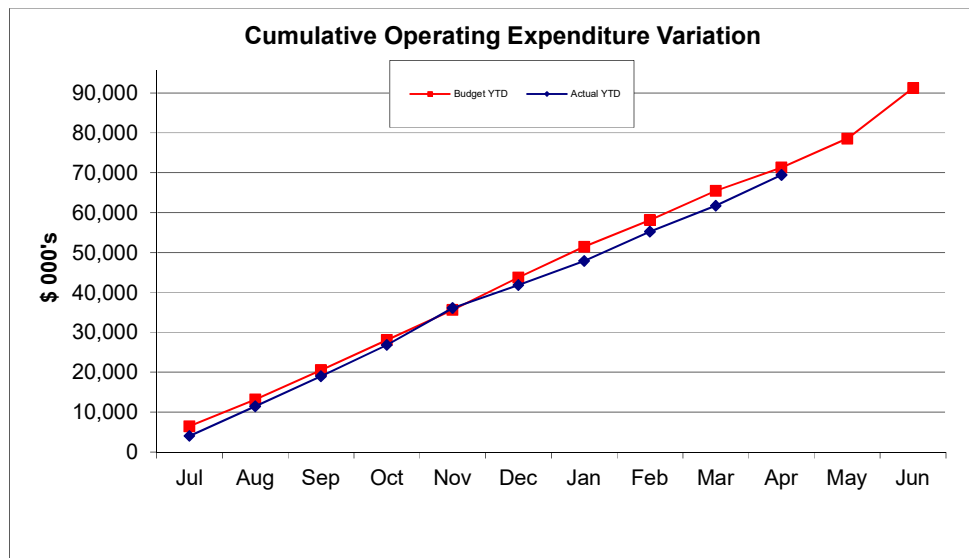
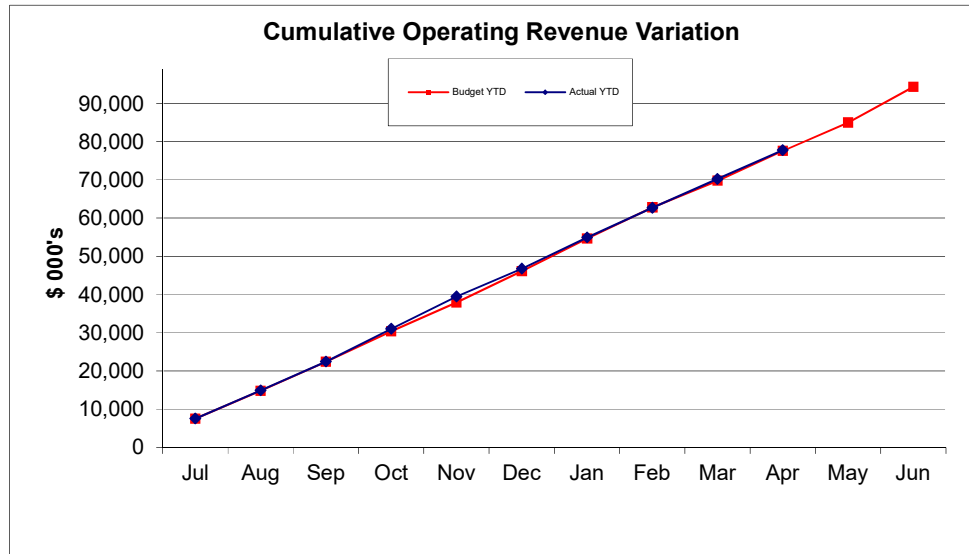
| Original Adopted Budget \$'000 | Carryovers \$'000 | Budget Review Adjustments \$'000 | | YTD Actual \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | Annual Budget \$'000 | Note |
|--|----------------------|---|--|-------------------------|-------------------------|---------------------------|----------------------------|----------|
| Funded by | | | | | | | | |
| Loans | | | | | | | | |
| 10,000 | - | (10,000) | Loan Principal Receipts (Net) | - | - | - | - | |
| - | - | - | Loan Receipts/(Payments) from Sporting Clubs (Net) | - | - | - | - | |
| (1,170) | - | - | Loan Principal Repayments | 576 | 576 | - | (1,170) | |
| 8,830 | - | (10,000) | Loan Funding (Net) | 576 | 576 | - | (1,170) | |
| Movement in level of cash, investments and accruals | | | | | | | | |
| - | - | 1,599 | Cash Surplus/(Deficit) funding requirements | 19,148 | 16,176 | 2,972 | 1,599 | |
| (9,440) | (12,293) | 9,617 | Reserves Net - Transfer to/(Transfer from) | (12,116) | (12,116) | - | (12,116) | |
| (9,440) | (12,293) | 11,216 | Cash/Investments/Accruals Funding | 7,032 | 4,060 | 2,972 | (10,517) | |
| 18,270 | 12,293 | (21,216) | Funding Transactions | (6,456) | (3,484) | (2,972) | F 9,347 | G |

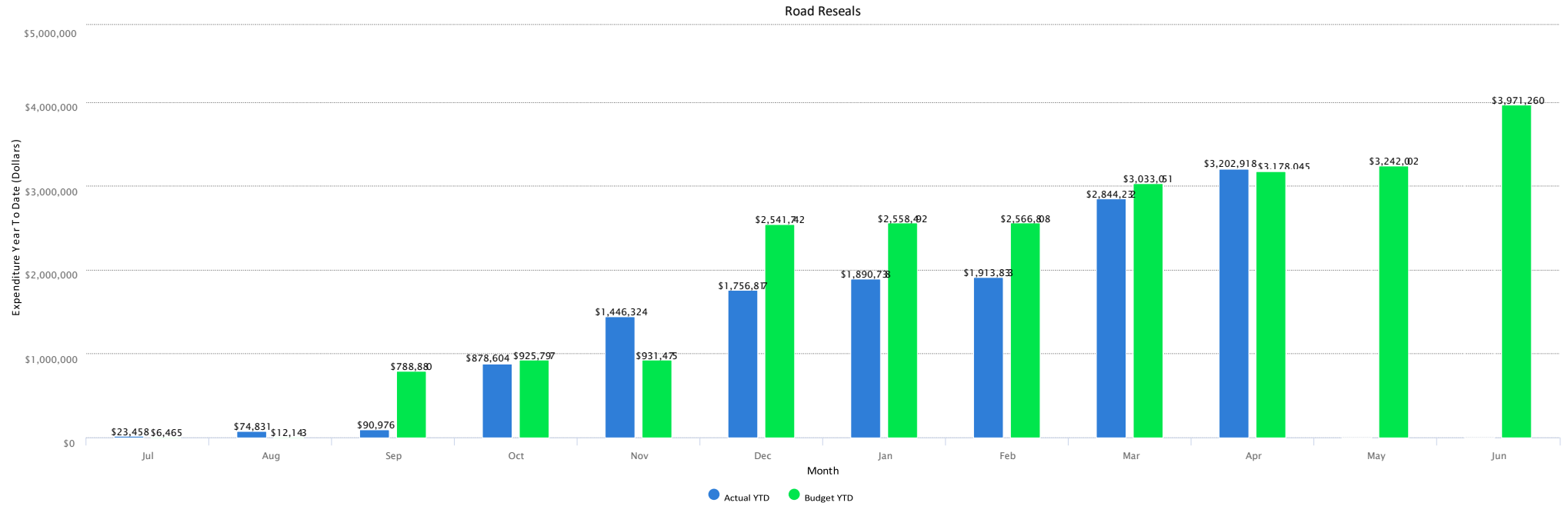
Variation Notes

| | | | |
|----------|--------------------------------------|------------------------------|---|
| A | Employee Costs | Favourable \$541k | Predominantly reflects budget-timing variances in addition to savings from temporarily vacant positions. |
| B | Contractors | Favourable \$978k | Reflects budget-timing variances with regards to Repairs & Maintenance (\$119k), Cleaning (\$99k), Lease payments (\$84k), Maintenance Agreements (\$71k), Oakland's Crossing Precinct design (\$56k) and a number of other variances which are individually insignificant. |
| C | Materials | Favourable \$186k | Reflects budget-timing variances with regards to Signs (\$50k) and a number of other variances which are individually insignificant. |
| D | Other Expenses | Favourable \$119k | Reflects budget-timing variances with regards to a number of other variances which are individually insignificant. |
| I | Capital Expenditure (Renewal) | Favourable \$738k | Predominately reflects budget-timing variances with regards to Reserve Development projects (\$233k), Proactive Footpath repair program (\$299k), Vehicle Replacement (\$155k) and a number of other variances which are individually insignificant. |
| J | Capital Expenditure (New) | Favourable \$293k | Predominately reflects budget-timing variances with regards to the Morphettsville Park Sports Club Redevelopment (\$159k), and a number of other variances which are individually insignificant. |
| K | Funding Transactions | Favourable 2,972k | This variance is the sum total of all variances and reflects an increase against council's expected YTD cash position. |

The above comments referring to budget timing variations are where some monthly budget estimates are not reflective of the actual expenditure patterns as at the reporting date.

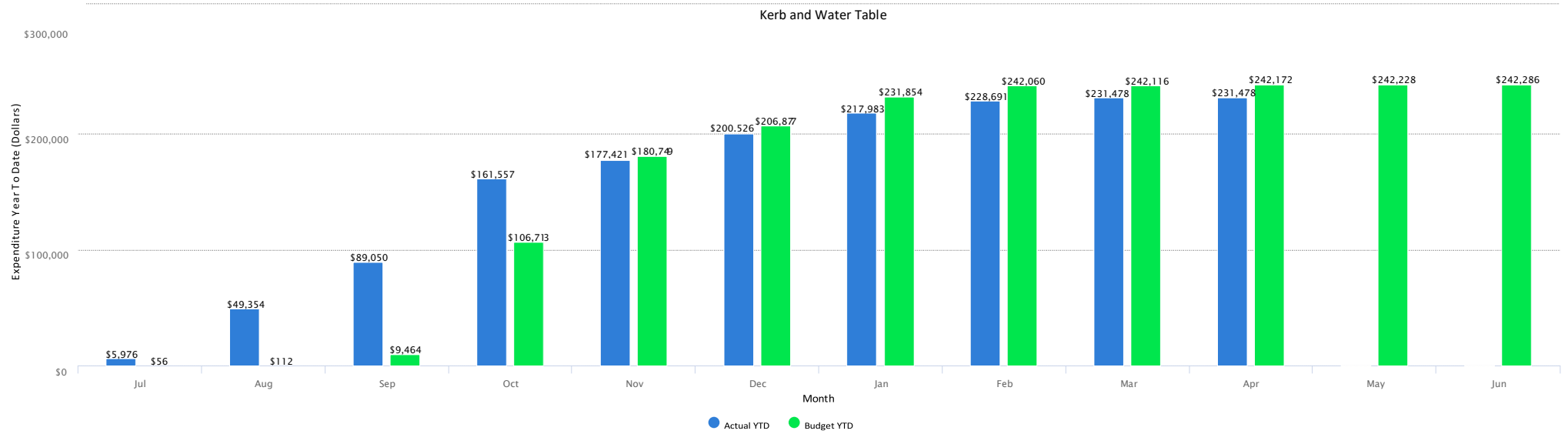
Funding Statement Cumulative Position - 2019/20





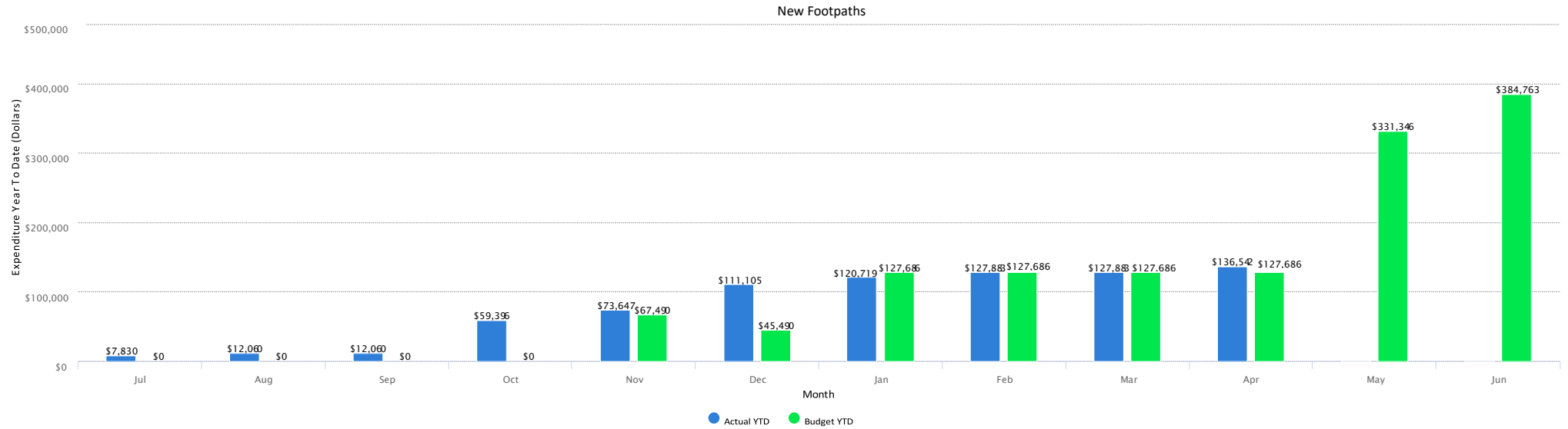
2019/20 Road Reseal Program – 83% complete

Program in progress and on track, completion anticipated by end of financial year.



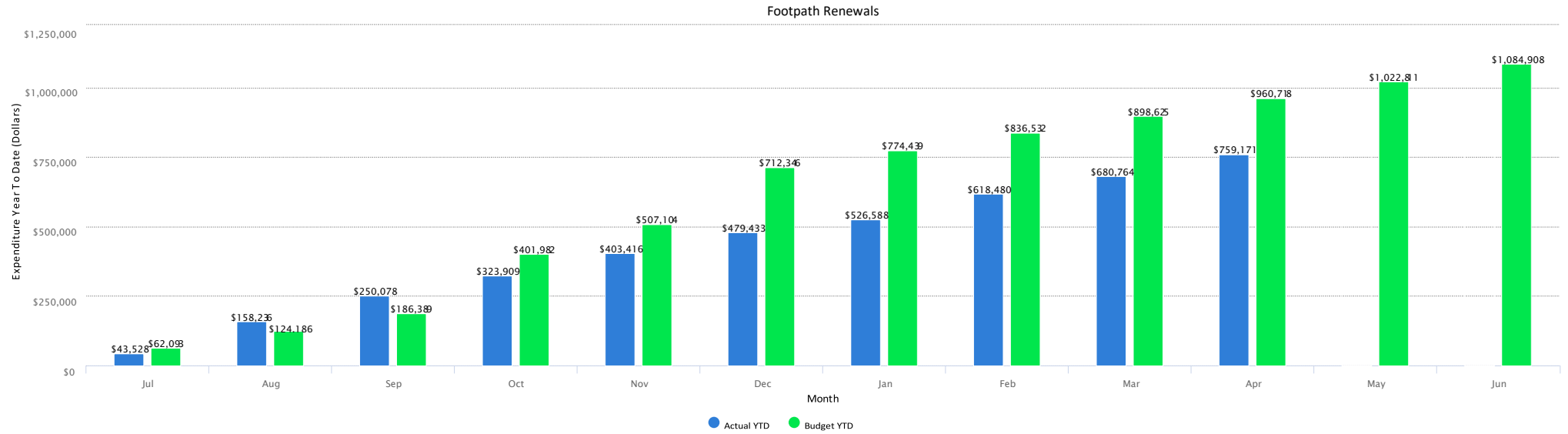
2019/20 Kerb & Water Table – 98% complete

Program in progress and on track with 70 linear metres (lm) remaining out of a 2000 lm program.



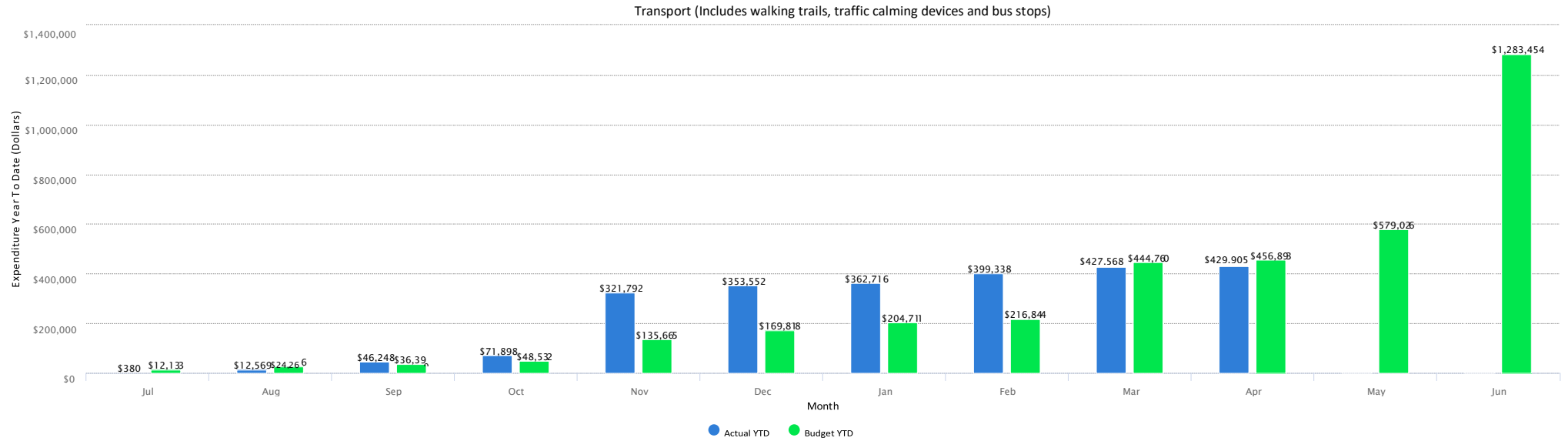
2019/20 New Footpath Construction – 79% complete

Program in progress and on track to be completed by end of financial year although this will be dependent on weather.



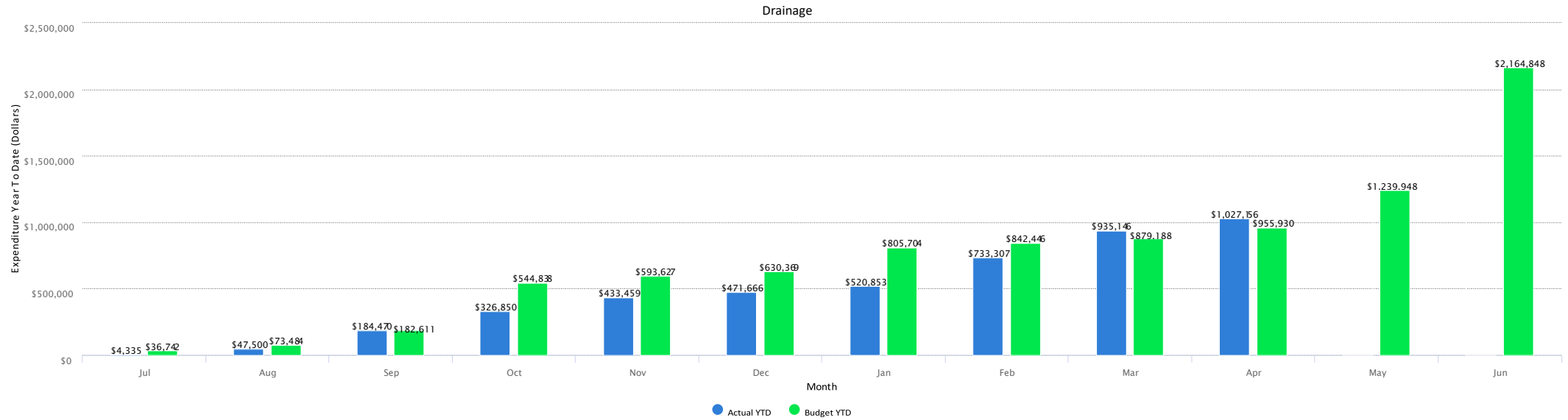
2019/20 Proactive Footpath Construction – 67% complete

Program in progress and on track with 2350 linear metres (lm) complete out of a 3500 lm program. Contractors have been engaged to increase the delivery in Edwardstown, completion is anticipated by end of financial year.



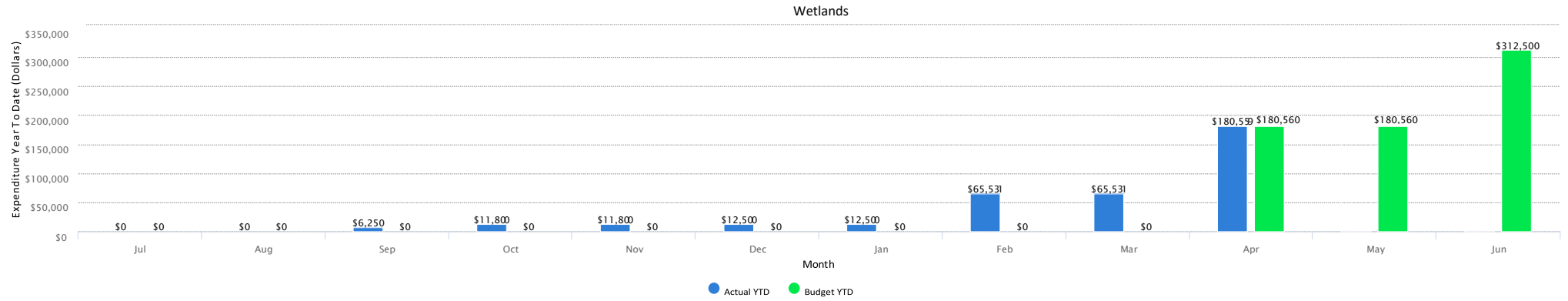
2019/20 Transport Construction

Program in progress with Franklin/Berrima Shared path, Adams Road and Edward Beck Kiss and Go zones and parking complete. Tenders for Duncan Avenue, Western Avenue, Lighthouse Drive and Addison Road will be awarded early May with works to also commence in May, it is anticipated that Western Ave and Lighthouse Drive will be a work in progress at end of financial year. Grand Central Shamrock Hallett Cove has been redesigned and will go to council in May for endorsement. The contract for Sturt River Linear Pathway is being finalised, this is also anticipated to be a work in progress at end of financial year



2019/20 Drainage Program

Program in progress and on track to be completed by end of financial year although this will be weather dependent. Construction on Mercedes Avenue, Shaftesbury Terrace and Warripainga Wetlands are in progress. Designs for Lucretia Way are underway with a community workshop to occur late May. Shetland Avenue and Coolah Terrace are in progress, there is a risk of carryover on these project.



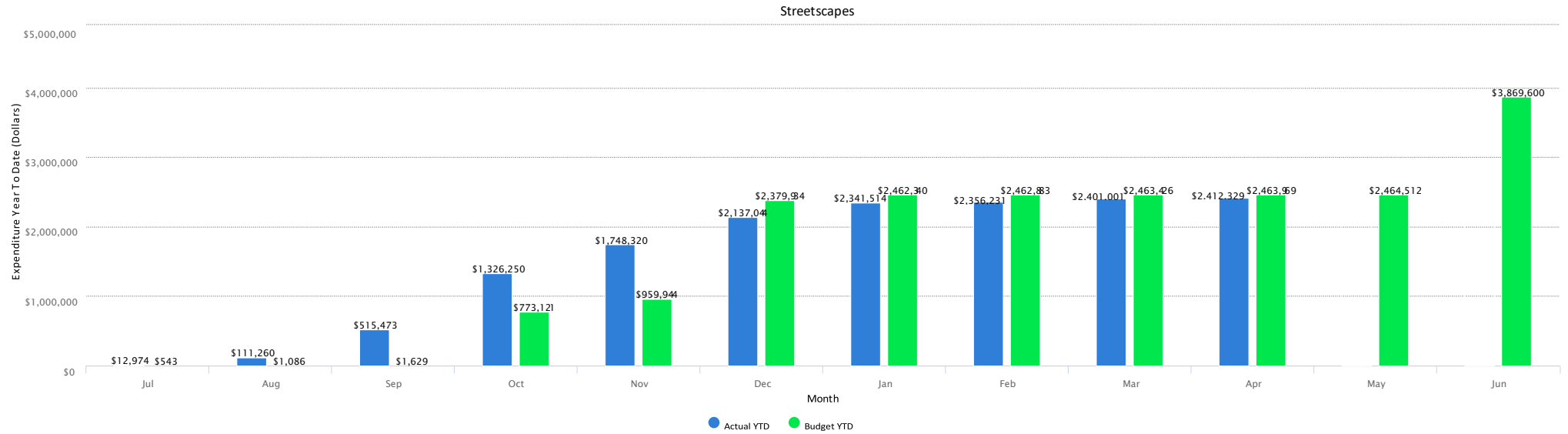
Oaklands Wetland Balancing Tank & Filtering System

Works are in progress and on track to be complete by end of financial year.



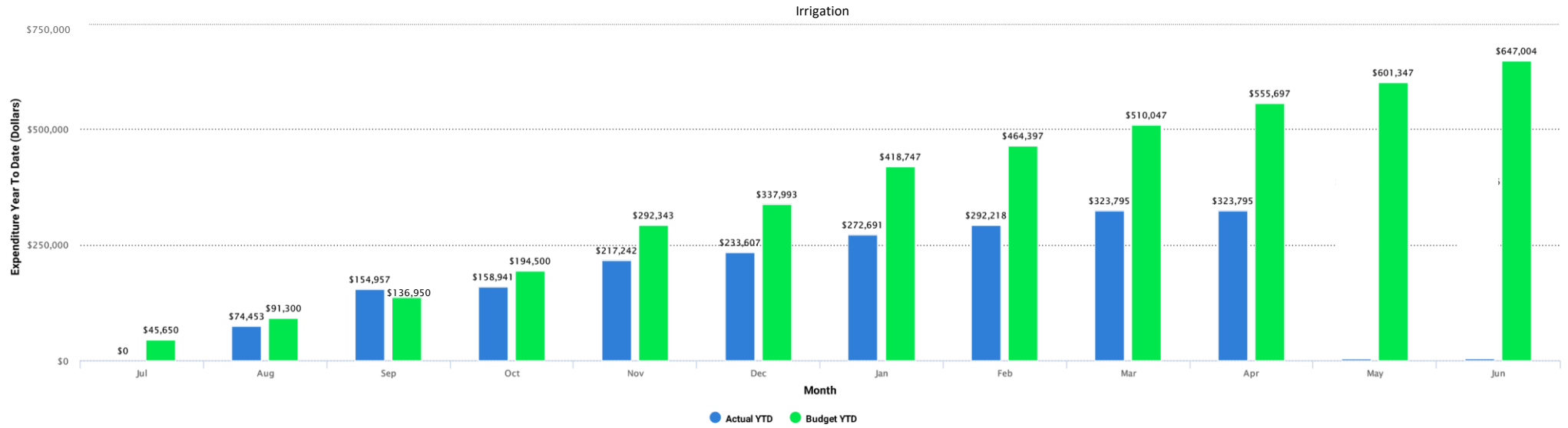
2019/20 Treescaping and Street Tree Planting

Program in progress with 2,280 street trees planted against a target of 3,400. Preparation works have occurred for planting to recommence in May. This program is on-track to be completed by end of financial year



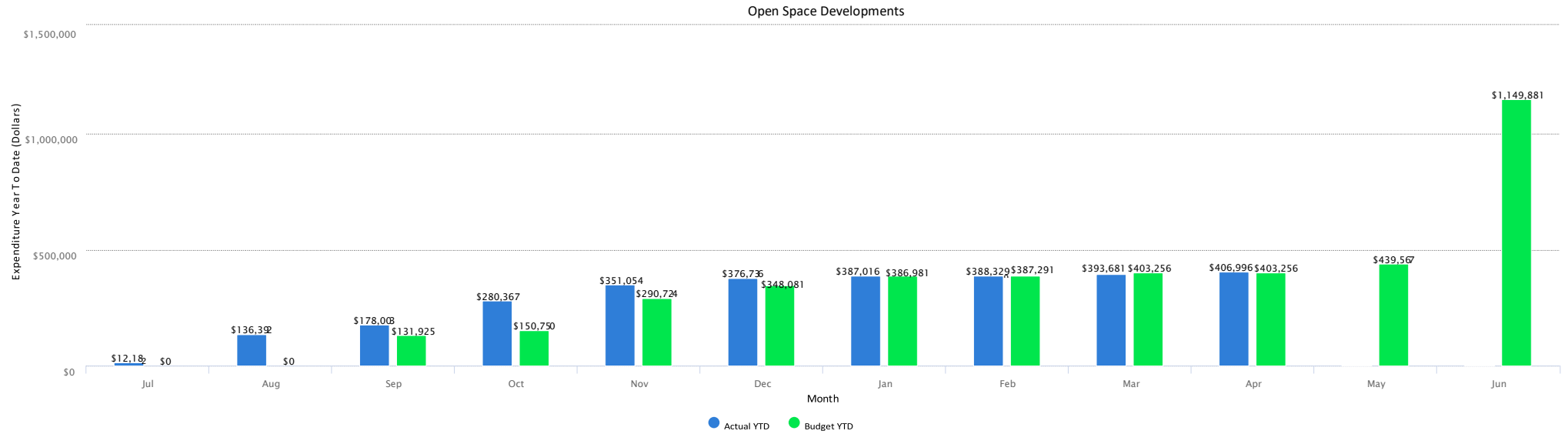
2019/20 Streetscape Program

The tender for Quick Road has been awarded, works are due to commence in May and carryovers are anticipated for this project. The majority of Railway Terrace is complete with minor landscaping scheduled for May. Bray Street is 98% complete with minor works scheduled for May. Tender for Sturt Road has been awarded, there is a risk of carryovers on this project due to DPTI completing works in the same area. APRIL UPDATE: Project Design is at 50%. Due to complete design phase end of June.



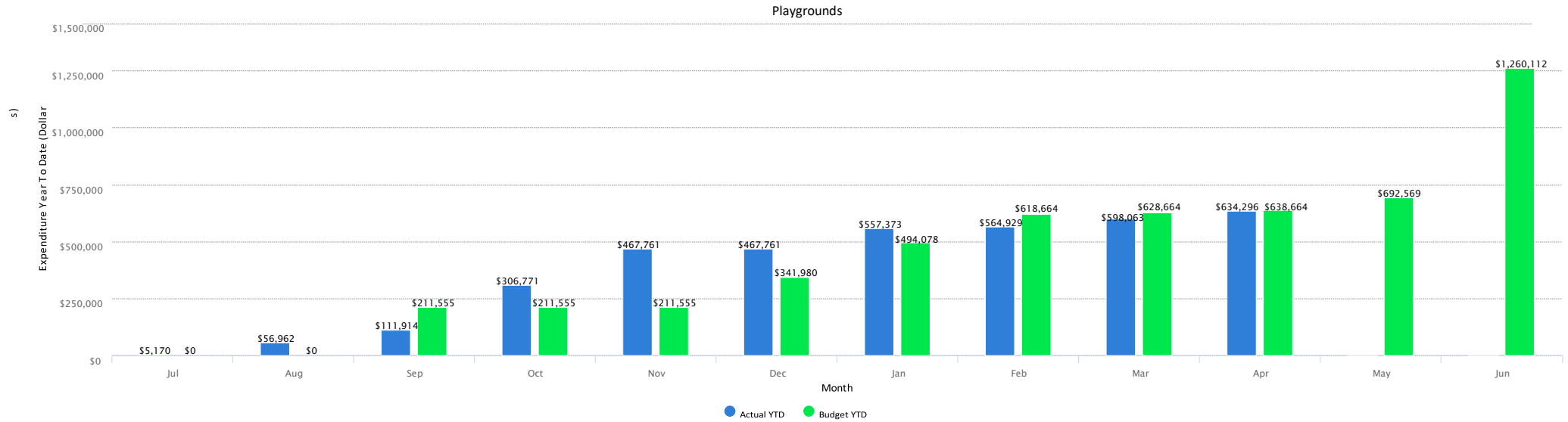
2019/20 Irrigation Delivery

Program in progress, cross-council irrigation construction team due to re-commence works in City of Marion in May.



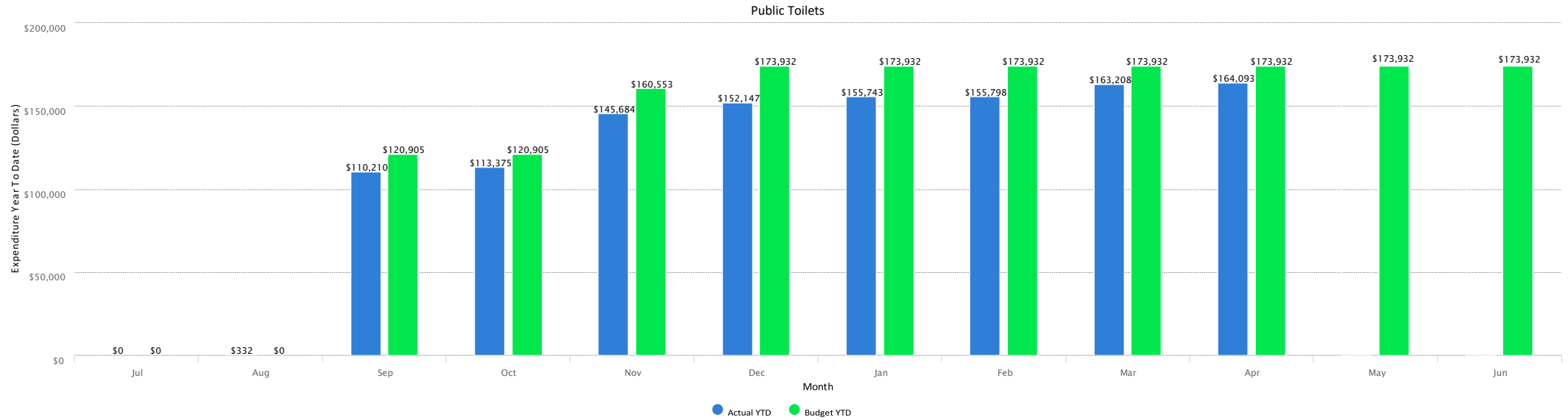
2019/20 Open Space Developments

Program in progress with Bandon Terrace, Crown Reserve Basketball Court, Dumbarton Road Dog Park, Hazelmere Dog Park and Hamilton Park Reserve Court Upgrade complete. Shade structures installation will commence once construction on Alpine playground commences. The tender for stage six of Heron Way will be awarded in May, completion is anticipated by end of financial year although this will be dependent on weather. The Concept for stage 1 of Capella and Nannigai Drive will be presented to council in May.



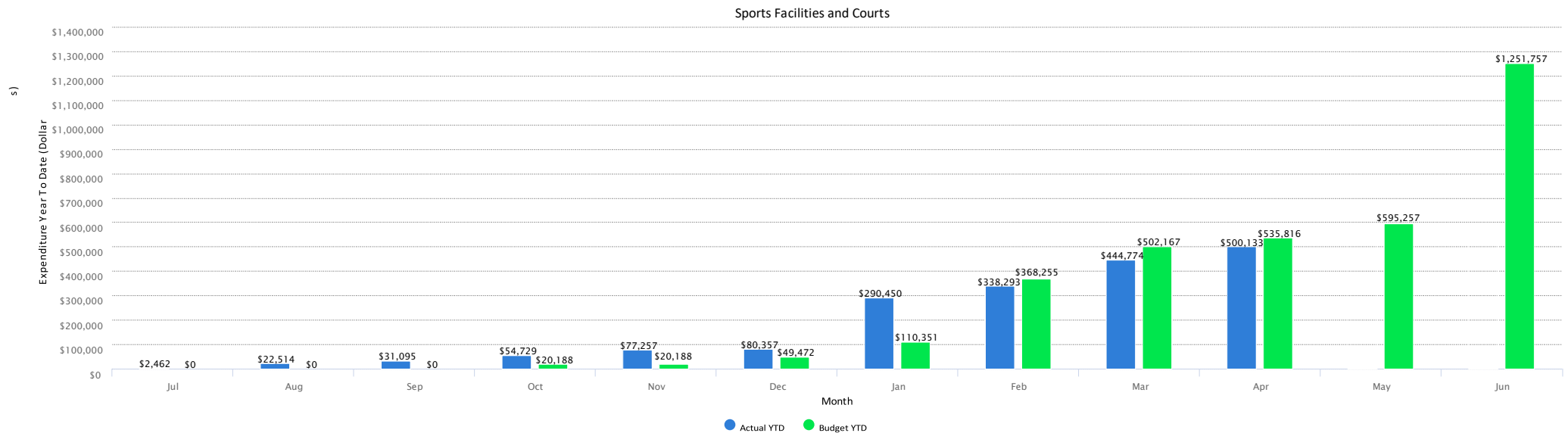
2019/20 Playground delivery

Program in progress with First Avenue Reserve, Shamrock Road and Mitchell Park Sports and Community Facility playgrounds complete. Construction works have commenced at Skipper Close Reserve, Christopher Grove Reserve and The Crescent Reserve playgrounds, completion anticipated by end of financial year. Tender documents are being finalised for Oaklands Reserve Swing set, equipment has been purchased. Contract has been awarded for Alpine Reserve, completion is anticipated by end of financial year although this is weather dependent.



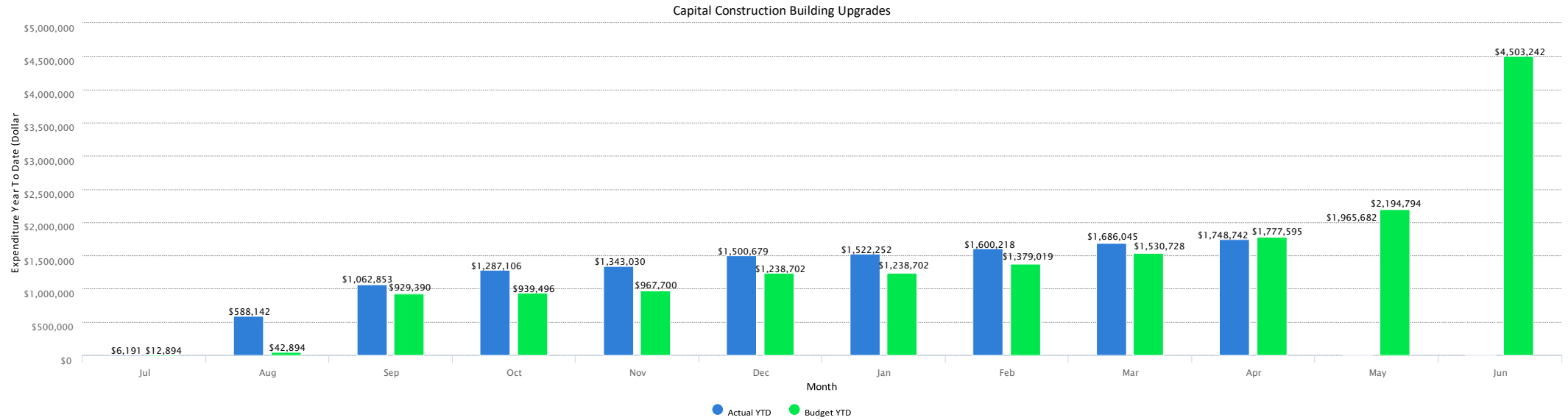
Public Toilets – 100% complete

Hamilton Road Reserve and Hamilton Park Reserve toilets are complete and open to the public.



2019/20 Sports Facilities and Courts

Program in progress and on track with the exception of the Marion Tennis Club Lights, Cove Sports Female change rooms, Cove Sports Club Netball Courts and Marion Golf club. Carryovers are anticipated for these projects.



2019/20 Building Upgrades

Works at Marion Outdoor Pool stage 3 works have commenced, some of these works may be carried over to 2020/21.. The Administration air conditioner will be carried over due to a delay in ordering. It is anticipated the remainder of this program will be completed by end of financial year.

Major Projects

Mitchell Park Sports and Community Club Development

| | 2019/20 Actual YTD 30/04/2020 | 2019/20 Budget | Project Cost At Completion |
|---|--|-------------------|----------------------------------|
| Income | | | |
| Federal Grant Contribution | - | 395,000 | 5,000,000 |
| Total Income | - | 395,000 | 5,000,000 |
| Expenditure | | | |
| Operating | - | - | - |
| Capital Construction | (157,781) | (395,000) | (15,000,000) |
| Total Expenditure | (157,781) | (395,000) | (15,000,000) |
| Project Result Surplus/(Deficit) | (157,781) | - | (10,000,000) |

The net deficit forecast will be funded in the following manner:

Funded By :

(Over Project Life)

Proposed Borrowings

\$

10,000,000

10,000,000

Sam Willoughby International BMX Facility

| | 2019/20 Actual YTD 30/04/2020 | 2019/20 Budget | Project Cost At Completion |
|---|--|---------------------------|---|
| Income | | | |
| City of Onkaparinga Contribution | - | 750,000 | 750,000 |
| State Budget Grant Contribution | | - | 3,300,000 |
| Total Income | - | 750,000 | 4,050,000 |
| Expenditure | | | |
| Operating | - | - | - |
| Capital Construction | (30,855) | (100,200) | (5,800,000) |
| Total Expenditure | (30,855) | (100,200) | (5,800,000) |
| Project Result Surplus/(Deficit) | (30,855) | 649,800 | (1,750,000) |

The net deficit forecast will be funded in the following manner:

**Funded By :
(Over Project Life)**

\$

Reserve Transfer
- Asset Sustainability Reserve

1,750,000

1,750,000

Council have received the State Governments \$3.3m contribution to this project. This money is currently quarantined in council's reserves.

Sundry Debtors Report - Aging report as at 30 April 2020

| Debtor | Total Balance | Current | 30 Days | 60 Days | 90 Days | 90+ Days | Percentage of total 90+ day balance | Comments for 90+ Day balances |
|---|---------------|------------|------------|-----------|-----------|----------|-------------------------------------|--|
| General Total | | 9,603.14 | 4,333.06 | 4,162.18 | .00 | 30.67 | 1,077.23 | 1% Made up of 1 out of 9 debtors. |
| Neighbourhood Centres Total | | 4,937.00 | 2,482.00 | 320.00 | 280.00 | .00 | 1,855.00 | 2% Made up of 1 out of 10 debtors. This debtor is on a payment plan through the debt collector, this is currently on hold due to hardship. |
| Regulatory Services Land Clearing Total | | 3,774.29 | .00 | .00 | 438.90 | 611.12 | 2,724.27 | 3% Made up of 3 out of 7 debtors, with one account totalling \$1,725.35. |
| City Property Facilities Total | | 88,649.72 | 1,230.15 | 16,262.34 | 24,963.99 | 5,117.48 | 41,075.76 | 42% Made up of 5 out of 13 debtors. One account totalling \$33,776.66 relates to Edwardstown Memorial Sports & Community Club, this account is currently being worked through, another account totalling \$2,963.33 is on a payment plan. |
| Civil Services Private Works Total | | 44,228.50 | 15,430.00 | 7,960.00 | 1,267.50 | .00 | 19,571.00 | 20% Made up of 12 out of 29 debtors in this category, with three of these totalling \$2,444.00 relating to works not commenced, awaiting payment, one of the remaining accounts totals \$3,190.00. Six accounts totalling \$9,447.00 are on payment plans, payments of \$180.00 have subsequently been received in May. |
| Swim Centre Debtors Total | | 14,510.75 | 8,986.95 | 1,053.00 | 2,749.70 | 42.50 | 1,678.60 | 2% Made up of 4 out of 22 debtors. One account totalling \$560.00 has subsequently been settled in May. |
| Grants & Subsidies Total | | 173,727.25 | 173,727.25 | .00 | .00 | .00 | .00 | 0% |
| Environmental Health Inspections Total | | 13,225.30 | 2,311.80 | .00 | 1,850.80 | 484.00 | 8,578.70 | 9% Made up of 49 out of 78 debtors, with none individually significant. One accounts totalling \$250.80 was subsequently been settled in May. |
| Regulatory Services Other Total | | 27,933.50 | 3,998.50 | .00 | 2,178.00 | .00 | 21,757.00 | 22% Made up of 94 out of 119 debtors in this category, with none individually significant. Two accounts totalling \$386.50 have subsequently been settled in May. |
| Living Kaurna Cultural Centre Total | | 9,621.50 | 3,807.00 | 5,699.50 | 115.00 | .00 | .00 | 0% |
| Local Government Total | | 1,853.83 | 828.56 | .00 | .00 | 1,025.27 | .00 | 0% |
| Marion Cultural Centre Total | | 876.00 | .00 | 90.00 | 66.00 | 180.00 | 540.00 | 1% Made up of 1 out of 3 debtors in this category. This invoice relates to a hire that has not yet occurred for which Covid-19 impacts will be assessed closer to the date of hire. |
| Total | | 392,940.78 | 217,135.27 | 35,547.02 | 33,909.89 | 7,491.04 | 98,857.56 | |
| Total Aging Profile | | | 55% | 9% | 9% | 2% | 25% | |

| Category | Description |
|-----------------------------------|--|
| Employees | Anything that relates to CoM employees. |
| General | Anything that does not fit into one of the below categories. |
| Neighbourhood Centres | For hire of rooms in Neighbourhood Centres, etc. - usually charged out at an hourly rate. Also includes cultural workshops and tours. |
| Regulatory Services Land Clearing | When council has had to clear land due to non-compliance of owner. |
| Sporting Clubs & Other Leases | Rent, electricity, water, maintenance, etc. charged out to lessees. |
| Civil Services Private Works | Repairs or modifications to infrastructure (footpaths, kerbs, driveway inverts). Can be at resident request. |
| Swim Centre Debtors | Outdoor Swimming Centre - used for lane hire, school visits, etc. |
| Grants & Subsidies | Government grants and subsidies. |
| Environmental Health Inspections | Food inspection fees. |
| Regulatory Services Other | Vehicle Impoundment fees and other regulatory services. |
| Supplier Refunds | Where a supplier owes the City of Marion funds. This category is used to keep track to ensure we have received payment for credits. |
| Development Services | Includes contribution from residents and/or developers for the removal and/or replacement of Council Street Trees and significant trees. |
| Living Kaurna Cultural Centre | Relates to programs run through the UKCC. |
| Environmental Health Testing | Environmental testing fees. |
| Local Government | Transactions with other Local Government corporations. |
| Communications | Anything related to communications. |
| Economic Development | Events, etc. relating to economic development within the City of Marion. |
| Marion Cultural Centre | Hiring of the Marion Cultural Centre. |

*any category that does not have any outstanding invoices will not be displayed.

Rates Report - Collection of Rates to 30 April 2020

ANALYSIS OF OUTSTANDING RATES AS AT 30 APRIL 2020

| | <u>Note</u> | | % of Total Annual Rates |
|---------------------------------------|-------------|----------------------|------------------------------------|
| CURRENT | 1 | \$ 14,049,380 | 17.7% |
| OVERDUE | 2 | \$ 1,495,529 | 1.9% |
| ARREARS | 3 | \$ 1,148,847 | 1.4% |
| INTEREST | 4 | \$ 86,286 | 0.1% |
| POSTPONED | 5 | \$ 190,809 | 0.2% |
| LEGALS | 6 | \$ 41,464 | 0.1% |
| | | \$ 17,012,315 | 21.5% |
| TOTAL ANNUAL RATES FOR 2019/20 | | \$ 79,264,817 | |

Note 1: Current

Current rates represent the total amount of rates levied in the current financial year that are not yet due for payment. For example at 1st January this represents Quarter 3 & Quarter 4 rates unpaid.

Note 2: Overdue

Overdue rates represent rates levied in the current financial year that remain unpaid past their due payment date. For example on 1st January, this represents rates from Quarter 1 and Quarter 2 that remain unpaid.

Note 3: Arrears

Rates in arrears represent rates and charges levied in previous financial years that remain unpaid .

Note 4: Interest

Interest represent the fines and interest applied to overdue rates and rates in arrears.

Note 5: Postponed

Postponed rates represent any rates amount due by seniors that have been granted a deferral, until the eventual sale of their property, as allowable under the Local Government Act. Interest is charged on these deferred rates and is recoverable when the property is sold.

Note 6: Legals

Legals represent any legal fees, court costs that have been incurred by Council in the collection of rates in the current financial year. These amounts represent costs that have been on-charged to the defaulting ratepayers and are currently outstanding.

WORKSHOP / PRESENTATION ITEMS - Nil

MOTIONS WITH NOTICE

Drug ARM Warradale

Elected Member Councillor Bruce Hull

Report Reference: GC200526M01

Motion:

That Council write to the Premier to seek an explanation as to why Drug Arm in Warradale has been closed and advise where and how the many clients in need of such services within our city can now obtain the broad assistance and counselling that is needed, particularly for our young people.

Supporting Information:

Drug ARM (awareness, rehabilitation, management) is a non-for-profit organisation that works with individuals and families who are impacted by drug and alcohol dependence in the local community. Not only does this service offer FREE counselling to people coping with debilitating substance abuse, the significant others of people who are dependent on drugs and/or alcohol can also receive counselling. The Warradale office offered a clean needle program, where users can dispose of dirty needles and receive support around harm reduction. Drug ARM counsellors are **all** volunteers who spend their free time to help those in need. There is no other service like it.

Recently the Adelaide Primary Health Network has decided to cut all funding to Drug ARM offices located in Hillbank and Warradale South Australia, this has led to their permanent closure. Hundreds of people who are suffering will now have zero support, the community will be shattered from this. It is important to understand the impact this will have on current problematic drug users AND those who are at risk of becoming dependent. The reality of this movement to close these services will show people being left to fight their battles on their own. But don't only think about them, think about the community and how you want it to be perceived by young people growing up through this time. Drug education, harm minimisation and unconditional support is what the community needs to heal these particular wounds.

With the current climate COVID-19 has placed on the world, everybody is struggling. Research polls have already discovered the increase in alcohol consumption in Australian homes with 70% of Aussies stating they are now drinking more than they did before the outbreak. Not only will alcohol and drug misuse increase, suicide and mental illness incidence will too.

Response Received From: Manager Community Connections - Liz Byrne

Corporate Manager Manager Community Connections - Liz Byrne

General Manager General Manager City Services - Tony Lines

Staff Comments:

Administration was advised verbally about the DrugARM closure due to our connection with this organisation through the Community Forum. A copy of correspondence was taken from their website (refer Attachment 1) and cites the conclusion of a funding contract as the reason for closure.



The last day of operation at Warradale and Hillbank was on 8 May 2020. The Warradale office was located at 249 Diagonal Road, Warradale.

DrugARM's head office in Queensland made a quick decision to close both metro offices of DrugARM a couple of weeks prior to the last date of operation.

The APHN (Adelaide Public Health Network) is a not-for-profit organisation established and funded by the Federal Government. <https://adelaidephn.com.au/about/our-organisation/overview/>

DrugARM is a unique service which supported people with a drug dependency. There was a clean needle program and counsellors who were there ready to talk with people. They had a volunteer base. The South Australian Network of Drug and Alcohol Services (SANDAS) and Drug and Alcohol Services SA (DASSA) both rallied to try to stop the closing.

The closest Drug and Alcohol counselling service would be **Life without Barriers** <https://www.lwb.org.au/services/alcohol-and-other-drug-counselling/> or **Family Drug Support** <https://www.fds.org.au/> however the latter only supports family members of people with drug or alcohol dependency, not the individuals themselves.

Administration has informed the Community Safety team about the closure of this service and the potential increased need for safe disposal of sharps in the area.

Should Council support this Motion then a letter will be drafted to the Premier.

ATTACHMENTS:

| # | Attachment | Type |
|---|---|----------|
| 1 | Service-Closure-Notification-Hillbank-Warradale | PDF File |

drug.ARM**Drug ARM – National Office**

ABN: 64 102 943 304

Level 1, 493A Ipswich Rd

Annerley QLD 4103

E info@drugarm.com.au

P 07 3620 8880

28 April, 2020

To our valued partners,

Drug ARM would like to advise that due to the end of a funding contract, our Community and Family Support Service in Hillbank and Warradale will be closing from the 8th May 2020.

Sadly, this will represent complete closure of Drug ARM's Adelaide operations, including our longstanding Clean Needle Program operating from the Warradale office.

Drug ARM staff and volunteers have been providing a specialist alcohol and other drug services in the Adelaide area for 15 years. We are incredibly grateful for the support of the community and our colleagues in the sector over this time.

Many professionals had their start in Drug ARM's internship programs, and went on to other successful careers in the sector, including many with Drug ARM itself. All have made incredible contributions to help individuals and families achieve positive transformations, and to improve the health and wellbeing of the community.

Please note that no further referrals will be accepted for our Hillbank and Warradale based services. Our Victor Harbor and Kangaroo Island offices are unaffected by this matter and remain open as normal and are accepting referrals.

We would like to sincerely thank all of our past and present staff, volunteers and importantly you as partners who have worked alongside our Adelaide operations for so many valued years.

Kind regards



Jody Wright
Executive Director

Cover Report - Confidential - Rescission Motion - Disclosure Incident

| | |
|----------------------------|---|
| Originating Officer | Manager Corporate Governance - Kate McKenzie |
| Corporate Manager | Manager Corporate Governance - Kate McKenzie |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526M02 |

RECOMMENDATION

That pursuant to Section 90(2) and (3)(h) and (g) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Akos Szonyi, Kate McKenzie and Jaimie Thwaites, be excluded from the meeting as the Council receives and considers information relating to the Confidential - Rescission Motion - Disclosure Incident, 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 information relates to legal advice and a matter currently under a confidential order.

Confidential - Rescission Motion - Disclosure Incident

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(h): legal advice.

Local Government Act (SA) 1999 S 90 (2) 3(g) : matters that must be considered in confidence in order to ensure that the council does not breach any law, order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty.

QUESTIONS WITH NOTICE - Nil**MOTIONS WITHOUT NOTICE****QUESTIONS WITHOUT NOTICE****CONFIDENTIAL ITEMS****Cover Report - Disclosure Incident**

| | |
|----------------------------|---|
| Originating Officer | Manager Customer Experience - Karen Cocks |
| Corporate Manager | N/A |
| General Manager | General Manager Corporate Services - Sorana Dinmore |
| Report Reference | GC200526F01 |

RECOMMENDATION

That pursuant to Section 90(2) and (3)(h) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Akos Szonyi, Kate McKenzie, Craig Clarke and Jaimie Thwaites, be excluded from the meeting as the Council receives and considers information relating to the item - *Disclosure Incident*, 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 information relates to legal advice.

Disclosure Incident

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(h): legal advice.

OTHER BUSINESS

Deputation - Drug ARM Warradale

| | |
|----------------------------|---|
| Originating Officer | Elected Member Support Officer - Tom Matthews |
| Corporate Manager | Manager Corporate Governance - Kate McKenzie |
| General Manager | General Manager City Services - Tony Lines |
| Report Reference: | GC200526D02 |

SPEAKER:

Deb Lee

ORGANISATION:

CEO - AHPN

COMMENTS:

Deb Lee - CEO of AHPN has requested to make a deputation regarding Drug ARM Warradale.

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.