His Worship the Mayor
Councillors
CITY OF MARION

NOTICE OF GENERAL COUNCIL MEETING

Tuesday, 23 June 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

CITY OF MARION

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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 9 June 2020

Originating Officer Governance Officer - Angela Porter

Corporate Manager Manager Corporate Governance - Kate McKenzie

Report Reference: GC200623R01

RECOMMENDATION:

That the minutes of the General Council Meeting held on 9 June 2020 be taken as read and confirmed.

ATTACHMENTS:

#	Attachment	Type
1	GC200609 - Final Minutes	PDF File

MINUTES OF THE GC200609 - GENERAL COUNCIL MEETING

Tuesday, 09 June 2020 at 6:30 PM

Held in Virtual Meeting Room - Zoom

Present (via electronic means):

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

In Attendance (via electronic means):

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
Unit Manager Governance and Council Support – Jaimie Thwaites

OPEN MEETING

The Mayor opened the meeting at 6:32pm

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 audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

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

Nil declarations were made.

CONFIRMATION OF MINUTES

Confirmation of the minutes for the General Council Meeting held on 26 May 2020 Report

Reference: GC200609R01

Moved Councillor – Matthew Shilling, Seconded Councillor – Luke Hutchinson

That

1. The minutes of the General Council Meeting held on 26 May 2020 be taken as read and confirmed.

Carried Unanimously

ADJOURNED ITEMS - Nil

DEPUTATIONS

Deputation Request - Abraham Palakat (Request Denied)

Report Reference: GC200609D01

Council noted that Mr Abraham Palakat requested to make a deputation to Council in relation to the Development Application for the proposed Petrol Station at 373 Diagonal Road, Oaklands Park. The request was denied on the grounds Council is not the decision-making body in relation to the development application.

PETITIONS

Petition - Petrol Station at 373 Diagonal Road, Sturt (Development Application No: 200/2020/0568)

Report Reference: GC200609P01

Councillor - Matthew Shilling declared a perceived conflict of interest in the matter as he is the deputy member for the Council Assessment Panel. He declared that he would remain in the meeting for the item.

Moved Councillor – Raelene Telfer, Seconded Councillor – Bruce Hull

That:

1. Council Notes the petition and comments provided by Administration.

2. The head petitioner be advised that Council has noted the petition and that the development application, pursuant to Council's Development Delegations Policy, will be delegated to the Council Assessment Panel (CAP) for consideration and decision, and, all valid representors will be invited to attend the Panel at the relevant meeting.

3. If any additional petitions are received relating to the matter (Development Application No: 200/2020/0568), then the relevant head petitioner will be advised that the application will considered by the CAP and all valid representors will be invited to attend the relevant Panel meeting.

Amendment:

Moved Councillor – Ian Crossland, Seconded Councillor – Nathan Prior

That:

1. Council Notes the petition and comments provided by Administration.

2. The head petitioner be advised that Council has noted the petition and that the development application, pursuant to Council's Development Delegations Policy, will be delegated to the Council Assessment Panel (CAP) for consideration and decision, and, all valid representors will be invited to attend the Panel at the relevant meeting.

3. If any additional petitions are received relating to the matter (Development Application No: 200/2020/0568), then the relevant head petitioner will be advised that the application will considered by the CAP and all valid representors will be invited to attend the relevant Panel meeting.

4. Council communicate to the residents of Sturt and Seacombe Gardens the appropriate process for development applications (including category 2 and category 3 explanations for the Development Application No: 200/2020/0568).

The amendment to become the motion was **Carried**
(Councillor – Matthew Shilling voted in favour)

The motion as amended was **Carried**
(Councillor – Matthew Shilling voted in favour)

COMMITTEE RECOMMENDATIONS

Confirmation of Minutes of the Finance and Audit Committee Meeting held on 19 May 2020

Report Reference: GC200609R02

Moved Councillor – Matthew Shilling, Seconded Councillor – Ian Crossland

That Council:

1. Receives and notes the minutes of the Finance and Audit Committee meeting held on 19 May 2020.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Finance and Audit Committee.

Carried Unanimously

Confirmation of Minutes of the Infrastructure & Strategy Committee Meeting held on 2 June 2020

Report Reference: GC200609R03

Moved Councillor – Matthew Shilling, Seconded Councillor – Sasha Mason

That Council:

1. Receives and notes the minutes of the Infrastructure & Strategy Committee meeting held on 2 June 2020.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Infrastructure & Strategy Committee.

Carried Unanimously

CORPORATE REPORTS FOR DECISION

Draft Annual Business Plan 2020/21 and Draft Long Term Financial Plan Report Reference: GC200609R04

Moved Councillor – Jason Veliskou, Seconded Councillor – Raelene Telfer that formal meeting proceedings be suspended to enable discussion on the item.

7.13pm formal meeting proceedings were suspended

7.21pm Councillor – Nathan Prior left the meeting
7.22pm Councillor – Nathan Prior re-entered the meeting

7.37pm formal meeting proceeding were resumed

Moved Councillor – Bruce Hull, Seconded Councillor – Maggie Duncan

That:

1. The Draft Annual Business Plan 2020-21 and Draft Long Term Financial Plan (Attachment 1) be prepared for final consideration at the 23 June 2020 General Council Meeting with variations as approved by Council on the basis of:

    - Average Rate increase of 0%
    - Minimum Rate of $1,059
    - Capping set at 12% with a $20 minimum and $200 maximum
    - Differential Rate by land use:
        - Commercial 85%
        - Industrial 70%
        - Vacant Land 100%

2. The Draft Fees & Charges Schedule for 2020-21 (Attachment 2) be endorsed by Council, subject to the Fees & Charges policy being finalised in light of the final decisions to be made by Council as part of the ABP process.

3. The Grants Program for 2020-21 (Attachment 3) be endorsed by Council.

4. Council notes the feedback received from the Public consultation period held from 30 April to 20 May 2020. Any variations to the plan made by Council as a result of public consultation feedback will be referred to the 23 June 2020 General Council meeting for final adoption in the plan.

5. Council notes the inclusion of the corporate Key Performance Indicator (KPI) around Carbon Neutrality and other general amendments made to the plan as outlined in the report.

AMENDMENT:

Moved Councillor – Raelene Telfer, Seconded Councillor – Jason Veliskou

That:

1. The Draft Annual Business Plan 2020-21 and Draft Long Term Financial Plan (Attachment 1) be prepared for final consideration at the 23 June 2020 General Council Meeting with variations as approved by Council on the basis of:

    - Average Rate increase of 0% in quarter 1, 0% in quarter 2, 1.6% in quarter 3 and 1.6% in quarter 4
    - Minimum Rate of $1,059
    - Capping set at 12% with a $20 minimum and $200 maximum
    - Differential Rate by land use:
        - Commercial 85%
        - Industrial 70%
        - Vacant Land 100%

2. The Draft Fees & Charges Schedule for 2020-21 (Attachment 2) be endorsed by Council, subject to the Fees & Charges policy being finalised in light of the final decisions to be made by Council as part of the ABP process.

3. The Grants Program for 2020-21 (Attachment 3) be endorsed by Council.

4. Council notes the feedback received from the Public consultation period held from 30 April to 20 May 2020. Any variations to the plan made by Council as a result of public consultation feedback will be referred to the 23 June 2020 General Council meeting for final adoption in the plan.

5. Council notes the inclusion of the corporate Key Performance Indicator (KPI) around Carbon Neutrality and other general amendments made to the plan as outlined in the report.

The amendment to become the motion was **Lost**
The original motion was **Carried**

Councillor - Matthew Shilling called for a division
The Mayor declared the vote set aside

Those For: Councillors – Luke Hutchinson, Ian Crossland, Tim Gard, Matthew Shilling, Nathan Prior, Maggie Duncan, Raelene Telfer, Bruce Hull, Kendra Clancy, Sasha Mason, Jason Veliskou and Joseph Masika
Those Against: none

Carried Unanimously

Final Privacy Policy

Report Reference: GC200609R05

Moved Councillor – Ian Crossland, Seconded Councillor – Tim Gard

That Council:

1. Defers the item until the July 2020 General Council meeting to enable the procedure to be presented with the item.

Carried Unanimously

Proposed Biennial Service Review Program 20/21 and 21/22 Report

Reference: GC200609R06

Moved Councillor – Maggie Duncan, Seconded Councillor – Matthew Shilling

That Council:

1. Endorses the proposed Biennial Service Review Program and draft Service Review Program (FY2020/21) as provided in appendix 1.

Carried Unanimously

Living Kaurna Cultural Centre Management Model - Status Update

Report Reference: GC200609R07

7.56pm Councillor – Sasha Mason left the meeting
8.01pm Councillor – Sasha Mason re-entered the meeting
8.01pm Councillor – Luke Hutchinson left the meeting
8.03pm Councillor – Luke Hutchinson re-entered the meeting

Moved Councillor – Raelene Telfer, Seconded Councillor – Jason Veliskou

That:

1. Council Notes the report.

2. A rescission motion be tabled at the 23 June 2020 General Council meeting to rescind the following resolution of 28 January 2020 (GC200128R07):

   If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.

And makes a recommendation that:

1. Council extends the due date for Kaurna's submission of a proposal for management of the LKCC by 3 months to 31 August 2020, as requested in KYAC's letter of 29 May 2020.

2. Suspends further development of a Kaurna management model, including Warriparinga Development Group meetings, until such a proposal is received.

3. If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.

4. Notes that any successful EOI must include an ongoing partnership with the Kaurna people at the LKCC.

Carried

Councillor - Ian Crossland called for a division
The Mayor declared the vote set aside

Those For: Councillors – Luke Hutchinson, Ian Crossland, Tim Gard, Matthew Shilling, Nathan Prior, Maggie Duncan, Raelene Telfer, Kendra Clancy, Sasha Mason, Jason Veliskou and Joseph Masika
Those Against: Councillor – Bruce Hull

Carried

Revitalisation of the Edwardstown Employment Precinct - Update and Next Steps Report

Reference: GC200609R08

8.22pm Councillor – Matthew Shilling left the meeting

Moved Councillor – Jason Veliskou, Seconded Councillor – Sasha Mason

That Council:

1. Notes the achievements and recommendations of the 2019/20 Action Plan (Attachment 1).

2. Notes the Urban Design Framework and Economic Activation recommendations by independent consultants (Attachments 2 and 3).

3. Endorses the following actions and resources:
   - Resource a Level 6 Project Coordinator at 0.8 FTE for 4 months costing up to $27,000 to maintain existing renewal program including business engagement, greening project, grant submissions.

4. Refers the item to a Woodlands Ward Briefing and the Urban Planning Committee for further discussion.

Carried Unanimously

8.31pm Councillor – Matthew Shilling re-entered the meeting

Rescission Motion - De Laine Avenue, Edwardstown - Driveway Link Report

Reference: GC200609R09

Moved Councillor – Joseph Masika, Seconded Councillor – Sasha Mason

That Council:

1. Rescinds the following decision from its meeting on 26 November 2019:

   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).*

That Council:

1. Retains the Driveway Link in De Laine Avenue, Edwardstown.

2. Endorses the following Driveway Link improvements:

   a. Remove existing trees within the Link as they are considered non-frangible.
   b. Increase the length of the Driveway Link.
   c. Replace the existing pavers through the Link with contrasting coloured bitumen.
   d. Increase landscaping areas to further define the Link.
   e. Install appropriate signage to delineate the Link.

3. Reduces the 2020/21 budget allocation for the De Laine Avenue, Edwardstown Driveway Link from $47,000 (cost of removal) to $25,000 (cost of compliance improvements and replacement of pavers with coloured bitumen).

Carried

Councillor - Bruce Hull called for a division
The Mayor declared the vote set aside

Those For: Councillors - Tim Gard, Matthew Shilling, Nathan Prior, Maggie Duncan, Raelene Telfer, Kendra Clancy, Sasha Mason, Jason Veliskou and Joseph Masika
Those Against: Councillors – Bruce Hull, Luke Hutchinson and Ian Crossland

Carried

CORPORATE REPORTS FOR INFORMATION/NOTING

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan that the following items be moved en bloc:

- Corporate Risk Quarterly Report (Report Reference: GC200609R10)
- Questions Taken on Notice Register (Report Reference: GC200609R12)

Carried Unanimously

Corporate Risk Quarterly Report

Report Reference: GC200609R10

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan

That Council:

1. Notes the report including the mitigation strategies for high rated risks.

Carried Unanimously

Questions Taken on Notice Register

Report Reference: GC200609R12

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan

That Council:

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

Carried Unanimously

Ceasing Southern Adelaide Economic Development Board

Report Reference: GC200609R11

8.45pm Councillor – Maggie Duncan left the meeting
8.45pm Councillor – Ian Crossland left the meeting
8.46pm Councillor – Ian Crossland re-entered the meeting
8.46pm Councillor – Maggie Duncan re-entered the meeting

Moved Councillor – Bruce Hull, Seconded Councillor – Nathan Prior

That Council:

1. Notes the report 'Ceasing Southern Adelaide Economic Development Board'.

Carried Unanimously

WORKSHOP / PRESENTATION ITEMS - Nil

MOTIONS WITH NOTICE - Nil

QUESTIONS WITH NOTICE

Hardship Policy Applications

Elected Member: Councillor Jason Veliskou

Report Reference: GC200609Q01

Questions:

1. How many residential ratepayers have applied for and received hardship extensions/deferrals under our hardship policy, and what percentage are they of the total number of residential ratepayers?

2. How many non-residential ratepayers have applied for and received hardship extensions/deferrals under our hardship policy, and what percentage are they of the total number of non-residential ratepayers?

Supporting Information:
Nil.

Response Received From:
Manager Finance - Ray Barnwell

Staff Comments:

How many residential ratepayers have applied for and received hardship extensions/deferrals under our hardship policy, and what percentage are they of the total number of residential ratepayers?

As at 4 June 2020 - 200 out of 41,298 residential ratepayers have applied for and been supported with rate extensions under our hardship policy.

This represents 0.48% of our total residential ratepayers.

How many non-residential ratepayers have applied for and received hardship extensions/deferrals under our hardship policy, and what percentage are they of the total number of non-residential ratepayers?

As at 4 June 2020 - 212 out of 2,656 non-residential ratepayers have applied for and been supported with rate extensions under our hardship policy.

This represents 7.98% of our total non-residential ratepayers.

It should be noted that of the 212 non-residential ratepayers noted above, 150 of these relate to two individual applicants who have multiple tenancies. These have been granted a 30 day extension and have agreed they will be in a position to pay in full by the end of this financial year.

MOTIONS WITHOUT NOTICE - Nil

QUESTIONS WITHOUT NOTICE - Nil

CONFIDENTIAL ITEMS

Cats (Confinement) Variation By-law Legislative Review Committee

Report Reference: GC200609F01

Moved Councillor - Shilling, Seconded Councillor - Veliskou

That:

1. 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, Ray Barnwell, Ilia Houridis, Tony Lines, Sorana Dinmore, Kate McKenzie, Jaimie Thwaites, Warwick Deller-Coombs, Luke Manuel, Sharon Perin and Craig Clarke, be excluded from the meeting as the Council receives and considers information relating to the *Cats (Confinement) Variation By-law Legislative Review Committee*, 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.

Carried Unanimously

8.48pm meeting went into confidence

8.48pm Councillor – Luke Hutchinson left the meeting and did not return
8.55pm Councillor – Joseph Masika left the meeting
9.02pm Councillor – Joseph Masika re-entered the meeting

Moved Councillor – Raelene Telfer, Seconded Councillor – Bruce Hull

That Council:

1. Receives and notes this report, including the attached legal advice.

2. Endorses Administration to write to the Legislative Review Committee reaffirming Council's position that the By-law should be progressed in its current form.

Carried

Councillor - Matthew Shilling called for a division
The Mayor declared the vote set aside

Those For: Councillors – Raelene Telfer, Ian Crossland, Sasha Mason, Kendra Clancy, Nathan Prior, Bruce Hull, Joseph Masika, Jason Veliskou and Tim Gard
Those Against: Councillors – Matthew Shilling and Maggie Duncan

Carried

Moved Councillor – Ian Crossland, Seconded Councillor – Raelene Telfer

That Council:

1. In accordance with Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that this report, *Cats (Confinement) Variation By-law Legislative Review Committee, and* any associated appendices arising from this report having been considered in confidence under Section 90(2) and (3)(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.

Carried Unanimously

9.12pm meeting came out of confidence

City Wide Attraction - Glenthorne National Park

Report Reference: GC200609F02

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan

That

1. Pursuant to Section 90(2) and (3)(d) (i) and (ii) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Ilia Houridis, Tony Lines, Sorana Dinmore, Kate McKenzie, Jaimie Thwaites, Rebecca Deans, Greg Salmon, Renee Pitcher and Craig Clarke, be excluded from the meeting as the Council receives and considers information relating to the *City Wide Attraction - Glenthorne National Park*, 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 commercial information of a confidential nature and the disclosure of which would be contrary to the public interest.

Carried

9.24pm meeting went into confidence

MEETING EXTENSION

Moved Councillor – Matthew Shilling, Seconded Councillor - Nathan Prior that the meeting be extended until the conclusion of the item '*City Wide Attraction - Glenthorne National Park*' (Report Reference: GC200609F02).

Carried Unanimously

9.30pm meeting extended

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan

That Council:

1. Endorses a partnership with State Government to construct a City Wide Attraction playground at Glenthorne National Park.

2. Endorses investment via grant of $2.0 million towards the construction of the City Wide Attraction, subject to a funding deed being approved by Council and the Minister for Environment and Water which sets out responsibilities for design, tender, build and maintenance.

3. Notes a commitment from the State Government towards the Nature Play Area (Glenthorne Hub) and immediate surrounding facilities.

Carried Unanimously

Moved Councillor – Ian Crossland, Seconded Councillor – Maggie Duncan

That Council:

1. In accordance with Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that this report, *City Wide Attraction - Glenthorne Park,* and any associated appendices arising from this report having been considered in confidence under Section 90(2) and (3)(d) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential until permission is granted by the Minister for Environment and Water to release. This confidentiality order will be reviewed at the General Council Meeting in December 2020.

2. Notwithstanding the confidentiality order of the Council, as resolved with this report, the Council authorises the Mayor and/or CEO to provide information and/or make statements in the public realm where they consider it necessary.

Carried

9.41pm meeting came out of confidence

OTHER BUSINESS - Nil

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 9.41pm

CONFIRMED THIS 23RD DAY OF JULY 2020

.....
CHAIRPERSON

CITY OF MARION

COMMUNICATIONS

Mayoral Communication Report

Date of Council Meeting 23 June 2020

Name of Elected Member Mayor - Kris Hanna

Report Reference GC200623R02

Details

Date	Event	Comments
20/05/2020	Meeting with Vietnam Veterans Federation and Marion RSL regarding works	
22/05/2020	Meeting with Jessica Musson, young citizen of the year	
26/05/2020	Zoom meeting with His Excellency the Governor to discuss Council response to COVID19	
27/05/2020	Zoom meeting with Amanda Rishworth and David Speirs	
28/05/2020	COASTFM radio segment	
06/06/2020	On-site meeting of 'Say no to the Servo' resident group	Attended, gave speech
10/06/2020	Meeting with Say No to the Servo leader	
15/06/2020	Glenelg Rebels Softball Club AMG	Attended via Zoom

CITY OF MARION

CEO and Executive Communications Report

Date of Council Meeting 23 June 2020

Report Reference GC200623R03

Details

Date	Activity	Attended By
25 May 2020	Meeting, KPMG, IT solutions/financial transformation	Sorana Dinmore
25 May 2020	Meeting | Adrian Skull and Chris Menz, CEO Renewal SA	Adrian Skull
26 May 2020	Meeting, Harbour Software, IT solutions	Sorana Dinmore
26 May 2020	Meeting with His Excellency the Governor and Mayor Kris Hanna	Adrian Skull
28 May 2020	Seminar, Minter Ellison COVID19 – implications for public law	Sorana Dinmore
28 May 2020	Meeting | SRWRA	Sorana Dinmore
28 May 2020	Meeting | Adrian Skull and Jayne Stinson MP	Adrian Skull
28 May 2020	Meeting | Update with DPTI Planning Reform Team	Ilia Houridis
29 May 2020	Meeting | Adrian Skull and Mat Kesting re AFF in Marion	Adrian Skull
29 May 2020	Meeting | Cities of Charles Sturt and Port Adelaide Enfield, ITT collaborations	Sorana Dinmore
1 June 2020	Meeting | SRWRA Board	Sorana Dinmore
2 June 2020	Meeting | Adelaide Benevolent Society	Ilia Houridis
2 June 2020	Meeting | Adrian Skull, Tony Lines, Geoff Smith, Housing Renewal Australia and Matt Clemow re Oaklands Park	Adrian Skull Tony Lines
3 June 2020	Meeting | Marion Historic Village Museum Volunteers	Tony Lines
4 June 2020	Seminar | Public Sector Network, Digital Government	Sorana Dinmore
4 June 2020	Meeting | Cross Council Initiatives CEO meeting with City of Marion, City of Port Adelaide Enfield and City of Charles Sturt	Adrian Skull
4 June 2020	Webinar | LGPA Planning for Economic Recovery	Ilia Houridis

5 June 2020	Meeting | Adrian Skull & Lisa Teburea re CEO Advisory Group Workshop	Adrian Skull
5 June 2020	Western Adelaide Consultative Group (WACG)	Adrian Skull
11 June 2020	Meeting | Update with DPTI Planning Reform Team	Ilia Houridis
11 June 2020	Meeting | headspace Marion re Potential Sites in City of Marion	Ilia Houridis
12 June 2020	Meeting | Adrian Skull and Tony Kernahan (The Cove Football Club)	Adrian Skull
12 June 2020	Workshop | Greening Marion by Natural Resources Adelaide & Mt Lofty Ranges	Tony Lines
16 June 2020	Meeting | Green Industries re Coastal Walkway	Ilia Houridis
17 June 2020	Meeting | Marion Historic Village Museum Volunteers	Tony Lines
18 June 2020	Meeting | Tonsley Project Control Group	Ilia Houridis Tony Lines
19 June 2020	Meeting | Adrian Skull and Minister Corey Wingard	Adrian Skull
22 June 2020	Meeting | RSPCA Paul Stevenson & Tim Charles	Adrian Skull Ilia Houridis

CITY OF MARION

ELECTED MEMBER VERBAL COMMUNICATIONS

Elected Member Verbal Communications Report

Originating Officer	Governance Officer - Angela Porter
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R04

REPORT OBJECTIVE

The purpose of this report is to give Elected Members the opportunity to provide an update or comment on any events they may have recently attended.

In accordance with the *Code of Practice - Procedures at Council Meeting 2017/18* an Elected Member has the right to speak for up to two minutes in the second meeting of Council every second month from February (with the exception of caretaker period).

RECOMMENDATION

That Council:

1. **Notes the verbal communications provided by Elected Members during this period.**

ADJOURNED ITEMS - Nil

DEPUTATIONS

Deputation - Coastal Walkway

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:	GC200623D01

SPEAKER:

Susan Craig

ORGANISATION:

Resident

COMMENTS:

Susan Craig has requested to make a deputation regarding the Heron Way to Field River section of the Coastal Walkway.

PETITIONS - Nil

COMMITTEE RECOMMENDATIONS - Nil

CORPORATE REPORTS FOR DECISION

RSL Carpark and Drainage Upgrades - Amendment of Decision

Originating Officer	Chief Executive Officer - Adrian Skull
Corporate Manager	Manager City Property - Thuyen Vi-Alternetti
General Manager	Chief Executive Officer - Adrian Skull
Report Reference	GC200623R05

REPORT OBJECTIVE

The purpose of this report is to amend a previous Council decision regarding RSL Carpark and Drainage Upgrades (GC190312R04).

EXECUTIVE SUMMARY

Pursuant to regulation 21 of the Local Government (Procedures at Meetings) Regulations 2013, the CEO may submit a report to the Council recommending the revocation or amendment of a resolution of Council passed since the last general election of the Council.

At the General Council meeting held on 12 March 2019 (GC190312R04), Council resolved the for the RSL Car Park and Drainage Upgrades to be considered as part of the City Property Strategic Asset Management Plan. It is recommended that this decision be amended to enable the works to occur in 2020/21.

The project has been included in the Draft Annual Business Plan for 2020/21 which was endorsed at the 28 April 2020 General Council meeting (GC200428R11) and is included in the draft 2020/21 budget.

RECOMMENDATION

1. **That Council amend the resolution made on 12 March 2019:**

    1.1. ***Endorses that this upgrade comes into the City Property Strategic Asset Management Plan***

to the following:

That Council:

1. **Endorses the RSL Carpark and Drainage works (31-39 Norfolk Road, Marion) be undertaken in 2020/21.**

2. **Notes that the funding of $700,000 for the Marion RSL Carpark and Drainage upgrade was endorsed as a 'new initiative' in the draft Annual Business Plan for 2020/21 at the 28 April 2020 General Council meeting (GC200428R11).**

DISCUSSION

At the 24 July 2018 General Council meeting council endorsed entering into a 21 year lease with the Marion
RSL (GC180724R05) for the site located at 31-39 Norfolk Road, Marion.

In accordance with the terms of the lease, the lessee (the Marion RSL) requested Council to upgrade the
car parking facilities, in order to rectify car parking and stormwater drainage issues.

At the General Council meeting held on 12 March 2019, Council considered the report 'RSL Car Park and Drainage Upgrades' (GC190312R04) resolved the following:

That Council:

1. *Notes this report.*

2. *Notes the immediate works to be undertaken to be funded within the existing 2018/19 budget.*

3. *Endorses that this upgrade comes into the City Property Strategic Asset Management Plan*

4. *Continues to seek environmental solutions such as watering grass, water storage, detention tanks and pervious paving to mitigate against the cost of this car park and drainage upgrade.*

At the time, the scale of priority for this type of upgrade at the site rated low and hence it was advised that the work be reviewed in line with the City Property Strategic Asset Management Plan review.

Further reviews of the site have since occurred and it is now recommended that the works are required prior to the to the completion of the City Property Strategic Asset Management Plan. The proposed scope of works will:

- Formalise the carpark area
- Provide for safe drop off zones
- Provide for adequate disabled car parking
- Improve the overall drainage at the site to reduce the risk of flooding.

Funding for the Marion RSL Carpark and Drainage upgrade was endorsed as a 'new initiative' in the draft Annual Business Plan for 2020/21 at the 28 April 2020 General Council meeting (GC200428R11). The funding has been included in the 2020/21 draft budget due to be considered and adopted at the same meeting (23 June 2020).

CITY OF MARION

Annual Business Plan 2020-21 and Long Term Financial Plan

Originating Officer	Unit Manager Statutory Finance and Payroll - Andrew Doyle
Corporate Manager	Manager Finance - Ray Barnwell
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200623R06

REPORT OBJECTIVE

The objective of this report is to seek approval for Council's Financial Governance Policies (Attachment 3) and Council's final consideration and adoption of the Annual Business Plan 2020-21 (Attachment 1) and Long Term Financial Plan (Attachment 2).

EXECUTIVE SUMMARY

Council's 2020-21 Annual Business Planning process is set to conclude with Council's final consideration and adoption of the Annual Business Plan 2020-21(ABP 2020-21) and Long Term Financial Plan for 2020-2030 (LTFP).

The purpose of this report is to seek:

1. Approval for Council's Financial Governance Policies (Attachment 3). Council has a number of Financial Policies that are reviewed annually. The Financial Governance Policies outline the principles, rules, responsibilities and legislative requirements that assist in achieving excellence in Financial Management. The policies assist in providing a framework and parameters from which the ABP 2020-21 and LTFP are prepared.

2. Council's final consideration and adoption of the ABP 2020-21 (Attachment 1) and LTFP (Attachment 2), following its consideration of the final Draft ABP 2020-21 and Draft LTFP at the General Council meeting on 9 June 2020 (GC200609R04).

In addition, the Capital Works Program for 2020-21 (Attachment 1 – [Appendix 1]) and the Rate Impact Analysis (Attachment 4) are included for information purposes only.

At its meeting on 9 June 2020 Council resolved (GC200609R04) that the Draft ABP 2020-21 and Draft LTFP be prepared for final consideration at the 23 June 2020 General Council meeting on the basis of an average rate increase of 0% for 2020-21.

The ABP 2020-21 has been prepared based on an zero average rate increase (0%) (excluding new developments and capital improvements) and a differential rate of 85% for Commercial properties, 70% for Industrial properties and 100% for Vacant Land.

Council is in a strong financial position to support the community through this difficult time with a zero average rates increase in 2020-21. Council also plans to support the local economy with an ambitious $45.1m capital works program in 2020-21.

Council's robust financial position ensures we are maintaining a balanced or better funding position over the 10 year term of the LTFP, sufficient to support operational needs and meet financial sustainability targets.

RECOMMENDATION

That the following be adopted by council in the following order:

1. **Financial Policies (Attachment 3)**
   a) Rating Policy
   b) Treasury Management Policy
   c) Fees and Charges Policy
   d) Reserve Funds Policy
   e) Asset Accounting Policy
   f) Budget Policy

2. **Pursuant to Section 123(6) of the *Local Government Act 1999* and regulation 6 of the *Local Government (Financial Management) Regulations 2011*, the Annual Business Plan 2020-21 (Attachment 1)**

3. **Pursuant to Section 123(7) of the *Local Government Act 1999*, and regulation 7 of the *Local Government (Financial Management) Regulations 2011*, the Annual Budget 2020-21 (Attachment 1)**

4. **Pursuant to Section 122(1a) of the *Local Government Act 1999,* and regulation 5 of the *Local Government (Financial Management) Regulations 2011*, the Long Term Financial Plan 2020-2030 (Attachment 2)**

DISCUSSION

Council is required by the *Local Government Act 1999* to prepare and adopt an ABP each year, and in doing so determine the key strategic priorities for the ensuing 12 months in the context of Council's long term aspirations. The ABP and LTFP are an integral part of Council's suite of strategic management plans.

This ABP 2020-21(Attachment 1) describes the services, programs and projects that Council plans to deliver in the 2020-21 financial year, and further describes how it plans to resource and fund this work. It supports the delivery of the second year of the 2019-2023 Business Plan, along with a number of new strategic projects and service improvements.

There have been no changes to the 'framework and assumptions' that the ABP and LTFP have been prepared under since those presented to Council at the 9 June 2020 General Council Meeting (GC200609R04).

Financial Policies

Council's Financial Policies are designed to express the direction and framework by which Council intends to manage the community's resources. They set the parameters by which Council intends to maintain long term financial sustainability as set out in the LTFP. The following policies are reviewed annually and are a means by which Council ensures it is accountable to the community:

- Rating
- Treasury Management
- Fees and Charges
- Reserve Funds
- Asset Accounting
- Budget

Amendments have been made to the Rating Policy to incorporate dates relating to the 2020-21 rating process and the addition of a Covid-19 hardship provision to support ratepayers in making alternative payment options where they are experiencing financial difficulties as a result of Covid-19. In addition, amendments have been made to reflect the change with the levy Council is now required to collect under the *Landscape South Australia Act 2019* (formerly the Natural Resources Management (NRM) levy.

All other policies have not required any further changes.

The Annual Business Plan

The ABP 2020-21 has been prepared in accordance with the requirements of the *Local Government Act 1999* and Local Government (Financial Management) Regulations. It includes appropriate information about the rates and charges that Council intends to levy as well as a range of other information required by the Local Government (Financial Management) Regulations. The budget includes statutory statements being Uniform Presentation of Finances, Income Statement, Statement of Financial Position, and Statement of Cash Flows. In addition to these statements, a 'Funding Statement' is provided that details funding sources and a net overall funding position.

In the development of the ABP 2020-21, consideration has been given to Council's refined strategic framework, financial parameters and key social, cultural, economic and environmental issues identified through the environmental scanning process, as well as the relevant federal, state and regional strategies and plans.

The ABP 2020-21 has been prepared in accordance with the *Local Government Act 1999*. In accordance with Section 123(7) of the Act the Annual Business Plan must be adopted before the Annual Budget is adopted.

Annual Business Plan and Budget Summary

Section 123 (9) of the *Local Government Act 1999* requires a summary of the annual business plan to be prepared and distributed with the first rates notice to ratepayers after the declaration of its rates.

In accordance with this requirement a summary of the Annual Business Plan 2020-21 will be prepared and distributed with Council's first rates notice to ratepayers in July 2020.

Rate Impact Analysis

An updated copy of the Rate Impact Analysis, containing updated rating information, is attached to this report for Council's information (Attachment 4).

CONCLUSION:

It is proposed that Council adopt the Financial Policies as presented. These Policies provide direction to the Annual Budget and Long Term Financial Plan to maintain Council's financial sustainability, viability and accountability to the community.

The ABP 2020-21 and LTFP 2020-2030 have been developed on the basis of Council's refined financial framework which encompasses maintaining current services and service delivery levels for the community, as well as meeting Councils planned capital renewal programs for 2020-21. The ABP 2020-21 has been prepared on the basis of a zero % average rate increase (excluding new developments and capital improvements).

This report seeks Council's adoption of the financial policies (Attachment 3), ABP 2020-21 (Attachment 1) and LTFP 2020-2030 (Attachment 2).

The Capital Works Program for 2020-21 (Attachment 1 – [Appendix 1]) and the Rate Impact Analysis (Attachment 4) are included for information purposes only.

Attachment

#	Attachment	Type
1	Attachment 1 - Annual Business Plan 2020-21	PDF File
2	Attachment 2 - Long Term Financial Plan 2020-2030	PDF File
3	Attachment 3 - Financial Policies	PDF File
4	Attachment 4 - Rate Impact Analysis	PDF File

ATTACHMENT 1

City of Marion Annual Business Plan 2020-2021

CITY OF MARION



ACKNOWLEDGEMENT OF COUNTRY

We acknowledge we are part of Kaurna land and recognise the
Kaurna people as the traditional and continuing custodians of the land.

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WELCOME

Here is the City of Marion's Annual Business Plan 2020-2021. It is our budget for the coming year. We finalised this after making it available for community consultation.

The corona virus ("COVID-19") hit while we were preparing this. The anti-virus restrictions imposed by Federal and State governments brought changes to Council's services and facilities. Although both income and expenditure have been marginally reduced due to the impact of virus restrictions, overall there has not been a major impact on the budget.



Your Elected Councillors voted for no increase at all to the average rate (there will still be fluctuations due to changing property values beyond Council's control). In addition, Council implemented a sensible and compassionate hardship policy for people who can demonstrate financial difficulties, and we have waived rent and utilities costs at our Council facilities.

Council continues to deliver projects and services as best we can. This has included library staff focussing on online services, while other staff and volunteers provide social support by telephone. Gradually our services are getting back to normal. Our outdoor staff are largely continuing with their work, with some safety modifications.

Our major projects (including new facilities for BMX, soccer and Mitchell Park sports) are proceeding. Thanks are due to Federal and State Government for their financial contributions. By carrying on with such projects, we will be pumping life into the local economy when it is sorely needed.

Yours faithfully,

KRIS HANNA

Kris Hanna
Mayor

YOUR RATES AT A GLANCE

AMOUNTS SPENT PER ONE HUNDRED DOLLARS ($100)



$16.42	ROADS, BRIDGES AND FOOTPATHS
$12.96	OPEN SPACE, PARKS AND GARDENS
$12.89	WASTE SERVICES
$12.69	COMMUNITY FACILITIES
$8.59	LIBRARY SERVICES
$5.78	OTHER INFRASTRUCTURE
$5.31	COMMUNITY DEVELOPMENT
$4.91	ENVIRONMENTAL SUSTAINABILITY
$4.65	URBAN DEVELOPMENT
$4.41	CULTURE AND RECREATION
$4.23	STORMWATER DRAINAGE AND WETLANDS
$4.21	HEALTH AND COMMUNITY CARE
$2.95	INSPECTION, REGULATION & CONTROL

OVERVIEW

In preparing the 2020-2021 Annual Business Plan and budget, the Council has determined to undertake strategic initiatives outlined in the Four-Year Business Plan 2019-2023 and to provide services that aim to progress the community's aspirations in the City of Marion Community Vision - 'Towards 2040' and the goals in the 10-Year Strategic Plan 2019-2029.

Council is committed to continuing to deliver value to our ratepayers. Through a focus on prudent financial management and decision making, Council will continue to identify on-going savings. This strong efficiency focus has enabled us to support our community with a zero increase in the average rate for 2020-2021.

This year's Annual Business Plan addresses key feedback from residents in the Community Satisfaction Survey, including street trees and footpath investment.

During 2020-2021, the City will continue to be improved through investment in the following initiatives:



IMPROVING STREETSCAPES

Council will invest $2.2m to improve the character, and functionality of streets and arterial roads. Work includes planting trees, paving, landscaping and overall improving public amenity. Works will also ensure footpaths & kerb ramps are compliant with the *Disability Discrimination Act 1992* guidelines.

MITCHELL PARK SPORTS & COMMUNITY REDEVELOPMENT

Construction of the $15.74m rebuild of the ageing facility is due to begin in early 2021. The redevelopment will include indoor and outdoor multipurpose sports courts, clubrooms, a neighbourhood centre and dog club. Council has committed $10.74m, and the Federal Government $5m.

COASTAL WALKWAY

Council has endorsed a $4.8m plan to further improve the Coastal Walkway after temporarily closing a 2.5km section for repairs due to safety concerns.

It has committed $2.44m to rebuild the sections that remain closed and connect the walkway between Heron Way Reserve and the Field River. The State Government has provided matched funding to help deliver the plan.

EDWARDSTOWN EMPLOYMENT PRECINCT

Council is transforming Edwardstown into a modern business district to attract new industry and create jobs. Work includes making the streets greener, cooler, and more attractive with a $170,000 project funded equally between Council and State Government.

OAKLANDS PRECINCT PROJECT

This $5m project involves building a new playground, footpaths and streetscapes to better connect Oaklands Station to Marion's entertainment hub.

New technology will be used on the precinct's lighting, interactive wayfinding, irrigation, traffic, and parking solutions, and playground.

Work on the 'smart precinct' commenced in May 2020 and will be complete in 2021.

Council received a $867,500 grant from the Federal Government towards the work, funded under its Smart Cities and Suburbs Program.

NEW BMX AND SOCCER FACILITIES

The $12.8m construction of new soccer and BMX facilities on Majors Rd, O'Halloran Hill is scheduled to begin in November 2020. The soccer facilities will cost $7m and include three turf pitches, floodlighting, fencing, clubrooms, and car parking for more than 200 vehicles. Council will provide $4.5m of funding and the State Government $2.5m.

The Sam Willoughby International BMX track will cost $5.8m and include a UCI standard track, clubrooms, landscaping, and car parking.

Marion Council will provide $1.75m, the State Government $3.3m, and Onkaparinga Council $0.75m.



CITY WIDE ATTRACTION PLAYGROUND

A feasibility study undertaken during 2019-2020 has indicated a partnership would be necessary to fund an iconic playground that would attract people from throughout the City of Marion. Council will seek potential partners.

REDEVELOP TENNIS & NETBALL COURTS - OPEN SPACE AT TARNHAM ROAD RESERVE

Council will replace four ageing tennis courts with four new courts that can be used for both tennis and netball.

A shelter, toilet, and play equipment will also be installed. Work will cost $1.64m and is expected to begin in early 2021.

REPRESENTATION REVIEW

Every eight years, the Council is required to review its elector representation structure in accordance with Section 12 of the *Local Government Act 1999*. This is a comprehensive review of the composition and ward structure of the Council. The review will include a two staged community consultation with a range of options for the community to consider and then a proposed structure.

The outcomes of the Representation Review will be implemented at the 2022 Local Government Elections.

MARION OUTDOOR POOL UPGRADE

The $3.57m multi-year upgrade of the Marion Outdoor Pool is scheduled to be completed by the start of the 2020 summer season.

The next stage of works will complete the three year project and include a splash pad, water play and picnic areas, shade, and paths.

OUR PURPOSE, VISION AND VALUES

OUR PURPOSE
(Why we exist)

To improve our residents' quality of life; continuously, smartly and efficiently

OUR COMMUNITY VISION
(What we want to become)

A community that is Liveable, Valuing Nature, Engaged, Prosperous, Innovative and Connected

OUR VALUES

With the community and safety at the forefront of everything we do, we value:

Respect - Treating everyone as we want to be treated, where all contributions are valued

Integrity - Fostering trust and honesty in all of our interactions

Achievement - Enhancing our knowledge and performance to reach our shared goals, while being dedicated to supporting one another

Innovation - Encouraging new ideas, and learning from our experience to do things better



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

LIVEABLE

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

VALUING NATURE

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

ENGAGED

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

INNOVATIVE

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

PROSPEROUS

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

CONNECTED

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

STRATEGIC MANAGEMENT FRAMEWORK

This Annual Business Plan 2020-2021 is an integral part of Council's Strategic Management Framework that will enable strategic and operational plans, management systems and processes to work together to effectively deliver the Community Vision.



STRATEGIC MANAGEMENT FRAMEWORK

30 YEAR COMMUNITY VISION TOWARDS 2040
LIVEABLE VALUING NATURE INNOVATIVE
PROSPEROUS CONNECTED ENGAGED

A shared Community Vision
Innovating a future for the city and its residents

STRATEGIC PLANS
STRATEGIC PLAN
WORKFORCE PLAN
DEVELOPMENT PLAN
ASSET MANAGEMENT PLAN
LONG TERM FINANCIAL PLAN
HEALTH, SAFETY & ENVIRONMENT PLAN

A suite of plans that focus Council's contributions to the Community Vision

BUSINESS PLAN
JULY 2019–JUNE 2023

Council's delivery program over its term

WORK AREA PLANS

Team level planning to ensure community and Council's priorities are delivered

ANNUAL BUSINESS PLAN

Identifies how Council's work is resourced and paid for each year

PERFORMANCE DEVELOPMENT PLANS

Individual delivery and development plans

SIGNIFICANT INFLUENCES

In the development of the Annual Business Plan we undertake a review of our internal environment and broader external environment that includes political, economic, environmental, social and technological elements. This identifies key issues that help provide the context for the development of this plan.

The following broad trends impacting our city include:

PUBLIC HEALTH

Council took an innovative approach to changing the way it delivered services due to the impacts of COVID-19. This included rapidly investing in new technology so more than 200 staff could work from home.

Despite the suspension of public access to facilities, all vital services continued, while others were modified or delivered online.

Vulnerable residents were supported with phone calls to check on their wellbeing, activity packs, and frozen meal deliveries. An online learning and entertainment package provided dozens of free activities for the community and business.



ENVIRONMENT

Climate projections indicate that by 2030 Southern Adelaide will experience an increased incidence of heatwaves, exacerbating the urban heat island effect. Projections indicate overall reduced rainfall and more intense heavy rainfall events, and more severe and extreme fire danger and a longer fire season.

The City of Marion remains committed to mitigate against climate change and to help our residents, businesses and local ecosystems to build resilience and adapt to the impacts of a changing climate through ongoing program delivery and our partnership with Resilient South.

To further support our commitment to the environment we will implement a plan to achieve carbon neutrality for Council operations by 2030.

This year we have partnered with Jolt, who will be installing 8 electric vehicle charging stations. The asset will be owned by Jolt and they will pay for power. There is no cost to Council.

HEALTH, WELLBEING & SOCIAL ISOLATION

Participation in physical activity has a strong linkage to improved health and wellbeing outcomes. Reported data for the City of Marion highlights key lifestyle challenges including increased sedentary lifestyles, and insufficient levels of physical activity and participation. Almost one third of our city residents live alone, indicating the potential for social isolation.

Council's focus on facilities and services that promote healthy lifestyles, community participation and well-being will positively impact our community.

POPULATION GROWTH

The City of Marion population is forecast to grow by 10% over the next 10 years. To facilitate growth in our community it is important to invest in our infrastructure to meet future needs. A significant part of Council's annual spend is devoted to the repair, maintenance and upgrade of community assets.

Council is currently undertaking asset management plans over a 10-year planning period to ensure that we can continue to deliver services to our community in the most efficient and affordable way.

LOCAL ECONOMY

The City of Marion, in partnership with State and Federal Governments, is initiating more than $40m worth of local projects that will create jobs.

Major Federal and State Government transport projects, including the Darlington Upgrade Project, are nearing completion and will improve access to the region for business and visitors.

The revitalisation of Edwardstown has the potential to boost the local economy, create jobs, and attract investment.

INNOVATION

A smart community uses technology and data to drive economic activity, accelerate innovation, and better manage energy, resources and services.

Council seeks to use technology to improve services and our residents' quality of life.

The upgrade of Oaklands Crossing has enabled Council to begin work to build its first "smart precinct".

This aims to improve connectivity between the station and key destinations including the Marion Cultural Centre, the State Aquatic and Leisure Centre, and Westfield Marion.

PLANNING SYSTEM REFORMS

The State Government has continued to progress a range of reforms to South Australia's planning and development system, to implement the *Planning, Development and Infrastructure Act 2016*.

The modernisation of the system includes converting all Council development plans into one central online portal, the E-Planning system. These changes are likely to impact on Council's business and financial operations in the area of local planning, including:

A reduction in Council's influence in the assessment of development applications

Further deregulation of planning assessment through Private Certification

Changes to operational management of Council's Development Services department

Improvements to our information technology systems and cost-shifting from the State Government to service a central online planning portal and e-planning system.

Council will monitor the impact of the State Government's reforms package on our business operations as details emerge.



WASTE MANAGEMENT

In January 2018, China introduced restrictions on the importation of recycled materials under its National Sword Policy. This development provided an opportunity for councils to consider localised solutions.

The Southern Region Waste Resource Authority (SRWRA), established by the Cities of Marion, Onkaparinga and Holdfast Bay, is a regional subsidiary that is responsible for providing and operating waste management services.

SRWRA recently announced that a new material recycling facility will be established so that recyclables can be re-processed and manufactured locally.

FRAMEWORK OF THE ANNUAL BUSINESS PLAN

The Annual Business Plan 2020-2021 has been prepared on the basis of a framework that aims to inform the community and hold the City of Marion accountable to its stakeholders. The key items in this framework are as follows:

- **SUPPORT THE ACHIEVEMENT OF THE CITY OF MARION'S STRATEGIC DIRECTIONS**



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

- **ADDRESS ISSUES ARISING AND OPPORTUNITIES IDENTIFIED FROM INTERNAL AUDIT REVIEWS, AND BUSINESS EXCELLENCE ASSESSMENTS**



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

- **MAINTAIN, ON AVERAGE, A BREAK-EVEN OR POSITIVE FUNDING (CASH) POSITION OVER THE LONG TERM FINANCIAL PLAN**



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

- **CONTINUE TO IMPROVE THE MAINTENANCE OF ASSETS IN ACCORDANCE WITH COUNCIL'S ASSET MANAGEMENT PLANS, WITH A PRIORITY ON MAINTENANCE BEFORE RENEWAL, AND RENEWAL BEFORE NEW WHEN IT IS COST EFFECTIVE TO DO SO**



The Annual Business Plan has been prepared taking into consideration Asset Management Plan requirements, outcomes of recent infrastructure audits, targets set for renewal versus depreciation of 80-100% as per the Asset Sustainability Key Performance Indicator.

- **REVIEW EXISTING SERVICES AND ASSETS TO ENSURE THEY MEET PRIORITISED COMMUNITY NEEDS**

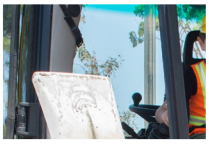




The Council continues its rolling process of service reviews, aimed at maximising community value through continuously improving its operating efficiency and service performance to the community. This Annual Business Plan has been prepared on the basis of continuing existing services, noting that a rolling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

Collaboration with other councils will continue in order to build capacity for shared strategic opportunities, innovation and cost efficiencies and enables the ability to align processes and reduce duplication.

- **COUNCIL ONLY APPROVE NEW MAJOR PROJECTS WHERE IT HAS THE IDENTIFIED FUNDING CAPACITY TO DO SO**





Council debt is forecast to increase from $5.6m to $6.4m between 30 June 2020 and 30 June 2021. With consideration given to its financial ratios, this means that the Council has the funding capacity to consider new strategic Major Projects and is currently investigating partnerships to aid in the development of a number of sporting facilities.

The additional borrowings in 2020-2021 relate to Council's contribution towards the Mitchell Park Sports & Community Centre and are anticipated to increase to $13.9m by 30 June 2022 as this project progresses. Any changes to the timing and scope of this project may reduce the funding and in turn requirement for borrowings currently factored into the 2020-2021 Annual Business Plan.

- **MAINTAIN COUNCIL'S POSITION FOR AN AVERAGE RESIDENTIAL RATE WHICH REMAINS AMONG THE LOWER RATING METROPOLITAN COUNCILS**





Comparative 2019/20 data shows that Council's average residential rate continues to remain among the lower rating metropolitan councils, with its current position ranking being the 5th lowest of 18 metropolitan councils.

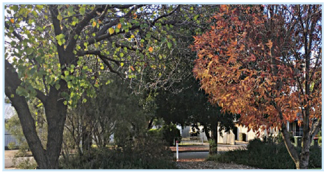
CONTINUING AND IMPROVING SERVICE DELIVERY

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

ONGOING SERVICES	
Land use and development planning	Arts and cultural promotion and support
Development and building assessments	Library services
Facilitation of urban developments	Sports and recreation promotion and support
Local Government searches	Community capacity building and development
Economic planning and leadership	Inspection, regulation and control
Environmental planning and leadership	Emergency planning and response
Biodiversity management	Community care
Waste services	Immunisation services
Water management	Public health planning
Infrastructure management	Urban activation
Community facilities management	Customer Experience
Reserves, parks and gardens management	Increased levels of tree planting annually

ENABLING SERVICES	
Strategic management	Communications and marketing
Organisational excellence and innovation	Human resources and workforce planning
Strategic asset management	ICT & knowledge management
Financial management	Operational support
Governance support	






PROJECT PRIORITIES

In 2020-2021 the Council plans to commence or continue working on the following strategic initiatives, as outlined in our 4 Year 2019-2023 Business Plan:

CONTINUING INITIATIVES

CONTINUING INITIATIVES FROM PRIOR YEARS	KEY STRATEGIC THEME
Continue the Oaklands Precinct project to provide improved public amenity and connectivity	Liveable
Commence a feasibility plan for a destination playground to attract users city-wide	Liveable
Continue to expand the streetscape program to include arterial roads	Liveable
Continue planning for a UCI standard BMX facility in partnership with State Government and the City of Onkaparinga	Liveable
Continue to develop the City Property Strategic Asset Management Plan to meet community, sport and recreation needs	Liveable
Continue the Marion Outdoor Pool building and recreational facilities upgrade	Liveable
Continue work on the Hallett Cove Foreshore redevelopment	Liveable
Continue to progress the redevelopment of four multi-purpose courts and open space at the eastern end of Tarnham Road Reserve	Liveable
Continue planning for the Mitchell Park Sports and Community Club redevelopment	Liveable
Implement the Reconciliation Action Plan 2019-2023	Engaged
Continue to deliver the Volunteer Strategy 2019-2021	Engaged
Develop and deliver a Disability Access and Inclusion Plan	Engaged
Implement the Coastal Climate Change Adaptation Plan	Valuing Nature
Implement the Energy Efficiency and Renewable Energy Plan	Valuing Nature
Continue to develop the data platform 'Metrics that Matter' to enable improved service delivery	Innovative
Develop a strategy and implement the enhancement and transformation of our business enterprise systems (including Asset Management system)	Innovative
Implement the Social Media Strategy 2019-2023	Innovative
Continue work to activate the Edwardstown and Melrose Park Employment Precinct	Prosperous
Partner to transition to the new Planning and Design code	Prosperous
Continue planning for a coastal walkway to connect Heron Way Reserve with the Field River environs	Connected
Continue planning for a Southern Soccer Facility	Connected
Continue to trial the third community bus	Connected
Commence development of a City Transport Plan to enable ease of movement for people of all ages and abilities within and through the city	Connected

NEW PROJECTS COMMENCING IN 2020-2021

2020-2021 INITIATIVES	KEY STRATEGIC THEME
Improve Marino Hall and surrounds	Liveable
Review and deliver improved Cove Sports and Community Club facilities	Liveable
Redevelop Capella and Nannigai Reserve	Liveable
Identify options for recreational facilities at 262 Sturt Road in 2021 and if feasible, commence implementation in 2021-22	Liveable
Assess the future provision of the Oaklands Wetlands Education Centre In partnership with Flinders University	Valuing Nature
Develop an online one stop shop for customers to enable easy access to information and transactions for Council services, rates, registrations and events	Innovative
Research technology and automated solutions for the management of assets and streetscapes	Innovative
Progress the Coastal Walkway	Connected

ASSET MANAGEMENT

The City of Marion's Asset Management vision is:

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

Council's Asset Management Plans detail information about our assets and define the services to be provided, how the services are provided, and identify the funds required to maximise the delivery of the services. All City of Marion assets are audited annually and are frequently inspected on a rolling program.

A significant part of Council's annual spend is devoted to the operation, maintenance and renewal of public assets which deliver safe and sustainable services to the community. Council will continue to optimise our spending on these assets through better asset management to deliver current service levels in the most affordable and efficient way. Council recognises that climate change is likely to affect asset life and functionality. We are exploring what we can do to build asset resilience in response to climate impacts.

WE OWN AND MANAGE OVER $1 BILLION OF ASSETS



BUILDINGS AND STRUCTURES



TRANSPORT



STORMWATER



WATER RESOURCES



OPEN SPACE



COASTAL WALKWAY



FLEET, PLANT AND EQUIPMENT



INFORMATION AND COMMUNICATION TECHNOLOGIES

Our assets enable the provision of services to the community and businesses for current and future generations. Assets plays a vital role in the local economy and on residents' quality of life.

MEASURING OUR SUCCESS

Monitoring performance is a critical element of strategic management. It is the mechanism for critically ensuring that the Council is contributing to the achievement of its objectives in both the Strategic Plan and the 4-Year Business Plan 2019-2023. Our Key Performance Indicator (KPI) dashboard for 2020-2021 (provided in the table below) takes account of these objectives.

KEY PERFORMANCE INDICATOR	CORE TARGET	STRETCH TARGET
Financial Sustainability	Council maintains a break even or positive cash funding position in delivering its annual budget	No stretch target
Delivery of agreed projects identified in the Annual Business Plan and the second year targets in the 4 year Plan	Greater than or equal to 95%	No stretch target
Lost Time Injury Frequency Rate (An industry standard measure for injuries where a whole days work or more is lost due to a workplace injury).	Greater than or equal to 10% reduction from the previous year's result	Greater than or equal to 15% reduction from the previous year's result
Total employee costs (including agency staff)	Less than or equal to 3% increase in actual employee costs (including agency staff) against prior year's actual costs – adjusted for Council endorsed changes to meet resourcing requirements	Less than or equal to 2% increase in actual employee costs (including agency staff) against prior year's actual costs – adjusted for Council endorsed changes to meet resourcing requirements
Overall satisfaction with Council's performance	Greater than or equal to 75% rated as satisfied or above	Greater than or equal to 85% rated as satisfied or above
Asset Sustainability (A measure to assess that we are replacing community assets in a timely manner)	Asset Renewal Funding Ratio (previously called the Asset Sustainability Ratio) greater than or equal to 80%	Asset Renewal Funding Ratio greater than or equal to 90%
Delivery of Council's capital works program	Greater than or equal to 85% delivery of Council's planned capital works program (adjusted for extraordinary items)	Greater than or equal to 90% delivery of Council's planned capital works program (adjusted for extraordinary items)
Staff engagement	Achievement of an overall employee pulse survey result of 75%, based on 9 metrics (including Community, Values, Safety, Expectations, Valued, Empowerment, Development, Recognition, Happiness)	Achievement of an overall employee pulse survey result of 80%
Community engagement/communications	Project specific communications to the public should be timely and accurate	100%
Carbon Neutrality - carbon emissions footprint, measured against Council's endorsed Carbon Neutral Plan (applicable 2021/22 onwards)	Actual annual emissions less than the plan's annual target emissions	Actual annual emissions 5% less than the plan's annual target emissions

We will report on our progress against our 2020-2021 KPI dashboard quarterly at Council meetings and in our 2020-2021 Annual Report.

FUNDING THE ANNUAL BUSINESS PLAN

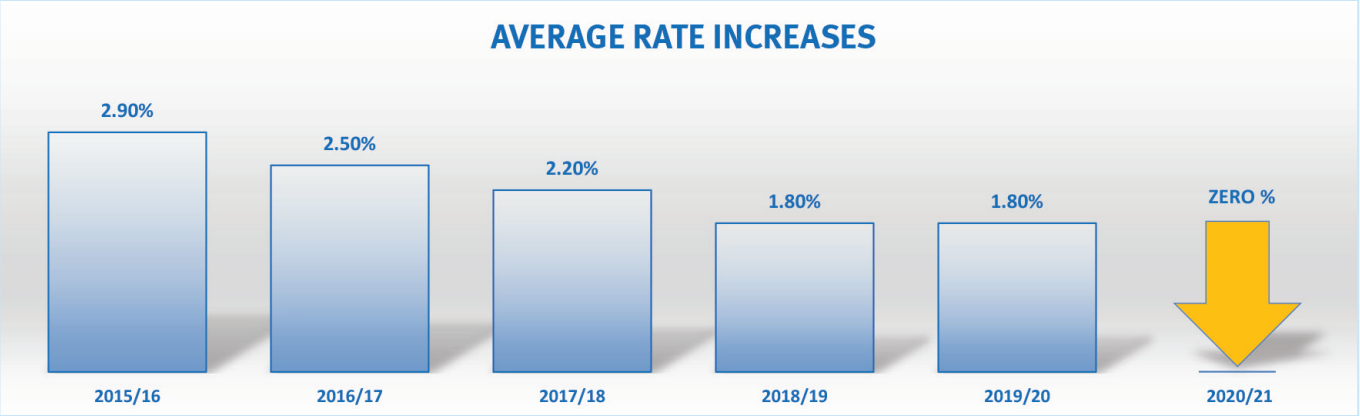
YOUR RATES IN 2020-2021

The Annual Business Plan is based on a zero increase in the average rate for the coming year. In setting rates for 2020-2021, Council has forecast the revenue required to meet the costs of delivering the services and projects that will be provided to the community in 2020-2021.

Rates account for 84% percent of Council's operating revenue with others sources including fees, charges and grants. These revenues contribute to the necessary funding for planned capital renewal programs in 2020-2021.

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

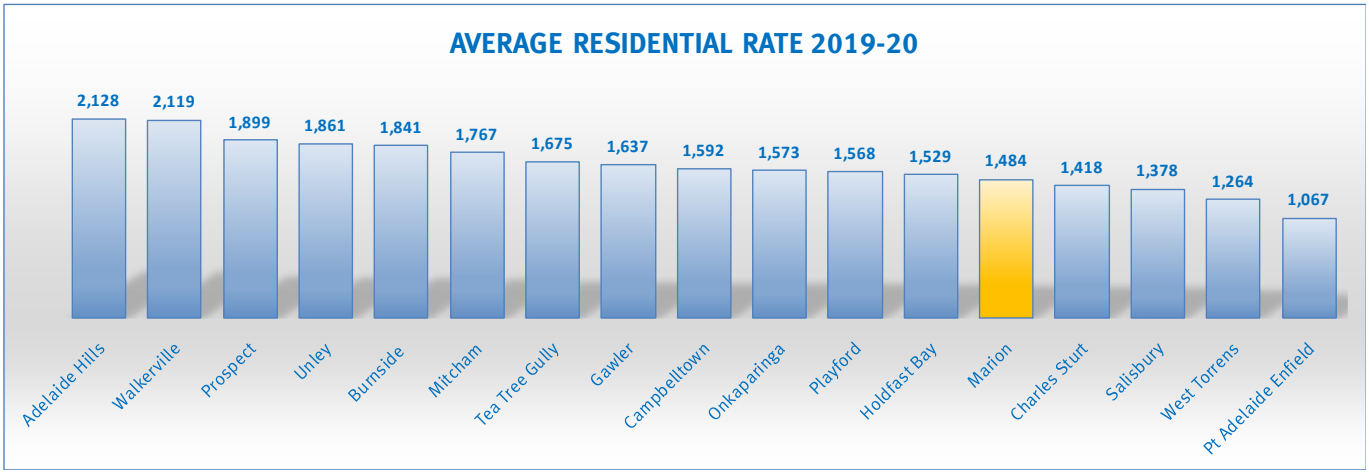
Over the past years, we have listened to your feedback and Council is aware of the impact of rate increases on the community. We are continually looking for opportunities that allow this burden to be reduced and to support our community during these difficult times Council has set a zero increase in the average rate for 2020-2021. Our rate increases have been decreasing steadily over the past 6 years and the 2020-2021 rate freeze is the lowest rate adjustment to date.



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

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

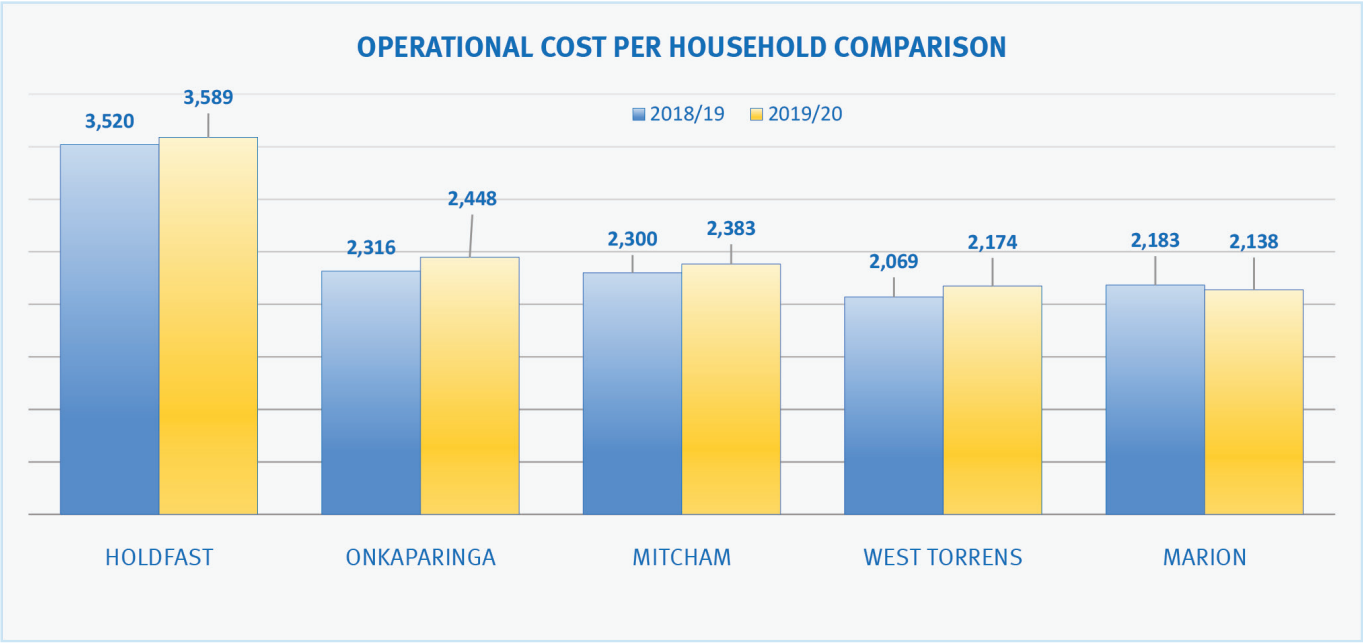
COMPARATIVE RATING DATA



With a zero increase, the City of Marion's average residential rate is in line with Council's ABP framework and set to remain among the lower rating metropolitan councils. In 2019-20 Council had the 5th lowest average metropolitan residential rate.

OPERATIONAL COST PER HOUSEHOLD

Council's primary benchmark is to compare its average residential rate against other metropolitan councils as shown in the 'Average Residential Rate 2019-20' table above. The table below illustrates that Council's operational costs per household compare favourably against those of our neighbouring councils. This does not take into account different councils' service levels, infrastructure renewal and revenue from grants.

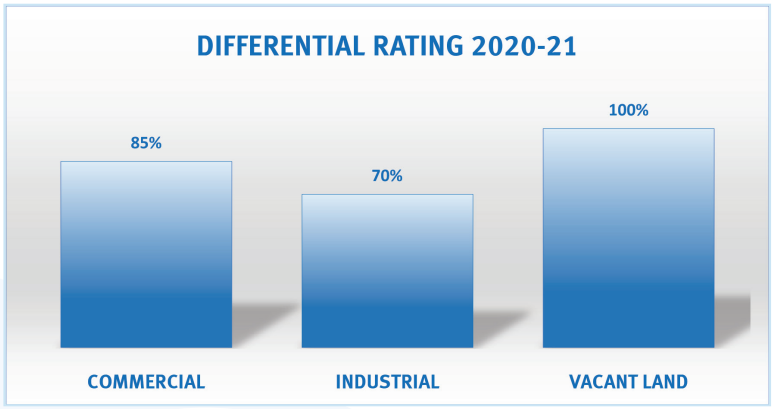


DIFFERENTIAL RATING

Council currently derives 18% (2019-20: 18%) of its rate revenue from the Commercial and Industrial sectors. Commercial and Industrial users consume a greater proportion of Council resources than residential properties, particularly in regard to the use of roads, footpaths, traffic, parking, storm water drainage, public health and environment.



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



BUDGETED INCOME STATEMENT

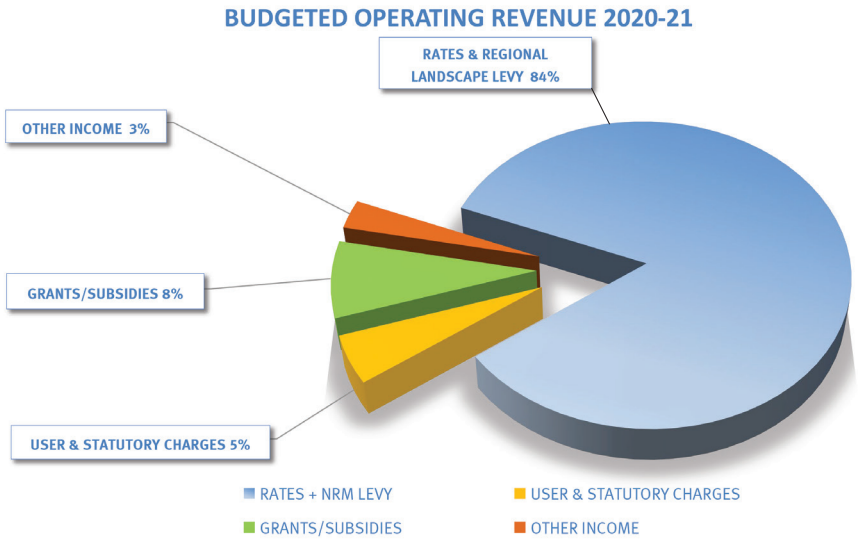
An operating surplus of $6.689m before capital revenues is forecast for 2020-2021. The operating surplus is required to fund the renewal of existing infrastructure in accordance with Council's asset management plans and to fund construction of new assets to deliver services.

Budgeted Income Statement	3rd Review 2019/20 $'000	Budget 2020/21 $'000	Variance $'000
Operating Revenue			
Rates - General	77,321	78,018	697
Rates - Regional Landscape Levy *	1,973	2,026	53
Statutory Charges	2,069	2,161	92
User Charges	2,265	2,278	13
Grants/Subsidies	6,223	7,824	1,601
Investment Income	902	755	(147)
Reimbursements	1,448	1,164	(284)
Other Revenue	884	1,235	351
Share of Profit/(Loss) Regional Subsidiaries	1,278	365	(913)
Total Operating Revenue	**94,364**	**95,826**	**1,463**
Operating Expenditure			
Employee Costs	36,310	37,959	1,649
Contractor Services	25,882	20,862	(5,020)
Materials	5,474	4,808	(666)
Finance Charges	397	322	(75)
Depreciation	15,527	15,708	181
Other Expenses	7,620	9,478	1,858
Total Operating Expenditure	**91,210**	**89,137**	**(2,073)**
Operating Surplus/(Deficit) before Capital Revenues	**3,154**	**6,689**	**3,536**
Capital Grants and Contributions	647	8,163	7,516
Asset Disposal and Fair Value adjustments	-	-	-
Net Surplus/(Deficit)	**3,801**	**14,852**	**11,052**

* Note: The Regional Landscape Levy is collected by Council on behalf of the Green Adelaide Board.

OPERATING REVENUE

The main source of income for Council is rate revenue; making up 81% (84% including Regional Landscape Levy) of total revenue in 2020-2021, with other sources being government regulated fees for statutory services, diminishing levels of untied federal grant monies, as well as other grants from State and Federal government.



GENERAL RATES

Council's revenue in 2020-2021 includes $78.018m to be raised in general rates. The budget has been developed on the basis of a zero average rate increase (excluding new developments and capital improvements). In setting rates for 2020-2021, Council has forecast the revenue required to meet the costs of delivering the services and projects be provided to the community in 2020-2021.

Growth for new developments and capital improvements is forecast at 1% for 2020-2021. This predominantly is the result of new housing in Marion and property improvements, as reported by the Valuer General. The revenue created by this growth will cover the increased costs of servicing a growing community, which includes the requirement to maintain and provide for the replacement of infrastructure such as stormwater drainage and transport networks.

OTHER SOURCES OF REVENUE

- User Charges set by Council – Relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include charges for the use of Council's community facilities, swimming pool admission and the like.
- Statutory Charges set by State Government – Relate mainly to fees and fines levied in accordance with legislation and include development application fees, health act registrations and parking fines.
- Grants and Subsidies – Grants include all monies received from State and Federal sources for the purpose of funding the delivery of Council's services to ratepayers and for the funding of the capital works program.

OPERATING EXPENDITURE

Council's operating expenses are forecast to reduce to $89.1m in 2020-2021. The following graph shows a breakdown of operating expenditure across Council services for every $100 spent:



EMPLOYEE COSTS

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

Employee costs are forecast to increase by $1.65m primarily because of increases in Council's staff Enterprise Agreements and additional resources for Council's Digital Transformation projects.

There are two Enterprise Agreements (EA's) covering our indoor and outdoor staff. The outdoor staff EA is negotiated with the Australian Workers Union and staff agreed to a 2.5% per annum increase, or March CPI if greater, for the three years to 30 June 2021.

The indoor staff EA is negotiated with the Australian Services Union (ASU) and staff agreed to a 2.0% per annum increase, or March CPI if greater, for the three years to 30 June 2022.

A reduction of $491k has been incorporated into the budget to allow for positions that may be temporarily vacant during the year.

CONTRACTOR SERVICES

Contractor services relate mainly to the provision of Council services by external providers. Council uses contractors to assist in the provision of major services such as waste collection, and also where specialist services or advice is required, where it is not warranted for Council to have permanent in-house resources. A decrease of $5.02m (19.4%) is forecast in the 2020-2021 budget which relates to the anticipated finalisation of a number of larger projects the Council contributed to, including the Smart Cities program, replacing the Asset Management System, Morphettville Park Oval Realignment and the Hallett Cove R-12 Car Park along with other minor one-off programs.

MATERIALS

Council's Materials budget includes utilities, products utilised in the delivery of community services and maintenance of Council's infrastructure, open space, and other assets, as well as fuel for the fleet of vehicles used to deliver services. A decrease of $0.67m (12.1%) in materials is forecast in the 2020-2021 budget.

OTHER EXPENSES

Other Expenses have increased by $1.86m (24.4%) stemming primarily from the $2.0m budgeted contribution towards the proposed Destination Playground in the 2020-2021 budget.

CAPITAL REVENUE

CAPITAL GRANTS AND CONTRIBUTIONS

Council has forecast $8.16m in capital grants and contributions towards new capital works planned in 2020-2021. This primarily relates to grant funding of $5.0m from the Federal Government for Mitchell Park Sports & Community Club Redevelopment with a total project cost of $15.74m (with the remaining $10.74m coming from Council funds).

BUDGETED CAPITAL EXPENDITURE

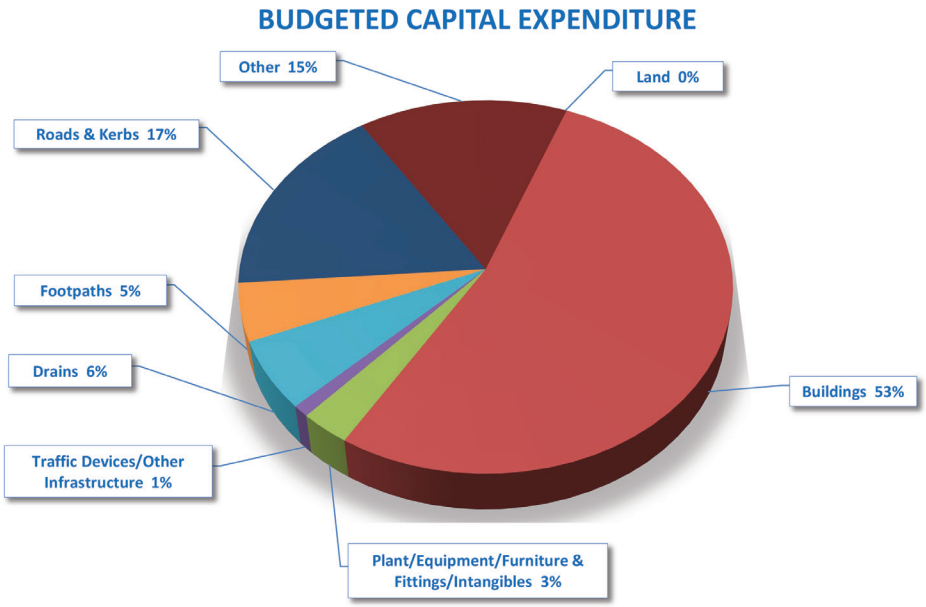
The 2020-21 Budgeted Statement of Capital Expenditure forecasts total capital expenditure of $45.112m including $17.119m renewal and $27.993m new and upgrade.

The following table summarises Council's planned Capital Works Program for 2020-2021

Capital Expenditure	2nd Review 2019/20 $'000	Budget 2020/21 $'000
Land	73	0
Buildings	7,674	23,908
Infrastructure:		
Roads & Kerbs	7,183	7,416
Drains	1,819	2,721
Footpaths	1,726	2,315
Traffic Control Devices	419	446
Other Infrastructure	3,169	5,328
Plant and Equipment	2,051	1,203
Furniture and Fittings	78	202
Other	3,185	1,573
Intangibles	19	0
Total Capital expenditure	27,396	45,112
Represented By:		
Capital Expenditure		
Assets - Renewal	9,895	17,119
Assets - New	17,501	27,993
	27,396	45,112

Funding for key capital projects included in the 2020-2021 budget included Mitchell Park Sport and Community Club ($6.6m), Southern Region Soccer Facility ($6.315m), Sam Willoughby International BMX facility ($5.593m), Tarnham Road Tennis and Netball Courts ($1.64m) and Marion Outdoor Pool upgrades ($0.430m).

The reduction in in Other Capital Expenditure relates to the Marion Outdoor Pool nearing completion.



FINANCING THE BUDGET

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

Net Lending/(Borrowing)	3rd Review 2019/20 $'000	Budget 2020/21 $'000
Operating Surplus/Deficit before Capital Amounts	3,154	6,689
less: Net Outlay on Existing Assets		
Capital expenditure on asset renewal/replacement	9,895	17,119
less Depreciation/Ammortisation	(15,526)	(15,708)
	(5,631)	**1,411**
less: Net Outlay on New/Upgrade Assets		
Capital expenditure on New & Upgrade Assets	17,501	27,993
less Capital Grants	(647)	(8,163)
	16,854	**19,830**
Adjustments		
(Gain)/loss on disposal of assets	0	0
Share of Equity - Regional Subsidiaries	(1,278)	(365)
	(1,278)	**(365)**
Net funding increase/(decrease)	**(9,347)**	**(14,917)**

The table above identifies the Council's net funding result. Council's budget for 2020-2021 is expected to result in a net decrease in funding of $14.917m.

Financing transactions associated with accommodating the expected net lending result in 2020-2021 are as follows:

Financing Transactions	3rd Review 2019/20 $'000	Budget 2020/21 $'000
New Borrowings	0	2,000
less: Repayment of Principal on Borrowings	(1,170)	(1,245)
less: Increase/(Decrease) in Cash & Investments		
Transfers from/(to) Reserves	12,116	14,317
Cash Drawdowns/(Investment)	(1,599)	(154)
Equals: Financing Transactions	**9,347**	**14,917**

Additional borrowings of $2m are forecast for 2020-2021, in addition to this, principal repayments of existing loans will result in a forecast balance outstanding as at 30 June 2021 of $6.39m.

Council's Long Term Financial Plan includes an allowance for borrowings of up to $13.45m for the following projects:

Project	Year	$000's
Mitchell Park Sporting and Community Centre	2020/21	2,000
Mitchell Park Sporting and Community Centre	2021/22	8,490
Administration building essential works - proposed	2022/23	2,960
		13,450

These borrowings are indicative and will see Council's borrowings projected to peak at $14.5 m in 2022-2023, with its Debt Servicing Ratio peaking at 2.6% in 2023-2024 against a maximum target of 5.0% and its Net Financial Liabilities ratio reaching 8.63% in 2022-2023 against a target of up to 50%.

FINANCIAL RATIOS

To assist Council in meeting its objective of financial sustainability a series of financial indicators endorsed by the Local Government Association are provided. Where a Council target has not been adopted, the recommended Local Government Association (LGA) target has been used. The following table details these financial indicators and whether or not the prescribed target has been achieved over the three years up to the end of 2020-2021.

Ratio	Council Target	2020-21 Budget	3 Year Average
Operating Surplus	0% - 10%	6.98%	6.38%
Asset Renewal Funding Ratio (formerly Asset Sustainability Ratio)	95% - 100%	108.90%	99.67%
Asset Consumption	80% - 100%	74.97%	76.19%
Net Financial Liabilities	0% - 50%	-2.19%	N/A
Debt Servicing	0% - 5%	1.60%	N/A

The Asset Consumption ratio falls below the expected target, however the Council's Asset Renewal Funding ratio exceeds the target by 8.9% in 2020-2021 and is tracking close to the 100% target over the three year window. This indicates that Council's asset base is being maintained in keeping with the target of 100% with new capital works. Council is continuing to refine its Asset Management Plans and strategies as they relate to specific asset classes to assist with maintaining or improving this ratio into future.

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

APPENDIX 1. CAPITAL WORKS PROGRAM

STREETSCAPE PROGRAM 2020/21		
Road Name	Suburb	Ward
Sturt Road - Marion to Morphett Road	Oaklands Park	Warracowie
Alawoona Avenue	Mitchell Park	Warriparinga
Quick Road (Stage 2)	Mitchell Park	Warriparinga
Birch Crescent	Clovelly Park	Warriparinga
** Please note capital works programs are subject to change*		

OPEN SPACE & RECREATION WORKS PROGRAM 2020/21			
Location	Suburb	Ward	Description
Playground Implementation Program			
Brooklyn Drive Reserve	Hallett Cove	Southern Hills	Construction
Capella Drive Reserve	Hallett Cove	Coastal	Construction
George Street Reserve	Marion	Warriparinga	Construction
Glandore Community Centre	Glandore	Woodlands	Construction
Oakvale Way Reserve	Hallett Cove	Coastal	Construction
Stanley Street Reserve	Glengowrie	Mullawirra	Construction
Yanyarrie Avenue Reserve	Edwardstown	Woodlands	Construction
Various*	Various	Various	Remove Playground without replacement
** Council is currently finalising the exact locations for playground removals for 2020/21*			
Reserve Improvements			
Alpine Drive Reserve	Seacombe Heights	Warriparinga	Construction
Christopher Grove Reserve	O'Halloran Hill	Southern Hills	Construction
Crown Street Reserve	Dover Gardens	Warracowie	Construction
Denham Avenue Reserve	Morphettville	Mullawirra	Construction
Hallett Close Reserve	Sheidow Park	Southern Hills	Construction
Hugh Johnson Boulevard Reserve	Sheidow Park	Southern Hills	Construction
Kellett Reserve	Morphettville	Mullawirra	Construction
McKellar Terrace Reserve	Morphettville	Mullawirra	Construction
Montague Drive Reserve	Sheidow Park	Southern Hills	Construction
Sandy Glass Court Reserve	Sheidow Park	Southern Hills	Construction
Skipper Close Reserve	Hallett Cove	Southern Hills	Construction
Tilley Court Reserve	Marion	Warriparinga	Construction
Westall Way Reserve	Sheidow Park	Southern Hills	Construction
York Avenue Reserve	Clovelly Park	Woodlands	Construction
Tennis & Netball Courts			
Council is currently finalising the program of works for 2020-2021			
** Please note capital works programs are subject to change*			

PROPERTY/BUILDING WORKS PROGRAM 2020/21			
Location	Suburb	Ward	Description
Boatshed Café	Hallett Cove	Coastal	Various building upgrades
Capella Reserve	Hallett Cove	Coastal	Replacement of Gecko Mats
Castrol Shed	Hallett Cove	Coastal	Toilet upgrade
Koorana Gym	Morphettville	Mullawirra	Underpinning works
Marion Leisure & Fitness	Morphettville	Mullawirra	Reception upgrade
Marion Outdoor Pool	Park Holme	Mullawirra	Carpark light upgrade, boiler replacement, heating system, speakers
Morphettville Park Cricket Club	Morphettville	Mullawirra	Cricket nets upgrade
Park Holme Library	Park Holme	Mullawirra	Atrium and Toilet upgrade
Plympton Park Sports Club	Plympton Park	Mullawirra	LED oval lighting upgrade and roof repairs
Cove Sports & Community Club	Hallett Cove	Southern Hills	AV replacement, fridge/freezer replacement
Sam Willoughby BMX Track Development	O'Halloran Hill	Southern Hills	Construction of BMX track and clubrooms
Majors Road Soccer Facility	O'Halloran Hill	Southern Hills	Construction of soccer pitches and clubrooms
Marion Cultural Centre	Oaklands Park	Warracowie	Theatre lighting and tech upgrades
Marion Cultural Centre Library	Oaklands Park	Warracowie	Removal office walls
Adelaide Remote Control Car Club	Mitchell Park	Warriparinga	LED Lighting installation
Administration Building	Sturt	Warriparinga	Replacement of air conditioner units & car park lighting
LKCC Coach House	Bedford Park	Warriparinga	Wall replacement
Cooinda	Sturt	Warriparinga	Air conditioner upgrade
Marion Bowls Club	Marion	Warriparinga	Electrical board upgrade
Marion RSL	Marion	Warriparinga	Car park upgrade
Marion Tennis Club	Marion	Warriparinga	Fencing replacement
Clovelly Park Community Hall	Clovelly Park	Woodlands	Kitchen upgrade
Cosgrove Hall	Clovelly Park	Woodlands	Stage lighting and curtain upgrade
Edwardstown Soldiers Memorial Recreation Ground	Edwardstown	Woodlands	Bowling LED upgrade and landing windbreak
Glandore Community Centre - Fitz Simmons Building	Glandore	Woodlands	Bi-fold doors
Glandore Community Centre - Naldera Building	Glandore	Woodlands	Toilet upgrade
Glandore Sports & Community Club	Glandore	Woodlands	New storage shed, kitchen upgrade and cricket nets upgrade
Harcourt Gardens Building	Clovelly Park	Woodlands	Building cladding replacement
Marion City Band Building	Edwardstown	Woodlands	Kitchen and toilet upgrades
** Please note capital works programs are subject to change*			

ROAD RESEAL PROGRAM 2020/21				
Road Name	Suburb	Ward	From	To
Sandison Road	Hallett Cove	Coastal	Pavana Avenue	Gledsdale Road
Sandison Road	Hallett Cove	Coastal	Bounty Road	Minnipa Drive
Sandpiper Terrace	Hallett Cove	Coastal	Gannet Court	End
Shaftesbury Terrace	Marino	Coastal	Rockford Place	Jervois Terrace
St Vincents Avenue	Hallett Cove	Coastal	Grand Central Avenue	Seaview Avenue
Yartoo Street	Hallett Cove	Coastal	Grantala Court	End
Bray Street	Plympton Park	Mullawirra	Park Terrace	Morphett Road
Harding Street	Glengowrie	Mullawirra	Morphett Road	Filmer Avenue
Hardy Avenue	Glengowrie	Mullawirra	Diagonal Road	Conrad Street
Lawson Avenue	Morphettville	Mullawirra	Morphett Road	Gordon Terrace
Livingstone Street	Glengowrie	Mullawirra	Morphett Road	Wilkins Street
Park Terrace	Plympton Park	Mullawirra	South Terrace	Wattle Terrace
Wattle Terrace	Plympton Park	Mullawirra	Arthur Street	Park Terrace
Clare Court	Sheidow Park	Southern Hills	Clare Avenue	End
Westall Way	Trott Park	Southern Hills	Adams Road	Amaroo Road
Crown Street	Dover Gardens	Warracowie	Morphett Road	Winchester Street
Dunedin Street	Dover Gardens	Warracowie	Scarborough Terrace	Quintus Terrace
Dunrobin Road	Warradale	Warracowie	Diagonal Road	CoHB Boundary
Felix Street	Dover Gardens	Warracowie	Scarborough Terrace	Quintus Terrace
Folkestone Road	Dover Gardens	Warracowie	Dalkieth Avenue	Scarborough Terrace
Greenasche Grove	Seacombe Gardens	Warracowie	Kingston Avenue	Sutton Avenue
Richman Street	Oaklands Park	Warracowie	Morphett Road	Finniss Street
Wilton Avenue	Warradale	Warracowie	Diagonal Road	CoHB Boundary
Avalon Road	Marion	Warriparinga	Marion Road	Betty Street
Bede Street	Seacombe Heights	Warriparinga	Karoona Crescent	Alpine Road

ROAD RESEAL PROGRAM 2020/21 (continued)				
Brolga Place	Sturt	Warriparinga	Diagonal Road	Ralph Street
Dorian Avenue	Seacombe Heights	Warriparinga	Seacombe Crescent	End
Grand View Drive	Seacombe Heights	Warriparinga	Seacombe Crescent	Braeside Avenue
Inverness Avenue	Marion	Warriparinga	Pemberton Street	Boyle Street
Karoona Crescent	Seacombe Heights	Warriparinga	Braeside Avenue	Bede Street
Minkie Avenue	Mitchell Park	Warriparinga	Raggatt Crescent	Thorne Crescent
Stroma Road	Marion	Warriparinga	Andrew Avenue	Avalon Road
Adelaide Terrace	Edwardstown	Woodlands	Lindsay Avenue	Flinders Street
Beaumont Street	Clovelly Park	Woodlands	Daws Road	Norrie Avenue
Carramar Avenue	Edwardstown	Woodlands	Daws Road	Konando Terrace
Castle Street	South Plympton	Woodlands	Harris Street	Chitral Terrace
Finchley Street	Clovelly Park	Woodlands	Norrie Avenue	English Avenue
Furness Avenue	Edwardstown	Woodlands	South Road	Russell Terrace
Gertrude Street	Edwardstown	Woodlands	Churchill Road	Malwa Street
Hazel Street	Ascot Park	Woodlands	Daws Road	End
Lindfield Avenue	Edwardstown	Woodlands	Wooton Road	End
Norrie Avenue	Clovelly Park	Woodlands	Beaumont Street	Percy Avenue
Percy Avenue	Clovelly Park	Woodlands	Norrie Avenue	English Avenue
Raglan Avenue	South Plympton	Woodlands	John Street	Towers Terrace
Stuart Road	South Plympton	Woodlands	Marion Road	Edgeworth Street
Thomas Street	South Plympton	Woodlands	Marion Road	Towers Terrace
Walker Avenue	Clovelly Park	Woodlands	Kensington Street	Celtic Avenue
Waverley Avenue	Edwardstown	Woodlands	Dunorlan Road	Woodland Avenue
Wingate Street	Edwardstown	Woodlands	Railway Terrace	Robert Street
Wood Street	Ascot Park	Woodlands	Marion Road	Edgeworth Street
** Please note capital works programs are subject to change*				

KERB & WATER TABLE PROGRAM 2020/21				
Road Name	Suburb	Ward	From	To
Columbia Crescent	Hallett Cove	Coastal	Grand Central Avenue	Mayflower Crescent
Dutchman Drive	Hallett cove	Coastal	Gwen Street	Heron Way
Grand Central Avenue	Hallett Cove	Coastal	Shamrock Road	Ranger Street
The Cove Road	Hallett cove	Coastal	Barossa Crescent (North)	Jervios Terrace
Arthur Street	Seacliff Park	Coastal	John Street	Gully Road
Baker Street	Glengowrie	Mullawirra	Filmer Avenue	Rosslyn Street
Cliff Street	Glengowrie	Mullawirra	Gillespie Street	CoHB Boundary
Agars Avenue	Morphettville	Mullawirra	Bray Street	Austral Terrace
Regan Avenue	Morphettville	Mullawirra	Dpti split	Quinn Street
Rosedale Avenue	Morphettville	Mullawirra	Oaklands Road	DPTI split
Bowaka Street	Park Holme	Mullawirra	Cungena Avenue	Condada Avenue
Chambers Street	Park Holme	Mullawirra	Whittier Avenue	Cul-De-Sac
Tarranna Avenue	Plympton Park	Mullawirra	Ross Street	Mulcra Avenue
Basten Avenue	Seaview Downs	Southern Hills	Penong Street	Davenport Terrace
Chandada Street	Seaview Downs	Southern Hills	Morphett Road	Yeelanna Avenue
Wangary Terrace	Seaview Downs	Southern Hills	Seacombe Road	Cadell Street
Hutt Street	Sheidow Park	Southern Hills	Lonsdale Road	Cul-De-Sac
Adams Road	Trott Park	Southern Hills	Whiteley Drive (West)	Cassab Court
Boyle Street	Oaklands Park	Warracowie	Finniss Street	Heathcote Street
Boyle Street	Oaklands Park	Warracowie	Heathcote Street	George Street
Doreen Street	Oaklands Park	Warracowie	Milton Street	Cul-De-Sac
Alderman Avenue	Seacombe Gardens	Warracowie	Diagonal Road	DPTI split
Russell Avenue	Seacombe Gardens	Warracowie	Ramsay Avenue	Wilga Street
Sutton Avenue	Seacombe Gardens	Warracowie	Glamis Avenue	Rider Street
Bowker Street	Warradale	Warracowie	Lindley Avenue	Macarthur Avenue
Buckingham Avenue	Warradale	Warracowie	Oaklands Road	Spruce Avenue
Pine Avenue	Warradale	Warracowie	Diagonal Road	DPTI split
Railway Terrace	Warradale	Warracowie	Third Avenue	Sixth Avenue
Wilton Avenue	Warradale	Warracowie	Diagonal Road	CoHB Boundary
Waterman Terrace	Mitchell Park	Warriparinga	Marion Road	Cul-De-Sac
Woodland Road	Mitchell Park	Warriparinga	Bradley Grove (South)	Handley Avenue
Braeside Avenue	Seacombe Heights	Warriparinga	Seacombe Road	Truscott Avenue
Glen Street	Seacombe Heights	Warriparinga	Braeside Avenue	Crystal Street
Miller Street	Sturt	Warriparinga	Seacombe Road	Diagonal Road
Mimosa Terrace	Clovelly Park	Woodlands	Oak Avenue	Ash Avenue
Towers Terrace	Edwardstown	Woodlands	Wheaton Street	Castle Street
Towers Terrace	Edwardstown	Woodlands	Raglan Avenue	Stuart Road
Chitral Terrace	South Plympton	Woodlands	Cross Road	DPTI split
Pleasant Avenue	South Plympton	Woodlands	Winifred Avenue	Ray Street
** Please note capital works programs are subject to change*				

RESIDENTIAL FOOTPATH PROGRAM 2020/21		
Road Name	Suburb	Ward
Proactive Footpath Works	Various	Various
Capella Reserve (Stage 2)	Hallett Cove	Coastal
Corsair Court	Hallett Cove	Coastal
Falcon Court	Hallett Cove	Coastal
Nungamoora Street	Hallett Cove	Coastal
The Cove Road	Hallett Cove	Coastal
Newland Avenue Reserve	Marino	Coastal
Kersley Avenue	Glengowrie	Mullawirra
Morphettville Urban Renewal Project	Morphettville	Mullawirra
Agnes Street	Glengowrie	Mullawirra
Frederick Street	Glengowrie	Mullawirra
Duncan Avenue	Park Holme	Mullawirra
Christopher Court	O'Halloran Hill	Southern Hills
Berrima Road	Sheidow Park	Southern Hills
Eaton Court	Sheidow Park	Southern Hills
Dunrobin Road	Warradale	Warracowie
** Please note capital works programs are subject to change*		

TRAFFIC DEVICES PROGRAM 2020/21			
Road Name	Suburb	Ward	Description
Ayres Court	Morphettville	Mullawirra	Paved parking areas
Alpha Street	Morphettville	Mullawirra	Paved parking areas
Young Street	Sheidow Park	Southern Hills	Woodend Primary School koala crossing
Lander Road/Young Street	Sheidow Park	Southern Hills	Intersection upgrade
Ludgate Avenue	Trott Park	Southern Hills	Paved parking areas
Dunrobin Road	Warradale	Warracowie	Christ the King School koala crossing
Delaine Avenue	Edwardstown	Woodlands	Driveway link improvements
** Please note capital works programs are subject to change*			

STORMWATER DRAINAGE PROGRAM 2020/21		
Road Name	Suburb	Ward
Lucretia Wetland	Hallett Cove	Coastal
Shaftesbury Lane / Bandon Terrace Reserve	Marino	Coastal
Calauria Crescent / Wistow Crescent	Sheidow Park	Southern Hills
Coolah Terrace	Marion	Warracowie
Shetland Avenue	Marion	Warraparinga
Ayre Street	South Plympton	Woodlands
Lynton Avenue / Castle Street	South Plympton	Woodlands
** Please note capital works programs are subject to change*		

IRRIGATION & WETLANDS PROGRAM 2020/21		
Location	Suburb	Ward
Manoora Drive Reserve	Hallett Cove	Coastal
Mema Court Reserve	Hallett Cove	Coastal
Heron Way Reserve	Hallett Cove	Coastal
Stanley Street Reserve	Glengowrie	Mullawirra
Westall Way Reserve	Sheidow Park	Southern Hills
Mitchell Street Reserve	Seaview Downs	Southern Hills
Capella Reserve	Hallett Cove	Coastal
Brooklyn Road	Hallett Cove	Southern Hills
George Street Reserve	Marion	Warriparinga
Mitchell Park Oval	Mitchell Park	Warriparinga
Glandore Community Centre	Glandore	Woodlands
Yanyarrie Street Reserve	Edwardstown	Woodlands
** Please note capital works programs are subject to change*		

OTHER INFRASTRUCTURE PROGRAM 2020/21		
Details	Suburb	Ward
Bus Shelters	Various	Various
Sturt River Linear Path	Beford Park	Warriparinga
Signage	Various	Various
Lighting	Various	Various

APPENDIX 2 - BUDGETED INCOME STATEMENT

Budget 2019/20 $'000	3rd Review 2019/20 $'000		Budget 2020/21 $'000
		Operating Revenue	
77,293	77,321	Rates - General	78,018
1,972	1,973	Rates - Regional Landscape Levy	2,026
2,203	2,069	Statutory Charges	2,161
2,210	2,265	User Charges	2,278
7,180	6,223	Grants/Subsidies	7,824
708	902	Investment Income	755
530	1,448	Reimbursements	1,164
1,361	884	Other Revenue	1,235
1,278	1,278	Share of Profit/(Loss) SRWRA	365
94,734	**94,363**	**Total Operating Revenue**	**95,826**
		Operating Expenditure	
35,905	36,310	Employee Costs	37,959
23,812	25,882	Contractor Services	20,862
5,021	5,474	Materials	4,808
397	397	Finance Charges	322
15,056	15,526	Depreciation	15,708
7,263	7,620	Other Expenses	9,478
87,453	**91,209**	**Total Operating Expenditure**	**89,137**
7,281	**3,154**	**Operating Surplus/(Deficit) before Capital Revenues**	**6,689**
5,000	647	Capital Grants and Contributions	8,163
0	0	Asset Disposal and Fair Value Adjustments	0
	0	Physical resources received free of charge	
12,281	**3,801**	**Net Surplus/(Deficit) resulting from Operations**	**14,852**

* Note: The Regional Landscape Levy is collected by Council on behalf of Green Adelaide Board.

APPENDIX 3 - BUDGETED STATEMENT OF FINANCIAL POSITION

Budget 2019/20 $'000	3rd Review 2019/20 $'000	Budgeted Statement of Financial Position	Budget 2020/21 $'000
		Current Assets	
24,389	41,270	Cash	26,152
6,823	6,011	Receivables	6,626
266	298	Inventory	269
31,478	**47,579**	**Total Current Assets**	**33,047**
		Current Liabilities	
		Bank Overdraft	
10,835	10,867	Creditors	9,913
5,356	5,655	Provisions	5,655
2,049	1,245	Loans	994
18,240	**17,767**	**Total Current Liabilities**	**16,562**
13,238	**29,812**	**Net Current Assets/(Liabilities)**	**16,485**
		Non-Current Assets	
7,437	7,306	Investment in Regional Subsidiaries	7,671
1,189,920	1,169,671	Infrastructure, Property, Plant	1,198,491
1,197,357	**1,176,977**	**Total Non-Current Assets**	**1,206,162**
		Non-Current Liabilities	
766	724	Provisions	724
13,586	4,390	Loans	5,396
14,352	**5,114**	**Total Non-Current Liabilities**	**6,120**
1,196,243	**1,201,675**	**Net Assets**	**1,216,527**
		Equity	
425,569	413,089	Accumulated Surplus	442,257
770,674	788,586	Reserves	774,270
1,196,243	**1,201,675**	**Total Equity**	**1,216,527**

APPENDIX 4 - BUDGETED STATEMENT OF CHANGES IN EQUITY

Budgeted Statement of Changes in Equity			
Budget 2019/20 $'000	**3rd Review 2019/20 $'000**		**Budget 2020/21 $'000**
		Accumulated Surplus	
403,848	397,167	Balance at beginning of period	413,089
12,281	3,806	Net Surplus/(Deficit)	14,852
0	0	Other Comprehensive Income	0
9,959	19,222	Transfers from Reserves	14,632
(519)	(7,106)	Transfers to Reserves	(315)
425,569	**413,089**	**Balance at end of period**	**442,258**
		Asset Revaluation Reserve	
760,237	762,292	Balance at beginning of period	762,292
760,237	**762,292**	**Balance at end of period**	**762,292**
		Other Reserves	
19,877	38,411	Balance at beginning of period	26,295
(9,440)	(12,116)	Net change	(14,317)
10,437	**26,295**	**Balance at end of period**	**11,978**
770,674	**788,586**	**Total Reserves**	**774,270**
1,196,243	**1,201,675**	**Total Equity**	**1,216,527**

APPENDIX 5. BUDGETED STATEMENT OF CASH FLOWS

Budget 2019/20 $'000	3rd Review 2019/20 $'000	Budgeted Statement of Cash Flows	Budget 2020/21 $'000
		Cash Flows from Operating Activities	
92,566	95,630	*Receipts*	94,771
(72,373)	(73,001)	*Payments*	(73,695)
20,193	**22,629**	**Net Cash Provided by Operating Activities**	**21,076**
		Cash Flows from Financing Activities	
		Receipts	
10,000	-	Loans Received	2,000
		Payments	
(1,170)	(1,170)	Principal	(1,245)
8,830	**(1,170)**	**Net Cash (Used In) Financing Activities**	**755**
		Cash Flows from Investing Activities	
		Receipts	
5,000	629	Capital Grants/Subsidies & Contributions/Investments	8,163
		Payments	
(44,328)	(27,402)	Purchase of IPP&E	(45,112)
(39,328)	**(26,773)**	**Net Cash (Used In) Investing Activities**	**(36,949)**
(10,305)	(5,314)	Net Increase/(Decrease) in Cash Held	(15,118)
34,694	46,584	Cash at Beginning of Reporting Period	41,270
24,389	**41,270**	**Cash at End of Reporting Period**	**26,152**

APPENDIX 6 - BUDGETED FUNDING STATEMENT

Budget 2019/20 $'000	3rd Review 2019/20 $'000		Budget 2020/21 $'000
		Operating Revenue	
79,265	79,294	Rates	80,044
2,203	2,069	Statutory Charges	2,161
2,210	2,265	User Charges	2,278
7,180	6,223	Operating Grants & Subsidies	7,824
708	902	Investment Income	755
530	1,448	Reimbursements	1,164
1,361	884	Other	1,235
1,278	1,278	Net gain - SRWRA	365
94,734	**94,363**		**95,826**
		Operating Expenses	
35,905	36,310	Employee Costs	37,959
23,812	25,882	Contractual Services	20,862
5,021	5,474	Materials	4,808
397	397	Finance Charges	322
15,056	15,526	Depreciation	15,708
7,263	7,620	Other	9,478
87,453	**91,209**		**89,137**
7,281	**3,154**	**Operating Surplus/(Deficit) before Capital Revenues**	**6,689**
		Capital Revenue	
5,000	647	Capital Grants & Subsidies	8,163
0	0	Asset disposal and fair value adjustments	0
12,281	**3,802**	**Net Surplus/(Deficit)**	**14,852**
15,056	15,526	Depreciation	15,708
0	0	*(Gain)/Loss on disposal of assets*	0
(1,278)	(1,278)	Share of Profit SRWRA	(365)
26,059	**18,050**	**Funding available for Capital Investment**	**30,195**
		Capital	
12,063	9,895	*less* Capital Expenditure - Renewal	17,119
32,265	17,501	*less* Capital Expenditure - New	27,993
0	0	*less* Capital - contributed assets	0
0	0	*add* Proceeds from Sale of Surplus Land	0
(18,269)	**(9,347)**	**Net funding increase/(decrease)**	**(14,917)**
		Funded by Loans	
0	0	Loan Principal Receipts (Net)	2,000
1,170	1,170	less Loan Principal Repayments	1,245
8,830	**(1,170)**	**Loan Funding (Net)**	**755**
		Movement in level of cash, investments and accruals	
0	1,599	Cash Surplus/(Deficit) funding requirements	154
(9,440)	(12,116)	Reserves Net transfer to/(transfer from)	(14,317)
(9,440)	**(10,517)**	**Cash/Investments/Accruals Funding**	**(14,163)**
18,269	**9,347**	**Funding Transactions**	**14,917**

APPENDIX 7. RATING POLICY

RATING

(1) VALUATION METHODOLOGY AND ADOPTION

Council uses Capital Value as the basis for valuing land within the Council area. Capital Value is the value of the land and all of the improvements on the land. The Council also continues to adopt the capital valuations distributed by the Valuer-General.

(SEE ANNEXURE 1)

(2) DIFFERENTIAL GENERAL RATES

All land within a council area, except for land specifically exempt under section 147 (2) of the Act is rateable. The Act provides for a council to raise revenue through a general rate, which applies to all rateable land, or through differential general rates, which differentially apply to classes of rateable land. Council uses a differential rating system to raise revenue based upon Land Use to ensure a fair and equitable distribution of rates within the City of Marion. In applying this approach Council will take into consideration all prevailing economic conditions and changes and adjust its differential rates accordingly, to ensure an appropriate and fair equalisation of rates across all land use categories.

The differential general rate Land Use categories are as follows:

Category 1 Residential
Category 2 Commercial – Shop
Category 3 Commercial – Office
Category 4 Commercial – Other
Category 5 Industrial – Light
Category 6 Industrial – Other
Category 7 Primary Production
Category 8 Vacant
Category 9 Other

These differential rates will be used to determine the rates in the dollar for all properties within the City of Marion area for the financial year. These rates will be specified in Council's rate declaration for each financial year.

(SEE ANNEXURE 1)

(3) MINIMUM RATE

A minimum amount payable by way of general rates is determined to apply to the whole of an allotment (including land under a separate lease or licence) and only one minimum amount is payable in respect of two or more pieces of adjoining land (whether intercepted by a road or not) if they are owned by the same owner and occupied by the same occupier.

The Minimum Rate to apply to properties within the City of Marion will be detailed in Council's rate declaration for each financial year.

(See Annexure 1)

(4) SERVICE CHARGE

The Council has decided not to impose any service charges for this financial year.

(5) REGIONAL LANDSCAPE LEVY (FORMERLY NATURAL RESOURCES MANAGEMENT LEVY)

The Council, under the *Landscape South Australia Act 2019*, is required to collect this levy. It does so by imposing a separate rate for all rateable properties within the Council area.

For each financial year, the levy for each property will be determined by the total capital valuation within the City of Marion. The calculation is as follows;

- Total Capital Value divided by the Total Amount Required, (set for the financial year by the Green Adelaide Board) determines an appropriate rate in the dollar, this rate in the dollar will then be adopted to each property.

(SEE ANNEXURE 1)

(6) PAYMENT OF RATES

The Council has determined that payment of rates for the 2020-2021 financial year will be by four instalments, due on 2 September 2020, 2 December 2020, 2 March 2021 and 1 June 2021. However, the total amount of rates may be paid in full at any time.

Council has determined that rates may be paid by the following methods;

- Australia Post – Post Office, Telephone or Internet
- Bpay – Telephone or internet payments
- Centrepay – Deductions directly from Centrelink deductions
- Direct Debit – Direct from either a Cheque or Savings account
- Eservices – Direct through the Council's Internet system
- In person - At Council Offices
- By Mail - Locked Bag 1 Oaklands Park SA 5046

(7) LATE PAYMENT OF RATES

Council imposes an initial penalty (a fine) of 2% as prescribed under the Act on any instalment that is received late. A prescribed interest rate (which includes the amount of any previous unpaid fine and interest) will apply on the expiration of each month that a balance remains unpaid.

When Council receives a payment in respect of overdue rates, the money received is applied in the order set out below, in accordance with Section 183 of the Act,

- First – to satisfy any costs awarded in connection with court proceedings;
- Second – to satisfy any interest costs;
- Third – in payment of any fines imposed;
- Fourth – in payment of rates, in chronological order (starting with the oldest account first).

(SEE ANNEXURE 1)

(8) REBATES AND POSTPONEMENT OF RATES

(8.1) RATE REBATE POLICY

Refer to the Rate Rebate Policy attached.

(8.2) RATE CAPPING

Section 166 (1) (l) (ii) of the Act provides for the discretionary rebate of rates where, among other things, there has been a rapid change in valuations.

Council will provide relief against a substantial increase in rates payable on residential land due to large increases in capital value by applying a rebate (capping) of general rates to eligible ratepayers.

For the current financial year, the rate cap is set at 12% with a $20 minimum and a $200 maximum (excluding new or improved properties) for ratepayers who meet the Qualifying Criteria set out below:

Qualifying Criteria:

- The property is the owner's principal place of residence.
- The property has not had more than $20,000 of improvements.
- The property value has not increased due to zoning changes.
- The land use for rating purposes has not changed since 1st July of the previous financial year.
- The property has not sold since the 1st January of the previous financial year.

Rate capping will be applied automatically to properties that can be readily identified as being eligible. Where this rebate is not applied automatically, ratepayers who consider they could be eligible for rate capping may apply in writing to Council. Applications will be assessed against the eligible criteria. Only applications for the current financial year will be accepted and must be received in the current financial year.

(8.3) RESIDENTIAL CONSTRUCTION ON VACANT LAND

Under Section 166 (1) (a) of the Act, and for the purpose of securing the proper development of the area, a discretionary rebate of general rates for the 2020-2021 financial year will be granted in respect of an assessment classed as vacant land by the Council, where:

- The principal ratepayer of the assessment applies to the Council for the rebate prior to 30 June 2021, and
- The footings have been poured on the property by 30 June 2021

The amount of the rebate will be the difference between the general rate in the dollar applicable to Vacant land, and the general rate in the dollar applicable to Residential land. This is calculated by the number of days remaining between 1 July 2020 and 30 June 2021 from the date footings are poured for a residence on the land. Minimum Rate is still applicable.

(8.4) POSTPONEMENT OF RATES – HARDSHIP

Section 182 of The Act permits the Council, on the application of the ratepayer, to partially or wholly remit rates or to postpone rates, on the basis of hardship. Where a ratepayer is suffering hardship in paying rates they may submit an application in writing to the Council's Team Leader Rating Services. The Council treats such inquiries confidentially.

COVID-19 PROVISION

Ratepayers experiencing financial difficulties and are unable to meet standard payment arrangements due to COVID-19 can contact Council to discuss alternative payment options. Council will review the provisions in early 2020/2021.

(8.5) POSTPONEMENT OF RATES – SENIORS

An Application may be made to Council by ratepayers who meet the criteria required for qualification for the postponement under Section 182A of The Act. (see Annexure 1 for criteria)

(9) SALE OF LAND FOR NON-PAYMENT OF RATES

The Act provides that a council may sell any property where the rates have been in arrears for three years or more. Council is required to notify the owner of the land of its intention to sell the land, provide the owners with details of the outstanding amounts, and advise the owner of its intention to sell the land if payment of the outstanding amount is not received within one month. Except in extraordinary circumstances, the Council enforces the sale of land for arrears of rates.

(10) CONCESSIONS

COST OF LIVING CONCESSION

Pensioners, low-income earners and self-funded retirees holding a Commonwealth Seniors Health Card can receive up to $200 per year. Eligibility includes pensioners and low-income earners who are tenants.

For further information contact the Concessions Hotline on 1800 307 758.

RATE REBATES

(1) POLICY STATEMENT

Council has decided to adopt a Rate Rebate Policy for all rateable land within the Council's area which is applied in accordance with Sections 159 to 166 of the Act. This Policy will assist the Council as a decision making function and is intended to provide guidance to the community as to the matters that the Council will take into account in deciding an application for a rebate.

The Policy also sets out the type of land use for which the Council must grant a mandatory rebate of rates and the percentage amount applicable, and those types of land use where the Council has the ability to grant a discretionary rebate of rates. Rebates will only be available when the applicant satisfies the requirements under both the Act and, where appropriate, the requirements of this Policy.

(2) MANDATORY REBATES

Mandatory rate rebates will be granted by Council at the prescribed rate in accordance with Sections 159 to 165 of The Act.

S160 – Health Services 100% Rebate
S161 – Community Services (Including Housing Associations) 75% Rebate
S162 – Religious Purposes 100% Rebate
S163 – Public Cemeteries 100% Rebate
S164 – Royal Zoological Society of SA 100% Rebate
S165 – Educational Purposes 75% Rebate

Where the Council is satisfied from its own records, or from other sources, that a person or body meets the necessary criteria for a mandatory rate rebate, the Council will grant the rebate accordingly. Where the Council is not satisfied based on the information in its possession or otherwise does not hold relevant information, it will require the person or body to lodge an application in accordance with this Policy.

Where a person or body is entitled to mandatory rate rebate of 75% only, the Council may increase the rebate up to a further 25%. The Council may grant this further 25% rebate on application.

Where an application is made to the Council for a rebate of up to a further 25%, the application will be determined and written notice will be provided to the applicant of its determination of that application.

(3) DISCRETIONARY REBATES

A discretionary rate rebate may be granted by the Council, at its absolute discretion, up to and including 100% relief to any cases pursuant to Section 166 of the Act.
Any persons or bodies seeking a discretionary rebate, will be required to submit an application form to the Council and provide to the Council such information as stipulated on the application form and any other information that the Council may reasonably require.

(4) APPLICATION

The council will inform the community of the provisions for rate rebate under the Act by the inclusion of an advert in the local newspaper each year.

Application forms may be obtained from the Council office located at 245 Sturt Road, Sturt.

The Council will advise an applicant for a rebate of its determination of that application in due course, after receiving the application and receiving all information requested by the Council. The advice will state –

- if the application has been granted, the amount of the rebate; or
- if the application has not been granted, the reasons why.

(5) IN REGARDS TO PRESCRIBED DISCRETIONARY RATE REBATES THE COUNCIL WILL TAKE INTO ACCOUNT, IN ACCORDANCE WITH SECTION 166(1A) OF THE ACT, THE FOLLOWING MATTERS –

- The nature and extent of Council services provided in respect of the land for which the rebate is sought, in comparison to similar services provided elsewhere in the Council area;
- The community need that is being met by activities carried out on the land for which the rebate is sought; and
- he extent to which activities carried out on the land, for which the rebate is sought, provides assistance or relief to disadvantaged persons; and
- Such other matters as the Council considers relevant.

(6) THE COUNCIL MAY TAKE INTO ACCOUNT OTHER MATTERS CONSIDERED RELEVANT BY THE COUNCIL INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING–

- Why there is a need for financial assistance through a rebate;
- The level of rebate (percentage and dollar amount) being sought and why it is appropriate;
- The extent of financial assistance, if any, being provided to the applicant and/or in respect of the land by Commonwealth or State agencies;
- Whether the applicant has made/intends to make applications to another Council;
- Whether, and if so to what extent, the applicant is or will be providing a service within the Council area;
- Whether the applicant is a public sector body, a private not for profit body or a private for profit body;
- Whether there are any relevant historical considerations that may be relevant for all or any part of the current Council term;
- The desirability of granting a rebate for more than one year;
- Consideration of the full financial consequences of the rebate for the Council;

- The time the application is received;
- The availability of any community grant to the person or body making the application;
- Whether the applicant is in receipt of a community grant; and
- Any other matters and policies of the Council, which the Council considers relevant.

All persons or bodies wishing to apply to the Council for a discretionary rebate of rates must do so on or before 1 May in that financial year for which the rebate is sought.

- The Council may grant a rebate of rates on such conditions as the Council thinks fit.
- The Council may, for proper cause, determine that an entitlement to a rebate of rates under the Act no longer applies.
- Where an entitlement to a rebate of rates ceases or no longer applies during the course of a financial year, the Council is entitled to recover rates, or rates at the increased level (as the case may be), proportionate to the remaining part of the financial year.

It is an offence for a person or body to make a false or misleading statement or representation in an application, or to provide false or misleading information or evidence in support of an application made (or purporting to be made) under the Act.

The maximum penalty for this offence is $5,000.

If a person or body has the benefit of a rebate of rates and the grounds on which the rebate has been granted cease to exist, the person or body must immediately inform the Council of that fact and (whether or not the Council is so informed) the entitlement to a rebate ceases. If a person or body fails to do so that person or body is guilty of an offence.

The maximum penalty for this offence is $5,000.

(7) DELEGATION

The Council has delegated its power, pursuant to Section 44 of the Act to determine applications and to grant a discretionary rebate of rates, to the Chief Executive Officer on the condition that the discretionary rebate is not more than $5,000.

(8) REVIEW OF REBATE

A person or a body aggrieved by a determination of the Council in respect of an application for a rebate may, within 14 days of the date of the notice of determination, seek a review of that decision in accordance with the Council's Internal Review of Council Decisions Policy.

(9) COMMUNITY GRANTS

If an application for a rebate is unsuccessful, the Council has an absolute discretion to then treat the application as one for a community grant and to determine it in accordance with the Council's Community Grants Policy.

(10) AVAILABILITY OF POLICY DOCUMENTS

Policy documents are available for inspection at the Council offices and on the website at www.marion.sa.gov.au. Persons may obtain a copy of any Policy document upon payment of the fee set by the Council.

DISCLAIMER

A rate cannot be challenged on the basis of non-compliance with this Policy and must be paid in accordance with the required payment provisions.

Where a ratepayer believes that the Council has failed to properly apply this Policy they should raise the matter with the Council. In the first instance contact the Council's Team Leader – Rating Services on 8375 6617 to discuss the matter. If, after this initial contact, a ratepayer is still dissatisfied they should write to the Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park, SA 5046



ANNEXURE 1

1. VALUATION METHODOLOGY AND ADOPTION

Under the Act, the Council may adopt one of three valuation methodologies to value the properties in its area.
They are:

- Capital Value – the value of the land and all of the improvements on the land.
- Site Value – the value of the land and any improvements which permanently affect the amenity of use of the land, such as drainage works, but excluding the value of buildings and other improvements.
- Annual Value – a valuation of the rental potential of the property

The Council considers that the Capital Value method of valuing land provides the fairest method of distributing the rate burden across all ratepayers on the following basis:

- The equity principle of taxation requires that ratepayers of similar wealth pay similar taxes and ratepayers of greater wealth pay more tax than ratepayers of lesser wealth;
- Property value is a relatively good indicator of wealth and capital value, which closely approximates the market value of a property, provides the best indicator of overall property value;
- The distribution of property values throughout the Council area is such that few residential ratepayers will pay significantly more than the average rate per property.

Any ratepayer dissatisfied with the valuation made by the Valuer General may object in writing to the Valuer General within 60 days of receiving a rate notice, explaining the basis for the objection. This is provided that ratepayer has not:

(a) previously received a notice of this valuation under the Act, in which case the objection period is 60 days from the receipt of the first notice; or

(b) previously raised an objection to that valuation.

The 60 day objection period may be extended by the Valuer-General where it can be shown there is reasonable cause to do so.

It is important to note that the lodgement of an objection does not change the payment of rates or the due date.

2. DIFFERENTIAL GENERAL RATES

All land within a council area, except for land specifically exempt (e.g. crown land, council occupied land and other land prescribed under the Act – refer to Section 147), is rateable. The Act provides for a council to raise revenue for the broad purposes of the Council through the imposition of a single general rate or through differential general rates that apply to all rateable properties within the Council area.

Following a review of rating options available under the Act during the 2002/2003 financial year, the Council consulted extensively with the community on this issue and concluded that a differential rating system would improve the equity in rate distribution across the community. The review included a comparison of rating methods and rates by land use within the Adelaide metropolitan area.

Differential general rates are based on Land Use as determined in the Local Government (General) Regulations 2013 under the Act. If a ratepayer believes that a particular property has been wrongly classified by the Council as to its land use, then they may object (to the Council) to that land use within 60 days of being notified. A ratepayer may discuss the matter with a Rates Officer, on 8375 6600 in the first instance. The Council will provide, on request, a copy of Section 156 of the Act which sets out the rights and obligations of ratepayers in respect of objections to a land use.

An objection to the land use:

- Must be in writing
- Must set out-
  - The grounds of the objection; and
  - The land use (being a land use being used by the Council as a differentiating factor) that should, in the objector's opinion, have been attributed to the land; and
- Must be made within 60 days after the objector receives notice of the particular land use to which the objection relates.
- This 60 day objection period may be extended where it can be shown there is reasonable cause to do so.

The Council may then decide the objection as it sees fit and notify the ratepayer. A ratepayer also has the right to appeal against the Council's decision to the Land and Valuation Court. It is important to note that the lodgement of an objection does not change payment of rates or the due date.

3. MINIMUM RATE

The reasons for imposing a minimum amount payable by way of general rates are:

- The Council considers it appropriate that all rateable properties make a contribution to the cost of administering the Council's activities;
- The Council considers it appropriate that all rateable properties make a contribution to the cost of creating and maintaining the physical infrastructure that supports each property.
- No more than 35% of properties will be subject to the minimum amount.

4. REGIONAL LANDSCAPE LEVY (FORMERLY THE NATURAL RESOURCE MANAGEMENT LEVY)

It is important to note that Council is required to collect this levy under the Landscape South Australia Act 2019 and operates as a revenue collector for the Green Adelaide Board in this regard. It does not retain this revenue or determine how the revenue is spent.

For further information visit https://landscape.sa.gov.au/

5. LATE PAYMENT OF RATES

Under the Act, the Council applies penalties (fines and interest) to arrears of rates (i.e. rates which are not paid on or before the due date). The Council issues a final notice for payment of rates when rates are overdue i.e. unpaid by the due date. If rates remain unpaid more than 21 days after the issue of the final notice then the Council may refer the debt to a debt collection agency for collection. This may result in legal proceedings with costs on-charged to the ratepayer.

The Council has adopted a policy to assist ratepayers experiencing difficulty in making their rate payment by the due date. The Council will consider approving extended payment provisions or, in circumstances where hardship can be demonstrated, deferring the payment of rates.

The Council may be prepared to remit penalties (fines and interest) for late payment of rates where ratepayers can demonstrate hardship or sufficient other reason for late payment.

All applications for remissions must be in writing, addressed to: Rating Services Section, City of Marion, PO Box 21, Oaklands Park, SA 5046.

6. DISCRETIONARY REBATE

The Act requires the Council to rebate the rates payable on certain land ('mandatory rebates'). The Act, at section 166, also empowers the Council to grant discretionary rebates of rates of up to 100% of the rates and/or charges payable. The Council, in considering discretionary rebates, must balance the benefits of providing rebates, with the impact that such rebates have on its overall income (and hence upon the general ratepayer base). To promote the transparency of this process the Council has adopted a Rate Rebate Policy. A copy of this Policy is available at the Council offices or on Council's website at www.marion.sa.gov.au.

7. POSTPONEMENT OF RATES – SENIORS

The following criteria must be satisfied before the postponement is granted.

- The person is a prescribed ratepayer, or the spouse of a prescribed ratepayer;
- A prescribed ratepayer means the holder of a current State Seniors Card or a person eligible to hold such a card who has applied but is yet to be issued with a card.
- Rates are payable on the principal place of residence.
- The land is owned by the prescribed ratepayer, or the prescribed ratepayer and his or her spouse, and no other person has an interest, as owner, in the land.
- Any current mortgage over the property which was registered prior to 25 January 2007 will be no more than 50% of the Valuer-General's capital value of the property.

An application must be made in the prescribed manner and form and be accompanied by such information as the Council may require. Any rates which are postponed will become due and payable when:

- The title to the land is transferred to another person; or
- There is failure to comply with a condition of postponement.

A minimum amount of $500 of the annual rates must be paid.

An entitlement to a remission will be applied to the proportion of the rates that has not been postponed, unless notice to the contrary is received in writing from the owner.

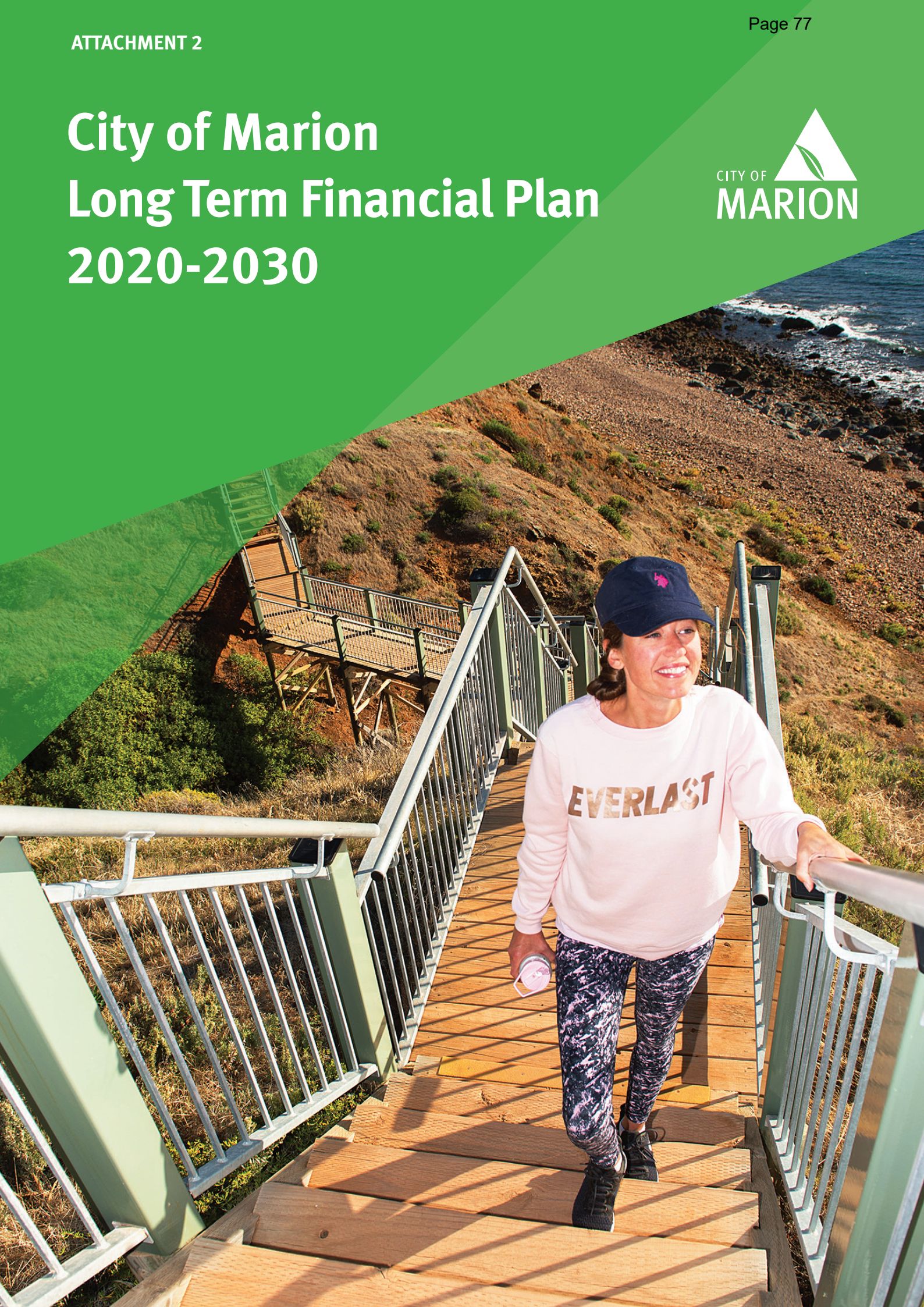
Interest will accrue on the amount postponed at the prescribed rate per month, under the Act until the amount is paid.

Should the entitlement to a postponement cease to exist, the owner of the land must inform the Council in writing, unless the rates and any interest have been paid in full.

ATTACHMENT 2

City of Marion
Long Term Financial Plan
2020-2030

CITY OF MARION



ACKNOWLEDGEMENT OF COUNTRY

We acknowledge we are part of Kaurna land and recognise the
Kaurna people as the traditional and continuing custodians of the land.

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PURPOSE OF THE LONG TERM FINANCIAL PLAN

The Long Term Financial Plan (LTFP) is an integral part of Council's suite of strategic management plans that links Council's Business Plans and Asset Management Plans and translates the outcomes and strategies of Council's Business Plans into financial terms. Council's LTFP provides the basis for the preparation of Council's Annual Business Plan. The LTFP also reflects the known impacts of projects included in Council's 4 Year Business Plan 2019-2023.



STRATEGIC MANAGEMENT FRAMEWORK

30 YEAR COMMUNITY VISION TOWARDS 2040 LIVEABLE VALUING NATURE INNOVATIVE PROSPEROUS CONNECTED ENGAGED	**A shared Community Vision** Innovating a future for the city and its residents
STRATEGIC PLANS STRATEGIC PLAN WORKFORCE PLAN DEVELOPMENT PLAN ASSET MANAGEMENT PLAN LONG TERM FINANCIAL PLAN HEALTH, SAFETY & ENVIRONMENT PLAN	A suite of plans that focus Council's contributions to the Community Vision
BUSINESS PLAN JULY 2019–JUNE 2023	Council's delivery program over its term
WORK AREA PLANS	Team level planning to ensure community and Council's priorities are delivered
ANNUAL BUSINESS PLAN	Identifies how Council's work is resourced and paid for each year
PERFORMANCE DEVELOPMENT PLANS	Individual delivery and development plans

The LTFP helps ensure that long term financial sustainability can be maintained while meeting the needs and expectations of our communities and delivering Council's objectives as specified in the 30 Year Community Vision – 'Towards 2040', and related strategies.

Reviewing the LTFP on an annual basis concurrently with Council's Annual Budget helps ensure confidence in the long-term financial sustainability of the organisation.

Part of this process includes conducting an environmental scan. Environmental scanning is an ongoing process, keeping us future focussed, aware of the bigger picture and mindful of emerging risks and opportunities. An extensive review of opportunities and challenges from current and emerging internal and external trends and influences is conducted annually with key issues being identified in Council's Annual Business Plan. This supports the consideration of strategic priorities and responses considering emerging priority pressures and opportunities. The criticality of each issue and opportunity was assessed. Responses targeting what council has in place or will do differently have been developed for all critical issues and opportunities.

Because of the nature of the estimates and assumptions made and the uncertainty of changes within the economy, the LTFP requires regular review and updating. This process involves input from management, Council and the Finance and Audit Committee.

The review and updating of Council's Asset Management Plans is currently in progress and these will assist in providing more accurate information for the renewal and ongoing maintenance of Council's existing assets.

CEO STATEMENT ON FINANCIAL SUSTAINABILITY

This LTFP demonstrates that Council is in a strong financial position to not only enable a zero average rate increase in 2020-2021 but continue with rate increases lower than CPI throughout the LTFP and maintaining a relatively low level of debt over the term of the LTFP.

Key financial indicators used to assess Council's long-term financial sustainability include the operating surplus/(deficit) ratio, asset renewal funding ratio and the net financial liabilities ratio. These ratios are in line with Council's established benchmarks to ensure the sustainability of Council's long-term financial performance and position.

Continually improving the integration between City of Marion's suite of Strategic Plans which include Council's Business Plans, Asset Management Plans, LTFP and Annual Business Planning processes ensures Council develops and implements a robust and transparent system of financial management aligned to the longer term aspirations for the city as expressed in the 30 Year Community Vision - 'Towards 2040'.

The LTFP is the mechanism by which the funding requirements for these Strategic Plans are implemented to ensure we continue to operate in a financially sustainable way by ensuring we are progressively establishing, maintaining and assessing our long-term financial sustainability.

The Council ensures we have the financial capacity to continue to provide service levels which meet the needs of our community in a financially sustainable way by:

- Striving to continually improve our efficiency in the provision of existing and future services by proactively seeking out savings without affecting service delivery levels.
- Maintaining an operating surplus over the life of the LTFP whilst spending on renewal and upgrade of community assets.
- Continuously improving our Asset Management Plans to ensure we are appropriately maintaining around $1.2b of assets by renewing vital infrastructure and facilities.
- Taking out new borrowings where appropriate in accordance with our Treasury Management Policy and maintaining our debt and interest costs within Council's established benchmarks and ensuring our capacity to service and repay this debt into the future.
- Operating within the key financial indicators and benchmarks over the life of the LTFP to ensure we maintain a sound financial position.

Consideration however must also be given to numerous risks with the potential to influence the outcomes and affect Council's long-term financial position. The following key risks may fall into this category:

- Following a zero-rate increase in 2020-2021, Councils' rates assumes an average rate increase of less than CPI for the remainder of the plan. Council will continue to monitor the appropriateness of forecast rate increases in the LTFP. This must be balanced with the real cost of service provision, capital maintenance and service demand from the community.
- Capping employee costs at 2.3% throughout the plan may not be sustainable should service levels increase and associated increases in staffing levels be required.
- Competing priorities and community expectations; there are currently several unfunded aspirational strategic projects identified for further investigation across the City as well as several unfunded and unprioritised initiatives. It is crucial that these initiatives are prudently assessed with appropriate due diligence and in a disciplined manner to ensure Councils long term financial sustainability is preserved.
- Increasing levels of community housing transfers across the City of Marion resulting in increasing levels of rate rebates.
- Changes to Local Government funding programs and potential risk in relation to cost shifting from the Federal and State Government to Local Government.
- In the area of asset renewal and infrastructure management there are challenges that will need to be addressed. Council's LTFP currently indicates there is sufficient funding to meet the renewal requirements of its Asset Management Plans, however timing of funds and works for different asset classes will be refined and further inform the LTFP. There are some classes of assets that are not currently wholly incorporated into Council's AMP's and this information is actively being sought to assess and incorporate into the LTFP. Council is actively working on meeting this challenge and ensuring that assets are in serviceable condition and meet the community expectations.

Long term financial planning is an iterative process and the assumptions applied are reviewed annually using updated information. This ensures Council continually reviews its financial performance and remains firmly focussed on maintaining long term financial sustainability.

BASIS OF PREPARATION

Council's LTFP provides the basis for the preparation of its Annual Business Plan. The LTFP also reflects the known impacts of projects included in Council's 4 Year Business Plan 2019-2023.

PLAN FRAMEWORK

The LTFP has been prepared under the following framework:

- Supports the achievement of the City of Marion's Strategic Directions.
- Addresses issues arising and opportunities identified from internal audit reviews, service reviews and business excellence assessments.
- Maintains, on average, a break-even or positive funding (cash) position over the Long-Term Financial Plan.
- Continues to improve the maintenance of assets in accordance with Council's Asset Management Plans, with a priority on maintenance before renewal, and renewal before new when it is cost effective to do so.
- Reviews 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.
- Maintains Council's position for an average residential rate which remains among the lower rating metropolitan councils.

ASSUMPTIONS

In constructing the LTFP, several assumptions and variables were applied:

- Where changes to service delivery have been prioritised and approved by Council subject to financial capacity, these have been incorporated into the Annual Business Plan/Long Term Financial Plan. Where no other endorsement exists, service delivery levels are maintained at current levels.
- The 2020/2021 budget (first year of the LTFP) has been based upon historical actuals.
- For the years from 2021/2022 onwards a 2.5% increase per annum is applied to operating income and expenditure amounts in line with the Reserve Bank's targeted CPI with the following exceptions:
  - Rates – the assumptions for the ABP and LTFP includes a zero % rates increase plus growth, forecast at 1.0% in 2020/21 with lower than CPI increases forecast throughout the remainder of the LTFP.
  - Employee Costs - a 2.3% increase per annum is applied to Employee costs with consideration given to the revised timetable relating to the change in the Superannuation Guarantee. The Superannuation Guarantee increases recommence on 1 July 2021 with five annual increases of 0.5% each, in line with the Federal Government's target for 12% Superannuation from 2025/26, being incorporated into the LTFP.

    The salary staff (inside/ASU) agreement covers the three years to June 2022 and includes a 2% increase with a CPI safety net. The wages staff (outdoor/AWU) agreement runs until June 2021 and includes a 2.5% increase or CPI (whichever is higher).
  - Interest expenses are directly related to Council existing and forecast borrowings and cash flows.
  - Interest revenue is directly related to Council investments and cash flows and is carefully monitored in line with interest rate movements.
  - An adjustments schedule is used to account for any future variations in operating activities (e.g. an adjustment is made for election expenses to reflect that they only occur once every four years).
  - Capital Grants, subsidies and monetary contributions reflect tied monies received in relation to the purchase/construction of new assets and are budgeted in accordance with information known at the time of preparing the ABP/LTFP.

KEY OUTCOMES/CONCLUSIONS

OVERVIEW

The major outcomes and projects contained within the LTFP include:

- **Mitchell Park Sports & Community Redevelopment**

  A multi-function community centre that accommodates regional recreation and a multi-purpose sports hub will be delivered in 2020/2021 and 2021/2022 to support greater use by residents and the community through a range of activities and services. The redevelopment will include indoor and outdoor multipurpose sports courts, clubrooms, a neighbourhood centre and dog club. This project has secured grant funding of $5m from the Federal Government with up to $10.740m committed by the City of Marion.

- **Edwardstown Employment Precinct**

  Council is transforming Edwardstown into a modern business district to attract new industry and create jobs. Work includes making the streets greener, cooler, and more attractive with a $170,000 project funded equally between Council and State Government.

- **Oaklands Precinct Project**

  Centred on the grade separation of the Oaklands railway crossing Council committed to a $5m multi-year precinct development. Council received a $867,500 grant from the Federal Government towards the work, funded under its Smart Cities and Suburbs Program. Approaching the final stages of this 4 year project that include reserve and playground upgrades, street infrastructure upgrades, art installations to support improved walking and cycling, connectivity, safety and community liveability, the final 'Smart Precinct' component commenced in May 2020 and will be complete in 2021.

- **Redevelop tennis and netball courts and open space at Tarnham Road Reserve**

  Council will replace four ageing tennis courts with four new courts that can be used for both tennis and netball. A shelter, toilet, and play equipment will also be installed. Work will cost $1.64m and is expected to begin in early 2021.

- **BMX Facility in partnership with the State Government and the City of Onkaparinga**

  Council will commence the construction of the Sam Willoughby BMX facility to be built to UCI standards, in partnership with the State Government and the neighbouring City of Onkaparinga.

  Council has forecast a total project cost of $5.8m, with $1.75m from Council funds, $0.75m from City of Onkaparinga and the remaining $3.3m coming from State Government grant funding).

- **Greening our Streets**

  Guided by our Streetscape Policy, we will improve the attractiveness, amenity, character and functionality of streetscapes in the City of Marion to improve the environment and add value to people's experience in the City.

- **Marion Outdoor Pool**

  Council will continue with the $3.57m 3-year staged upgrade of the Marion Outdoor Pool. This upgrade will improve the facility to contemporary standards to ensure it remains as an attractive outdoor swimming and family recreation site for people of varying interests. The upgrades seek to foster social connectedness, active and healthy lifestyles, developing neighbourhoods, attractive and safe, and empowering communities to work in partnership with Council for various programs and initiatives. The final stage of this three-year upgrade include a splash pad, water play and picnic areas, shade, and paths. It is scheduled to be complete by the start of the 2020 summer season.

- **Southern Soccer Facility**

  The Southern Soccer Facility will cost $7m and include three turf pitches, floodlighting, fencing, clubrooms, and car parking for more than 200 vehicles. Council will provide $4.5m of funding and the State Government $2.5m to support growing membership and participation of soccer.

THE COMMUNITY'S CAPACITY TO PAY

CPI, and ultimately average wage movements, is a guide of the ability of most residents to pay. Those residents whose financial position does not necessarily move with CPI (e.g. pensioners) may not have the ability or capacity to afford the full payment of rates. This is in part dealt with by Council's existing rating policy which provides multiple forms of financial assistance to these people:

- Postponement of Rates – Hardship
- Postponement of Rates – Seniors
- Payment on Terms
- Rate Capping
- Large variety of payment options

OTHER POTENTIAL REVENUE SOURCES/ OPPORTUNITIES

- Grant funding is Council's second largest operating revenue source representing 7% of operating income over the term of the LTFP. Council's ability and opportunity to attract State and Federal Government funding for major projects and service improvements is critical to the long-term financial sustainability of the organisation.
- Shared services – entering shared service arrangements with other councils and the LGA in order to achieve economies of scale. Partnering with not-for-profit entities to provide services and facilities for the community is another option.
- Potential sale of surplus land and buildings – Whilst the LTFP is prepared on the basis that there is no reliance on gains from the disposal of assets to fund essential services, consideration should be given to this potential revenue source when considering the funding options for major strategic redevelopment projects.
- Exploring community governance and community capacity building opportunities – that is empowering the community to explore, fund and manage projects with minimal council assistance.

ASSET MANAGEMENT

The City of Marion's Asset Management Vision is:

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

Council's Asset Management Plans detail information about our assets and define the services to be provided, how the services are provided, and what funds are required to provide the services. All City of Marion assets are audited annually and frequently inspected on a rolling inspection regime.

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

Asset management is a critical tool in ensuring appropriate provision is made for the long-term management of community assets, and their impacts on all areas of service planning and delivery.



Our assets enable the provision of services to the community and businesses for current and future generations. Assets play a vital role in the local economy and on residents' quality of life.

FINANCIAL INDICATORS

KEY FINANCIAL INDICATORS

OPERATING SURPLUS RATIO

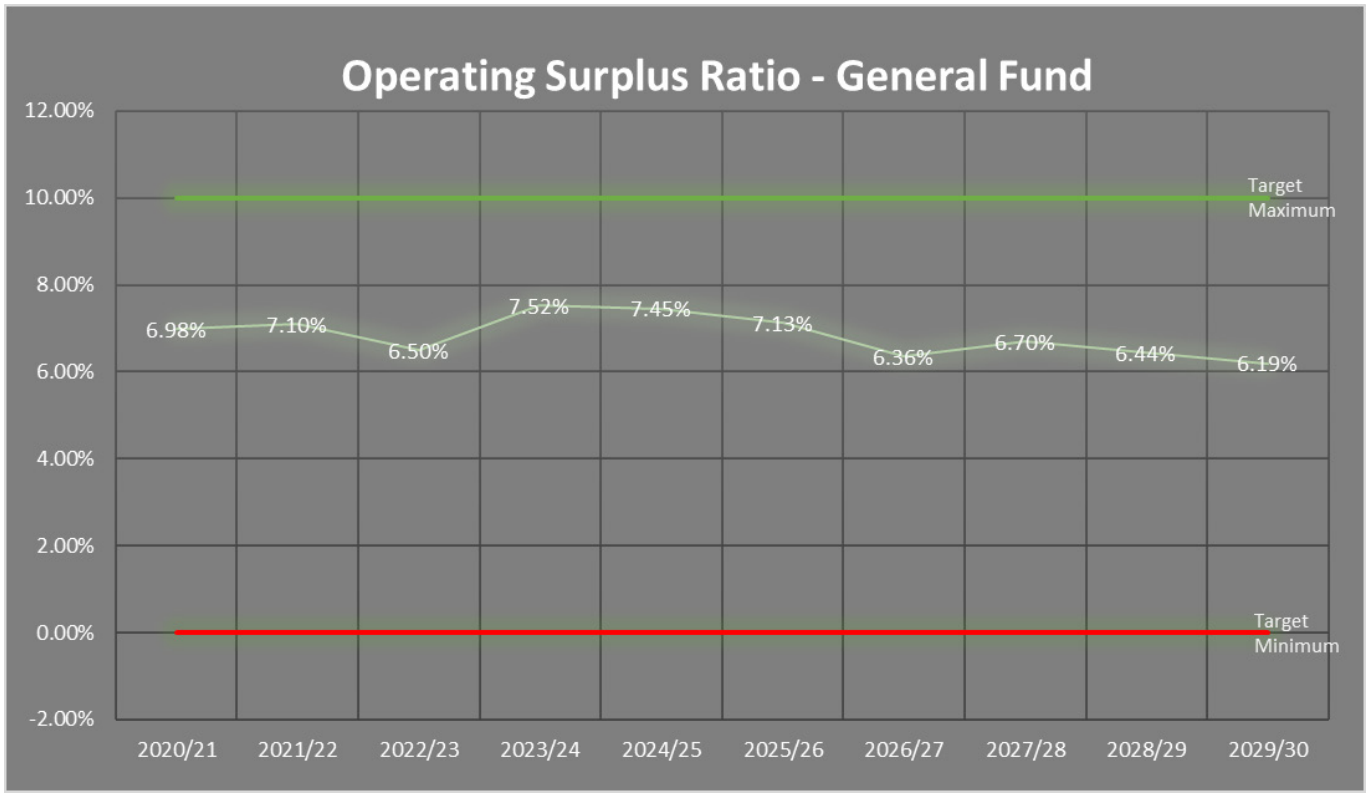
The Operating Surplus ratio expresses the level of operating surplus before capital expenditure as a percentage of rates. It gives an indication of Council's ability to service its operations from expected rate income and maintain financial sustainability in the long term

TARGET

An operating surplus ratio averaging between 0% and 10% over any consecutive five-year period.

LTFP COMMENTARY

The Operating Surplus Ratio is within the adopted target range of 0–10%. The forecast surplus is required to provide the funding necessary to meet the costs of delivering services and projects to the community including the renewal and upgrade of existing community assets over time to maintain community service standards and expectations, along with the ability to fund future major projects.



NET FINANCIAL LIABILITY RATIO

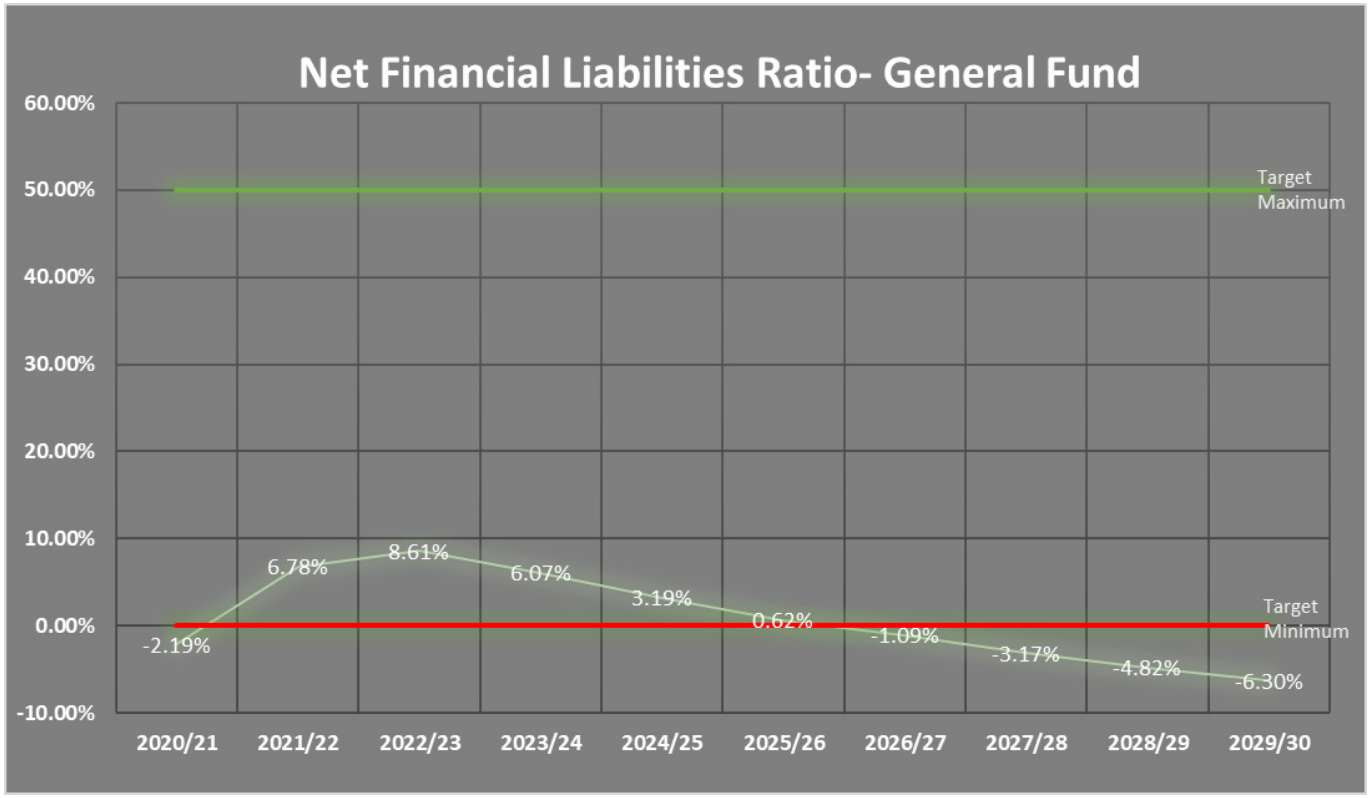
Net Financial Liabilities Ratio expresses Net Financial Liabilities – This comprises total liabilities less financial assets (where financial assets for this purpose includes cash, investments, loans to community groups, receivables and prepayments) expressed as a percentage of total operating revenue. This indicates Council's capacity to meet its financial obligations from operating revenue.

TARGET

The desirable target range for this indicator is between 0% and 50%

LTFP COMMENTARY

The net financial liability ratio is forecast at -2.19% in 2020/2021, increasing with the borrowings projected for 2021/2022 and 2022/2023 to 8.61% and then decreasing across the LTFP as loan repayments are made.
A negative ratio means Council is in a financially favourable position with more financial assets than liabilities (more cash than debt).



ASSET RENEWAL FUNDING RATIO

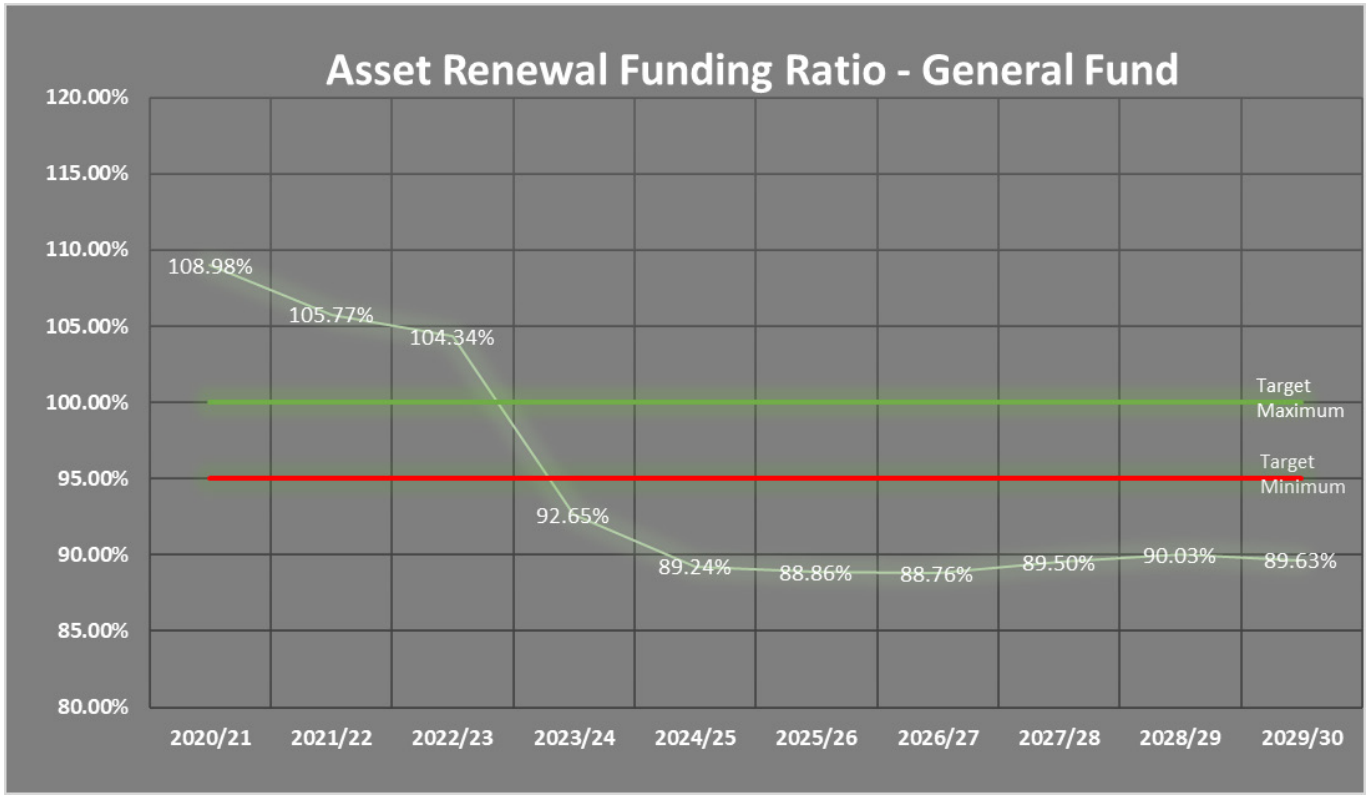
The Asset Renewal Funding ratio is calculated by measuring capital expenditure on renewal and replacement of assets relative to the Infrastructure and Asset Management Plan required expenditure. This indicates whether Council is renewing or replacing existing non-financial assets in accordance with its future Asset Management renewal requirements.

TARGET

It is suggested that a long-term asset sustainability index between 95-100% is acceptable as per Council's Asset Management Policy

LTFP COMMENTARY

With planned expenditure on asset renewal Council's Asset Sustainability ratio is projected to sit above the target until 2023-24. This indicates that Council's asset base may require additional renewal expenditure after 2023-2024. With continuing work on Asset Management Plans and strategies relating to specific asset classes well advanced a good foundation has been set to continue improving this in future.



OTHER FINANCIAL INDICATORS

While the Key Financial Indicators are those that are required by the Regulations, a number of other ratios can be used to measure financial performance. The two other indicators that Council has elected to use are as follows:

DEBT SERVICING RATIO

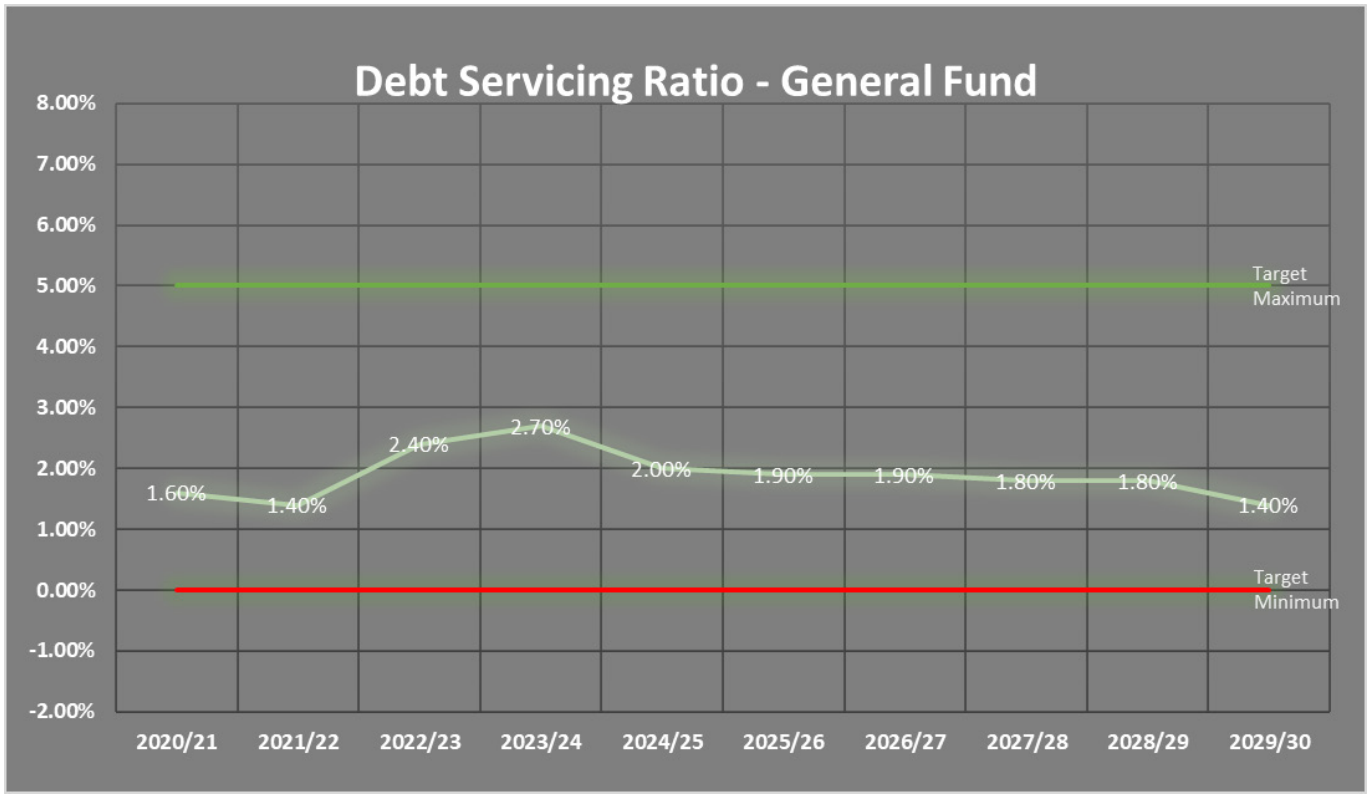
The Debt Servicing ratio expresses forecast debt servicing costs (principal and interest) compared to rates revenue. This indicates the ability of Council to service fixed borrowings from forecast rate income.

TARGET

This indicator has a desired target range between 0% and 5%

LTFP COMMENTARY

This indicator peaks at 2.7% in 2023/2024. With forecast new borrowings within the LTFP of $12.9m required to fund capital expenditure by 2023/2024, Council's Debt Servicing Ratio remains within the target range over the course of the LTFP. This indicates a moderate capacity to borrow within this ratio, noting that all ratios should be considered before making this decision.



ASSET CONSUMPTION RATIO

The Asset Consumption ratio is calculated by measuring the written down value (depreciated value) of the assets against their replacement cost. It illustrates the amount of asset life or 'as new' condition remaining in the depreciable assets. Depreciation represents the reduction in value of the assets each year and therefore accumulated depreciation is the total reduction in the carrying value of the assets.

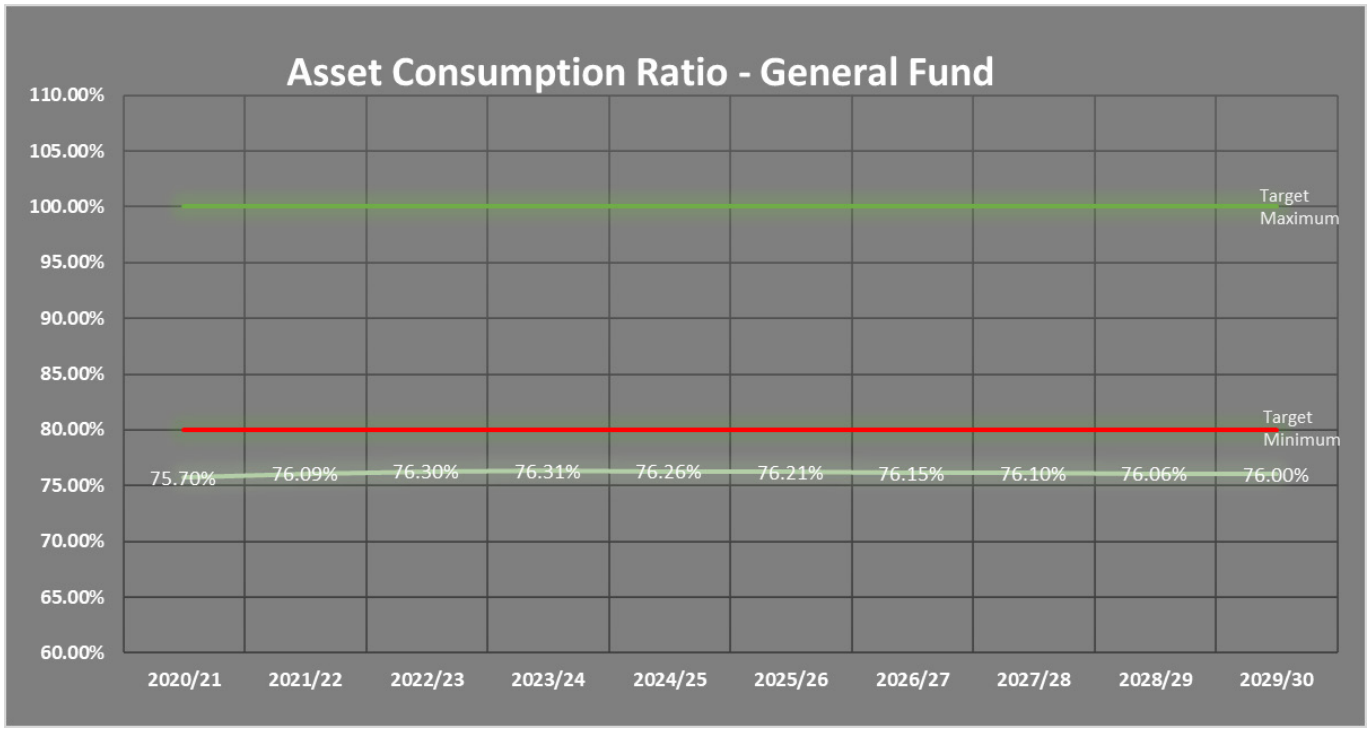
TARGET

The average proportion of 'as new condition' left in assets is greater than 80% and less than 100%.

LTFP COMMENTARY

The Asset Consumption Ratio highlights the potential service level remaining in Council's assets. If the Asset Consumption Ratio is high, this indicates that Council's assets are in relatively good condition - that is they are either relatively new or have been maintained in good condition. If the Asset Consumption Ratio is low, this indicates that Council's assets are in relatively poor condition - that is assets have not been renewed at a time when renewal was expected to occur.

Council's Asset Consumption ratio falls just outside of its target, however with many long lived assets and steady renewal programs this is holding firm at around 76%. This indicates that Council's asset base requires further renewal to achieve the 80% minimum. With continuing work on its Asset Management Plans and strategies relating to specific asset classes in progress, a good foundation is being set to improve this in the future.



FINANCIAL STATEMENTS

UNIFORM PRESENTATION OF FINANCES

City of Marion
10 Year Financial Plan for the Years ending 30 June 2030
UNIFORM PRESENTATION OF FINANCES - GENERAL FUND

		Projected Years							
Scenario: LTFP 2020-2030	**2020/21 $'000**	**2021/22 $'000**	**2022/23 $'000**	**2023/24 $'000**	**2024/25 $'000**	**2025/26 $'000**	**2026/27 $'000**	**2027/28 $'000**	**2028/29 $'000**
Operating Activities									
Income	95,826	96,645	98,223	100,952	103,403	105,924	108,502	111,056	113,681
less Expenses	(89,137)	(89,784)	(91,841)	(93,363)	(95,695)	(98,375)	(101,606)	(103,621)	(106,355)
Operating Surplus / (Deficit)	**6,689**	**6,861**	**6,382**	**7,589**	**7,708**	**7,549**	**6,895**	**7,436**	**7,326**
Capital Activities									
***less* (Net Outlays) on Existing Assets**									
Capital Expenditure on Renewal and Replacement of Existing Assets	(17,119)	(17,760)	(18,221)	(16,827)	(16,855)	(17,456)	(18,135)	(19,016)	(19,894)
add back Depreciation, Amortisation and Impairment	15,708	16,792	17,464	18,162	18,889	19,644	20,430	21,247	22,097
(Net Outlays) on Existing Assets	**(1,411)**	**(968)**	**(758)**	**1,336**	**2,033**	**2,188**	**2,295**	**2,231**	**2,204**
***less* (Net Outlays) on New and Upgraded Assets**									
Capital Expenditure on New and Upgraded Assets	(27,993)	(14,350)	(7,037)	(6,241)	(6,382)	(6,527)	(6,676)	(6,829)	(6,965)
add back Amounts Received Specifically for New and Upgraded Assets	8,163	-	-	-	-	-	-	-	-
(Net Outlays) on New and Upgraded Assets	**(19,830)**	**(14,350)**	**(7,037)**	**(6,241)**	**(6,382)**	**(6,527)**	**(6,676)**	**(6,829)**	**(6,965)**
less Share of Profit in Equity Accounted Investments (excl dividend)	**(365)**	**(376)**	**(387)**	**(399)**	**(411)**	**(423)**	**(436)**	**(449)**	**(462)**
Net funding increase/(decrease) for Financial Year	**(14,917)**	**(8,833)**	**(1,799)**	**2,285**	**2,949**	**2,787**	**2,079**	**2,389**	**2,102**

BUDGETED FUNDING STATEMENT

City of Marion 10 Year Financial Plan for the Years ending 30 June 2030 BUDGET SUMMARY - GENERAL FUND Scenario: LTFP 2020-2030	2020/21 $'000	2021/22 $'000	2022/23 $'000	2023/24 $'000	Projected Years 2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000
Income										
Rates	80,044	82,286	84,584	86,946	89,035	91,174	93,364	95,516	97,718	99,970
Statutory Charges	2,161	2,215	2,271	2,328	2,386	2,445	2,507	2,569	2,633	2,699
User Charges	2,278	2,335	2,393	2,453	2,514	2,577	2,642	2,708	2,775	2,845
Grants, Subsidies and Contributions	7,824	7,097	6,139	6,293	6,450	6,611	6,777	6,946	7,120	7,298
Investment Income	755	987	1,073	1,131	1,176	1,233	1,288	1,349	1,422	1,512
Reimbursements	1,164	873	895	918	940	964	988	1,013	1,038	1,064
Other Income	1,234	476	481	485	490	496	501	506	512	518
Net gain - equity accounted Council businesses	365	376	387	399	411	423	436	449	462	476
Total Income	**95,826**	**96,645**	**98,223**	**100,952**	**103,403**	**105,924**	**108,502**	**111,056**	**113,681**	**116,382**
Expenses										
Employee Costs	37,959	38,689	39,120	40,166	41,139	42,253	43,225	44,219	45,236	46,277
Materials, Contracts & Other Expenses	35,148	33,974	34,667	34,407	35,132	36,009	37,553	37,830	38,775	39,743
Depreciation, Amortisation & Impairment	15,708	16,792	17,464	18,162	18,889	19,644	20,430	21,247	22,097	22,981
Finance Costs	322	329	590	628	536	468	398	324	247	172
Total Expenses	**89,137**	**89,784**	**91,841**	**93,363**	**95,695**	**98,375**	**101,606**	**103,621**	**106,355**	**109,173**
Operating Surplus	**6,689**	**6,861**	**6,382**	**7,589**	**7,708**	**7,549**	**6,895**	**7,436**	**7,326**	**7,209**
Operating Surplus Ratio	***6.98%***	***7.10%***	***6.50%***	***7.52%***	***7.45%***	***7.13%***	***6.36%***	***6.70%***	***6.44%***	***6.19%***
Amounts Received Specifically for New or Upgraded Assets	8,163	-	-	-	-	-	-	-	-	-
Net Surplus / (Deficit) for the Year	**14,852**	**6,861**	**6,382**	**7,589**	**7,708**	**7,549**	**6,895**	**7,436**	**7,326**	**7,209**
Capital (Balance Sheet) and Reserve Movements										
Capital Expenditure	(45,112)	(32,110)	(25,258)	(23,067)	(23,237)	(23,983)	(24,810)	(25,845)	(26,859)	(27,703)
Loan Repayments (External)	(1,245)	(994)	(1,714)	(2,044)	(1,470)	(1,537)	(1,607)	(1,681)	(1,759)	(1,419)
New Loan Borrowings (External)	2,000	8,000	2,960	-	-	-	-	-	-	-
Net Transfers (to)/from Reserves	14,317	2,101	648	(315)	(815)	(815)	(315)	(315)	(315)	(315)
Total Capital (Balance Sheet) and Reserve Movements	**(30,040)**	**(23,004)**	**(23,364)**	**(25,425)**	**(25,522)**	**(26,334)**	**(26,732)**	**(27,841)**	**(28,932)**	**(29,436)**
Net Result (including Depreciation & Other non-cash items)	**(15,188)**	**(16,143)**	**(16,981)**	**(17,836)**	**(17,814)**	**(18,786)**	**(19,837)**	**(20,405)**	**(21,606)**	**(22,227)**
Add back Depreciation Expense (non-cash)	15,708	16,792	17,464	18,162	18,889	19,644	20,430	21,247	22,097	22,981
Less Other Income (non-cash)	(365)	(376)	(387)	(399)	(411)	(423)	(436)	(449)	(462)	(476)
Cash Budget Surplus	**154**	**273**	**95**	**(73)**	**664**	**436**	**157**	**393**	**29**	**277**

* Employee Costs include temporary labour hire

BUDGETED INCOME STATEMENT

City of Marion 10 Year Financial Plan for the Years ending 30 June 2030 INCOME STATEMENT - GENERAL FUND Scenario: LTFP 2020-2030	2020/21 $'000	2021/22 $'000	2022/23 $'000	2023/24 $'000	Projected Years 2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000
Income										
Rates	80,044	82,286	84,584	86,946	89,035	91,174	93,364	95,516	97,718	99,970
Statutory Charges	2,161	2,215	2,271	2,328	2,386	2,445	2,507	2,569	2,633	2,699
User Charges	2,278	2,335	2,393	2,453	2,514	2,577	2,642	2,708	2,775	2,845
Grants, Subsidies and Contributions	7,824	7,097	6,139	6,293	6,450	6,611	6,777	6,946	7,120	7,298
Investment Income	755	987	1,073	1,131	1,176	1,233	1,288	1,349	1,422	1,512
Reimbursements	1,164	873	895	918	940	964	988	1,013	1,038	1,064
Other Income	1,234	476	481	485	490	496	501	506	512	518
Net gain - equity accounted Council businesses	365	376	387	399	411	423	436	449	462	476
Total Income	**95,826**	**96,645**	**98,223**	**100,952**	**103,403**	**105,924**	**108,502**	**111,056**	**113,681**	**116,382**
Expenses										
Employee Costs	37,959	38,689	39,120	40,166	41,139	42,253	43,225	44,219	45,236	46,277
Materials, Contracts & Other Expenses	35,148	33,974	34,667	34,407	35,132	36,009	37,553	37,830	38,775	39,743
Depreciation, Amortisation & Impairment	15,708	16,792	17,464	18,162	18,889	19,644	20,430	21,247	22,097	22,981
Finance Costs	322	329	590	628	536	468	398	324	247	172
Net loss - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
Total Expenses	**89,137**	**89,784**	**91,841**	**93,363**	**95,695**	**98,375**	**101,606**	**103,621**	**106,355**	**109,173**
Operating Surplus / (Deficit)	**6,689**	**6,861**	**6,382**	**7,589**	**7,708**	**7,549**	**6,895**	**7,436**	**7,326**	**7,209**
Amounts Received Specifically for New or Upgraded Assets	8,163	-	-	-	-	-	-	-	-	-
Net Surplus / (Deficit)	**14,852**	**6,861**	**6,382**	**7,589**	**7,708**	**7,549**	**6,895**	**7,436**	**7,326**	**7,209**

BUDGETED STATEMENT OF FINANCIAL POSITION

City of Marion 10 Year Financial Plan for the Years ending 30 June 2030 BALANCE SHEET - GENERAL FUND Scenario: LTFP 2020-2030	2020/21 $'000	2021/22 $'000	2022/23 $'000	2023/24 $'000	Projected Years 2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000	2028/29 $'000	2029/30 $'000
ASSETS										
Current Assets										
Cash & Cash Equivalents	26,152	24,831	24,397	24,497	25,918	27,121	27,592	28,198	28,489	29,024
Trade & Other Receivables	6,626	6,019	5,978	6,117	6,267	6,425	6,599	6,749	6,917	7,091
Inventories	269	260	265	263	268	275	287	289	296	304
Total Current Assets	33,047	31,110	30,640	30,877	32,454	33,821	34,477	35,236	35,702	36,419
Non-Current Assets										
Equity Accounted Investments in Council Businesses	7,671	8,047	8,434	8,833	9,244	9,667	10,103	10,552	11,014	11,490
Infrastructure, Property, Plant & Equipment	1,198,491	1,213,631	1,221,531	1,226,396	1,230,855	1,235,328	1,239,944	1,244,584	1,249,490	1,254,360
Total Non-Current Assets	1,206,162	1,221,678	1,229,965	1,235,229	1,240,099	1,244,995	1,250,047	1,255,136	1,260,504	1,265,850
TOTAL ASSETS	**1,239,209**	**1,252,788**	**1,260,605**	**1,266,106**	**1,272,553**	**1,278,816**	**1,284,524**	**1,290,372**	**1,296,206**	**1,302,269**
LIABILITIES										
Current Liabilities										
Trade & Other Payables	9,913	9,625	9,814	9,769	9,978	10,229	10,649	10,742	11,009	11,282
Borrowings	994	1,714	2,044	1,470	1,537	1,607	1,681	1,759	1,419	1,477
Provisions	5,655	5,655	5,655	5,655	5,655	5,655	5,655	5,655	5,655	5,655
Total Current Liabilities	16,562	16,994	17,513	16,894	17,170	17,491	17,986	18,156	18,082	18,414
Non-Current Liabilities										
Borrowings	5,396	11,681	12,598	11,128	9,591	7,984	6,303	4,544	3,125	1,649
Provisions	724	724	724	724	724	724	724	724	724	724
Total Non-Current Liabilities	6,120	12,405	13,322	11,852	10,315	8,708	7,027	5,268	3,849	2,373
TOTAL LIABILITIES	**22,682**	**29,400**	**30,834**	**28,746**	**27,485**	**26,199**	**25,012**	**23,424**	**21,932**	**20,786**
Net Assets	**1,216,527**	**1,223,388**	**1,229,770**	**1,237,360**	**1,245,068**	**1,252,617**	**1,259,512**	**1,266,948**	**1,274,274**	**1,281,483**
EQUITY										
Accumulated Surplus	442,257	451,219	458,250	465,525	472,418	479,152	485,733	492,854	499,866	506,760
Asset Revaluation Reserves	762,292	762,292	762,292	762,292	762,292	762,292	762,292	762,292	762,292	762,292
Other Reserves	11,978	9,877	9,228	9,543	10,358	11,172	11,487	11,801	12,116	12,431
Total Equity	**1,216,527**	**1,223,388**	**1,229,770**	**1,237,360**	**1,245,068**	**1,252,617**	**1,259,512**	**1,266,948**	**1,274,274**	**1,281,483**

BUDGETED STATEMENT OF CASHFLOWS

City of Marion
10 Year Financial Plan for the Years ending 30 June 2030
CASH FLOW STATEMENT - GENERAL FUND
Scenario: LTFP 2020-2030

	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
		Projected Years								
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Cash Flows from Operating Activities										
Receipts:	94,771	96,853	97,892	100,409	102,857	105,360	107,923	110,463	113,069	115,751
Payments:	(73,695)	(73,069)	(74,314)	(75,199)	(76,729)	(78,638)	(81,034)	(82,330)	(84,162)	(86,094)
Net Cash provided (or used in) Operating Activities	21,076	23,784	23,578	25,210	26,128	26,723	26,889	28,133	28,908	29,657
Cash Flows from Investing Activities										
Receipts:										
Amounts Received Specifically for New/Upgraded Assets	8,163	-	-	-	-	-	-	-	-	-
Payments:										
Expenditure on Renewal/Replacement of Assets	(17,119)	(17,760)	(18,221)	(16,827)	(16,855)	(17,456)	(18,135)	(19,016)	(19,894)	(20,599)
Expenditure on New/Upgraded Assets	(27,993)	(14,350)	(7,037)	(6,241)	(6,382)	(6,527)	(6,676)	(6,829)	(6,965)	(7,104)
Net Cash provided (or used in) Investing Activities	(36,949)	(32,110)	(25,258)	(23,067)	(23,237)	(23,983)	(24,810)	(25,845)	(26,859)	(27,703)
Cash Flows from Financing Activities										
Receipts:										
Proceeds from Borrowings	2,000	8,000	2,960	-	-	-	-	-	-	-
Payments:										
Repayments of Borrowings	(1,245)	(994)	(1,714)	(2,043)	(1,470)	(1,537)	(1,607)	(1,681)	(1,759)	(1,419)
Net Cash Flow provided (used in) Financing Activities	755	7,006	1,246	(2,043)	(1,470)	(1,537)	(1,607)	(1,681)	(1,759)	(1,419)
Net Increase/(Decrease) in Cash & Cash Equivalents	(15,118)	(1,321)	(434)	100	1,421	1,203	471	606	290	535
plus: Cash & Cash Equivalents - beginning of year	41,270	26,152	24,831	24,397	24,497	25,918	27,121	27,592	28,198	28,489
Cash & Cash Equivalents - end of the year	**26,152**	**24,831**	**24,397**	**24,497**	**25,918**	**27,121**	**27,592**	**28,198**	**28,489**	**29,024**

GLOSSARY

FINANCIAL ASSETS

Financial Assets include cash, investments, loans to community groups, receivables and prepayments, but excludes equity held in Council businesses, inventories and land held for resale.

FINANCIAL SUSTAINABILITY

Financial Sustainability is where planned long-term service and infrastructure levels and standards are met without unplanned and disruptive increases in rates or cuts to services.

INTEREST COVER RATIO

Interest Cover Ratio indicates the extent to which Council's commitment to interest expenses are met by total operating revenues. The ratio is calculated by measuring net interest expense to total operating revenue (excluding Regional Landscape Levy).

NET LENDING/ (BORROWING)

Net Lending/ (Borrowing) equals Operating Surplus / (Deficit), less net outlays on non-financial assets. This result is a measure of the Council's overall (i.e. Operating and Capital) budget on an accrual basis. Achieving a zero result in any one year essentially means that the Council has met all of all its expenditure (both operating and capital) from the current year's revenues.

NON-FINANCIAL OR PHYSICAL ASSETS

Non-financial or Physical Assets refers to infrastructure, land, buildings, plant, equipment, furniture and fittings, library books and inventories.

OPERATING DEFICIT

Operating Deficit is where operating revenues are less than operating expenses (i.e. operating revenue is therefore not sufficient to cover all operating expenses).

OPERATING EXPENSES

Operating Expenses are operating expenses shown in the Income Statement, including depreciation, but excluding losses on disposal or revaluation of non-financial assets.

OPERATING REVENUES

Operating Revenues are incomes shown in the Income Statement but exclude profit on disposal of non–financial assets and amounts received specifically for new/upgraded assets (e.g. from a developer). For ratios calculated where the denominator specified is total operating revenue or rate revenue, Regional Landscape Levy (formerly NRM levy) revenue is excluded.

OPERATING SURPLUS

Operating Surplus is where operating revenues are greater than operating expenses (i.e. operating revenue is therefore sufficient to cover all operating expenses) but does not take into account any capital expenditure.

Rating Policy

1. RATIONALE

The Rating Policy exists to outline the methodology for setting and collecting rates from its community

2. POLICY SCOPE AND IMPLEMENTATION

(1) Valuation Methodology and Adoption

Council uses Capital Value as the basis for valuing land within the Council area. Capital Value is the value of the land and all of the improvements on the land. The Council also continues to adopt the capital valuations distributed by the Valuer-General.
(See Annexure 1)

(2) Differential General Rates

All land within a council area, except for land specifically exempt under section 147 (2) of the Act is rateable. The Act provides for a council to raise revenue through a general rate, which applies to all rateable land, or through differential general rates, which differentially apply to classes of rateable land. Council uses a differential rating system to raise revenue based upon Land Use to ensure a fair and equitable distribution of rates within the City of Marion. In applying this approach Council will take into consideration all prevailing economic conditions and changes and adjust its differential rates accordingly, to ensure an appropriate and fair equalisation of rates across all land use categories.

The differential general rate Land Use categories are as follows

Category 1 Residential
Category 2 Commercial – Shop
Category 3 Commercial – Office
Category 4 Commercial – Other
Category 5 Industrial – Light
Category 6 Industrial – Other
Category 7 Primary Production
Category 8 Vacant
Category 9 Other

These differential rates will be used to determine the rates in the dollar for all properties within the City of Marion area for the financial year. These rates will be specified in Council's rate declaration for each financial year.
(See Annexure 1)

(3) Minimum Rate

A minimum amount payable by way of general rates is determined to apply to the whole of an allotment (including land under a separate lease or licence) and only one minimum amount is payable in respect of two or more pieces of adjoining land (whether intercepted by a road or not) if they are owned by the same owner and occupied by the same occupier.
The Minimum Rate to apply to properties within the City of Marion will be detailed in Council's rate declaration for each financial year.
(See Annexure 1)

(4) Service Charge

The Council has decided not to impose any service charges for this financial year.

(5) Regional Landscape Levy (formerly Natural Resources Management Levy)

The Council, under the *Landscape South Australia Act 2019*, is required to collect this levy. It does so by imposing a separate rate for all rateable properties within the Council area.

For each financial year, the levy for each property will be determined by the total capital valuation within the City of Marion. The calculation is as follows;

- Total Capital Value divided by the Total Amount Required, (set for the financial year by the Green Adelaide Board) determines an appropriate rate in the dollar, this rate in the dollar will then be adopted to each property.

(See Annexure 1)

(6) Payment of Rates

The Council has determined that payment of rates for the 2020-21 financial year will be by four instalments, due on 2 September 2020, 2 December 2020, 2 March 2021 and 1 June 2021. However, the total amount of rates may be paid in full at any time.

Council has determined that rates may be paid by the following methods;

- Australia Post – Post Office, Telephone or Internet
- Bpay – Telephone or internet payments
- Centrepay – Deductions directly from Centrelink deductions
- Direct Debit – Direct from either a Cheque or Savings account
- Eservices – Direct through the Council's Internet system
- In person - At Council Offices
- By Mail - Locked Bag 1 Oaklands Park SA 5046

(7) Late Payment of Rates

Council imposes an initial penalty (a fine) of 2% as prescribed under the Act on any instalment that is received late. A prescribed interest rate (which includes the amount of any previous unpaid fine and interest) will apply on the expiration of each month that a balance remains unpaid.

When the Council receives a payment in respect of overdue rates the Council applies the money received in the order set out below in accordance with Section 183 of the Act,

- First – to satisfy any costs awarded in connection with court proceedings;
- Second – to satisfy any interest costs;
- Third – in payment of any fines imposed;
- Fourth – in payment of rates, in chronological order (starting with the oldest account first).

(See Annexure 1)

(8) Rebates and Postponement of Rates

(8.1) Rate Rebate Policy

Refer to the Rate Rebate Policy attached.

(8.2) Rate Capping

Section 166 (1) (l) (ii) of the Act provides for the discretionary rebate of rates where, among other things, there has been a rapid change in valuations.

Council will provide relief against a substantial increase in rates payable on residential land due to large increases in capital value by applying a rebate (capping) of general rates to eligible ratepayers.

For the current financial year, the rate cap is set at 12% with a $20 minimum and a $200 maximum (excluding new or improved properties) for ratepayers who meet the Qualifying Criteria set out below:

Qualifying Criteria:

- The property is the owner's principal place of residence.
- The property has not had more than $20,000 of improvements.
- The property value has not increased due to zoning changes.
- The land use for rating purposes has not changed since 1st July of the previous financial year.
- The property has not sold since the 1st January of the previous financial year.

Rate capping will be applied automatically to properties that can be readily identified as being eligible. Where this rebate is not applied automatically, ratepayers who consider they could be eligible for rate capping may apply in writing to council. Applications will be assessed against the eligible criteria. Only applications for the current financial year will be accepted and must be received in the current financial year.

(8.3) Residential Construction on Vacant Land

Under Section 166 (1) (a) of the Act, and for the purpose of securing the proper development of the area, a discretionary rebate of general rates for the 2020/21 financial year will be granted in respect of an assessment classed as vacant land by the Council, where:

- The principal ratepayer of the assessment applies to the Council for the rebate prior to 30 June 2021, and
- The footings have been poured on the property by 30 June 2021

The amount of the rebate will be the difference between the general rate in the dollar applicable to Vacant land, and the general rate in the dollar applicable to Residential land. This is calculated by the number of days remaining between 1 July 2020 and 30 June 2021 from the date footings are poured for a residence on the land. Minimum Rate is still applicable.

(8.4) Postponement of Rates – Hardship

Section 182 of The Act permits the Council, on the application of the ratepayer, to partially or wholly remit rates or to postpone rates, on the basis of hardship. Where a ratepayer is suffering hardship in paying rates they may submit an application in writing to the Council's Team Leader Rating Services. The Council treats such inquiries confidentially.

Covid-19 Provision

Ratepayers experiencing financial difficulties and are unable to meet standard payment arrangements due to COVID-19 can contact Council to discuss alternative payment options. Council will review the provisions in early 2020/21.

(8.5) Postponement of Rates – Seniors

An Application may be made to Council by ratepayers who meet the criteria required for qualification for the postponement under Section 182A of The Act. (see Annexure 1 for criteria)

(9) Sale of Land for Non-Payment of Rates

The Act provides that a council may sell any property where the rates have been in arrears for three years or more. Council is required to notify the owner of the land of its intention to sell the land, provide the owners with details of the outstanding amounts, and advise the owner of its intention to sell the land if payment of the outstanding amount is not received within one month. Except in extraordinary circumstances, the Council enforces the sale of land for arrears of rates.

(10) Concessions

Cost of Living Concession

Pensioners, low-income earners and self-funded retirees holding a Commonwealth Seniors Health Card can receive up to $200 per year. Eligibility includes pensioners and low-income earners who are tenants.
For further information contact the Concessions Hotline on 1800 307 758.

RATE REBATES

(1) Policy Statement

Council has decided to adopt a Rate Rebate Policy for all rateable land within the Council's area which is applied in accordance with Sections 159 to 166 of the Act. This Policy will assist the Council as a decision making function and is intended to provide guidance to the community as to the matters that the Council will take into account in deciding an application for a rebate.

The Policy also sets out the type of land use for which the Council must grant a mandatory rebate of rates and the percentage amount applicable, and those types of land use where the Council has the ability to grant a discretionary rebate of rates. Rebates will only be available when the applicant satisfies the requirements under both the Act and, where appropriate, the requirements of this Policy.

(2) Mandatory Rebates

Mandatory rate rebates will be granted by Council at the prescribed rate in accordance with Sections 159 to 165 of The Act.

S160 – Health Services 100% Rebate
S161 – Community Services (Including Housing Associations) 75% Rebate
S162 – Religious Purposes 100% Rebate
S163 – Public Cemeteries 100% Rebate
S164 – Royal Zoological Society of SA 100% Rebate
S165 – Educational Purposes 75% Rebate

Where the Council is satisfied from its own records, or from other sources, that a person or body meets the necessary criteria for a mandatory rate rebate, the Council will grant the rebate accordingly. Where the Council is not satisfied based upon the information in its possession or otherwise does not hold relevant information it will require the person or body to lodge an application in accordance with this Policy.

Where a person or body is entitled to mandatory rate rebate of 75% only, the Council may increase the rebate up to a further 25%. The Council may grant this further 25% rebate upon application. Where an application is made to the Council for a rebate of up to a further 25% the application will be determined and written notice will be provided to the applicant of its determination of that application.

(3) Discretionary Rebates

A discretionary rate rebate may be granted by the Council at its absolute discretion up to and including 100% relief to any cases pursuant to Section 166 of the Act.

Any persons or bodies seeking a discretionary rebate, will be required to submit an application form to the Council and provide to the Council such information as stipulated on the application form and any other information that the Council may reasonably require.

(4) Application

The council will inform the community of the provisions for rate rebate under the Act by the inclusion of an advert in the local newspaper each year.

Application forms may be obtained from the Council office located at 245 Sturt Road, Sturt.

The Council will advise an applicant for a rebate of its determination of that application in due course, after receiving the application and receiving all information requested by the Council. The advice will state –

- if the application has been granted, the amount of the rebate; or
- if the application has not been granted, the reasons why.

(5) In regards to prescribed discretionary rate rebates the Council will take into account, in accordance with Section 166(1a) of the Act, the following matters –

- The nature and extent of Council services provided in respect of the land for which the rebate is sought, in comparison to similar services provided elsewhere in the Council area;
- The community need that is being met by activities carried out on the land for which the rebate is sought; and
- The extent to which activities carried out on the land, for which the rebate is sought, provides assistance or relief to disadvantaged persons; and
- Such other matters as the Council considers relevant.

(6) The Council may take into account other matters considered relevant by the Council including, but not limited to, the following–

- Why there is a need for financial assistance through a rebate;
- The level of rebate (percentage and dollar amount) being sought and why it is appropriate;
- The extent of financial assistance, if any, being provided to the applicant and/or in respect of the land by Commonwealth or State agencies;
- Whether the applicant has made/intends to make applications to another Council;
- Whether, and if so to what extent, the applicant is or will be providing a service within the Council area;
- Whether the applicant is a public sector body, a private not for profit body or a private for profit body;
- Whether there are any relevant historical considerations that may be relevant for all or any part of the current Council term;
- The desirability of granting a rebate for more than one year;
- Consideration of the full financial consequences of the rebate for the Council;
- The time the application is received;
- The availability of any community grant to the person or body making the application;
- Whether the applicant is in receipt of a community grant; and
- Any other matters and policies of the Council, which the Council considers relevant.

All persons or bodies wishing to apply to the Council for a discretionary rebate of rates must do so on or before 1 May in that financial year for which the rebate is sought.

- The Council may grant a rebate of rates on such conditions as the Council thinks fit.
- The Council may, for proper cause, determine that an entitlement to a rebate of rates under the Act no longer applies.
- Where an entitlement to a rebate of rates ceases or no longer applies during the course of a financial year, the Council is entitled to recover rates, or rates at the increased level (as the case may be), proportionate to the remaining part of the financial year.

It is an offence for a person or body to make a false or misleading statement or representation in an application, or to provide false or misleading information or evidence in support of an application made (or purporting to be made) under the Act.

It is an offence for a person or body to make a false or misleading statement or representation in an application, or to provide false or misleading information or evidence in support of an application made (or purporting to be made) under the Act.

The maximum penalty for this offence is $5,000.

If a person or body has the benefit of a rebate of rates and the grounds on which the rebate has been granted cease to exist, the person or body must immediately inform the Council of that fact and (whether or not the Council is so informed) the entitlement to a rebate ceases. If a person or body fails to do so that person or body is guilty of an offence.

The maximum penalty for this offence is $5,000.

(7) Delegation

The Council has delegated its power, pursuant to Section 44 of the Act, to grant applications for mandatory rebates that meet the requirements of the Act, to the Chief Executive Officer.

The Council has delegated its power, pursuant to Section 44 of the Act to determine applications and to grant a discretionary rebate of rates, to the Chief Executive Officer subject to the following condition:

- Where the discretionary rebate is not more than $5,000.

(8) Review of Rebate

A person or a body aggrieved by a determination of the Council in respect of an application for a rebate may, within 14 days of the date of the notice of determination, seek a review of that decision in accordance with the Council's Internal Review of Council Decisions Policy.

(9) Community Grants

If an application for a rebate is unsuccessful, the Council has an absolute discretion to then treat the application as one for a community grant and to determine it in accordance with the Council's Community Grants Policy.

(10) Availability of Policy Documents

Policy documents are available for inspection at the Council offices and on the website at www.marion.sa.gov.au. Persons may obtain a copy of any Policy document upon payment of the fee set by the Council.

DISCLAIMER

A rate cannot be challenged on the basis of non-compliance with this Policy and must be paid in accordance with the required payment provisions.

Where a ratepayer believes that the Council has failed to properly apply this Policy they should raise the matter with the Council. In the first instance contact the Council's Team Leader – Rating Services on 8375 6617 to discuss the matter. If, after this initial contact, a ratepayer is still dissatisfied they should write to the Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park, SA 5046.

Annexure 1

1. Valuation Methodology and Adoption

Under the Act, the Council may adopt one of three valuation methodologies to value the properties in its area. They are:

- Capital Value – the value of the land and all of the improvements on the land.
- Site Value – the value of the land and any improvements which permanently affect the amenity of use of the land, such as drainage works, but excluding the value of buildings and other improvements.
- Annual Value – a valuation of the rental potential of the property

The Council considers that the Capital Value method of valuing land provides the fairest method of distributing the rate burden across all ratepayers on the following basis:

- The equity principle of taxation requires that ratepayers of similar wealth pay similar taxes and ratepayers of greater wealth pay more tax than ratepayers of lesser wealth;
- Property value is a relatively good indicator of wealth and capital value, which closely approximates the market value of a property, provides the best indicator of overall property value;
- The distribution of property values throughout the Council area is such that few residential ratepayers will pay significantly more than the average rate per property.

Any ratepayer dissatisfied with the valuation made by the Valuer General may object in writing to the Valuer General within 60 days of receiving a rate notice, explaining the basis for the objection. This is provided that ratepayer has not:

(a) previously received a notice of this valuation under the Act, in which case the objection period is 60 days from the receipt of the first notice; or
(b) previously raised an objection to that valuation.

The 60 day objection period may be extended by the Valuer-General where it can be shown there is reasonable cause to do so.

It is important to note that the lodgement of an objection does not change the payment of rates or the due date.

2. Differential General Rates

All land within a council area, except for land specifically exempt (e.g. crown land, council occupied land and other land prescribed under the Act – refer to Section 147), is rateable. The Act provides

for a council to raise revenue for the broad purposes of the council through the imposition of a single general rate or through differential general rates that apply to all rateable properties within the council area.

Following a review of rating options available under the Act during the 2002/2003 financial year, the Council consulted extensively with the community on this issue and concluded that a differential rating system would improve the equity in rate distribution across the community. The review included a comparison of rating methods and rates by land use within the Adelaide metropolitan area.

Differential general rates are based on Land Use as determined in the Local Government (General) Regulations 2013 under the Act. If a ratepayer believes that a particular property has been wrongly classified by the Council as to its land use, then they may object (to the Council) to that land use within 60 days of being notified. A ratepayer may discuss the matter with a Rates Officer, on 8375 6600 in the first instance. The Council will provide, on request, a copy of Section 156 of the Act which sets out the rights and obligations of ratepayers in respect of objections to a land use.

An objection to the land use:

- must be in writing
- must set out-
    - the grounds of the objection; and
    - the land use (being a land use being used by the Council as a differentiating factor) that should, in the objector's opinion, have been attributed to the land; and
- must be made within 60 days after the objector receives notice of the particular land use to which the objection relates.
- this 60 day objection period may be extended where it can be shown there is reasonable cause to do so.

The Council may then decide the objection as it sees fit and notify the ratepayer. A ratepayer also has the right to appeal against the Council's decision to the Land and Valuation Court. It is important to note that the lodgement of an objection does not change payment of rates or the due date.

3. Minimum Rate

The reasons for imposing a minimum amount payable by way of general rates are:

- The Council considers it appropriate that all rateable properties make a contribution to the cost of administering the Council's activities;
- The Council considers it appropriate that all rateable properties make a contribution to the cost of creating and maintaining the physical infrastructure that supports each property.

No more than 35% of properties will be subject to the minimum amount.

4. Regional Landscape Levy (formerly the Natural Resource Management Levy)

It is important to note that Council is required to collect this levy under the Landscape South Australia Act 2019 and operates as a revenue collector for the Green Adelaide Board in this regard. It does not retain this revenue or determine how the revenue is spent.

For further information visit https://landscape.sa.gov.au/

Rating Policy

5. Late Payment of Rates

Under the Act, the Council applies penalties (fines and interest) to arrears of rates (i.e. rates which are not paid on or before the due date). The Council issues a final notice for payment of rates when rates are overdue i.e. unpaid by the due date. If rates remain unpaid more than 21 days after the issue of the final notice then the Council may refer the debt to a debt collection agency for collection. This may result in legal proceedings with costs on-charged to the ratepayer.

The Council has adopted a policy to assist ratepayers experiencing difficulty in making their rate payment by the due date. The Council will consider approving extended payment provisions or, in circumstances where hardship can be demonstrated, deferring the payment of rates.

The Council may be prepared to remit penalties (fines and interest) for late payment of rates where ratepayers can demonstrate hardship or sufficient other reason for late payment.

All applications for remissions must be in writing, addressed to: Rating Services Section, City of Marion, PO Box 21, Oaklands Park, SA 5046.

6. Discretionary Rebate

The Act requires the Council to rebate the rates payable on certain land ('mandatory rebates'). The Act, at section 166, also empowers the Council to grant discretionary rebates of rates of up to 100% of the rates and/or charges payable. The Council, in considering discretionary rebates, must balance the benefits of providing rebates, with the impact that such rebates have on its overall income (and hence upon the general ratepayer base). To promote the transparency of this process the Council has adopted a Rate Rebate Policy. A copy of this Policy is available at the Council offices or on Council's website at www.marion.sa.gov.au.

7. Postponement of Rates – Seniors

The following criteria must be satisfied before the postponement is granted.

- The person is a prescribed ratepayer, or the spouse of a prescribed ratepayer;
- A prescribed ratepayer means the holder of a current State Seniors Card or a person eligible to hold such a card who has applied but is yet to be issued with a card.
- Rates are payable on the principal place of residence.
- The land is owned by the prescribed ratepayer, or the prescribed ratepayer and his or her spouse, and no other person has an interest, as owner, in the land.
- Any current mortgage over the property which was registered prior to 25 January 2007 will be no more than 50% of the Valuer-General's capital value of the property.

An application must be made in the prescribed manner and form and be accompanied by such information as the Council may require. Any rates which are postponed will become due and payable when:

- the title to the land is transferred to another person; or
- there is failure to comply with a condition of postponement.

A minimum amount of $500 of the annual rates must be paid.

Rating Policy

An entitlement to a remission will be applied to the proportion of the rates that has not been postponed, unless notice to the contrary is received in writing from the owner.

Interest will accrue on the amount postponed at the prescribed rate per month, under the Act until the amount is paid.

Should the entitlement to a postponement cease to exist, the owner of the land must inform the Council in writing, unless the rates and any interest have been paid in full.

3. REFERENCES

Local Government Act (1999) South Australia
Annual Business Plan

4. REVIEW AND EVALUATION

This policy will be reviewed annually by the Rating Team Leader and the Manager Finance as part of the Annual Business Planning process.

Treasury Management Policy

1. RATIONALE

The Treasury Management Policy exists to ensure sound management of Council's financial transactions with regards to borrowings and investments, ensuring compliance with relevant legislation.

2. POLICY STATEMENT

This policy provides clear direction to the management, staff and Council in relation to the treasury function. It outlines how borrowings will be raised and how cash and investments will be managed. It underpins Council's decision-making regarding the financing of its operations as documented in its annual budget, long-term financial plan, projected and actual cash flow receipts and outlays.

Council is committed to adopting and maintaining a long-term financial plan and operating in a financially sustainable manner.

3. OBJECTIVES

The objective of this Treasury Management Policy is to establish a decision framework to ensure that:

- funds are available as required to support approved outlays;
- interest rate and other risks (e.g. liquidity and investment credit risks) are acknowledged and responsibly managed;
- Council maximises the return on surplus funds;
- the net interest costs associated with borrowing and investing are reasonably likely to be minimised on average over the longer term

4. POLICY SCOPE AND IMPLEMENTATION

Treasury Management Strategy

Council's operating and capital expenditure decisions are made on the basis of:

- identified community need and benefit relative to other expenditure options;
- cost effectiveness of the proposed means of service delivery; and,
- affordability of proposals having regard to Council's long-term financial stainability (including consideration of the cost of capital and the impact of the proposal on Council's Net Financial Liabilities and Debt Servicing ratios)

Council manages its finances holistically in accordance with its overall financial sustainability strategies and targets. This means Council will:

- maintain target ranges for both its Net Financial Liabilities and Debt Servicing ratios;
    - Net Financial Liabilities ratio: Between 0 - 50%
    - Debt Servicing ratio: Between 0 - 5%

- borrow funds in accordance with the requirements set out in its Long-Term Financial Plan;
- not utilise borrowings to finance operating activities or recurrent expenditure;
- endeavour to fund all capital renewal projects from operating cash flow and borrow only for new/upgrade capital projects, having regard to sound financial management principles and giving consideration to inter-generational equity for the funding of long term infrastructure projects;
- only retain and quarantine money for particular future purposes where required by legislation, contractual agreement with other parties, or for specific purposes as outlined in its Reserve Funds Policy;
- apply any funds that are not immediately required to meet approved expenditure (including funds that are required to be expended for specific purposes but are not required to be kept in separate bank accounts) to reduce its level of borrowings or to defer and/or reduce the level of new borrowings that would otherwise be required.

Borrowings

All borrowings will be subject to Council approval on the recommendation of the General Manager Corporate Services. In doing so due consideration will be given to inter-generational equity for the funding of long term infrastructure projects and therefore the equitable sharing of the debt burden between the past, current and future generations.

To ensure an adequate mix of interest rate exposures, Council will structure its portfolio of borrowings to ensure an optimal Treasury Management position, taking into account all borrowing options including fixed and variable terms. In order to spread its exposure to interest rate movements, Council will aim to have a variety of maturity dates on its fixed interest rate borrowings over the available maturity spectrum.

Council will establish, and make extensive use of, a *long-term variable interest rate borrowing facility*

/ LGFA's Cash Advance Debenture facility that requires interest payments only and that enables any amount of principal to be repaid or redrawn at call. The re draw facility will provide Council with access to liquidity when needed.

Investments

Council funds that are not immediately required for operational needs and cannot be applied to either reduce existing borrowings or avoid the raising of new borrowings will be invested. The balance of funds held in any operating bank account that does not provide investment returns at least consistent with 'at call' market rates shall be kept at a level that is no greater than is required to meet immediate working capital requirements.

Council funds available for investment will be lodged 'at call' or, having regard to differences in interest rates for fixed term investments of varying maturity dates, may be invested for a fixed term. In the case of fixed term investments, the term should not exceed a point in time where the funds could otherwise be applied to cost-effectively defer the need to raise a new borrowing or reduce the level of Council's variable interest rate borrowing facility.

Treasury Management Policy

When investing funds Council will select the investment type which delivers the best value, having regard to investment returns, transaction costs and other relevant and objectively quantifiable factors.

Investments fixed for a period greater than 12 months are to be approved by Council.

To reduce the level of risk embodied in treasury operations, it is appropriate to limit investments made by Council to secure financial institutions. Therefore, without approval from Council, investments are limited to:

- deposits with the Local Government Finance Authority of South Australia (LGFA);
- State/Commonwealth Government Bonds.
- bank interest bearing deposits;
- bank accepted/endorsed bank bills;
- bank negotiable Certificate of Deposits;
- Australian Financial institutions

When considering which financial institutions surplus funds will be invested with, Council will only invest funds with those with a long term credit rating of at least AA and short term credit rating of A1.

All investments must be made exercising care and diligence and considering the following:

- the credit rating of the prospective institution.
- the likely yield and term of the investment;
- the period in which the investment is likely to be required;
- the cost of making and maintaining the investment;
- an assessment of future interest rate movements;
- an assessment of future cash flow requirements;
- the Government guarantee on the investment;

To ensure competitive rates for investments are achieved, quotations must be obtained from authorised institutions on investments of more than $1,000,000 where the period of investment exceeds 30 days and market conditions are known to be fluctuating (for example, when the Reserve Bank of Australia changes the Cash Rate).

Investment of surplus funds outside of the above investment choices must be reported to Council for approval.

Examples of specific investment activities Council would not participate in include shares in private/public companies, listed or unlisted property trusts and derivatives.

Reporting

In accordance with Section 140 of the Local Government Act, a report will be presented to Council annually which will summarise the performance of the investment portfolio. This report will re view the investment performance against prior years and appropriate benchmarks including the RBA cash rate and the 90-Day Bank Bill Swap rate (90 Day BBSW).

5. DEFINITIONS

Financial Assets include cash, investments, receivables and prepayments. Equity held in a Council business is normally regarded as a financial asset but is excluded for the purpose of calculating Local Government published financial indicators. Also, inventories and land held for resale are not regarded as financial assets.

Financial Sustainability is achieved where planned long-term service and infrastructure levels and standards are met without unplanned increases in rates or disruptive cuts to services.

Net Financial Liabilities equals total liabilities less financial assets, where financial assets for this purpose include cash, investments, receivables and prepayments, but excludes equity held in a Council business, inventories and land held for resale.

Debt Servicing Ratio indicates the extent to which a Council's operating revenues are committed to its Debt Servicing costs (Principal and interest repayments).

Net Financial Liabilities Ratio indicates the extent to which net financial liabilities of a Council could be met by its operating revenue.

Non-financial or Physical Assets means infrastructure, land, buildings, plant, equipment, furniture, and fittings, library books and inventories.

Operating Revenues are "operating revenues" as shown in the Income Statement but exclude profit on disposal of non-financial assets, grants and contributions received specifically for new/upgraded infrastructure and other assets, e.g. from a developer.

Rates Revenue is general and other rates net of the impact of rate rebates and revenue from the Land Services levy.

Inter-generational Equity in economic, psychological, and sociological contexts, is the concept or idea of fairness or justice between generations. In relation to local government it is often considered in the context of whether payment for the cost of services is recovered over time broadly in accordance with the benefits enjoyed by the service recipients.

6. ROLES AND RESPONSIBILITIES

- Council is to approve all borrowings, as well as in vestments for a period of greater than 12 months.
- General Manager, Corporate Services is responsible for making recommendations with regards to borrowings.
- Manager Finance is responsible for ensuring all other tasks are conducted in accordance with the policy.

7. REFERENCES

OTHER RELATED POLICIES

- Reserve Funds Policy

LEGISLATION

For Borrowings

- *Local Government Act, 1999*
  - *Section 44/Section 122/Section 134*
- *Regulations 5 and 5B of the Financial Management Regulations under the Act*

The main legislative provisions in the Local Government Act covering borrowings are:

- *Section 44 – a Council must approve all borrowings and the legislation clearly states that the power to borrow cannot be delegated (for simplicity many Councils appropriately just have all proposed borrowings for the year approved at the time the annual budget is adopted)*
- *Section 22 – a Council's strategic managements plans must include an assessment a Council's proposals with respect to debt levels*
- *Section 134 – empowers a Council to borrow and requires a Council to consider expert advice before entering into financial arrangements for the purpose of managing, hedging or protecting against interest rate movements and other risks associated with borrowing money*
- *Regulations 5 and 7 of the Financial Managements Regulations under the Act – require the preparation of Cash Flow Statements (including financing transactions) covering Councils' Long-term Financial Plans and Budgets*

For Investments

- *Local Government Act, 1999*
    - *Section 47/Section 139/Section 140*

> *The main Local Government Act provisions covering investments are;-*
>
> - *Section 47 – prohibits a Council from directly acquiring shares in a company*
> - *Section 139 – empowers a Council to invest and requires that the power of investment be exercised with the care, diligence and skill that a prudent person of business would exercise in managing the affairs of other persons. Section 139 also requires Council to avoid investments that are speculative or hazardous in nature*
> - *Section 140 – requires that a Council review the performance of its investments at least annually*

8. REVIEW AND EVALUATION

This policy will be reviewed annually as part of the Annual Budget process.

Fees and Charges Policy

1. RATIONALE

This policy exists to provide guidance around factors to be considered when setting Council's fees and charges.

2. POLICY STATEMENT

Council will adopt a Fees and Charges Schedule on an annual basis separated between Statutory and User Charges. Where Council's Fees and Charges are not of a statutory nature, Council will apply the principle of user pays and where possible recover the full cost of operating or providing the service or goods. Where it can be demonstrated that members of the community are unable to meet the full cost, concessions may apply.

3. OBJECTIVES

The objective of this policy is to assist the development of a Fees and Charges schedule that where Council's Fees and Charges are not of a statutory nature, Council will apply the principle of user pays and where possible recover the full cost of operating or providing the service or goods.

4. POLICY SCOPE AND IMPLEMENTATION

The Fees and Charges Schedule details the user charges to be set by Council and the current statutory charges set by the State Government in regulations.

- User Charges set by Council includes:
- Swimming Pool Fees
- Land Clearing Fees
- Library Service Fees
- Halls/Community Centre Hire Fees
- Recreational Fees

Statutory Charges set by State Government in regulations includes:

- Animal Registration Fees
- Parking Infringements
- By Laws
- Development Assessment Fees

The statutory fees and charges listed may be amended at any time during the financial year. The Fees and Charges Schedule will be updated as statutory charges are amended.

Concessions can be applied for by members of the community in relation to User Charges. These applications are required to be in writing on the basis that it can be demonstrated that due to financial hardship they are unable to meet the full cost. Council will consider applications for concessions on a case by case basis.

The relevant work areas and community groups have been consulted in relation to the proposed fees and charges and the following factors have been examined when determining the proposed fees:

- the cost of providing the service, inclusive of overhead costs
- the importance of the service to the community
- market comparison of fees and pricing structures with other enterprises who offer a similar service

Fees and Charges Policy

- the level of service/facility provided by the City of Marion
- increase in statutory charges set by regulation

5. DEFINITIONS

Statutory Charges - fees from regulatory services. They are associated with the granting of a permit/license or the regulation of an activity

User Fees/Charges - revenues from the sale of goods and services or rent of property facilities. They are discretionary charges for which the payer receives a direct benefit.

6. ROLES AND RESPONSIBITIES

Finance oversees the Fees and Charges schedule with input from the relevant work areas in relation to setting fees and charges that relate to their areas.

7. REFERENCES

Local Government Act 1999 for South Australia – Section 188

8. REVIEW AND EVALUATION

This policy will be reviewed annually as part of the Annual Budget process.

Reserve Funds Policy

1. RATIONALE

Council will maintain Accounting Reserves as a means by which to separate monies for a particular purpose.

2. POLICY STATEMENT

Council's Reserve Funds Policy aims to provide a means for recognising and allocating funding for future purposes.

3. OBJECTIVES

Council has established a number of Accounting Reserves for different purposes. Some of these are required by Accounting Standards or law, and others are discretionary reserves that Council has chosen to establish.

Where discretionary reserves are established, these need to be appropriately funded by Council. The preferred method is to have these reserves cash-backed to a minimum of 75 %, however if current or future borrowings can be reduced or deferred then this should be given consideration. When funds are required in relation to reserves that are not cash backed, Council is to utilise surplus cash in the first instance and then draw down on borrowings as the need arises, and only to the extent that it has already reduced or deferred previously.

4. POLICY SCOPE AND IMPLEMENTATION

Council currently has the following reserves:

Asset Revaluation Reserve

Purpose - this is a statutory reserve fund required under Australian Accounting Standard AASB 1041. The balance of this reserve represents net increments associated with the revaluation of non- current assets.

Open Space Reserve

Purpose - this reserve has been established to account for the following:

I. set aside open space contributions provided by developers in accordance with the Development Act 1993 (conditions may apply)
II. separate net proceeds associated with Road Closures.
III. net proceeds associated with disposal of minor land holdings
IV. funds received from the 'Urban Trees Fund'

Use of Fund - monies can be applied to the development of Open Space facilities as approved by Council and in accordance with the Open Space Policy. Interest revenues earned on contributions provided by developers are transferred to the reserve.

Reserve Funds Policy

Grants/Carry Forward Projects Reserve

Purpose - this reserve was created to account for:

- Grants received in advance - occasionally a funding body provides Grant funds relating to the following financial year in advance. When this has occurred it has been necessary to transfer these funds to this reserve so that they can be matched against the expenditures planned to be incurred in the next financial year.
- Unexpended Grants - when grant monies have not been fully acquitted in the financial year this reserve is used to transfer the unexpended balance to the following financial year.

Carryovers - typically represent unspent capital and service improvement budgets carried forward to the following financial year.

Use of Fund - monies are utilised in accordance with the initial transfer of funds.

Asset Sustainability Reserve

Purpose - this is a reserve fund established to:

I. Primary Purpose – Provide Council with the ability to access sufficient funds to enable it to respond to a major infrastructure failure or fund an infrastructure gap identified in periodic asset audits. A minimum balance of $2 million will be retained in the Asset Sustainability Reserve for this purpose.
II. Assist Council fund its Long Term Asset Management objectives.
III. Provide a means by which to spread the cost of intergenerational assets thereby reducing the need for borrowings.
IV. Provide a means by which Council can strategically plan to maintain its asset base within a long term Financial framework.
V. Quarantine funds specifically set aside in the Community Facilities Partnership Program (CFPP) for the purpose of funding the renewal, upgrade and purchase of Council assets as resolved by Council. This will include encouraging organisations leasing council facilities to seek partnership funding for required renewal and upgrade of those community facilities.

The Asset Sustainability Reserve is underpinned by savings identified as part of the budgeting process (refer to Council's Budget Policy) Identified savings are allocated by Council providing a balance between funding new prioritised service improvements identified in the Strategic Plan and addressing Council's financial position.

I. Savings identified during a financial year are forecasts only and therefore will be held for consideration by Council in the 1st Budget Review in the following year.
II. Savings will be separated between recurrent (ongoing) and once off savings. This process is designed to develop a high level of trust in the organisation in the budget review process.
III. Savings of a:
    a. recurrent nature may be allocated to service improvements identified in the Strategic Plan that are of a recurrent nature.
    b. one-off nature may be applied to capital items, new or renewal, or a non-recurrent service improvement (once off).

IV. Council must ensure that it continues the improvement in its financial performance. It is essential that the Annual Savings Initiative focuses on achieving that objective. In relationto the long term financial plan the Annual Savings Initiative will focus on four areas:
   a. Increase expenditure on Infrastructure/Asset replacement/renewal sustainability
   b. Reduce proposed borrowing program - debt servicing ratio improves
   c. Retain savings to improve liquidity (cash) - working capital improves
   d. Reduce reliance on rate revenue to achieve community objectives

The Asset Sustainability Reserve will also be funded from planned cash surpluses identified in the Long Term Financial Plan (LTFP) and from funds specifically set aside for the CFPP in the LTFP. Funds will only be set aside for this where Council maintains a breakeven funding (cash) position or better as per its Budget Policy.

The Asset Sustainability Reserve will benefit Council by enabling the allocation of funds for future capital expenditure relating to major infrastructure failures, replacing, renewing and procuring significant assets, as well as utilising funds in accordance with the CFPP eligibility criteria. This will assist in minimising the negative financial impact on rates.

Projects funded out of this Reserve will be assessed against Council's strategic framework to determine the priority and the amount of funds to be utilised.

Where a Partnership Project exists, Council will contribute up to 50% of the funds, with the remainder required to come from grants or co-contributions from the partnership organisation.

Use of Fund - Reserve transfers will be controlled by specific Council resolutions or identified as part of the approved annual Strategic Plan and Budget.

Water Reserve Fund

Purpose – this reserve is established to quarantine revenue received and savings identified from the sale and use of treated stormwater from Oaklands Wetland to further develop 3rd party supply opportunities.

Use of Fund – Reserve transfers require approval at Executive level.

5. DEFINITIONS

Reserve - any part of the accumulated surplus of Council or controlling authority set aside for a particular purpose.

6. ROLES AND RESPONSIBITIES

The Senior Leadership Team is responsible for reviewing carryovers.

The Executive Leadership Team is responsible for approving carryovers.

Reserve Transfers required by legislation or Accounting Standards will be reviewed for appropriateness by the Manager Finance.

Other reserve transfers require Council resolution

Reserve Funds Policy

7. REFERENCES

- *Development Act* 1993 Section 50 (10)
- *Australian Accounting Standards Board [AASB] 1041: Revaluation of Non-Current Assets*
- *Open Space Policy*
- *Budget Policy*
- *Treasury Management Policy*

8. REVIEW AND EVALUATION

This policy will be reviewed annually as part of the Annual Budget process.

Asset Accounting Policy

1. RATIONALE

The Asset Accounting Policy exists to ensure there is a distinction made between expenditure on longlived assets and expenditure on goods and services for immediate consumption. This is critically important in determining the cost of providing services.

2. POLICY STATEMENT:

Assets shall be recognised and accounted for in accordance with Australian Accounting Standards and the details contained in this policy.

3. OBJECTIVES:

The objective of this policy is to provide guidance, clarity and consistency regarding the treatment of capital expenditure, which will provide for greater understanding and accuracy of Council's capital requirements and depreciation expenses.

4. POLICY SCOPE AND IMPLEMENTATION:

Acquisition of Assets

The cost method of accounting is used for the initial recording of all acquisitions of assets. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition, including architects' fees and engineering design fees and all other costs incurred in getting the assets ready for use.

Capitalisation

Assets should have a useful life of greater than one year in order for the expenditure to be capitalised and have a value above the Materiality Thresholds described below.

Any expenditure considered to be Capital must also pass a materiality test. Materiality levels are set so as not to misstate financial statements and to provide a guide whether it is practical from an Administrative perspective that expenditure is capitalised.

Materiality Levels are;

Infrastructure	$10,000
Land	$5,000
Buildings – New/Replacement	$5,000
Buildings – Part Renewal	$10,000
Furniture & Fittings	$3,000
Equipment	$3,000
Other	$3,000

Networked/Aggregate Assets - Expenditure can still be capitalised on items that fall below materiality thresholds individually but operate together as a cohesive whole to form a substantial/significant total value. Examples include the computer network, library books, and reserve furniture.

Maintenance or Capital Expenditure

Maintenance

Expenditure on a non-current asset that does not meet capitalisation criteria is considered maintenance expenditure and must be expensed as incurred. In general, maintenance expenditure will allow the asset to realise its expected service levels and estimated life.

Capital

Capital expenditure can relate to new or existing assets. Capital expenditure shall be recognised (taken into consideration materiality levels) where:

- Expenditure results in an effective increase in future economic benefits
- Expenditure results in an increase in the quality of services provided by the asset beyond that previously determined; or
- Expenditure results in an effective extension to the asset's useful life.

Asset Stocktake

A stocktake of current Inventory items will be conducted at least annually.

Revaluations of Non-current Assets

Infrastructure assets and library stock are revalued annually. Land, Buildings and Other assets are revalued with sufficient regularity to ensure the carrying amount does not differ materially from the fair value that would otherwise be determined at the reporting date.

Revaluations of Non-Current Assets are carried out by an independent professionally qualified valuer with the exception of Library Stock which is valued internally. Comprehensive independent valuations are performed every 5 years with desktop valuations performed annually between comprehensive valuations for Infrastructure Assets.

Plant, Equipment, Furniture and Fittings are recognised at cost less accumulated depreciation and any accumulated impairment and are not subject to revaluation.

Non-monetary assets received without charge are recognised as assets and revenues at their fair value at the date of receipt, except for land under roads. Land under roads and trees are not recognised because there is currently no reliable method of valuation.

Depreciation of Non-current Assets

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner which reflects the consumption of the economic benefits provided by those assets. Land is not a depreciable asset. The Depreciation method applied shall be the straight-line basis, except for infrastructure assets where the "Advanced Straight Line Asset Management" consumption based depreciation methodology is employed. Depreciation rates shall be reviewed each year.

Asset Accounting Policy

5. DEFINITIONS

Fair value - is the amount for which an asset could be exchanged between a knowledgeable, willing buyer and a knowledgeable, willing seller in an arm's length transaction.

Materiality - in relation to information, that information which if omitted, misstated or not disclosed has the potential to adversely affect decisions about the allocation of scarce resources made by users of the financial report or the discharge of accountability by the management or governing body of the entity.

Consideration - in the context of this policy, shall be recognised in "monetary terms" e.g. purchase cost.

6. ROLES AND RESPONSIBILITIES

Finance and Asset Systems are responsible for reviewing Council's capitalisation thresholds and overseeing the Revaluation process.

7. REFERENCES

Asset Management Policy

AASB Standard AASB113 Fair Value Measurement

8. REVIEW AND EVALUATION

This policy will be reviewed annually as part of the Annual Budget .

Budget Policy

1. RATIONALE

To ensure Council's budget is prepared in an accurate and financially sustainable manner giving consideration to both internal and external factors.

2. POLICY STATEMENT

The City of Marion's Strategic Management Framework provides the strategic direction for the development of the Long Term Financial Plan (LTFP) and Annual Business Plan (ABP). Continually improving the integration between Marion's Strategic Plan, LTFP and ABP processes ensures Council develops and implements a robust and transparent system of financial management aligned to Marion's Strategic Plan and aimed at establishing, maintaining and assessing long term financial sustainability.

3. OBJECTIVES

To develop and produce robust, flexible and leading practice long-term (LTFP) and short-term (ABP) financial plans that are directly aligned to Council's Strategic Plan, which: -

- establish clear lines of accountability;
- include the use and assessment of appropriate Key Performance Indicators as a performance measurement tool;
- enable regular monitoring, assessment and reporting of financial performance in all Work Areas across Council;
- provide a strong basis for sound decision making;
- facilitates Council's long term financial sustainability.

4. POLICY SCOPE AND IMPLEMENTATION

Framework and Assumptions

The LTFP and ABP are prepared under a single framework that is reviewed annually and which links to the key objectives of Council's Strategic plan. The framework details the specific parameters under which the LTFP and ABP are set. In addition, a number of assumptions and variables underpin the construction of the LTFP and Annual Budget (AB).

LTFP linked to Asset Management Plans (AMP)

The LTFP is linked to Council's established AMPs thereby identifying funding requirements and assessing the adequacy of existing funding capacity within the LTFP.

Financial Modeling and Scenarios

In preparing the LTFP and Annual Budget various financial modeling is to be conducted, including, but not limited to, a variety of:

- Rating scenarios
- Borrowing options
- Savings targets

In addition, appropriate consideration needs to be given to prevailing economic conditions nationally and on a global basis, and the potential impact that these conditions may have on the local community.

Budget Policy

Budgeting Approach

- The Budget process will commence with establishing a comprehensive project plan that maps the entire integrated Work Area Planning and budgeting process.
- Work Area Plans are to be aligned with Council's 4 Year Business Plan and fully integrated with the budgeting process.
- Budget assumptions and potential new initiatives are then assessed in consultation with Elected Members.
- Budgets are built using historical actual income and expenditure as a baseline and adjusted for what is actually needed for the upcoming budget period, regardless of the previous budget and must be based on reality.
- Sound, logical assumptions are to be used, tested and documented to support budget items wherever required.

- All expense and revenue lines must be fully justified for each new budget period.
  - Budgets are to be reviewed line by line and at transaction level, analysing each line item for its relevant needs and costs.
  - Any proposed expenditure increases must be fully justified and appropriately approved by the relevant General Manager and Executive Leadership Team, prior to presentation to Council.
  - In regards to Fees & Charges Council will apply the principle of user pays and where possible recover the full cost of operating or providing the service or goods. Where it can be demonstrated that members of the community are unable to meet the full cost, concessions may apply.
- General contingencies are to be eliminated.
  - Where necessary budgets for major projects include contingencies to reflect cost uncertainties, however any contingencies are to be separately identified and reported.
- Consideration should be given to:
  - Current year and prior year actual results;
  - Once-off events not to be repeated;
  - New events not previously encountered;
  - New information and data now available.

Budget Objectives

1. Achievement of a breakeven Funding (Cash) position or better.
2. Maintain an average operating surplus over the term of the LTFP that enables the achievement of a breakeven funding (cash) position.

Budget Carryovers

Budget Carryovers should be avoided wherever possible, but where necessary (for example "Work In Progress") are limited to unspent:

- capital budgets;
- service improvement budgets;
- grant funds and grants received in advance.

Carryovers do **not** include normal operating expenditures and Labour and Internal Charges (eg. Plant Hire) cannot be carried over under any circumstances.

Budget Reviews

Budget Reviews are required to be conducted 3 times per financial year and this will typically be at the end of September, December and March.
A Budget Review is a reforecast of the full year budget and:

- Is an assessment of the YTD actual result plus a reforecast of the budget for the remainder of the financial year;
- Should include a thorough and rigorous review of every budget line item (income, expense and capital);
- Should identify any savings opportunities (once-off and recurrent).

5. DEFINITIONS

Long Term Financial Plan (LTFP) – financial planning to accomplish long term goals. Enables Council to plan for the long term financial sustainability and deliver the Strategic Plan of the organisation. It translates the objectives and strategies of the Strategic Plan into financial terms.

Annual Budget (AB) – is a financial document used to project future income and expenses and represents the first year in the LTFP. A budget is a management tool that enable s the effective ongoing management and monitoring of income and expenses (financial performance). It translates the objectives and strategies of the Annual Business Plan into financial terms.

Budget Review – is a revised forecast of the original budget or previous budget review and requires the preparation of revised Financial Statements and associated Financial Ratios.

Budget Carryovers - represent unspent capital and service improvement budgets, together with unspent grant funds that are carried forward to the following financial year.

6. ROLES AND RESPONSIBITIES

The Senior Leadership Team (SLT) is responsible for the review and approval of all budgets within their Departmental/Work Area responsibility, as well as presenting their finalised budgets to their General Manager and the Executive Leadership Team for clearance and final approval. The SLT is also accountable for justifying variances of actual income and expenditure against budget.

7. REFERENCES

On an annual basis Council is required to:

1. Prepare and adopt a Long Term Financial Plan for a period of at least 10 years - *L G Act 1999 s122 (1a)*
2. Prepare an Annual Business Plan - *LG Act 1999 s123 (1a)*
3. Prepare a Budget - *LG Act 1999 s123 (1b)*
4. Prepare and consider three Budget Reviews – *LG (Financial Management) Regulations 2011 s9*

8. REVIEW AND EVALUATION

This policy will be reviewed annually as part of the Annual Budget process.

Attachment 4

CITY OF MARION

23 June 2020

RATE IMPACT ANALYSIS 2020/21

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NB: The final Valuer-General report is received in week 52 (22nd June) and will be adopted by Council on 23 June 2020.

SECTION 1 – RATES COMPARISONS - CURRENT YEAR & NEXT YEAR

New Valuations

Valuation Comparison Table by Land Use

The City of Marion uses the Capital Values provided annually by the Valuer-General as the basis for valuing all property within its area. The capital value method includes both the value of the land and improvements on the land.

Sales of all property types are analysed to determine market movements. This analysis of sales happens continuously throughout the year and occurs both in reference to site (land) values and capital (improved) values.

Valuations	Number of Rateable Assessments 2020/21	Capital Values for 2019/20	New Capital Values for 2020/21	Increase in Capital Values
Residential	41,419	18,168,241,000	18,648,837,000	2.65%
Commercial	1,569	2,316,818,000	2,361,148,000	1.91%
Industrial	248	179,391,300	181,732,500	1.31%
Primary Production	15	19,083,000	19,463,000	1.99%
Vacant Land	572	349,536,200	351,488,100	0.56%
Other (churches/ schools/govt land)	125	999,201,620	1,035,157,060	3.60%
Total	**43,948**	**22,032,271,120**	**22,597,825,660**	**2.57%**

This table shows that the market revaluations for the City of Marion have increased on average by 2.57% representing a low property market increase in Adelaide.

A capital value increase (at a higher rate than the proposed average rate increase) will result in a decrease in the Residential Rate in the Dollar.

Rate Capping will still provide relief for any individual residential properties that may have had a valuation increase above an agreed capping level.

Comparison by Suburb – New Residential Valuations

	Capital Values for 2019/20	New Capital Values for 2020/21	Overall Capital Value Increase
Ascot Park	647,993,000	652,588,000	0.71%
Bedford Park	415,000	420,000	1.20%
Clovelly Park	533,980,000	556,220,000	4.16%
Darlington	129,890,000	131,285,000	1.07%
Dover Gardens	621,154,000	631,044,000	1.59%
Edwardstown	877,852,000	881,687,000	0.44%
Glandore	380,595,000	380,485,000	-0.03%
Glengowrie	1,374,985,000	1,439,919,000	4.72%
Hallett Cove	2,265,550,000	2,278,240,000	0.56%
Marino	648,654,000	668,150,000	3.01%
Marion	802,433,000	836,535,000	4.25%
Mitchell Park	980,102,000	1,005,935,000	2.64%
Morphettville	669,480,000	706,165,000	5.48%
O'Halloran Hill	47,595,000	47,680,000	0.18%
Oaklands Park	791,256,000	820,570,000	3.70%
Park Holme	637,511,000	655,986,000	2.90%
Plympton Park	764,650,000	776,280,000	1.52%
Seacliff Park	219,330,000	222,070,000	1.25%
Seacombe Gardens	624,983,000	639,973,000	2.40%
Seacombe Heights	309,305,000	312,385,000	1.00%
Seaview Downs	549,940,000	557,122,000	1.31%
Sheidow Park	1,006,175,000	1,028,075,000	2.18%
South Plympton	958,263,000	969,303,000	1.15%
Sturt	515,265,000	528,215,000	2.51%
Tonsley	77,205,000	109,685,000	42.07%
Trott Park	462,045,200	471,300,000	2.00%
Warradale	1,271,635,000	1,341,520,000	5.50%
Residential Total	**18,168,241,000**	**18,648,837,000**	**2.65%**
Commercial Total	**2,316,818,000**	**2,361,148,000**	**1.91%**
Industrial Total	**179,391,300**	**181,732,500**	**1.31%**
Primary Production Total	**19,083,000**	**19,463,000**	**1.99%**
Vacant Land	**349,536,200**	**351,488,100**	**0.56%**
Other	**999,201,620**	**1,035,157,060**	**3.60%**
Total All Suburbs	**22,032,271,120**	**22,597,825,660**	**2.57%**

Figures as at 8 June 2020

Rate Revenue by Land Use

Valuations	Number of Assessments 2019/20	Rate Revenue 2019/20	Rate Revenue 2020/21
Residential	40,912	62,392,097	63,306,170
Commercial	1,567	13,475,834	13,534,501
Industrial	251	865,729	860,607
Primary Production	15	27,756	27,856
Vacant Land	738	1,802,163	1,515,718
Other (churches/schools/ council/govt land)	122	651,213	694,756
Total	**43,605**	**79,214,792**	**79,939,608**

2019/20 data based on declaration of rates 25 June 2019

Distribution of Rates Revenue by Land Use 2020/21

Land Use	No. of Assessmts	% of Residential Assessmts	Revenue	% of Residential Revenue	% of Total Revenue
Commercial	1,569		13,534,501		16.9%
Industrial	248		860,607		1.1%
Primary Production	15		27,856		0.0%
Vacant Land	572		1,515,718		1.9%
Other (churches/schools/ council/govt land)	125		694,756		0.9%
	2,529		16,633,438		20.8%
Residential					
$0 - *$445,535	14,201	34.3%	15,681,219	24.8%	19.6%
*$445,535 - $500K	14,694	35.5%	22,108,283	34.9%	27.6%
$500 - $600K	8,192	19.8%	14,792,774	23.4%	18.5%
$600 - $800K	3,573	8.6%	7,964,857	12.6%	10.0%
$800 - $1M	562	1.4%	1,639,966	2.6%	2.1%
$1M - $5M	190	0.5%	849,172	1.3%	1.1%
$5M+	7	0.0%	269,899	0.4%	0.3%
Residential Total	41,419	100%	63,306,170	100%	79.2%
Total	**43,948**		**79,939,608**		**100%**

*Represents the Average Residential Valuation for 2020/21

Differential Rates

Council uses a differential rating system to raise revenue based upon its Land Use to ensure a fair and equitable distribution of rates within the City of Marion.

- 18% of the Council's rate revenue is derived from the Commercial (17%) and Industrial (1%) sectors.
- Commercial users consume a greater proportion of council resources than Residential users (ie: roads, traffic, parking, storm water etc).
- A higher differential rate is applied to the Commercial sector (185%) than to the Industrial sector (170%), to recognise the pressures confronting this sector (eg: traditional industries are in decline due to manufacturing pressures from Asia).

The table below provides a comparison of metropolitan council's differential rates.

2019/20 Comparison Differential Percentage			
Council	**Commercial**	**Industrial**	**Vacant Land**
Playford	592%	592%	100%
Charles Sturt	317%	433%	338%
West Torrens	254%	254%	254%
Port Adelaide Enfield	238%	238%	238%
Unley	237%	200%	200%
Mitcham	207%	207%	207%
Gawler	214%	214%	150%
Marion	**185%**	**170%**	**200%**
Prospect	199%	199%	128%
Tea Tree Gully	150%	150%	200%
Walkerville	165%	165%	165%
Holdfast	155%	155%	155%
Onkaparinga	150%	150%	141%
Salisbury	152%	152%	130%
Norwood Payneham St Peters	Not available	Not available	Not available
Average	230%	234%	186%

The above table identifies Council's 2019/20 differential rate position compared to other metropolitan councils.

2020/21 Proposed Differential Percentages		
Commercial 185%	Industrial 170%	Vacant Land 200%

2019/20 to 2020/21 Comparisons

	2019/20	*2020/21
Capital Value of all Properties	$22,032,271,120	$22,597,825,660
Capital Value of Rateable Properties	$20,973,754,491	$21,511,626,467
Total Rateable Properties	43,605	43,948
Gross Rate Revenue	$79,214,792	$79,939,608
Rate Rebates - Rebates	$2,094,000	$2,146,453
Rate Rebates - Capping	$1,889 12% cap - $20 minimum & $200 maximum	$1,800 12% cap - $20 minimum & $200 maximum
Differential General Rate Residential/Primary Prod/Other	0.00335766	0.00331063
Differential General Rate Industrial	0.00570803	0.00562807
Differential General Rate Commercial	0.00621167	0.00612466
Differential General Rate Vacant Land	0.00671532	0.00662126
Minimum Rate % Increase	$1,059 1.8%	$1,059 0%
% on Minimum Rate	13%	12.5%
Landscape Levy (formerly Natural Resources Management Levy)	0.00009661	0.00009520

Figures as at 10 February 2020

****All comparatives for 2020/21 are current estimates based on figures to date and are subject to change.***

SECTION 2 – ASSISTANCE TO RATEPAYERS

Capping – Residential Properties

The rate capping program has proved to be beneficial to ratepayers experiencing a spike in their annual valuation movement.

- The total number of residential properties that received general capping for 2019/20 was 13.
- The total amount of general capping applied and redistributed for 2019/20 was $1,889 (approx. $0.04 per ratepayer per annum).
- 10 other metropolitan councils apply capping with the average capping amount being 10.5%.

The proposed rate capping policy for the 2020/21 financial year is as follows:

Rate Capping for Qualifying Residential Ratepayers

A rebate of general rates is to be granted to residential ratepayers on their principal place of residence within the category of residential land use.

The Annual Business Plan 2020/21 sets a 12% rate-cap with a $20 minimum and a $200 maximum (excluding new or improved properties) for ratepayers who meet the Qualifying Criteria set out below.

Qualifying Criteria:

- The property is the owner's principal place of residence.
- The property has not had more than $20,000 of improvements.
- The property value has not increased due to a zoning change.
- The land use for rating purposes has not changed since 1st July of the previous financial year.
- The property has not sold since the 1st January of the previous financial year.

Rate capping will be applied automatically to properties that can be readily identified as being eligible. Where this rebate is not applied automatically, ratepayers who consider they could be eligible for Rate Capping may lodge an application which will be assessed against the eligibility criteria. The application must be lodged by 30 June 2021.

Mandatory Rebates

The Local Government Act 1999 requires Councils to rebate the rates payable for certain land uses. This includes land used for health and community services, religious purposes, cemeteries and educational institutions. Mandatory rebates vary from 75% to 100%. The LG (Accountability Framework) Amendment Act 2009 entitles Housing Associations to a mandatory 75% rebate.

- Actual mandatory rebates to date are $2,008,300 for 2019/20.
- Estimated mandatory rebates for 2020/21 are $2,058,300 based on current forecasting.
- There are currently 2,683 SAHT properties. If all converted to Housing Associations, it would result in $2.3m in rebates.

Rebates Applied to Public Housing and Housing Associations - 2019/20

Residential Category	Mandatory Rebate Yes/No	Number of Asmts	% of Total Residential Asmts	Rates Levied 2019/20	Mandatory Rebate Applied	Net Rates Revenue	% of Residential Revenue
SAHT	No Rebate	2,683	6.6%	$3,118,944	$ -	$3,118,944	3.9%
Aboriginal Housing	No Rebate	74	0.2%	$111,014	$ -	$111,014	0.1%
Junction Australia	Yes – 75% From Oct 2018	607	1.5%	$626,334	$469,751	$156,583	0.2%
Junction Australia	Yes – 75% From Sept. 2017	380	0.9%	$449,169	$336,877	$112,292	0.1%
Other Housing Association Properties	Yes - 75%	604	1.5%	$781,892	$586,418	$195,474	0.3%
Residential Total		40,912	10.7%	$79,214,792	$1,393,046	$3,694,307	4.6%

380 properties in Morphettville and Park Holme transferred from SAHT to Junction Housing in September 2017 resulting in additional 75 % mandatory rebates.

607 properties in Mitchell Park transferred from SAHT to Junction Housing during 2015/16 resulting in additional 75% mandatory rebates from October 2018.

These transfers have resulted in an additional $806,628 in mandatory rebates during 2019/20. This adds $18.50 per residential ratepayer per annum

Discretionary Rebates

People or bodies seeking a discretionary rebate must make a written application to the Council. Information and application forms can be obtained from the Council office at 245 Sturt Rd, Sturt. Applications for Discretionary Rebates must be received by May 31st of the current year for consideration in the following financial year.

2019/20 Discretionary Rebate Recipients			
Property	**Number of Properties**	**% Rebate Granted**	**Discretionary Rebated Amount**
Foodbank	3	100% (25% discretionary & 75% mandatory)	$4,026
Suneden Special School	1	100% (25% discretionary & 75% mandatory)	$3,044
Scout/Guides Association	4	100%	$6,574
Operation Flinders	2	75%	$5,275
RSL	1	50%	$2,019
Abbeyfield Society	1	50%	$1,675
South Adelaide Squash Centre	1	25%	$946
TOTAL	**13**		**$23,559**

All current recipients of a discretionary rebate are invited to reapply. Assessment is based on the criteria outlined in the Discretionary Rebate Application Checklist. The results are advised in June to assist Council to endorse each rebate.

Residential Construction on Vacant Land (Discretionary Rebate)

Under Section 166 (1) (a) of the Act, and for the purpose of securing the proper development of the area, a rebate of general rates for the 2020-2021 financial year will be granted in respect of an assessment rated as vacant land in the Council's Assessment Book where the:

- Principal Ratepayer of the Assessment applies to the Council in writing for the rebate prior to 30 June 2021, and
- Footings have been poured on the property by 30 June 2021.

The amount of the rebate will be the difference between the general rate in the dollar applicable to vacant land, and the general rate in the dollar applicable to residential property. This is calculated by the number of days remaining between 1 July 2020 and 30 June 2021 from the date footings are poured.

If the calculated rebate reduces the rates payable to less than the amount fixed as the minimum amount payable by way of rates, then the rebate shall be reduced so that the rates payable is equal to the amount of the minimum.

Total Residential Rebates Granted						
	Owner/Occupier		Developers		Total	
	Rebate Recipients	Rebated Amount	Rebate Recipients	Rebated Amount	Rebate Recipients	Rebated Amount
2019/20	42	$29,269	20	$17,669	62	$46,938
2018/19	66	$53,742	7	$7,974	73	$61,716
2017/18	84	$69,039	22	$19,692	106	$88,731
2016/17	43	$33,041	17	$15,615	60	$48,656
2015/16	41	$22,625	11	$7,114	52	$29,739
2014/15	56	$26,973	n/a	n/a	56	$26,973
2013/14	53	$15,700	n/a	n/a	53	$15,700
2012/13	26	$10,615	n/a	n/a	26	$10,615
TOTAL	**411**	**$261,004**	**77**	**$68,064**	**488**	**$329,068**

During 2015/16 Council resolved to allow developers to apply for Residential Construction Rebates. Prior to this, the rebate was accessible to owner/occupiers only.

Postponement of Rates - Hardship

Section 182 of The Act permits the Council, on the application of the ratepayer, to partially or wholly remit rates or to postpone rates, on the basis of hardship. Where a ratepayer is suffering hardship in paying rates they are invited to submit an application in writing to the Council's Team Leader Rating Services. The Council treats such inquiries confidentially.

Covid-19 Provision

Ratepayers experiencing financial difficulties and are unable to meet standard payment arrangements due to COVID-19 can contact Council to discuss alternative payment options. Council will review the provisions in early 2020/21.

Postponement of Rates - Seniors

- Number of seniors currently postponed: 26
- New applications approved for 2020/21: 0
- Current legislated interest rate: 4.35% pa (2019/20)

An application must be made in the prescribed manner and form and be accompanied by such information as the council may require.

The following criteria must be satisfied before the postponement is granted.

- The person is a prescribed ratepayer, or the spouse of a prescribed ratepayer (a prescribed ratepayer means the holder of a current State Seniors Card or a person eligible to hold such a card and has applied but is yet to be issued with a card).
- Rates are payable on the principal place of residence.
- The land is owned by the prescribed ratepayer, or the prescribed ratepayer and his or her spouse, and no other person has an interest, as owner, in the land.
- Any current mortgage over the property which was registered prior to 25 January 2007 will be no more than 50% of the Valuer-General's capital value of the property.

A minimum amount of $500 of the annual rates must be paid.

Any entitlement to a remission will be applied to the proportion of the rates that has not been postponed, unless notice to the contrary is received in writing from the owner.

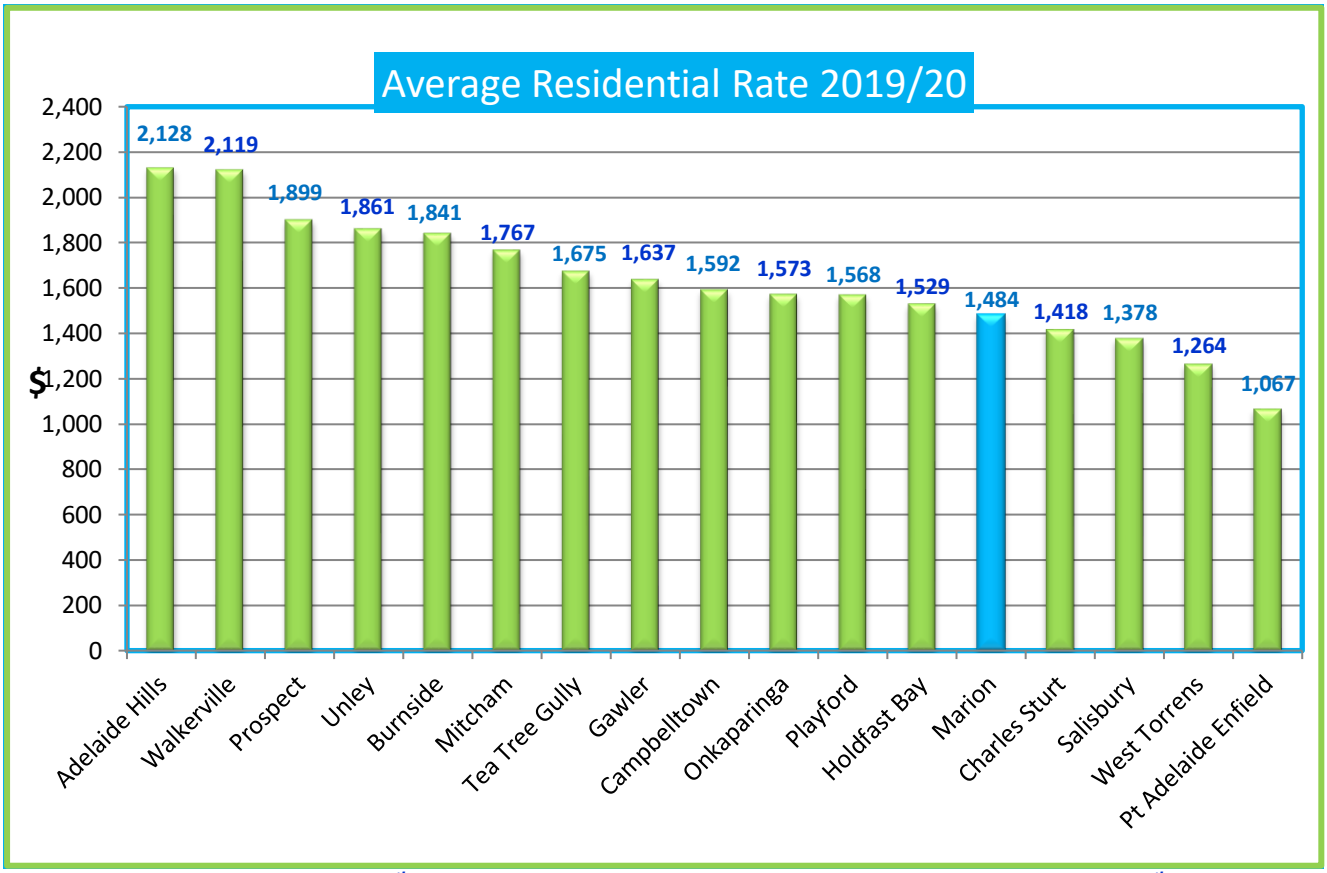
Interest will accrue on the amount postponed at the prescribed rate per month, under the Act until the amount is paid.

Should the entitlement to a postponement cease to exist, the owner of the land must inform the Council in writing, unless the rates and any interest have been paid in full.

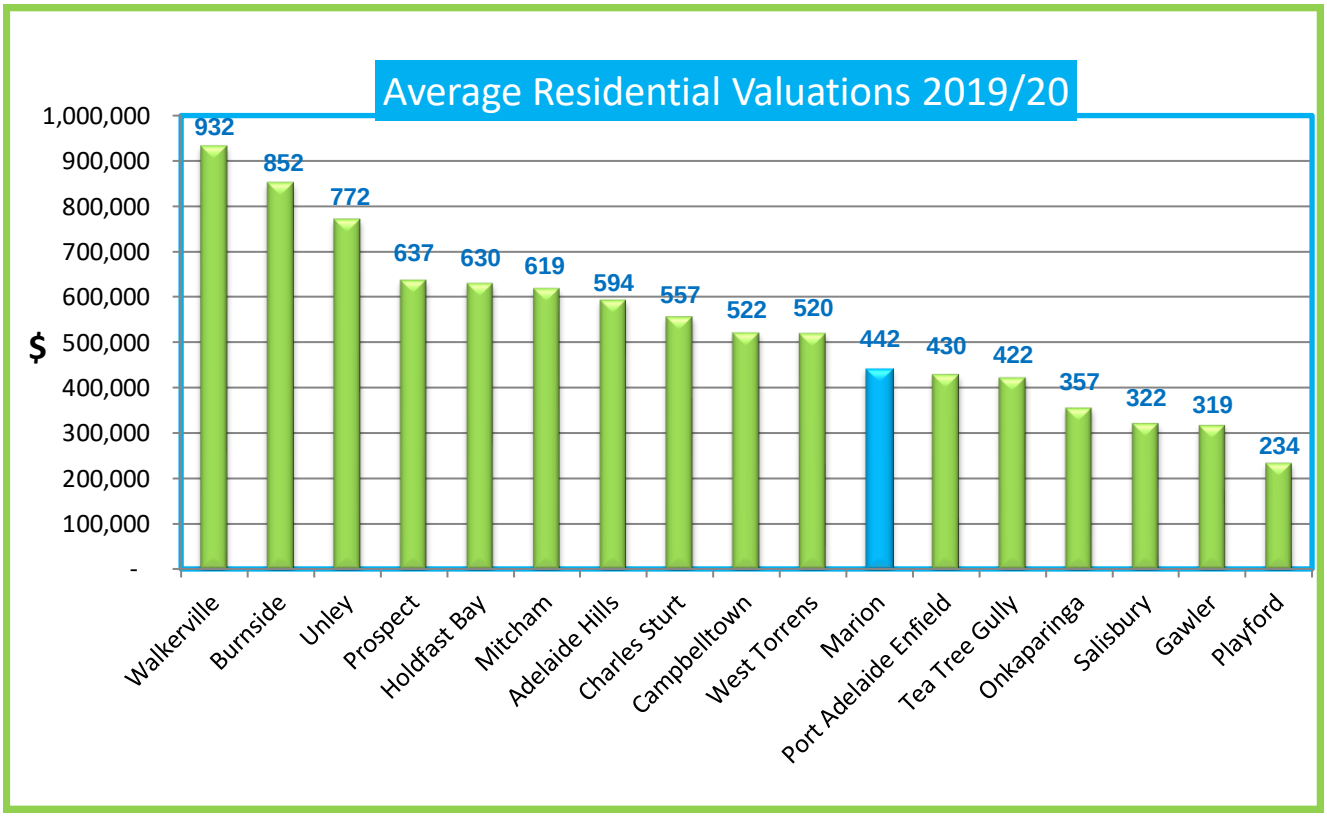
Any rates which are postponed will become due and payable when:

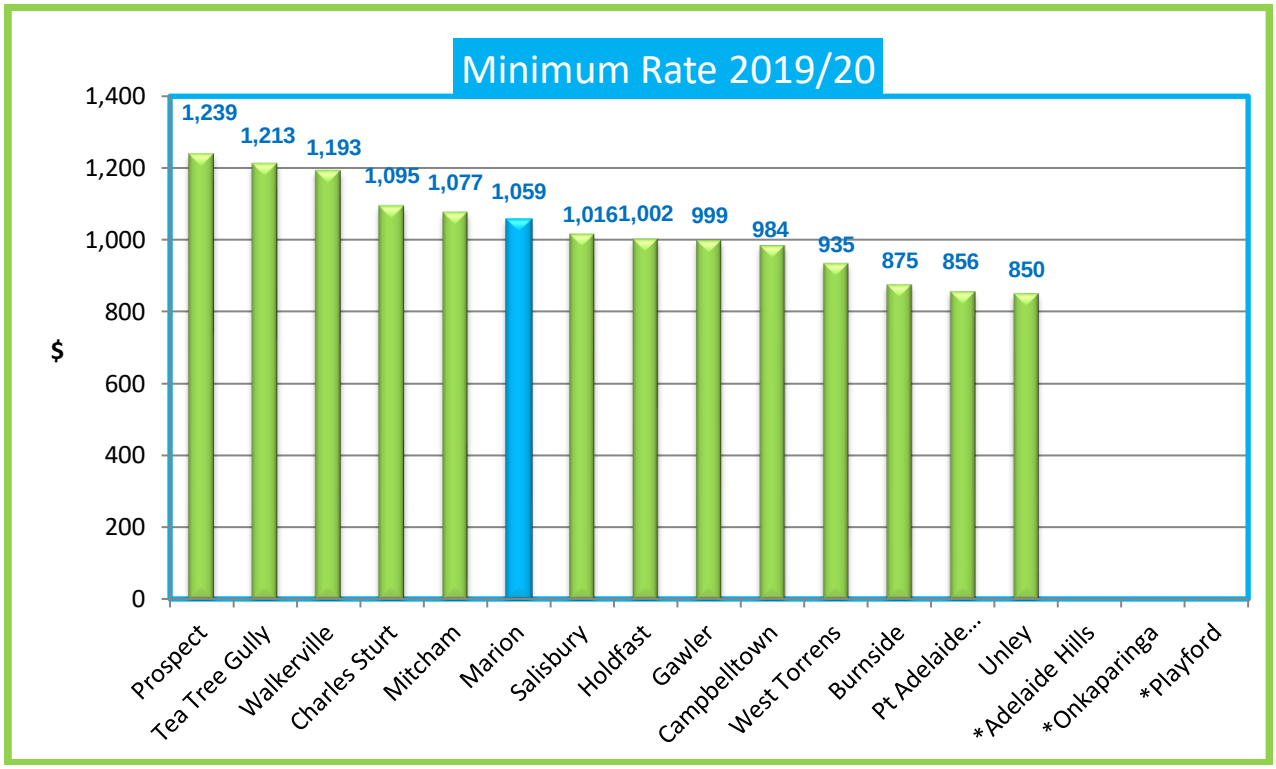
- the title to the land is transferred to another person; or
- there is failure to comply with a condition of postponement.

SECTION 3 – COMPARISON CHARTS WITH OTHER METRO COUNCILS

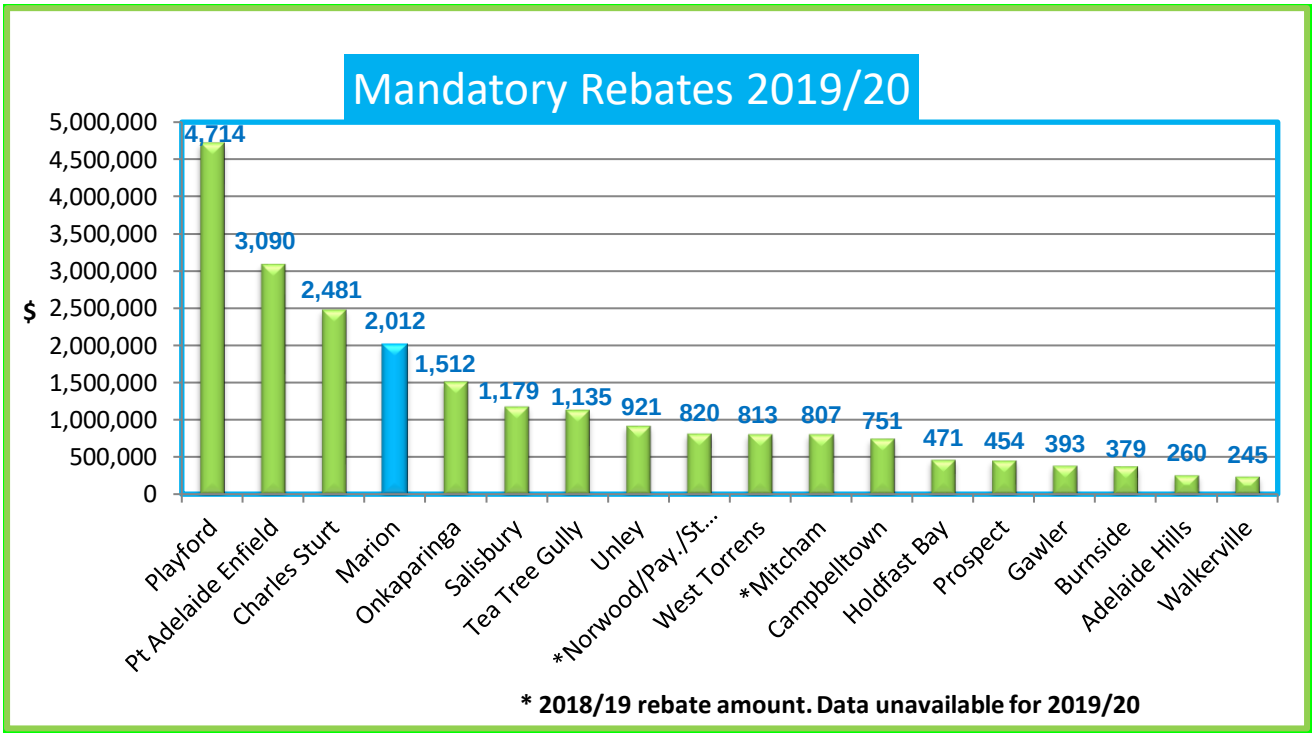


Marion is currently ranked 5th lowest of 18 metropolitan councils (2018/19 ranking was 5th lowest)

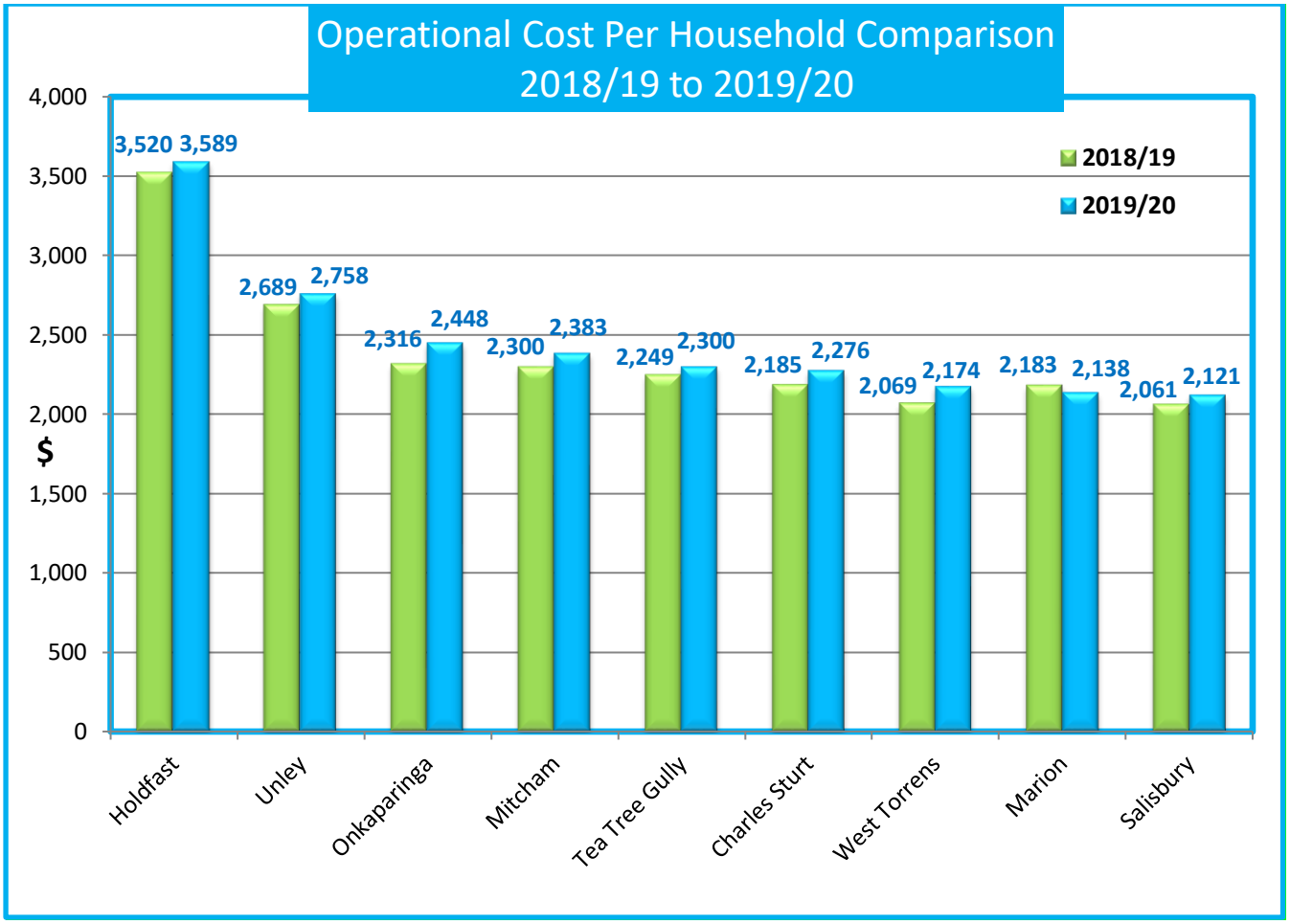




No rate increase for 2020/21 would result in the minimum rate remaining at $1,059
**** No minimum rate due to a fixed charge being applied***



*** 2018/19 rebate amount. Data unavailable for 2019/20**



Operational Cost Per Household

Council's primary benchmark is to compare its average residential rate against other metropolitan councils as displayed in the above table. The table above illustrates that council's operational costs per household compares favourably against that of our neighbouring councils. It should be noted that there are many variables which limit the ability to make this a meaningful comparison, such as different levels of services provided by different councils, different infrastructural renewal requirements not reflected in operational costs, different sources of revenue such as grants and user charges which may vary from council to council.

CITY OF MARION

Valuation - Adoption for 2020-21 Financial Year

Originating Officer	Team Leader Rating Services - Kylie Jaggard
Corporate Manager	Manager Finance - Ray Barnwell
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200623R07

REPORT OBJECTIVE

This Report provides the information required by the Council to allow adoption of the Valuation for the 2020-21 financial year, as required by the *Local Government Act 1999*.

EXECUTIVE SUMMARY

Council is required to adopt the Valuation which is to apply to all land within its area for rating purposes, prior to declaring rates.

RECOMMENDATION

That:

1. **Pursuant to Section 167(2)(a) of the *Local Government Act 1999* Council adopts the capital valuations as supplied by the Office of the Valuer-General, (at Supplementary Week 52 dated 22 June 2020), as the Valuations that are to apply to land within its area for rating purposes for the 2020-21 financial year.**

2. **Council notes that, at the time of adoption, the Valuation totalled $22,597,825,660 (including $21,511,626,467 Rateable and $1,086,199,193 Exempt).**

DISCUSSION

Section 167 (1) of the *Local Government Act 1999* (the Act) requires the adoption of the valuations which are to apply to land within its area for rating purposes for that year, prior to declaration of the rate or rates.

Section 167 (2) of the Act provides that a Council must adopt either valuations made, or caused to be made, by the Office of the Valuer-General, or by a valuer employed or engaged by the Council, or by a firm or consortium of valuers engaged by the Council. The valuation presented for adoption has been prepared by the Valuer General.

CONCLUSION

Adoption of this report is required prior to the declaration of rates for the 2020-21 financial year.

Attachment

#	Attachment	Type
1	GC200623R - Valuation - Adoption for 2020-21 Financial Year - Appendix 1	PDF File

CITY OF MARION

NOTICE is hereby given that on 23 June 2020 the Council of the City of Marion, pursuant to the provisions of the Local Government Act 1999, for the year ending 30 June 2021,

ADOPTION OF VALUATIONS

adopted the capital valuations to apply in its area for rating purposes for the 2020-21 financial year as supplied by the Valuer-General totalling $22,597,825,660

DECLARATION OF RATES

declared differential general rates in the dollar based on capital value as follows:

(a) **0.331063** cents in the dollar on rateable land of Category 1 – Residential, Category 7 – Primary Production and Category 9 – Other.

(b) **0.612466** cents in the dollar on rateable land of Category 2 – Commercial Shop, Category 3 – Commercial Office, Category 4 – Commercial Other.

(c) **0.562807** cents in the dollar on rateable land of Category 5 – Industrial Light, Category 6 – Industrial Other.

(d) **0.662126** cents in the dollar on rateable land of Category 8 – Vacant Land.

resolved that the minimum amount payable by way of general rates in respect of rateable land within the area for the year ending 30 June 2021 be $1,059.00; and

declared a Separate Rate of 0.009520 cents in the dollar on all rateable land within the Green Adelaide Board Area within the area.

The Council resolved that rates will be payable in four equal or approximately equal instalments, and that the due dates for those instalments will be 1 September 2020, 1 December 2020, 1 March 2021 and 1 June 2021.

Adrian Skull
Chief Executive

CITY OF MARION

Rates Declaration 2020-21

Originating Officer	Team Leader Rating Services - Kylie Jaggard
Corporate Manager	Manager Finance - Ray Barnwell
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200623R08

REPORT OBJECTIVE

Having first adopted the Annual Business Plan, the Annual Budget 2020-21 and the Valuation of land within its area, the Council is now required to declare the rates for the 2020-21 financial year.

EXECUTIVE SUMMARY

This report sets the differential general rate and the minimum general rate payable on all properties within the Council's area, and the separate rate which the Council is obliged to collect on behalf of the Green Adelaide Board (formerly the Adelaide and Mount Lofty Ranges Natural Resources Management Board). It also sets the due dates for payment for each quarter, and delegates authority to the Chief Executive Officer to vary the due dates and to make arrangements with ratepayers for extension of time to pay their accounts, with or without interest.

RECOMMENDATION

1. **That pursuant to Section 153(1)(b) and 156(1)(a) of the *Local Government Act 1999* the Council declares differential general rates according to land use based on Capital Value within the area for the 2020-21 financial year as follows:**

   1.1 0.331063 cents in the dollar on rateable land of Categories 1 - Residential, 7 Primary Production, 9 – Other.

   1.2 0.612466 cents in the dollar on rateable land of Categories 2 – Commercial Shop, 3 – Commercial Office, 4 - Commercial Other.

   1.3 0.562807 cents in the dollar on rateable land of Categories 5 - Industry Light and 6 - Industry Other.

   1.4 0.662126 cents in the dollar on rateable land of Category 8 - Vacant Land

2. **That pursuant to Section 158 (1)(a) of the *Local Government Act 1999*, fixes a minimum amount payable by way of General Rates in respect of rateable land within the area for the 2020-21 financial year of $1,059.00.**

3. **That pursuant to Section 153(3) of the Local Government Act 1999 the Council has determined not to fix a maximum increase under this Section in the general rate to be charged on a principal place of residence of a principal ratepayer upon the basis that relief is otherwise provided under the 'Discretionary Rebate – Residential Land Use (Rate Capping)' provision of its Rating Policy.**

4. **That, as required by the *Landscape South Australia Act 2019*, and pursuant to Section 69 of that Act and Section 154 (1) of the *Local Government Act 1999*, the Council declares a Separate Rate of 0.009520 cents in the dollar on all rateable land in the area covered by the Green Adelaide Board within this Council's area for the 2020-21 financial year.**

5. **That pursuant to Section 181 (1) of the *Local Government Act 1999*, rates are payable in four equal or approximately equal instalments, and Council resolves that pursuant to section 181(2) of the Act the due dates for those instalments shall be:**

   - 1 September 2020
   - 1 December 2020
   - 1 March 2021
   - 1 June 2021

6. **That pursuant to Section 44 of the *Local Government Act 1999* the Council delegates to the Chief Executive Officer the power at Section 181(4)(b) to alter the due date for payment of any rate or instalment payment of a ratepayer where circumstances warrant such action, and to make any arrangement for payment of an account (either including or excluding the imposition of fines thereon) over an extended period.**

DISCUSSION

Rate Declaration

The proposed differential general rates are as follows:

Category 1	Residential	0.331063c
Category 2	Commercial - Shop	0.612466c
Category 3	Commercial - Office	0.612466c
Category 4	Commercial - Other	0.612466c
Category 5	Industrial - Light	0.562807c
Category 6	Industrial - Other	0.562807c
Category 7	Primary Production	0.331063c
Category 8	Vacant	0.662126c
Category 9	Other	0.331063c

and combined with a minimum rate payable of $1,059.00 will raise the required rate income for the 2020-21 financial year.

The Green Adelaide Board covers the urban areas of metropolitan Adelaide. The City of Marion will be charged an amount of $1,995,868 payable in four quarterly instalments of $498,967. The proposed separate rate of 0.009520 cents in the dollar, will be applied to all rateable properties within the area and will recoup the amount the Council is required to contribute to the Landscape Administration Fund. A levy on ratepayers will add an average $47 per annum to each rate account. In accordance with Section 70 of the *Landscape South Australia Act 2019*, Council may claim administrative costs. A claim of $13,519 is forecast for 2020-21 ($12,901 – 2019-20).

Collection of this money on behalf of the Green Adelaide Board will be revenue-neutral for the Council.

CONCLUSION:

Adoption of the recommended differential general rates, minimum general amount and the separate rate for the Regional Landscape Levy will ensure that budget requirements are met.

CITY OF MARION

Rate Rebate 2020-21

Originating Officer	Team Leader Rating Services - Kylie Jaggard
Corporate Manager	Manager Finance - Ray Barnwell
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200623R09

REPORT OBJECTIVE

That the Council review applications received from community service organisations requesting rate rebates in accordance with the Council's Rate Rebate Policy.

EXECUTIVE SUMMARY

The *Local Government Act 1999* provides for rebates of rates, on either a mandatory (Sections 160 to 165) or discretionary (Section 166) basis of 100% or less. The discretionary rebate may, for example, apply where a not-for-profit community services organisation does not fall within the provisions for a mandatory rebate (under Section 161) but does fall within the discretionary rebate grounds. Section 161(3) of the *Local Government Act 1999*, as reflected in the Council's Rating Policy, sets a three part test for eligibility for a mandatory 75% rebate for a community service organisation:-

"161 – Rebate of rates - community services

(1) The rates on land being predominantly used for service delivery or administration by a community service organisation will be rebated at 75 per cent (or, at the discretion of a council, at a higher rate).

(3) For the purposes of this section, a community service organisation is a body that –
(a) is incorporated on a not-for-profit basis for the benefit of the public; and
(b) provides community services without charge or for a charge that is below the cost to the body of providing the services; and
(c) does not restrict its services to persons who are members of the body."

The Act also stipulates what is regarded as a community service.

RECOMMENDATION

That:

1. **The Schedule of Rate Rebates (refer Appendix 1) be noted.**

2. **Council resolves that a discretionary rate rebate of 25% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to Foodbank SA on the properties it occupies for the 2020-21 financial year.**

3. **Council resolves that a discretionary rebate of 25% be granted under Section 166(1)(d) of the *Local Government Act 1999* to Suneden School on the property it occupies and uses for educational purposes for the 2020-21 financial year.**

4. **Council resolves that a discretionary rate rebate of 100% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to Scouts SA on the properties it occupies for the 2020-21 financial year.**

5. **Council resolves that a discretionary rate rebate of 50% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to the Abbeyfield Society (Marion) on the property it occupies at 5 Lawrence Ave, Edwardstown for the 2020-21 financial year.**

6. **Council resolves that a discretionary rate rebate of 50% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to the Plympton Glenelg RSL Sub Branch on the property it occupies at 464 Marion Rd, Plympton Park for the 2020-21 financial year.**

7. **Council resolves that a discretionary rate rebate of 75% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to Operation Flinders on the property it occupies at 3/938 and 4/938 South Road, Edwardstown for the 2020-21 financial year.**

8. **Council resolves that a discretionary rate rebate of 25% be granted under Section 166 (1)(j) of the *Local Government Act 1999* to South Adelaide Squash Centre on the property it occupies at 2A Midera Avenue, Edwardstown for the 2020-21 financial year.**

DISCUSSION

Council periodically receives applications from organisations occupying property within the City of Marion requesting Mandatory or Discretionary Rebates.

All the applications have been considered in accordance with the relevant sections of the *Local Government Act 1999* and the Rate Rebate section of Council's Rating Policy.

Appendix 1 summarises the mandatory and discretionary rebates.
Appendix 2 provides a checklist for each discretionary rate rebate applicant.

INTERNAL ANALYSIS:

Legal / Legislative and Risk Management:

Mandatory Rebates

The *Local Government Act 1999* provides for a number of mandatory 100% rebates, these rebates apply to land being used for the provision of health services, religious purposes, public cemeteries and the Royal Zoological Society of SA, and mandatory 75% rebates for educational purposes, community services, private schools and housing associations.

Discretionary Rebates

When considering granting any Discretionary Rebates, Council must also consider the provisions of the Rating Policy and *Local Government Act 1999*.

In accordance with Section 166(1a) of the Act "a council must, in deciding whether to grant a discretionary rebate of rates or charges under Section 166(1)(d), (e), (f), (g), (h), (i) or (j), take into account -

(a) the nature and extent of Council services provided in respect of the land for which the rebate is sought in comparison to similar services provided elsewhere in the Council's area;

(b) the community need that is being met by activities carried out on the land for which the rebate is sought; and

(c) the extent to which activities carried out on the land for which the rebate is sought provides assistance or relief to disadvantaged persons,

and may take into account other matters considered relevant by the council."

Council has previously approved discretionary rebates to the following community organisations:

Foodbank SA

Foodbank SA meets the requirement for a 75% mandatory rebate. In addition, Council in previous financial years has granted a discretionary rebate of 25% in accordance with Council's Rating Policy.

Based on the assessment of the application it is recommended that a 25% discretionary rebate be approved for 2020-21.

Suneden School

This organisation meets the requirement for a 75% mandatory rebate. In addition, Council in previous financial years has granted a discretionary rebate of 25% in accordance with Council's Rating Policy.

Based on the assessment of the application it is recommended that a 25% discretionary rebate be approved for 2020-21.

Scouts SA

Scout SA do not meet the definition of community services set out in the Rate Rebate Policy and therefore do not qualify for a mandatory rebate. However, Council has previously granted a discretionary rebate of up to 100%.

Based on the assessment of the application it is recommended that a 100% discretionary rebate be approved for 2020-21.

The Abbeyfield Society (Marion) Inc

This organisation does not meet the definition of community services set out in the Rate Rebate Policy and therefore does not qualify for a mandatory rebate.
A discretionary rebate of 50% to The Abbeyfield Society (Marion) Inc has previously been approved by Council, from 2004-05 through to the 2019-20 financial year.

Based on the assessment of the application it is recommended that a 50% discretionary rebate be approved for the 2020-21 financial year.

Plympton Glenelg RSL Sub Branch

This organisation does not meet the definition of community services set out in the Rate Rebate Policy and therefore does not qualify for a mandatory rebate.
A discretionary rebate of 50% to the Plympton Glenelg RSL Sub Branch has previously been approved by Council, from 2004-05 through to the 2019-20 financial year.

Based on the assessment of the application it is recommended that a 50% discretionary rebate be approved for the 2020-21 financial year.

Operation Flinders

This organisation does not meet the definition of Community Services set out in the Rates Rebate Policy and therefore does not qualify for a mandatory rebate.
A discretionary rebate of 75% to Operation Flinders has previously been approved by Council from 2018-19 through to the 2019-20 financial year.

Based on the assessment of the application it is recommended that a 75% rebate be approved to Operation Flinders for the 2020-21 financial year.

South Adelaide Squash Centre

This organisation does not meet the definition of Community Services set out in the Rates Rebate Policy and therefore does not quality for a mandatory rebate.
A discretionary rebate of 25% to SA Squash Centre was approved by Council for the 2019-20 financial year.

Based on the assessment of the application it is recommended that a 25% rebate be approved to South Adelaide Squash Centre for the 2020-21 financial year.

Council Property - Leased

Under the provisions of the *Local Government Act*, Council must rate all Council owned property over which a lease has been granted.

However, the *Recreation Grounds Rates and Taxes Exemption Act, 1981* exempts sporting and recreation clubs from Council Rates. The exemption will only apply where the total income (if any) derived by a club from the use of the land is used to maintain the club facilities at that site.

Financial Implications:

The nature of rebates is that the rate responsibility is shifted from one section of the community to another. The provision of discretionary rebates directly impacts on Council’s finances.

CONCLUSION:

All applications for rate rebates have been reviewed individually in accordance with the relevant sections of the *Local Government Act 1999* and with Council's Rating Policy.

Attachment

#	Attachment	Type
1	Rate Rebates 2020-21 Appendix 1	PDF File
2	Discretionary Rate Rebate Applications Appendix 2	PDF File

APPENDIX 1 - RATE REBATE REPORT 2020-21

Mandatory 100%

Organisation	Rate $	Rebate $
Adelaide Society of The New Church Inc	1,669	1,669
Apostolic Church Aust Ltd	3,338	3,338
Baptist Churches of South Australia Inc	13,649	13,649
Brighton Christadelphian Ecclesia Inc	3,372	3,372
Catholic Church Endowment Society Inc	13,002	13,002
Churches of Christ in SA & NT Inc	15,735	15,735
City Of Marion - kindergarten	10,354	10,354
City of Marion - kitchen	1,805	1,805
City of Marion - book exchange	2,214	2,214
Community of Christ	2,827	2,827
Corp of Presiding Bishop of Latter-Day Saints	8,089	8,089
Good Shepherd Lutheran Church Hallett Cove Inc	7,578	7,578
Hallett Cove Parish	4,598	4,598
Hindu Society Of SA Inc	3,610	3,610
Integrated Cardiovascular Clinical Network	2,201	2,201
Islamic Society Of SA Inc	4,189	4,189
Lutheran Church Of Australia (SA) Inc	5,262	5,262
Lutheran Church of Australia SA & NT District Holding Ltd	2,895	2,895
Maranatha Christian Assembly & School Inc	5,052	5,052
New Apostolic Church Aust Pty Ltd	1,158	1,158
Oasis Family Church Inc	1,396	1,396
SA Pathology	1,059	1,059
Seaview Community Church Inc	2,622	2,622
Southern Adelaide Local Health Network	2,232	2,232
Spring Park Baptist Church Inc	4,938	4,938
Synod Diocese Murray Anglican Church	3,370	3,370
Synod Diocese Adelaide Anglican Church	6,931	6,931
The Salvation Army (SA) Property Trust	10,814	10,814
Uniting Church in Australia Property Trust SA	42,692	42,692
Women's & Children's Health Network	4,763	4,763
Total	**193,414**	**193,414**

Mandatory 75%

Organisation	Rate $	Rebate $
Access 2 Place Housing Assoc	40,342	30,257
Anglicare SA Housing Assoc	36,715	27,536
Anglicare SA Housing Ltd	5,926	4,445
Anglicare SA Inc	44,020	33,015
Amelie Housing	53,683	40,262
Bedford Industries Inc	7,987	5,990

Catholic Church Endowment Society Inc	41,551	31,163
Common Equity Housing SA Ltd	24,297	18,222
Community Housing Ltd	7,970	5,977
Cornerstone Housing Ltd	43,927	32,946
Developing Alternative Solutions To Housing Inc	10,937	8,203
Eldercare Inc	76,291	57,218
Emmaus Christian College Inc	27,587	20,690
Hallett Cove School buildings - various private owners	8,446	6,335
James Brown Memorial Trust Inc	12,884	9,663
Julia Farr Housing Assoc	54,355	40,766
Junction & Women's Housing Ltd	1,184,414	888,311
Minda Community Housing Assoc	2,520	1,890
Minda Housing Ltd	24,863	18,647
Rembrandt Living (formerly Netherlands Aged Services)	28,439	21,329
Resthaven Inc	51,594	38,696
SAGE Inprint (disabled employment/training)	1,077	808
Salvation Army Housing Ltd	22,581	16,935
Southern Cross Care (SA & NT) Inc	27,332	20,499
St Martin De Porres Catholic School	10,388	7,791
Sunrise Christian School Inc	10,814	8,110
The Adelaide Benevolent & Strangers Friend Society	3,031	2,273
The Salvation Army (SA) Property Trust	2,078	1,558
Trustee of Marist Bros. Southern Province	65,477	49,108
Uniting Care Wesley Bowden	6,842	5,131
Uniting SA Housing Ltd	4,973	3,729
Unity Housing Co	164,998	123,748
Westminster School Inc	107,709	80,782
Westside Housing Association	59,225	44,419
Woodend Primary School	21,031	15,773
Your Place Housing Ltd	66,684	50,013
Total	**2,362,986**	**1,772,239**

Mandatory 75% and Discretionary 25%		
Organisation	**Rate $**	**Rebate $**
Foodbank of South Australia Inc	11,654	11,654
Geddes Building Services Pty Ltd & Mr I Stewart (Foodbank)	4,544	4,544
Suneden Intellectually Disabled Childrens Inc	12,261	12,261
Total	**28,459**	**28,459**

Discretionary 100%		
Organisation	**Rate $**	**Rebate $**
The Scout Assoc of South Australia	6,616	6,616
Total	**6,616**	**6,616**

Discretionary 75%		
Organisation	**Rate $**	**Rebate $**
Operation Flinders	7,075	5,307
Total	**7,075**	**5,307**

Discretionary 50%		
Organisation	**Rate $**	**Rebate $**
Plympton Sub-Branch Returned & Services League	4,105	2,053
The Abbeyfield Society (Marion) Inc	3,304	1,652
Total	**7,409**	**3,704**

Discretionary 25%		
Organisation	**Rate $**	**Rebate $**
South Adelaide Squash Centre	3,794	949
Total	**3,794**	**949**

SUMMARY		
	Rate $	**Rebate $**
Mandatory 100%	193,414	193,414
Mandatory 75%	2,362,986	1,772,239
Mandatory 75% & Discretionary 25%	28,459	28,459
Discretionary 100%	6,616	6,616
Discretionary 75%	7,075	5,307
Discretionary 50%	7,409	3,704
Discretionary 25%	3,794	949
TOTAL	**2,609,753**	**2,010,689**

Discretionary Rate Rebate Application Checklists Appendix 2

The Applicant, **Foodbank SA** is applying for a 25% discretionary rebate for the purpose of providing a benefit or service to the local community on three properties with total rates of $16,198.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? _____	☐	☑
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☑	☐
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☑	☐
4.	Has the applicant made (or intends to make) applications to other councils?	☑	☐
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant?	☐	☑
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant?	☑	☐

Recommendation:
Foodbank SA provides food relief to the disadvantaged in the community by working with numerous welfare agencies and schools within the City of Marion.

Foodbank SA meets the requirement for a 75% mandatory rebate. In addition, Council has previously granted a discretionary rebate of 25%. It is recommended that a 25% discretionary rebate be approved for 2020/21.

The Applicant, **Suneden School** is applying for a 25% discretionary rebate for the purpose of providing educational services to children or young persons on a property with rates of $12,261.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? _____	☐	☑
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☑	☐
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☑	☐
4.	Has the applicant made (or intends to make) applications to other councils?	☐	☑
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant?	☐	☑
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant? *See "Recommendation"*	☑	☐

Recommendation:
Suneden School provides education and care to students aged 5 to 21 years with intellectual and multiple disabilities.

This organisation meets the requirements for a 75% mandatory rebate being land used for educational purposes. In addition, Council in previous financial years has granted a discretionary rebate of 25%. It is recommended that the rebate be approved for 2020/21.

The Applicant, **Scouts SA** is applying for a 100% discretionary rebate for the purpose of providing facilities or services for children or young persons on four properties with total rates of $6,616.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought?_____	☐	☑
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☐	☑
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☐	☑
4.	Has the applicant made (or intends to make) applications to other councils?	☑	☐
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant? *CoM grant for air-conditioning*	☑	☐
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters and policies of the Council considered relevant?	☐	☑

Recommendation:
Scouts SA is a 100% not for profit organisation that educates and trains youth in the City of Marion through a network of volunteers. They rely on fundraising and membership fees to run their programs.

Council has previously granted a discretionary rebate of up to 100% on properties occupied by Scouts SA. It is recommended that the rebate be extended for the 2020/21 financial year.

The Applicant, **Abbeyfield Society** is applying for a 50% discretionary rebate for the purpose of providing accommodation for the aged or disabled on a property with rates of $3,304.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? _____	☐	☑
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☑	☐
4.	Are there any other matters the Council considers relevant? *See "Recommendation"*	☑	☐

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☐	☑
4.	Has the applicant made (or intends to make) applications to other councils?	☐	☑
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant?	☐	☑
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant? *See "Recommendation"*	☑	☐

Recommendation:
The Abbeyfield house provides a home for people with a mild intellectual disability where they can develop and maintain their independence in a supported environment.

A discretionary rebate of 50% has previously been approved by Council, from 2004/05 through to the 2019/20 financial year. It is recommended that the rebate be extended for the 2020/21 financial year.

The Applicant, **Plympton-Glenelg RSL Sub Branch** is applying for a 50% discretionary rebate for the purpose of providing a benefit or service to the community on a property with rates of $4,105.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? _____	☐	☑
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☑	☐
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☑	☐
4.	Has the applicant made (or intends to make) applications to other councils?	☐	☑
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☐	☑
11.	Is the applicant in receipt of a community grant? *Holdfast Council for dawn service*	☑	☐
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant? *See "Recommendation"*	☑	☐

Recommendation:
The RSL and veteran's centre provides welfare services for current and ex-serving members and promotes the interests of veterans and serving members of the Australian Defense Forces.

A discretionary rebate of 50% has previously been approved by Council from 2004/05 to the 2019/20 financial year. It is recommended that the rebate be extended for the 2020/21 financial year.

The Applicant, **Operation Flinders** is applying for a 100% (previously 75%) discretionary rebate for the purpose of providing a benefit or service to the local community on two properties with total rates of $7,075.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? *Council operates Men's Sheds at both Trott Park and Glandore Community Centres*	☑	☐
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☑	☐
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☑	☐
4.	Has the applicant made (or intends to make) applications to other councils?	☐	☑
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☑	☐
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant?	☐	☑
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant? *See "Recommendation"*	☑	☐

Recommendation:

Operation Flinders operate a Men's Shed and outback adventure programs for youth at risk (at no charge). Schools Ministry Group provide pastoral care services for public schools including schools within the City of Marion.

A discretionary rebate of 75% has previously been approved by Council from 2017/18 to the 2019/20 financial year. Operation Flinders is seeking a 100% rebate for 2020/21, however they have not provided evidence to substantiate a rebate increase despite Council requests.

It is recommended that the rebate of 75% be extended for the 2020/21 financial year.

The Applicant, **South Adelaide Squash Centre** is applying for a 25% discretionary rebate for the purpose of providing a benefit or service to the local community on a property with rates of $3,794.

Section 1: In deciding whether to grant a discretionary rebate of rates, Council must take into account the following matters:-			
		Yes	No
1.	Is there a similar service provided elsewhere in the Council area? In comparison, what is the nature and extent of Council services provided, in respect of the land, for which the rebate is sought? *Council does not provide this service, rather private enterprise operate the same service.*	☑	☐
2.	Is a community need being met by the activities carried out on the land for which the rebate is sought?	☑	☐
3.	Do the activities carried out on the land, for which the rebate is sought, provide assistance or relief to disadvantaged persons?	☐	☑
4.	Are there any other matters the Council considers relevant?	☐	☑

Section 2: Council may take into account other matters considered relevant including (but not limited to) the following:-			
		Yes	No
1.	Is there a need for financial assistance through a rebate?	☑	☐
2.	Is the amount of rebate requested considered appropriate?	☑	☐
3.	Is the applicant in receipt of any financial assistance, in respect of the land, by Commonwealth or state agencies?	☐	☑
4.	Has the applicant made (or intends to make) applications to other councils?	☐	☑
5.	Is the applicant providing a service within the council area?	☑	☐
6.	Is the applicant a public sector body ☐, a private not for profit body ☑ or a private for profit body ☐?	☑	☐
7.	Are there any historical considerations that may be relevant for all or any part of the current Council term?	☐	☑
8.	Is there a desire to grant a rebate for more than one year?	☑	☐
9.	Has consideration been made of the full financial consequences of the rebate for the Council?	☑	☐
10.	Was the application submitted within the specified time?	☑	☐
11.	Is the applicant in receipt of a community grant?	☐	☑
12.	Is a community grant available to the person or body making the application?	☐	☑
13.	Is there any other matters/policies considered relevant? *See "Recommendation"*	☑	☐

Recommendation:

South Adelaide Squash Centre is owned and operated by SA Masters Squash Incorporated, a not for profit organisation founded to provide recreational sport for participants over 30 years of age. The premises is available to all ages and is hired for public, private and professional use. The rebate would allow the organisation to expand their offerings to locals.

South Adelaide Squash Centre was approved for a 25% discretionary rebate for the 2019/20 financial year. It is recommended that the rebate be granted for the 2020/21 financial year.

CITY OF MARION

Shopping Trolley Amenity By-law 2020

Originating Officer	Team Leader Community Safety - Luke Manuel
	Unit Manager Governance and Council Support - Jaimie Thwaites
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623R10

REPORT OBJECTIVE

The purpose of this report is to present the Shopping Trolley Amenity By-law 2020 for Council's consideration, making and gazettal, and then consider a report to be forwarded to the Legislative Review Committee.

EXECUTIVE SUMMARY

At the General Council Meeting on 25 February 2020, Council made the following resolution:

That (as varied) Council:

1. *Endorses Administration to progress the By-law as originally drafted and put to the community, noting the comments raised by the community and key stakeholders in the consultation report (Attachment 1) with the following amendment:*

- *Section 5.2.1 be amended by replacing "48 hours" with "72 hours."*

This report provides the next steps in relation to making the Shopping Trolley Amenity By-law 2020 including the following documents (attached for reference):

- Attachment 1 - Final Shopping Trolley Amenity By-law 2020 (the By-law)
- Attachment 2 - Shopping Trolley Community Consultation GC200225R13
- Attachment 3 - Local Government Act Extract - Section 249
- Attachment 4 - Certificate of Validity - Shopping Trolley Amenity By-law 2020
- Attachment 5 - Report to the Legislative Review Committee
- Attachment 6 - National Competition Policy Report for the By-law
- Attachment 7 - Delegations under Shopping Trolley Amenity By-law 2020

RECOMMENDATION

That:

1. **Pursuant to Section 246 of the *Local Government Act 1999*:**

   1.1 there being at least two-thirds of the members of Council present; and

1.2 having considered the:

- **Shopping Trolley Amenity By-law 2020; (the By-law)**

- **(reproduced at Attachment 1 to report on the agenda for the meeting of Council held on 23 June 2020) in light of the National Competition Policy and the Report prepared on the National Competition Policy with respect to the By-law (reproduced at Attachment 1 to report on the agenda for the meeting of Council held on 23 June 2020); and**

1.3. having considered the public submissions made on the By-law,

Council makes the By-law in exercise of the powers contained in the *Local Government Act 1999*.

2. **The Chief Executive Officer be authorised to sign the By-law as made by Council.**

3. **The Chief Executive Officer be authorised to publish notice of the making of the By-law in The Advertiser newspaper.**

4. **The Chief Executive Officer be authorised to arrange for the By-law to be published in the Government Gazette.**

5. **The report to the Legislative Review Committee on the By-law (reproduced at Attachment 5 to the report on the agenda for the meeting of Council held on 23 June 2020), be adopted and be signed by the Chief Executive Officer on Council's behalf.**

6. **The Chief Executive Officer be authorised to arrange for the By-law and all other necessary documentation to be provided to the Legislative Review Committee.**

7. **Delegations under Shopping Trolley Amenity By-law 2020:**

1. **In exercise of the power contained in Section 44 of the Local Government Act 1999 and Section 14C of the Acts Interpretation Act 1915, the powers and functions under the Shopping Trolley Amenity By-law 2020 specified in the proposed Instrument of Delegation for the By-law contained in Attachment 7 to this report are hereby delegated this 23 June 2020 to the person occupying the office of Chief Executive Officer, or any person acting in the position of Chief Executive Officer and effective on the date on which the By-law comes into operation, subject to the conditions and or limitations in the Schedule of Conditions provided in the proposed Instrument of Delegation for the By-law.**

    1.1. **The Chief Executive Officer is authorised to sub-delegate these powers to other employees of the Council as the Chief Executive Officer considers fit and in accordance with the relevant legislation unless otherwise indicated in the Schedule of Conditions contained in the proposed Instruments of Delegation for this By-law.**

2. **In accordance with Section 246(5) of the Local Government Act 1999 and Section 14C of the Acts Interpretation Act 1915, Council sets expiation fees for alleged offences against Paragraph 6.1 of Council's Permits and Penalties By-law 2014, committed by virtue of a breach, contravention or failure to comply with the below paragraphs of the Shopping Trolley Amenity By-law 2020, in accordance with the amounts specified in the below table, effective on the date on which the Shopping Trolley Amenity By-law 2020 comes into operation:**

1. **Paragraph 4.1 - requirement to keep trolley within shopping precinct - $187.50**
2. **Paragraph 5.3 - requirement to comply with removal notice - $187.50**
3. **Paragraph 5.6 - interference with removal notice - $187.50**
4. **Paragraph 6.3 - requirement to comply with on-the-spot direction - $187.50**
5. **Paragraph 7 - requirement to install removal notification signage - $187.50**
6. **Paragraph 8 - requirement to identify shopping trolley - $187.50**
7. **Paragraph 9.3 - supplying false or misleading information - $187.50**

8. **Council allocate up to $5,000 in the 2020/21 budget for a Community Information Campaign.**

Liveable	Minimising the amount of abandoned trolleys in the community positively impacts on the amenity of the local area.
Legal / Legislative / Policy:	Under the Local Government Act 1999, Council may make By-laws regarding the management of shopping Trolleys within the Council area.

BACKGROUND

Dumped trolleys are a safety issue for the City of Marion community. Introduction of a Trolley By-law will provide provisions for the management of shopping trolleys and put the onus on retailers to better manage their trolleys.

The by-law states how Council will deal with abandoned shopping trolleys in the future, including fining retailers with containment systems if they fail to collect the trolleys within 72 hours and fines for individuals caught removing trolley's from Shopping Centres. A copy of the draft By-law is provided as Attachment 1.

Broad community consultation was undertaken between 28 October and 19 November 2019. The consultation period was for 21 days as required by legislation. The community survey was available on the Making Marion website during the consultation period.

The results and summary of the community consultation were presented at the 25 February 2020 General Council meeting (Report Reference: GC200225R13). A copy of this report is included in Attachment 2.

At the General Council Meeting on 25 February 2020, Council made the following resolution:

That (as varied) Council:

1. *Endorses Administration to progress the By-law as originally drafted and put to the community, noting the comments raised by the community and key stakeholders in the consultation report (Attachment 1) with the following amendment:*

- *Section 5.2.1 be amended by replacing "48 hours" with "72 hours."*

This report outlines the next steps in relation to adopting the By-law.

DISCUSSION

Section 249 of the Local Government Act ("LG Act") prescribes the process for a Council to make a By-law (Attachment 3).

Following consultation on the proposed By-laws, Council must give reasonable consideration to a written or other acceptable submission made to the Council on a proposed By-law.
A By-law requires a resolution supported by an absolute majority of the members of the Council at a meeting where at least two-thirds of the members are present. This means that at least eight members must be present and seven members must vote in favour.

A certificate of validity, in the prescribed form, signed by a legal practitioner certifying that, in the opinion of the legal practitioner the council has the statutory power to make the By-law and the By-law is not inconsistent with the Local Government Act is required. A certificate of validity is included in Attachment 4.

Generally, By-laws come into effect four (4) months after the day on which they are published in the Government Gazette. A notice of the making of the By-law must be placed in a newspaper circulating in the area of the Council.

The Chief Executive Officer is authorised to certify the By-law as being made and passed at a meeting of the Council of the Corporation of the City of Marion held on the 23rd day of June 2020 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.
Once made, the By-law must be forwarded to the Legislative Review Committee under Section 10A of the Subordinate Legislation Act 1978 accompanied by a report including National Competition Policy implications.
Norman Waterhouse Lawyers have drafted the proposed By-law and have provided the necessary Certificates of Validity and National Competition Policy reports. The report for the Legislative Review Committee is included in Attachment 5 and the National Competition Policy Report is in Attachment 6.

Community Information Campaign

A community information campaign will be required to inform the general community of the new By-law and its relevant requirements, specifically the obligations that retailers are required to observe. The Community Safety Team, with the assistance of the Communications Team, will develop an appropriate communications strategy to deliver this information to the community. As part of this communication strategy promotional and advisory material will be developed including a fact sheet and information will be published on Council's website. There is currently no funding for the paid advertisements and promotional material that will be required. It is recommended that Council allocate budget up to $5,000 for this. Information on Council's website and social media can be achieved within existing resources.

Finalising the By-law making process
With respect to the finalisation of the By-law making process, the following additional requirements are relevant:

- the By-law as drafted provides for the Council to make determinations under certain clauses being 3.9.2 (regarding shopping centre precincts), 3.10.2 (regarding shopping trolleys), 3.11.3 (regarding trolley containment systems) and 7.3 (regarding shopping trolley removal notifications). These determinations can be made at any time to allow for the By-law to be flexibly applied. In each case, the By-law has default provisions which will apply in the absence of any specific determination by the Council. Administration does not believe any specific determinations are required at this stage and the default provisions are sufficient.

- if any determinations are made per dot point 1 above, the Council must give notice of same on a website determined by the Chief Executive Officer;

- the Council is required pursuant to Section 252 of the LG Act to cause a separate register to be kept of all By-laws made or adopted by the Council;

- the Council may, by resolution, delegate to certain employees of the Council the power to:

    - make a determination under any of clauses 3.9.2 (regarding shopping centre precincts), 3.10.2 (regarding shopping trolleys), 3.11.3 (regarding trolley containment systems) and 7.3 (regarding shopping trolley removal notifications);

    - grant exemptions under clauses 4.3.3 and 9.2.

Absent such a resolution, determinations to be made and exemptions available under the By-law can only be addressed by the Council by resolution. Suggested delegations are included as Attachment 7;

- the Council may set, by resolution, expiation fees for failures to comply with the following provisions of the By-law:
    - clause 4.1 (requirement to keep trolley within shopping precinct);
    - clause 5.3 (requirement to comply with removal notice);
    - clause 5.6 (interference with removal notice);
    - clause 6.3 (requirement to comply with on-the-spot direction);
    - clause 7 (requirement to install removal notification signage);
    - clause 8 (requirement to identify shopping trolley); and
    - clause 9.3 (supplying false or misleading information on application).

Absent a resolution setting these expiation fees, all breaches may only be dealt with by prosecution. Expiation fees set by the Council cannot exceed 25% of the maximum fine, which is set at $750 therefore an expiation fee for all offences of $187.50 has been included in the resolution.

- the Council may wish to set, by resolution, a fee under Section 188 of the LG Act for making an application to the Council for an exemption under clause 9.1 (exemption from requirement to keep trolleys within precinct);

Administration does not propose a fee at this stage.

- in accordance with Section 132 of the LG Act, the Council must make this By-law available on the internet.

It is recommended that the delegations, expiation fees and application fees be made/set at the same meeting where the By-law is made, however this can be done at a later meeting before the By-law commences operation.

If the By-law is endorsed by Council, Administration will undertake the steps listed above to progress the By-law through the Legislative Council and into affect if successful.

Once in operation, the Community Safety Team will enforce the By-law in accordance with Council's Enforcement Policy. A grace period will be provided to allow retailers and the community sufficient opportunity to understand and comply with the new requirements.

Attachment

#	Attachment	Type
1	Attachment 1 - Final Shopping Trolley Amenity By-law 2020	PDF File
2	Attachment 2 - GC200225R13 - Shopping Trolley Amenity By-law Community Consultation	PDF File
3	Attachment 3 - Local Government Act Extract - Section 249	PDF File
4	Attachment 4 - Certificate of Validity	PDF File
5	Attachment 5 - Report to the Legislative Review Committee	PDF File
6	Attachment 6 - National Competition Policy Report	PDF File
7	Attachment 7 - Delegations under Shopping Trolley Amenity By-law 2020	PDF File

CITY OF MARION

By-law made under the Local Government Act 1999

Shopping Trolley Amenity By-law 2020

By-law No. 8 of 2020

To protect and enhance the amenity of the area of the Council, suppress nuisance caused by the use of shopping trolleys on roads, local government land and private land and otherwise for the convenience, comfort and safety of the Council's community.

Part 1 – Preliminary

1. **Short Title**

This by-law may be cited as the *Shopping Trolley Amenity By-law 2019*.

2. **Commencement**

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. **Definitions**

In this By-law:

3.1 **authorised person** has the same meaning as in the *Local Government Act 1999*;

3.2 **authorised token** means any object designed to release a trolley from a coin deposit and release system that has been approved by the Council on application by a retailer;

3.3 **coin deposit and release system** means a coin-operated lock that operates with the insertion of an Australian currency one dollar or two dollar coin or equivalent authorised token;

3.4 **premises** includes:

3.4.1 land;

3.4.2 a part of any premises or land;

3.5 **removal notice location** means:

3.5.1 the place mentioned in a removal notice where the trolley was found; and

3.5.2 any place outside a retailer's shopping centre precinct that can be clearly seen from the place mentioned in the removal notice;

3.6 **retailer** means a person who provides shopping trolleys for use in the retailer's premises;

3.7 **retailer's shopping centre precinct**, for a retailer's shopping trolley, means the shopping centre precinct where the retailer's premises that are identified on the trolley are located;

3.8 **shopping centre**, for retail premises which provide shopping trolleys for use in the premises, means:

3.8.1 if the premises occupy a single building—the retail premises; or

3.8.2 if the premises are in a shopping centre, shopping mall, shopping court or shopping arcade—the centre, mall, court or arcade;

3.9 **shopping centre precinct** means:

3.9.1 an area consisting of:

3.9.1.1 a shopping centre; and

3.9.1.2 any car park provided for the use of customers of the shopping centre; and

3.9.1.3 any area, including a road or other public place, between the shopping centre and the car park; and

3.9.1.4 any other area provided for the use of customers of the shopping centre immediately adjacent to the shopping centre; or

3.9.2 an area determined by the Council to constitute a shopping centre precinct for the purposes of this by-law;

3.10 **shopping trolley** means:

3.10.1 a predominantly metal trolley incorporating a basket that cannot be removed; or

3.10.2 a trolley or handcart determined by the Council to constitute a shopping trolley for the purposes of this by-law;

3.11 **trolley containment system** means:

3.11.1 a wheel lock system;

3.11.2 a coin deposit and release system; or

3.11.3 such other system as the Council may determine to prevent shopping trolleys being removed from a shopping centre precinct, and to

facilitate the return of the shopping trolleys to a designated location within the precinct;

3.12 **wheel lock system** means a disabling device which makes the trolley inoperable, including by locking the wheels of the shopping trolley, if it is removed from a retailer's shopping centre precinct.

Part 2 – Management of Shopping Trolleys

4. **Retailer to keep Shopping Trolleys within Shopping Centre Precinct**

4.1 A retailer must keep a shopping trolley, which has been identified as belonging to the retailer under this by-law, within the retailer's shopping centre precinct.

4.2 This paragraph does not prevent a shopping trolley that is not within the retailer's shopping centre precinct being:

4.2.1 on premises owned or leased by the retailer or a person authorised by the retailer to keep the trolley;

4.2.2 in the possession of the retailer or a person authorised by the retailer to be in possession of the trolley; or

4.2.3 in a shopping centre precinct other than the retailer's shopping centre precinct.

4.3 This paragraph does not apply if:

4.3.1 a trolley containment system is in operation at the retailer's shopping centre precinct;

4.3.2 the number of trolleys provided by the retailer at the retailer's shopping centre precinct is less than 25; or

4.3.3 the retailer has obtained an exemption from the Council from the operation of this paragraph.

4.4 For the avoidance of doubt, nothing in this paragraph prevents an authorised person from giving a retailer a removal notice under paragraph 5 of this by-law.

5. **Notice to Remove Individual Shopping Trolley**

5.1 If a shopping trolley is found in a place outside the retailer's shopping centre precinct an authorised person may give a retailer a notice (a **removal notice**) requiring the retailer to remove the shopping trolley from the removal notice location specified in the removal notice within the period specified in the removal notice.

5.2 A removal notice issued under paragraph 5.1 of this by-law:

5.2.1 is to be complied with within 72 hours after the time the removal notice is given (or such other time as has been specified in the notice);

5.2.2 must specify:

5.2.2.1 the time and date the removal notice is given;

5.2.2.2 the place where the shopping trolley was found;

5.2.2.3 it is an offence against this by-law to fail to comply with the removal notice or remove the notice without authorisation;

5.2.2.4 the expiation fee and maximum penalty applicable under this by-law for failing to comply with the notice or removing the notice without authorisation;

5.2.2.5 the Council's contact details in relation to the removal notice.

5.3 A retailer must comply with a removal notice issued under paragraph 5.1 of this by-law.

5.4 A removal notice may be given by the authorised person:

5.4.1 either:

5.4.1.1 securely attaching the removal notice, addressed to the retailer, to the shopping trolley in a conspicuous position; and

5.4.1.2 calling the contact telephone number stated on the trolley as required under this by-law and giving the information in the removal notice to the retailer; or

5.4.2 serving the removal notice in accordance with the *Local Government Act 1999*.

5.5 For the purposes of this by-law, a removal notice is taken to have been given to a retailer under paragraph 5.4.1 of this by-law:

5.5.1 at the time and date the telephone call is made and the information is given to:

5.5.1.1 a person who answers the telephone call; or

5.5.1.2 a telephone answering or recording device; or

5.5.2 if a reasonable attempt was made to give the information to the retailer by telephone.

5.6 A person, other than a retailer or a person authorised by a retailer, must not remove or interfere with a removal notice attached to a shopping trolley under this by-law.

6. Direction to Return Shopping Trolley

6.1 If an authorised person believes on reasonable grounds that a person:

6.1.1 has taken a retailer's shopping trolley from the retailer's shopping centre precinct;

6.1.2 is using a retailer's shopping trolley in a place outside the retailer's shopping centre precinct; or

6.1.3 has left a retailer's shopping trolley at a place outside the retailer's shopping centre precinct,

the authorised person may give the person a direction (an **on-the-spot direction**) to return the shopping trolley to the retailer's premises identified on the trolley.

6.2 An on-the-spot direction issued under paragraph 6.1 of this by-law:

6.2.1 is to be complied with within such reasonable time as specified by the authorised person;

6.2.2 must include:

6.2.2.1 a warning it is an offence against this by-law not to comply with the direction;

6.2.2.2 the expiation fee and maximum penalty applicable under this by-law for failing to comply with the direction; and

6.2.2.3 the Council's contact details;

6.3 A person must comply with an on-the-spot direction issued under paragraph 6.1 of this by-law.

6.4 Nothing in this paragraph empowers an authorised person to issue an on-the-spot direction under this paragraph to:

6.4.1 the retailer identified on the trolley; or

6.4.2 a person authorised by the retailer to deal with the trolley in the manner specified in paragraphs 6.1.1 or 6.1.2.

Part 3 – Notification Requirements

7. **Shopping Trolley Removal Notification**

A retailer must place prominently at or near each customer exit in the retailer's premises a notice that:

7.1 contains the following statement:

'Under the City of Marion's *Shopping Trolley Amenity By-law 2019* fines can apply for taking, using or leaving a shopping trolley outside this shopping centre precinct.'

7.2 describes the retailer's shopping centre precinct;

7.3 contains anything else required by a determination of the Council under this paragraph; and

7.4 can be seen and read easily by a person leaving the retailer's premises.

8. **Identification of Shopping Trolleys**

A retailer must display on each of the retailer's shopping trolleys the following information:

8.1 the retailer's legal name;

8.2 the address of the retailer's premises at which the retailer keeps the trolley; and

8.3 the contact telephone number of:

8.3.1 the retailer; or

8.3.2 a person authorised by the retailer to collect the trolley.

Part 3 – Miscellaneous

9. **Exemptions**

9.1 A retailer may apply in writing to Council for an exemption from the application of paragraph 4 of this by-law.

9.2 The Council may, in its absolute discretion, determine to exempt a retailer from the application of paragraph 4 of this by-law in respect of all shopping trolleys or particular types of shopping trolleys, either temporarily or permanently.

9.3 A retailer must not include information in an application made under this paragraph that is false or misleading in a material particular.

10. **Requirement to Publish Determinations Online**

If the Council makes a determination under paragraph 3.9.2, 3.10.2, 3.11.3 or 7.3 of this by-law, the Council must give notice of the making of that determination on a website determined by the Council's Chief Executive Officer.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Marion held on the day of 2020 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

……
Mr Adrian Skull
Chief Executive Officer

CITY OF MARION

Shopping Trolley Amenity By-Law Community Consultation

Originating Officer	Team Leader Community Safety - Luke Manuel
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200225R13

REPORT OBJECTIVE

To provide Council with the results of the community consultation regarding the Shopping Trolley Amenity By-law 2019.

EXECUTIVE SUMMARY

At the General Council Meeting on 24 September 2019, Council made the following resolution:

1. *Endorses the proposed draft By-law Shopping Trolley Amenity By-law 2019 No.9 2019 as attached to Appendix 1 to this report (with point 4.2 being amended to include the word "not" so that the item reads "This paragraph does not prevent a shopping trolley...") to proceed to community consultation.*

Community consultation has since been undertaken to obtain the views of community members and to better understand the level of support regarding the proposed By-law to deal with abandoned shopping trolley's.

This report provides the results of the community consultation that has been undertaken and recommends that Council note this report and progresses the By-law to be finalised.

RECOMMENDATION

That Council:

1. **Endorses Administration to progress the By-law as originally drafted and put to the community, noting the comments raised by the community and key stakeholders in the consultation report (Attachment 1).**

Liveable:	Minimising the amount of abandonded trolleys in the community positively impacts on the amenity of the local area.
Legal / Legislative / Policy:	Local Government Act 1999.
Current Budget Allocation	There is no budget allocated for this project.

DISCUSSION

A draft Shopping Trolley Amenity By-law was developed and presented to Council at its meeting on 24 September 2019. At this meeting Council endorsed this By-law (Attachment 1) for community consultation.

Broad community Consultation was undertaken during October and November 2019 proposing the creation of the Shopping Trolley Amenity By-law 2019 which would:

- Create an offence for a person who does not comply with a direction from an authorised officer to return a trolley to a shopping centre
- Create an offence for shopping centres with containment systems that do not collect trolleys taken from their premises within 48 hours
- Create an offence for shopping centres without containment systems that do not immediately collect a trolley taken from their premises

The consultation period was for 21 days as required by legislation. The community survey was available on the Making Marion website from 28 October 2019 to 19 November 2019.

Feedback on the proposed By-law was sought via our Making Marion community engagement website and promoted via City of Marion communications channels, including:

- Media release and public notice was placed in the Coast City Weekly Newspaper on 28 and 30 October.
- Posters and flyers displayed at Council venues including libraries, administration centre, community and neighbourhood centres.
- City of Marion website and Facebook page
- Digital screens at Council venues

Information promoting engagement opportunities were also provided via email and letters and were sent to key stakeholder groups such as Coles, Bunnings, Woolworths, Foodland, Romeos Retail Group, Drakes, Westfield Centre Management, Aldi, Hallet Cove Shopping Centre managers, Big W, Target, IGA, Metcash and Castle Plaza Shopping Centre Management.

Hard copies of the survey were made available at our Administration Centre, Neighbourhood Centres and Libraries and included a contact phone number and email. Six hard copy surveys were sent out directly to community members upon request. A downloadable copy of the survey was available via Making Marion with hard copy responses scanned and assessed by council staff in line with other responses post consultation.

The results and summary of the community consultation are provided in Attachment 2.

Community feedback statistics

The consultation reached 11,435 people:

- 274 viewed via Making Marion;
- 11,161 users reached through 4 Facebook and one Twitter post during the consultation.

Those engaged in the consultation on the proposed Shopping Trolley Amenity By-law include:

- 61 total submissions:
  - 52 unique participants made survey submissions online
  - 9 written responses were received by email and letter, which included 5 responses from retailers or their representative. 41 downloads of the By-Law documents
- 6 hard copies of the survey were posted out (zero returned)
- 13 views of the FAQs on the proposed changes

Analysis of online survey responses

Q1. Do you support the introduction of the Shopping Trolley Amenity By-law?

- 77% of people (47) who participated in the survey indicated that they either strongly support or support the introduction of the by-law.
- 23% of people (14) who participated either opposed or strongly opposed the proposed by-law.

Q2. Are you answering this survey as?

- 86.5% of people identified as a member of the Marion community.
- 3.8% of people identified as a visitor to Marion

- 1.9% of people identified as a Retailer or Shopping Centre representative
- 7.7% identified as other.

Analysis of the comments from the general community and retailers has shown there are several themes which have been summarised below:

General Community

- General frustration with trolleys being left in the streets and are supportive of the By-law.
- Preference for a state wide solution.
- A view that the removal of trolleys from a retailers premises is theft and should be dealt with in that manner.
- Concerns a coin based containment system would be ineffective and doubts raised over Councils ability to enforce the By-law against individuals.
- The cost to the ratepayer to enforce the By-law and the potential of retailers to pass on any costs incurred by them to the general public.
- Concerns about how low income, and people from lower socio economic areas will be effected.
- Council should focus on enforcement against the person taking the trolley and not the retailer.

Retailers

- Retailers raised concerns about the shifting of responsibility of littering trolleys onto the retailer.
- The costs of installing containment systems and upgrading or modifying their trolley fleet.
- Retailers advise that they already spend considerable money to manage their fleet and collect abandoned trolleys which they believe is adequate.
- Modify the offence provisions around individuals who remove trolleys from a retail precinct. Issue on the spot fines for people who abandon a trolley.
- Provide more education to the community.
- Difficulties getting land lords to approve containment systems.
- Require shopping centre landlords to install the prescribed signage at shopping centre exits and not each store.

Summary

Based on the responses provided by the community there is a majority support for Council to adopt a Shopping Trolley Amenity By-law. Retailers support working with Councils on the issue and advise they already commit significant resources to trolley management. Retailers were not supportive of various aspects of the By-law and there was a general theme of non support for a compulsory containment system and a 48-hour period for collection.

Some of the comments were very specific and related to enforcement, potential negative effects on people from a lower socio economic background and the potential for retailers to pass on the costs to comply with the new By-law.

Attachment

#	Attachment	Type
1	Attachment 1 - Shopping Trolley Amenity By-Law 1	PDF File
2	Attachment 2 - Community Engagement Trolley By-Law Report	PDF File

CITY OF MARION

By-law made under the Local Government Act 1999

Shopping Trolley Amenity By-law 2019

By-law No. 8 of 2019

To protect and enhance the amenity of the area of the Council, suppress nuisance caused by the use of shopping trolleys on roads, local government land and private land and otherwise for the convenience, comfort and safety of the Council's community.

Part 1 – Preliminary

1. **Short Title**

This by-law may be cited as the *Shopping Trolley Amenity By-law 2019*.

2. **Commencement**

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. **Definitions**

In this By-law:

3.1 **authorised person** has the same meaning as in the *Local Government Act 1999*;

3.2 **authorised token** means any object designed to release a trolley from a coin deposit and release system that has been approved by the Council on application by a retailer;

3.3 **coin deposit and release system** means a coin-operated lock that operates with the insertion of an Australian currency one dollar or two dollar coin or equivalent authorised token;

3.4 **premises** includes:

3.4.1 land;

3.4.2 a part of any premises or land;

3.5 **removal notice location** means:

3.5.1 the place mentioned in a removal notice where the trolley was found; and

3.5.2 any place outside a retailer's shopping centre precinct that can be clearly seen from the place mentioned in the removal notice;

3.6 **retailer** means a person who provides shopping trolleys for use in the retailer's premises;

3.7 **retailer's shopping centre precinct**, for a retailer's shopping trolley, means the shopping centre precinct where the retailer's premises that are identified on the trolley are located;

3.8 **shopping centre**, for retail premises which provide shopping trolleys for use in the premises, means:

3.8.1 if the premises occupy a single building—the retail premises; or

3.8.2 if the premises are in a shopping centre, shopping mall, shopping court or shopping arcade—the centre, mall, court or arcade;

3.9 **shopping centre precinct** means:

3.9.1 an area consisting of:

3.9.1.1 a shopping centre; and

3.9.1.2 any car park provided for the use of customers of the shopping centre; and

3.9.1.3 any area, including a road or other public place, between the shopping centre and the car park; and

3.9.1.4 any other area provided for the use of customers of the shopping centre immediately adjacent to the shopping centre; or

3.9.2 an area determined by the Council to constitute a shopping centre precinct for the purposes of this by-law;

3.10 **shopping trolley** means:

3.10.1 a predominantly metal trolley incorporating a basket that cannot be removed; or

3.10.2 a trolley or handcart determined by the Council to constitute a shopping trolley for the purposes of this by-law;

3.11 **trolley containment system** means:

3.11.1 a wheel lock system;

3.11.2 a coin deposit and release system; or

3.11.3 such other system as the Council may determine to prevent shopping trolleys being removed from a shopping centre precinct, and to

facilitate the return of the shopping trolleys to a designated location within the precinct;

3.12 **wheel lock system** means a disabling device which makes the trolley inoperable, including by locking the wheels of the shopping trolley, if it is removed from a retailer's shopping centre precinct.

Part 2 – Management of Shopping Trolleys

4. **Retailer to keep Shopping Trolleys within Shopping Centre Precinct**

4.1 A retailer must keep a shopping trolley, which has been identified as belonging to the retailer under this by-law, within the retailer's shopping centre precinct.

4.2 This paragraph does not prevent a shopping trolley that is not within the retailer's shopping centre precinct being:

4.2.1 on premises owned or leased by the retailer or a person authorised by the retailer to keep the trolley;

4.2.2 in the possession of the retailer or a person authorised by the retailer to be in possession of the trolley; or

4.2.3 in a shopping centre precinct other than the retailer's shopping centre precinct.

4.3 This paragraph does not apply if:

4.3.1 a trolley containment system is in operation at the retailer's shopping centre precinct;

4.3.2 the number of trolleys provided by the retailer at the retailer's shopping centre precinct is less than 25; or

4.3.3 the retailer has obtained an exemption from the Council from the operation of this paragraph.

4.4 For the avoidance of doubt, nothing in this paragraph prevents an authorised person from giving a retailer a removal notice under paragraph 5 of this by-law.

5. **Notice to Remove Individual Shopping Trolley**

5.1 If a shopping trolley is found in a place outside the retailer's shopping centre precinct an authorised person may give a retailer a notice (a **removal notice**) requiring the retailer to remove the shopping trolley from the removal notice location specified in the removal notice within the period specified in the removal notice.

5.2 A removal notice issued under paragraph 5.1 of this by-law:

5.2.1 is to be complied with within 48 hours after the time the removal notice is given (or such other time as has been specified in the notice);

5.2.2 must specify:

5.2.2.1 the time and date the removal notice is given;

5.2.2.2 the place where the shopping trolley was found;

5.2.2.3 it is an offence against this by-law to fail to comply with the removal notice or remove the notice without authorisation;

5.2.2.4 the expiation fee and maximum penalty applicable under this by-law for failing to comply with the notice or removing the notice without authorisation;

5.2.2.5 the Council's contact details in relation to the removal notice.

5.3 A retailer must comply with a removal notice issued under paragraph 5.1 of this by-law.

5.4 A removal notice may be given by the authorised person:

5.4.1 either:

5.4.1.1 securely attaching the removal notice, addressed to the retailer, to the shopping trolley in a conspicuous position; and

5.4.1.2 calling the contact telephone number stated on the trolley as required under this by-law and giving the information in the removal notice to the retailer; or

5.4.2 serving the removal notice in accordance with the *Local Government Act 1999*.

5.5 For the purposes of this by-law, a removal notice is taken to have been given to a retailer under paragraph 5.4.1 of this by-law:

5.5.1 at the time and date the telephone call is made and the information is given to:

5.5.1.1 a person who answers the telephone call; or

5.5.1.2 a telephone answering or recording device; or

5.5.2 if a reasonable attempt was made to give the information to the retailer by telephone.

5.6 A person, other than a retailer or a person authorised by a retailer, must not remove or interfere with a removal notice attached to a shopping trolley under this by-law.

6. Direction to Return Shopping Trolley

6.1 If an authorised person believes on reasonable grounds that a person:

6.1.1 has taken a retailer's shopping trolley from the retailer's shopping centre precinct;

6.1.2 is using a retailer's shopping trolley in a place outside the retailer's shopping centre precinct; or

6.1.3 has left a retailer's shopping trolley at a place outside the retailer's shopping centre precinct,

the authorised person may give the person a direction (an **on-the-spot direction**) to return the shopping trolley to the retailer's premises identified on the trolley.

6.2 An on-the-spot direction issued under paragraph 6.1 of this by-law:

6.2.1 is to be complied with within such reasonable time as specified by the authorised person;

6.2.2 must include:

6.2.2.1 a warning it is an offence against this by-law not to comply with the direction;

6.2.2.2 the expiation fee and maximum penalty applicable under this by-law for failing to comply with the direction; and

6.2.2.3 the Council's contact details;

6.3 A person must comply with an on-the-spot direction issued under paragraph 6.1 of this by-law.

6.4 Nothing in this paragraph empowers an authorised person to issue an on-the-spot direction under this paragraph to:

6.4.1 the retailer identified on the trolley; or

6.4.2 a person authorised by the retailer to deal with the trolley in the manner specified in paragraphs 6.1.1 or 6.1.2.

Part 3 – Notification Requirements

7. **Shopping Trolley Removal Notification**

A retailer must place prominently at or near each customer exit in the retailer's premises a notice that:

7.1 contains the following statement:

'Under the City of Marion's *Shopping Trolley Amenity By-law 2019* fines can apply for taking, using or leaving a shopping trolley outside this shopping centre precinct.'

7.2 describes the retailer's shopping centre precinct;

7.3 contains anything else required by a determination of the Council under this paragraph; and

7.4 can be seen and read easily by a person leaving the retailer's premises.

8. **Identification of Shopping Trolleys**

A retailer must display on each of the retailer's shopping trolleys the following information:

8.1 the retailer's legal name;

8.2 the address of the retailer's premises at which the retailer keeps the trolley; and

8.3 the contact telephone number of:

8.3.1 the retailer; or

8.3.2 a person authorised by the retailer to collect the trolley.

Part 3 – Miscellaneous

9. **Exemptions**

9.1 A retailer may apply in writing to a Council for an exemption from the application of paragraph 4 of this by-law.

9.2 The Council may, in its absolute discretion, determine to exempt a retailer from the application of paragraph 4 of this by-law in respect of all shopping trolleys or particular types of shopping trolleys, either temporarily or permanently.

9.3 A retailer must not include information in an application made under this paragraph that is false or misleading in a material particular.

10. **Requirement to Publish Determinations Online**

If the Council makes a determination under paragraph 3.9.2, 3.10.2, 3.11.3 or 7.3 of this by-law, the Council must give notice of the making of that determination on a website determined by the Council's Chief Executive Officer.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Marion held on the day of 2019 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

……
Mr Adrian Skull
Chief Executive Officer

Trolley By-Law
Community Engagement Feedback
November 2019

Community consultation was undertaken between 28 October and 19 November 2019 and has now concluded.

The draft Shopping Trolley Amenity By-law was approved by Council for consultation on 24 September 2019. The by-law states how we will deal with abandoned shopping trolleys in the future including fining retailers with containment systems if they fail to collect the trolleys within 48 hours and fines for individuals caught removing trolley's from Shopping Centres.

We want to know whether or not community supported the draft Shopping Trolley Amenity By-law.

What is being proposed?

Council is proposing introducing laws that would:

- Create an offence for a person who does not comply with a direction from an authorised officer to return a trolley to a shopping centre
- Create an offence for shopping centres with containment systems that do not collect trolleys taken from their premises within 48 hours
- Create an offence for shopping centres without containment systems that do not immediately collect a trolley taken from their premises

This would involve:

- Council requesting retailers with a trolley fleet of 25 or more to install a containment system around their premises such as wheel locks or a coin deposit, and advisory signs
- Council requesting retailers to ensure their trolleys are clearly identified
- Council officers being empowered to direct people to return a trolley to the retailer and issue a fine if they refuse

What fines could be imposed?

- Retailers with a containment system fined up to $187.50 for each abandoned trolley they fail to collect within 48 hours
- Retailers without a containment system fined $187.50 for each abandoned trolley they fail to collect immediately
- Individuals fined $187.50 for failing to comply with direction from an authorised officer to return a trolley

We invited community to have a say by taking a quick survey at www.makingmarion.com.au/shopping-trolley-bylaw by writing a submission stating level of support and why.

The consultation ran from **28 October until 19 November 2019**.

Prepared by Patrice Pearson, Community Engagement Coordinator

Trolley By-Law
Community Engagement Feedback
November 2019

CITY OF MARION

EXAMPLES OF COMMUNITY ENGAGEMENT INITIATIVES

Home » Draft Shopping Trolley Amenity By-law

Draft Shopping Trolley Amenity By-law

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- Council officers being empowered to direct people to return a trolley to the retailer and issue a fine if they refuse

What fines could be imposed?

- Retailers with a containment system fined up to $187.50 for each abandoned trolley they fail to collect within 48 hours
- Retailers without a containment system fined $187.50 for each abandoned trolley they fail to collect immediately
- Individuals fined $187.50 for failing to comply with direction from an authorised officer to return a trolley

You can have your say by taking the quick survey below or by writing a submission stating your level of support and why. If writing a submission please include your name and contact details including suburb you live in.

The consultation will run from 28 October until 19 November 2019.

Writing a submission:

If you have a number of comments about the draft by-law, you can write a submission to Luke Manuel, Team Leader Community Safety, City of Marion, 245 Sturt Road, Sturt, SA 5047.

You can also email whether you support or not with comments to communityengagement@marion.sa.gov.au. Please include your name and contact details including suburb.

Document Library

- Shopping Trolley Amenity By-law 2019 (draft) (308 KB) (pdf)
- Council Meeting Final Agenda 24.9.19 (Shopping Trolley Amenity by-law draft - page 91) (31.1 MB) (pdf)
- Shopping Trolley By-law poster (721 KB) (pdf)
- Shopping Trolley By-law community information sheet (956 KB) (pdf)

Key Dates

The Draft Shopping Trolley Amenity By-law approved by Council for Consultation
24 September 2019

Shopping Trolley Amenity By-law consultation opens
28 October 2019

Shopping Trolley Amenity By-law consultation closes
19 November 2019

Report developed for Council - Early 2020
January 2020

FAQ

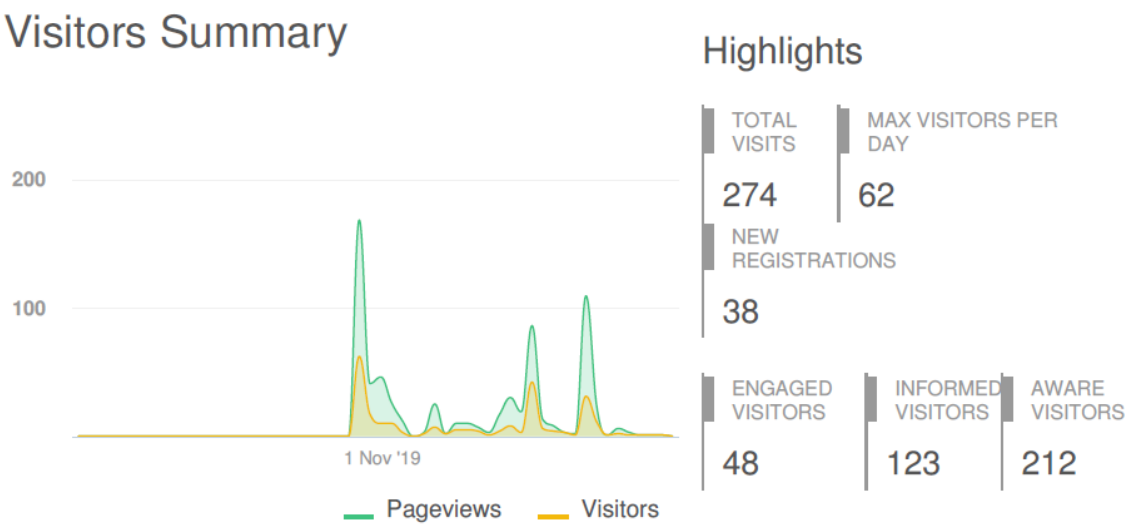
- Why is Council considering introducing this new by-law?
- Has Council done anything to try and fix the problem?
- Why is Council imposing a burden on the retailers?
- When could the new by-law be introduced?
- What types of containment systems could retailers install?
- What about people who need trolleys to take shopping home?
- How would the level of fine be set?

Screenshot of Making Marion page

Prepared by Patrice Pearson, Community Engagement Coordinator

Trolley By-Law
Community Engagement Feedback
November 2019

SUMMARY OF ENGAGEMENT STATISTICS



- *A total of **274** participants viewed the page and **52** survey submissions online*
- *The relevant documents were downloaded **41** times*
- *FAQs on the proposed changes were viewed **13** times*
- ***9** direct Emails / letters written responses were received from Key stakeholders and residents (provided as appendices to this report)*

Prepared by Patrice Pearson, Community Engagement Coordinator

Trolley By-Law
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EXAMPLE OF SOCIAL MEDIA ENGAGEMENT



Screenshot of Facebook post

FACEBOOK STATS

Promotion of the engagement was posted on Facebook **4** times and Twitter once during the consultation timeframe on 28 October and 13 November reaching over 11,161 users.

- 28 October Facebook post – 4469 reached
- 13 November 3770 reached
- 18 November 2922 reached and reposted by Trolleywatchsa

Prepared by Patrice Pearson, Community Engagement Coordinator

Trolley By-Law
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CITY OF MARION

FACEBOOK COMMENTS RECEIVED

In support of the By-Law

Selfish people aren't doing the right thing by returning trolleys to bays so council should take a hard line and enforce through bylaws the responsibility on retailer and require them to install immobilisers similar to the e-scooters in Adelaide CBD
Just make them all like Aldi.... coin operated! never see an Aldi trolley around!
Finally!! Get this in!
The people who will be fined are likely already broke. I think so long as first time they get a warning then it's OK. I don't know, in my mind I imagine a single mum with several young mouths to feed, and no vehicle to get the weekly shopping home in. Bit sad really.
YES

Not in support of the By-Law

This By-Law is deeply practically and legally questionable. *1. Without a Tag and Release system, HOW would an Inspector know an Individual returned a particular Trolley to a store ?* *2. You would also need some for of formal "Sign In" procedure at a customer service desk to facilitate that.* *3. Council Inspectors already have the powers proposed in the By-Law under the Local Nuisance & Litter Control Act. They can Caution and instruct Offenders to return trolleys to avoid expiation, but the By Law does not address the key concern of catching them in the Act to actually caution, which is the issue now.* *4. Coin Operation does NOT in general work very well.* *5. The Proposal to expiate Retailers raises the legal question under the Expiation of Offences Act that Council Inspectors would be fining someone (Store Manager ?) for an offence that person did not commit - how does Council get around the "It wasn't me" Stat Dec ?* *6. The By-Law does not identify responsibility between retailers and if they use sub-contracted trolley services. WHO is responsible - the Retailer or the Trolley Collector Service ? Really - the person responsible is the person who takes it from site.* *7. Retailers will directly shift this cost onto Customers, causing NO financial incentive to modify collection - Shopping Trolleys are already worth more than the expiation notice of $187.50 and retailers are not that worried. WHY ? Again, because the Customer is paying.* *8. A LOT of trolleys are taken out by other businesses who use them in their business, and also people to whom eing expiated (fined) will not matter as they do not pay fines anyway. Without behaviour modification strategy - this offence will not change much.* *9. This By Law conflicts with the Criminal Law Consolidation Act, ans it interferes with the Offence of "Theft". technically, those trolleys are "stolen" and an Offender may legally argue they are being expiated and prosecuted for the same offence. The Offence of "Theft" is not considered by the By Law.* *10. Expiating Retailers does not educate on environmental degradation - it's a very blunt tool to get a very specific job done done by a handful of repeat offenders.* *Really, there is only ONE tried and tested way to do this, and this By law isn't it.* *We'll be sending some info to Luke as advised, but there are better ways than this proposal.*
How are they going to police it? All well and great to make it illegal, but people who dump trolleys already are not going to care about a change of bylaw. Pretty hard to enforce unless someone is caught red- handed?!
Simple return after use, its the right thing to do and simple. Even if people use them to take groceries home due to low income/no transport just return to store or they adapt stop magnetic like in Europe which prevents from being taking out of car park. End of day its a choice and if not willing to do the right thing then its their own fault if they are fined as its not their property or right to remove from Carpark..
Put fines in place for trolleys but continue to take no action on the permanent issues you create with the never ending approvals of row dwelling dog boxes? Shame on you council.
Why not put some money into community programs to help people who have transport problems rather than punishing people who are already struggling?

Trolley By-Law
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Not in support of the By-Law continued

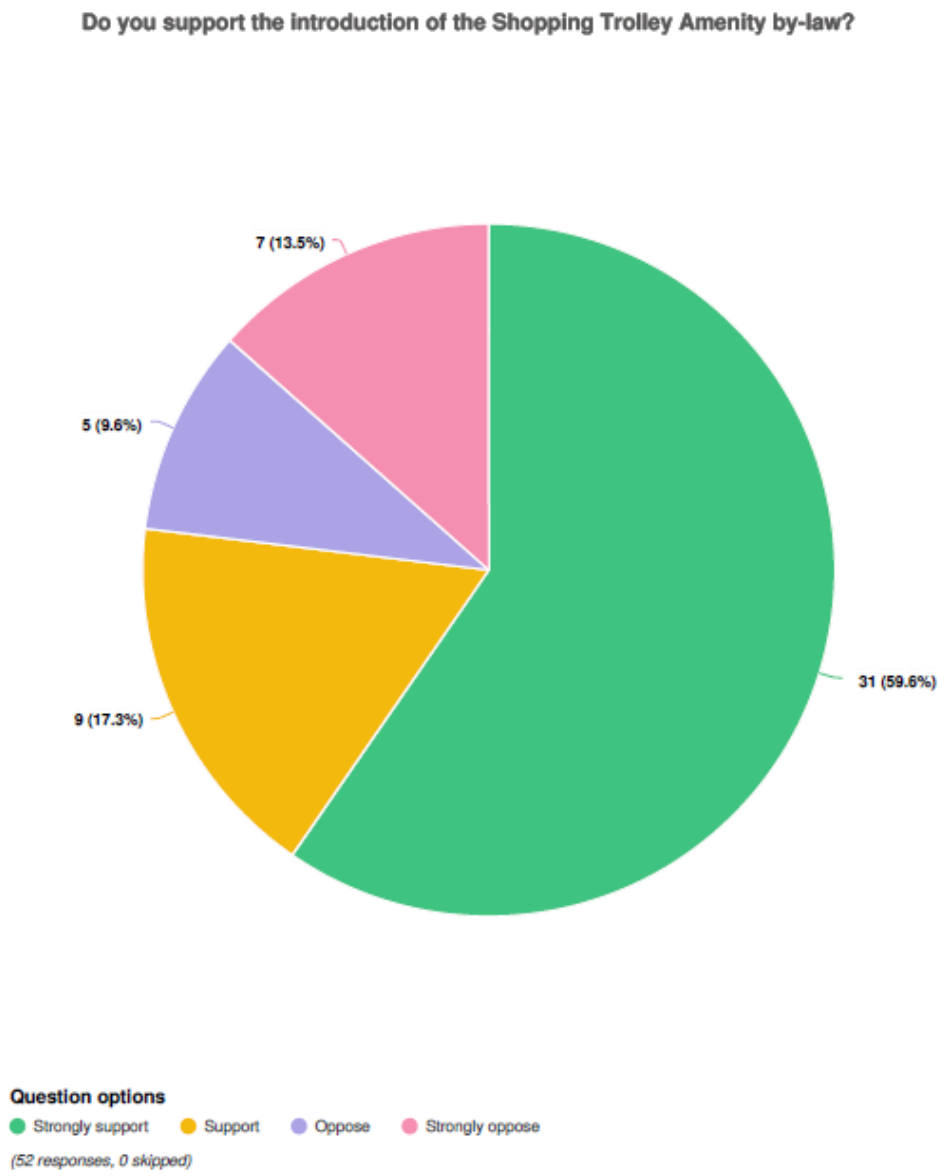
Council already has the ability to fine people who dump these trolleys, but the interesting bit is that Council can not seem to answer the question on WHO on the Retailer side cops the fine. *Is it the Store Manager, the Trolley Collector, the Sub Contractor, or the Head Office ?* *How can anyone make a comment on a law when no one (not even Council) seems to know who it is intended to target ?*
This is the big issue for council? Wow *Why the retailer?* *Shopping cart police! Ahahaha*
Make people responsible. It's theft of a trolley if it's taken past the shopping centre carparks. Why? You can get online shopping delivered, community buses can take you shopping too. There is no need to steal a trolley
Every week there is over 5 trolleys in Rajah street and playground area the kids use them to push around in tennis / basketball courts ! It's the people that don't drive and need shopping but can't afford delivery . Low income families are getting more and more desperate as everything is going up except Centrelink benefits, if these people could work they would or places like coles could do a earn as you spend to collect points for a actual grannie trolly to help with taking your groceries home in stead of those silly kids minis !
The supermarkets should reinstate the token or coin mechanism on their trolleys. *It works for ALDI.*
In some WA shopping centres they have trolleys whose wheels lock when approaching the car parks. From there you are expected to carry your goods. Nobody seems to mind.
don't think trolley dumping is that much of an issue that we should start allowing councils to start making their own laws to issue more fines. Passing this law will only end up inconveniencing the consumer. This law will force supermarkets to introduce a deposit system. Why should I have to buy a token or remember to carry a dollar coin on me for a service that my local supermarket has always provided to me for free. It frustrates me when I want to go to Aldi because I always have to go and get a trolley from somewhere else first because I don't have a dollar on me. Who carries cash in this day and age.
What about people who can't afford a car or can't drive and live close to the shops so a bus would not be a feasible option. *Is there a clause or assistance program written down n to your by-law helping those at the lower socioeconomic end of society? Or is this just a law to prosecute them?*
What if the retailer doesn't know the trolley is down the street in the bush? Do they get fined? I hoping some common sense is used and this isn't a cash cow for Mr Hanna and his posse
so you have a proposed new by-law but you don't know how you going to execute it in terms of fines etc. Sounds like amateur hour at Marion Council.

General comments

There's a houso place on Raglan Avenue near Castle plaza that constantly has trolleys from various supermarkets in their front yard, then they just dump them on the footpath out the front. If anyone was serious about this they would've been charged years ago.
They seem to congregate around housing trust and rental properties mostly. Ie Morphett Rd Dover Gardens, etc.
Not the retailer's fault
Just put the locking device, for any outside the shopping centre, like they did at Kurralta Park!
More of an eyesore is the constant hard rubbish dumped at bus stops, not collected by the council within 48 hrs. Who is responsible for that ? *Further..there was a futon matress dumped on the footpath on Ferry Ave, near Bray St. It sat there, deteriorating and being an eyesore for weeks and weeks and weeks. No council intervention there.*
It's theft and should be prosecuted as theft

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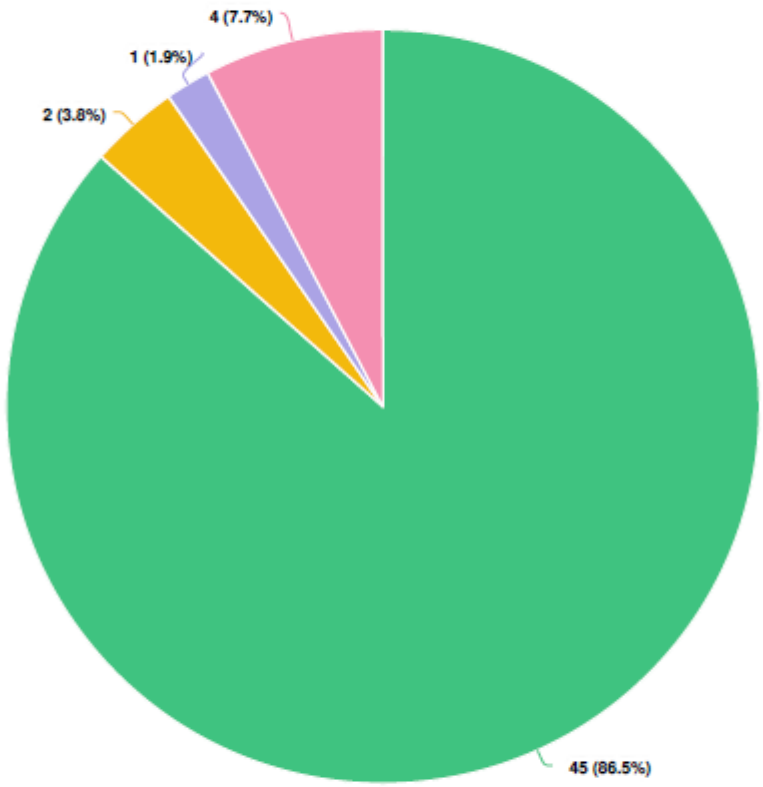
QUANITITIVE FEEDBACK FROM MAKING MARION PARTICIPANTS



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November 2019

CITY OF MARION

Are you answering this survey as?



Question options

A member of the Marion community
A visitor to Marion
A Retailer or Shopping Centre representative
Other

(52 responses, 0 skipped)

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Answers for “Do you have any comments about the Shopping Trolley Amenity by-lay?”

If this sort of thing is implemented, it needs to be monitored and enforced. *The number of trolleys still being taken from Westfield and wheeled up our area and dumped is ever increasing.* *We dare not say anything to people wheeling them past our home in case they come back when we are not there. Typically they are dumped around H2O park land and surrounds by those in the housing commission properties.*
I disagree as it penalises those amongst us who cannot afford transport and live too far from Westfield to be able to return the trolley. I believe the Supermarkets should be responsible for picking up their trolleys but perhaps there should be more incentives to notify them about stray trolleys or perhaps the retailers could produce a large shopping bag on wheels at discount to avoid people having to take trolleys home.
As a resident of Marion I am constantly witnessing trolleys surrounding the streets. I live 6 streets from Westfield Marion and still see the trolleys in the front of my property. I do not blame the shopping centres but more so the individuals and/or youth in the area. I firmly believe fining the individuals that take these trolleys off shopping centre premises will improve this issue.
Absolutely fantastic initiative. Hopefully this will spread throughout the metropolitan councils.
From my understanding, coin return systems have had mixed results (i.e. people don't care about getting the $1 back, or they jam it with another object). Perhaps the wheel lock system is the way to go. Council also needs to police it regularly. Perhaps a system where people can notify council if they see a trolley being taken (in real time) could be considered (such as an app). Can Marion shops also be held accountable and install infrastructure (such as bollards in Ikea car park).
trolleys left in our area are mainly from students who live in student accommodation those who just don't care....how are you going to track them down? Also Westfield Marion don't collect the trolleys after closing hours like they used to and they are just left all over the carpark at night. Coin deposit is the only way to go so those trolleys left on the streets can be collected by those who could do with the money...just look at those who go through our recycling bins for 10cents.
If they are all coin operated people will return them
I would support a containment area for trolleys. I would also support a trolley scheme for residents so they could easily transport their shopping home. They would be unlikely to abandon their own trolleys if they pay for them. *Fining supermarkets would make them put up prices to compensate so a council supplied trolley scheme would be beneficial to all concerned.*
Working for a supermarket for 20 years, and seeing a lot of abandoned trolleys, I think it will be hard to fine individual people. We had one lady who had 18 trolleys in her back yard, that said "she put them there, so they wouldn't get damaged" and rang us to collect. Kids also dump in creeks. Only thing I think would work is a coin slot in trolleys, which therefore will save wages in trolley collectors, and possible damage to cars. It's really about the customers being respectful and considerate to other people's property. Yes, retailers need to have something in place, I strongly agree, but not sure if it's fair to fine them.
I think immediate collection is unrealistic. *And not sure if you have considered that supermarkets and retailers will pass the cost of this onto the consumer.* *And or help contribute to / support or advertise the trolley locator apps or sites that give financial incentive to people alerting shops to their lost trolleys...*
Fines against retailers and setting up 'containment systems' will be passed on by retailers to consumers, who are also City of Marion rate payers. City of Marion rate payers will bear the cost of

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consultation, creation of by laws and council officers to enforce by-laws/issue fines. *Ultimately, it will be rate payers limited resources used to fund this by-law and retailers 'containment systems'. My observation is that lower socio-economic areas are more impacted by abandoned trolleys.* *The City of Marion Council would be better directing limited rate payer funds to reduce the instance of illegal dumping, a much worse eye sore which is rampant throughout the entire Marion Council area.* *City of Marion council needs to assess it's priorities and focus on the real issues facing residents, such as Youth, elderly and Community services. Also, better management of ratepayers resources.* *The Shopping Trolley by-law is a ridiculous waste of limited rate payers resources, given an average of 7 trolleys are collected each week (source: Council meeting minutes 28 May 2019.)* *I strongly urge the Mayor and Councillors at the Marion Council to get outside of the 'Marion Council Chamber bubble' and get engaged in the local community and focus on the real issues.* *I would prefer to see the City of Marion council invest in it's own capabilities: developing in the areas of leadership; service delivery; governance; conflict and change management.*
However I don't believe retailers should be fined as this will only increase the costs to the consumer when shopping at the retailer. I believe those individuals taking trollies should definitely be fined, and also agree with having a containment area for the trollies (refundable coin required to use one).
This law needs to pass, I am sick of the shopping trolleys. They are everywhere, look ghastly and bring our suburb down. Thank you for doing something about it.
It is unreasonable to impose fines on retailers for uncollected trolleys.
Why not put some money into community programs to help people who have transport problems rather than punishing people who are already struggling?
No need for new laws - already covered by littering/dumping legislation. A trolley abandoned for a few days is not really a big deal.
Why not request the supermarkets to introduce a coin lock on every trolley which means the shoppers must return the trolley to get their $2 coin back. *Aldi has this on their trolleys and you donâ€™t see any Aldi trolleys lining the streets.* *The only reason I can see the council imposing fines on people is to increase income, council rates in Marion are already high enough.*
Stop abandoned trolleys littering the areas.
Abandoned trolleys are an eyesore--definitely agree with strong penalties for taking the trolleys away from the supermarkets---people are lazy and basically it amounts to stealing property!
I am sick and tired of seeing abandoned shopping trollies left along the Sturt River and in streets around Mitchell Park and neighbouring suburbs. I fully support the introduction of this by-law and it can't start soon enough.
We support your by-law. We are NOT in favour of the stores being fined. In conjunction with your by-law we think the stores should introduce a $2 usage charge which is retrievable at a trolley bay. Marion Shopping should put more trolley bays particularly towards the Culture Centre and adjacent to the columns in the undercover parking. Marion Council should have available 'trolleys' for sale at a nominal price for those people who have no access to a car. Our Men's Shed would be happy to look at manufacturing these. Good luck with your attempt to fix the problem. (Posted by the Community Engagement Team on behalf of a resident who sent comment by email).
I agree that dumped shopping trolleys are a hazard and an eyesore. However it is the theft and misuse of these trolleys that is causing the problem. I have seen people throw trolleys down the entrance way to the underground pedestrian underpass at the Woodlands Park Train Station. It is not the retailers that carryout this practice. *Retailers are providing a service to their customers but Marion Council wants to fine the retailers*

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because their customers steal their trolleys. Unfortunately people steal the trolleys, vandalise them, steal the wheels and dump them in the streets. Retailers like at K-Mart Anzac Highway installed containment systems like wheel locks but people managed to override the system. Many retailers went to coin deposit trolleys but people also managed to override this system. *I am firmly against retailers being fined, as they are not responsible for the theft of their trolleys. It already costs retailers a lot of money to replace damaged, stolen and dumped trolleys which cost is passed on to their customers. Obviously the only solution is to ban all retailer provided shopping trolleys from shopping centres and shoppers provide their own two wheel folding trolleys like they used to years ago. These do not cost $150-00 like the supermarket supplied ones. Lester Natt 8277 506. (posted by the community engagement team on behalf of a resident who provided a paper copy of the survey)*
I keep reading in disbelief that nothing is being done about trolleys other than heavy handed tactics. It is clearly a theft issue as the trolleys are someone else's property. People are stealing them!!!!! *A starting point would be to install a visible signage at all exits stating:* *Trolleys are the property of Coles (or whoever)* *and MUST NOT be removed from the shopping centre.* *Anyone removing a trolley beyond the boundary* *can and will be charged with theft.* *The number of miscreants who use them as transport may slow down at least. And the Police would fill up their fine book if they drove around near most shopping centres. A $10 shopping trolleys are readily available* *I see back yards with dozens of them all lined up as trophies. Respect for property is disappearing.* *No laws impacting the innocent parties being the businesses* *And it is so cheap to instigate. Business pays! And some form of signage needs to go up with most of the proposals anyway.* *Im not sure about coin operated trolleys as these seem to have all but disappeared and there must be cost reason behind that.*
Hope you can make it stick. Fed up seeing all the trolleys around the streets
Fines on individuals removing and abandoning trolleys must be enforced. It's not really the shops fault they have Bogan customers.
We are currently in talks and implementing a GPS system to help retailers locate and retrieve there trolleys. *The feed back from the retailers is a coin lock or a containment system hasn't worked, So three years ago we were approached to develop a GPS system for shopping trolleys. This system can pin point up to three meters away so the retailer can see where they are and go and retrieve them in a timely manner. We would recommend you put in a GPS system as a option in your Bylaw as this has already been well received by retailers.*
I think if you made all trolleys a coin operation, people would take them back, you never see Aldi trolleys dumped. Also if people walk around and take bottles from our bins on bin day for 10c they will collect trolleys and return them for $2. Myself and a friend walk daily and we have often counted more than a dozen in one area daily.
While the wheel lock containment system attempts to stop removal from the carpark and the coin deposit system encourages return, only a tracking solution can give retailers the ability to collect trolleys easily or give council the ability to fine retailers for non-compliance.

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Asset Protech tracking solution will send an email notification when the trolley has left the carpark and display its location on a map, making collection easy and quick. The system will report how long it has been out prior to collection giving council the ability to fine the retailer if not collected. Without tracking, council would need to somehow record when a trolley left the carpark and when it had been out more than 24 hours. This is almost impossible or very costly. With a tracking solution, council could greatly reduce the acceptable time for a trolley to be out of the carpark. IE, As notification is quick, and collection easy, council could request trolleys be collected same day so not to be left in dangerous areas overnight. *We therefore request that the by-law be updated to the following* *3.1 trolley containment system means:* *3.1.1 a wheel lock system;* *3.1.2 a coin deposit and release system;* *3.1.3 A tracking solution; or* *3.1.4 such other system as the Council may determine to either prevent shopping trolleys being removed from a shopping centre precinct, or to easily facilitate the return of the shopping trolleys to a designated location within the precinct;* *Further Bylaw recommendations for tracking solution.* *Any solution implemented by the retailer must address the following points:* *â€¢ Provide individual identification of each trolley* *â€¢ Be able to identify the location of the trolley and display on a map.* *â€¢ Report when the trolley has left a designated allowable area, defined by a geofence.* *â€¢ Provide the length of time the trolley has been outside of the designated allowable area.* *â€¢ Provide confirmation they were collected within the time specified by council.* *â€¢ Council be provided with the transparency of the solution and that it conforms to this bylaw.* *Optional clauses* *â€¢ Council be given access to the location map & time taken to collect trolley out of bounds* *â€¢ Confirm by way of maintenance records that individual trolleys are serviced regularly and are fit for use.* *â€¢ Trolleys without travelator wheels shall not be located within Marion Shopping Complex through accurate reporting and maintenance records* *â€¢ Email Alerts be sent to relevant parties to action any of the requirements contained in this bylaw* *Our expanded recommendation also addresses our safety concerns with incorrect trolleys (non-travelator) or poorly maintained trolleys being potentially used.*
Shopping trolley collection has always been very good in my area. This is nothing more than a money grab by council and the only people who are going to suffer will be local residents who will be forced to pay a deposit for trolley use.
I don't want my local supermarkets charging a deposit for trolley use, which is what will happen if the council introduce this law. Dumped trolleys has never been an issue in my area and I have lived here since the 90's.
I do not support council introducing the new laws regarding shopping trollies. I have lived near Marion Shopping Centre since the 90's and have never found shopping trollies left in streets to be an issue. On the odd occasion a Trolley is left in the street it is usually collected promptly. It is therefore my opinion that the council is only looking at introducing these laws purely as a revenue raising exercise and it will be the local residents who are going to be put out.

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My issue with the introduction of these new laws is that I believe it will force retailers to charge a deposit for shopping trolley use. In today's cashless society, it already annoys me when I go to Aldi and they don't offer free trolleys. I often don't have change on me for a trolley and I don't believe shoppers should have to pay to buy a shopping trolley token either. Shopping trolleys have always been a free service offered by supermarkets and I don't want to see that change. *The trolley collecting service has always done a good job so I say NO to the proposed introduction of these laws. If these new laws do go ahead I will definitely be voting differently at the next election.*
I live in an area affected by trolley dumping and welcome the council's proposal. The only issues I would like to raise are: *- People asked to return trolleys by a council inspector may simply dump the trolley nearby unless followed back to the store.* *- I have seen pairs of dumped coin deposit trolleys connected back to back to retrieve both coins. Wheel lock trolleys activated on the store boundary would be my preferred option.*
We live near Warradale station, at which at least one trolley (not the same one) appears to be a permanent fixture. The suggested method appears to work in the places in Melbourne where it is used.
Long overdue
None
Residents being caught taking trolley out of Carpark I would suggest an grace period with a written warning as many maybe unable to understand and many DO NOT have the financial means for car, taxi etc. Also give residents the opportunity to return trolley straight straight away in a couple of hours) as many low income shoppers use them to transfer their groceries. *I would also offer community information/education sessions in librarys etc.*
Owning property in this Council area and also using your community facilities, shopping trolleys are a major visual impairment and street encumbrance. They are often left outside our property and we are certainly not the culprits. With an expanding Westfield at the heart of your Council major facilities, you need to work swiftly to curtail the problem before it gets right out of control.
1) It would better if the State Government had introduced a statewide law on trolley management. However, if this is not on the horizon then we support your by-law 100%. *2) $187.50 is not enough. Why not round it up to a whole number and charge trolley thieves (because that is exactly what they are) $200?*
Would prefer state-wide legislation to force supermarkets to adopt a deposit scheme for trolleys but if that's not likely then I support this by-law
There seems to be a total disregard by some members of the community that you can steal a shopping trolley from a shop/shopping centre and have no consequences for your actions. It is theft and should be prosecuted as theft.
I agree that there is a problem with trolleys in the area that should have been returned to the stores they belong to *I do oppose a containment (wheel lock) system as there is a lot of pensioners in the area like myself who need a trolley to get large items home from Westfield Marion but I return the trolley soon after to the centre - also at Christmas time it is impossible to get a car park at Westfield Marion so if I have someone come over that has access to a car we normally still have to walk up*

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as we only live 5-10 minutes away and most of the time it is quicker to walk there then to drive around looking for a car park
Just another media grabbing waste of time and rate money by this attention seeking mayor
Congratulation to CoM for taking this strong initiative on behalf of Marion community.
Recently you mentioned that you were going to start charging COLES and WOoLWORTHS for trolleys left on kerbside. It is not their fault if customers elect to take them outside the center. Hire security, place at certain points around center and charge the person responsible. Trolleys will remain at the center and you are helping someone with a job. When money is involved they will get the idea. Hope this helps!
Shopping trollies : Commercials should say clearly It's legally wrong to steal and use trollies outside boundaries. Put the onus back on the users!!
Trollies dumped on kerbside more needs to be done to reduce this-our area is terrible and needs something in place to improve street appeal.

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APPENDICES – SUMMARY OF EMAILS RECEIVED

Received 17 November 2019 – South Australian Independent Retailers

To whom it may concern,

South Australian Independent Retailers (SAIR) would like to work with the City of Marion and all other Councils throughout South Australia with regards to the challenge of mitigating the nuisance of shopping trolleys found littered within their local communities.

Indeed this is a total local community issue which requires all stakeholder groups, including State & Local Government Agencies to work collaboratively together in managing this issue and also developing a robust and holistic strategy towards educating the community.

Your proposed draft Shopping Trolley Amenity By-law blatantly shifts the Local Government responsibility of littering of shopping trolleys onto retailers.

Accordingly, SAIR opposes this draft Shopping Trolley Amenity By-law, which in our view would set a dangerous precedent for other retailers and also all other bricks and mortar businesses within all Councils' local communities.

SAIR reiterates that it is not the retailer that perpetrates the littering of his/her own shopping trolleys – it is the public albeit a very minority group of people.

Moreover the proposed request of installing a containment systems around our members premises such as wheel locks or a coin deposit or areas dedicated with our smaller business owners comes at a huge cost of doing business.

In our view this proposed By-law has not been thought through and will not lead to lowering or mitigating the nuisance and littering of shopping trolleys, once again perpetrated by a minority group within the public.

In the meantime SAIR looks forward in working with your Council in developing a reasonable solution, or solutions to this local community matter.

Should you require more information, please do not hesitate in calling Colin Shearing on 0413 282 641.

Kind Regards

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Received 13 November – resident
Dear Sir/Madam,

I am writing to strongly oppose the City of Marion's proposed Trolley By-Laws.

Limited ratepayer funds should not be used to police retailers and individuals over abandoned shopping trolleys.

The abandon trolley issue is concentrated to particular areas of City of Marion, particularly Ascot/Mitchell Park and areas surrounding Westfield shopping centre. Marion council should engage retailers and local communities most impacted by the abandoned trolleys, instead of using rate payer funds to police this. Documentation showed that consultation commenced in 2018, but I didn't see any evidence of consultation with individuals who remove and abandon trolleys in lower socio-economic areas.

I am concerned costs to install containment systems and pay fines that fall on retailers, will be passed on to consumers. Ratepayers will be penalised twice: limited council resources policing trolley by-laws (rather than improved council facilities and services) AND increased retail costs.

A good example of the difficulties facing the retail industry is the Hallett Cove shopping centre, where there are many, many vacant storefronts. Why should local government put pressure on the retail industry, when federal government is trying to stimulate the economy through retail spending?

In one of the General Meeting minutes it is recorded that 'an average of 7 trolleys are collected and taken to council depot each week'. The limited benefits of the by-law can not be justified considering the time, effort and limited ratepayer funds required to police the by-law.

The council has had a lot of negative media attention recently, I do not want my council 'City of Marion' to be known as the first council to introduce trolley by-laws.

Please City of Marion staff and councillors, focus on the long term strategic planning that benefits the entire council area.

Received 18 November 2019 – resident

We have lived at 36 Finniss street Marion for 41 years and fully support the proposed laws to stop trolleys littering the streets. The answer is simple If all the trolleys were coin operated, the same as Aldi, the majority of shoppers at Marion shopping centre will return the trolleys back to collect their coin. In the long run, they would save money by not requiring people driving around collecting trolleys.

We need some action that will force the major retailers to stop the trolley litter.
Regards

Trolley By-Law
Community Engagement Feedback
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Received November 2018 - resident

Hi from a pedestrian (no car) who shops frequently at Marion Shopping Centre,

I pass abandoned shopping trolleys frequently on my travels, and just wanted to offer some ideas for consideration.

The main goal is to reduce the problem, not make money from fines. Maybe we should work WITH human nature, e.g.:

People who live near to Marion Shopping Centre who are without cars (or who wish to avoid the difficulty of finding parking) have no way of transporting heavy goods or groceries home, except by using shopping trolleys. They can be too lazy or tired (older people) to return shopping trolleys across busy main roads.

IDEA 1) - Why not establish "regional" trolley collection points on the OTHER SIDE OF MAIN ROADS around Marion (on the other side of Sturt Rd., Morphett Rd. and Diagonal Rd.), so that people can return trolleys to these areas WITHOUT having to cross a busy traffic intersection. It is a bit more work for trolley owners to collect, but hopefully quicker than scouring the streets. If people have paid a coin to get the trolley, could they also get a coin refund at these points? (Vandal-proof?)

IDEA 2) - Is it feasible for regular shoppers living nearby to "HIRE" a shopping trolley on a weekly basis, that they could keep at home and use for regular grocery shopping? With parking congestion, this may be a preferable option for some.

IDEA 3) - Humans respond positively to financial incentives - why not have a "cash refund" of some kind on each trolley returned to Marion (or a collection point). If some kids want to earn pocket money by collecting and returning trolleys, why not utilise this? (like bottle refunds).

IDEA 4) - It may be too expensive to incorporate a "hard to remove" GPS marker on each trolley, and give each trolley an I.D. number, but this could enable real-time tracking of each trolley's destination and/or abandonment location. Could cash-poor people access this data to find trolleys and return them for cash refunds (see above)? Analysis of aggregated data could shed useful light on trolley traffic patterns, and optimal management. Such a new software development could be sold to other shopping centres globally as a "Trolley Management System", and maybe pay for itself (and more). Could crowd-funding finance this?

IDEA 5) - Include on each trolley a "collection alert telephone number", so that passers-by can assist with notifying the location of abandoned trolleys (or access a website to add the location to a central data base?).

I don't feel that punishing fines are fair to individual trolley owners who have done their best to ensure trolley return (e.g. by a coin deposit system). They can't control trolley user behaviour, and can't afford to have their staff endlessly scouring the surrounding streets with no data on where to find abandoned trolleys. And I think it will be impossible to track the identity of those who dump trolleys in the streets unless there is a system linking a "trolley

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ID" with a "trolley user ID" (register with a central trolley system and enter your "user ID" when taking a trolley?).

Should there be a CENTRAL SYSTEM to take charge of trolley management for the whole shopping centre (funded by trolley owner contributions?). Designated trolley collection points would contain trolleys from multiple trolley owners, and should maybe be collected by central staff.

The best we can do, I think, is to MINIMISE the problem by using ideas such as the above. We will probably never eliminate it entirely.

I think we should look at ways to make it EASIER for owners to locate and retrieve trolleys, and EASIER for trolley users living nearby to use trolleys in a responsible way to enhance their shopping experience at Marion Centre, especially with ever-increasing parking congestion.

These are just a few ideas off the top of my head, but maybe they could be a starting point for further discussion. Thank you for the opportunity to contribute ideas.

Yours sincerely

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Received November 2019 - Centre Manager of Castle Plaza Shopping Centre

I refer to your letter dated 25th October 2019 in relation to the City of Marion Draft Shopping Trolley Amenity By-law currently under community consultation.

I am the Centre Manager of Castle Plaza Shopping Centre located at 992 South Road, Edwardstown. The Centre is owned and managed by Vicinity Centres.

The current position in respect of trolleys is as follows. All trolleys are owned, managed and controlled by the retailers that use them (essentially the supermarket and other major retailers). We have a process in place to address any issues and incidents which arise in relation trolleys and these are passed on to the relevant store to action. However, centre management does not have any direct control of the trolleys.

We understand the frustrations of the council and local residents and we have discussed these with our retailers.

With reference to the proposed By-laws, we make the following comments for consideration by Council:

Your cover letter proposes the creation of an offence for "shopping centres" that do not collect trolley taken from their premises within 48 hours. While the proposed By-laws do not appear to reflect that proposal, we do have concerns with it. As indicated above, the shopping centre is not the owner of the trolleys and has only limited control over them. Whilst we take all reasonable steps to ensure that our retailers properly manager their trolleys, it is not appropriate that any offences be directed at the shopping centre owners or managers. Ultimately the responsibility rests with the individual retailers.

There is concern from our retailers that the requirement to collect trolleys found outside the shopping centre precinct within 48 hours is unreasonable. A more realistic timeframe should be included.

There should also be an offence for individuals removing trolleys from the shopping centre precinct and a suitable penalty imposed (ie. not just an offence for failing to return the trolley if found). The removal of trolleys away from the shopping centre and car parking areas is an ongoing challenge for retailers.

Further consideration and review is required in relation to the costs to retailers and the time involved in implementing any containment systems. These are significant.

Please contact me if you require any additional information.

Trolley By-Law
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Received 21 November 2019 - Trolley Services SA (on behalf of Woolworths)

Dear Sir,
Re: Draft Shopping Trolley Amenity By-law

This feedback to Council is made by Trolley Services Australia Pty Ltd on behalf of Woolworths Group in response to calls for feedback on Council's proposed draft Shopping Trolley Amenity By-law.

Trolley Services Australia operates the service known as Trolley Tracker™, which involves the public in the reporting of wayward shopping trolleys. Our clients are major retailers across the country and a key part of our role is to assist in communication between Councils and retailers. Our partners in the Marion Local Government Area are Woolworths supermarkets, Big W and Dan Murphy's. There are two supermarkets in Hallett Cove and Marion, two Big W variety stores in Hallett and Marion and two Dan Murphy's stores in Pasadena and Marion.

Representatives of the retailers and Trolley Services Australia all attended and participated in the forum organized by Council in July last year.

First, please understand that Woolworths Group is, and has always been, committed to working with Council to appropriately resolve concerns regarding abandoned shopping trolleys. Woolworths supermarkets have demonstrated this commitment by seeking to educate customers about responsible use of shopping trolleys through the national Trolley Tracker program. In addition, the trolley collection company employed in this area is diligent and dedicated.

Shopping trolleys are an integral part of the distribution system, for a wide range of goods. They are a great convenience for many residents and visitors to the area, particularly those without their own motor vehicle transport, and the elderly.

In relation to the proposed Local Law as it refers to shopping trolleys, I make the following comments and raise issues Council may need to consider before implementing the proposal: Create an offense for a person who does not comply with a direction from an authorized officer to return a trolley to a shopping center. Council officers being empowered to direct people to return a trolley to the retailer and issue a fine if they refuse.

As you are aware Trolley Services Australia deals with Local Government authorities across Australia in relation to customer trolley issues. While there are many Councils who have the authority through their Local Laws to impose penalties on individuals who abandon a trolley, our Project Managers cannot recall a single recent instance where this has occurred.

While Council is correct in recognizing with this proposal that it is individuals who abandon trolleys after use, and not retailers, unless the City of Marion embarks on a campaign to educate residents about responsible use of trolleys and is prepared to enforce the Local Law and issue the fines, then this step is not worthwhile.

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In terms of enforcement, it also needs to be asked how a Council officer will determine that the trolley in question has been returned to the retailer, after a direction has been given? Does this mean returned to the store premises, or merely to the shopping centre, or perhaps to a trolley bay installed at a transport bub or other location?
We believe that this step should be implemented BEFORE the introduction of other aspects of the Local Law.

Education activities undertaken by Trolley Tracker™ in cooperation with Councils include signage at public transport hubs, promotion through Council newsletters and websites (including reporting links to Trolley Tracker), promotion at major Council events, promotion via ratepayer notices, partnerships with local media etc.

Create an offense for shopping centres with containment systems that do not collect trolleys taken from their premises within 48 hours.

Council's reasonable approach on this issue recognizes the efforts already being made to return customer trolleys to stores for others to use. Trolley Tracker provides Council officers with convenient easy-to-use methods for reporting abandoned shopping trolleys via secure logins both online and using smartphone apps. This system provides Council with detailed records for follow-up and enforcement if necessary. Woolworths Group requests that all Council reports for abandoned trolleys be directed to the Trolley Tracker service. I suggest that Council may wish to consider a system currently operated by many other local government organisations… to affix a uniquely-numbered tag to any abandoned trolley, report its location to the retailer through Trolley Tracker™ and allow the designated period retrieve the trolley before taking further action.

In summary, retailers spend significant resources on trolley collection and on programs such as Trolley Tracker to encourage reporting of wayward trolleys, on in-store promotions etc. Retailers are also willing to work with Council, through Trolley Tracker, to undertake an education campaign in the Marion community, to reinforce that it is an offence under Council's Local Law to abandon a shopping trolley.

In conclusion, it is also imperative that Local Laws be applied equally to all retailers to ensure a level, competitive playing field, which benefits residents and ratepayers across the city.

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Received 21 November 2019 – Coles Risk and Regulatory Compliance Team

Hi Luke,

Apologies for the delay in coming back to you with feedback on the proposed By-Laws.

I have made some comments below and would be happy to discuss these or provide clarification if you have questions.

Create an offence for shopping centres with containment systems that do not collect trolleys taken from their premises within 48 hours
How will the enforcement of this occur?

If we are to work collectively with Council, Coles' view would be that in lieu of the council impounding trolleys after 48 hours, a process that would require then to visually site the trolley, label it, then return in 48 hours to check; Council should notify Coles of any tagged trolleys on the day of tagging to allow our teams to collect them. We run thorough collections around the Marion area but understand there will be occasions we miss locations or new 'hot spots. By Council working with us to notify us, this will give us better visibility of key areas we should be targeting as part of our collection sweeps.

Create an offence for shopping centres without containment systems that do not immediately collect a trolley taken from their premises

Coles has had varied success with Centres that have obligations in relation to trolley collection. It would be Coles' preference to have clear obligations in relation to reporting, responsibilities for collection and enforcement if collection does not occur within 48 hours.

Council requesting retailers with a trolley fleet of 25 or more to install a containment system around their premises such as wheel locks or a coin deposit, and advisory signs.
There are reasons, even with a containment system in place, that a trolley may end up on the streets. Coles is supportive of this change for new locations only as we have had difficulty getting agreement for installation of these systems from Centre Management at a number of sites in other Council areas. Coles would prefer this requirement to be conditional on Centre Management's consent to have the system installed on their property, Council to advise it will agree to have the system on its property, and for an obligation to be included in the By-Law for Centres to install the systems/agree to them.

Other Questions:
What is Council's preference for containment?

Customers do not like coin locks in general and they are less effective than perimeter containment systems, however, perimeter containment systems are approximately 5x more expensive and there are the challenges with installation as detailed above.

What customer awareness has Council planned to do to educate customers on the changes?

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Coles invests significantly in collection however it is the customer and Council's constituents who leave these trolleys on the street. Collectively if we can better educate the public, this should assist with mitigating the issue at the source

Please let me know if you have any questions or if your require any further information from us. Coles looks forward to hearing from you.

Trolley By-Law
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Received 12 November – CEO APC Integration

While the wheel lock containment system attempts to stop removal from the carpark and the coin deposit system encourages return, only a tracking solution can give retailers the ability to collect trolleys easily or give council the ability to fine retailers for non-compliance.

Asset Protech tracking solution will send an email notification when the trolley has left the carpark and display its location on a map, making collection easy and quick. The system will report how long it has been out prior to collection giving council the ability to fine the retailer if not collected. Without tracking, council would need to somehow record when a trolley left the carpark and when it had been out more than 24 hours.

This is almost impossible or very costly. With a tracking solution, council could greatly reduce the acceptable time for a trolley to be out of the carpark. IE, As notification is quick, and collection easy, council could request trolleys be collected same day so not to be left in dangerous areas overnight.

We therefore request that the by-law be updated to the following
trolley containment system means:
a wheel lock system;
a coin deposit and release system;
A tracking solution; or
such other system as the Council may determine to either prevent shopping trolleys being removed from a shopping centre precinct, or to easily facilitate the return of the shopping trolleys to a designated location within the precinct;

Further Bylaw recommendations for tracking solution.

Any solution implemented by the retailer must address the following points:
Provide individual identification of each trolley
Be able to identify the location of the trolley and display on a map.
Report when the trolley has left a designated allowable area, defined by a geofence.
Provide the length of time the trolley has been outside of the designated allowable area.
Provide confirmation they were collected within the time specified by council.
Council be provided with the transparency of the solution and that it conforms to this bylaw.

Optional clauses
Council be given access to the location map & time taken to collect trolley out of bounds
Confirm by way of maintenance records that individual trolleys are serviced regularly and are fit for use.
Trolleys without travelator wheels shall not be located within Marion Shopping Complex through accurate reporting and maintenance records
Email Alerts be sent to relevant parties to action any of the requirements contained in this bylaw

Our expanded recommendation also addresses our safety concerns with incorrect trolleys (non-travelator) or poorly maintained trolleys being potentially used.

Trolley By-Law
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CITY OF MARION

Received 7 November – Head of Facilities Kmart Group

Kmart Group Property

Submission – City of Marion Draft Shopping Trolley Amendment By-law November 2019

Background

Kmart Australia Ltd (Kmart) and Target Australia Pty Ltd (Target) operate three stores within the City of Marion. Kmart and Target are co-located at Westfield Marion and Target is also located at Castle Plaza shopping centre.

Kmart and Target are very familiar with the issues associated with the management of shopping trolleys. We are also aware of the difficulties faced in dealing with the abandonment of those assets.

In general, we are supportive of local councils introducing measures relating to the management of shopping trolleys, provided that those measures do not place an onus upon retailers that is disproportionate to the amenity and nuisance issues associated with abandoned shopping trolleys.

We make the following submissions in relation to the proposed by-law.

Submissions on Proposed Amendments

Section 3.11 – Trolley Containment System

We submit that the definition of a "shopping trolley containment system" is too specific and is does not provide retailers with a pragmatic method with which to approach the problem.

The definition of "containment system" should be expanded to include any system that prohibits the removal of a shopping trolley from a shopping precinct. This would assist our business as it would allow us to tailor an approach to suit a certain site, depending on the local situation.

In addition to the above, we submit:

- To impose a requirement for coin operated trolleys in the constituency would create unnecessary inconvenience for your residents.
- As Council is aware, retailers do not remove trolleys from the shopping centre; ratepayers and residents do.
- We do not support the installation of coin-operated trolley mechanisms because they disadvantage most of our customers who use our shopping trolleys responsibly.
- In our experience, where coin-operated trolley mechanisms have been mandated in other jurisdictions, our customers have found these mechanisms to be inconvenient and add extra complexity to their shopping experience – particularly the elderly and shoppers with children.

Part 2 – Management of Shopping Trolleys

We submit that section 4.3.2 places small retailers in a position where they may have their trolleys taken by customers who would like to use them in another retailer who has installed coin operated trolleys. This may mean that they will need to increase expenditure on their own assets to cover any loss.

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Kmart Group Property

Section 5 – Notice to Remove Individual Shopping Trolley

Our business supports the operation of the removal notice as detailed in this part of the by-law. In our experience a twenty-four-hour notice period is sufficient to allow a retailer to arrange the collection of an abandoned shopping trolley.

Section 6 – Direction to Return Shopping Trolley

Our business supports the implementation of a notice to return a shopping trolley. However, we suggest that Council empower their employees to be able to issue on the spot fines to persons found abandoning shopping trolleys. Please note that we have not considered the specific littering laws applicable to Marion Council in relation to this submission – therefore we are unsure if this power already exists.

Section 7 – Shopping Trolley Removal Notification

Our business submits that, rather than requiring each retailer to display the signage detailed in section 7.1, Council should require these notices be placed at the exit to the shopping precinct (as defined). This will ensure consistent messaging at the final point of exit from a shopping precinct, rather than from each retailers' exit.

In our experience, some customers will retain a trolley from one retailer and then shop across other areas of a shopping precinct. Therefore, the reminder of the by-law will have greater strength if it is signposted at the final exit.

We also submit that the requirement to display signage be incumbent on the owner of a shopping centre or shopping precinct, rather than a retailer, who is typically only a tenant within the premises.

Separately we submit that Council prepare standard signage artwork for shopping precinct owners to follow, to avoid confusion and inconsistency across shopping premises.

Section 8 – Identification of Shopping Trolleys

All trolleys belonging to our businesses are clearly marked with our business name. The addition of an address would be difficult, as trolleys are imported from several different countries already assembled and distributed throughout Australia.

Kmart and Target utilize a free call 1800 number, which may be used by members of the public and Councils to report an abandoned trolley and all correspondence for our businesses should be directed to our registered office address.

Given that all our trolleys are already clearly identifiable with our trading names, we respectfully request that the address requirement as stipulated within section 8.2 be removed from by-law.

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November 2019

Hello all,

While the proposed Trolley By Law may be of some benefit in some specific instances, it is doubtful whether it will attain any significant impact with relation to the activity of removing and abandoning Shopping Trolleys in the areas around know Retail Districts. This is primarily due to it "herding trolleys" and forcing a response from Retailers, rather than targeting the act ions of a surprisingly few Shoppers.

While it is difficult to be specific on the "containment system" because exactly WHAT a "containment system" is, and how it is to be installed and to function isn't specified , in the main, these physical barriers have proven costly and ineffective overseas, and does not address several procedural issues the Community Safety Team would still need to address in relation to physical policing (a By Law and the Act both need an Inspector present), so in short - these are some questions that come to mind off of the By Law information :

Possible Dot Point Issues:

1. Without a Tag and Release system, HOW would an Inspector know an Individual returned a particular Trolley to a store?

2. You would also need some sort of formal "Sign In" procedure at a customer service desk to facilitate that.

3. Council Inspectors already have the powers proposed in the By-Law under the Local Nuisance & Litter Control Act. They can Caution and instruct Offenders to return trolleys to avoid expiation, but the By Law does not address the key concern of catching them in the Act to actually caution, which is the issue now.

4. Coin Operation does NOT in general work very well.

5. The Proposal to expiate Retailers raises the legal question under the Expiation of Offences Act that Council Inspectors would be fining someone (Store Manager?) for an offence that person did not commit - how does Council get around the "It wasn't me" Stat Dec?

6. The By-Law does not identify responsibility between retailers and if they use sub-contracted trolley services. WHO is responsible - the Retailer or the Trolley Collector Service?
   Really - the person responsible is the person who takes it from site, so there is ambiguity between Retailer and sub-contractor that is specified at the moment.

7. Retailers will directly shift this cost onto Customers, causing NO financial incentive to modify collection - Shopping Trolleys are already worth more than the expiation notice of $187.50 and retailers are not that worried. WHY? Again, because the Customer is paying.

Trolley By-Law
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8. ALOT of trolleys are taken out are done so by other businesses who use them in their business, and also people to whom being expiated (fined) will not matter as they do not intend paying fines anyway. Without behaviour modification strategy - this offence will not change much, and Council risks "Picking on the disadvantaged" which will be thrown in your Inspectors faces (I've already talked to some of these people, they seem VERY entitled and prone to go to Today Tonight etc)

9. This By Law conflicts with the Criminal Law Consolidation Act, as it may interfere with the Offence of "Theft" as technically, those trolleys are "stolen" and an Offender may legally argue they are being expiated and prosecuted for the same offence. The Offence of "Theft" is not considered by the By Law.

10. Expiating Retailers does not educate on environmental degradation - it's a very blunt tool to get a very specific job done by a handful of repeat offenders. There are going to be questions raised about why Retailers in Marion are being expiated, and electric scooter operators in Adelaide are not when the problem may be greater with scooters (people won't differentiate between various Council areas)

11. What about Retailers that physically lay outside of Marion Council? Can they be expiated if (say) a Trolley is found from a shop in Onkaparinga?

The main issue is time management, as individual Community Safety Officers are usually busy on a range of other community issues. I have attached some information in relation to the Trials we conducted in Marion Area which included a Trolley component. We were doing conceptual research to see how a Centralised Inspectorate may function for after-hours Animal Management and Environmental Offences.

I'd be happy to talk with the Community Safety Team, or other members of Council and go over what our Trials did and how they worked, but **we did obtain 100% Trolley Retention to Site in four (4) locations,** and it would negate many issues created by the By Law as it is currently written.

We had a lot of trial and error in how the system would work with Retailers, how Trolleys were to be returned to site, interaction with sub contract trolley collection services, working around issues of low socio-economic or offenders with mental health issues, and believe our knowledge in this area would be useful to Council as it struggles with this problem.

PLEASE NOTE:

Expiation of Offenders should ONLY be done by State or Local Government Agencies - this is NOT a subcontract proposal, but a community lead initiative to generate a solution to this issue.

I'd be happy to chat with Council if requested.

Thanks

Prepared by Patrice Pearson, Community Engagement Coordinator

Appendix 3

Excerpt of:
Local Government Act 1999—24.11.2011
Chapter 12—Regulatory functions
Part 1—By-laws
249—Passing by-laws

(1) If it is proposed that a council make a by-law, the council must, at least 21 days before resolving to make the by-law—

(a) make copies of the proposed by-law (and any code, standard or other document proposed to be applied or incorporated by the by-law) available for public inspection, without charge and during ordinary office hours, at the principal office of the council, and so far as is reasonably practicable on the Internet; and

(b) by notice in a newspaper circulating in the area of the council—

(i) inform the public of the availability of the proposed by-law; and

(ii) set out the terms of the by-law, or describe in general terms the by-law's nature and effect.

(2) A council must give reasonable consideration to a written or other acceptable submission made to the council on a proposed by-law.

UNDER SECTION 249(4) OF THE LOCAL GOVERNMENT ACT 1999

CERTIFICATE OF VALIDITY

I, Dale Jason Mazzachi, of 431 King William Street, Adelaide SA 5000, being a legal practitioner within the meaning of the *Legal Practitioners Act 1981*, declare that I have examined the following by-law which The Corporation of the City of Marion intends to make, being the *Shopping Trolley Amenity By-law 2020* and do certify that in my opinion:

(a) the said Council has the power to make the by-law by virtue of the following statutory provisions:

Local Government Act 1999, Section 246(1), 246(2) and 246(3);

(b) the by-law is not in conflict with the *Local Government Act 1999*.

DATED the 6th day of May 2020.

.....
Dale Jason Mazzachi, Legal Practitioner

CITY OF MARION

SHOPPING TROLLEY AMENITY BY-LAW 2020
BY-LAW NO. 8 OF 2020

REPORT TO LEGISLATIVE REVIEW COMMITTEE

REASONS, OBJECTIVES AND IMPLEMENTATION

REASONS

This by-law is being made to protect and enhance the amenity of the area of the Council, suppress nuisance caused by the use of shopping trolleys on roads, local government land and private land and otherwise for the convenience, comfort and safety of the Council's community.

OBJECTIVES

To regulate and control the management of shopping trolleys on roads, local government land and private land by retailers and members of the public.

CLAUSES

Clause 1: Creates the short title for the by-law namely Shopping Trolley Amenity By-law 2020.

Clause 2: Creates a commencement date for the by-law, namely four months after the day on which it is published in the Gazette.

Clause 3: Defines certain terms for the purposes of the by-law, namely 'authorised person', 'authorised token', 'coin deposit and release system', 'premises', 'removal notice location', 'retailer', 'retailer's shopping centre precinct', 'shopping centre', 'shopping centre precinct', 'shopping trolley', 'trolley containment system' and 'wheel lock system'.

Clause 4: Requires a retailer to keep shopping trolleys belonging to the retailer within the retailer's shopping centre precinct. This requirement does not prevent a retailer from keeping the trolley in some other authorised location or in another shopping centre precinct. The restriction does not apply to retailers operating a trolley containment system (as defined), retailers with less than 25 trolleys, or retailers who have obtained an exemption from the Council.

Clause 5: Empowers an authorised person of the Council to give a retailer a shopping trolley removal notice requiring the retailer to remove a shopping trolley found outside of the retailer's shopping centre precinct within 72 hours after the notice is served in accordance with this clause. Prevents a person removing a shopping trolley removal notice unless authorised by a retailer to do so.

Clause 6: Empowers an authorised person of the Council to issue a direction to a person reasonably suspected of having removed a shopping trolley from a shopping centre precinct or otherwise dumped a shopping trolley to return the shopping trolley to the precinct. The person must comply with the direction within the reasonable period specified by the authorised person. An authorised person

may not issue a direction to a retailer, or person authorised by the retailer, under this clause and must instead deal with the retailer under clause 5.

Clause 7: Requires a retailer to place a notice on their premises in a prescribed form warning customers of the consequences of non-compliance with clause 6.

Clause 8: Requires a retailer to display certain prescribed identity information on each of the retailer's shopping trolleys.

Clause 9: Specifies the mechanism a retailer may apply for and obtain an exemption from certain requirements of the by-law.

Clause 10: Requires the publication of information regarding determinations made by the Council under the by-law on a website determined by the Council's Chief Executive Officer.

IMPLEMENTATION

The by-law will be policed by inspection, the issue of warnings, expiation notices and by prosecution if necessary.

NATIONAL COMPETITION POLICY

The Council has considered and assessed the aims and objectives of this by-law and is satisfied that where competition may be restricted as a result of persons being able to obtain exemptions from the requirements of the by-law or otherwise being exempted from its obligations, the benefit to the community outweighs the cost and there is no alternative means open to the Council to control those activities.

SUBMISSIONS

This by-law was advertised for public comment in accordance with Section 249 of the Local Government Act 1999. 61 submissions were received and considered by the Council. 77% of respondents either strongly supported or supported the introduction of the proposed by-law. Arising from the consultation, the Council increased the time available to retailers to remove dumped trolleys (after being of notified by Council) from 48 to 72 hours.

.....
Mr Adrian Skull
Chief Executive Officer

CITY OF MARION

REPORT TO COUNCIL - NATIONAL COMPETITION POLICY

SHOPPING TROLLEY AMENITY BY-LAW 2020
BY-LAW NO. 8 OF 2020

STATUS

This by-law has been identified as one in which parts of the by-law have the potential to restrict competition

POTENTIAL RESTRICTIONS

The by-law contains certain provisions which may be regarded as having the potential to restrict competition as follows:

(1) the by-law seeks to manage the dumping of shopping trolleys by imposing obligations on certain retailers to keep the trolleys within shopping centre precincts through the installation of trolley containment systems. Retailers with less than 25 trolleys, or those who have obtained an exemption from the Council, are not required to comply;

(2) exemptions may be provided in accordance with clause 9 of the by-law, upon application by a retailer;

(3) the Council may exempt all of an applicant's shopping trolleys, or particular types of shopping trolleys, either temporarily or permanently.

OBJECTIVES OF THE BY-LAW

The objectives of this by-law are to:

- prevent and suppress nuisances associated with the dumping of shopping trolleys;
- prevent damage to Council property and land from dumped trolleys;
- define requirements for the management of shopping trolleys;
- protect the convenience, comfort and safety of members of the public; and
- enhance the amenity of the Council area.

DOES THE BY-LAW RESTRICT COMPETITION?

The exemption for all retailers with less than 25 trolleys and the ability for others to obtain an exemption has the potential to restrict competition by enabling smaller retailers, or those with an exemption, to operate without needing to comply with the requirement to implement a containment system. It contains an administrative discretion in favour of the Council which can be used selectively without any objective criteria.

ALTERNATIVE MEANS OF ACHIEVING THE SAME RESULT?

There is no directly relevant alternative means of regulating and controlling the removal of shopping trolleys from shopping centre precincts. Imposition of a blanket exemption for

small retailers is considered appropriate given the reduced risk of nuisance associated with those premises.

IS THE BY-LAW AN APPROPRIATE METHOD OF CONTROL?
DO THE BENEFITS OUTWEIGH THE COSTS TO THE COMMUNITY?

1. The cost to all retailers include:

   - the cost to implement trolley identification;
   - the cost to implement removal notification signage;
   - the cost of complying with removal notices issued by the Council.

2. The costs to retailers who are not exempt from the requirement to install a containment system include the costs of implementing a containment system.

3. The costs to retailers requesting an exemption will include:

   - the administrative costs in making the application;
   - the exemption application fee.

4. The costs to the Council will include:

   - the administrative costs in making and enforcing the by-law;
   - the administrative costs in considering any application.

5. The benefits to the community will include:

   - the proper management of trolleys on roads and other public and private land on behalf of the community;
   - improved amenity and safety from a reduction in dumped trolleys;
   - a reduction in the level of nuisance caused to members of the public by unregulated conduct.

   These benefits appear to outweigh the costs.

SUMMARY

The potential restrictions on competition within the provisions of the Shopping Trolley Amenity By-law 2020 favour the community by proper regulation of the management of shopping trolleys in the Council's area.

The cost to the community is outweighed by the benefits achieved from the by-law.

Recommendation:

That the Council, following consideration of this report with respect to National Competition Policy, adopt the Shopping Trolley Amenity By-Law 2020 as drafted.

APPENDIX 7

INSTRUMENT OF DELEGATION UNDER CITY OF MARION SHOPPING TROLLEY AMENITY BY-LAW 2020

NOTES

1. Conditions or Limitations: conditions or limitations may apply to the delegations contained in this Instrument. Refer to the Schedule of Conditions at the back of this document.

2. Refer to the relevant Council resolution(s) to identify when these delegations were made, reviewed and or amended.

POWERS AND FUNCTIONS DELEGATED IN THIS INSTRUMENT

1.	**Definitions**
	1.1 The power pursuant to Paragraph 3.9.2 of the *Shopping Trolley Amenity By-law 2020* (**the By-law**) to determine that an area constitutes a shopping centre precinct for the purposes of the By-law.
	1.2 The power pursuant to Paragraph 3.10.2 of the By-law to determine that a trolley or handcart constitutes a shopping trolley for the purposes of the By-law.
	1.3 The power pursuant to Paragraph 3.11.3 of the By-law to determine that a system to prevent shopping trolleys being removed from a shopping centre precinct constitutes a trolley containment system for the purposes of the By-law.
2.	**Shopping Trolleys Removal Notification**
	2.1 The power, pursuant to Paragraph 7.3 of the By-law to determine anything required to be contained in a notice that must be placed prominently at or near each customer exit in a retailer's premises for the purposes of Paragraph 7 of the By-law.
3.	**Exemptions**
	3.1 The power, pursuant to Paragraph 9 of the By-law to exempt a retailer from the application of paragraph 4 of the By-law in respect of all shopping trolleys or particular types of shopping trolleys, either temporarily or permanently.

SCHEDULE OF CONDITIONS

CONDITIONS OR LIMITATIONS
APPLICABLE TO DELEGATIONS
CONTAINED IN THIS INSTRUMENT

Paragraph(s) in instrument to which conditions/limitations apply	Conditions / Limitations
NIL	NIL

CITY OF MARION

Prioritisation of Federal Government Stimulus Funding

Originating Officer	Strategic Planner - Sheree Tebyanian
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R11

REPORT OBJECTIVE

The purpose of this report is to seek Council endorsement to bring forward a number of projects for delivery in the 2020/21 financial period in order to meet requirements for full grant funding under the Local Roads and Community Infrastructure Program. Projects were discussed with Elected Members at the Elected Member Forum on 16 June 2020.

EXECUTIVE SUMMARY

On Friday 22 May 2020, the Federal Government announced a $500 million Local Roads and Community Infrastructure Program (LRCIP) that provides Australian councils with funding to stimulate economic activity and help communities recover from the impacts of COVID-19.

Information received to date indicates that potential projects can include upgrades to local roads and associated infrastructure or community facilities such as cycling and walking paths, community halls, playgrounds, barbecues or picnic shelters.

Similar to the Roads to Recovery Program, Council will need to submit a work schedule that outlines projects it plans to undertake. As long as the projects are deemed 'eligible' local road or community infrastructure projects, Council will receive funding from a pre-determined funding pool established by the Federal Government for each council.

The City of Marion is eligible to apply for $1,057,753 through the LRCIP. This amount has been calculated by the Federal Government and is similar to the calculation used in the Roads to Recovery Program which takes into consideration road length and population and is based on recommendations of Local Government Grants Commissions.

The key conditions that are applied to the funding are as follows:

- Council will need to complete all project works by 30 June 2021 to receive the full nominal share of the funding.
- Council will need to demonstrate that projects are additional to their pre COVID-19 work program for 2020/21. If a project has been brought forward from a future work program it will be eligible for funding.

Council is not required to provide any partial or matched funding in order to receive the funds.

Elected members provided feedback on a list of suggested options at the Elected Member Forum (EMF200616R02) held on 16 June 2020.

RECOMMENDATION

That Council:

1. **Notes the report and requested information by Members around the Capella skate park and car park.**

2. **Notes an amendment to funding being sought for the Natural Landscapes and Road Reseal.**

3. **Endorses 'Suggested Option 1' to proceed as the list of projects for Administration to submit in order to receive funding under the Local Roads and Infrastructure Program.**

GENERAL ANALYSIS

Feedback from Members was sought at the 16 June 2020 Elected Member Forum (EMF200616R02) on two options that covered a range of projects that could be added to the 2020/21 work program in order to qualify for the funding allocation offered to the City of Marion as part of the Local Roads and Community Infrastructure Program (LRCIP).

Members provided feedback that the 'Suggested Option 1' (Attachment 1) was the preferred option to progress forward with in obtaining the funding allocation.

Members asked for more detail on the Capella Reserve and Skate Park. The response provided by the Open Space team is as follows:

'We are aware that some of the older skate parks, including Capella are much loved by some members of the skate community. However, an external audit and risk assessment of the skate park that was undertaken in 2019 highlighted a number of concerns with the condition and functionality of the facility. Items included large cracks and rough and exposed surface, large gaps in the concrete joints as well as issues with the location of various items making it difficult to skate. The skate park was given a remaining life of less than 5 years.

In recent years we have also received feedback from the skate organisations who run events and workshops at the skate park about its poor condition. This has resulted in them limiting the area of the skate park that they use to only a small section and holding most of their events at Oaklands as they are not comfortable with the condition of Capella. The same concerns have been raised by the nearby church who partner with the skate workshops and who want to hold more community events at the reserve.

With these sensitivities in mind, the designers will undertake an initial review of the skate park condition, they will consult with the skate groups and the community about the current skate features and gain an understanding of what skate features are desired. They will then make a recommendation about the upgrade or renewal of the skate park.

It is intended that the overall footprint of the skate park remain a similar size (as this will also best manage the unstable soil conditions at the reserve) however the skate park may be complemented by other recreational facilities and features, such as a rest area that adjoins and better connects the coast to vines trail, other play / recreation features (bouldering / fitness / scooter) as well as providing improved amenities for families, a better link to the car park and other safety design considerations.'

<u>Amendment to funding being sought</u>

Since presentation of the $65,000 funding required for maintenance of re-vegetation sites or 'Natural Landscapes' at the Elected Member Forum, it has been confirmed that some funds have been allocated for maintenance in 2020/21, therefore the amount has been adjusted to reflect this. The remaining funds have been allocated to road reseals. This adjustment is reflected in the figures in Attachment 1.

Timeline Project delivery by 30 June 2021

Attachment

#	Attachment	Type
1	Suggested options	PDF File

Suggested Options

	Suggested Option 1	**Suggested Option 2**
Project & description	**Funding amount being sought**	**Funding amount being sought**
New footpaths (cul de sacs)	$85,000	$135,000
Road reseal program- additional scope	$129, 753	$187, 463
Sturt Linear Path	$280,000	$280,000
Sturt Road shops footpath upgrade (102- 104 Sturt Road Warradale)	$108,000	$108,000
Natural Landscapes (maintenance of 4 sites & Glade Cres)	$25,000	$25,000
Open Space- Capella Reserve Skate Park & car park	$430,000	
Open space plan*- upgrades to a number of Open Space locations (see detail below)		$322, 290
Funding amount	**$1, 057, 753**	**$1, 057, 753**

Other considerations

Project and description	Funding amount being sought
Footpath Majors Road to College	$87,000
Footpath Majors Road to Expressway	$150,000
Fence and retaining on Angus Avenue	$40,000

***Open Space plan inclusions**

Open Space	**Project**	**Ward**	
Cove Road (Station)	Hallett Cove Railway Station bike repair station	Coastal	$5,000
Crown Street Reserve	Shelter and picnic table	Warracowie	$25,000
Denham Avenue Reserve	Natural Landscaping and seating. Pathway?	Mullawirra	$30,000
Hallett Close Reserve	Renew seating and infill garden bed. Irrigation	Southern Hills	$25,000
Kellett Reserve Land	Apply natural landscaping	Mullawirra	$20,000
McKellar Terrace Reserve	Replace garden bed with natural landscaping	Mullawirra	$10,000
Montague Road Reserve	Add seating and landscaping along trail	Southern Hills	$20,000
Sandy Glass Court	Add school artwork / seating / drink fountain	Southern Hills	$25,000
York Avenue Reserve	Drink Fountain	Woodlands	$10,000
Westall Way Reserve	Work with school and kindy to develop reserve	Southern Hills	$132,290
Myer Road Reserve	Planting	Warriparinga	$10,000
Oliphant Avenue Reserve	Drink Fountain	Warracowie	$10,000
		Funding sought	**$322,290**

CITY OF MARION

Rescission Motion - Living Kaurna Cultural Centre Management Model - Status Update

Originating Officer	Chief Executive Officer - Adrian Skull
Corporate Manager	N/A
General Manager	N/A
Report Reference	GC200623R12

REPORT OBJECTIVE

This report is for the CEO to put forward a rescission motion for the Living Kaurna Cultural Centre Management Model - Status Update (GC200128R07).

EXECUTIVE SUMMARY

Under Section 21 of the Local Government (Procedures at Meetings) Regulations 2013, the Chief Executive Officer may submit a report recommending revocation or amendment of Council decision.

At its meeting on 9 June 2020 Council considered a report on the Living Kaurna Cultural Centre Management Model. After consideration and debate, Council resolved the following (GC200609R07):

That:

1. *Council Notes the report.*
2. *A rescission motion be tabled at the 23 June 2020 General Council meeting to rescind the following resolution of 28 January 2020 (GC200128R07):*

   If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.

And makes a recommendation that:

1. *Council extends the due date for Kaurna's submission of a proposal for management of the LKCC by 3 months to 31 August 2020, as requested in KYAC's letter of 29 May 2020.*
2. *Suspends further development of a Kaurna management model, including Warriparinga Development Group meetings, until such a proposal is received.*
3. *If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.*
4. *Notes that any successful EOI must include an ongoing partnership with the Kaurna people at the LKCC.*

RECOMMENDATION

That Council:

1. **Rescinds the following decision from its meeting on 28 January 2020 (GC200128R07):**

   If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.

That Council:

1. **Extends the due date for Kaurna's submission of a proposal for management of the Living Kaurna Cultural Centre (LKCC) by 3 months to 31 August 2020, as requested in KYAC's letter of 29 May 2020.**

2. **Suspends further development of a Kaurna management model, including Warriparinga Development Group meetings, until such a proposal is received.**

3. **If no proposal is received by 31 August 2020, Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before 31 August 2020.**

4. **Notes that any successful EOI must include an ongoing partnership with the Kaurna people at the LKCC.**

CITY OF MARION

Smart Community Strategic Plan

Originating Officer	Smart Cities Project Officer - Georgie Johnson
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623R13

REPORT OBJECTIVE

The purpose of this report is to seek Elected Member approval to resource the delivery of the draft Smart CoM Strategic Plan and to consult with the community on the draft Smart CoM Strategic Plan.

EXECUTIVE SUMMARY

The Smart CoM Strategic Plan is to be delivered 2020/2021 - 2023/2024. The plan aligns to our Organisational purpose and strategic community vision theme innovative 'By 2040 our city will be a leader in embracing and developing new ideas and technology to create a vibrant community with opportunities for all.'

We believe a smart community uses technology and data to drive economic activity, accelerate innovation and better manage energy, resources and services. Most importantly, a smart community is people-focused.

Discussion at Infrastructure and Strategy Committee, internal discussions as well as collaborative discussions at multiple levels of government, industry, and the research and education sectors have assisted with the development of a Smart CoM Strategic Plan.

Prior to endorsement by Council, the Smart CoM Strategic Plan requires problem-centred approach analysis for business cases to be identified for funding. Community consultation on the plan will further support the objectives of the Smart Community goal.

RECOMMENDATION

That Council:

1. **Endorse the Draft Smart CoM Strategic Plan for community consultation.**
2. **Endorse the continuation of the Smart Cities Project Officer role 1FTE at Level 5 ($89,596) to deliver the Smart CoM Strategic Plan and Action Plan for the next 12 months.**
3. **Note that business cases for specific funding requests aligned to Smart Goals and Foundational Principles where technology and data will help to address identified problems will be brought to the General Council meeting on 25 August 2020.**

Additional Resource Impact	1 FTE - Level 5 $86,078- $89,947 as at 6 July 2020
Timeline	12 Months
Proposed Future Budget	To be determined

Allocation:

DISCUSSION

Cities are undergoing significant change, and at the centre of that change is rapidly improving technology and data gathering capabilities. We must future-proof our city with a strategic approach to implementing technology and utilising data analysis to address the City of Marion's readiness to identify and address change, innovate and identify problems and solutions.
The City of Marion has explored over the past two years where appropriate the best approach for application's within the Oaklands Smart Precinct that can be scaled and replicated across the City. In order to further advance and embed the deployment of problem-centred technology and data for decision making, a draft Smart CoM Strategic Plan has been developed aligned to the Four Year Business Plan projects.

Strategic Plan

The Smart CoM Strategic Plan aligns to our Organisational purpose and strategic community vision theme innovative 'By 2040 our city will be a leader in embracing and developing new ideas and technology to create a vibrant community with opportunities for all.'
We believe a smart community uses technology and data to drive economic activity, accelerate innovation and better manage energy, resources and services. Most importantly, a smart community is people-focused.

The plan articulates we take a problem-centred approach to our technology and data applications, identifying solutions that will improve efficiencies and service delivery through using data in a meaningful way to inform data-driven decision making.

The Smart CoM Strategic Plan (Appendix 1) outlines a set of initiatives for exploration against the prioritised Four Year Business Plan projects and our strategic objectives to be delivered over the next three years. It is aligned to the seven foundational principles and three smart goals aimed to accelerate transformation to achieve our innovative community vision.

Smart Foundational Principles

- People
- Problems
- Fast Followers
- Collaborate
- Inclusive
- Meaningful
- Privacy, Security and Integrity

Smart Goals

- Smart Community | Our Smart Community is informed and engaged. To ensure our community are at the centre of using technology, digital skills and tools must be accessible to all to progress our six themes of being liveable, connected, engaged, prosperous, innovative and valuing nature.
- Smart Places | Smart Places are the neighbourhoods we live, work and learn in, parks and facilities we gather in and places we recreate in. They harness information, technology and infrastructure to support our community to flourish.
- Smart Organisation | Being a Smart Organisation ensures we put our customers first. We use technology to create inclusive ways for people to interact with us and continuously look for innovative ways to provide services to our community.

The Smart CoM Strategic Plan has been written aligned to the City of Marion's strategic approach and in conjunction with Smart Cities Council global and national network who are working globally to make cities more liveable, workable and sustainable. This collaborative approach allows for us to understand relevant national and global trends and policy frameworks and identify partnership opportunities for smart city projects, through engagement with key stakeholders including businesses, education providers, other councils and other spheres of government.

It is recommended the draft Smart CoM Strategic Plan is consulted with the community prior to Council endorsement to support the objectives to engage and further the Smart Community goal.

Oaklands Smart Precinct

The Smart Cities and Suburbs Funding has provided an opportunity to test and trial applications directly related to Smart Places and Smart Organisation.

Infrastructure: The Oaklands Community Connections project has allowed the trial of applications that have been chosen due to their scalability to address problems across the City.

Data and Analytics: Almost all of the opportunities and solutions identified will provide significant data sets for the City of Marion that we have not held, managed or analysed in the past. This will likely require investment in capability building, skills and resources to extract the most value out of these data sets. In conjunction with the Digital Transformation Project grant funding will be used to ensure the valuable data collected is stored and managed appropriately, following the principles of best practice data governance and management.

Collaboration and Partnerships: Collaboration and partnerships are critical to the success of any Smart City project. Which is why collaborate is identified as a foundational principle. *'We are wise with more minds, through experience, sharing of resources, and funding. We value partnerships with government, businesses, community and researchers to collaboratively solve problems and identify opportunities.'*

Aligned to the Oaklands Smart Precinct project the Smart South Consortium was established. The consortium is an Australian-first Smart Cities initiative developed across multiple levels of government, industry, and the research and education sectors.

Other immediate opportunities through existing relationships for collaboration are the 'Cross Collaboration Councils' the Cities of Charles Sturt and Port Adelaide Enfield, the 'Connected Cities Network' a SA Metro Councils Smart Cities collaboration and the Smart Cities Council ANZ National LGA Network.

Industry relationships are key to finding trusted and emerging solutions to address our problem-centred approach into the future.

Potential Projects

Aligned to the Smart Goals the Smart Cities Project Officer has used the Council adopted Smart Cities Priority Scoring System (Appendix 2) to identify 25 Four Year Business Plan projects that would benefit from the inclusion of technology and data, 21 of which scored high. These prioritised projects have been identified within the 3-year action plan within the Smart CoM Strategic Plan.

A strategic plan provides the ability to articulate and identify priority projects connected to the smart goals. While the action plan currently identifies existing projects that will proceed regardless of the inclusion of technology, it provides an opportunity to examine how we can achieve even greater outcomes for the community e.g. smart lighting within our infrastructure projects allows a reduction in energy consumption, improved public safety and proactive maintenance/fault management.

Next steps following the endorsement of the strategic approach for Smart Cities would be to scope Business plans similar to the Oaklands Smart Precinct Proposal identifying the problems/opportunities with the inclusion of technology including measuring benefit against the UN Sustainable Development Goals and a triple bottom line approach – Social, Economic and Environmental.

Potential Operational Opportunities

Other key areas to explore will be opportunities for efficiencies and automation of repetitive activities.

The following table outlines our four highest operational areas of expenditure.

Expenditure	Actual 17/18	Actual 18/19
Building Maintenance - Utilities	842,126	817,083
All Building Maintenance	2,607,299	2,314,718
Open Space Operations	2,581,641	2,782,415
Footpaths Construction & Maintenance	1,782,134	2,234,928

Opportunities to review the benefits of inclusion of technology include:

Smart Places - Public Spaces
- Streetscapes / Greenways utilisation
- Turf maintenance / water usage
- Playground utilisation for renewal and removal programming
- Shelters with solar, device charging
- Lighting
- Parking

Asset Optimisation
- Cameras on vehicles/waste collectors to monitor changes e.g. potholes, overhanging trees
- Machine learning for asset management/inspections

Smart Places - Facilities
- Energy Use
- Utilisation
- Building Management Systems
- Smart Lighting

Smart Cities Project Officer Role

Since March 2018 Council has enabled progression around the strategic Community Vision Theme Innovation through a dedicated resource in the Smart Cities Project Officer role. Since November 2018 the role was co-funded through the successful grant through the Smart Cities and Suburbs Round 2 Building a Better Future Fund through to 30 June 2020. In order to continue to manage change, innovate and identify problems and solutions a dedicated resource is required to deliver the Smart CoM Strategic Plan. It is recommended Council continue to fund the role over the next 12 months at 1FTE, Level 5 ($89,596).

Discussions have commenced with the City of Charles Sturt around the potential for the role being co-funded.

Attachment

#	Attachment	Type
1	GC200623 Draft Smart CoM Strategic Plan	PDF File
2	Attachment 2 - Smart Cities Priority Scoring System adopted	PDF File
3	Attachment 3 - DRAFT 202021 Smart Cities Action Plan	PDF File

CITY OF MARION

Draft Smart CoM Strategic Plan



Smart CoM Introduction



At the City of Marion, our Innovative Community Vision is
"By 2040 our city will be a leader in embracing and developing new ideas and technology to create a vibrant community with opportunities for all."

The City of Marion acknowledges the social, economic and environmental implications of technology, and how they are and will continue to shape our community.

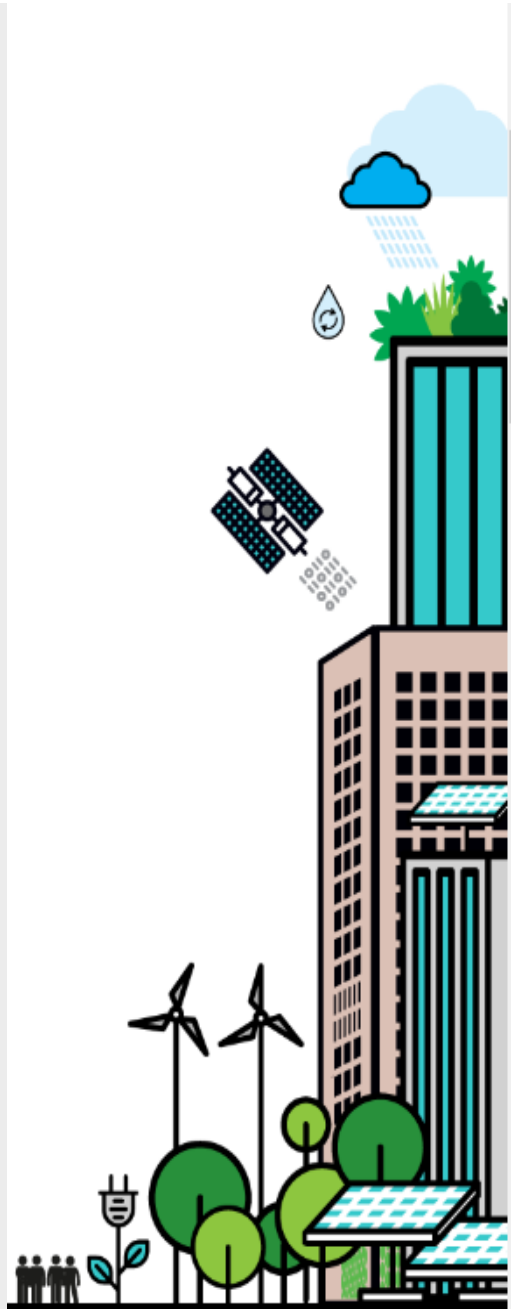
Our strategic context

- Projected population growth of 15% over the next 15 years
- An aging population and increased diversity within the community
- Static job growth and decline within large historic sectors e.g. retail
- Community expectations increasing, requiring more services for lower rates
- Importance of climate change and the urgent response required to address the impact of human activity to protect our environment
- Need to be adaptive, well-planned and flexible, empowering smarter, data-driven decisions
- Technology changing rapidly, requiring a higher level of digital literacy amongst the workforce, high demand across the labour market for these skills

The Smart CoM Strategic Plan sets the agenda for the City of Marion for the next three years. It outlines a set of initiatives, aligned to the 3 key goals, and foundational principles aimed to accelerate transformation to achieve our Innovative Community Vision.

Our Smart Community

A smart community uses technology and data to drive economic activity, accelerate innovation and better manage energy, resources and services. Most importantly, a smart community is people-focused.



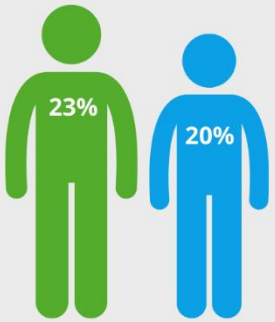
The future:

challenges, opportunities and key statistics

CITY OF MARION

Population

Projected growth
(2016 to 2036)



City of Marion (from 86,618 to 106,338)

Greater Adelaide (from 1,295,714 to 1,554,857)

Median age

39
City of Marion

40
Greater Adelaide

Older residents
(aged 65 and over)

17.3%
City of Marion

17.2%
Greater Adelaide

Aboriginal and Torres Strait Islander

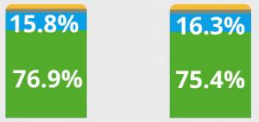


1.2%
City of Marion

1.4%
Greater Adelaide

Proficiency in english

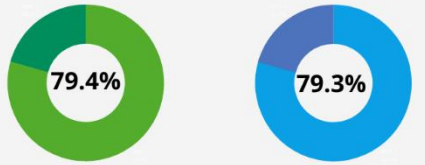
- speaks English only
- speaks another language, and English well
- speaks another language, and English not well or at all
- not stated



City of Marion | Greater Adelaide

Dwellings

Dwellings with internet access



City of Marion | Greater Adelaide

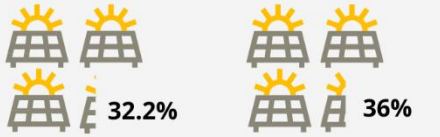
Median sale price of housing
(2020 - based on first quarter sales)



$525,000
City of Marion

$480,000
Greater Adelaide

Dwellings with solar
(September 2019)



City of Marion | Greater Adelaide

Construction growth
(on dwellings constructed between FY2016/17 and FY2018/19)

City of Marion
(from 757 to 850)



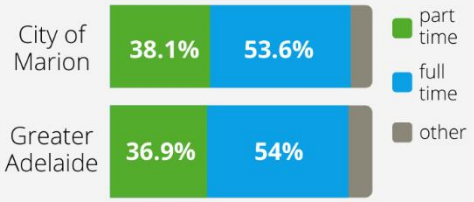
Education and employment

Education completed
(year 12 or equivilant)



City of Marion | Greater Adelaide

Employment



Journey to work
(mode)

	(public transport)	(car)	(active travel)
City of Marion	10.9%	64.7%	2.3%
Greater Adelaide	8.5%	64.7%	3.3%

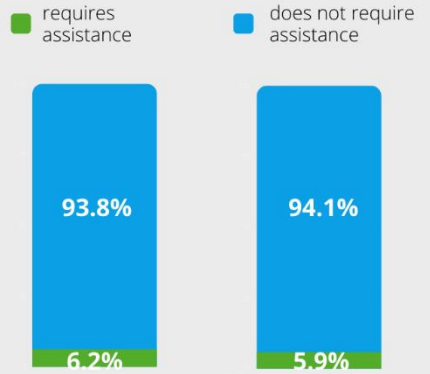
Unemployment rate

7%
City of Marion

7.7%
Greater Adelaide

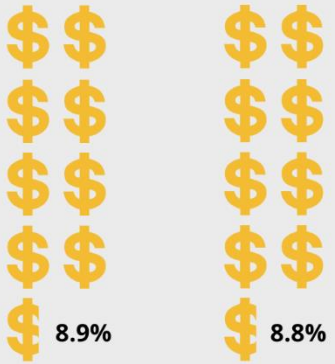
Other

Assistance with core activities



City of Marion | Greater Adelaide

Median weekly household income
($800 - $999)



City of Marion | Greater Adelaide

Data sources: ABS Census 2016, Office of the Valuer-General and City of Marion Development Services Team

Smart Principles

People | We have a people-centred approach to being smart. This ensures we remain focused on improving our residents' and visitors' quality of life.

Problems | We advance innovation and sustainability with a problem-focused lens, addressing real community issues and opportunities that we see and hear about from our community.

Fast followers | To maximize value for money, where possible and appropriate we will experiment, learn and scale following others who gone before.

Collaborate | We are wise with more minds, through experience, sharing of resources, and funding. We value partnerships with government, businesses, community and researchers to collaboratively solve problems and identify opportunities.

Smart Principles

Inclusive | We seek to bridge the digital divide in our community, to provide options and support for interacting with us as an organisation.

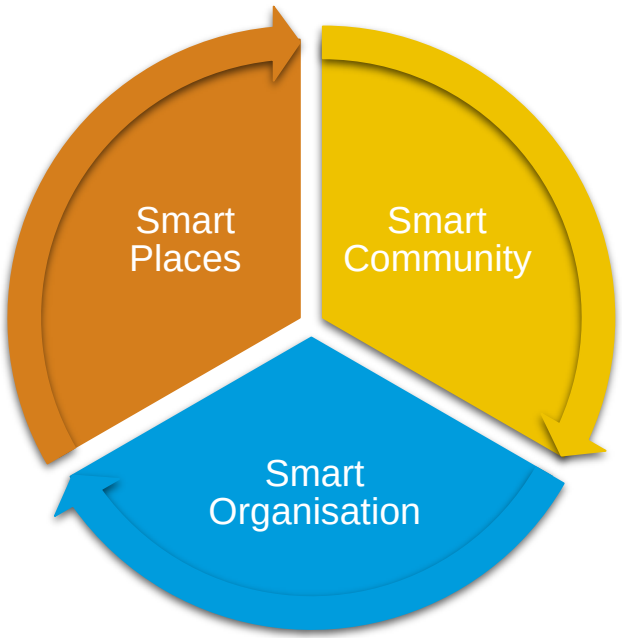
Meaningful | With the growing availability of data and information, we will ensure we use this important asset in a meaningful way to improve services and inform decision making.

Security and Integrity | Technology offers exciting opportunities to enhance transparency and accountability. Working with experts we will maintain the security and integrity of the information and privacy of our community.

Smart Principles + Goals

People | Problems | Fast followers
Collaborate | Inclusive
Meaningful | Security and Integrity

These principles provide the foundation to achieve the following goals:



Smart Community

Our Smart Community is informed and engaged.
To ensure our community are at the centre of using technology, digital skills and tools must be accessible to all to progress our six themes of being liveable, connected, engaged, prosperous, innovative and valuing nature.



Smart Places



Smart Places are the neighbourhoods we live, work and learn in, parks and facilities we gather in and places we recreate in. They harness information, technology and infrastructure to support our community to flourish.

Smart Organisation

Being a Smart Organisation ensures we put our customers first. We use technology to create inclusive ways for people to interact with us and continuously look for innovative ways to provide services to our community.



Measuring Success

The UN Sustainable Development Goals provide a global framework to measure our success for our Smart CoM Strategic Plan.

Mature Smart Cities are seeing examples of triple bottom line returns contributing to the social economic and environmental wellbeing of communities.



Aligning measuring our success to the UN Sustainable Development Goals and a triple bottom line approach ensures we remain outcomes focused, and data driven.

A suite of success measures will be progressively introduced and monitored to assess performance and outcomes focused on the smart goals and actions within this Plan.

Triple Bottom Line

*definitions from the Smart Cities Council
'Smart Infrastructure Unlocks Equity and Prosperity for Our Cities and Towns Report'

Social

Improving the quality of life; lowering the cost of living; conquering the digital divide enabling upward mobility for disadvantaged populations; ensuring safer streets and neighbourhoods; providing greater access to healthcare and education; creating better paying jobs in growth industries; reducing food and water insecurity.

Economic

Operational efficiencies lower costs for cities, businesses and citizens; cities with a reliable eclectic grid and state of the art telecommunications and mobility attract business and industry, lower crime rates lower the cost of doing business in a city; cities that promote smart mobility, smart payments, Wi-Fi, etc appeal to tourists.

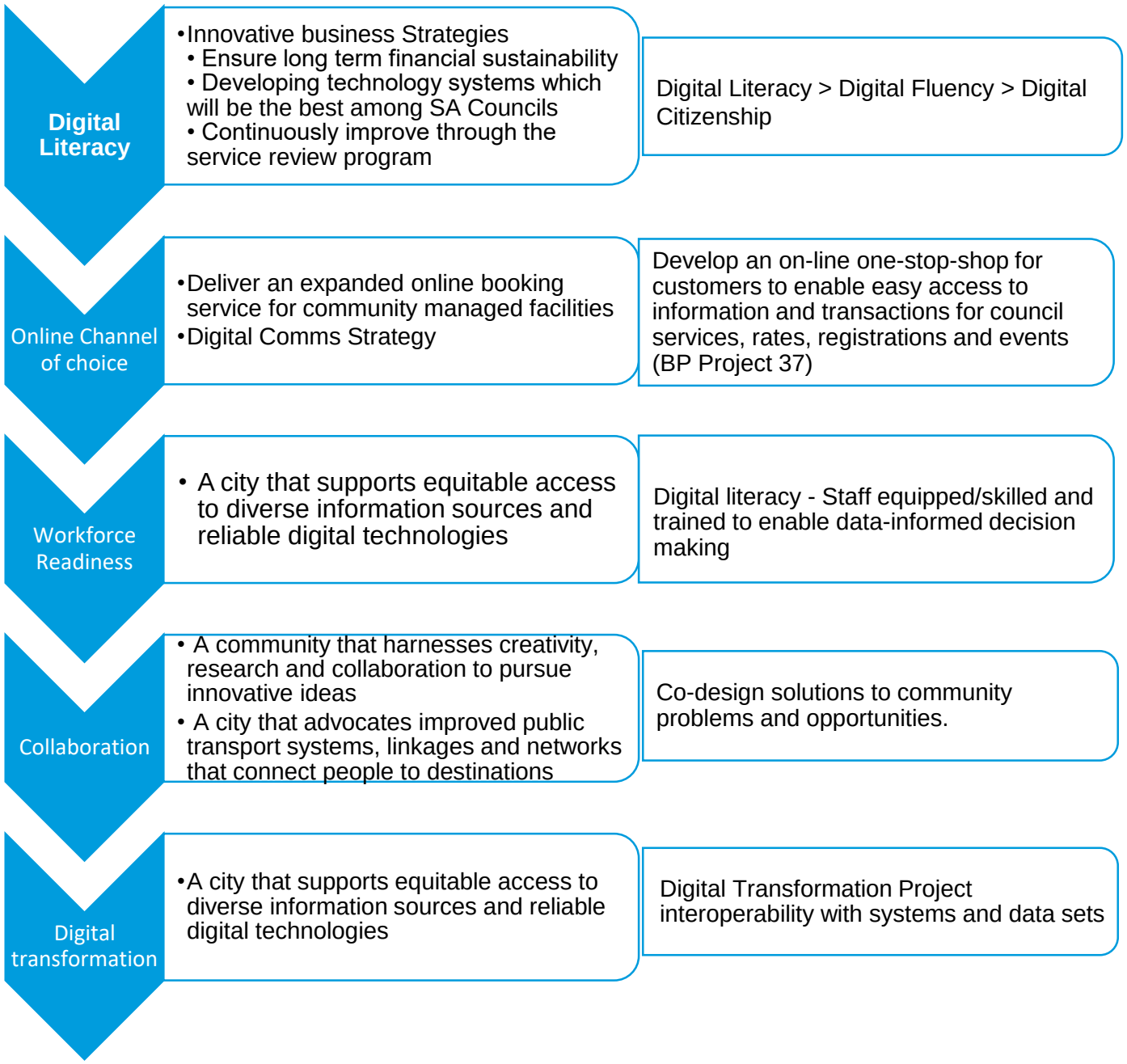
Environmental

Ability to monitor and control energy and water use to encourage conservation; smart devices help ensure cleaner water and air; smart mobility and energy efficient buildings reduce carbon emissions, recycling and upcycling lessen need for landfills; integration of more renewal energy into the energy mix.

Smart Community Priority Areas

Digital Literacy	• A city that promotes and supports business growth and offers increased local employment and skills development opportunities • A city that supports equitable access to diverse information sources and reliable digital technologies	Digital Literacy > Digital Fluency > Digital Citizenship
Channel of choice engagement plan	• A city that supports equitable access to diverse information sources and reliable digital technologies	Develop an on-line one-stop-shop for customers to enable easy access to information and transactions for council services, rates, registrations and events (BP Project 37)
Providing Open data	• A city that supports equitable access to diverse information sources and reliable digital technologies	Empowered to inform businesses, researchers and innovators.
Collaboration	• A community that harnesses creativity, research and collaboration to pursue innovative ideas • A city that advocates improved public transport systems, linkages and networks that connect people to destinations	Co-design solutions to community problems and opportunities.

Smart Organisation Priority Areas



Smart Places Priority Areas

Infrastructure Projects	• A city that provides infrastructure and support that enables innovation to flourish • An exciting urban environment that attracts business investment and economic activity	• Committed infrastructure projects to consider where appropriate, smart monitoring and management systems
Open Spaces / Playgrounds	• A welcoming city offering residents and visitors a wide range of leisure and cultural experiences	• Special Permit Party Planning pain point • BP Projects 21, 27
Sporting Facilities	• A welcoming city offering residents and visitors a wide range of leisure and cultural experiences	• Facilities booking system expansion • BP Projects: 12, 13, 14, 16, 34, 35,
Activation	• A city that promotes and supports business growth and offers increased local employment and skills development opportunities	• Edwardstown and Melrose Park Employment Precinct (BP Project 17)
Environment	• A healthy and climate resilient urban environment and community	• Environmental/natural resource measuring and monitoring • Environmental communication strategy
Neighbourhoods	• Communities that are safe and inclusive, embracing active living and healthy lifestyles • Neighbourhoods that reflect local character, heritage and create a sense of belonging • A road network that connects neighbourhoods and supports safe walking, cycling and vehicle travel	• Walking and Cycling Strategy • City Transport Plan (BP Project 19) • Draft Public Art Guidelines • Disability and Access Inclusion Plan

Priority Scoring System

Smart Cities Priority Scoring System

CITY OF MARION

NB: All projects should deliver good value by achieving the maximum amount of increased amenity for residents through improved service delivery opportunities.

	Priority Scoring System Criteria	Scoring / Weighting				Comments
1.	**Benefit to customer experience or business performance**				Score	
	Consider: • How many people are likely to experience an increased level of mobility, health & wellbeing as a result of the project occurring? • Will the project greatly improve neighbourhood accessibility and amenity? • What level of potential economic benefit does the project have? • Is there connection to Infrastructure Investment in surrounding area? • Will the project lead to greater patronage of the targeted precinct? • Does the project promote regulatory reform?	0	⟷	7		*A higher score is given to projects able to demonstrate* • *Direct community benefits* • *Defined Economic Benefit* • *Improved patronage within the City*
2.	**Strategic Alignment**					
	Connection to: • City of Marion Community Vision, Towards 2040 • City of Marion Strategic Plan 2017-2027 • City of Marion Business Plan 2016-2019 • South Australia's Strategic Plan • The 30-Year Plan for Greater Adelaide • Southern Adelaide Economic Development Board Strategic Plan	0	⟷	7		*A higher score is given to projects that can demonstrate external strategic alignment. i.e.: with priorities of SRWRA, Resilient South, etc.*
3.	**Value**					
	Consider: • Is there an opportunity for the proposed project to be carried out in conjunction with necessary, or otherwise budgeted, works? • Will service delivery improvements be possible as a direct benefit creating opportunities for savings in the medium to longer term? • Will the project be eligible for external funding including grant opportunities? • Will this project lead to increased cost efficiencies or commerciality for council/partners • Number of other regional initiatives the project aligns with? • Are there opportunities to develop external partnerships? • Are the resources available within existing capacity? • Is there an opportunity to leverage capacity through partnerships?	0	⟷	7		*A higher score is given to projects that can demonstrate* • *grant funding opportunities* • *Collaborative Partnerships including linkages to other funded projects* • *Connection to Federal and State Government Infrastructure Investment* • *cost efficiencies, savings and service delivery improvements*
4.	**Environmental Benefits**					
	Consider: • What level of opportunity exists for the project to contribute to minimising waste and pollution by avoiding, reducing, reusing and recycling? • Does the project present opportunities to actively monitor the benefits of climate change mitigation & adaptation initiatives, for example: reduced urban heat, increased urban greening and tree canopy cover, or reduced energy/water consumption? • To what extent can the project assist in climate change mitigation & adaptation?	0	⟷	4		*A higher score is allocated to projects than demonstrate a quantitative environmental outcomes, e.g.* • *Reduce tonnes of waste* • *Reduce greenhouse gas emissions* • *Reduce litres of mains water* • *Increase % canopy cover*
	TOTAL					/ 25

Project Priority – High >15; Medium 10-15, Low <10

Identified Technology Solutions Approach

Oaklands Smart Precinct technology solutions December 2019

CITY OF MARION

The following technology solutions have been chosen to trial within the precinct, which may be scaled and replicated across the City.

Solution	Problem/Opportunity	Benefits
Smart Lighting	Lack of ability to reduce energy consumption through the dimming of lighting and proactively attend to maintenance issues before they impact or are reported by the community.	Through the installation of a central management system and NEMA PE Cells along the shared use path the following benefits will be achieved: • reduction of energy and maintenance cost • increased public safety from improved lighting • proactive maintenance/hazards • measurable environmental impact due to reduced energy consumption
Smart Parking	A long standing problem in the area for our community is parking. Being able to communicate availability of commuter parking through wayfinding to reduce impact on residential streets and gather data on utilisation within the on-street parks surrounding the reserve will enable the data-driven decisions around service delivery.	Through the installation of technology including a parking management system commuters will be aware of best location to park and reduce congestions in surrounding streets. Utilisation data provides information around the visitors to the precinct and identify potential commercial opportunities into future eg coffee van or events.
Traffic Sensors	Through the Smart South Consortium grant funding the data collected around parking flows will inform future planning around traffic in the precinct.	The consortium model enables a key object of the Precinct objectives to *"develop a collaborative approach between Council, businesses and educational/research institutions to share expertise and anonymous datasets and information to make informed decisions on community services and outcomes."*
Sensor Play Equipment	Sensor based play equipment is an extension of sensory play that has many benefits for children, through including sensor play equipment we believe we will be enhancing the children's experience in the reserve.	Reasons sensory play is beneficial for children include: • It helps to build nerve connections in the brain • It encourages the development of motor skills • It encourages 'scientific thinking' and problem solving
Digital Interactive Kiosk	The ability in a new innovative way to communicate to the community and the inclusion of a digital interactive kiosk that will provide wayfinding and relevant information will increase the awareness of local amenity within the area.	The Digital Interactive Kiosk will enable the ability to communicate local information on programs, shops and events.
LoRAWAN network and sensors	Low Range Radio Frequency transmission of data without the need for 4G connections are a cost effective way to collect data to improve service delivery. Sensors being included: • Smart BBQ • Soil moisture probes • Smart water value • Weather station • People movement sensors • Solar shelters with device charging ability	Low cost sensors enabling the trial of improving service delivery in new and innovative ways. By including sensors on these assets such as soil moisture probes, it will help with maintenance scheduling for the water truck. Smart BBQ enables data of use, faults and can schedule cleaning. People movement data helps to understand asset utilisation and peak times in the precinct which in the future could inform business hour trading, event planning and café popups. We will be trialing environmental and efficiency based solar products, such as picnic furniture & shelters. These products have the potential to power reserve services through solar such as BBQ use, provide device charging and reduce the need to trench power supply in the public realm into the future.
Data Analytics	Leveraging on the existing data analytics project being run by Performance and Innovation team, the grant has enabled the extension of data models and a Proof of concept for Internet of things (IoT) data integration.	Data analysis from technology will enable improvements to the community experience continuously, smartly and efficiently.

NB: All projects should deliver good value by achieving the maximum amount of increased amenity for residents through improved service delivery opportunities.

	Priority Scoring System Criteria	Scoring / Weighting				Comments
1.	**Benefit to customer experience or business performance**				**Score**	
	Consider: • How many people are likely to experience an increased level of mobility, health & wellbeing as a result of the project occurring? • Will the project greatly improve neighbourhood accessibility and amenity? • What level of potential economic benefit does the project have? • Is there connection to Infrastructure Investment in surrounding area? • Will the project lead to greater patronage of the targeted precinct? • Does the project promote regulatory reform?	0	⟷	7		*A higher score is given to projects able to demonstrate* • *Direct community benefits* • *Defined Economic Benefit* • *Improved patronage within the City*
2.	**Strategic Alignment**					
	Connection to: • City of Marion Community Vision, Towards 2040 • City of Marion Strategic Plan 2017-2027 • City of Marion Business Plan 2016-2019 • South Australia's Strategic Plan • The 30-Year Plan for Greater Adelaide • Southern Adelaide Economic Development Board Strategic Plan	0	⟷	7		*A higher score is given to projects that can demonstrate external strategic alignment. i.e.: with priorities of SRWRA, Resilient South, etc.*
3.	**Value**					
	Consider: • Is there an opportunity for the proposed project to be carried out in conjunction with necessary, or otherwise budgeted, works? • Will service delivery improvements be possible as a direct benefit creating opportunities for savings in the medium to longer term? • Will the project be eligible for external funding including grant opportunities? • Will this project lead to increased cost efficiencies or commerciality for council/partners • Number of other regional initiatives the project aligns with? • Are there opportunities to develop external partnerships? • Are the resources available within existing capacity? • Is there an opportunity to leverage capacity through partnerships?	0	⟷	7		*A higher score is given to projects that can demonstrate* • *grant funding opportunities* • *Collaborative Partnerships including linkages to other funded projects* • *Connection to Federal and State Government Infrastructure Investment* • *cost efficiencies, savings and service delivery improvements*
4.	**Environmental Benefits**					
	Consider: • What level of opportunity exists for the project to contribute to minimising waste and pollution by avoiding, reducing, reusing and recycling? • Does the project present opportunities to actively monitor the benefits of climate change mitigation & adaptation initiatives, for example: reduced urban heat, increased urban greening and tree canopy cover, or reduced energy/water consumption? • To what extent can the project assist in climate change mitigation & adaptation?	0	⟷	4		*A higher score is allocated to projects than demonstrate a quantitative environmental outcomes, e.g.* • *Reduce tonnes of waste* • *Reduce greenhouse gas emissions* • *Reduce litres of mains water* • *Increase % canopy cover*
	TOTAL					***/ 25***

Project Priority – High >15; Medium 10-15, Low <10

	ACTION ITEM	BENEFIT/OUTCOME	LEAD TEAM	BUDGET
SMART CITIES GOVERNANCE AND PROJECT MANAGEMENT				
1.	**Smart Cities Project Officer** responsible for the advocating and leading the development and delivery of the Smart CoM Strategic Plan for City of Marion (1 FTE) for 12 months.	The Smart City Project Officer will work across the organisation to identify project/program opportunities that would deliver greater value to our communities with the addition of smart technologies and infrastructure. • Engage key leaders and staff across the organisation to understand and analyse smart city opportunities, aligned to the City of Marion's Strategic Plan. • Understand national and global trends and policy frameworks related to smart cities. • Identify partnership opportunities for smart city projects, through engagement with key stakeholders including businesses, education providers, other councils and other spheres of government. • Develop pilot project plans including objectives, scoping, partnerships, costings, risk assessments and communications. • Draft written reports and presentations for Elected Members and Council to support their understanding and leadership on progressing smart city opportunities. • Lead the Smart City Working Group as key governing and leadership group to progress City of Marion's Smart City program.	City Activation	$90,000
2.	**Project Governance:** 1. Project Sponsor – Ilia Houridis, General Manager City Development 2. Senior Leader – Greg Salmon, Manager City Activation 3. People Manager – Brett Grimm, City Activation Senior Advisor 4. Project Officer – Georgie Johnson, Smart Cities Project Officer 5. Smart City Working Group – Key governing and leadership group to progress City of Marion's Smart City program.	• Provide governance and organisational leadership to the CoM Smart Cities Approach • Delivery of the Strategic Action plan • Embed	City Activation	Existing resources and budget
3.	**Update Reports to Infrastructure and Strategy Committee Council** on progress August 2021 and February 2022.	We will keep committee members informed of the achievements of the project.	City Activation	Existing resources
4.	**Update Reports to Council** on a needs basis when decisions are required for strategic objectives to progress.	We will keep elected members informed of the achievements of the project.	City Activation	Existing resources
5.	Use the **CoM Website** and **Making Marion** sites to communicate strategic objectives and initiate community collaboration. • https://www.makingmarion.com.au/XXX • https://www.marion.sa.gov.au/SmartCoM	• Engage, consult and inform with the community on Smart Goals and Action plan • Explore collaborative showcase successes and outcomes • Share local business stories	City Activation | Customer Experience	Existing resources
6.	Identify **partnerships** and funding opportunities to support the delivery of the Smart CoM Strategic Plan.	• Smart Cities Council ANZ LGA Network • Smart South Consortium & Local/National Industry partnerships • Leverage greater value for the project by working with others.	City Activation	Existing resources
7.	Identify **funding** opportunities to support the delivery of the Smart CoM Strategic Plan.	• Grants	City Activation | Governance	Existing resources
				TOTAL PROJECT GOVERNANCE: UP TO $90,000

GOAL: SMART COMMUNITY				
8.	Priority projects to be defined as Business Cases to be brought to Council GC25082020			
				TOTAL ADDITIONAL SMART COMMUNITY FUNDING REQUIRED: $XX XXX
GOAL: SMART ORGANISATION				
9.	Priority projects to be defined as Business Cases to be brought to Council GC25082020			
				TOTAL ADDITIONAL SMART ORGANISATION FUNDING REQUIRED: $XX XXX
GOAL: SMART PLACES				
10.	Priority projects to be defined as Business Cases to be brought to Council GC25082020			
				TOTAL ADDITIONAL SMART PLACES FUNDING REQUIRED: $XX XXX

CITY OF MARION

Representation Review - Appointment of qualified person for Representation Review

Originating Officer	Manager Corporate Governance - Kate McKenzie
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R14

REPORT OBJECTIVE

To appoint Ms Kate McKenzie, Manager Corporate Governance to prepare the Representation Review in accordance with section 12 of the Local Government Act 1999 on behalf of the City of Marion.

EXECUTIVE SUMMARY

The City of Marion is scheduled to commence its Representation Review in July 2020 and it must be completed by October 2021. The outcome of the Representation Review will be implemented at the November 2022 Local Government Election.

Council is required to undertake the following steps to complete the Representation Review and meet its legislative requirements:

1. Appoint a suitability qualified person to undertake the review
2. Prepare a Representation Review Options Paper for consideration and adoption.
3. Release the Representation Review Options Paper for Public Consultation for a minimum of six (6) weeks.
4. Analyse and review the outcomes of the consultation.
5. Prepare and adopt a Representation Review Report for a further three (3) weeks' public consultation.
6. Analyse and review the outcomes of the public consultation and provide the opportunity for people to present their views to Council via a formal meeting of council.
7. Adopt a representation structure based on the results of the consultation and prepare a Final Representation Report for submission to the Electoral Commissioner of SA for certification and Gazettal.

Section 12(5) of the Local Government Act 1999, states '*a council must, in order to commence a review, initiate the preparation of a paper (a **representation options paper**) by a person who, in the opinion of the council, is qualified to address the representation and governance issues that may arise with respect to the matters under review.'*

At its meeting of 11 June 2019 (GC190611R07), Council indicated that it wished for the Representation Review to be completed by internal resources. Ms Kate McKenzie is the current Manager, Corporate Governance. She holds the relevant qualifications, skills and expertise to complete the review on Council's behalf. Her experience includes managing a representation review for the Adelaide City Council and two whilst being employed at the City of Marion.

RECOMMENDATION

That Council:

1. **Notes the City of Marion Representation Review will commence in July 2020.**

2. **Appoints Ms Kate McKenzie, Manager Corporate Governance, in accordance with section 12(5) of the Local Government Act 1999, to prepare the Representation Review Options Paper and the Representation Review Report on behalf of the City of Marion.**

Draft City of Marion Fleet, Plant and Equipment Asset Management Plan 2020

Originating Officer	Unit Manager Asset Solutions - Brendon Lyons
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R15

REPORT OBJECTIVE

The purpose of this report is to advise Council of its obligations under the Local Government Act (1999) in relation to Asset Management Plans and associated consultation. In addition, the report seeks endorsement from Council to undertake stakeholder and community engagement on the Draft City of Marion Fleet, Plant and Equipment Asset Management Plan 2020.

RECOMMENDATION

That Council:

1. **Notes the report.**
2. **Endorses the Draft City of Marion Fleet, Plant and Equipment Asset Management Plan 2020 for stakeholder and community engagement.**
3. **Notes a further report will be presented to Council on 11 August 2020 outlining the outcomes of the stakeholder and community engagement.**

DISCUSSION

The City of Marion owns and manages a large and diverse asset portfolio, valued at over $1 billion. Our assets enable the provision of services to the community and businesses for current and future generations. Assets play a vital role in the local economy and on our residents' quality of life.

Council's assets range from roads and footpaths, to buildings, playgrounds, barbecues, shelters, vehicles, machinery and stormwater drains. In addition, we receive a number of "gifted" assets from State Government and developers which attract ongoing operational and maintenance costs over their life.

The South Australian Local Government Act 1999 and its regulations require each council to have Asset Management Plans covering the management of infrastructure and other major assets of the Council for a period of at least ten years. In addition to the legislative requirement, our role is to ensure our assets meet the needs of the community now and into the future.

The City of Marion's vision for Asset Management is - "To maintain the City of Marion's assets to agreed levels of service which maximise community value throughout an asset's life". It is this vision that is driving Asset Management improvement at the City of Marion.

<u>What are our Asset Management Obligations</u>

Under the Local Government Act 1999 [Chapter 8, Part 1, Section 122 (1)(1a)], Council is required to develop and adopt Asset Management Plans (AMPs). These AMPs form part of Council's strategic documentation and are required to be reviewed as soon as practicable after adopting the Council's annual business plan for a particular financial year; and in any event, within 2 years after each general election of the Council [Chapter 8, Part 1, Section 122 (4)(a)(b)]. This means that the City of Marion is required to adopt a suite of AMPs by November 2020.

In addition, under the Local Government Act 1999 [Chapter 4, Part 5, Section 50], Council is required to provide a reasonable opportunity for interested parties to provide feedback for a minimum period of 21 days.

Over the past 12 months, the Asset Solutions Team has been partnering with Asset Owners to develop AMPs for the following asset classes:

- Transport Assets
- Stormwater Assets
- Fleet, Plant and Equipment Assets
- Water Resource Assets
- Building and Structure(s) Assets
- Open Space Assets
- Coastal Walking Trail
- Artwork, Culture and Heritage Assets

The first of these Asset Management Plans seeking endorsement for community engagement is the Draft City of Marion Fleet Plant and Equipment Asset Management Plan 2020 (refer Attachment 1).

The Draft Fleet, Plant and Equipment Asset Management Plan has been developed in partnership with the Contracts and Procurement Team and Operations Support Team and was presented to the Finance and Audit Committee for comment at the meeting on 19 May 2020. Comments were minor and feedback was given as to the "improvement" in asset management within the City of Marion over the past 3 years.

This report is the first of a number that will seek endorsement from Council to undertake community engagement on respective Asset Management Plans. This first Asset Management Plan addresses the City of Marion's Fleet, Plant and Equipment assets which include (at a high level):

- Fleet (light commercial and passenger vehicles)
- Heavy Plant (trucks, buses and earth moving equipment)
- Portable and Light Plant (trailers, mowers, generators and tools)

A financial snapshot of this asset class shows that the Gross Replacement Cost for Fleet, Plant and Equipment assets is $9.5M with a Written Down Value of $6.4M. Over the following 10 year planning period, fleet assets are projected to cost the City of Marion $23.7M. Of this $23.7M, $8.5M are renewal costs (net of disposal proceeds) with $15.2M in Operations and Maintenance expenditure.

Public consultation on the Draft Fleet, Plant and Equipment Asset Management Plan will be undertaken for the period 26 June to 16 July 2020. The draft plan and opportunity for comment will be available on the 'Making Marion' website. Notices will also be placed on social media and in community and business newsletters directing readers to Council's website.

Any feedback from the community consultation process will be considered and will inform the Draft Fleet, Plant and Equipment Asset Management Plan to be presented for Council's consideration and adoption at the General Council meeting to be held on 11 August 2020.

The remaining Asset Management Plans are being progressively taken to the Finance and Audit Committee for comment before being brought to General Council for endorsement for community engagement. Any feedback received during the engagement piece will be considered and incorporated into the respective Asset Management Plan before being brought back to Council for final endorsement in October and November 2020.

Attachment

#	Attachment	Type
1	DRAFT CoM Fleet, Plant and Equipment Asset Management Plan 2020	PDF File

Attachment 1

DRAFT Fleet, Plant and Equipment Asset Management Plan 2020 - 2030

CITY OF MARION



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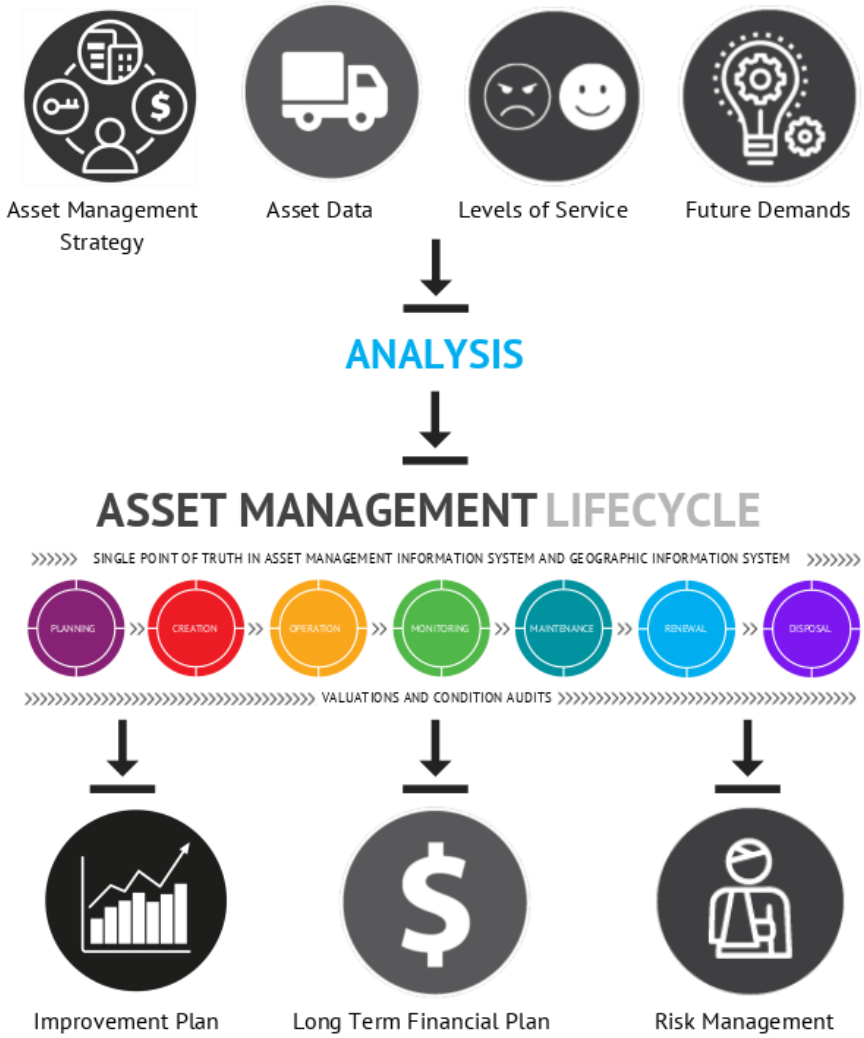
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REFERENCES

IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.

IPWEA, 2015, 2nd edn., 'Australian Infrastructure Financial Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMM.

IPWEA, 2015, 3rd edn. 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

1 - INTRODUCTION

What is this plan about?

The City of Marion uses a range of fleet, plant and equipment assets ('fleet assets') to deliver services to improve our residents' quality of life. These include trucks, mowers, trailers, utilities, buses, light vehicles, earthmoving equipment, mobile/fixed plant, and small plant.

Council seeks to maximise value to ratepayers and ensure sustainable services by optimising the use of our fleet assets.

This plan defines the fleet assets that help deliver the services we provide, how they are provided, and the funding required to deliver fleet replacement programs over 10 years.

What is asset management?

Asset management is about how assets are 'looked after', both on a day-to-day basis (maintenance, monitoring and operation) and in the medium-to-long term (planning, creation/purchase, renewal and disposal).

What will we do?

A significant part of Council's annual spend is devoted to the repair, maintenance and upgrade of the assets which deliver safe and sustainable services to the community. Council's fleet assets are used to deliver these services. Council will continue to invest in these assets as cost effectively as possible while considering beneficial advancements in technology.

Small plant (e.g. chainsaws, line trimmers, drills) are not recognised for accounting purposes as assets due to their low value. They are replaced at the end of their useful life (rather than on an official replacement cycle) and are considered 'out of scope' of this Asset Management Plan.

This plan has been aligned with Council's Asset Management Policy (2018) and Asset Management Strategy (2019). Any upgrades or new asset expenditure will require Council prioritisation.

Council recognises that climate change is likely to affect asset life and functionality. We are exploring what we can do to make fleet assets more environmentally sustainable and resilient to climate change.

What can you do?

Better understanding of community needs can help us improve user experience, attract more users and provide services more efficiently.

Council will be pleased to consider your thoughts on the issues raised in this plan and suggestions on how we may change or reduce the mix of services to ensure that the appropriate level of service can be provided to the community within available funding.

2 - EXECUTIVE SUMMARY

FLEET, PLANT AND EQUIPMENT ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY

Assets covered by this plan



Fleet
Heavy Plant
Portable and Light Plant

Gross replacement cost $9.5M
Written down value $6.4M
Highly reliable asset data

What it will cost over the 10-year planning period



Renewal (net of disposal proceeds) $8.5M
Operation and Maintenance $15.2M
Total $23.7M

Extended operational life may reflect in marginally higher future maintenance costs

Levels of Service



- Appropriate fleet, plant and equipment to meet service levels set by Council in annual budgets
- Maintenance and servicing compliant with legislative requirements and manufacturers specifications
- Six-monthly safety check
- 95% service fleet availability

Funding levels are sufficient to continue to provide existing services at current levels in the medium term

Risk Management



Controls manage ageing fleet or technical obsolescence

Funding levels are sufficient to continue to manage risks in the medium term

Future Demands managed through ongoing monitoring



- Community Expectations
- Environmental Sustainability
- Improvement Initiatives
- Legislation
- Technology

Improvement Plan



- Undertake fleet maintenance expenditure cost allocation analysis
- Explore the option of undertaking a fleet maintenance optimisation review
- Explore alternative asset management systems (as part of council's Digital Transformation initiative)
- Calculate Asset Renewal Funding Ratio at Asset Management Plan level to better understand service delivery sustainability

3 - WHY WE NEED A PLAN

"Good asset management is critical for a high-performing Council. Investing in People, Data, Process and Systems enables effective and informed decision-making and optimises community outcomes" Brendon Lyons, Unit Manager Asset Solutions



The Asset Management Framework aligns Council's asset portfolio to meet the service delivery needs of our community.

Council's purpose is:

To improve our residents' quality of life; continuously, smartly and efficiently

The City of Marion Asset Management vision is:

To maintain our assets to agreed Levels of Service which maximise community value throughout an asset's life

Supported by four Strategic Objectives:

1. **MAXIMISE COMMUNITY VALUE**
2. **DELIVER AGREED LEVELS OF SERVICE**
3. **INFORMED DECISION MAKING**
4. **OPTIMALLY MANAGED**

This Asset Management Plan is based on the format recommended in Section 4.2.6 of the *International Infrastructure Management Manual* (IPWEA 2015).

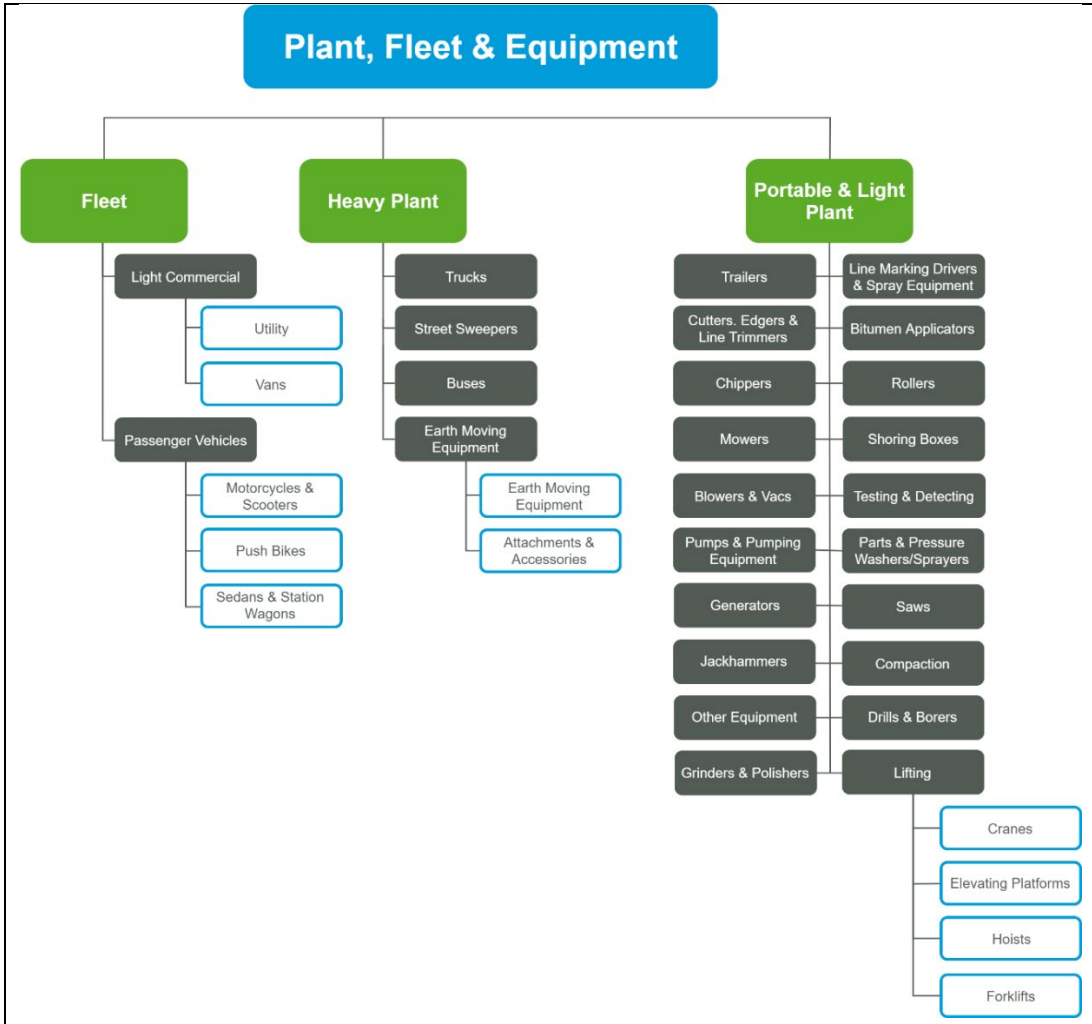
This plan is driven by the priorities of Council's Strategic Plan, the Asset Management Policy and Asset Management Strategy.
It is funded by the Long Term Financial Plan and Annual Business Plan.

The effectiveness of this Asset Management Plan is measured annually through the following key performance indicators:

KEY PERFORMANCE INDICATOR
Asset Renewal Funding Ratio Calculated by measuring capital expenditure on renewal and replacement of assets relative to the Asset Management Plan required expenditure. This indicates whether Council is renewing or replacing existing non-financial assets in accordance with its future Asset Management renewal requirements
Asset Management Maturity Assessment Assessed against the Institute of Public Works Engineering Australasia (IPWEA) National Asset Management Strategy (NAMS) targets. The maturity scale builds from 1 - Aware to 3 - Core Maturity to 5 - Advanced Maturity.

4 - WHAT ASSETS WE HAVE

Assets exist to meet community needs through enabling the delivery of services to the service levels adopted by Council.





'Testing and Detecting' includes gas detectors, gas testers, pipe and cable locators, ground penetrating radar (GPR) and Radio-frequency identification detectors (RFID).

Small plant (e.g. chainsaws, line trimmers, drills) are not recognised for accounting purposes as assets due to their low value.

They are replaced at the end of their useful life (rather than on an official replacement cycle) and are considered 'out of scope' of this Asset Management Plan.

Fleet assets are used by Council staff to construct, maintain and upgrade infrastructure and land and to transport materials, equipment, Council staff and community members. The table below outlines the current fleet assets and replacement strategy:

	Service Provided	Asset Category	Qty	Purchase Value	Average Age at June 2019	Estimated Annual Average Utilisation	Replacement Timing - Utilisation	Useful Life / Replacement Timing	Disposal Value - % of Purchase Price
Fleet	Transport of materials, equipment and staff	Utilities	21	$618,000	2.6 years	13,200 km	60,000 km	5 years	45%
		Vans	5	$167,000	4.0 years	11,400 km	100,000 km	5 years	40%
		Sedans & Wagons	41	$1,042,000	1.8 years	15,400 km	50,000 km	5 years	60%
Heavy Plant	Transport of community members	Community Buses	2	$185,000	2.6 years	26,000 km	220,000 km	8 years	15%
	Equipment used to carry out works	Trucks - GVM 15001 to 24000 kg	8	$1,434,000	0.9 years	10,500 km	110,000 km	10 years	35%
		Trucks - GVM 6001 to 15000 kg	27	$2,850,000	3.8 years	11,600 km	110,000 km	10 years	35%
		Trucks - GVM 6001 to 15000 kg – Hard Waste Truck only	1	$140,000	5.6 years	23,600 km	180,000 km	8 years	35%
		Trucks - GVM to 6000 kg	0	N/A	N/A	N/A	110,000 km	8 years	35%
		Street Sweepers	2	$615,000	3.0 years	720 hours	5,000 hours	7 years	30%
		Backhoes	4	$586,000	2.2 years	500 hours	4,000 hours	7 years	30%
		Excavators	1	$258,000	7.7 years	270 hours	8,000 hours	10 years	30%
		Loaders	2	$370,000	11.3 years	560 hours	8,000 hours	10 years	30%
Portable and Light Plant		Chippers	2	$168,000	2.8 years	318 hours	3,750 hours	8 years	15%
		Elevating Platforms	2	$163,000	8.8 years	138 hours		10 years	15%
		Forklifts, Cranes, Vibrating Plates, Concrete Saws	20	$242,000	5.9 years	n/a		10 years	10%
		Line Marking Drivers	2	$23,000	3.5 years	n/a		10 years	10%
		Line Marking Spray Equipment	3	$44,000	3.7 years	n/a		7 years	10%
		Mowers	7	$222,000	1.9 years	260 hours	2,000 hours	5 years	15%
		Trailers	17	$295,000	5.6 years	n/a		10 years	10%
		Rollers	2	$72,000	4.7 years	n/a	500 hours	10 years	10%
		TOTAL	**169**	**$9,493,000**					

Note: Utilisation is the primary consideration in decisions regarding retaining or replacing fleet assets.

Data Quality

Currency and accuracy of asset data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale:

Confidence Grade	Data Confidence	Description
A	Highly reliable data	• Based on sound records, procedures, investigations and analysis • Documented accurately • Agreed as the best method of assessment • Dataset is complete and estimated to be accurate ± 2%
B	Reliable data	• Based on sound records, procedures, investigations and analysis • Documented properly but has minor shortcomings • For example, some data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation • Dataset is complete and estimated to be accurate ± 10%
C	Uncertain data	• Either based on sound records, procedures, investigations and analysis which is incomplete or unsupported • Or extrapolated from a limited sample for which grade A or B data are available • Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated ± 25%
D	Very uncertain data	• Based on unconfirmed verbal reports and/or cursory inspections and analysis • Dataset may not be fully complete and most data is estimated or extrapolated. • Accuracy ± 40%
E	Unknown	• Unknown, as none or very little data held

Data confidence is assessed as highly reliable (confidence grade A) for asset data used in the preparation of this plan.

5 - LEVELS OF SERVICE

Community Levels of Service

Community Levels of Service are associated with the variety of services provided by Council to our community. The following table demonstrates how the assets covered under this Asset Management Plan assist in achieving Community Levels of Service.

	Community Level of Service	Achieved By
Safety	No preventable injuries to staff or members of the public.	Fleet assets are risk assessed to ensure they are used safely within the community. This includes emissions, noise levels and compliance.
Quality	Operational requirements are safely and effectively met	Fleet assets are managed and maintained to best practice industry standards
Function	Provide sufficient assets to undertake council works to meet Levels of Service	Specification for equipment meets operator requirements.
Capacity	Availability of appropriate fleet, plant and equipment	Annual Utilisation Analysis against Fleet Policy and Fleet Replacement Matrix
Sustainability	Operational requirements are safely and effectively met, whilst minimising impact on the environment	Environmental performance is assessed when selecting assets, including emission levels

Fleet assets enable Council to deliver services to the community. Council uses a range of activities to engage with the community and stakeholders on these services, rather than at a fleet level.

Technical Levels of Service

This determines the allocation of resources to service activities to best achieve the desired community outcomes and demonstrate effective performance throughout an asset's lifecycle. Council manages and operates assets at the agreed Levels of Service while managing whole-of-life costs to ensure the best value for resources used.

The following table demonstrates the technical Levels of Service for fleet, plant and equipment assets.

Technical Level of Service	Achieved By
Planning in line with a 10 year asset replacement program based on optimum replacement	Assets planned through 10 year Fleet Replacement Program Assets are provided to meet design standards where these are available. Annual Utilisation Analysis against Fleet Policy and Fleet Replacement Matrix Annual Replacement Program Budget developed and Long Term Financial Plan updated
Creation of the asset subject to a business case assessment which sets out capital requirements, whole of life costs, predicted utilisation and internal hire rates	Assets created to maintain Levels of Service through annual review of the 10 year Fleet Replacement Program All procurement follows the City of Marion Plant Procedure with asset specification and business requirements defined as required Plant Pre-Purchase Health Safety and Environment Checklist, Pre Delivery and Post Delivery Inspections, Pre Hand-Over Training and Risk Assessments are conducted Fleet Plant and Equipment are inspected by City of Marion Workshops as part of the fleet commissioning process
Operation of an asset in the manner it was designed to be used for	Safe Work SA's Code of Practice for Fleet is followed Training Database is maintained, including checks for Heavy Vehicle and High Risk Licencing. Training provided to operators as part of the asset commissioning process, and on an as-required basis. Daily pre-start inspections by drivers/operators with defects reported to workshop staff Service schedules are based on date/kilometres or hours of use as displayed in the Plant Register Items deemed unserviceable are tagged out of service, pending investigation, repair or replacement
Monitoring utilisation and recording asset downtime	Fleet and Plant Timesheets completed Monthly Fuel Invoice Analysis conducted Annual Utilisation Analysis against Fleet Policy and Fleet Replacement Matrix Recording asset downtime (out of service)
Maintenance of assets in line with manufacturer's requirements with flat rates for workshop maintenance and keeping detailed records of reasons for failures	Scheduled maintenance is compliant with industry standards and manufacturers specification Maintenance issues and condition reports are maintained within the Plant Register, Skytrust and the financial management program recording maintenance performed, labour and materials used. Plant Register drives scheduled servicing and maintenance of vehicles
Renewal in accordance with optimum replacement timing principles based on whole of life costs	Assets are programmed to be replaced based on utilisation triggers to keep them in good condition Assets renewed though 10 year Fleet Replacement Program Annual Utilisation Analysis against Fleet Policy and Fleet Replacement Matrix Annual Replacement Program Budget developed and Long Term Financial Plan updated
Disposal where the item fails to meet minimum utilisation benchmarks or is no longer required	Complies with legislative requirements including Fleet Policy, Disposal of Land and Assets Policy, and Disposal of Excess Plant Equipment, Stores & Salvaged or Recycled Materials Procedure Disposal of plant to be approved by a member of Executive Leadership Team

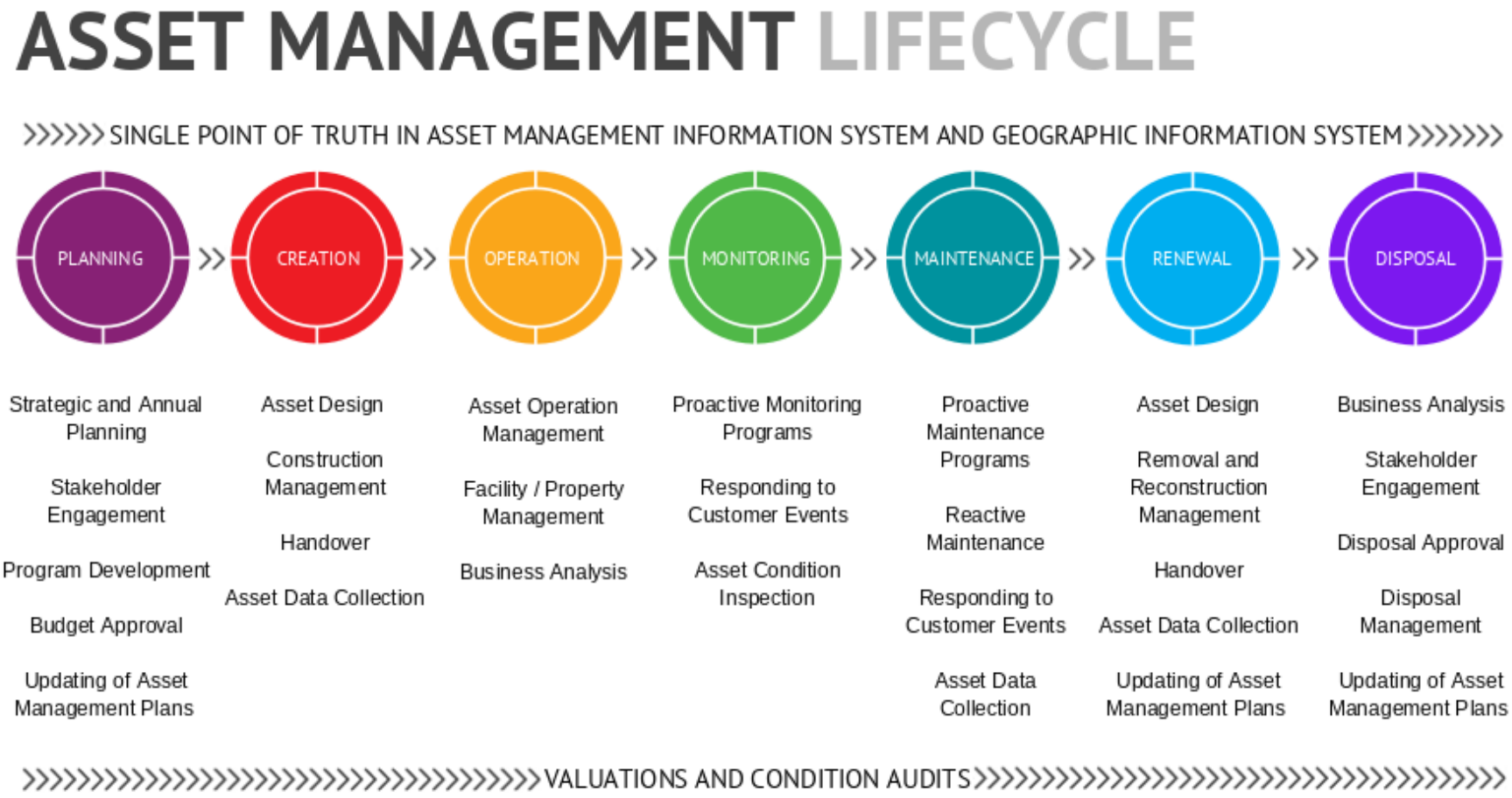
Legislative Requirements

Council considers the following legislative framework in the management of fleet, plant and equipment assets.

Australian Accounting Standards	Set out the financial reporting standards relating to the (re)valuation and depreciation of infrastructure assets
Disability Discrimination Act 1992 and other relevant disability legislation	To eliminate, as far as possible, discrimination against persons on the grounds of disability. Sets the standard for accessibility.
Highways Act 1926	Sets out the legislative framework for roads and road authorities in SA
Local Government Act 1999	Sets out the role, purpose, responsibilities and powers of local governments including the preparation of a Long Term Financial Plan supported by infrastructure and asset management plans for sustainable service delivery
Local Government (Financial Management and Rating) Amendment Act 2005	Impetus for the development of a Strategic Management Plan, comprising an Asset Management Plan and Long Term Financial Plan
Motor Vehicles Standards Act 1989 (Australian Design Rules)	National standards for vehicle safety, anti-theft and emissions
Relevant Australian Standards	Standards relating to requirements to inspect and certify cranes, elevated work platforms and lifting devices
Relevant Heavy Vehicle National Law and Regulations	Laws and regulations related to heavy vehicles over 4.5 tonnes gross vehicle mass
Road Traffic Act 1961	To provide for vehicle standards, mass and loading requirements and other safety measures in relation to light vehicles. Contains powers for Council to install and remove traffic control devices.
SafeWork SA as Relevant to Fleet Management	Registering relevant plant with SafeWork SA Code of Practice – Managing Risks of Plant in the Workplace
Work Health and Safety Act 2012 (SA)	To provide for the health, safety and welfare of persons at work

6 - HOW WE PROVIDE THE SERVICE

In simplest terms, asset management is about how assets are 'looked after', both on a day-to-day basis (operation, monitoring and maintenance) and in the medium-to-long term (planning, creation, renewal and disposal).



ASSET PLANNING AND CREATION

When specifying fleet asset requirements, Council seeks to balance a range of factors including:

- Safety requirements by applying the hierarchy of hazard controls to designs to ensure hazards are eliminated, or where that is not reasonably practicable, are effectively controlled.
- Operational needs and functional requirements and where possible seek to identify innovation that may provide for greater level of efficiency or effectiveness in undertaking council's services, or reduce risk of downtime.
- Emission levels, alternative fuel sources and other factors that impact on our environment
- Whole of life costs when making buying decisions. Factors include, but are not limited to, purchase costs, future resale values, cost of maintenance over the life of the asset, warranty periods, value adds offered, aftersales support, ownership vs lease.

Future Demands

Political, economic, social, technological, legal, environmental and relationship drivers that may impact future service delivery and use of assets are monitored via Council's environmental scan and corporate risk register.

Council recognises that climate change is likely to affect asset life and functionality. We are exploring what we can do to build asset resilience in response to climate impacts such as less rainfall overall, more frequent and intense rainfall events, increased frequency and intensity of bushfires, increased temperatures, more frequent and intense heatwaves and increased risk of coastal erosion and flooding as a result of sea level rise. Climate change currently has minimal impact on our fleet assets; however, we will continue to consider climate change impacts within standard asset replacement processes.

Council will consider emission levels, alternative fuel sources and other environmental factors in future fleet asset replacement decisions, with the intention to transition to procure fleet assets with lower emissions over time, with an expected positive impact on our environment. As at 2018/19, carbon emissions from Council's fleet assets represented 20% of the overall emissions.

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets, providing new assets to meet demand, and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures. Additional assets are provided by contractors (where they have been contracted to provide services to Council) or hired on an as-needs basis.

Council has considered the following future demands during development of this Asset Management Plan:

Area	Demand	Impact on services	Demand Management Plan
Political	Political changes, Productivity Commissioner's report and possibility of council amalgamations	Change in services or service levels	Approved business case through annual review of the 10 year Fleet Replacement Program
Social	Changing community demographics, needs and expectations	Change in services or service levels	Monitoring community expectation Communicating service levels and financial capacity with the community to balance asset priorities with what the community is prepared to pay for
Technological	Improvement in capability and emission standards of Car Fleet and Heavy Vehicles, and desire for carbon neutrality	Ability to deliver services at a higher operational level and greater safety features with less environmental impact	Considered within standard replacement cycle. Decisions made on a range of evaluation criteria.
Technological	Increased availability of hydrogen, hybrid and electric vehicles and charging stations	Ability to deliver services at a higher operational level and greater safety features with less environmental impact Vehicles may not be practical for use in emergency assist, such as iResponda	Monitor fuel usage, investigate alternative fuels, review logistics related to availability of filling and / or charging sites Considered within standard replacement cycle. Decisions made on a range of evaluation criteria.
Technological	Smart Cities, autonomous / connected vehicles and machine learning	Changes in design to streetscapes & parking zones to enable different modes of transport Increased proactive maintenance and reduced need for residents to call	Market driven, opportunities to lobby for funding
Technological	Being a smart organisation that uses data to drive decision-making.	Ability to deliver services at a higher operational level achieved through use of in vehicle GPS data. Implementing Internet of Things within facilities, assets and services to understand current demand and identify opportunities to improve service delivery.	Utilisation based asset maintenance and renewal
Environmental	Impacts of climate change	Change in services or service levels	Considered within standard replacement cycle. Decisions made on a range of evaluation criteria.

Area	Demand	Impact on services	Demand Management Plan
			Communicating service levels and financial capacity with the community to balance asset priorities with what the community is prepared to pay for
Environmental	Decreased availability of oil from the global fuel market	Reduced or inability to deliver services.	Monitor fuel usage, investigate alternative fuels over time. Considered within standard replacement cycle. Decisions made on a range of evaluation criteria.
Relationships	Collaboration between Cities of Marion, Charles Sturt and Port Adelaide Enfield	Ability to deliver services at a higher operational level	Adopting best practice principles across all three councils to deliver best value. Opportunity to share a Fleet Coordinator position Continue to engage and consult with key stakeholders
Relationships	Testing of Levels of Service	Improve understanding of costs and capacity to maintain current service levels	Continue to analyse the cost of providing service and the capacity to fund at the current level of service
Legal	Legal changes	Complex legal and compliance requirements	Established compliance registers. Considered within standard replacement cycle. Decisions made on a range of evaluation criteria.

ASSET OPERATION, MONITORING AND MAINTENANCE

Council operates, monitors and maintains assets to provide the defined level of service to approved budgets in the most cost-efficient manner. Operation includes cost of fuel, registration, insurance, batteries and tyres. Maintenance programs are normally focused on industry best practice, legislative requirements and design specifications.

Year	Past Maintenance Expenditure		
	Proactive / Planned (Servicing)	Reactive - Unplanned (Repairs)	Total
2016/17	$0.07M	$0.36M	$0.41M
2017/18	$0.06M	$0.40M	$0.46M
2018/19	$0.06M	$0.35M	$0.43M

Council's renewal program minimises the need for heavy reactive maintenance activities as the risk of these is minimised as part of the renewal schedule.

Further analysis of the process of costing fleet maintenance expenditure is required to ensure the allocation of costs between planned versus unplanned maintenance is accurate.

Proactive or planned maintenance is work that is identified and managed through a maintenance management system. Activities include inspection, undertaking scheduled servicing, assessing the condition against failure/breakdown experience, priority of works, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Reactive or unplanned maintenance is repair work which is carried out in response to failure of an asset, e.g. breakdown, accidental damage, safety repairs (non-scheduled servicing). Assessment and priority of reactive maintenance is undertaken by staff using experience and judgement to minimise downtime.

Year	Operations Budget	Maintenance Budget
2020/21	$0.85M	$0.50M
2021/22	$0.87M	$0.51M
2022/23	$0.89M	$0.53M
2023/24	$0.92M	$0.54M
2024/25	$0.94M	$0.55M
2025/26	$0.96M	$0.57M
2026/27	$0.99M	$0.58M
2027/28	$1.01M	$0.60M
2028/29	$1.04M	$0.61M
2029/30	$1.06M	$0.63M
10 Year Total	**$9.53M**	**$5.62M**

Operations expenditure is impacted predominantly by the cost of fuel. The cost of registration and insurance has remained stable or reduced slightly over the past four years due to reductions in overall fleet numbers.

Proactive maintenance work is currently 15% of total maintenance expenditure. Current maintenance expenditure levels are considered to be adequate to meet required service levels.

During 2018 a revised Fleet Policy was adopted which effectively increased the length of time some fleet assets are retained. At this stage no additional maintenance funds have been allowed to maintain fleet, plant and equipment at current service levels. This will be monitored over time, and considered as part of the annual review of the 10 year Fleet Replacement Program.

Council assesses the condition of its fleet assets through a range of planned activities including:

- Daily pre-start inspections by drivers/operators with defects reported to workshop staff
- Regular service schedules (based on date/kilometres or hours of use) undertaken by workshop staff (or contractors as required)
- Six monthly safety check by workshop staff

Repairs are undertaken as and when needed.

ASSET RENEWAL AND DISPOSAL

Renewal is the replacement of an existing fleet asset. Utilisation is the primary consideration in decisions regarding retaining or replacing fleet assets. Low utilisation may also indicate council should consider disposal and/or hiring the asset as required. All utilisation analysis, budget programs and processes are guided by the Fleet Policy and associated Fleet Replacement Program Matrix. Council maintains a rolling ten year Fleet Replacement Program that is reviewed annually in consultation with key internal stakeholders, taking into consideration Council's agreed Optimised Utilisation Fleet Replacement Matrix, actual asset utilisation levels, and asset condition.

Year	Renewal Spend Budget	Disposal Proceeds Budget	Net Budget
2020/21	$1.13M	$0.41M	$0.72M
2021/22	$1.37M	$0.47M	$0.90M
2022/23	$0.64M	$0.25M	$0.39M
2023/24	$1.59M	$0.61M	$0.98M
2024/25	$1.24M	$0.40M	$0.84M
2025/26	$1.31M	$0.45M	$0.86M
2026/27	$0.60M	$0.20M	$0.40M
2027/28	$1.62M	$0.58M	$1.04M
2028/29	$1.43M	$0.50M	$0.93M
2029/30	$2.18M	$0.73M	$1.45M
10 Year Total	**$13.11M**	**$4.60M**	**$8.51M**

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Fleet assets are typically disposed due to end of useful life (and are being replaced), or are identified as surplus to requirements. All assets are disposed of in accordance with Council's Fleet Policy, Disposal of Land and Assets Policy, and Disposal of Excess Plant Equipment, Stores & Salvaged or Recycled Materials Procedure

Council's Fleet Replacement Program assumes of:

- 'like-for-like' replacement based on the original purchase price (escalated by 10% as at the date of replacement, being our best estimate of 2.5% increase per annum over a fleet with varying useful lives and replacement timeframes).
- Disposal values reflecting our historical returns achieved (reflecting asset consumption over time).

Across council service reviews may enhance future activities associated with the process of fleet asset renewal.

In the last five years, approximately 20 underutilised assets were disposed for approximately $340,000, and not replaced. While this analysis is ongoing, no significant asset has been identified to be suitable for disposal (and not replaced) under this current plan.

7 - RISK MANAGEMENT

Risk management provides a process for the selection of treatment plans and management actions to protect the community against unacceptable risks. Risk assessment identifies credible hazards, the likelihood of the hazard event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks

An assessment of risks associated with service delivery from fleet assets, using Council's risk matrix, has identified the hazards that will result in significant loss, 'financial shock' or a reduction in service:

Hazard	Current Controls	Current Rating	Further Actions	Forecast Rating
Ageing fleet or technical obsolescence: • High incidence of breakdowns • Increased maintenance costs • Increased downtime • Increased product costs and poor efficiency • Work programs run behind schedule • Increase risk of reactive plant maintenance and down time	Serviced and inspected in accordance with Manufacturer's requirements, including six monthly safety inspections Replace equipment at optimal time Regular condition assessment of key equipment to assist in predicting maintenance and renewal needs Maintenance managed appropriately at an operational level Workshops designed to meet current maintenance requirements	Low	Explore the option of undertaking a review of council's maintenance (and plant inspection processes) to ensure Council's services are optimised to meet current and future fleet maintenance requirements. Explore alternative asset management systems (as part of council's Digital Transformation initiative) to monitor servicing schedules, record maintenance activities undertaken, and impacts of asset downtime.	Low
Injury to operators	Implement WHS Management Plan including safe work procedures and safe work method statements Appropriate measures are undertaken to ensure that the plant is suitable and is not introducing unnecessary risks to employees, including: • Consultation on purchase; • Undertaking of risk assessment; • Implementing risk controls; and • Monitoring and reviewing of risk controls.	Low	Nil	Low

Hazard	Current Controls	Current Rating	Further Actions	Forecast Rating
Damaged fleet assets due to incorrect use	Staff trained in use of new equipment as part of asset commissioning process Staff have current, appropriate licenses to operate plant Training provision and competency levels monitored through Corporate Training Registers	Low	Nil	Low
Inadequate car fleet availability at times	Use of fleet booking system Annual Review of Fleet replacement program	Low	Nil	Low
Underutilised assets as a result of staffing, seasonal weather and communication across departments	Utilisation reviewed annually as part of update of Fleet Replacement Program, and fed into replace/dispose decision making	Low	Nil	Low

Critical assets are those which have a high consequence of failure causing significant loss or reduction of service. Investigative activities, condition inspection programs, maintenance and capital expenditure plans can be targeted at the critical areas. Activities may include increased inspection frequency and higher maintenance intervention levels.

A backup generator (used to maintain power supply to be able to maintain minimum IT network functionality in the event of a power blackout) is considered a critical item of plant. A regular maintenance and testing regime (including holding backup stocks of diesel to power the generator) have been established to minimise risk of loss of this item.

While losing a variety of fleet assets is likely to cause a degree of disruption, we consider we do not hold any other critical fleet assets, as a variety of risk management actions exist to eliminate/minimise the potential impact on Council's services including:

- adopting additional inspection/maintenance activities/regimes associated with these critical assets;
- hiring replacement fleet items at short notice;
- re-directing alternative Council assets be used; or
- engaging third parties (e.g. contractors, other councils) to provide equivalent services.

8 - WHAT IT WILL COST AND HOW WE WILL PAY FOR IT

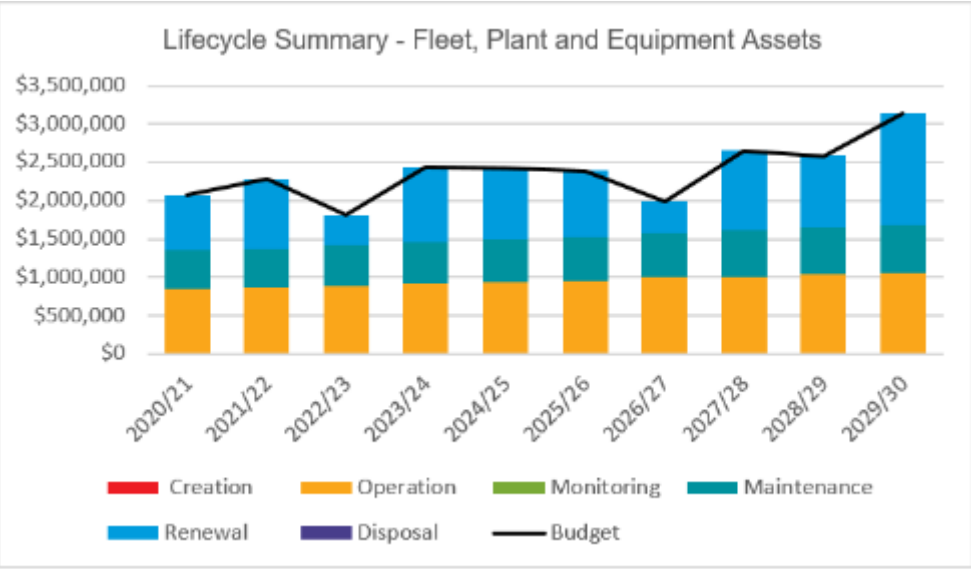
Financial Statements and Projections

The decisions made in adopting this Plan are based on achieving the optimum benefits from the available resources.
This section contains the financial requirements resulting from all the information presented in the previous sections. The financial projections will be refined annually as further information becomes available on desired Levels of Service and current and projected future asset performance.

Council's Fleet Replacement Program assumes of:

- 'like-for-like' replacement based on the original purchase price (escalated by 10% as at the date of replacement, being our best estimate of 2.5% increase per annum over a fleet with varying useful lives and replacement timeframes). Procurement of non 'like for like' fleet assets would be based on an approved business case.
- disposal values reflecting our historical returns achieved (reflecting asset consumption over time).
- operating and maintenance costs escalating year on year by CPI of 2.5%.

Funding Strategy



This Asset Management Plan identifies the projected expenditure required to provide an agreed Level of Service to the community over a 10 year period.

This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

Lifecycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Lifecycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The lifecycle cost for the services covered in this Asset Management Plan is $2.37m per year (average operations and maintenance expenditure plus depreciation expense projected over 10 years).

Lifecycle costs can be compared to lifecycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Lifecycle expenditure includes operations, maintenance and renewal expenditure. Lifecycle expenditure will vary depending on the timing of asset renewals. The Lifecycle expenditure over the 10 year planning period is $2.37m per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 10 years).

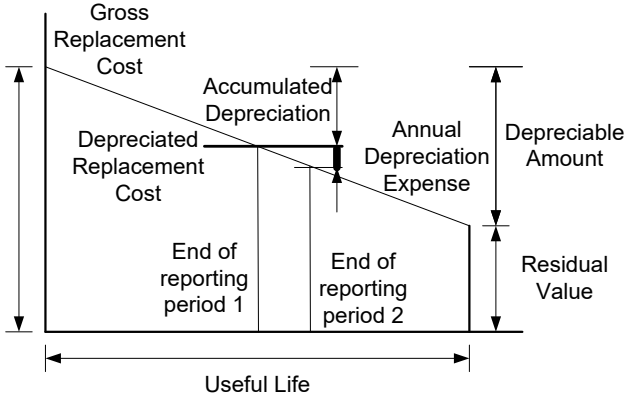
The matching of lifecycle cost to lifecycle expenditure gives asset renewal of 100% to maintain the service potential of the fleet at year 10 as it was at year 1.

In the future, the Asset Renewal Funding Ratio will be calculated at Asset Management Plan level to better understand service delivery sustainability.

Appendix A contains council's budgeted expenditures accommodated in the Long Term Financial Plan.

Valuation Forecasts

The value of assets recorded in the asset register at 30 June 2019 covered by this Asset Management Plan is shown below. As assets are replaced regularly in line with Council's 10 year Fleet Replacement Program, the purchase price recorded on the asset register is considered to be adequate. If any significant changes are required to the registers these are made accordingly.



Gross Replacement Cost	$9.5m
Depreciable Amount	$3.1m
Depreciated Replacement Cost	$6.4m
Annual Average Asset Consumption	$0.9m

Council's useful life for fleet, plant and equipment is the projected replacement period defined in the Fleet Replacement Program. This includes annualised kilometres and/or hours of use and replacement funds.

Rate of Annual Asset Consumption	9.6 % (Depreciation/Depreciable Amount)
Rate of Annual Asset Renewal	100% (Capital renewal expenditure/Depreciable amount)

In 2020 Council will renew assets at 100% of the rate they are being consumed and will be increasing its asset stock by 0% in the year.

The table below details the key assumptions made in presenting the information contained in this Asset Management Plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates.

Key Assumptions	Risk of Change to Assumptions
The Long Term Financial Plan will not change over the planning period	Medium
Community level of service expectations remain consistent	Low
No significant changes in legislation	Low
Fleet, plant and equipment are replaced on a 'like for like' basis	Low
Fleet, plant and equipment are replaced based on meeting utilisation thresholds	Low
The materiality threshold for fleet, plant and equipment is $3,000.	Low
Assets should have a useful life of greater than one year in order for the expenditure to be capitalised and have a value above a Materiality Threshold. Any expenditure considered to be Capital must also pass a materiality test. Materiality levels are set so as not to misstate Financial Statements and to provide a guide whether it is practical from an Administrative perspective that expenditure is capitalised.	Low
Networked/Aggregate Assets - Expenditure can still be capitalised on items that fall below materiality thresholds individually but operate together as a cohesive whole to form a substantial/significant total value. Examples are the Computer Network, Library Books, and Reserve Furniture.	Low
The new asset management system will be able to capture operations and maintenance costs to better manage the overall expenditure	Low
Operation and Maintenance costs for new assets will be consistent with the operation and maintenance costs of existing assets	Low

9 - WHAT WE WILL DO NEXT - IMPROVEMENT PLAN

	Task	Responsibility	Timeline/Frequency
1	Update this Asset Management Plan during annual budget planning processes to show any material changes in service levels and/or resources available to provide those services as a result of budget decisions.	Asset Owner – Strategic Procurement Lead	November 2021 then annually
2	Undertake analysis of the process of costing fleet maintenance expenditure to ensure the allocation of costs between planned versus unplanned maintenance is accurate.	Subject Matter Expert – Unit Manager Operational Support	June 2021
3	Explore the option of undertaking a review of Council's maintenance (and plant inspection processes) to ensure Council's services are optimised to meet current and future fleet maintenance requirements.	Subject Matter Expert – Unit Manager Operational Support	June 2021
4	Explore alternative asset management systems (as part of council's Digital Transformation initiative) to monitor servicing schedules, record maintenance activities undertaken, and impacts of asset downtime.	Subject Matter Expert – Unit Manager Operational Support	June 2021 (highly dependent on other factors)
5	Calculate Asset Renewal Funding Ratio at Asset Management Plan level to better understand service delivery sustainability.	Unit Manager Statutory Finance and Payroll	June 2021 then annually
6	Undertake a full review of this plan at least every four years, within two years of each Council election or any review to Council's Strategic Plan.	Asset Owner – Strategic Procurement Lead	November 2024

APPENDIX A: Budgeted Expenditures Accommodated in Long Term Financial Plan

Projected expenditures for the 10 year Long Term Financial Plan are shown in real values (i.e. adjusted for inflation at 2.5% CPI).

FLEET, PLANT AND EQUIPMENT

Financial year ending	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	$000	$000	$000	$000	$000	$000	$000	$000	$000	$000
Operations										
Operations **budget**	$850	$870	$890	$920	$940	$960	$990	$1,010	$1,040	$1,060
Management **budget**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
AM systems **budget**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Operations	$850	$870	$890	$920	$940	$960	$990	$1,010	$1,040	$1,060
Maintenance										
Reactive maintenance **budget**	$350	$350	$370	$370	$380	$390	$400	$410	$420	$430
Planned maintenance **budget**	$150	$160	$160	$170	$170	$180	$180	$190	$190	$200
Specific maintenance items **budget**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Maintenance	$500	$510	$530	$540	$550	$570	$580	$600	$610	$630
Capital										
Planned renewal **budget**	$720	$900	$390	$980	$840	$860	$400	$1,040	$930	$1,450
Planned upgrade/new **budget**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Non-growth contributed asset value	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Capital	$720	$900	$390	$980	$840	$860	$400	$1,040	$930	$1,450
Asset Disposals	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Est Cost to dispose of assets	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Carrying value (DRC) of disposed assets	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Disposal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL	$2,070	$2,280	$1,810	$2,440	$2,330	$2,390	$1,970	$2,650	$2,580	$3,140

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Front Cover Artwork
Title: Touch a Truck
Year: 2019

CITY OF MARION

Marion Cultural Centre Plaza Master Plan Review

Originating Officer	City Activation Senior Advisor - Brett Grimm
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623R16

REPORT OBJECTIVE

To provide Council with a project update on the Marion Cultural Centre (MCC) Plaza Master Plan design review. A draft landscape master plan is presented for consideration. It is recommended more detailed key stakeholder engagement is facilitated 2020/21 to align with Office Recreation Sport and Racing (ORSR) facilities management site planning.

EXECUTIVE SUMMARY

Council forums were facilitated in April 2019 (EMF190430R02) and November 2019 (EMF191112R02) to consider the vision and brief for the master plan design review.

The vision for the MCC Plaza has been interpreted to be;

The Marion Cultural Centre (MCC) Plaza provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement and the visitor economy.

This report provides a draft landscape master plan inclusive of concept civil infrastructure requirements and high level cost planning. The plans illustrate a preferred option of one way north-east vehicle movement on Warracowie Way and full functionality retained on Milham Street. The preferred option supports a balanced approach to vehicle and pedestrian accessibility and movement.

Key stakeholder engagement with adjacent land owner - Office of Recreation Sport and Racing (ORSR) has occurred. ORSR provide in-principle support for the vision and objectives with future site planning integration to be considered late 2020 early 2021.

The 2013 master plan was estimated at $7.05 million, however the work undertaken in this recent period has resulted in an option that meets the objectives sought at $3.4 million. The opportunity to finance this proposal would include seeking grant funding for a 50/50 contribution, which would require a $1.7 million investment by Council.

The scope of the draft master plan considers capital works development confined to City of Marion owned and maintained land. Whilst the design provides for integrated functionality of adjacent public realm, it is recommended scope and design review is facilitated late 2020 to early 2021 with adjacent landowners to evaluate future land capacity site planning.

RECOMMENDATION

1. **Endorses the vision and objectives of the draft landscape master plan for consultation and coordination with key stakeholders to support the development of an integrated plan.**

2. **Endorse staff to seek grant funding for 50 percent ($1.7 million) of the MCC Plaza project. Council funding allocation comprised of:**
    - **$500,000 (Warracowie Way deferred GC181211R11) and**

- **$1.2 million (Asset Sustainability Reserve Funding).**

3. **Notes the draft master plan cost estimates for capital works and opportunity for grant funding.**

4. **Notes Office of Recreation, Sport and Racing (ORSR) in-principle support for the vision and objectives and time frames for site planning coordination late 2020 to early 2021.**

5. **Notes a future Council report will be presented early 2021, informing of key stakeholder design review, funding model(s) and implementation plan options.**

6. **Notes a broader community consultation plan will be developed based on stakeholder feedback for Council endorsement 2020/21.**

GENERAL ANALYSIS

The MCC Plaza is defined as the public realm surrounded by Marion Cultural Centre (MCC) to the east, South Australian Aquatic and Leisure Centre (SAALC), Centrelink and GP Plus to the west. Located to the south is Westfield with pedestrian and vehicle connections along Warracowie Way and Milham Street.

Recent planning and development within the Oaklands precinct has seen the Oaklands Crossing project complete and planning of Dwyer Road Reserve and Diagonal Way pedestrian and cyclist connection to the regional centre. This project incorporates a Federal Government Smart Cities and Suburbs grant.

Council have also recently received $735,000 State Government grant funding (2020/21) to contribute to the Marion City Central Streetscape Program. These funds will contribute to streetscape upgrade capital works of Sturt Road (Marion Road to Diagonal Road) and detail designs of Diagonal Road.

In addition, Scentre Group have received development approval for a major extension of Westfield's retail and lifestyle offerings. The Scentre Group proposal seeks to extend to the north, significantly increasing the retail footprint. The proposal also provides reference to a walking connection to the MCC plaza to the east of Warracowie Way. Council staff have recently been advised Scentre Group have requested an extension of time to State Commission Assessment Panel (SCAP) for building approval application.

A unique opportunity exists to develop a community plaza between the MCC and South Australian Aquatic and Leisure Centre (SAALC), whilst due consideration is required to maintain access to service business and the multi-deck car park on Milham Street, as well as provide for bus service (events).

DISCUSSION

A master plan was developed through design competition 2012-2013. The design included the MCC Plaza itself, treatment of the service delivery access behind the MCC, access to Westfield, linkages with the SAALC, GP Plus and Centrelink and a redesigned exit to Diagonal Road. The design of Warracowie Way and the coach drop off bay outside the SAALC was integrated with the MCC Plaza to create a precinct that will promote community use and interaction. The design incorporated various treatments including structural arbours, staging, water features and landscape rooms.

The 2013 master plan was developed to detailed design with a cost estimate of $7.05 million.

Council's 2020-21 annual business plan identifies Marion Cultural Plaza Master Plan review with the intention to interrogate the scope to achieve a civic space at a reduced budget allocation.

MCC PLAZA DESIGN REVIEW OBJECTIVES AND GUIDING PRINCIPLES

To ensure the master plan review is contextually relevant the following objectives have been interpreted from the April 2019 and November 2019 Council forum.

Enhanced Amenity
Integrated green space comprising of trees, lawn and passive recreation spaces supporting environmental benefits, comfort and extended public dwell times.

Community Connections
Strengthen connections to broader precinct for pedestrian and cyclists whilst managing vehicle movements and access requirements. Key considerations are to enhance connections between public transportation and community facilities within the precinct.

Flexibility of Functional Use
Create a vibrant space that can adapt for various functional needs. A space that offers respite and relaxation, circulation and access to surrounding facilities, whilst accommodates opportunities for varied sized scaled events.

Sense of Place
Creation of spaces that explore Councils community vision of liveable, valuing nature, engaged, connected, innovative and prosperous.

To attract people to dwell and occupy the space it is important to define the level of service and investment required. Community and visitors are attracted to dwell in the public realm based on a number of key decisions:

- Infrastructure to support a desired activity
- An event that creates a destination in its own right
- The site location in proximity to a service provider i.e. MCC, SAALC, Centrelink, GP Plus
- Comfort (shade, shelter and amenity)

In order to achieve this variety of functional quality, some key infrastructure elements are required to improve comfort. These items are:

- Traffic management to improve safety of pedestrians, by reducing vehicle movements that currently dissect the site
- Shade and shelter
- Wind protection
- Seating
- Green infrastructure (trees, vegetation to soften the hard edges of built form)

The concept plans also consider opportunities for smart solutions through lighting, solar power, wayfinding and integration of sensors for data capture.

A draft Landscape Master Plan and civil design is provided Attachment 1.

TRAFFIC MANAGEMENT SOLUTIONS (ATTACHMENT 2)

The objectives for traffic management solutions are:

- Improve pedestrian and cyclist connectivity, amenity and safety through the subject area for linkages between the local residential areas, the Oaklands Station, MCC, SAALC and Westfield and other facilities on Milham Street.
- Development of a plaza that can be utilised for community events and provide improved amenity for community use between the MCC and the SAALC with due consideration of events planning requirements.

- Retention of access to existing business and community facilities within Milham Street, whilst minimising traffic volumes.

An assessment undertaken by MFY in 2019 (Attachment 2) provides a review of existing conditions and forecast 2030 DPTI vehicle traffic volumes within the precinct. The assessment also reviews broader community accessibility and the proposed Pedestrian Activated Crossing (PAC) on Diagonal Road. Four options have been considered for Warracowie Way traffic management. The preferred option illustrates:

Option 1 - Warracowie Way one-way north east exist to Diagonal Road (Preferred)

- retention of all movements at Milham Street and Morphett Road intersection
- reduction of traffic movements through Warracowie Way to one-way (eastbound)
- closure of Warracowie access to Westfield south of Milham Street
- restrictions to westbound bus routes
- modifications to delivery and loading access required
- roundabout movements provided at intersection of Milham Street and Warracowie Way
- raised vehicle pavement for Warracowie Way north of Milham Street (at grade with plaza) to enhance pedestrian connectivity and hierarchy of space.
- vehicle carriageway pushed to the western side of road reserve defined by landscape treatments, maximising public realm to the MCC.
- coach bus area allocated within road reserve for 'kiss and drop'.
- ‘one-way’ movement is considered to be ‘traffic control’ and therefore Council has General Approval to install, maintain, alter, operate, and remove any traffic control device on a road or a road related area under the Notice to Council – General Approvals and Delegations (the Road Traffic Act). Consequently does not require road closure process for portion north of Milham Street.

Option 1 has been assessed against the project objectives and illustrated in the below table

Objective/ traffic outcome	**Option 1**
Pedestrian Plaza	Yes
Improved pedestrian connectivity and safety	Yes
Exclusive pedestrian/cyclist plaza	No
Preservation of northbound traffic option	Yes
Minimal restriction of traffic routes	Yes
Retention of existing bus routes *	No
Retention of bus access for SAALC events	Yes

*Note conversation with Metro Adelaide have confirmed current stop 29A can be re-routed from Milham Street with limited impact on services. Only limited services travel through Milham connecting southbound to Westfield with a an alternative stop located on Morphett Road.

Pedestrian Activated Crossing

As part of the Oaklands Precinct development a Pedestrian Activated Crossing (PAC) is proposed to enhance walking and cycling infrastructure to the Oaklands Station, Dwyer Road Reserve and the future Tonsley walking and cycling connection ‘Chrysler Trail’.

Two options were assessed for the proposed PAC with regards to; safety for pedestrians, minimising crossing, desire lines between facilities and destinations, vehicle movements and minimising traffic impacts associated with signal installation.

The proposed PAC would be synchronised with adjacent lights on Diagonal Road to maintain traffic flow.

The options are both technically achievable with minimal impact to traffic. Design development, consultation and approvals is programmed for 2020/2021 financial year as part of the Oaklands Precinct Contributing Works Streetscape program (Diagonal Road- Trott Grove to Crew Street).

LAND AND PROPERTY

The site identified as the MCC Plaza comprises of several parts (Attachment 1 page SK04).

Land to the east of Warracowie Way adjacent the Marion Cultural Centre is owned and maintained by Council. Land to the west of Warracowie Way is in private ownership associated to the South Australian Aquatic and Leisure Centre.

Warracowie Way and Milham Street dissect the site. The area outlined in yellow (Attachment 1 inset A) is a public road and can be closed under the Roads (opening and Closing Act)

The area outlined in red on the plan (Attachment 1 page SK04 inset A) is Lot 220 DP 56981 being the whole of the land in CT 5848/473 (the Reserve) classified as community land under the Local Government Act.

The Reserve is subject to an easement as outlined in red (Attachment 1 page Sk04 inset B) for maintenance purposes over the land for the benefit of Lot 42 in DP 56981. The Reserve is also subject to a right of way on foot at all times over the land outlined in yellow for the benefit of the Westfield land (refer to Attachment 1 page SK04).

Legal advice was sought 2013 in addition to the Land Services Group (Roads) in relation to potentially closing Warracowie Road through the Reserve. A summary is provided below;

- A letter of consent should be obtained from Westfield owners if the right of way is to be disrupted
- Lot 42 has an easement right of access for maintenance purposes over Lot 220. A letter of consent should be obtained from owners if this is to be disrupted
- The Reserve is Community Land as it is clearly stated on the Certificate of Title. In reality a road occupies the title, however it is not a road within the meaning of the Local Government Act
- As a Reserve it can be dealt with like any other Reserve (i.e. Community Land) owned by Council.
- Stakeholder and community engagement will be important to any proposed changes.

It would be prudent to seek legal advice due to the recent Scentre Group development approval and time lapse since the original investigations and perception that it is a classified Road.

Heritage Listing

The Marion Cultural Centre was registered State Heritage listing 12th December 2019 (Attachment 3). In accordance, the design of the plaza will need to consider the items included in the listing and the landscape treatments that address the curtilage of the built form. This is conceptually addressed in the draft master plan (Attachment 1). More detailed discussions will be required for any planning approval requirements.

CONSULTATION

Consultation has occurred with Office of Recreation Sport and Racing (adjacent land owner) to seek collaboration and integration of the precinct.

As per the correspondence to the City of Marion (Attachment 3) ORSR encourages the objectives and the intent of the Oakland's precinct concept plan.

ORSR are in the process of procuring operational services for the SAALC; once arrangements are in place with a third party ORSR will be able to progress more detailed concept planning. ORSR is anticipating being in a position by the end of 2020 - early 2021 to engage further.

Scentre Group (Westfield) were consulted on the vision and objective in early 2019. Council staff have recently been advised by Scentre Groups consultants an Extension of Time request has been lodged with State Commission Assessment Panel for building rules application, with no dates confirmed for implementation.

Broader community consultation is proposed to be conducted 2021 subject to ORSR site considerations and integration.

FINANCE

Cost planning has been developed for the scope identified in the draft landscape masterplan. The cost plan informs of the following budget requirements.

Marion Cultural Centre Plaza - Opinion of Cost	
Capital works	$2,464,312.00
Contingency (Design development and Construction)	$635,000.00
Professional Services- Design Development & Documentation	$215,000.00
Total	**$3,314,312.00**

The concept design has also considered an additional option for stormwater harvesting through a new underground tank storage system. The previous scheme is not compliant and non- functional and has been decommissioned. A new underground tank system is estimated to be an additional $252,750. This item will need to be considered through detailed design value management investigations. Extending the Oaklands Distribution network to the MCC has been investigated several times with consideration of both short and long term water demand and discounted based on a high level cost benefit analysis.

Based on the concept plan Whole of Life Costings are provided Attachment 5.

The following table provides reference to the current allocation of funds in the Long Term Financial Plan.

Future Funding Allocation	**Program**	**Financial year**
$40,000	City Activation – Master plan review (current works)	2019/20
$500,000	Warracowie Way Streetscape	Deferred GC181211R11

Currently there is no dedicated funding allocated in the LTFP for the development of the plaza.

Should Council wish to pursue the development of the plaza additional funding will be required in the range of $2.5- $3 million.

Opportunities exist to leverage grant funding with DPTI Open Space Development Fund. Typically the fund requires 50/50 contribution. It is anticipated a funding application could be submitted for $1.7 million with a confirmed additional Council contribution of $1.2 million.

Alternative grant funding opportunities have been discussed with ORSR through South Australia's Sport and Recreation Infrastructure Plan and the *Game On: Getting South Australia Active* project. Further discussions on application will occur as part of proposed design review.

If successful applying for grant funding late 2020/21 financial year would provide suitable time frames for design and planning early 2021 and capital works within an 18 month grant acquittal period.

Attachment

#	Attachment	Type
1	Attachment 1 Draft Landscape Master Plan and Civil Drawings	PDF File
2	Attachment 2 Warracowie Way Traffic Assessment	PDF File
3	Attachment 3 Notification to Minister for Planning State Heritage Listing	PDF File
4	Attachment 4 ORSR_Oaklands Precinct Correspondence	PDF File
5	Attachment 5 Draft Master Plan WOL	PDF File

MARION CULTURAL CENTRE PLAZA

CITY OF MARION

VISION

The Marion Cultural Centre Plaza provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement and the visitor economy.

Objectives

Enhanced amenity
Integrate green space comprising of trees, lawn and passive recreation spaces supporting environmental benefits, comfort and extended public dwell time.

Community connections
Strengthen connections to broader precinct for pedestrian and cyclisyts whilst manageing vehicle movements and access requirements. Key considerations are to enhance connections between public transportation and community facilities within the precinct.

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Sense of place
Creation of spaces that explore Councils community vision of liveable, valuing nature, engaged, connected, innovative and prosperous.

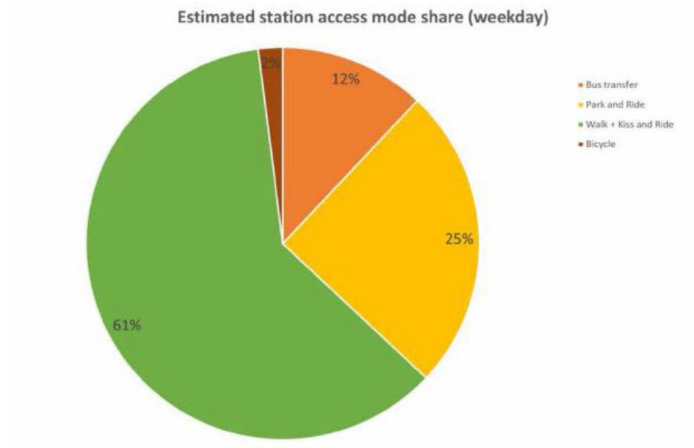
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Oaklands Station Access and Traffic Movement

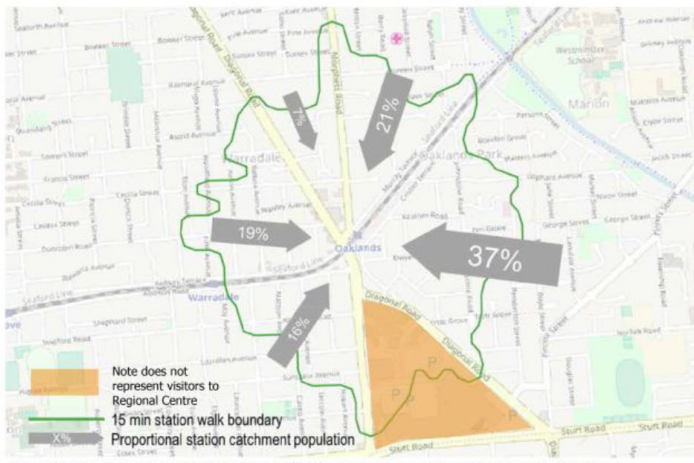


Direction	Daily	AM Peak (7am-9am)
Inbound	1100	600
Outbound	250	50
Total	1350	650

Estimated Oaklands Station boardings 2017- PTPA Station Access Report (2018)
***Alighting data is not recorded by Metrocard system**



Estimated access mode share for Oaklands Station- PTPA Station Access Report (2018)



Directional split of population within 15 minute walk of Oaklands Station- PTPA Station Access Report (2018)

Oaklands Precinct
Dwyer Rd Reserve Community Park
Average number of vehicles per day

Walking and Cycling connections
Proposed 'Chrysler Trail' shared path connecting to Tonsley precinct
Marino Rocks Greenway



DRAFT

MARION CULTURAL CENTRE PLAZA

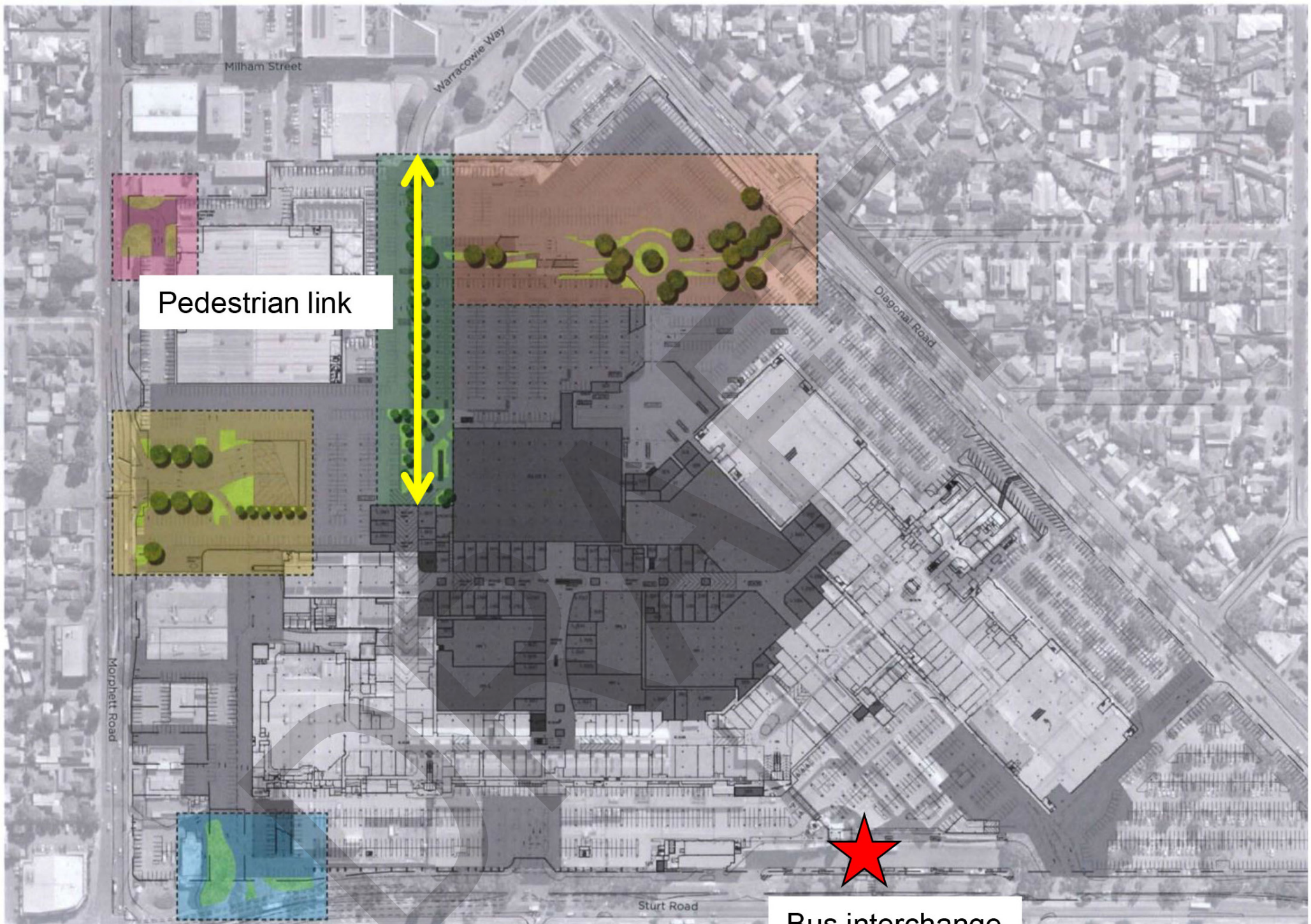
CONTEXT

SK02

CITY OF MARION

Scentre Group- Westfield Marion- Planning Application

Precinct & Entrances Concept Plan.



Legend

- Area A - Diagonal Road Entrance & Northern Corridor
- Area B - Pedestrian Corridor & Entry Plaza
- Area C - Morphett Road Entrance
- Area D - Morphett Road Bunnings Entrance
- Area E - Sturt Road Entry

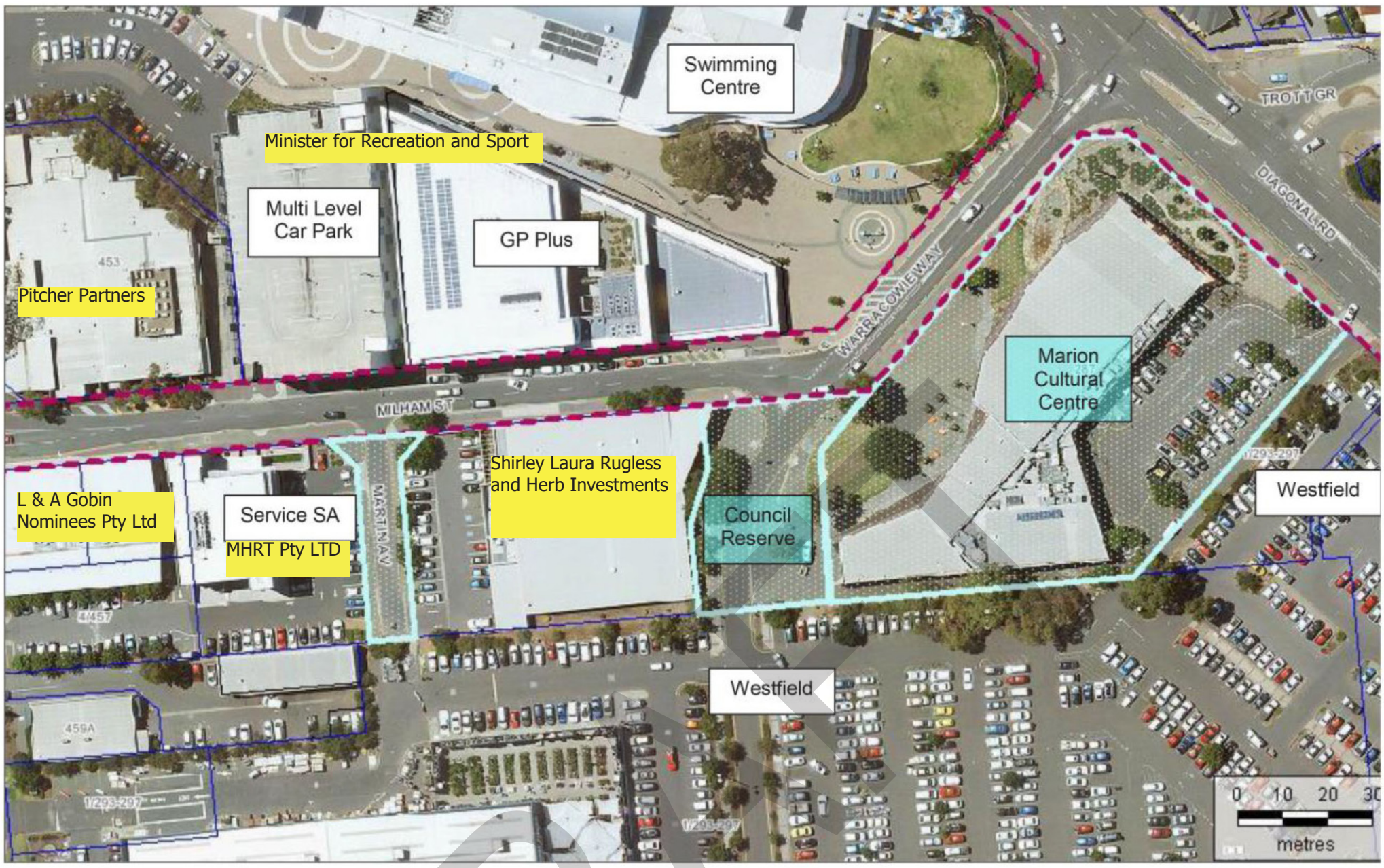
DRAFT

MARION CULTURAL CENTRE PLAZA
CONTEXT

SK03

CITY OF MARION

Land Ownership



NOTE: The area between the pink dotted line and the kerb is the road verge

Marion Council owned land defined by blue areas and road reserve



Inset A- Warracowie Way land parcels

Community land Road Reserve

- The area in yellow on the plan is a public road
- The area in red is classified as community land as per the Local Government Act.



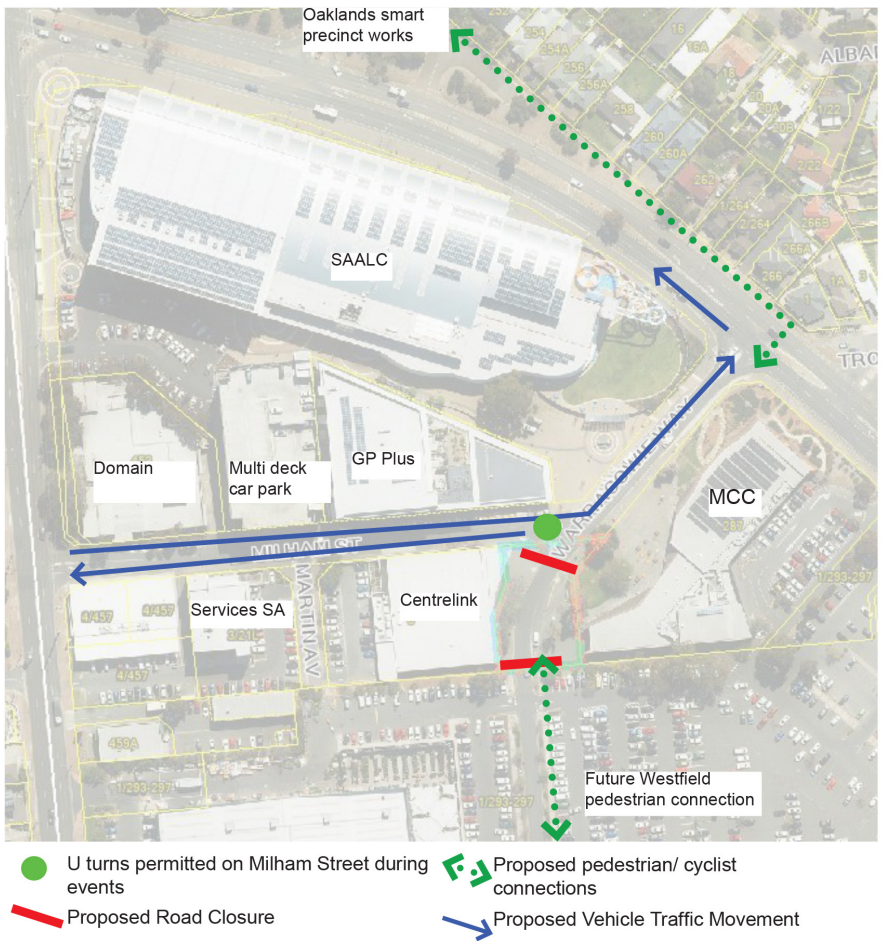
Inset B- Reserve Community land

Easement for benefit Lot 42 Right of Way

- Easement for maintenance purposes over the land outlined in red for the benefit of Lot 42 in DP56981
-Right of way on foot at all times over the land outlined in yellow for the benefit of Westfield

TRAFFIC MANAGEMENT

STRONG PEDESTRIAN CONNECTIONS ARE CRITICAL TO THE SUCCESS OF THE PROJECT. THE OPTIONS OF ASSESSMENT FOCUS ON PROVIDING SAFE AND CONVENIENT PEDESTRIAN ACCESS WHILE MINIMISING IMPACTS ON OTHER ROAD USERS.
(REFER TO MFY 'WARRACOWIE WAY' REPORT FOR MORE DETAILS)

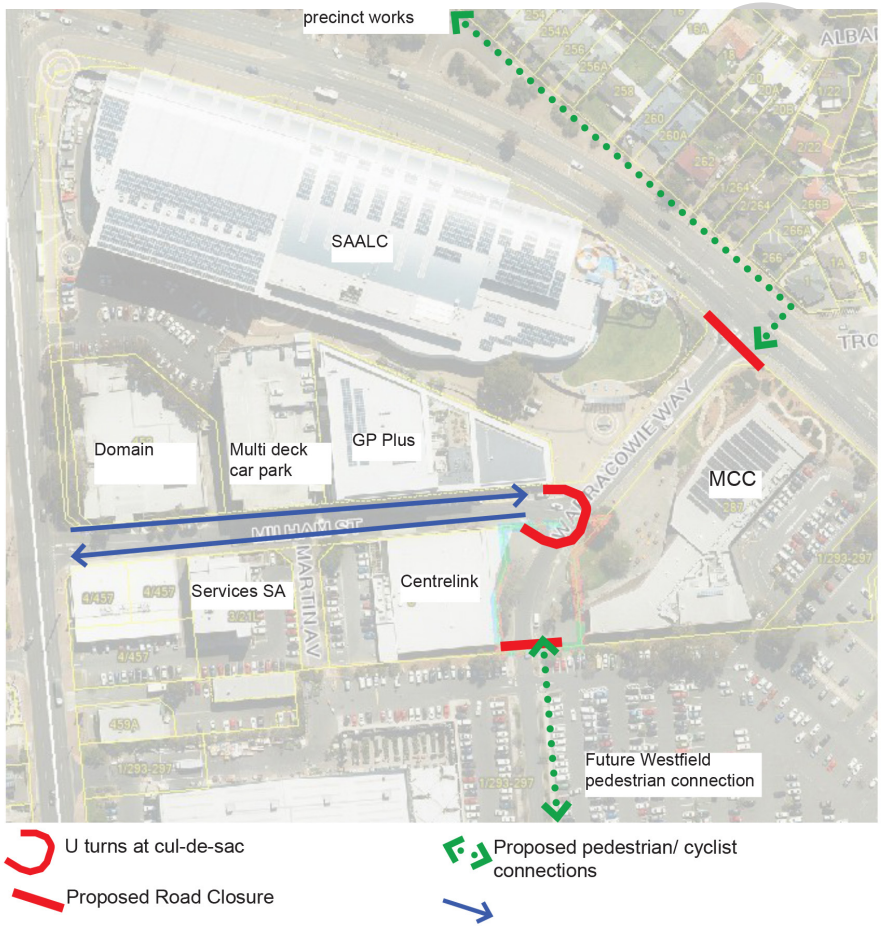


OPTION 1

ONE WAY NORTH EAST EXIT WARRACOWIE

- retention of all movements on Milham Street
- reduction of traffic movements to one way eastbound on Warracowie Way (eastbound only)
- closure of access to Westfield
- improved pedestrian connections between Marion Cultural Centre and Shopping Centre
- alternative bus routes required for metro bus westbound travel
- will require road closure for events that can be managed efficiently with bollards on Warracowie.
- minimal effect on traffic movement whilst enhancing pedestrian/ cyclist connections and environmental comfort
- traffic impact slight decrease in capacity at Morphett Road/ Milham intersection however adequate

-In 2036, drivers turning out of Milham would experience delays in excess of four minutes (exceeding capacity).



OPTION 2

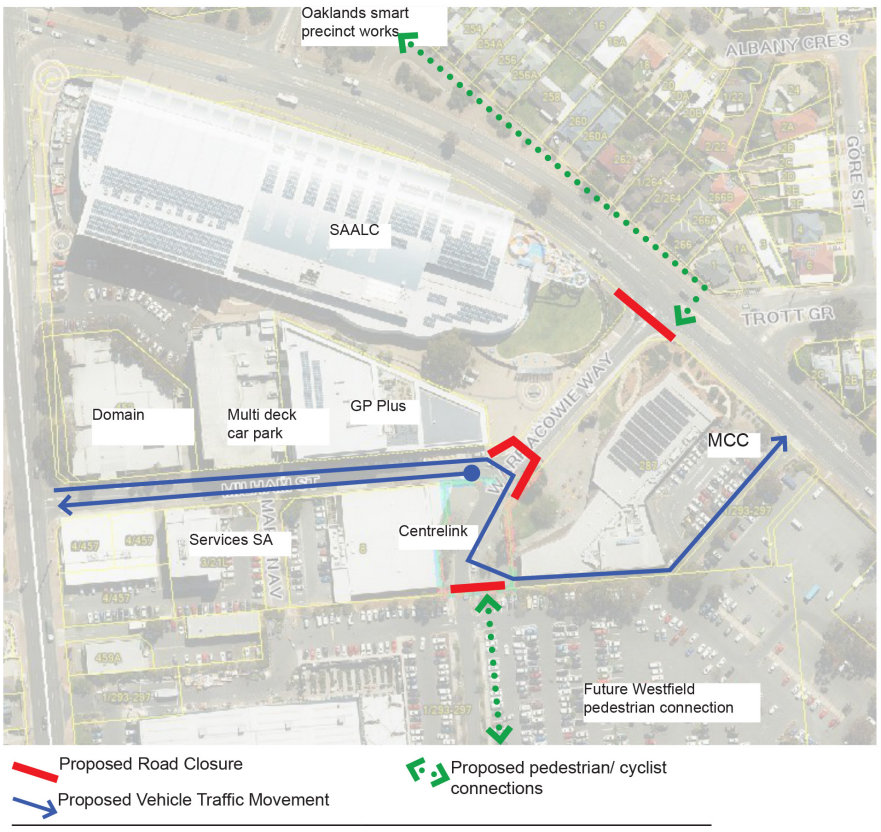
WARRACOWIE WAY CLOSED NORTH OF MILHAM (CUL-DE-SAC TREATMENT)

- full closure of Warracowie Way.
- closure of access to the shopping centre.
- improved pedestrian connections between Aquatic Center, Marion Cultural Centre.
- alternative bus routes required for westbound travel
- restrictions to coach bus drop off for Aquatic Centre event.
- events can be held without needing to close the road.
- increase in left and right turning movements to Morphett Road
- alternative coach bus drop off area to be provided for Aquatic Centre.
- traffic impact slight decrease in capacity at Morphett Road/ Milham intersection however adequate
- right turn from Milham Street would exceed capacity in 2036 meaning no north bound exit from precinct with likely effects on local streets and U- Turn maneouvres.

DRAFT

TRAFFIC MANAGEMENT

STRONG PEDESTRIAN CONNECTIONS ARE CRITICAL TO THE SUCCESS OF THE PROJECT. THE OPTIONS OF ASSESSMENT FOCUS ON PROVIDING SAFE AND CONVENIENT PEDESTRIAN ACCESS WHILE MINIMISING IMPACTS ON OTHER ROAD USERS.
(REFER TO MFY 'WARRACOWIE WAY' REPORT FOR MORE DETAILS)

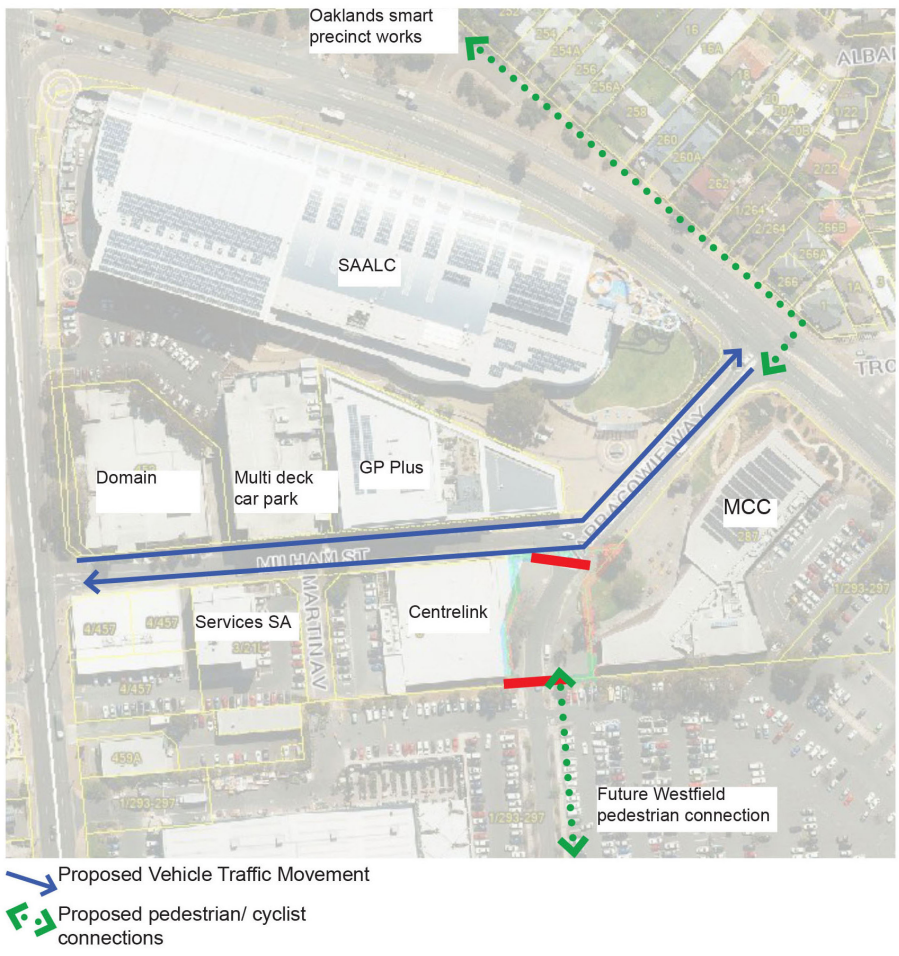


OPTION 3

WARRACOWIE CLOSED WITH EAST BOUND EXIT TO SOUTH OF MARION CULTURAL CENTRE

- full closure of Warracowie Way
- closure of access to the shopping centre
- improved pedestrian connections between Aquatic Centre, Marion Cultural Centre
- catering for north bound travel movement with exit onto Diagonal Road south of the Marion Cultural Centre

This option was not considered preferable for the following reasons;
- not desirable aligning traffic through a car park
- not desirable as result in drivers turning across the pedestrian connection between the Marion Cultural Centre and shopping centre
- conflicting with service delivery to the Marion Cultural Centre
- the swept path could not be accommodated with in the right of way
- would require opening of a road (currently not gazetted)



OPTION 4

WARRACOWIE WAY TO RETAIN CURRENT MOVEMENTS (CLOSURE OF ACCESS TO WESTFIELD)

- maintains current access on Warracowie Way in both directions
- closure of access to the shopping centre
- opportunity for improved pedestrian connections between Marion Cultural Centre and shopping centre
- catering for north bound travel movement with exit onto Diagonal Road south of the Marion Cultural Centre

This option was not considered preferable for the following reasons;
- maintained the current vehicle movements that dissect and dominate the public realm
- potential conflict with desired pedestrian movements
- requires more significant traffic management for events planning with changes to movement patterns
- limits opportunities to enhance amenity, comfort and greening the plaza.

DRAFT



SCALE 1:500@A3

LEGEND

- EVERGREEN TREES
- DECIDUOUS TREES
- FEATURE TREE
- SEATING WALLS
  POWER CHARGING STATION
- UNIT PAVEMENT
- VEHICLE UNIT PAVEMENT

1. PROPOSED PEDESTRIAN ACTIVATED CROSSING
2. AT GRADE BUS KISS AND DROP
3. WATER SENSITIVE URBAN DESIGN GARDEN BEDS
4. VEHICLE PAVEMENT RAMPS TO UNIT PAVEMENT
5. SHELTER WITH LARGE DECK FOR STAGE/ SEATING UNDER
6. SHELTER WITH PICNIC TABLES UNDER
7. PUBLIC ART PLAY STRUCTURE
8. SERVICE DELIVERY AREA
9. FEATURE ALMOND GROVE AND RELOCATION OF WARRACOWIE WELLS (PLACE MAKING/ HISTORIC REFERENCE)
10. RETENTION OF EXISTING ART WORK AND HERITAGE LISTED ELEMENTS
11. CATENARY LIGHTING ABOVE SMALL EVENTS SPACE
12. ALFRESCO CAFE OUTDOOR TABLES IN UNDERCROFT

MARION CULTURAL CENTRE PLAZA

CONCEPT PLAN

SK07

CITY OF MARION


EVENTS STAGE AND SHELTER


SHELTER TO SUPPORT COMFORT AND DWELL TIME


STAGE DECKING THAT ACTS AS BENCH SEATING

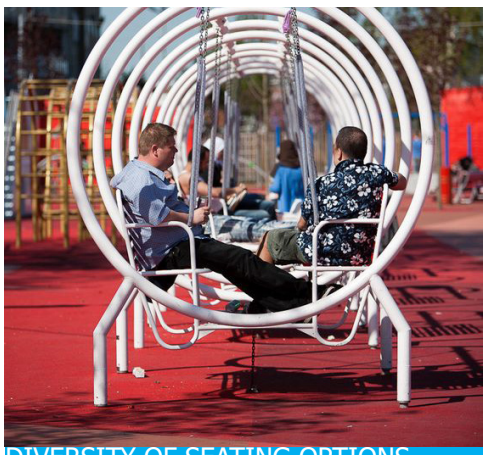
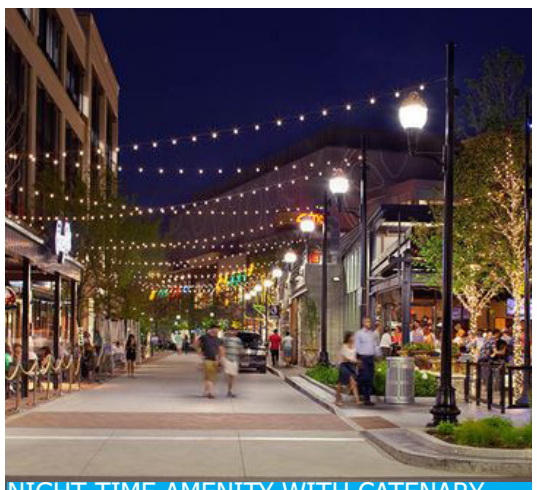
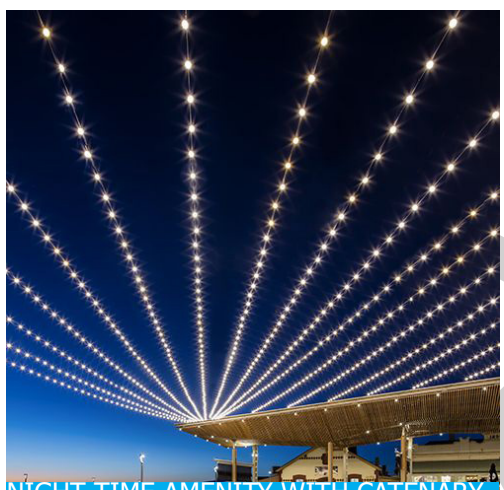

DIVERSITY OF SEATING OPTIONS FOR SOCIAL ENGAGEMENT

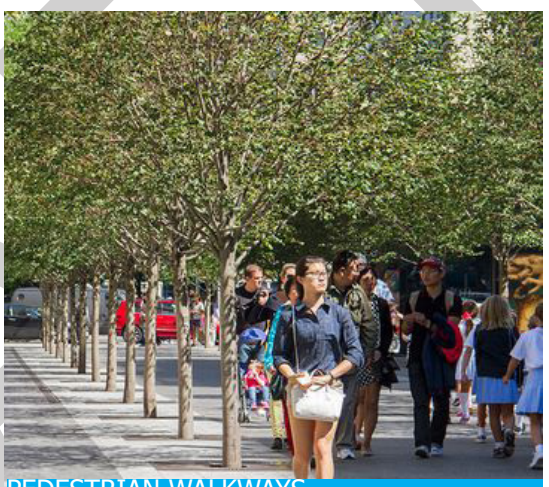

TABLE TENNIS- RECREATION OPPORTUNITY


PLAYFUL ART SCULPTURE


PUBLIC ART- LIGHTING OPPORTUNITY

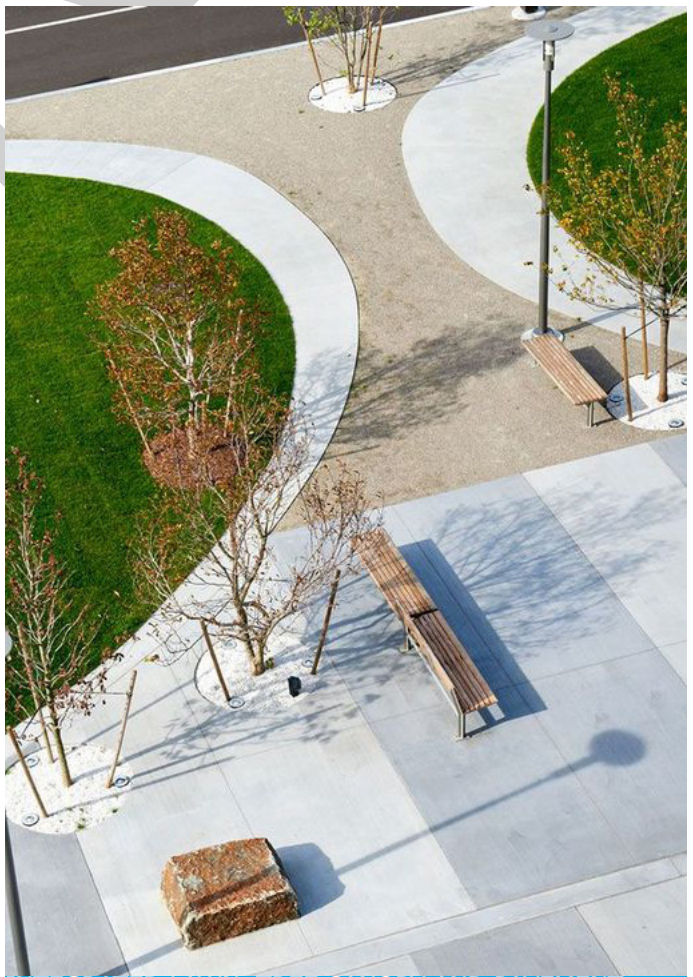

NIGHT TIME AMENITY WITH CATENARY LIGHTING


NIGHT TIME AMENITY WITH CATENARY LIGHTING


PEDESTRIAN WALKWAYS


POTENTIAL FOR RAISED PLANTERS TO SAALC PLAZA TO ENHANCE AMENITY


INTEGRATION OF TRANSPORTATION MODES


INTEGRATED LAWN, TREE CANOPY AND PAVEMENT TREATMENTS


WATER SENSITIVE URBAN DESIGN


TREE SHADED PEDESTRIAN AND CYCLIST CIRCULATION PATHS

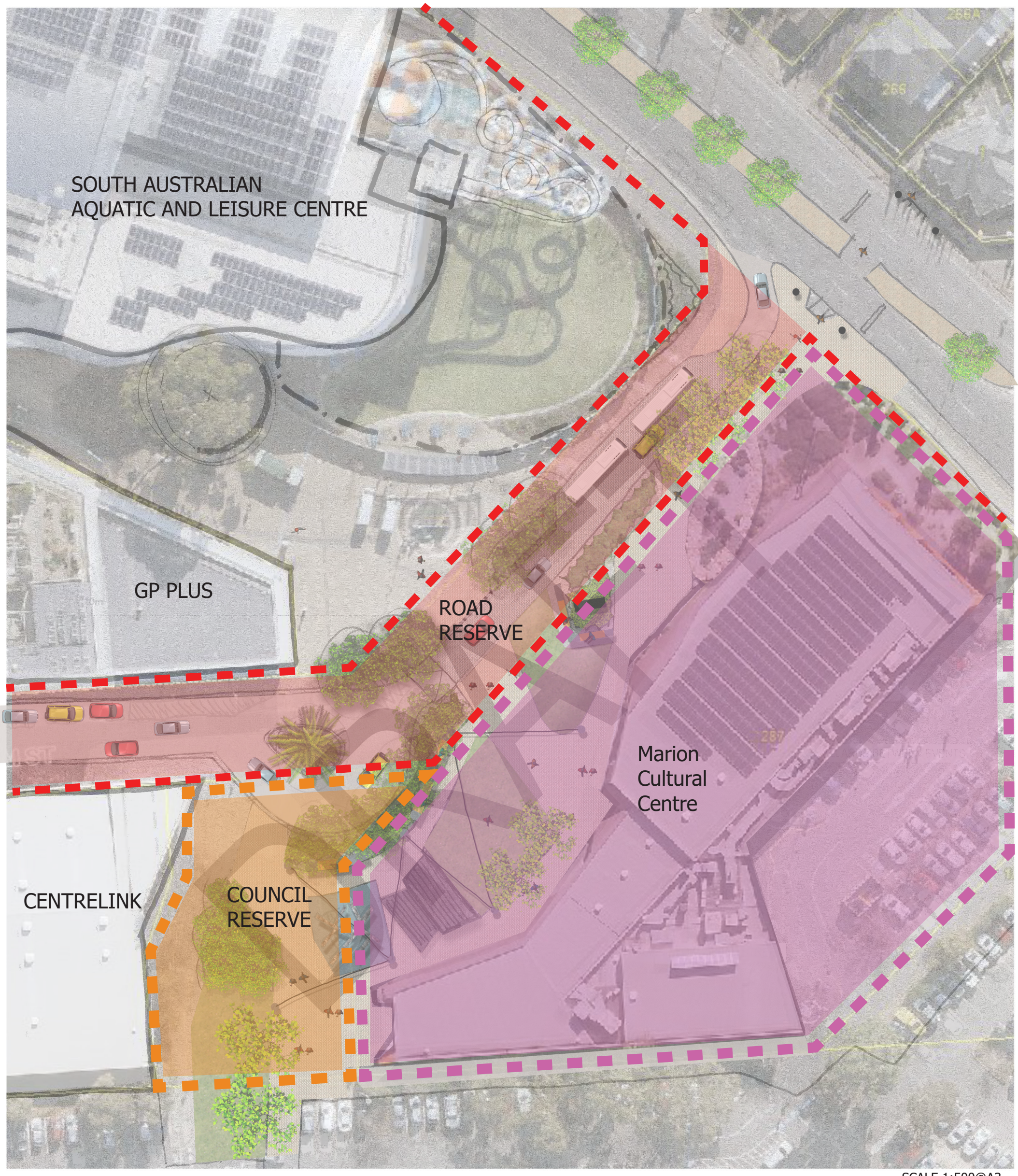

OUTDOOR FURNTIURE SUPPORTING SOCIAL ENGAGEMENT AND ACTIVATION

MARION CULTURAL CENTRE PLAZA

PRECEDENTS

SK08

CITY OF MARION



SCALE 1:500@A3

LEGEND

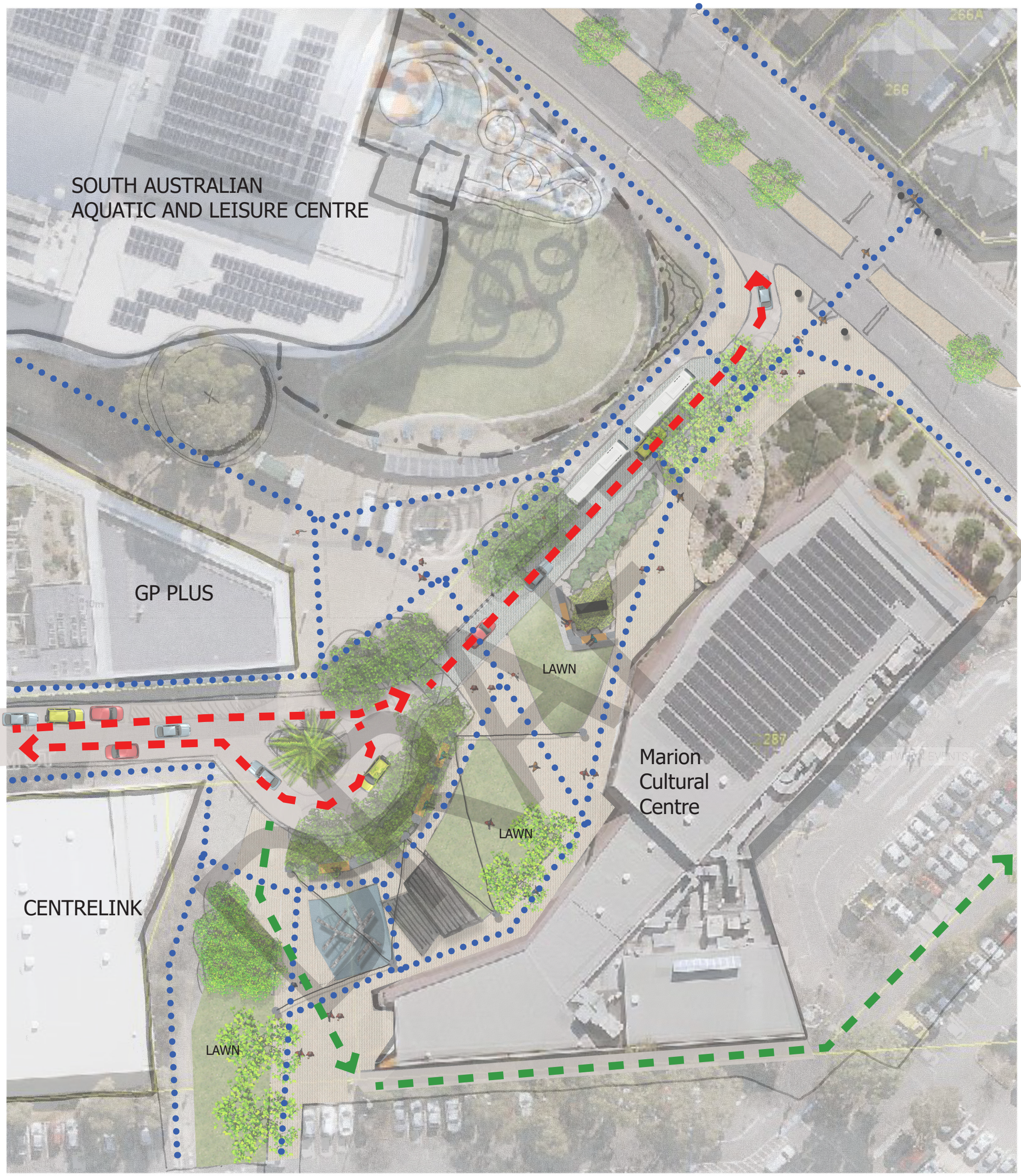
- COUNCIL RESERVE
- COUNCIL- MARION CULTURAL CENTRE
- COUNCIL- ROAD RESERVE

MARION CULTURAL CENTRE PLAZA

LAND OWNERSHIP

SK09

CITY OF MARION



SCALE 1:500@A3

LEGEND

- VEHICLE MOVEMENTS
- PEDESTRIAN/ MOVEMENTS
- SERVICE DELIVERY MOVEMENTS

MARION CULTURAL CENTRE PLAZA

MOVEMENT ASSESSMENT

SK10

CITY OF MARION



SCALE 1:500@A3

LEGEND

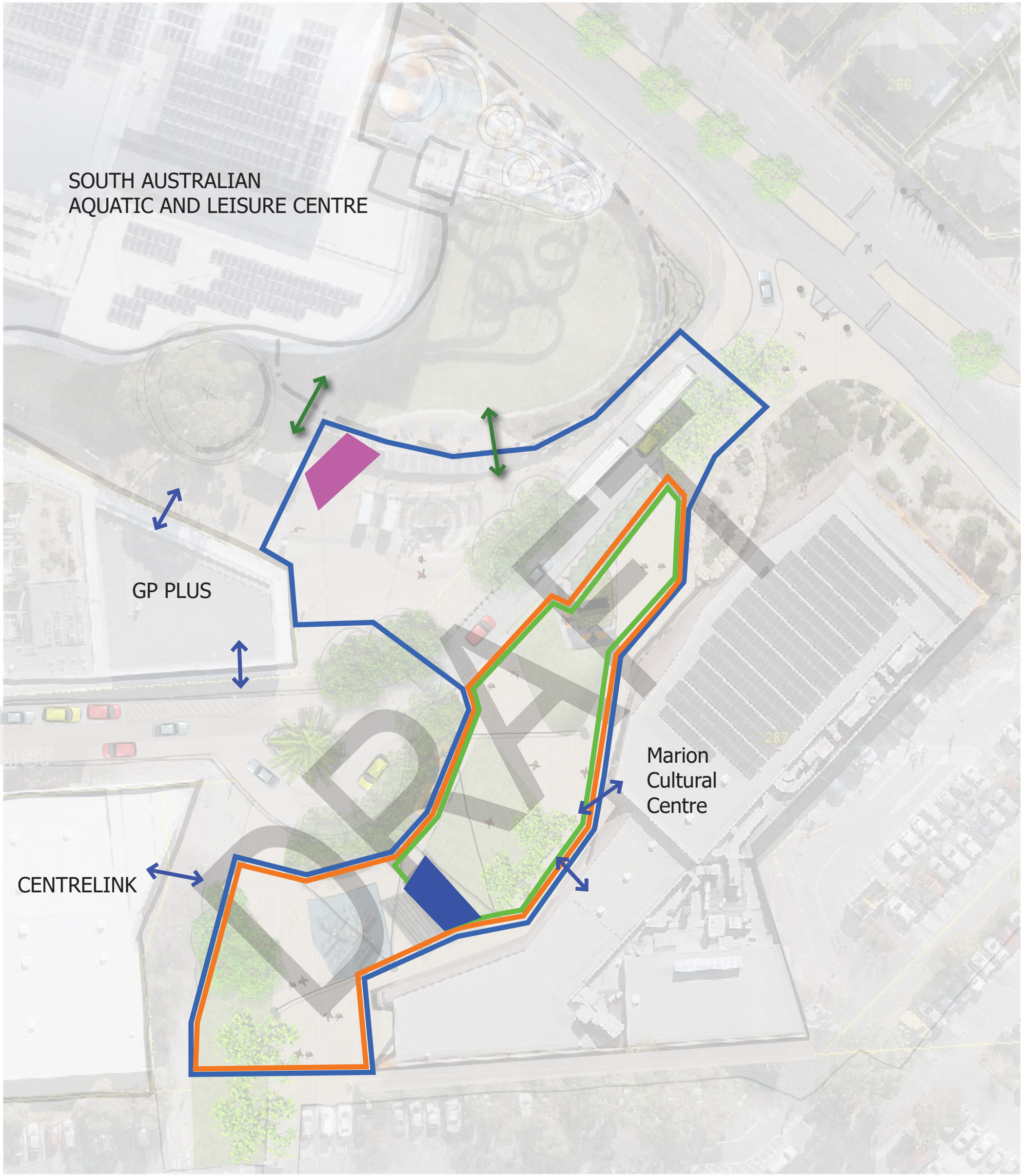
ITEMS NOTED FOR LISTING

MARION CULTURAL CENTRE PLAZA

PROVISIONAL HERITAGE LISTING

SK11

CITY OF MARION



SCALE 1:500@A3

PERMANENT STAGE
(DECK USED FOR SEATING WHEN NOT IN USE, PROVISION OF POWER)

TEMPORARY STAGE
(PROVISION OF POWER)

RETENTION OF ACCESS

OPPORTUNITY FOR NEW ACCESS

SMALL EVENT
APPROX. 1100m2
APPROX. 2200 PEOPLE

- DOESN'T REQUIRE ROAD CLOSURE (LOCALISED TRAFFIC MANAGEMENT)
-CLOSE PROXIMITY TO MCC FOR INTERNAL SERVICES
-STAGING ACCESS FOR DELIVERY
-VIEWS OF STAGE NOT IMPACTED BY BY SUN

MEDIUM EVENT
APPROX. 1800m2
APPROX. 3600 PEOPLE

- DOESN'T REQUIRE ROAD CLOSURE (LOCALISED TRAFFIC MANAGEMENT)
-CLOSE PROXIMITY TO MCC FOR INTERNAL SERVICES
-STAGING ACCESS FOR DELIVERY
-VIEWS OF STAGE NOT IMPACTED BY BY SUN

LARGE EVENT
APPROX. 3400m2
APPROX. 7000 PEOPLE

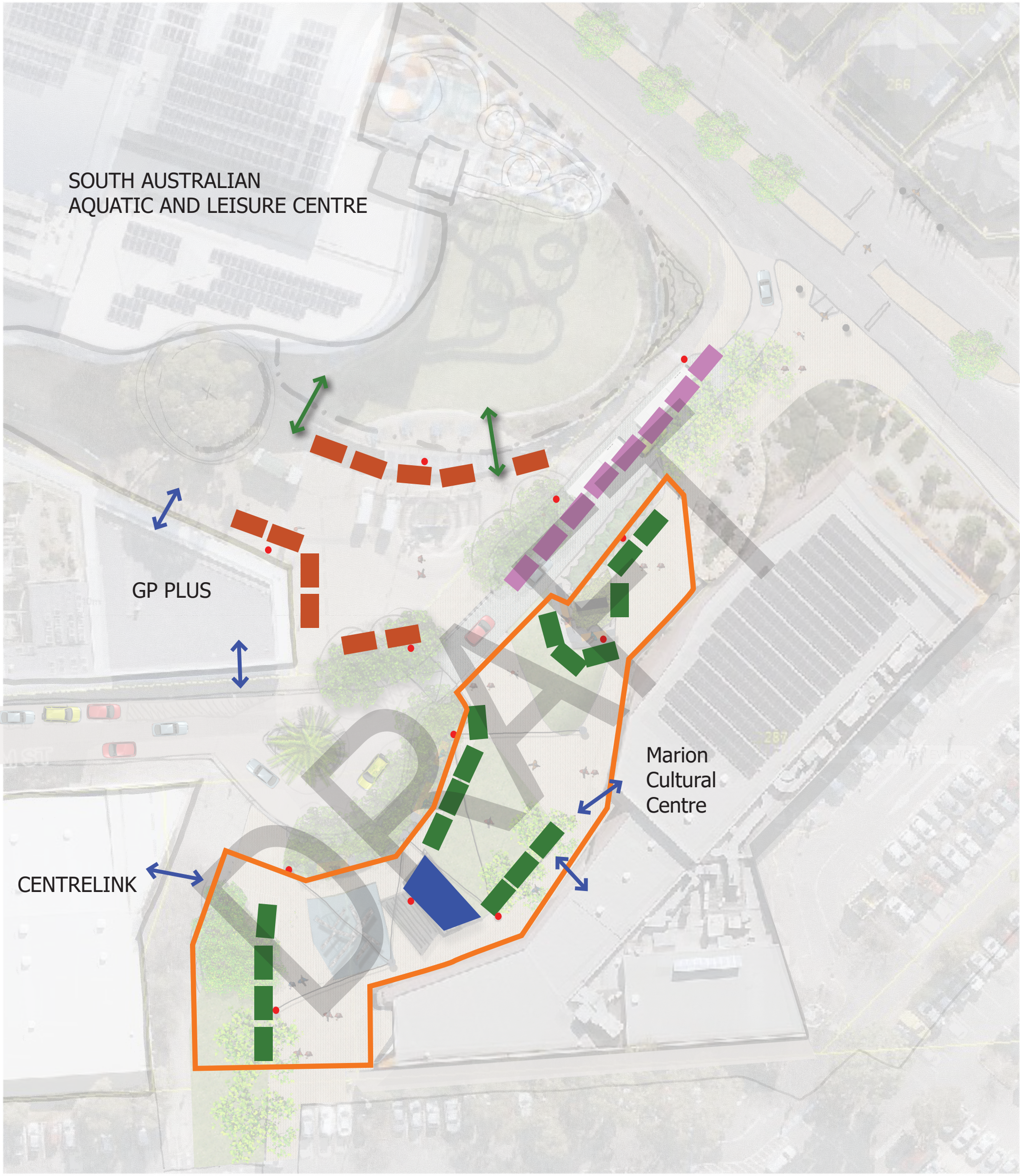
- INTEGRATION WITH AQUATIC CENTRE
-ROAD CLOSURE FOR EVENT
-OPPORTUNITY FOR MAIN STAGE AND SMALL STAGE FLEXIBILITY OF OFFERING
-MAINTAIN PEDESTRIAN ACCESS TO BUILDINGS

MARION CULTURAL CENTRE PLAZA

EVENTS PLANNING

SK12

CITY OF MARION



SCALE 1:500@A3

PERMANENT STAGE
(DECK USED FOR SEATING WHEN NOT IN USE, PROVISION OF POWER)

SMALL/MEDIUM EVENT

MARKET STALLS- 3x3m
INDICATIVE LOCATIONS
(PROVISION OF POWER)●

RETENTION OF ACCESS

OPPORTUNITY FOR NEW ACCESS

MARKET STALLS- 3x3m
INDICATIVE LOCATIONS
(PROVISION OF POWER)●
REQUIRES ROAD CLOSURE

MARKET STALLS- 3x3m
INDICATIVE LOCATIONS SUBJECT TO OFFICE FOR RECREATION SPORT AND RACING
(PROVISION OF POWER)●
REQUIRES ROAD CLOSURE

MARION CULTURAL CENTRE PLAZA

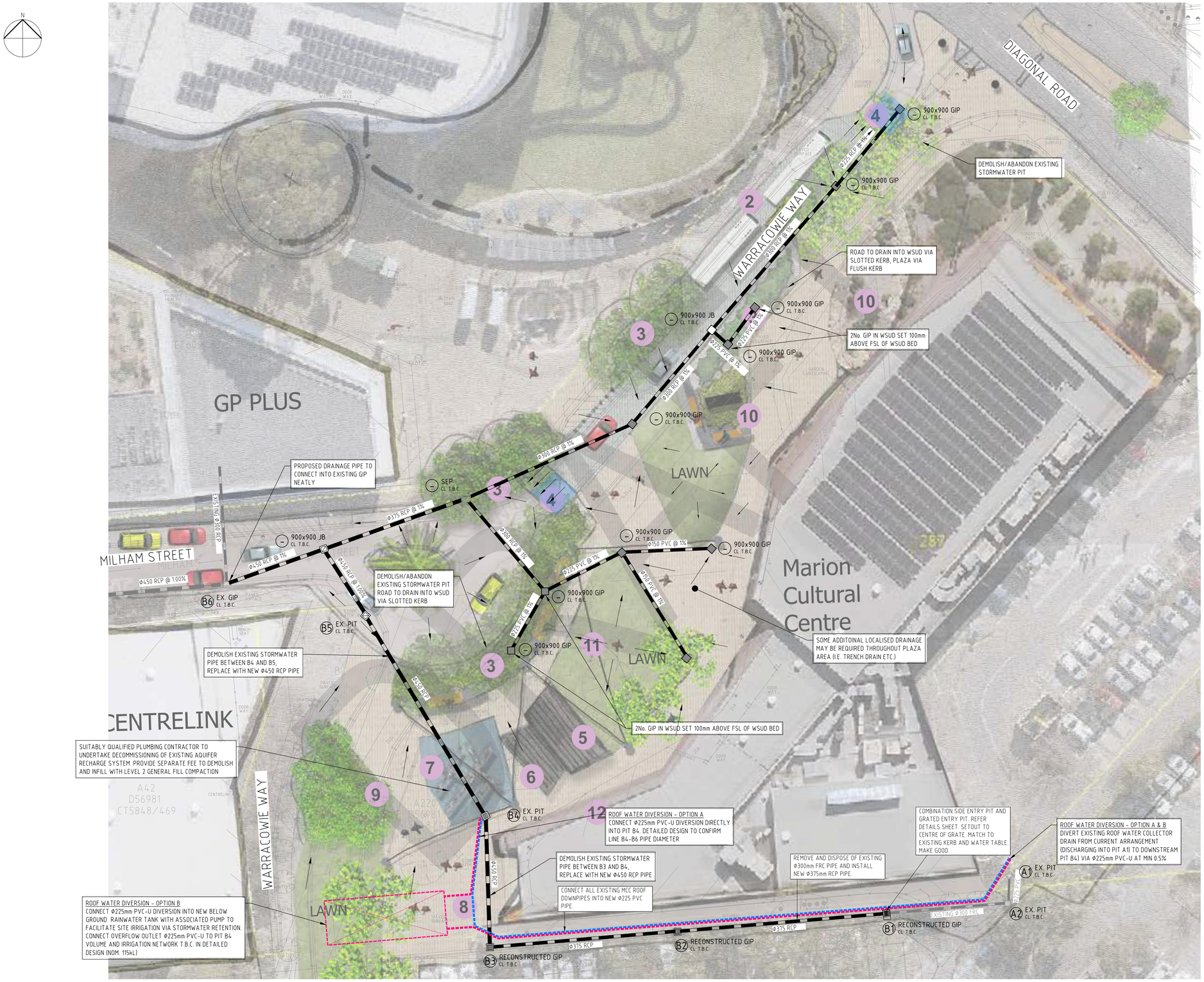
EVENTS PLANNING - MARKETS

SK13

CITY OF MARION

DRAFT

CITY OF MARION



GENERAL NOTES

1. ALL PITS LOCATED WITHIN THE TRAFFICABLE AREA SHALL BE PROVIDED WITH CLASS D COVER LID.
2. CONCEPT PLAN INDICATIVELY DRAWN OVER AERIAL IMAGE. THIS DRAWING SHALL NOT BE USED FOR TENDER / CONSTRUCTION PURPOSES

LEGEND

- PROPOSED DRAINAGE PIT AND REINFORCED CONCRETE PIPE (RCP)
- PROPOSED ROOF DRAINAGE DIVERSION - OPTION A
- PROPOSED ROOF DRAINAGE DIVERSION - OPTION B
- EXISTING DRAINAGE PIPE
- INDICATIVE SITE GRADING
- PIT NUMBER / PIT TYPE (Ex = EXISTING) / LEVEL AT CENTRE OF PIT LID (e.g. 1 GP CL T.B.C)

REV	DESCRIPTION	DATE	INIT	APP
B	MINOR AMENDMENTS	04.05.2020	GV	JTC
A	PRELIMINARY ISSUE	14.04.2020	GV	JTC

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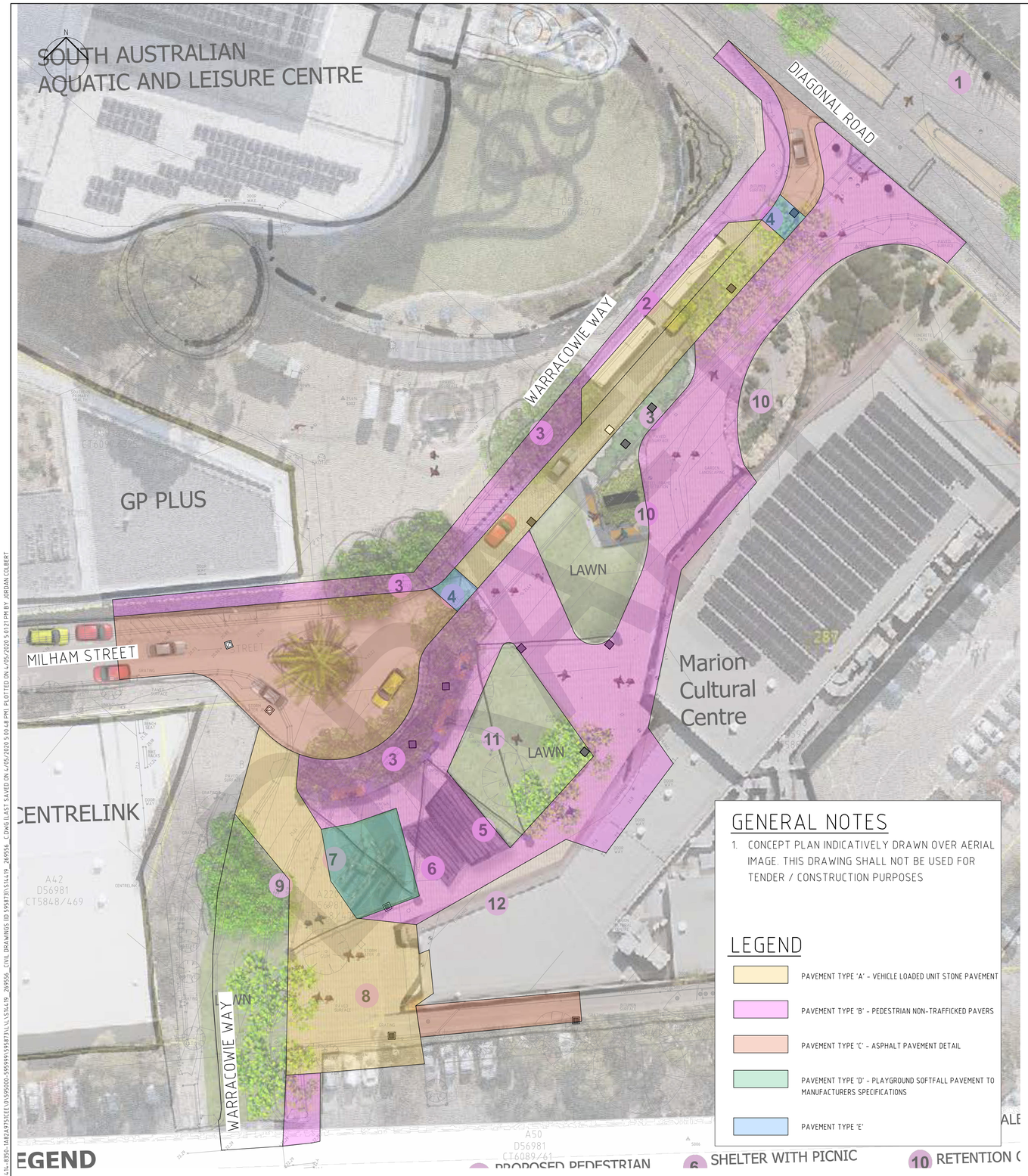
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SIGNATURE

CLIENT	CITY OF MARION
PROJECT TITLE	MARION CULTURAL CENTRE PLAZA
SITE ADDRESS	WARRACOWIE WAY, OAKLANDS PARK, SA
DRAWING TITLE	REVISED MASTERPLAN STORMWATER CONCEPT
DESIGNED	JTC
DRAWN	GV
CHECKED	GB
No. OF SHEETS	1
SCALE	1:250 @ A1
DATE STARTED	MARCH 2020
SITE ID & JOB No	S144419-269556
REV.	A
DRAWING No	SK001



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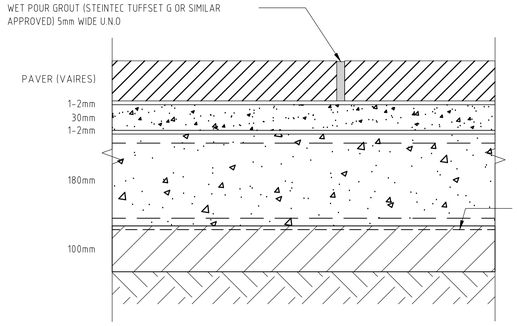
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- PAVEMENT TYPE 'B' - PEDESTRIAN NON-TRAFFICKED PAVERS
- PAVEMENT TYPE 'C' - ASPHALT PAVEMENT DETAIL
- PAVEMENT TYPE 'D' - PLAYGROUND SOFTFALL PAVEMENT TO MANUFACTURERS SPECIFICATIONS
- PAVEMENT TYPE 'E'

6 SHELTER WITH PICNIC

10 RETENTION

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PROPOSED PEDESTRIAN

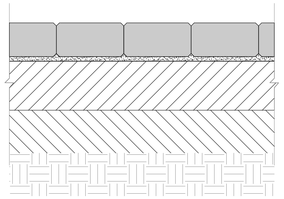


PAVEMENT TYPE 'A' - STONE VEHICLE PAVEMENT

NTS

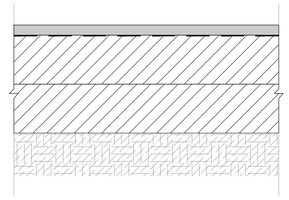
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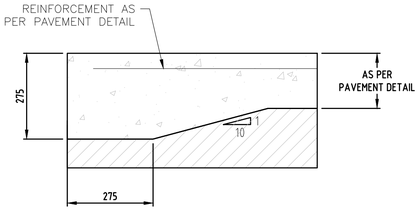
1. SPECIFIED PAVERS MUST MEET CHARACTERISTIC BREAKING LOAD OF 7kN OR GREATER. NATURAL MATERIALS TO BE TESTED AT 1NO. TEST PER LOT.
2. EDGE THICKENING TO BE PROVIDED TO CONCRETE SLABS (275mm) WHERE VEHICLES WILL TRAVERSE ON UNRESTRAINED EDGES.
3. ONCRETE IS TO BE MASS POURED WITHOUT JOINTING. WHERE SPLIT POURS ARE REQUIRED TO MAINTAIN ACCESS, DOWELLED CONSTRUCTION JOINTS (REFER DETAIL) TO BE PROVIDED



PAVEMENT TYPE 'B' - PEDESTRIAN NON-TRAFFICKED PAVERS

SCALE N.T.S.



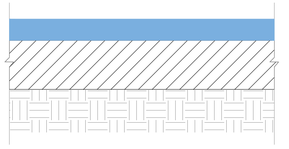


TYPICAL CONCRETE SLAB EDGE THICKENING DETAIL

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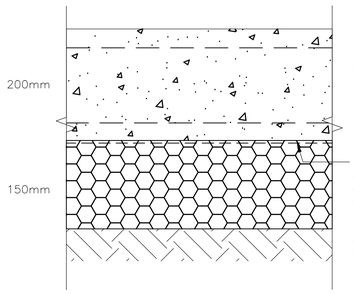
PAVEMENT TYPE 'C' - ASPHALT PAVEMENT DETAIL

SCALE N.T.S.



PAVEMENT TYPE 'D' - PLAYGROUND SOFTFALL PAVEMENT

SCALE N.T.S.



NOTES:

1. EDGE THICKENING TO BE PROVIDED TO CONCRETE SLABS (275mm) WHERE VEHICLES WILL TRAVERSE ON UNRESTRAINED EDGES.
2. CONCRETE IS TO BE MASS POURED WITH SAWCUT JOINTING ONLY. WHERE SPLIT POURS ARE REQUIRED TO MAINTAIN ACCESS, DOWELLED CONSTRUCTION JOINTS (REFER DETAIL) TO BE PROVIDE

CONCRETE VEHICLE PAVEMENT

NTS

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A	PRELIMINARY ISSUE	04.05.2020	GV	JTC

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CLIENT: CITY OF MARION
PROJECT TITLE: MARION CULTURAL CENTRE PLAZA
SITE ADDRESS: WARRACOWIE WAY, OAKLANDS PARK, SA
DRAWING TITLE: REVISED MASTERPLAN PAVEMENT LAYOUT

DESIGNED	DRAWN
JTC	GV
CHECKED	No. OF SHEETS
GB	1
SCALE	DATE STARTED
1:300 @ A1	MARCH 2020
SITE ID & JOB No.	REV.
S14419-269556	
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City of Marion

WARRACOWIE WAY OAKLANDS PARK

ROAD CLOSURE OPTIONS REVIEW

October 2019

19-0120

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DOCUMENT ISSUE

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Final	8 October 19	Final	MLM
Rev A	24 October 19	Minor Amendments	MLM
Rev B	28 October 2019	Minor Amendments	MLM

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1.0 INTRODUCTION

MFY was engaged by the City of Marion (Council) to provide advice in relation to pedestrian improvements to facilitate amenity, safety and connectivity through Warracowie Way. This assessment was to help inform Council in relation to various options currently being considered in relation to the development of a plaza between the Marion Cultural Centre (MCC) and the South Australian Aquatic and Leisure Centre (SAALC).

The objective of the project is to improve safety and amenity for pedestrians within the community area between the MCC and the SAALC and provide opportunities to develop this area for community events. While a unique opportunity exists for a community plaza area to be developed between the MCC and the SAALC, existing access to service business and the multi-deck car park, as well as provide for bus service (regular and event) must be considered.

The recent Development Approval for the Marion Shopping Centre (MSC) offers significant opportunities to enhance the options for the plaza, given the inclusion of the following design characteristics of the shopping centre project:

- the creation of a pedestrian boulevard to connect to the eastern side of the Warracowie Way connection to the shopping centre. This boulevard will be of significant width and will extend through the shopping centre car park to the retail precinct; and
- the closure of vehicular access through the Warracowie Way connection to the shopping centre car park. This closure was included at the request of Council and will provide for a significant decrease in the traffic volume on Warracowie Way and Milham Street. Further, it will also resolve the issue of this access being on land owned by the City of Marion that is not road reserve.

A previous assessment prepared by GTA Consultants had reviewed high level options which could be considered to either close or downgrade Warracowie Way and facilitate the development of a pedestrian plaza. This review considers these options in more detail, having regard to vehicle turning requirements and future traffic capacity to inform Council in relation to the most desirable outcome.

The assessment also considers broader pedestrian and cyclist connectivity requirements with a view to identifying desirable linkages for these road users through the plaza, with origins and destinations at the Marion Regional Centre (which comprises of the MCC, SAALC and MSC), the adjacent residential area and the recently developed Oaklands station and the grade separation of the Oaklands crossing. The redevelopment of the Oaklands Railway Station has increased the need for this pedestrian/cyclist connection to be enhanced given the enhancement of the amenity

of this station will likely encourage greater patronage and hence a higher pedestrian demand for this link.

In reviewing each option, consideration was given to the benefits that could be created for pedestrians compared with the potential impact to traffic movements, particularly in respect to those drivers who have a destination within Milham Street or Warracowie Way.

The implications associated with forecast 2036 traffic volumes on the arterial road network has also been considered to understand the future implications for the intersections and how the preferred scenario could be affected.

The project provides an opportunity to enhance alternative modes of transport, thus potentially benefitting the community but equally showcasing a solution which enhances the environment for pedestrians over vehicles. One of the critical design elements to ensure a successful outcome is to provide safe and convenient access to the plaza along pedestrian desire lines. This report identifies the preferred pedestrian/cyclist route and identifies treatments to provide for access for these road users.

2.0 EXISTING SITUATION

2.1 LOCATION AND ROAD NETWORK

The subject area is located between the Marion Cultural Centre and the SA Aquatic and Leisure Centre (SAALC) in Oaklands Park. Warracowie Way currently bisects this land and extends between Diagonal Road and Milham Street.

All traffic movements are currently permitted at the Diagonal Road/Warracowie Way intersection. Two lanes are provided on Warracowie Way at the intersection with Diagonal Road, albeit the left lane is not conventional and may cause some confusion to drivers. It would, in any event have limited capacity.

A vehicular connection, in the form of a road also currently connects to the Marion Shopping Centre car park, albeit this section of land is not road reserve
Milham Street extends between Morphett Road and Warracowie Way. It provides for access to a number of development car parks, including a multi-level car park used by patrons of the SAALC. Indented on-street parking is provided on the northern side of Milham Street, as are bays for emergency vehicles (ambulance).

Milham Street and Warracowie Way are currently used as part of the access route for traffic management for events at the SAALC and GP Plus. Parking for buses during these events is provided within indented bays on Warracowie Way, although the traffic management plan for events also recognises the existing access to the MSC (which is to be closed) as a route to an identified event parking area.

All movements are currently permitted at the Milham Street/Morphett Road intersection. Two lanes are provided on Milham Street, at the intersection with Morphett Road. Figure 1 illustrates the subject area.



Figure 1: Locality and road network

Morphett Road and Diagonal Road intersect to the north of the SAALC. North of this intersection, the new Oaklands Crossing development has recently been completed, together with an improved station. This station is in close proximity to the subject area.

2.2 BUS AND DELIVERY ACCESS

On-street coach parking associated with the SAALC is provided along the northern side of Warracowie Way. This parking is used to provide for set-down/pick-up of event patrons who have parked remotely and access the facility by coach or mini-bus transfer. Traffic control plans developed for events by SAALC currently identify use of this area and access to and from the MSC car park via the connection to Warracowie Way.

Bus Stop 29A (South) is located on the southern side of Milham Street adjacent the Centrelink car park. It provides service to Route J7 and J8 towards the Marion Centre Interchange (southbound) as illustrated in Figure 2.



Figure 2: Adelaide Metro bus routes along Warracowie Way(source: Adelaide Metro, August 2019)

Both routes access Warracowie Way via Diagonal Road to reach Bus Stop 29A (South) on Milham Street and Stop 29B (East) on Morphett Road.

Delivery access to the Marion Cultural Centre stage is on the western side of the building. Vehicles enter the delivery area via Milham Street and Warracowie Way across community land and exit via a right of way through the adjacent shopping centre car park to Diagonal Road.

2.3 PEDESTRIAN AND CYCLING ACCESS

Pedestrians currently access the area via traditional footpaths which are provided on both sides of Warracowie Way and Milham Street. Pedestrian ramps are provided to facilitate access but no formal crossings have been constructed.

A pedestrian refuge is located in the median on Diagonal Road, opposite the SAALC but this offers limited protection and crossing opportunity for the community to the east of Diagonal Road.

No formal pedestrian crossing facilities are provided in close proximity to the subject area to encourage pedestrian access for residents to the west of Morphett Road.

There is currently limited connectivity to and from the Oaklands station for pedestrians and the existing network is not convenient for pedestrians. By way of example, the

existing crossing facilities at the Diagonal Road/Morphett Road intersection require pedestrians to utilise a three-staged controlled movement to cross the road.

No formal cycling facilities have been installed and cyclists currently use the existing roads and footpaths.

2.4 TRAFFIC VOLUMES

The functionality of an intersection is measured by considering its capacity and how much traffic is using the intersection as a function of that capacity. The measure of this is the Degree of Saturation (DOS) which indicates how much traffic is using the intersection compared with the highest volume that could be accommodated at the intersection (so a low DOS means the intersection is typically free-flowing and a high DOS means the intersection will be congested). Generally it is considered that a DOS value of 0.9 means the intersection has reached capacity.

The DOS of an intersection (i.e. how much traffic is using it) is affected by the type of traffic movements and whether there are adequate gaps in the traffic for drivers to turn. Right turning movements take longer (on average) than left turning movements because drivers are required to give-way to more traffic movements.

The level of saturation of an intersection impacts the queues and delays at intersections. The calculation of queues and delays is logarithmic. This means that the length of queues and delays escalates quickly when the DOS at the intersection gets high. This is best illustrated by considering the queues and delays experienced during the exit from an event as the large volumes leaving simultaneously result in long queues and delays.

An assessment of a combination of DOS of an intersection and delays to drivers determines the Level of Service (LOS). LOS A means that the intersection operates well, with virtually no queues or delays, while a LOS F means it is saturated and drivers will experience significant delays. It is normally accepted that an intersection should operate at a LOS D, with short sections of LOS E tolerable during peak periods.

2.4.1 EXISTING TRAFFIC VOLUMES

Traffic volume data were collected using cameras on Thursday 27th June 2019 at the Milham Street/Morphett Road and Diagonal Road/Warracowie Way intersections. The results are included in Appendix A.

The traffic assessment at an intersection utilises the peak hour data as this represents the highest volumes and hence greatest DOS (and queues and delays). This is the methodology adopted by traffic professionals to identify the functionality of an intersection. In this case, the afternoon peak data are used due to the additional load

created by the MSC when compared with the am peak hour. Figure 3 illustrates the peak hour volumes recorded at the intersection.

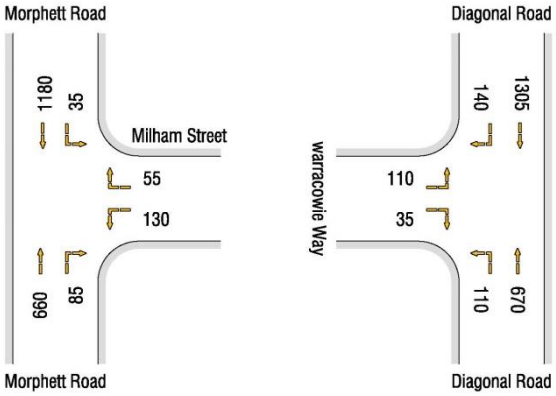


Figure 3: Peak hour turning movements (5:00 pm to 6:00 pm) Thursday 27 June 2019

SIDRA analysis of the intersections identified the following technical output:

- The Milham Street/Morphett Road intersection currently has adequate capacity and a low degree of saturation;
- There are currently delays of approximately 30 seconds for drivers turning right From Milham Street to Morphett Road;
- The Warracowie Way/Diagonal Road intersection currently has adequate capacity and a low degree of saturation;
- Delays of approximately 100 seconds are experienced by drivers when turning right out of Warracowie Way.

The above results are commensurate with what drivers on a residential street would experience when using many intersections to/from an arterial road. They reflect the high traffic volume on the arterial road and the need to wait for a gap in traffic when turning to and from the road.

In addition to the above data, consideration was given to the volumes which currently enter and exit the shopping centre via the extension to Warracowie Way. These data were collected as part of a study completed for the MSC and were used to identify the proportion of traffic that could be diverted from Milham Street and Warracowie Way following the pending closure of the existing shopping centre access (which would mean that Milham Street and Warracowie Way would have reduced volumes). Figure 4 illustrates the volumes recorded at the shopping centre access.

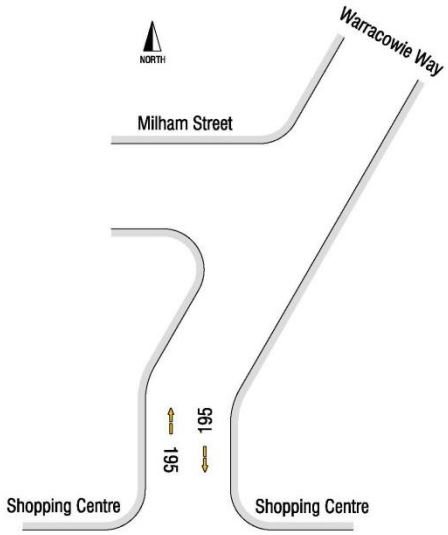


Figure 4: Traffic Volumes at MSC access

2.4.2 2036 FORECAST TRAFFIC VOLUMES

The Department of Planning Transport and Infrastructure (DPTI) provided forecast traffic volumes for the signalised intersections of Morphett Road/Marion Shopping Centre access and Diagonal Road/Marion Shopping Centre access. These data are included in Appendix B and were extrapolated to estimate forecast data at the intersections with Milham Street and Warracowie Way, assuming some reduction in traffic at both intersections due to the Marion Shopping Centre closure. The forecast pm peak hour in 2036 are illustrated in Figure 5.

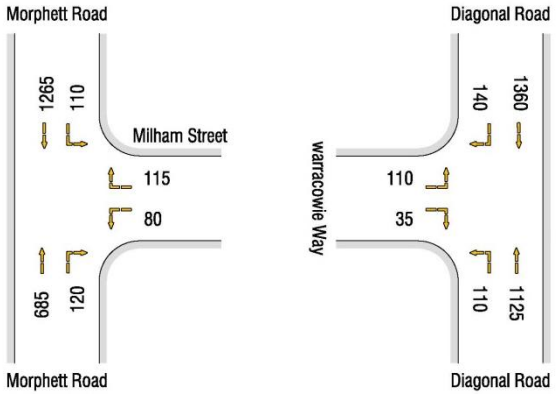


Figure 5: Forecast pm peak hour turning movements

SIDRA analysis of the above intersection identified the following:

- The Milham Street/Morphett Road intersection will almost reach capacity for the right turn movement from Milham Street to Morphett Road, with a forecast DOS of 0.9;
- Delays will increase to approximately 145 seconds for drivers turning right out to Morphett Road; and

- The Warracowie Way/Diagonal Road intersection will almost reach capacity for drivers turning right to Diagonal Road, with a DOS of 0.9.

The above results indicate that both intersections will be functioning at or near capacity and there will be significant increases in queues and delays for drivers. When intersections reach this situation, there are low levels of service (up to LOS F anticipated) and increased frustration for drivers. There can also be a decrease in safety at intersections as the level of service decreases as drivers can choose to take greater risks to reduce delays. It is likely that Council and DPTI would receive an increase in complaints from the Community as the dissatisfaction of drivers in respect to the operation of an intersection decreases.

Consideration is given to upgrade requirements at intersections by the Department of Planning Transport and Infrastructure (DPTI) on a priority basis when intersections with arterial roads warrant upgrading. Options considered by DPTI to improve the operation of an intersection could include upgrading using traffic control (such as a signal) but also downgrading by restricting turning movements. When contemplating future options for the subject intersections, consideration will be given to the land use and alternative access routes available.

2.5 LAND TENURE

Milham Street and Warracowie Way (between Milham Street and Diagonal Road) are located within road reserve. However, a “road” has been constructed to facilitate access between Warracowie Way and the MSC. This road also provides access for deliveries to the MCC.

The Warracowie Way connection is constructed over community land. No rights-of-way have been established for vehicular access to the MSC or the MCC via this land, albeit Development Approvals associated with the MSC have included this access point and the design of the deliveries for the MCC rely on a one-way traffic moving with ingress via the community land. A right-of-way exists to provide access to the Marion Shopping Centre across this land for foot traffic. Figure 6 illustrates the subject area of Community land.



Figure 6: Community land which is currently occupied by the Warracowie Way extension

Strictly the community land should not be utilised as a road, albeit a driveway could be developed over this land subject to the approval of Council.

Reciprocal rights-of-way are provided for an access route between the MCC and Diagonal Road to the south of the MCC. Access to the following areas is provided via this route:

- to and from the MCC car park;
- to and from the MSC car park; and
- from the loading facility for the MCC.

Figure 7 illustrates the aisle with the reciprocal rights-of-way (half of which is located on MCC land, with the balance on MSC land).



Figure 7: Existing reciprocal rights of way

While drivers currently use other routes through the MSC car park to access the MCC car park, there are no formal rights-of-way created to provide for such access.

2.6 MARION SHOPPING CENTRE DEVELOPMENT APPROVAL

A recent decision of the State Commission Assessment Panel (SCAP) was to grant planning consent to a proposal by ScentreGroup (SG) to expand the Marion Shopping Centre. Amongst other development, the proposal included the following characteristics that are relevant to consider in the context of the subject assessment:

- closure of the vehicular connection between the shopping centre car park and extension of Warracowie Way (through the Community land);
- provision of ticketless access control equipment which will be installed at the majority of other access points, including the aisle which connects to the reciprocal rights-of-way. This controlled access will not impact the use of the existing aisle which is subject to the rights-of-way but will control movements between the MSC car park and that aisle; and
- development of a significant pedestrian connection between the shopping centre and Council's community land through the MSC car park, with prioritised access for pedestrians and cyclists.

The closure of the vehicular connection was incorporated into the proposal following receipt of the representation provided by Council which included a desire for access between the MSC and the community land (and hence the SAALC and Warracowie Way/Milham Street) to be restricted to pedestrians and cyclists.

The success of the shopping centre development does not rely on this closure but it provides for improved amenity and safety for pedestrians. Further, the closure of the vehicular connection provides an opportunity for resolution of the use of community land for access by shopping centre patrons, given that there are no rights-of-way established for such access.

Figure 8 illustrates an extract of the approved development which will result in alteration of existing access and pedestrian/cyclist linkages between the MSC and the SAALC/MCC.

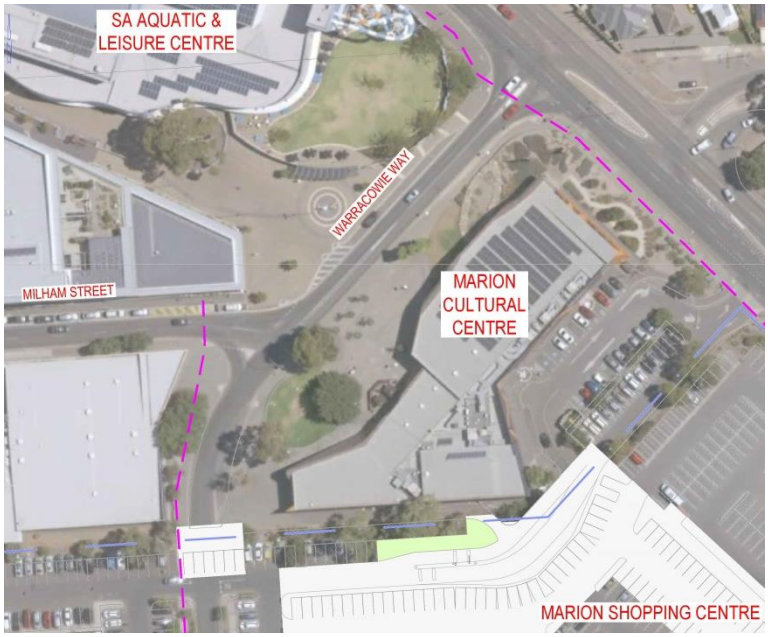


Figure 8: Aspects of approved ScentreGroup development which will alter existing access and pedestrian/cyclist linkages between the MSC and the SAALC/MCC (Source: ScentreGroup)

While the development at MSC has yet to be realised, the approval incorporates staging. Stage 1 will include the closure of the vehicular connection between the car park and the Warracowie Way extension plus the installation of the ticketless control access equipment.

3.0 OBJECTIVES

The following objectives are sought for the preferred outcome of a development of a facility in the community land between the MCC and the SAALC:

- improved pedestrian and cyclist connectivity, amenity and safety through the subject area for linkages between the local residential areas, the Oaklands Station, the MSC, the SAALC, the MCC and other facilities in Milham Street;
- development of a plaza that can be utilised for community events and provide improved amenity for community use between the MCC and the SAALC; and
- retention of access to existing business and community facilities within Milham Street while restricting access to local facilities, thereby minimising traffic volumes on Warracowie Way to enhance pedestrian connection and safety.

3.1 PEDESTRIAN CONNECTIVITY

One of the key outcomes for the development of the plaza is to resolve the current obstructions for pedestrian and cyclist connectivity to and from the major generators in this precinct, including:

- the Oaklands Station;
- Marion Shopping Centre;
- SAALC;
- Marion Cultural Centre;
- adjacent residential areas; and
- Milham Street businesses.

Council's Development Plan defines a requirement to provide for a major pedestrian connection between the shopping centre and the subject area. Development of a facility to encourage this connection is included in the approved Marion Shopping Centre expansion. Figure 9 illustrates the pedestrian connections envisaged within Council's Development Plan.

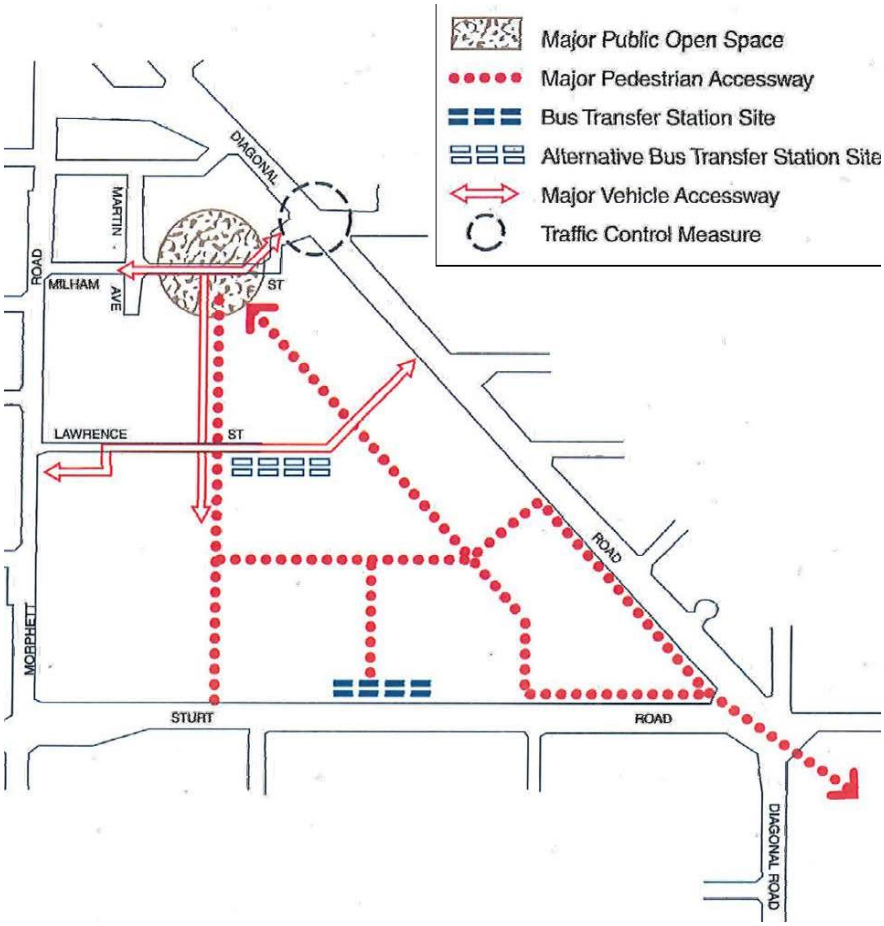


Figure 9: Pedestrian network (source: City of Marion Development Plan)

In developing options for improved pedestrian accessibility, it is also appropriate to consider access for cyclist along similar routes, albeit the design will need to be provided for safe interaction between cyclists and pedestrians.

In reviewing options for the plaza, therefore, the following consideration was given to pedestrian/cyclist linkages:

- Reclaiming the community land between Centrelink and the Marion Cultural Centre as a pedestrian plaza space;
- Improved pedestrian routes across major roads (Morphett Road and Diagonal Road);
- Connectivity to the proposed 'Chrysler Trail' – Tonsley Innovation District walking and cycling connection;
- General accessibility improvements for residents/pedestrians to and from these facilities.
- minimising (or where possible eliminating) pedestrian/vehicle conflict; and
- providing routes on desire lines, including the route to the MSC, the SAALC access and the Oaklands Station;

It is noted Council are working a broader precinct project that provides enhanced walking and cycling connections from the new Oaklands Railway Station to the Regional Centre. The benefits of this are to increase public transport patronage, active modes of transportation and local community connections. This proposal aligns with Council's Walking and Cycling network plans.

The success of the pedestrian and cycling connection and access for alternative transport modes is to ensure safe and convenient access along the desire line and to and from the residential area. The proposed plaza will act as the central node for pedestrian activity but also as a conduit for pedestrians and cyclist to travel through to access other facilities.

The most convenient route for pedestrians and cyclists will be to cross Diagonal Road to access the plaza. While an existing pedestrian refuge has been developed in the existing median, the 2036 forecast volume on Diagonal Road provided by DPTI is approximately 23,600 vehicles per day (vpd). This volume is lower than the existing traffic volume of 24,200 vpd which identifies that DPTI anticipate a reduction in traffic volume on this road, probably due to the amended traffic distribution expected following the grade separation of the Oaklands crossing. Nonetheless, there will be limited opportunities for pedestrians to use this facility safely. Further, this facility is not currently designed to provide storage for cyclists crossing the road.

The increasing use of the SAALC and the demand to cater for major events at this facility mean that the demand for safe pedestrian facilities is elevated. Such events command a high level of public access and safe options for visitors. Cyclists will also wish to access these events and an increased need for end of trip and parking facilities for these road users will warrant further consideration.

There is also a need to ensure the safety of the community and providing appropriate crossing opportunities for residents to major facilities is important. Such a connection will further enhance Council's Chrysler Trail project.

A pedestrian actuated crossing (PAC) will provide a safe, convenient crossing for pedestrians and cyclists and will enhance the pedestrian/cyclist access for the site. This facility is the most desirable due to the high traffic volumes and is the only type of crossing which will afford adequate protection for these road users. It can be implemented with minimal impact on Diagonal Road as it could be synchronised with adjacent signals. The following two options have been considered in respect to the potential location for a PAC:

- Option A – PAC on Diagonal Road, north of Warracowie Way; and
- Option B – PAC on Diagonal Road, south of Warracowie Way.

The assessment of these options has had regard to the proposal for the existing vehicular connection between the MSC and the extension of Warracowie Way to be closed.

3.1.1 OPTION A – PAC ON DIAGONAL ROAD, NORTH OF WARRACOWIE WAY

Figure 10 illustrates a possible option for a PAC to be implemented north of Warracowie Way.

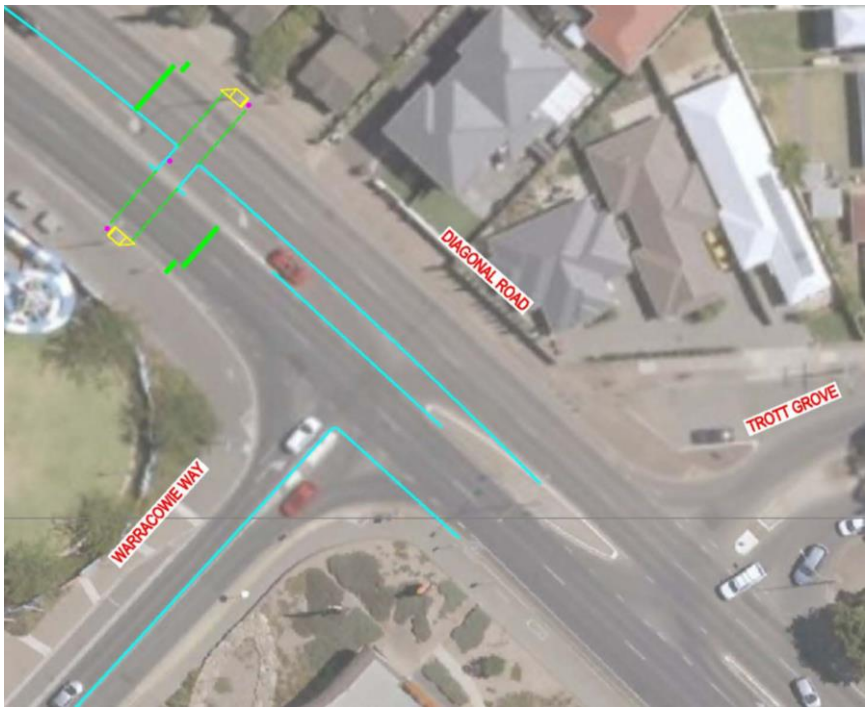


Figure 10: Potential PAC on Diagonal Road, north of Warracowie Way

The above option would result in the following:

- safe pedestrian/cyclist connection across Diagonal Road;
- a crossing facility aligned with the desire lines for pedestrians accessing the SAALC and the MSC to and from the Oaklands station;
- a requirement for pedestrians/cyclists to cross Warracowie Way;
- restrictions for drivers turning left from Warracowie Way to Diagonal Road when the signal is on red (potentially resulting in queuing in Warracowie Way);
- increased separation to the existing signal at the Diagonal Road/Marion Shopping Centre access;
- increased separation to Trott Grove; and
- potential impact for residents adjacent the crossing.

3.1.2 OPTION B: PAC ON DIAGONAL ROAD, SOUTH OF WARRACOWIE WAY

Figure 11 illustrates a possible option for a PAC to be implemented south of Warracowie Way.

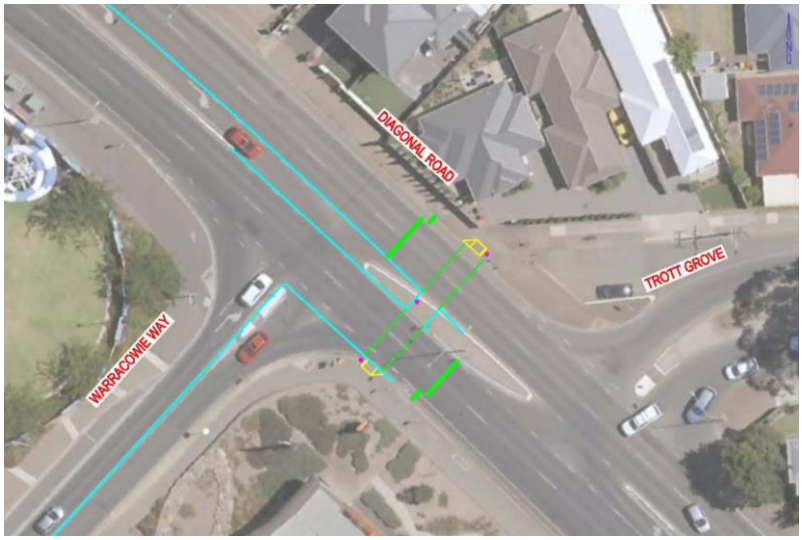


Figure 11: Potential PAC on Diagonal Road, south of Warracowie Way

The above option would result in the following:

- safe pedestrian/cyclist connection across Diagonal Road;
- a crossing facility aligned with the desire lines for pedestrians accessing the MCC but less direct for pedestrians assessing the SAALC, MSC or Oaklands Station;
- no requirement for pedestrians/cyclists to cross Warracowie Way;
- reduce impact for adjacent residents;
- an opportunity for drivers to turn left from Warracowie Way to Diagonal Road when the signal is on red;
- decreased separation to the existing signal at the Diagonal Road/Marion Shopping Centre access; and
- decreased separation to Trott Grove.

3.2 PLAZA DEVELOPMENT - WARRACOWIE WAY

Four alternative options have been previously developed by Council for consideration in respect to achieving the objectives for the development of the subject plaza area, namely:

- Option 1 - Warracowie Way one-way north-east exit to Diagonal Road;
- Option 2 – Warracowie Way closed north of Milham Street (cul-de-sac option);
- Option 3 – Warracowie Way closed with east bound exit south of MCC; and

- Option 4 - Warracowie Way to retain current movements with closure of access to MSC.

3.2.1 OPTION 1 - WARRACOWIE WAY ONE-WAY NORTH-EAST EXIT TO DIAGONAL ROAD

Figure 12 illustrates Council's diagrammatic representation of Option 1.

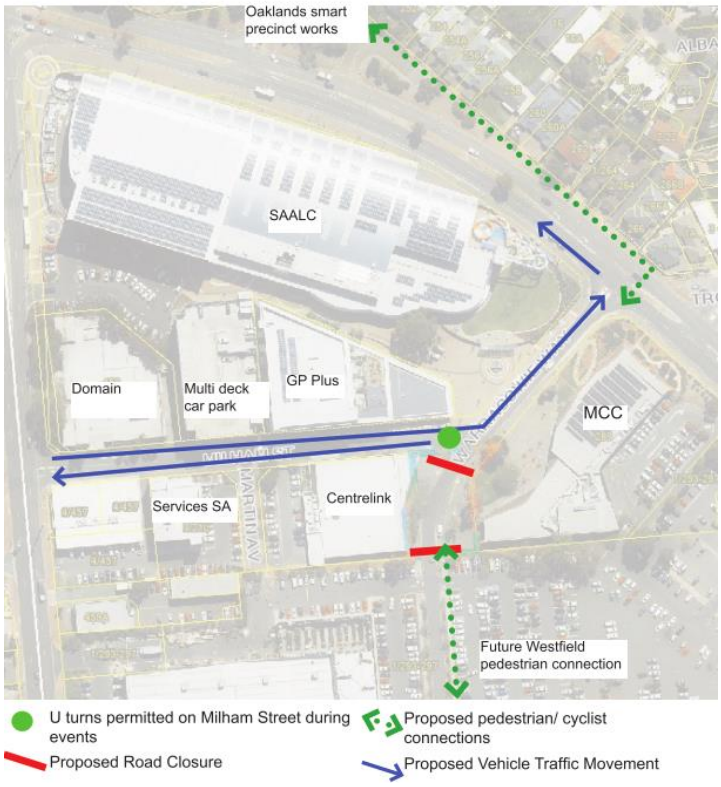


Figure 12: Option 1 – Warracowie Way one-way north-east exit to Diagonal Road (Source City of Marion)

The above option would result in the following:

- retention of all movements at the Milham Street/Morphett Road intersection;
- reduction of traffic movements through Warracowie Way to one-way (eastbound);
- closure of the access to the shopping centre (in accordance with the SG DA);
- improved pedestrian/cyclist connection between the MSC, MCC and SAALC, with an opportunity to develop a plaza with the requirement for pedestrians crossing Warracowie Way to be reduced to a one-way lane;
- ability to undertake temporary road closures of the single lane section to host events;
- requirements to reroute westbound bus routes; and
- required modifications to access the loading, noting the reciprocal rights-of-way to Diagonal Road would be maintained.

3.2.2 OPTION 2 - WARRACOWIE WAY CLOSED NORTH OF MILHAM STREET (CUL-DE-SAC OPTION)

Figure 13 illustrates Council's diagrammatic representation of Option 2.

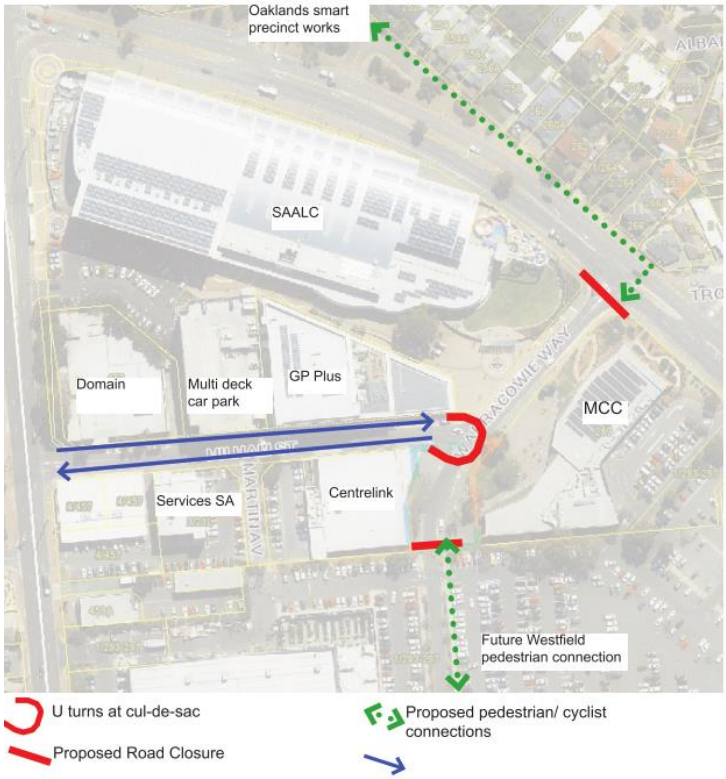


Figure 13: Option 2 - Warracowie Way closed north of Milham Street (cul-de-sac option) (Source: City of Marion)

The above option would result in the following:

- retention of all movements at the Milham Street/Morphett Road intersection;
- full closure of Warracowie Way;
- closure of the access to the shopping centre (in accordance with the SG DA);
- improved pedestrian/cyclist connection between the MSC, MCC and SAALC, with an opportunity to develop a plaza for use by pedestrians and cyclists only;
- improved pedestrian amenity between the Marion Cultural Centre and the SAALC with increased public realm for use by the community and the ability for events to be hosted in this area without requiring road closures;
- requirement to reroute public westbound bus routes and access for SAALC buses during events; and
- required modifications to access the loading for the MCC, noting the reciprocal rights-of-way to Diagonal Road would be maintained.

3.2.3 OPTION 3 - WARRACOWIE WAY CLOSED WITH EAST BOUND EXIT SOUTH OF MCC

Figure 14 illustrates Council's diagrammatic representation of Option 3.

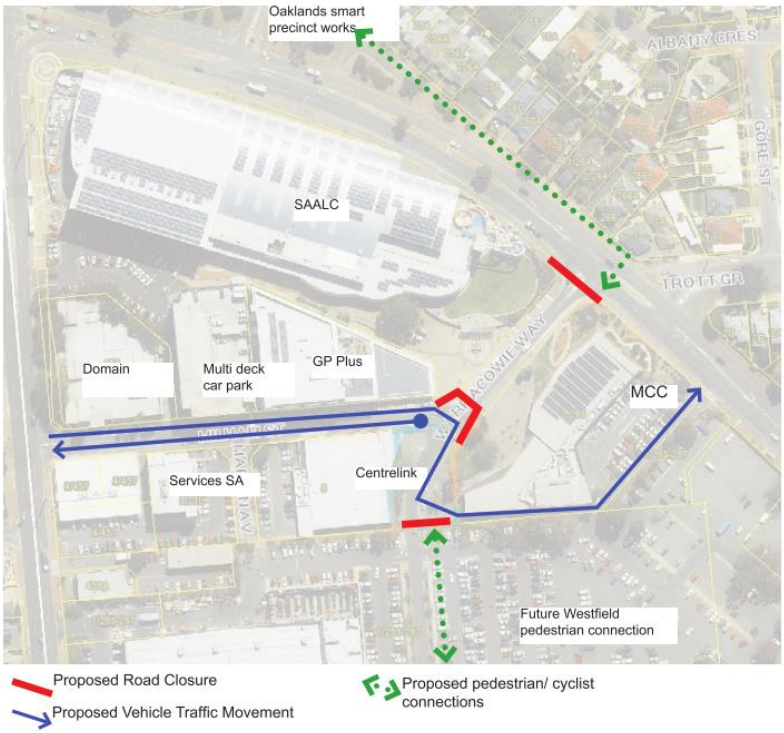


Figure 14: Option 3 - Warracowie Way closed with east bound exit south of MCC (source: City of Marion)

The above option would result in the following:

- retention of all movements at the Milham Street/Morphett Road intersection;
- full closure of Warracowie Way;
- development of a new one-way link between Milham Street and Diagonal Road via the MCC car park (noting that reciprocal rights-of-way requirements would need to be maintained and this would need to be resolved in discussions with SG);
- requirement to utilise the community land for vehicular access;
- required modifications to access the loading for the MCC;
- closure of the access to the shopping centre (in accordance with the SG DA);
- improved pedestrian/cyclist connection between the MCC and SAALC, with an opportunity to develop a plaza for use by pedestrians and cyclists only;
- improved pedestrian amenity between the Marion Cultural Centre and the SAALC with increased public realm for use by the community and the ability for events to be hosted in this area without requiring road closures

- reduced pedestrian/cyclist safety between the MCC and the plaza, given that pedestrians and cyclists would be required to cross the link road which would dissect the MSC and the linkage between the MSC and the plaza/SAALC;
- improved pedestrian/cyclist amenity and safety crossing between the Marion Cultural Centre and the SAALC; and
- requirement to reroute public westbound bus routes and access for SAALC buses during events.

3.2.4 OPTION 4 - WARRACOWIE WAY TO RETAIN CURRENT MOVEMENTS WITH CLOSURE OF ACCESS TO MSC

Figure 15 illustrates Council's diagrammatic representation of Option 4.

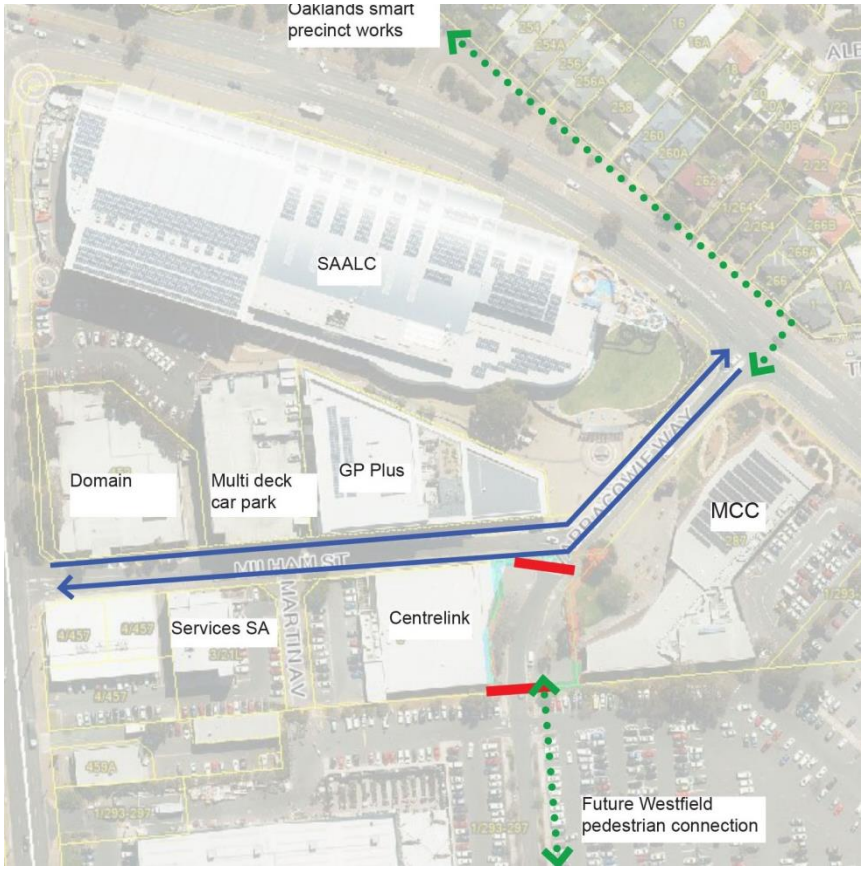


Figure 15: OPTION 4 - Warracowie Way to retain current movements with closure of access to MSC (Source: City of Marion)

The above option would result in the following:

- retention of all movements at the Milham Street/Morphett Road intersection;
- no modifications to permitted traffic movements on Milham Street or Warracowie Way;
- closure of the access to the shopping centre (in accordance with the SG DA);

- minimal improvements for pedestrian and cyclist access, with the proposed closure of the MSC providing increased connectivity between the MSC and the MCC but pedestrians and cyclists still being required to cross two-way traffic movements on Warracowie Way;
- retention of existing access to/from the loading for the MCC (subject to any modifications associated with the closure of the access to the MSC);
- reduced development potential for the plaza, with limited opportunity to increase the non-trafficable public realm between the MCC and the SAALC for use by the community;
- reduced ability to close Warracowie Way for events without requiring broader traffic restrictions which include closure of Milham Street; and
- no restrictions to public westbound bus routes or access for SAALC buses during events.

4.0 PAC OPTION ASSESSMENT

The following aspects were considered when assessing the options for the location of a PAC on Diagonal Road;

- safety for pedestrians and cyclists, including minimising crossing movements of other roads;
- desire lines between major destinations;
- vehicle turning movements which could be impacted by the PAC and any relevant safety implications; and
- minimising traffic impact associated with the installation of the signal.

Pedestrians and cyclists will typically travel along the most direct route between their origin and destination, unless physical restrictions along the route are implemented or they do not feel safe along the shortest line of travel (such as deviating from the most direct travel route to cross a busy road at a crossing for example).

The pedestrian/desire lines applicable to the subject assessment are, therefore relevant to each option, regardless of the alternative PAC location. Figure 16 illustrates the desire lines for pedestrians and cyclists between the MSC, SAALC, Oaklands station and the adjacent residential areas.

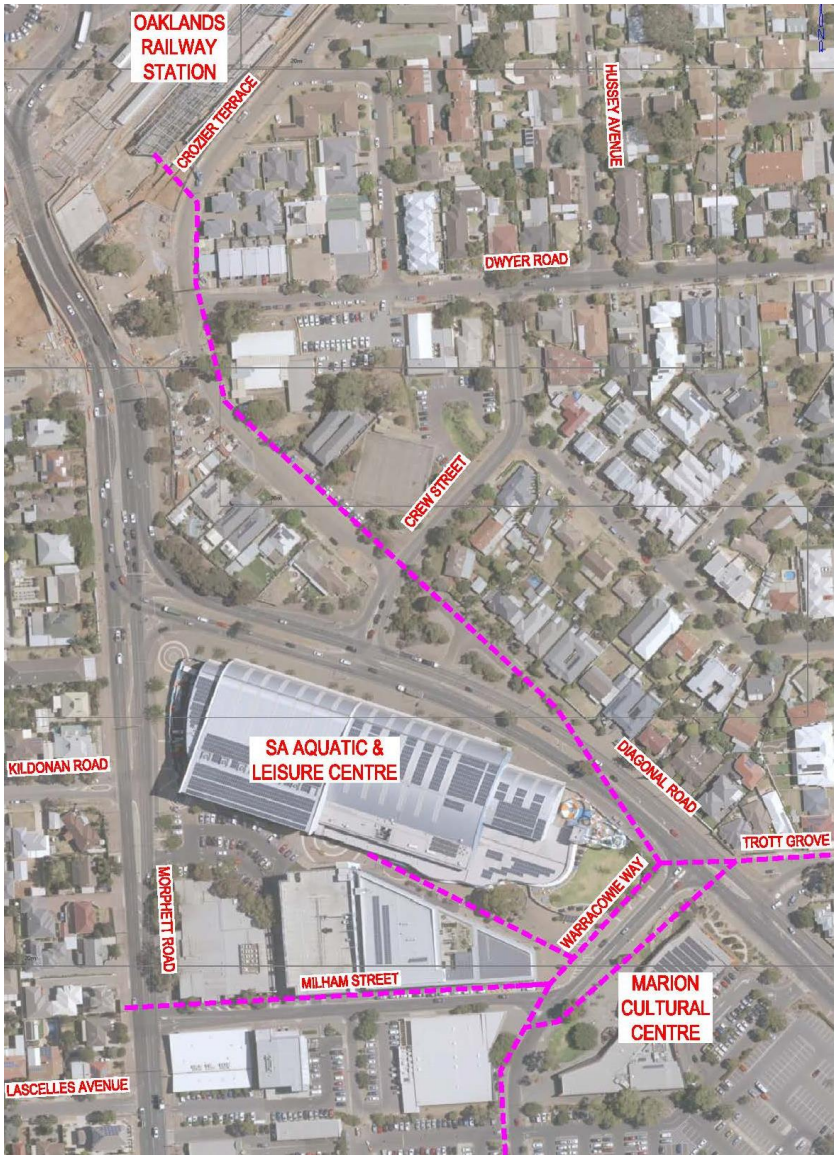


Figure 16: Pedestrian/cyclist desire lines along publicly accessible routes

The installation of an additional signal (albeit only activated on a demand associated with pedestrian movements) will create an additional impact to vehicles on Diagonal Road. There will be a need to ensure synchronisation with the existing signals to minimise this impact. Further, the relative proximity of the proposed PAC and existing signals will influence the extent of the impact on this road. This requires a consideration when assessing the preferred location of the PAC.

SIDRA analysis completed as part of the investigations associated with the proposed development at the MSC (included in the traffic report provided for this Development Application) identified an existing queue on the south-east bound approach to the signals of approximately 125m. The existing queue therefore extends the distance between Trott Grove and the MSC access but does not typically extend across the Trott Grove intersection.

The impact to traffic using Trott Grove will not be significant unless the queue on the north-west bound traffic lane extends across this intersection and therefore obstructs right turning movements to Diagonal Road. The PAC would provide an additional opportunity for drivers to turn right from Trott Grove to Diagonal Road when the signal is red, thus improving the ease of egress for drivers.

4.1 OPTION A – PAC ON DIAGONAL ROAD, NORTH OF WARRACOWIE WAY

4.1.1 DESIGN ASSESSMENT

The installation of a PAC north of Warracowie Way would result in a separation of 200 m to the existing signal at the MSC access, 66 m to Trott Grove and 20 m to Warracowie Way. Figure 17 illustrates the relative proximity to these intersections.



Figure 17: Proximity of potential PAC to existing intersections.

The implementation of the PAC in the location indicated above would necessitate the closure of the channelised right turn lane to Warracowie Way (albeit this closure is proposed in the plaza options to be considered). Subject to the plaza option to be developed, there would be an opportunity to retain right turn egress movements from

Warracowie Way (albeit the plaza design option mostly include closure of this movement).

The location of the crossing will also restrict drivers turning left out of Warracowie Way and right out of Trott Grove in that they will need to stop when the signal is red having executed their turn. Further, two residential driveways would be located in close proximity to the crossing. That said, the signal location will not physically restrict these turning movements, as illustrated in Figure 18.

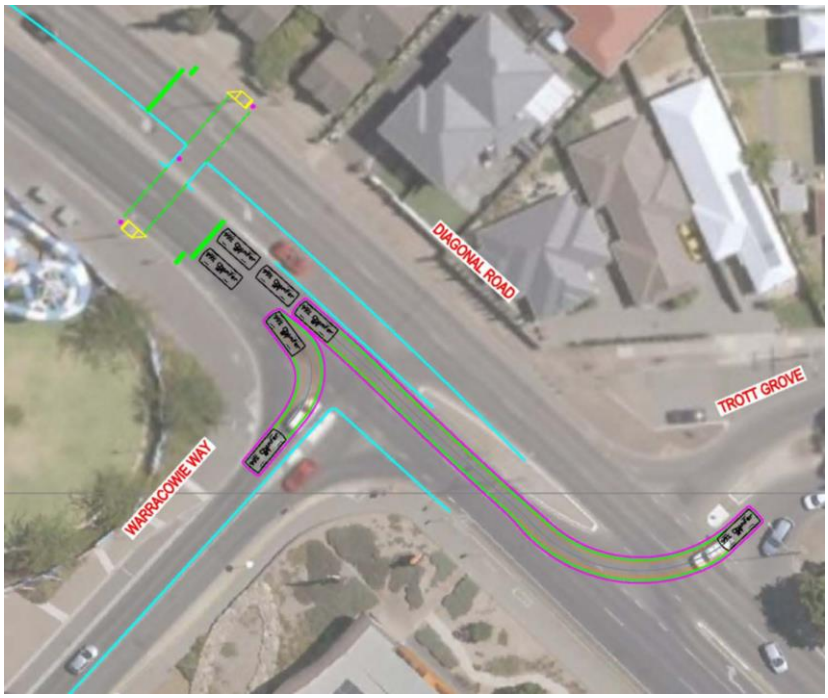


Figure 18: Turning movements from Warracowie Way and Trott Grove to approach PAC on Diagonal Road

The location of the PAC would be generally aligned with the desire line between the Oaklands station and the SAALC and MSC/SAALC, albeit pedestrians/cyclists crossing from the residential area east of Diagonal Road (walking/cycling via Trott Grove and/or the proposed Chrysler Trail) would need to detour from the desire line to access this crossing location. Pedestrians accessing the MSC would be required to cross Warracowie Way.

The location of the crossing would be adjacent two residential properties without significant screening which could impact these residents.

4.1.2 TRAFFIC IMPACT

The traffic impact associated with the PAC (assuming it will be synchronised with the existing signals) will be limited to the queue on the north-west bound approach to the signal which will potentially obstruct drivers turning from Warracowie Way. This would

essentially mean that drivers will queue in Warracowie Way rather than Diagonal Road.

There is some potential that the queue would extend to Trott Grove, although there would be queuing available for eleven vehicles per lane between the PAC and Trott Grove.

4.2 OPTION B: PAC ON DIAGONAL ROAD, SOUTH OF WARRACOWIE WAY

4.2.1 DESIGN ASSESSMENT

The installation of a PAC south of Warracowie Way would result in a separation of 154 m to the existing signal at the MSC access, 20 m to Trott Grove and 14 m to Warracowie Way. Figure 19 illustrates the relative proximity to these intersections.

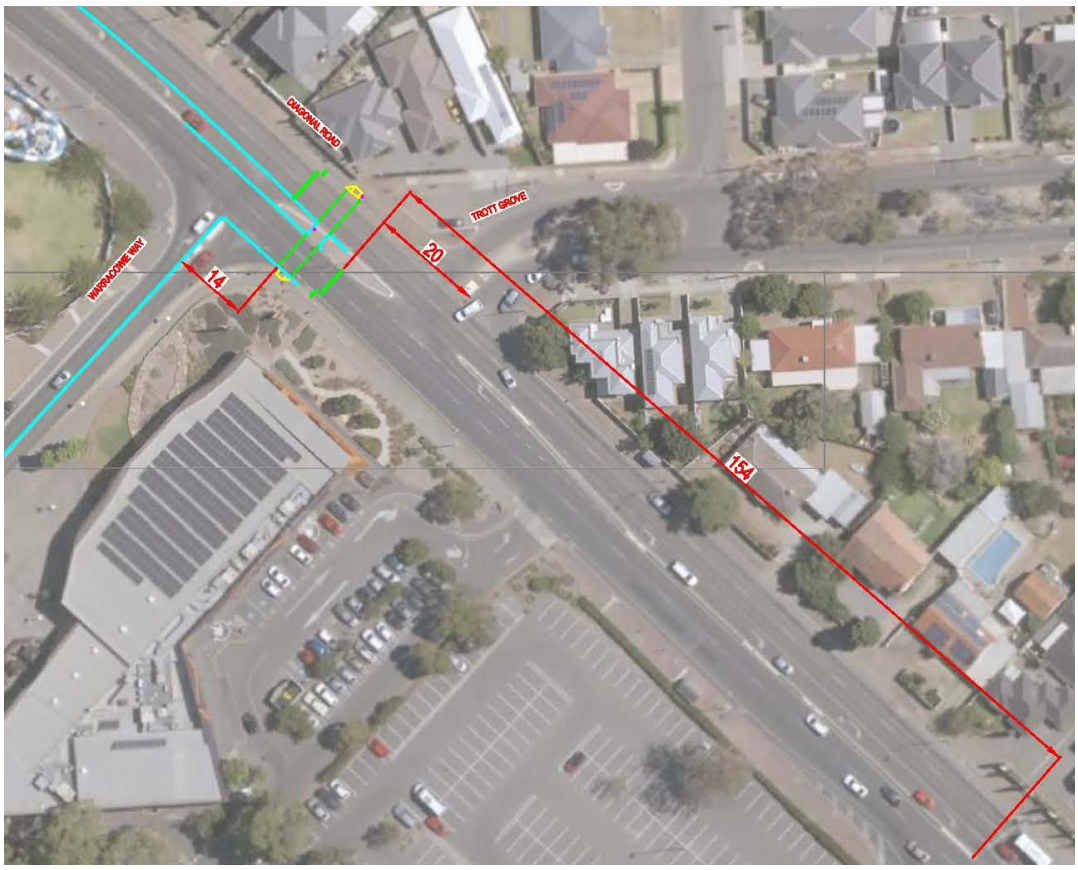


Figure 19: Proximity of potential PAC to existing intersections.

The implementation of the PAC in the location indicated above would not necessitate the closure of the channelised right turn lane to Warracowie Way (albeit this closure is proposed in the plaza options to be considered). There would not be an opportunity to retain right turn egress movements from Warracowie Way for this option (albeit the plaza design option mostly include closure of this movement in any event).

The location of the crossing will provide drivers turning left out of Warracowie Way with an opportunity to execute this movement when the PAC is active for pedestrians. Drivers turning right out of Trott Grove will need to stop when the signal is red having executed their turn. Further, the signal location will potentially physically restrict these turning movements, as illustrated in Figure 20, particularly if there is a queue on the north-western approach to the signal.

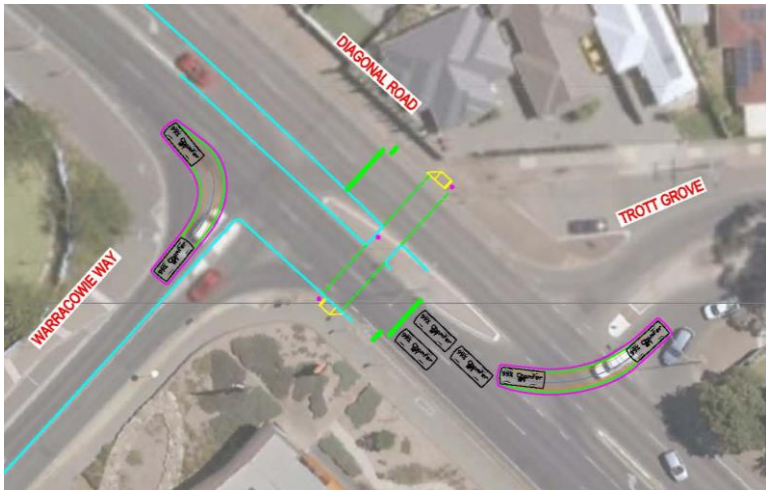


Figure 20: Turning movements from Trott Grove to approach PAC on Diagonal Road

Notwithstanding the above, the construction of the plaza treatment and a restriction in traffic to left turn only on Warracowie Way would give potential to relocate the signal further north and increase the separation to Trott Grove, as illustrated in Figure 21.

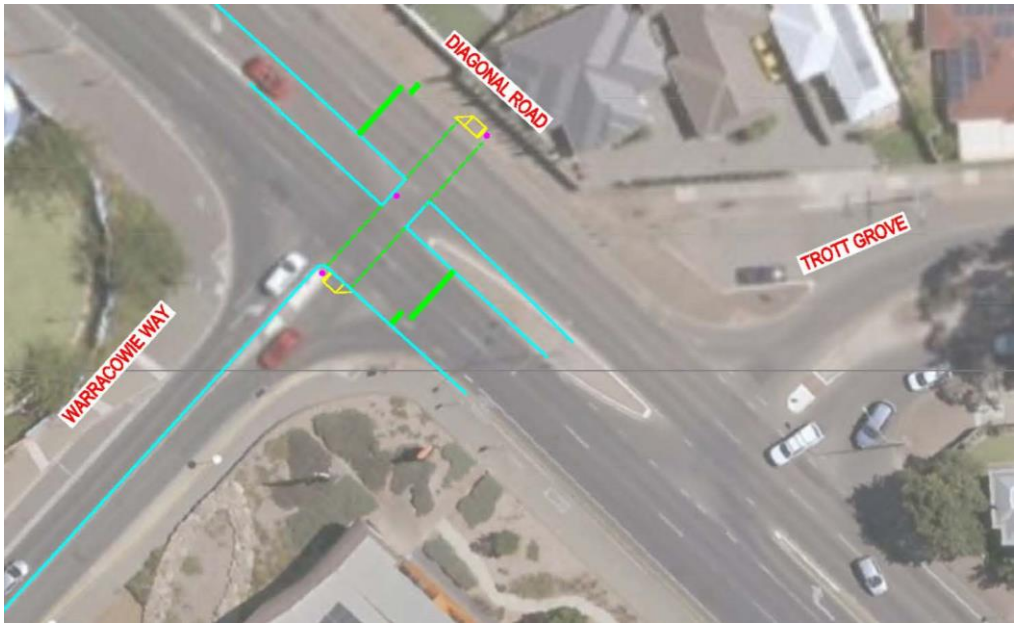


Figure 21: Relocation of signal with construction of plaza treatment

The above option would minimise direct impact on residents, as the adjacent property has a masonry fence fronting Diagonal Road.

The location of the PAC would be south of the desire line between the Oaklands station and the SAALC and MSC/SAALC, requiring pedestrians/cyclists to detour to use the crossing when walking/cycling between these facilities. The location of the PAC would be consistent with the desire line for residents east of Diagonal Road walking/cycling via Trott Grove and/or the proposed Chrysler Trail to/from the MSC. Pedestrians accessing the MSC would not be required to cross Warracowie Way, albeit residents accessing the SAALC would need to cross this road.

4.3 SUMMARY OF OPTION ASSESSMENT

A review of the two options provides the following comparative assessment:

- The desire line between the MSC, SAALC and the Oaklands Crossing is more direct in Option A;
- The desire line between residents east of Diagonal Road and/or the future Chrysler Trail and the MSC is more direct in Option B;
- There will be a requirement for pedestrians to cross Warracowie Way in Option A when walking between the Oaklands station and the MSC;
- There will be a requirement for pedestrians to cross Warracowie Way in Option B when walking between the Oaklands station or the residential area east of Diagonal Road to the SAALC;
- Both options could be implemented with minimal impact to traffic on Diagonal Road (subject to synchronisation of signals);
- There is potential for queues to obstruct left turn movements from Warracowie Way in Option A, albeit this will simply mean the queue at the signal will extend into Warracowie Way rather than along Diagonal Road and it will not create a safety risk;
- There will be a potential for a safety issue if the signal is too close to Trott Grove as it will impact the physical turning movements for right turning vehicles, thus potentially obstructing traffic along Diagonal Road; and
- There would be a reduced direct impact to adjacent residents if Option B was implemented.

The preferred location for the PAC should provide for the most direct route for the majority of pedestrians. This is anticipated to be movements between the Oaklands station and the MSC/SAALC. The northern crossing (Option A) location will be more direct for these pedestrians/cyclists.

While these users will be required to cross Warracowie Way, the volume of this road is low (and will be lower when the access to MSC is closed). Further, there is a risk that

pedestrians and cyclists will choose this more direct route and cross Diagonal Road at an uncontrolled location, resulting in potential conflict with vehicles.

Residents accessing the SAALC would not be required to cross Warracowie Way if Option A was to be implemented (unlike the outcome in Option B). Residents east of Diagonal Road or pedestrians/cyclist using the future Chrysler Trail who wish to access the MSC can use the existing signalised crossing at the access intersection, thus avoiding the need to cross Warracowie Way.

The northern location is therefore preferred from a technical perspective in respect to anticipated preferred pedestrian crossing movements. It will also result in less risk in regard to vehicle conflict created by the close proximity to Trott Grove. That said, Option A would have a greater impact on adjacent residents due to the access and fencing on Diagonal Road. There may, therefore, be an opportunity in detailed design to incorporate the crossing at the southern location if Warracowie Way is modified to provide for left out movement only.

5.0 PLAZA OPTION ASSESSMENT

In order to understand the most beneficial outcome for the plaza development, as it relates to traffic and road safety, the following aspects were considered:

- improved safety and accessibility for pedestrians, having regard to the intended use of the plaza and the need to improve connectivity between the Oaklands Station, the residential area and the shopping centre;
- the ability to use the plaza area for events, including markets and community activities;
- improving amenity through public realm enhancements; and
- the impact on traffic movements and potential delays for drivers.

5.1 OPTION 1- WARRACOWIE WAY ONE-WAY NORTH-EAST EXIT TO DIAGONAL ROAD

5.1.1 DESIGN ASSESSMENT

A swept path assessment was undertaken to understand the potential impacts and opportunities associated with Option 1, taking into consideration the following:

- the need for vehicles to turn around if they wish to exit to Morphett Road (given that the right turn to Diagonal Road would be prohibited);
- retention of access for northbound traffic movements through a left turn from Warracowie Way to Morphett Road;
- ability to turn a medium rigid vehicle in the turning area when the Warracowie Way is closed for events;
- the need to cater for the buses associated with event planning for the SAALC;
- the desire to improve pedestrian safety and amenity; and
- the potential to provide for a closure of the one-way link during events.

Figure 22 illustrates the preferred Option 1 scenario, while the alternatives considered are included in Appendix C.

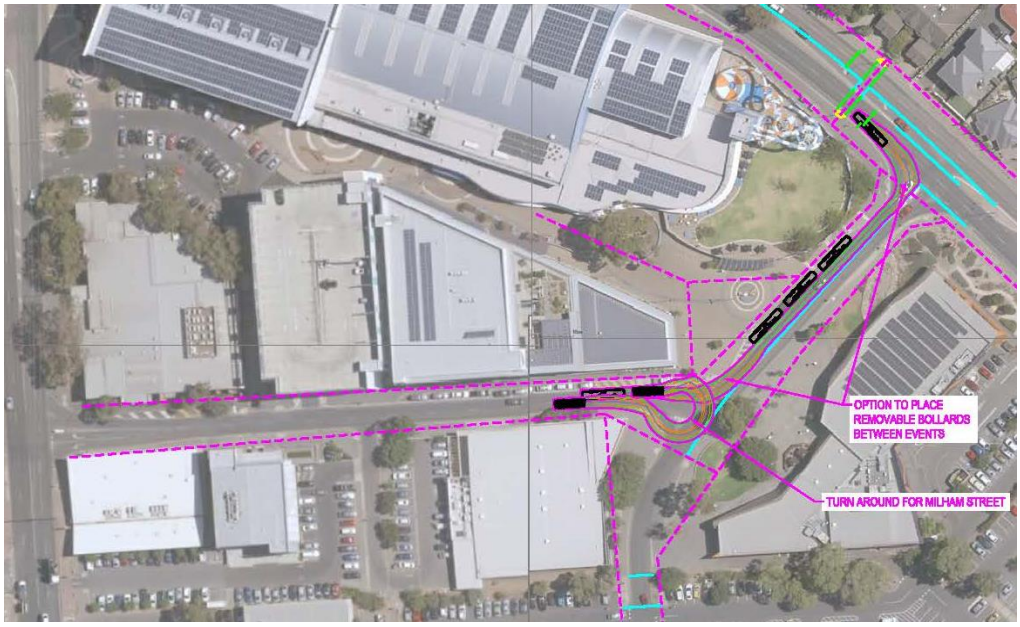


Figure 22: Possible Option 1 concept for development

The above design illustrates the following opportunities:

- traffic volumes using Warracowie Way would be reduced;
- existing bus and coach requirements for the SAALC would be maintained;
- vehicle movements would be controlled during events with provision of legible traffic control devices at intersections with Warracowie Way and Milham Street;
- egress would be disbursed to arterial roads supporting a northbound movement via retention of the left turn movement to Diagonal Road;
- there would be potential to develop an urban design solution that could be incorporated into the plaza design and would encourage slow speeds;
- the pedestrian environment between the shopping centre and the plaza would be improved; and
- through traffic to/from the shopping centre car park would be removed.

Following are constraints that should be considered in respect to the above option:

- modifications would be required to maintain access to the delivery area for the MCC;
- accessibility to Warracowie Way and Milham Street will be reduced at the Diagonal Road intersection, with traffic movements limited to left turns from Warracowie Way to Diagonal Road;
- reduction of connectivity between Morphett Road and Diagonal Road, thus reducing the option for using Milham Street and Warracowie Way as a through route to access the residential areas east of west of the subject area. By way of

example, drivers exiting Crew Street would no longer be able to turn right to Warracowie Way;

- there would likely be an increase to left turning movements to Morphett Road;
- an alternative route for public buses would need to be determined; and
- Pedestrians will be required to cross a trafficable area within the plaza.

5.1.2 TRAFFIC IMPACT

The traffic impact to be particularly considered is whether the additional volumes at the Milham Street/Morphett Road intersection would have a detrimental traffic impact should Option 1 be implemented. Figure 23 illustrates the forecast peak hour volumes for the Morphett Road/Milham Street intersection based on the implementation of Option 1.

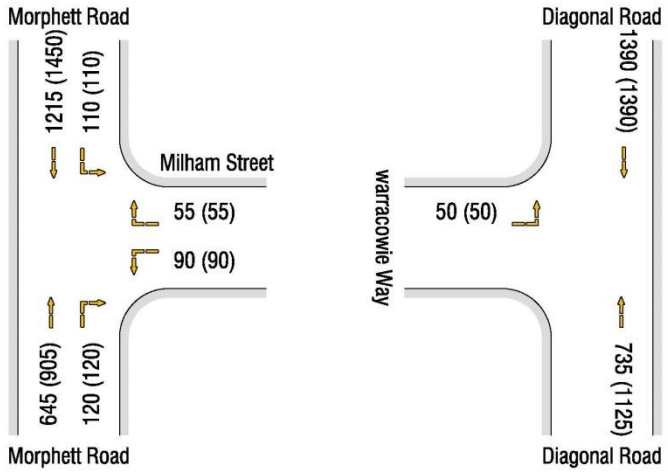


Figure 23: Forecast turning movements based on implementation of Option 1 2019(2036)

SIDRA analysis of the above identifies the following:

- there would be a slight decrease in the existing available capacity at the Morphett Road/Milham Street intersection but there would still be adequate capacity, with an anticipated DOS of 0.4 ;
- the right turn from Milham Street would exceed capacity in 2036, with a theoretical DOS of 1.1;
- there would be an increase in delays for drivers turning right into and out of the site to approximately 36 seconds based on current volumes but such delays would be typical of existing movements to and from arterial roads; and
- in 2036, drivers turning out would theoretically experience an increase in delays to over four minutes.

The above results confirm that the Milham Street/Morphett Road intersection will exceed capacity by 2036 if Option 1 is to be implemented (which is consistent with the

anticipated outcome based on the existing configuration with growth on the road) and that there would be a further increase in delays for drivers resulting from the potential diversion in traffic from the Diagonal Road entry. In reality, drivers would not tolerate a delay of four minutes and are more likely to use an alternative route such as turning left to Diagonal Road from Warracowie Way.

In addition to the impact on Milham Street and Warracowie Way, consideration was given to the potential impact on the operation of the Diagonal Road intersections with Trott Grove and Crew Street.

The proposed works associated with Option 1 would have negligible impact on the existing turning movements at either intersection, save the potential associated with the pedestrian crossing location as detailed in Section 4. While there could be an increase in northbound movements as the capacity of the right turn to Morphett Road decreases and would be expected this would be constrained regardless of the proposed treatment. Accordingly, it is not anticipated that Option 1 would have any measurable impact on the operation of these existing intersections.

5.2 OPTION 2 - WARRACOWIE WAY CLOSED NORTH OF MILHAM STREET (CUL-DE-SAC OPTION)

5.2.1 DESIGN ASSESSMENT

A swept path assessment was undertaken to understand the potential impacts and opportunities associated with Option 1, taking into consideration the following:

- the need for vehicles to turn to exit to Morphett Road;
- the need to cater for the event buses; and
- the desire to improve pedestrian safety and amenity.

Figure 24 illustrates the preferred Option 2 scenario, while the alternatives considered are included in Appendix D

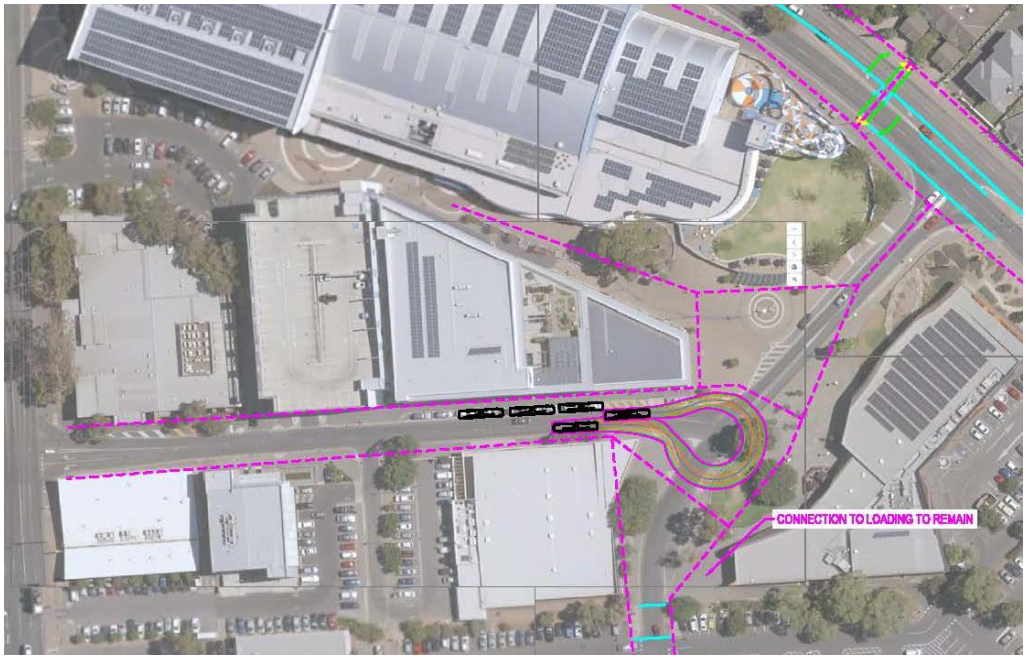


Figure 24: Possible Option 2 concept for development

The above design illustrates the following opportunities:

- there would be no traffic using Warracowie Way;
- events could be held in the plaza without needing to consider road closures or traffic control;
- the pedestrian environment between the shopping centre and the plaza would be improved; and
- through traffic to/from the shopping centre car park would be removed.

Following are constraints that should be considered in respect to the above option:

- drivers entering and exiting Warracowie Way would need to find an alternative route;
- residents east and west of the subject area who currently use Warracowie Way and Milham Street as a through route between Morphett Road and Diagonal Road will need to find an alternative route;
- there would likely be an increase to left and right turning movements to Morphett Road;
- modifications would be required to maintain access to the delivery area for the MCC
- the cul-de-sac would need to be larger to provide for the turning movements of a large rigid vehicle or bus;
- an alternative route for public buses would need to be determined; and

- access for buses during events would not be available on Warracowie Way and an alternative solution would need to be developed in consultation with the SAALC.

5.2.2 TRAFFIC IMPACT

The traffic impact to be considered is whether the additional volumes at the Milham Street/Morphett Road intersection would have a detrimental traffic impact should Option 2 be implemented. Figure 25 illustrates the forecast peak hour volumes for the Morphett Road/Milham Street intersection based on the implementation of Option 2.

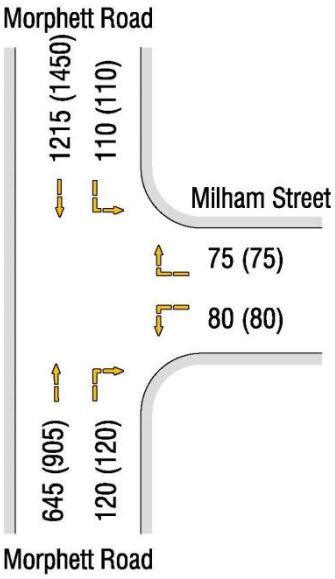


Figure 25: Forecast turning movements based on implementation of Option 2 2019(2036)

SIDRA analysis of the above identifies the following:

- there would be a slight decrease in the current available capacity at the Morphett Road/Milham Street intersection (to a DOS of 0.54) but there would still be adequate capacity;
- the right turn from Milham Street would exceed capacity in 2036, with a forecast DOS of 1.5;
- there would be an increase in delays for drivers turning right into and out of the site based on current volumes to 42 seconds but such delays would be typical of existing movements to and from arterial roads; and
- In 2036, drivers turning out would experience an excessive delay. The SIDRA analysis indicates this could (theoretically) be nine minutes, albeit drivers would not tolerate such delays which would suggest that there will be less drivers attempting this turn as increased volumes on the arterial road create less opportunities (and therefore drivers will seek alternative routes).

In addition to the operation of Milham Street and Warracowie Way, consideration was given to the potential impact on the operation of the Diagonal Road intersections with Trott Grove and Crew Street.

The proposed works associated with Option 2 would have a minor beneficial impact on the existing turning movements at either intersection, albeit the location of the pedestrian crossing could impact turning movements from Trott Grove as detailed in Section 4. There will be a reduction in traffic volume on Diagonal Road as a result of the closure of access to Warracowie Way (albeit this volume is low when compared with the traffic volume on the arterial road). Accordingly, it is anticipated that Option 2 would have a marginal beneficial impact on the operation of these existing intersections.

5.3 OPTION 3- WARRACOWIE WAY CLOSED WITH EAST BOUND EXIT SOUTH OF MCC

5.3.1 DESIGN ASSESSMENT

A swept path assessment was undertaken to understand the potential impacts and opportunities associated with Option 3, taking into consideration the following:

- the need for vehicles to manoeuvre around the loading area and through the car park to exit to Diagonal Road;
- the need to cater for buses during events at the SAALC; and
- the desire to improve pedestrian safety and amenity.

Figure 26 illustrates a possible Option 3 scenario, while the alternatives considered are included in Appendix E.

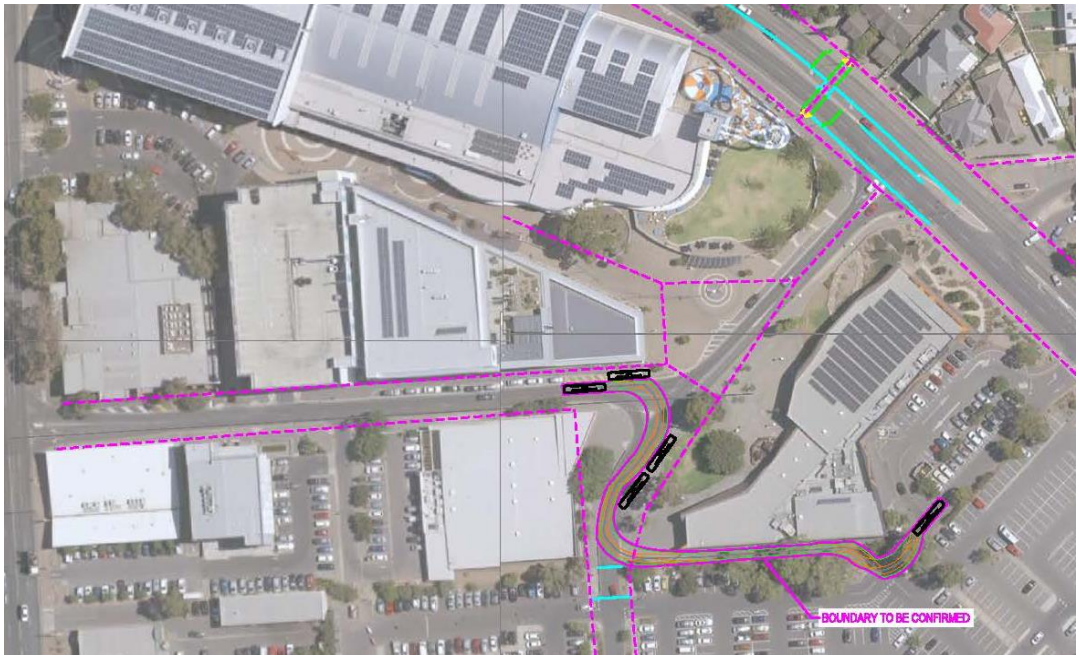


Figure 26: Possible Option 3 Scenario

The above option was not considered preferable for the following reasons:

- traffic on a public road would be routed through a car park;
- the existing Warracowie Way "road" extension within the Community land would need to be maintained. Accordingly, this existing issue of drivers using an area that is not road reserve would not be resolved;
- there would be a potential conflict between drivers entering/exiting the MSC car park and drivers using the one-way egress;
- the route would result in drivers turning across the pedestrian connection between the shopping centre and the plaza;
- the available land area is restrictive and there could be safety implications for users of the Marion Cultural Centre;
- there would be potential conflict between the loading facility for the MCC and the traffic using the one-way egress route;
- there are existing level constraints between the MSC car park and the rights-of-way which could further complicated the design of the egress road, given the constrained width;
- the swept path could not be accommodated within the right-of-way which would necessitate negotiations with ScentreGroup to provide for adequate width for all vehicles; and
- there is inadequate width for a footpath adjacent the right-of-way.

Given the above issues, this option was not considered as preferred outcome for the project. Of particular note is that it would rely on directing a traffic route from a public road through private and community land. While access to these areas could be provided to service parking or loading areas via rights-of way (existing or proposed), it is not envisaged that such facilities are used to create a through route for public access. This would be comparable to the existing access between the MSC and Warracowie Way (and would exacerbate the issue of effecting a road link on land that is not road reserve).

5.4 OPTION 4 - WARRACOWIE WAY TO RETAIN CURRENT MOVEMENTS WITH CLOSURE OF ACCESS TO MSC

Figure 27 illustrates a possible scenario which maintains the existing configuration of Warracowie Way and Milham Street while removing the connection to the MSC car park.

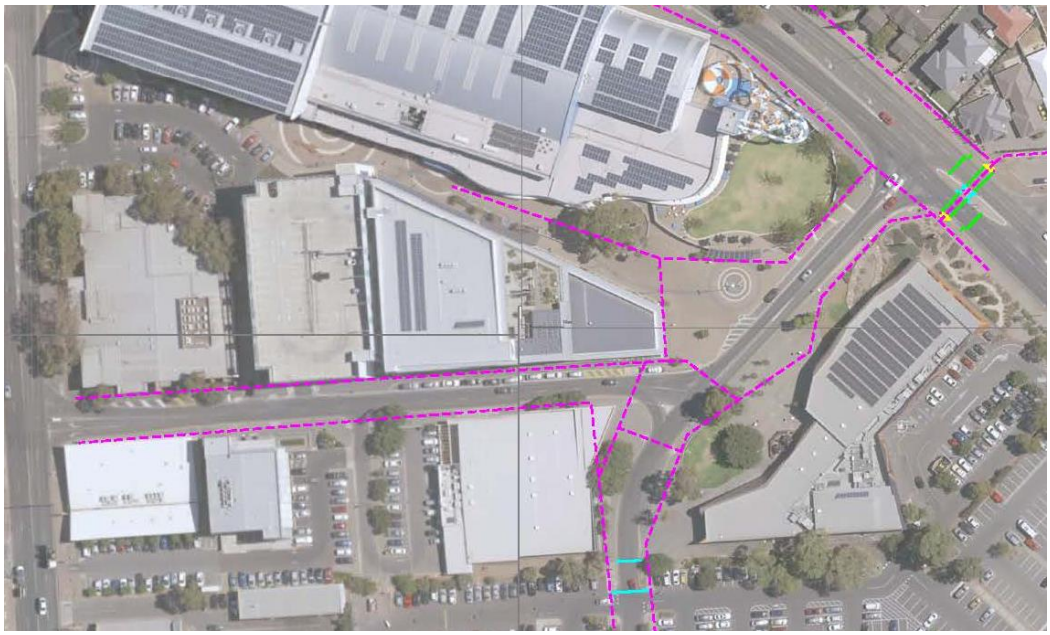


Figure 27: Possible Option 4 Scenario

The above option would retain more flexibility in respect to vehicular access and would not require alternative public bus routes to be determined but is not considered preferable for the following reasons:

- There would be limited area in which to develop a pedestrian plaza, hence not meeting objective of the project;
- Pedestrians would be required to cross a two-way traffic route;
- The speed of vehicles would be higher;
- Opportunities to close the road for events would be reduced and more complicated, requiring greater levels of event traffic management; and

- Through traffic movements would be maintained in Milham Street and Warracowie Way, this resulting in increased traffic volumes when compared to the other options.

In addition, the retention of the right turn lane on Diagonal Road would limit the option for the PAC to be south of Warracowie Way which would result in limited turning area for drivers turning right out of both Warracowie Way and Trott Grove.

Given that this option would not achieve the desired outcomes for the project, it is not considered a viable solution.

5.5 SUMMARY OF OPTION ASSESSMENT

In assessing the alternative options, the key objectives for the development to enhance walkability and community activation of the plaza were considered together with road safety outcomes.

Options 3 and 4 would not deliver a solution that meets Council's key objectives. They would also not achieve the desired improvements to pedestrian and cyclist safety and, as such, are not recommended.

Options 1 and 2 could both be considered as a traffic solution for the plaza development, albeit the focus of the outcome would vary as follows:

- adoption of Option 1 would not provide for an exclusive pedestrian/cyclist connection in the form of a non-trafficked pedestrian plaza between the Marion Cultural Centre and the SAALC. It would, however, have a lessor impact on delays for drivers and would maintain a left turn option for northbound and southbound drivers; or
- installation of Option 2 would increase safety and amenity on Warracowie Way for pedestrians by developing a plaza solution that would have no traffic access. It would, however, have a greater impact and result in more inconvenience for drivers, particularly in respect to northbound traffic movements.

Ultimately, the decision will be whether Council wishes to provide a balanced solution by creating a safe pedestrian environment through traffic control and maintain limited access for vehicles (Option 1) or maximise safety for pedestrians by removing all vehicles (Option 2), but have reduced traffic circulation and connectivity.

The installation of Option 1 would not mean that pedestrian safety would be compromised as an at grade urban design solution could be developed which will provide visual treatments to enhance the pedestrian hierarchy within the space. Such a treatment could incorporate road safety measures such as:

- pavement treatments,

- narrow entry and exit lane widths;
- adjacent landscaping; and/or
- a curvilinear alignment.

The treatment could also incorporate the ability to effect a temporary closure for an event. Figure 28 illustrates a possible design scenario.



Figure 28: Potential Concept Design for Option 1

The above option considers the Option A location for the PAC, given that the technical assessment identifies this as the more desirable location. Notwithstanding this, other planning considerations, such as the impact on residents, may be considered in detailed design and result in selection of Option B as the preferred PAC location. Figure 29 illustrates a concept design should the alternative PAC option be adopted.



Figure 29: Potential Concept Design for Option 1 with alternative PAC location

The adoption of Option 2 would significantly improve amenity and safety for pedestrians within a non-trafficable plaza space but would result in reduced accessibility for vehicles, particularly in respect to northbound egress movements. Figure 30 illustrates a potential concept design for Option 2.



Figure 30: Potential Concept Design for Option 2

Table 1 identifies a matrix which considers the objectives for the project and the outcomes of the traffic assessment for Options 1 and 2.

Table 1: Comparison Matrix of Options 1 and 2

Objective/traffic outcome	Option 1	Option 2
Pedestrian Plaza	✓	✓
Improved pedestrian connectivity and safety	✓	✓
Exclusive pedestrian/cyclist plaza	x	✓
Preservation of northbound traffic option	✓	x
Minimal restriction of traffic routes	✓	x
Retention of existing bus routes	x	x
Retention of bus access for SAALC events	✓	x

Irrespective of whether Option 1 or 2 is adopted, there are a number of factors that will need to be addressed in the detailed design, namely:

- ingress will need to be maintained for the MCC loading area. While options could be developed during detailed design which utilised the rights-of-way (currently used for egress), the design of the loading area would appear to require entry via the Community land. This could be achieved through preservation of a trafficable area through the proposed plaza, as illustrated in Figure 31.

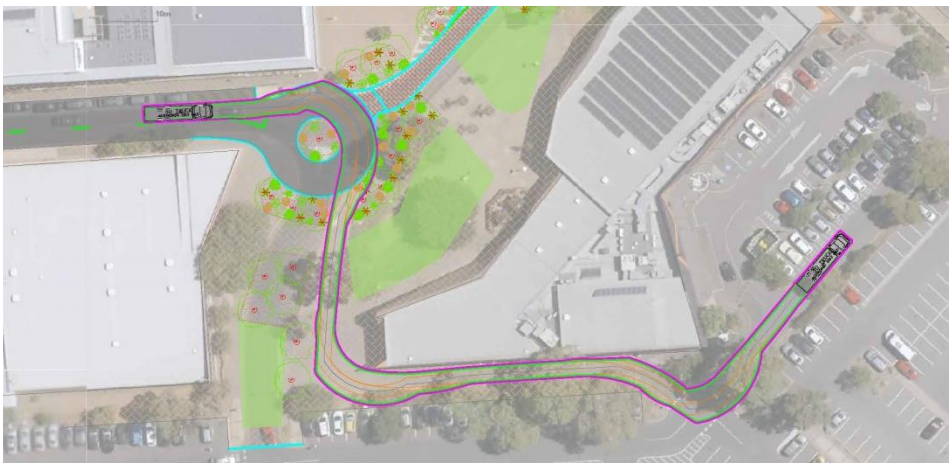


Figure 31: Potential trafficable route providing for ingress to the MCC loading area

The above route could also be used by Council maintenance vehicles and emergency vehicles, as required;

- alternative bus routes for J7 and J8 routes using Warracowie Way and Milham Street (westbound), together with relocation of bus stops on Milham Street, will

need to be negotiated. Preliminary discussions have been held between Council officers and Public Services Transport Division (PTOP) in regard to this requirement which would have minimal impact, given the limited existing service provided for these stops; and

- the events management plan for events at SAALC which provides for access to an event parking area within the MSC car park will need to be modified to not utilise the community land for access (this will be required in any event when the closure of the access to the MSC car park is effected as part of the Stage 1 shopping centre DA works.

The increase delays and capacity constraints at the Milham Street/Morphett Road intersection which will occur as a result of either Option 1 or 2 will potentially bring forward the need for DPTI to consider a design solution at this intersection. While the increased queues and delays will potentially result in community pressure for a solution to be developed, the ultimate need to upgrade the intersection will be to maintain safe access for road users. Identification of increased risks created by higher turning volumes in parallel with increased volumes on the arterial road will escalate a review for a traffic control treatment at this intersection by DPTI.

6.0 SUMMARY

This assessment has further developed the previous high level review of options conducted in 2013 to consider a plaza development between the Marion Cultural Centre and the SAALC, as illustrated on the original master plan. It considers additional infrastructure that has been identified which will impact the options, including the recently completed Oaklands grade separated crossing project and associated upgrade of the Oaklands Railway Station and the future development of the Marion Shopping Centre which has been approved. Of particular relevance is that the approved shopping centre project will include the closure of the car park access to the extension of Warracowie Way.

The objectives of the project seek to enhance the safety and amenity of the public realm and provide a plaza space which can be activated for multiple community uses. Development and enhancement of key pedestrian linkages that provide for connectivity between major facilities, including the SAALC, MCC, MSC, Oaklands Station, the future Chrysler Trail, residential areas and business on Milham Street is also a primary outcome sought by the project.

Strong pedestrian connections are critical to the success of the project. The options therefore have focused on providing safe and convenient pedestrian access while minimising impacts on other road users. A pedestrian actuated signal has been identified as a treatment to facilitate safe crossing of Diagonal Road. Two alternatives for the location of this facility have been explored, with the northern location providing for the more robust traffic safety solution, it would potentially have greater resident amenity implications. Ultimately, both options could be explored in detailed design to confirm the preferred holistic outcome.

Impacts to the operation of existing facilities has also been a key consideration in the assessment of the options. Of particular relevance is the requirement to provide for event traffic management requirements for the SAALC. This will include retaining provision of access for buses servicing the facility during events or providing an alternative event traffic management solution. Of note is that the existing event traffic management plan which relies on access to the MSC via the Warracowie Way extension will need to be modified, irrespective of the plaza solution adopted.

While the closure of Warracowie Way would provide for the highest pedestrian amenity, this option would have greater traffic impacts and implications in respect to increased delays and reduced access options for drivers on a day to day basis.

The development of an option to maintain a one-way egress to Diagonal Road would reduce the impact for drivers but provide for an opportunity to develop a low speed urban design solution that can creatively provide for all road users in a safe, high

amenity environment that has flexibility in respect to providing for short term closures for events.

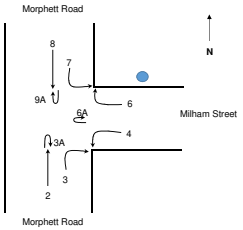
Both Options 1 and 2 would meet Council's objectives in respect to the proposed enhanced public realm and improved pedestrian activation, safety and connectivity and would provide options to develop a flexible community space. While there would appear to be more holistic traffic benefits in adopting Option 1, there would be increased pedestrian amenity should Option 2 be preferred by Council.

APPENDIX A

SURVEY RESULTS

austraffic

Client : MFY
Job : Marion turning movement surveys
Day/Date : Thursday, 27 June 2019
Survey Location : Morphett Road & Milham Street
Weather : Fine





AM

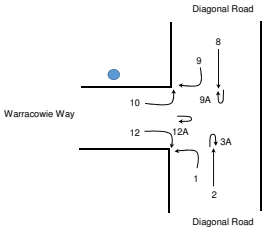
Time	Movement 2				Movement 3				Movement 3A				Movement 4				Movement 6				Movement 6A				Movement 7				Movement 8				Movement 9A				Total of all Movements	Peak Hour Volume Determination	
Period	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total			
8:00 - 8:15	299	5	4	308	13	0	0	13	0	0	0	0	12	0	0	12	3	0	0	3	0	0	0	0	7	0	0	7	84	3	0	87	0	0	0	0	430	8:00 - 9:00	1706
8:15 - 8:30	286	2	2	290	23	0	0	23	0	0	0	0	13	0	0	13	2	0	0	2	0	0	0	0	3	0	0	3	106	2	0	108	0	0	0	0	439	8:15 - 9:15	1619
8:30 - 8:45	244	3	3	250	23	0	0	23	0	0	0	0	14	0	1	15	2	0	0	2	0	0	0	0	13	0	0	13	123	5	0	128	0	0	0	0	431	8:30 - 9:30	1180
8:45 - 9:00	188	4	4	196	35	0	0	35	0	0	0	0	12	0	0	12	4	0	0	4	0	0	0	0	15	0	0	15	140	1	3	144	0	0	0	0	406	8:45 - 9:45	749
9:00 - 9:15	149	1	2	152	24	0	0	24	0	0	0	0	10	0	0	10	1	0	0	1	0	0	0	0	12	0	0	12	141	3	0	144	0	0	0	0	343	9:00 - 10:00	679
9:15 - 9:30	141	4	4	149	20	0	0	20	0	0	0	0	17	0	0	17	12	0	0	12	0	0	0	0	15	0	0	15	118	4	1	123	0	0	0	0	336	9:15 - 10:15	1327
9:30 - 9:45	116	3	4	123	12	0	0	12	0	0	0	0	17	0	0	17	8	0	0	8	0	0	0	0	15	0	0	15	120	9	2	131	1	0	0	1	307	9:30 - 10:30	1323
9:45 - 10:00	135	2	6	143	20	0	0	20	0	0	0	0	24	0	1	25	5	0	0	5	0	0	0	0	9	0	0	9	136	4	1	141	0	0	0	0	343	AM Peak	1706
10:00 - 10:15	127	6	4	137	20	0	0	20	0	0	0	0	26	0	1	27	6	0	0	6	0	0	0	0	15	0	0	15	129	3	3	135	1	0	0	1	341		
10:15 - 10:30	124	6	6	136	12	1	0	13	0	0	0	0	26	1	0	27	10	0	0	10	0	0	0	0	14	0	0	14	125	4	3	132	0	0	0	0	332		
Total	1809	36	39	1884	202	1	0	203	0	0	0	0	171	1	3	175	53	0	0	53	0	0	0	0	118	0	0	118	1222	38	13	1273	2	0	0	2	3708		
AM Peak	1017	14	13	1044	94	0	0	94	0	0	0	0	51	0	1	52	11	0	0	11	0	0	0	0	38	0	0	38	453	11	3	467	0	0	0	0	1706		

PM

Time	Movement 2				Movement 3				Movement 3A				Movement 4				Movement 6				Movement 6A				Movement 7				Movement 8				Movement 9A				Total of all Movements	Peak Hour Volume Determination	
Period	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total			
15:30 - 15:45	153	1	7	161	20	0	0	20	0	0	0	0	43	0	0	43	18	1	0	19	0	0	0	0	11	0	0	11	219	2	3	224	0	0	0	0	478	15:30 - 16:30	1881
15:45 - 16:00	159	2	1	162	17	0	0	17	0	0	0	0	31	0	0	31	12	0	0	12	0	0	0	0	7	0	1	8	241	2	0	243	0	0	0	0	473	15:45 - 16:45	1890
16:00 - 16:15	135	2	4	141	19	0	0	19	0	0	0	0	27	0	0	27	11	0	0	11	0	0	0	0	15	0	0	15	228	1	1	230	0	0	0	0	443	16:00 - 17:00	1417
16:15 - 16:30	157	1	0	158	20	0	0	20	0	0	0	0	29	0	0	29	4	0	0	4	0	0	0	0	10	0	0	10	261	5	0	266	0	0	0	0	487	16:15 - 17:15	974
16:30 - 16:45	144	0	3	147	33	0	0	33	0	0	0	0	19	0	0	19	9	0	0	9	0	0	0	0	11	0	0	11	263	3	2	268	0	0	0	0	487	16:30 - 17:30	992
16:45 - 17:00	147	0	1	148	22	0	0	22	0	0	0	0	28	0	0	28	10	0	1	11	0	0	0	0	12	0	0	12	281	1	2	284	0	0	0	0	505	16:45 - 17:45	2130
17:00 - 17:15	173	0	1	174	27	0	0	27	0	0	0	0	34	0	0	34	12	0	0	12	0	0	0	0	5	0	0	5	343	1	0	344	0	0	0	0	596	17:00 - 18:00	2151
17:15 - 17:30	157	0	3	160	16	0	0	16	0	0	0	0	29	0	1	30	20	0	0	20	0	0	0	0	10	0	0	10	258	1	0	259	0	0	0	0	495	PM Peak	2151
17:30 - 17:45	160	3	3	166	22	0	0	22	0	0	0	0	34	0	0	34	8	0	0	8	0	0	0	0	7	0	0	7	296	0	1	297	0	0	0	0	534		
17:45 - 18:00	157	1	4	162	19	0	0	19	0	0	0	0	34	0	0	34	14	0	0	14	0	0	0	0	15	0	0	15	279	1	2	282	0	0	0	0	526		
Total	1542	10	27	1579	215	0	0	215	0	0	0	0	308	0	1	309	118	1	1	120	0	0	0	0	103	0	1	104	2669	17	11	2697	0	0	0	0	5024		
PM Peak	647	4	11	662	84	0	0	84	0	0	0	0	131	0	1	132	54	0	0	54	0	0	0	0	37	0	0	37	1176	3	3	1182	0	0	0	0	2151		

austraffic

Client : MFY
Job : Marion turning movement surveys
Day/Date : Thursday, 27 June 2019
Survey Location : Diagonal Road & Warracowie Way
Weather : Fine





AM

Time	Movement 1				Movement 2				Movement 3A				Movement 8				Movement 9				Movement 9A				Movement 10				Movement 12				Movement 12A				Total of all Movements	Peak Hour Volume Determination	
Period	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total			
8:00 - 8:15	37	0	0	37	172	4	1	177	0	0	0	0	121	1	2	124	14	1	0	15	1	0	0	1	7	0	0	7	3	0	0	3	0	0	0	0	364	8:00 - 9:00	1667
8:15 - 8:30	40	0	0	40	176	1	0	177	0	0	0	0	152	2	1	155	31	0	0	31	0	0	0	0	4	0	0	4	4	0	0	4	0	0	0	0	411	8:15 - 9:15	1680
8:30 - 8:45	47	0	0	47	160	5	3	168	0	0	0	0	177	6	7	190	19	0	1	20	1	0	0	1	9	0	0	9	3	0	0	3	0	0	0	0	438	8:30 - 9:30	1269
8:45 - 9:00	43	1	0	44	135	3	3	141	0	0	0	0	194	9	1	204	46	0	0	46	2	0	0	2	11	0	0	11	6	0	0	6	0	0	0	0	454	8:45 - 9:45	831
9:00 - 9:15	42	0	0	42	130	3	1	134	0	0	0	0	133	3	5	141	42	1	0	43	0	0	0	0	9	0	0	9	8	0	0	8	0	0	0	0	377	9:00 - 10:00	706
9:15 - 9:30	30	0	0	30	98	5	0	103	0	0	0	0	129	2	4	135	33	0	0	33	0	0	0	0	19	1	0	20	8	0	0	8	0	0	0	0	329	9:15 - 10:15	1270
9:30 - 9:45	23	0	1	24	82	5	1	88	0	0	0	0	123	4	6	133	18	0	1	19	0	0	1	1	16	0	0	16	10	0	0	10	0	0	0	0	291	9:30 - 10:30	1292
9:45 - 10:00	14	0	0	14	109	2	2	113	0	0	0	0	124	3	4	131	28	0	0	28	0	0	0	0	11	0	0	11	13	0	0	13	0	0	0	0	310	AM Peak	1680
10:00 - 10:15	35	0	0	35	101	3	3	107	0	0	0	0	139	2	2	143	25	0	1	26	2	0	0	2	11	1	0	12	15	0	0	15	0	0	0	0	340		
10:15 - 10:30	32	0	0	32	115	4	0	119	0	0	0	0	118	10	3	131	33	0	0	33	0	0	0	0	26	0	0	26	10	0	0	10	0	0	0	0	351		
Total	343	1	1	345	1278	35	14	1327	0	0	0	0	1410	42	35	1487	289	2	3	294	6	0	1	7	123	2	0	125	80	0	0	80	0	0	0	0	3665		
AM Peak	172	1	0	173	601	12	7	620	0	0	0	0	656	20	14	690	138	1	1	140	3	0	0	3	33	0	0	33	21	0	0	21	0	0	0	0	1680		

PM

Time	Movement 1				Movement 2				Movement 3A				Movement 8				Movement 9				Movement 9A				Movement 10				Movement 12				Movement 12A				Total of all Movements	Peak Hour Volume Determination	
Period	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total			
15:30 - 15:45	37	0	0	37	139	1	1	141	0	0	0	0	235	5	4	244	41	0	0	41	1	0	0	1	20	0	2	22	5	0	0	5	0	0	0	0	491	15:30 - 16:30	2001
15:45 - 16:00	33	0	0	33	129	1	1	131	0	0	0	0	275	2	5	282	30	0	0	30	2	0	0	2	16	0	1	17	9	0	0	9	0	0	0	0	504	15:45 - 16:45	2040
16:00 - 16:15	21	1	0	22	139	1	2	142	0	0	0	0	235	2	4	241	29	0	0	29	2	0	0	2	22	0	0	22	13	0	0	13	0	0	0	0	471	16:00 - 17:00	1536
16:15 - 16:30	18	0	0	18	183	3	0	186	0	0	0	0	251	5	4	260	40	0	0	40	1	0	0	1	19	0	0	19	10	1	0	11	0	0	0	0	535	16:15 - 17:15	1065
16:30 - 16:45	28	0	0	28	141	1	2	144	0	0	0	0	276	3	1	280	31	0	0	31	1	0	0	1	33	0	0	33	13	0	0	13	0	0	0	0	530	16:30 - 17:30	1117
16:45 - 17:00	37	0	0	37	174	0	2	176	0	0	0	0	301	5	4	310	28	0	1	29	1	0	0	1	22	0	0	22	12	0	0	12	0	0	0	0	587	16:45 - 17:45	2376
17:00 - 17:15	23	0	0	23	168	0	2	170	0	0	0	0	331	3	2	336	34	0	0	34	0	0	0	0	29	0	0	29	7	0	0	7	0	0	0	0	599	17:00 - 18:00	2321
17:15 - 17:30	22	0	0	22	170	1	0	171	0	0	0	0	327	3	3	333	38	0	1	39	2	0	0	2	37	0	0	37	9	0	0	9	0	0	0	0	613	PM Peak	2376
17:30 - 17:45	27	0	0	27	149	0	2	151	0	0	0	0	322	3	3	328	39	0	0	39	0	0	0	0	24	0	0	24	8	0	0	8	0	0	0	0	577		
17:45 - 18:00	31	0	0	31	166	1	2	169	0	0	0	0	266	0	2	268	29	0	0	29	0	0	0	0	24	0	0	24	11	0	0	11	0	0	0	0	532		
Total	277	1	0	278	1558	9	14	1581	0	0	0	0	2819	31	32	2882	339	0	2	341	10	0	0	10	246	0	3	249	97	1	0	98	0	0	0	0	5439		
PM Peak	109	0	0	109	661	1	6	668	0	0	0	0	1281	14	12	1307	139	0	2	141	3	0	0	3	112	0	0	112	36	0	0	36	0	0	0	0	2376		

APPENDIX B

2036 TRAFFIC FORECAST DATA – DPTI

Diagonal Road / Marion Shopping Centre Access
Source: MATSAM - Oaklands Sub-area Model

Average Weekday - Forecast 2036 Turning Movements

		Diagonal Rd SE		Shopping Ctre Acc		Diagonal Rd NW	
		L	T	L	R	T	R
AM	Cars	420	810	360	420	740	390
	Trucks	0	30	5	0	25	0
	Buses	0	5	0	0	5	0
PM 1	Cars	310	790	480	460	900	430
	Trucks	0	15	0	0	20	0
	Buses	0	5	0	0	5	0
PM 2	Cars	440	840	380	430	920	460
	Trucks	0	10	0	0	10	0
	Buses	0	5	0	0	5	0

Morphett Road / Marion Shopping Centre Access
Source: MATSAM - Oaklands Sub-area Model

Average Weekday - Forecast 2036 Turning Movements

		Morphett Rd N		Shopping Ctre Acc		Morphett Rd S	
		L	T	L	R	T	R
AM	Cars	280	550	380	290	930	350
	Trucks	5	10	5	5	5	0
	Buses	0	5	0	0	10	0
PM 1	Cars	400	850	410	330	560	380
	Trucks	5	5	0	5	5	0
	Buses	0	5	0	0	10	0
PM 2	Cars	320	810	380	300	520	270
	Trucks	5	5	0	5	5	0
	Buses	0	5	0	0	10	0

Morphett Road / Diagonal Road Southern Junction
Source: MATSAM - Oaklands Sub-area Model

Average Weekday - Forecast 2036 Turning Movements

		Morphett Road N		Diagonal Road SE		Morphett Road S	
		L	T	L	R	T	R
AM	Cars	1170	760	50	920	1120	100
	Trucks	30	15	0	30	10	0
	Buses	5	5	0	5	10	0
PM 1	Cars	1260	1240	160	1090	920	120
	Trucks	15	10	0	10	10	0
	Buses	5	5	0	5	10	0
PM 2	Cars	1120	1130	120	1130	820	150
	Trucks	15	10	0	10	10	0
	Buses	5	5	0	5	10	0

Morphett Rd - Sturt Rd
Source: MASTEM

Average Weekday - Forecast 2036 Turning Movements

		Morphett Rd [N]			Sturt Rd [E]			Morphett Rd [S]			Sturt Rd [W]		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	150	290	180	80	320	250	120	780	200	250	520	100
	Trucks	10	15	0	0	10	0	0	5	5	0	5	5
	Buses	5	0	0	10	15	10	0	0	10	0	15	0
PM 1	Cars	260	630	350	260	470	280	100	420	200	240	440	90
	Trucks	5	5	0	0	5		0	5	0	0	5	0
	Buses	5	0	0	5	10	10	0	0	5	0	10	0
PM 2	Cars	300	750	400	310	470	240	70	330	110	220	320	100
	Trucks	5	5	0	0	5	0	0	5	0	0	5	0
	Buses	5	0	0	5	10	10	0	0	5	0	10	0

Note:
AM Peak is 8am to 9am
PM 1 is 3pm to 4pm
PM 2 is 5pm to 6pm

Disclaimer

Enclosed forecasts have been prepared in response to a request received from MFY (via email dated 8 July 2019) to assist with concept planning and optioneering assessment of Marion Plaza study.
The forecasts provided herein are confidential, prepared for and to be used solely for the intended purpose. Using and disclosing these forecasts for purposes other than those specified in the request form (received from MFY via email dated 8 July 2019) is not permitted.
These forecasts are based on a number of assumptions used in DPTI's strategic models and can change should these assumptions change. It is the responsibility of the user (MFY) to examine these forecasts and use them appropriately as necessary for the study/project.
DPTI accepts no liability or responsibility for any errors or omission or for any damage or loss arising from the application of the information provided.

APPENDIX C

OPTION 1 SCENARIO

LEGEND

PEDESTRIAN MOVEMENT

10m

OPTION TO PLACE REMOVABLE BOLLARDS BETWEEN EVENTS

TURN AROUND FOR MILHAM STREET

DISCLAIMER

THESE ARE CONCEPT PLANS ONLY AND NOT INTENDED TO BE USED FOR CONSTRUCTION. MFY P/L DOES NOT REPRESENT THAT THE PLANS ARE IN ANY WAY SUITABLE FOR USE FOR CONSTRUCTION PURPOSES AND DOES NOT GIVE CONSENT TO THEIR USE FOR CONSTRUCTION PURPOSES.
ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L

Warracowie Way Traffic Study

Road Closure

Link to Diagonal Road

Drawing:	MFY_190120_02_SH11	**Project Number:**	19-0120	**Revision:**	A
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
E: mfya@mfy.com.au

F:\2019\19-0120 Warracowie Way Traffic Study Oaklands Park\Plans\MFY\02 Closure Options\MFY_190120_02.dwg
Monday, August 05, 2019 13:55:31

LEGEND

PEDESTRIAN MOVEMENT

10m

BUS AUSTROADS 2013 (AU)

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ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L

Warracowie Way Traffic Study

Road Closure

Link to Diagonal Road

Drawing:	MFY_190120_02_SH06	**Project Number:**	19-0120	**Revision:**	B
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

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Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
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Monday, August 05, 2019 13:54:02

APPENDIX D

OPTION 2 SCENARIO

LEGEND

PEDESTRIAN MOVEMENT

10m

CONNECTION TO LOADING TO REMAIN

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Warracowie Way Traffic Study

Road Closure

Cul-de-sac - Option 1

Drawing:	MFY_190120_02_SH10	**Project Number:**	19-0120	**Revision:**	A
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

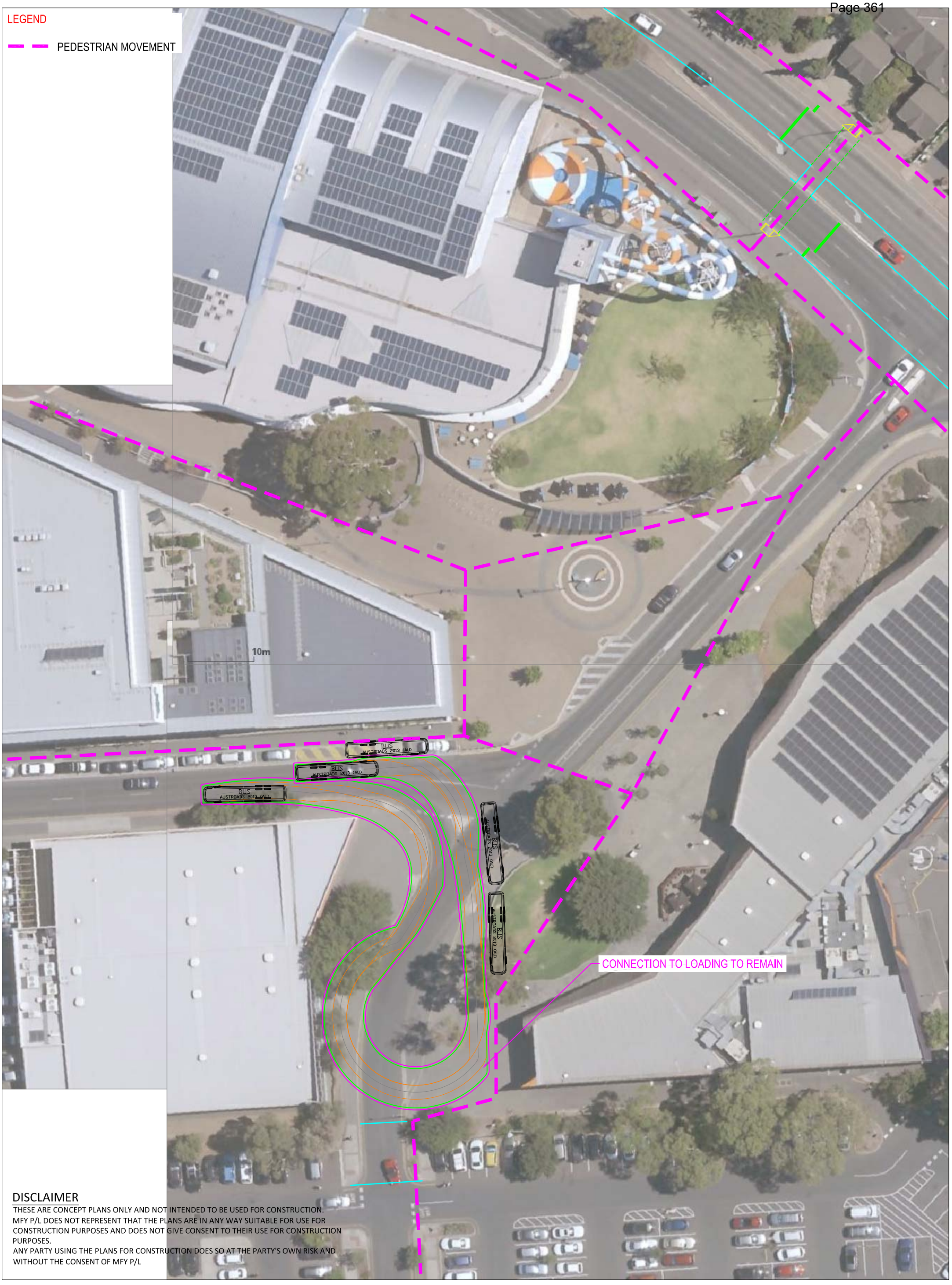
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LEGEND

PEDESTRIAN MOVEMENT



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Warracowie Way Traffic Study

Road Closure

Cul-de-sac - Option 1

Drawing:	MFY_190120_02_SH09	**Project Number:**	19-0120	**Revision:**	A
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

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Monday, August 05, 2019 13:54:54

LEGEND

PEDESTRIAN MOVEMENT

10m

BUS
AUSTROADS 2013 (AU)

CONNECTION TO LOADING TO REMAIN

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ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L

Warracowie Way Traffic Study

Road Closure

Cul-de-sac - Option 3

Drawing:	MFY_190120_02_SH03	**Project Number:**	19-0120	**Revision:**	B
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

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Monday, 5 August 2019 11:46:27 AM

LEGEND

PEDESTRIAN MOVEMENT

10m

BUS
AUSTROADS 2013 (AU)

CONNECTION TO LOADING TO REMAIN

DISCLAIMER

THESE ARE CONCEPT PLANS ONLY AND NOT INTENDED TO BE USED FOR CONSTRUCTION. MFY P/L DOES NOT REPRESENT THAT THE PLANS ARE IN ANY WAY SUITABLE FOR USE FOR CONSTRUCTION PURPOSES AND DOES NOT GIVE CONSENT TO THEIR USE FOR CONSTRUCTION PURPOSES.
ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L

Warracowie Way Traffic Study

Road Closure

Cul-de-sac - Option 2

Drawing:	MFY_190120_02_SH02	**Project Number:**	19-0120	**Revision:**	B
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
E: mfya@mfy.com.au

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Monday, 5 August 2019 11:46:14 AM

APPENDIX E

OPTION 3 SCENARIO

LEGEND

PEDESTRIAN MOVEMENT

10m

BUS AUSTROADS 2013 (AU)

CONFLICT WITH BUILDING

BOUNDARY TO BE CONFIRMED

DISCLAIMER

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ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L

Warracowie Way Traffic Study

Road Closure

One Way Road - Option 1

Drawing:	MFY_190120_02_SH05	**Project Number:**	19-0120	**Revision:**	B
Project Name:	Warracowie Way Traffic Study	**Drawn:**	BH	**Scale:**	1:500
Client:	City of Marion	**Date:**	05.08.2019	**Paper Size:**	A3

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
E: mfya@mfy.com.au

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Monday, 5 August 2019 11:47:06 AM

South Australian HERITAGE COUNCIL

DEWNR Ref: 07/2237

For further information please contact:

Hamish Angas, Senior Heritage Officer, on (08) 8124 4956 or hamish.angas@sa.gov.au

Heritage South Australia
Department for Environment and Water

23 December 2019

Ms Nadia Gencarelli
Team Leader – Council Development Plan Amendments
Development Division
Department of Planning, Transport and Infrastructure
Email: nadia.gencarelli@sa.gov.au

Dear Ms Gencarelli,

RE: Request to amend a Development Plan to include a State heritage place

The South Australian Heritage Council hereby notifies you of the **confirmation** of State heritage places in the South Australian Heritage Register in order to be included in the relevant council's Development Plans pursuant to section 29(3) of the *Development Act 1993*.

On **12 December 2019,** the South Australian Heritage Council **confirmed** the following places in the Register:

Table Adel/1 - State Heritage Places in the *Adelaide (City) Development Plan*

Property Address	Description and/or Extent of Listed Place	Lot No.	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
28-30 Grenfell Street ADELAIDE	Ferrari House (former Eagle Star Insurance Building)	L 1 L 2 L 3 L 4 L 5 L 6 L 7 L 8 L 9 L 10 L 11 L CP	C 20905	CT 5849/638 CT 5849/639 CT 5849/640 CT 5849/641 CT 5849/642 CT 5849/643 CT 5849/644 CT 5849/645 CT 5849/646 CT 5849/647 CT 5959/263 CT 5849/649	d, e	14099

Table Mar/4 - State Heritage Places in the *Marion Council Development Plan*

Property Address	Description and/or Extent of Listed Place	Lot No.	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
Warracowie Way OAKLANDS PARK	Marion Cultural Centre	A3	D59367	CT 5880/722	e	26497

Please do not hesitate to contact me on telephone 8124 4960 should you require further information.

Yours sincerely,



Sher'ee Ellis

Register Clerk

Delegate of the South Australian Heritage Council

cc Scott Johansen, Project Officer Mapping, DPTI, email: scott.johansen@sa.gov.au

cc Benjamin Williams, Planning Officer, DPTI, email: ben.williams2@sa.gov.au

cc Planning Department, City of Adelaide, email: city@cityofadelaide.com.au

cc Planning Department, City of Marion, email: council@marion.sa.gov.au

Government of South Australia
Office for Recreation, Sport and Racing

ORSR2020/02001/01|#15033223

27 Valetta Road
Kidman Park SA 5025
PO Box 219
Brooklyn Park SA 5032
Tel 1300 714 990
ABN 81 213 956 472
www.ors.sa.gov.au

Mr Ilia Houridis
General Manager City Development
City of Marion
PO BOX 21
OAKLANDS PARK SA 5046

By email: ilia.houridis@marion.sa.gov.au

Dear Mr Houridis

Thank you for the opportunity to attend the recent briefing on the Oakland's Precinct.

The Concept Plan illustrates a precinct approach to accessibility and community connections, an active public realm and enhanced activation and opportunities for the area including the SA Aquatic and Leisure Centre (SAALC).

It is envisaged that the Plan would provide complementary benefits for the community and visitors of the SAALC.

The Office would encourage the intent behind the precincts vision; I note in particular

- Greater pedestrian and cyclist connectivity.
- A Pedestrian Activated Crossing (PAC) on Diagonal Road adjacent Trott Grove connecting to Warracowie Way.
- Enhanced activation of the Plaza between the SAALC and Marion Cultural Centre.
- Enhanced walking and cycling connections with a future "Chrysler Trail"
- Increased recreational opportunities through the integration of active transportation modes and public transportation.

I look forward to working with you as the City of Marion progresses the Plan.

Yours sincerely

Kylie Taylor
CHIEF EXECUTIVE
Office for Recreation, Sport and Racing

22 January 2020

Attachment 5

Estimate Whole of Life Cost Analysis

Description	Lifecycle Yrs	Acquisition Cost	Projected Operating Costs pa	Projected Maint Costs pa	Total Projected O&M pa	Less Existing O&M pa	Net Increase O&M pa	Projected Depn/ Renewal pa	Existing Depn/ Renewal pa	Net Increase Depn/ Renewal pa	Whole of Life Cost of Proposal	Whole of Life Increase Cost of Proposal
MCC Plaza												
Total (whole of life cost based upon 50 years)		$3,314,312	$11,772	$95,911	$107,683	$6,000	$101,683	$68,066	$3,000	$65,066	$12,101,740	$11,651,740
Total		$3,314,312	$11,772	$95,911	$107,683	$6,000	$101,683	$68,066	$3,000	$65,066	$12,101,740	$11,651,740
Additonal Harvesting tank (Option B)												
Total (whole of life cost based upon 50 years)		$252,750	$0	$4,085	$7,713	$11,798	$0	$11,798	$6,170	$0	$6,170	$1,151,125
Total		$3,567,062	$11,772	$99,996	$115,395	$17,798	$101,683	$79,863	$9,170	$65,066	$12,107,910	$12,802,865

CITY OF MARION

102 -104 Sturt Road shops footpath upgrade

Originating Officer	Project Support Officer - Michael Taintey
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623R17

REPORT OBJECTIVE

To report back to Council the investigations of engineering solutions sought for the footpath at 102-104 Sturt Road Warradale, refer GC200128M02 to resolve safety risks and improve shop front access and amenity.

EXECUTIVE SUMMARY

Council endorsed a Motion with Notice at a General Council meeting (GC200128M02) to instigate an assessment of engineering solutions for the footpath in front of shops housing Pebble & Palm through to Hair Inn 102-104 Sturt Road Warradale as to resolve trip hazards and to create activation opportunities in consultation with businesses, that the 30 minute car parking restriction also be reviewed in consultation with DPTI.

Staff have engaged with the business owners and the property owner of the groups of shops to develop an upgrade that will improve safety and amenity estimated to cost $108,000. This work could be funded via the Commonwealth Local Roads and Community Infrastructure Grant or through reserves.

The aim of this report is to discuss the draft concept plans provided (attachment 1) and seek funding to enable Administration to proceed with detailed design and construction in 2020/2021.

RECOMMENDATION

That Council:

1. **Notes this report.**
2. **Endorses the concept designs presented.**
3. **Endorses the allocation of $108,000 from the Commonwealth Local Roads and Community Infrastructure Grant to undertake the works in 2020/2021.**

Liveable:	Social interaction and resident interaction
Valuing Nature:	Incorporation of water sensitive urban design allowing softening of the traditional street scape
Engaged:	Engaging community with shared use and a sense of place
Innovation:	Improved access and reduced risk to our community through new innovative design thinking
Prosperous:	Increased visitation for the businesses and the City of Marion

Connected:	Provide a sense of place and opportunity for social connection
Opportunities:	Public Artwork to compliment the space through the wall mural installation currently underway on the eastern end of the building fronting Launceston Street
Risk Management:	Shop owners have stated numerous slips, trips and falls along the section of footpath grade separation and this new design will mitigate these risks for the community making the area safer with easier accessibility.
Proposed Future Budget Allocation:	Funding of $108,000 to be allocated from the Commonwealth Local Roads and Community Infrastructure Grant budget
Whole of Life Costs:	Source from Finance

DISCUSSION

In early 2020, an incident was reported to Council that occurred in front of the businesses located at 102-104 Sturt Road, Warradale. The incident involved an elderly person tripping and falling on the concrete where there is a level change at the western end of the footpath.

Following the Motion (GC200128M02), Administration undertook an assessment of the engineering solutions that involved consultation with the businesses to inform the initial concept designs to mitigate future hazards whilst improving access and amenity along Sturt Road and to local businesses.

Overall Concept

The engineering solution considers the design incorporating the following:

- Provide a low seating wall and raised planter beds, with the wall removing the level change issue.
- Retention of the majority of the existing concrete path along the shop fronts, providing 1.5m clearance for pedestrian movement and compliance.
- Stobie Poles to remain (SAPN) infrastructure.
- Re-graded unit pavement with smooth transitions from car parking to shop front.
- Localised water sensitive urban design opportunity on the corner of Sturt and Launceston street.
- New pram ramps across Launceston street and driveway crossover behind the shops.
- Signage totems integrated into the planter beds.
- Opportunities for integrated public art, with wall mural and pavement artworks.

A conservative opinion cost estimate for the shop front upgrade is $108,000 GST exclusive (Attachment 2) noting exclusions. This section of Sturt Road is currently unfunded as per Council resolved Streetscape Program GC190528R10, however, the Treescaping programmed is scheduled to occur in 6-10 years.

Consultation

Consultation with the property owners alongside the business owners was conducted from January 2020 through until the end of March 2020 in accordance with Councils Public Consultation Policy and Procedure.The key findings from the consultation were as follows:

- Increase public amenity through plantings of low lining succulents in planter boxes and provide seating and handrails.
- Places to tether dogs and bikes.
- Promote the entire group of shops as a destination.
- To support business activities at all times throughout construction and retain customers.

A summary of the consultation feedback is within Attachment 3.

As a result minor adjustments were made to the draft concept plan to capture the business owners feedback.

Direct consultation with the property owner has been very positive with strong support for the proposed solution, the property owner sees the current shops and tenants as working very well and does not foresee any major works to the building in the next 10 years that would impact the proposed upgrade.

Investigations into the car parking limits revealed that consultation was not required with DPTI to change the parking time limits. Preliminary discussions with the business owners has shown some owners are interested in changes to the time limits, staff will continue to work with all the businesses to balance all of the their parking needs in line with the proposed upgrade if endorsed or the existing built form if not.

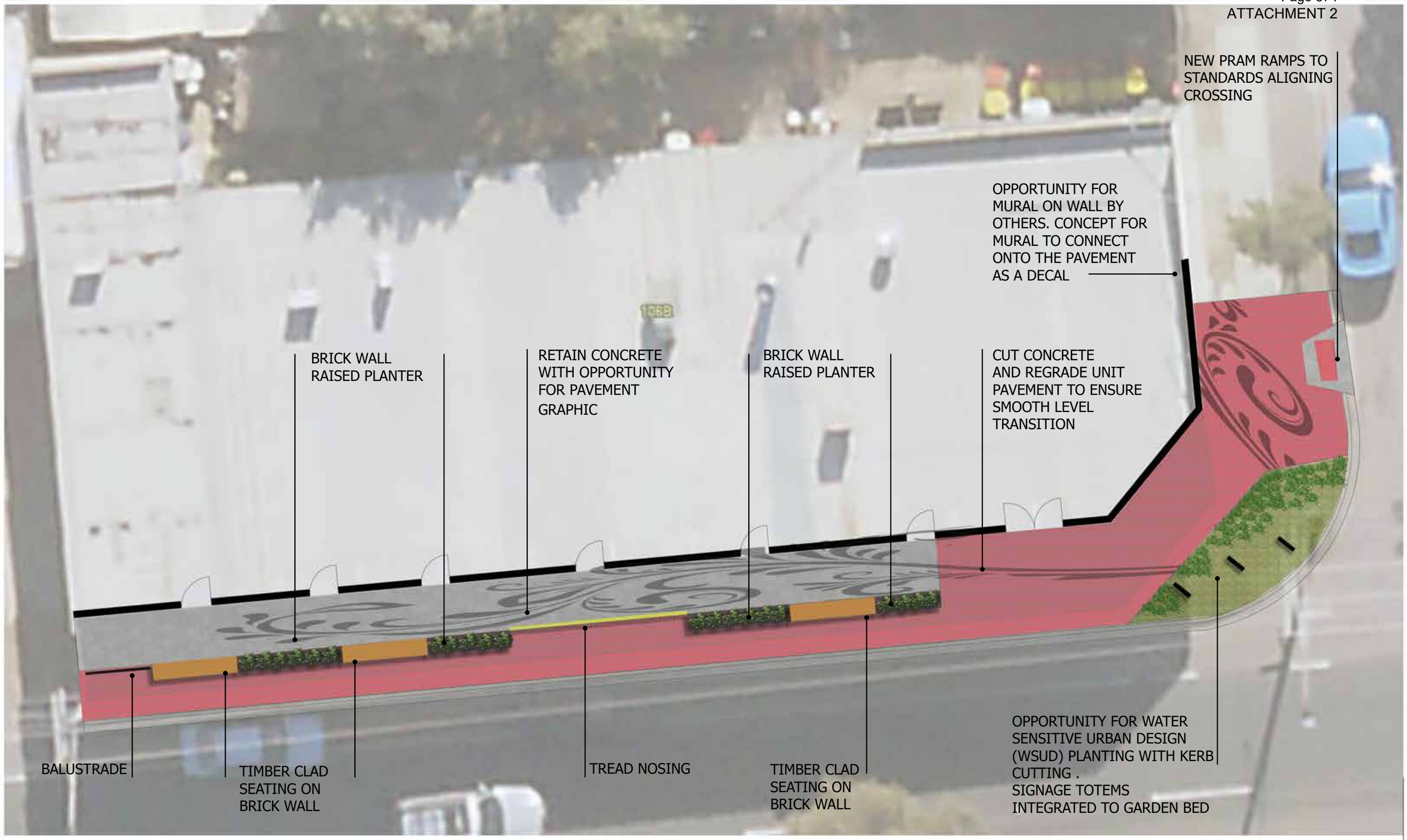
Attachment

#	Attachment	Type
1	Attachment 1 Sturt Rd Shops_Opinion of Cost attchment V2	PDF File
2	Attachment 2 Sturt Rd Shops Concept attachment V2	PDF File
3	Attachment 3 Sturt Rd Community engagement register	PDF File

Sturt Rd Shops

Opinion of Probable Cost: Concept Design

ITEM No.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
1.00	**PRELIMINARIES**				
1.01	Allowance for builder's preliminaries	1	No.	10%	$7,918.50
	SUBTOTAL				**$7,918.50**
2.00	**DEMOLITION & SITE PREPARATION EARTHWORKS**				
2.01	Demolition existing paving	80	m2	$24.00	$1,920.00
2.02	Site Preparation	80	m2	$30.00	$2,400.00
	SUBTOTAL				**$4,320.00**
3.00	**PAVEMENTS**				
3.01	Concrete Paver including poof rolling and sand bed	96	m2	$125.00	$12,000.00
3.02	Concrete Kerb WSUD	8	lin.m	$85.00	$680.00
3.03	Concrete drive and cross over	18	m2	$90.00	$1,620.00
3.04	Kerb ramps	2	No.	$1250.00	$2,500.00
	SUBTOTAL				**$16,800.00**
4.00	**SOFT LANDSCAPE**				
4.01	Garden Bed - Imported Topsoil	15	m3	$75.00	$1,125.00
4.02	Garden Bed - Mulch Gravel	20	m2	$55.00	$1,100.00
4.03	Garden Bed - WSUD 140mm Plants (3 per m2)	60	No.	$15.00	$900.00
4.04	Succulents to wall	96	No.	$20.00	$1,920.00
	SUBTOTAL				**$5,045.00**
5.00	**FURNITURE & FIXTURES**				
5.01	600mm height walling brick work, footing and water proofing	20	lin.m	$1,100.00	$22,000.00
5.02	Custom Timber Seat frame and timber	7	lin.m	$750.00	$5,250.00
5.03	Bike Racks	1	No.	$1100.00	$1,100.00
5.04	Tread nosing	6	lin.m	$100.00	$600.00
5.05	Handrail	1	No.	$350.00	$350.00
	SUBTOTAL				**$28,950.00**
6.00	**SERVICES**				
6.01	Alterations to stormwater (Hardscape)	125	m2	$30.00	$3,750.00
6.02	Allowance Water Supply tap fixture	1	No.	$5,500.00	$5,500.00
6.03	WSUD garden bed soils medium	12	m2	$85.00	$1,020.00
6.04	Solar Based People Counting on LoWaRAN	2	No.	$1,600.00	$3,200.00
	SUBTOTAL				**$13,470.00**
7.00	**WAYFINDING & PUBLIC ART**				
7.01	Signage (Allowance)	1	No.	$3,500.00	$3,500.00
7.02	Public Art (Allowance decals)	1	No.	$3,500.00	$3,500.00
7.03	Removable Flag poles and sleeves	6	No.	$600.00	$3,600.00
	SUBTOTAL				**$10,600.00**
8.00	**CONTINGENCY**				
8.01	Design Development Contingency	1	No.	7.5%	$6,532.76
8.02	Construction Contingency	1	No.	7.5%	$6,532.76
8.03	Professional Services DD- engineering	1	No.	7.0%	$7,011.83
	SUBTOTAL				**$20,077.36**
	TOTAL				**$107,180.86**
9.00	**EXCLUSIONS**				
9.01	Council management fees				
9.02	Excavation of rocks				
9.03	Removal or remediation of contaminated spoils				
9.04	Re-sheeting of Sturt Rd or Launceston Rd bitumen wearing courses				
9.05	Upgrade, repair or making good to existing concrete kerb to remain				
9.06	Alterations, undergrounding or upgrade of existing overhead power lines				
9.07	WSUD				
9.08	Allowance for 52 week maintenance period				



DRAFT CONCEPT

SITE PLAN
SCALE 1:100

0 1 2 4 6 8 10 M

DRAFT ISSUE

THE CITY OF MARION

STURT RD SHOPS	Drawn --	Date 27/02/2020	
	Designed --	REVISION No.	
	Checked BG	SRS_SK01	Sheet No. 1
SCALE AS SHOWN AT A3	Surveyed --		
	Level Book	Computer Name	



BALUSTRADE | TIMBER SEATING | RAISED PLANTER | TIMBER SEATING | RAISED PLANTER | STEP WITH TREAD NOSING | RAISED PLANTER | TIMBER SEATING | RAISED PLANTER | WSUD GARDEN WITH TOTEM SIGNAGE

ELEVATION
SCALE 1:100



SECTION
SCALE 1:50

CLEAR FOOTPATH 1.5m WIDE | BRICK WALL WITH TIMBER SEATING / RAISED PLANTER | REGRADED UNIT PAVEMENT 1m WIDE

DRAFT CONCEPT

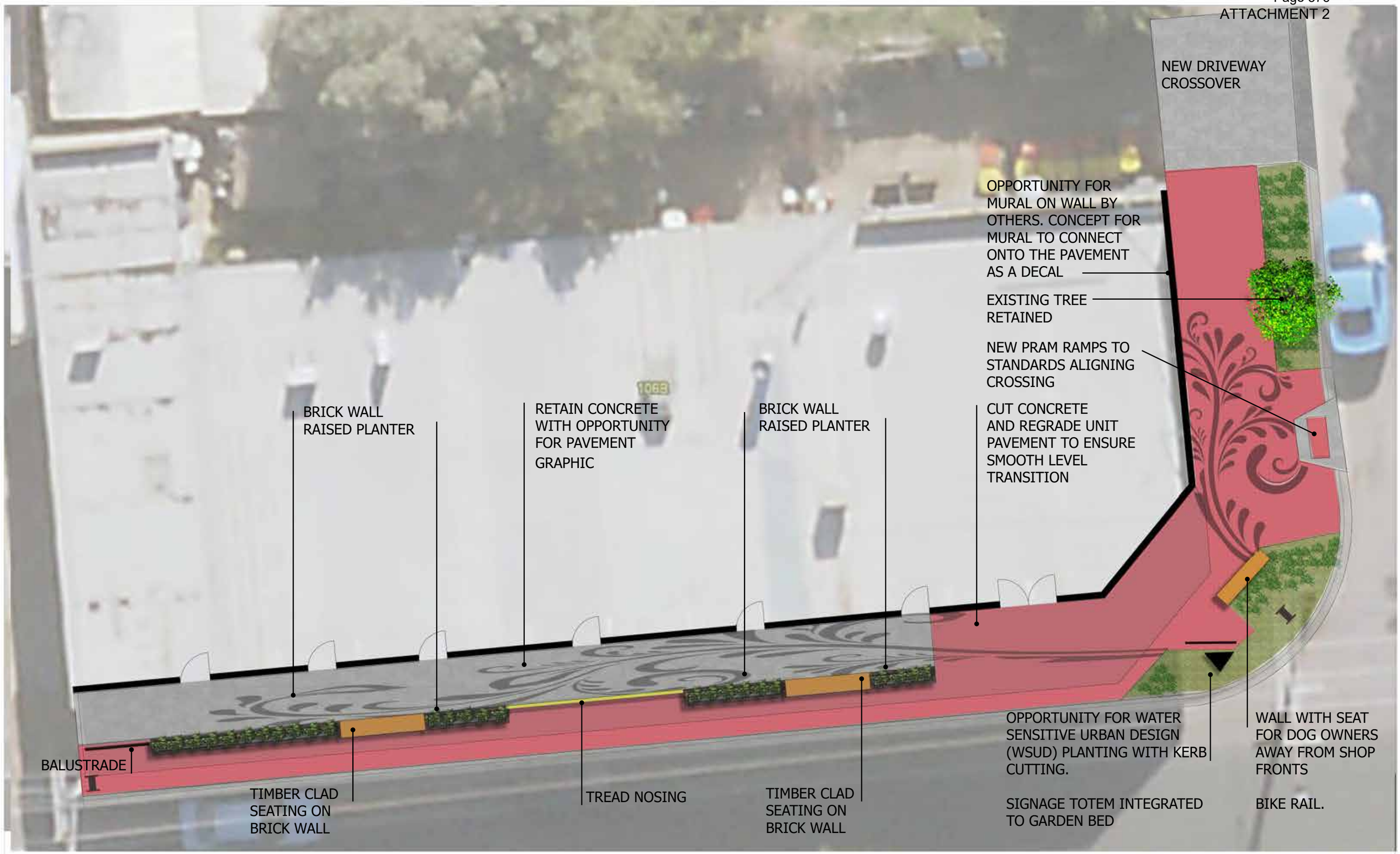
DRAFT ISSUE

SCALE AS SHOWN AT A3

THE CITY OF MARION

STURT RD SHOPS

Drawn	--	Date 27/02/2020	
Designed	--	REVISION No.	
Checked	BG	SRS_SK02	Sheet No. 1
Surveyed	--		



FINAL CONCEPT

SITE PLAN
SCALE 1:100

0 1 2 4 6 8 10 M

DRAFT ISSUE

THE CITY OF MARION			
STURT RD SHOPS	Drawn — —	Date 27/02/2020	
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SCALE AS SHOWN AT A3	Surveyed — —		
	Level Book	Computer Name	



BALUSTRADE TO MANAGE TRIP HAZARD

RAISED PLANTER

TIMBER SEATING

RAISED PLANTER

STEP WITH TREAD NOSING

RAISED PLANTER

TIMBER SEATING

RAISED PLANTER

WSUD GARDEN WITH TOTEM SIGNAGE
NAMING OF PRECINCT TO BE CONFIRMED

LOW SEATING WALL WITH BIKE RAIL

ELEVATION
SCALE 1:100



SECTION
SCALE 1:50

CLEAR FOOTPATH 1.5m WIDE

BRICK WALL WITH TIMBER SEATING / RAISED PLANTER

REGRADED UNIT PAVEMENT 1m WIDE

PROPOSED PLANT SPECIES - GARDEN WALL

LOW GROUNDCOVER SUCCULENTS
REQUIRING MINIMAL MAINTENANCE OR IRRIGAITON


Sedum blue spruce


Sempervivum fire dragon


Euphorbia donkey tail


Senecio surpens

PROPOSED PLANT SPECIES - Water Sensitive Urban Design

LOW GROUNDCOVER GRASSES


Lomandra species


Dianella species


Ficinia nodosa

FINAL CONCEPT

DRAFT ISSUE

THE CITY OF MARION

STURT RD SHOPS	Drawn --	Date 27/02/2020	
	Designed --	REVISION No.	B
	Checked BG	SRS_SK02	Sheet No. 1
SCALE AS SHOWN AT A3	Surveyed --		

Sturt Road Shops Concept Design- Consultation feedback

Who	Shop Tennant Comments April 2020	City of Marion Design response- May 2020
Erika- Hairdresser	Just forwarding written response in regard to feedback of plans for shop including 104 Sturt Road Warradale. As discussed during earlier phone conversation with Brett I'd like to raise my concern that I am the only shopfront with bench directly across from my shop entrance doorway. This design poses concerns that access to my doorway is then compromised and limited and not ideal for my customers. I also feel uncomfortable and concerned that public sitting on these benches impedes not only on my personal privacy and that of my clients but as the other shop counters and business may be conducted at the rear of their shops , I perform my services at the front window and don't wish to be constantly watched while doing so. I'm also concerned that the hand rail be adequately signed to be used as a hand rail and not as a bike rack as the noise even whilst gathering in front of shop of people gathering is disruptive to my business which is supposed to be a relaxing experience customers are paying for. Suggested alternative was the planter box which I'm not against provided the planted material does not obstruct the view of my shop or view outside from my shop .. what will be planted and who will maintain this doesn't occur as it grows? These are my main concerns and also if public art space will be evenly offered to all shops, discussed to include all shops input as I have noticed this has already begun. Also when are works scheduled to occur and how will this impact on my business trade. With current Coronavirus impacts on business, every further trading set back or impact obviously greatly concerns us and as the longest standing tenant of all the current shops I am hugely invested in finding a solution that benefits all of our business in the future. I look forward to further updates.	Bench seat to be removed and planter bed to be extend to length of the wall treatment infront of the shops. Planting palette to consider groundcovers and succulents to mitigate watering and maintenance requirements. Low level planting to limit obstruction of views. Wall and plant material will be City of Marion asset for maintenance however would appreciate the shop tenants to apply some light maintenance cleaning if required to support customer satisfaction. Art work is an opportunity that can be discussed with tenants and owner of shops and applied as a decal onto the pavements. Programing of works to support business access at all times during construction activity. Retention of the concrete path to the shop entrances will ensure this pedestrian walkway can be maintained. Specification of works and contractor engagement will spell out the requirements to consult with shop tenants to maintain safe pedestrian entry at all times.
Tim- Banks and Brown Coffee Shop	Thanks for the reminder! I've had a look at the concepts and they look really positive. With the casual bench seating people will be able to sit out the front while they wait or with pets. It's always a positive having human movement outside any business as it makes drivers look as they pass. A couple of questions / suggestions 1. Is there scope to have A-Frame signage on the lower level or would we need to consider an alternative to show when we are open? 2. We've been trying to promote the entire block of shops as 'Parker's Place on Sturt' to market it as a destination (through social media) so wondering if the built in signage / posts could include that. 3. The eastern wall is currently having a beautiful mural painted on it by Natalie Broham. On the plan it looks like decals have been included on some of the pathways. It would be good to liaise with her so any additions fit in with the painting and not detract. It's a great concept. 4. Would be good to have some 'tether' points for pets or bicycles. Thanks for the work so far & we look forward to seeing it progress.	1. Would like to discuss alternative to A frame signage if possible to remove obstacles on the pavements. Is it possble to have a small flag associated to the low planting wall. Flag pole can be inserted into a sleeve when businesses are open? 2. Permanent built signage can look at Parker's Place on Sturt (would be good to have consensus from all shop tennants and owner). Can you provide context to this naming for Council consideration.3. Artist concept to be considered in more detail with shop tenants. Decals are proposed. Detail on art work can be worked out and applied after pavements. Would suggest City of Marion staff and Natalie work collectively to design the scheme for integration and scope identification. 4. Would suggest tether points to be at the eastern end of the street scape treatments with additional seat in garden and bike rail. We want to ensure walkways are clear and mitigate impact on shop fronts

CITY OF MARION

Open Space Framework

Originating Officer	Open Space and Recreation Planner - Rebecca Deans
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623R18

REPORT OBJECTIVE

The purpose of this report is to seek Elected Member endorsement for the Open Space Framework

- Open Space Plan
- Open Space Methodology
- Open Space Service Levels

EXECUTIVE SUMMARY

The Open Space Plan is to be delivered 2019/2020 - 2027/2028. The plan aims to deliver open spaces that contribute to neighbourhood character, provide opportunities for active living and community engagement, and protect and enhance natural environments.

The plan considers all green spaces classified as Open Spaces within the asset category.

Discussion at Elected Member Forums, various Ward Briefings as well as internal discussions have assisted with the development of an Open Space Framework, including:

- Open Space Policy (endorsed July 2018)
- Open Space Methodology (Appendix 1)
- Open Space Service Levels (Appendix 2)
- Open Space Plan (Appendix 3)

Prior to endorsement by Council, the Open Space Framework was presented to the community for consultation.

RECOMMENDATION

That Council:

1. **Notes the consultation results and changes to the Open Space Framework**
2. **Endorse the Open Space Framework, which includes Open Space Methodology, Open Space Service Levels and the Open Space Plan.**
3. **Endorse funding of up to $676,564 for the 2020/21 financial year from the Asset Sustainability Reserve to deliver the program consulted with Elected Members and the community.**
4. **Endorse funding of up to $815,982 required to deliver the identified capital works to the 2027/28 financial year from the Asset Sustainability Reserve.**
5. **Notes the mid life review of the Open Space Plan will be bought back to Council in 2024.**

GENERAL ANALYSIS

The Open Space Framework was recently released for Community Consultation. Consultation ran from May 18th - June 8th.

In summary, during the 3 week consultation period Council received:

- 534 total visits to the Making Marion site
- The following downloads of documents
    - 143 Open Space Plan
    - 60 Open Space Policy
    - 55 Open Space Methodology
    - 45 Open Space Service Levels
- 40 completed surveys
- 83 contributors to the quick poll
- 1 social media comment relating to the Framework
- 4 email responses

Consultation Results

94% of respondents (78 people) supported the intent of the Framework. The detailed results are shown in the attached consultation report (Appendix 4).

Internal consultation with teams across the City of Marion was undertaken simultaneously, and these results were considered along with the feedback provided by the community.

Following this consultation minor changes were requested and these are reflected in the attached documents.

- Draft Open Space Methodology
- Draft Open Space Service Levels
  Draft Open Space Plan

  The changes can be viewed in Appendix 5 and do not have any funding implications.

  Some suggestions were made to enhance facilities at particular sites within the Open Space Plan and these are detailed within the consultation report in Appendix 4.

- Draft Open Space Plan

The changes can be viewed in Appendix 5 and do not have any funding implications.

Some suggestions were made to enhance facilities at particular sites within the Open Space Plan and these are detailed within the consultation report in Appendix 4.

Liveable:	The Open Space Framework will provide opportunity for a well planned, safe and welcoming city.
Valuing Nature:	The Open Space Framework will encourgae people to connect with nature and protect the natural environment.
Engaged:	Community engagement for the Open Space Framework provided opportunity for people to work together to build strong neighbourhoods.
Opportunities:	The Open Space Framework provides opportunity to contribute to neighbourhood character, provide opportunties for active living and protects and enhances natural environments.
Organisational Excellence:	The Open Space Framework provides a forward plan to develop open space within the City of Marion and aligns to other prioritised works.
Timeline	The Open Space Plan will commence in 20/21, once the Framework is endorsed by Council.

Current Budget Allocation Current budget allocations have been budgeted within the Open Space Plan.

Proposed Future Budget Allocation: Future budget allocations have been receommended to be endorsed within the LTFP.

Other Funding Sources: Other funding sources, such as grant funding will be considered in each year of the Open Space Plan.

DISCUSSION

The Open Space Plan is an integral part of the Open Space Framework and details recommended works and projects at each open space throughout the city, year of construction and service level required.

As well projects across specific open spaces, there are also some recommended works to be carried out across wards over the 8 years. These are detailed on page 27 of the Open Space Plan.

- Lighting audit - $5,000 (20/21)
- Lighting audit upgrades - $10,000 per year (21/22 - 23/24)
- Open Space Activation - $10,000 per year (20/21 - 27/28)
- Minor Open Space Enhancement - $10,000 per year (20/21 - 27/28)

Finances
The Open Space Plan details the works over the 8 years, with associated finances and is attached in Appendix 3.

The Open Space Plan requires additional funding of up to $1,492,546 over 8 years for the capital works program.

2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	**Total**
$676,564	$171,417	$759,695	$180,940	$350,361	$211,926	-$309,455	-$548,902	**$1,492,546**

It is recommended that this additional funding be sourced from the Asset Sustainability Reserve. During the life of the Plan, grant and other funding will be sought to provide savings to Council.

Resources
The current resources within the Open Space and Recreation Planning team are sufficient to manage the Open Space Plan.

Current resources consist of:

- Unit Manager Open Space and Recreation Planning
- Senior Landscape Architect
- 3 x Landscape Architects
- 3 x Recreation and Open Space Planners
- 1 x Project Support Officer

Operation and ongoing maintenance requirements
It is important to note that the adoption of the Open Space Plan will increase the amenity of the City of Marion’s Open Space which will require additional funding to maintain.

New and upgraded playground and open space assets, and landscaping such as natural vegetation and garden beds all require ongoing operations and maintenance which is not funded in recurrent budgets.

As an estimate the operations and maintenance associated with the 20/21 capital program is estimated at $213,000. The review of the Open Space Asset Management Plan will incorporate the operations and maintenance budgets required to support the Open Space Plan over the next 10 years.

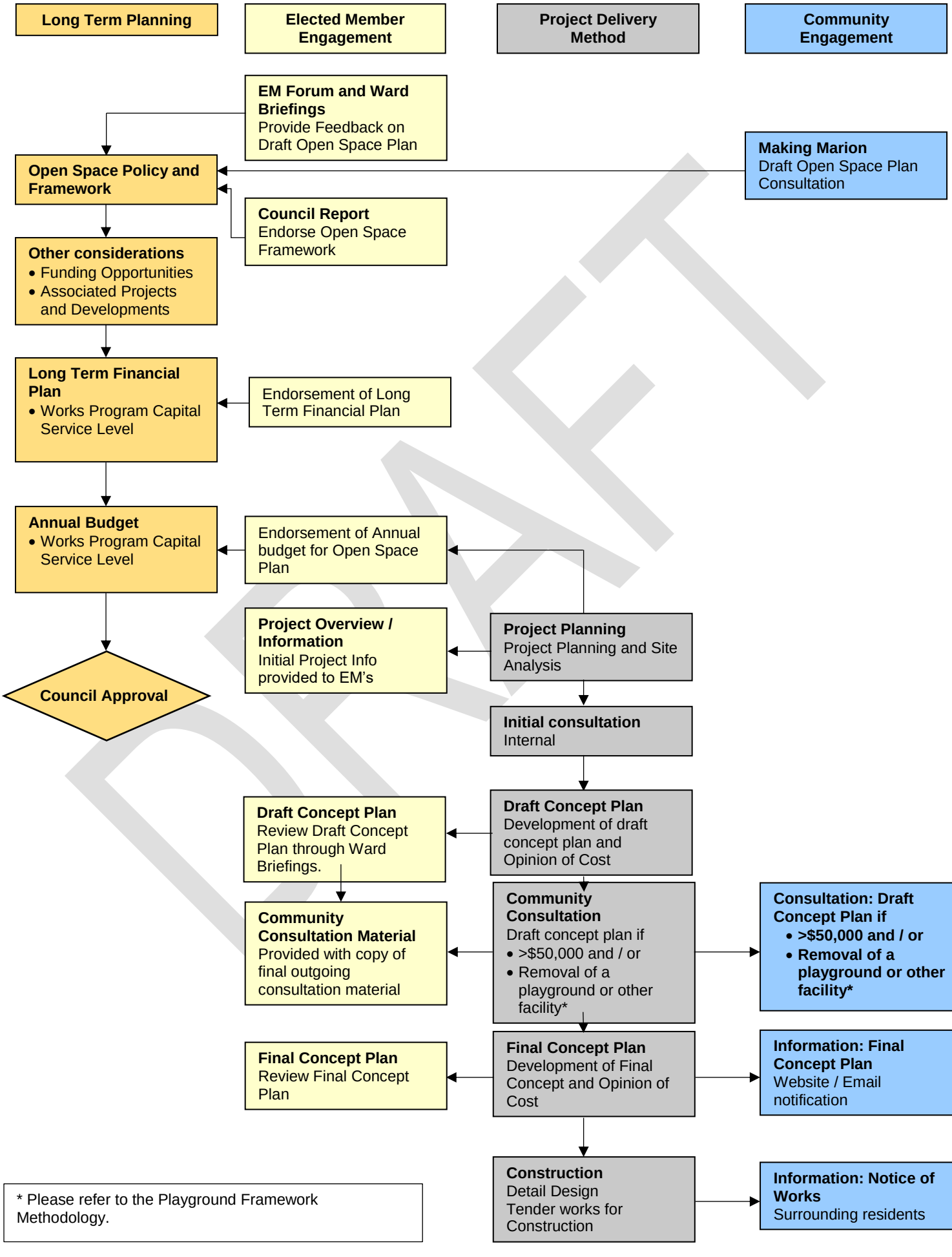
Next Steps

Endorsement of Open Space Framework, including Open Space Plan	General Council Meeting 23 June 2020
Initiate Open Space Plan	July 2020
Review Open Space Plan	2024

Attachment

#	Attachment	Type
1	Appendix 1 - Draft Open Space Methodology	PDF File
2	Appendix 2 - Draft Open Space Service Levels	PDF File
3	Attachment 3 - Open Space Plan	PDF File
4	Appendix 4 - Community Consultation Report	PDF File
5	Appendix 5 - Changes to the Open Space Framework	PDF File

Open Space Framework
Methodology



* Please refer to the Playground Framework Methodology.

DRAFT

Open Space Plan
Service Level Guide

Classification	Hierarchy	Types of Facilities (may include)		Indicative Cost (up to)
Recreation - active Designed for active informal recreation that can include facilities such as playgrounds, grassed areas for ball games, multi purpose courts, fitness equipment.	Local	• seating • drinking fountain • natural shade	• nature play elements • Irrigated, grassed area	**$35,000 - $50,000**
	Neighbourhood	• irrigated, grassed area for ball games • natural and/or artificial shade • shelter structure • pathways • seating	• minor sporting and recreation facilities, including nature play and fitness • drinking fountain	**$75,000 - $100,000**
	Regional	• sporting and recreation facilities / running tracks • nature play • public toilet • shade and shelter • pathways	• public art • off road car parking • seating • drinking fountain • Irrigated grassed area	**$150,000 - $350,000**
	State	• walking, cycling, mountain bike and horse riding trails	• nature play areas • shelters and BBQ's	
Recreation – non active Designed primarily for passive recreation activities such as relaxing, strolling, picnics, and barbeques.	Local	• seating / picnic facilities • planting	• pathways	**$15,000 - $35,000**
	Neighbourhood	• seating • drinking fountains • pathways	• shelter • picnic facilities • BBQ	**$35,000 - $75,000**
	Regional	• seating • drinking fountains • pathways • shelter • picnic facilities	• off road car parking • public toilet • public art • BBQ • bike racks	**$250,000 - $400,000**
	State	• seating • drinking fountains • trails • natural shade • shelter • picnic facilities	• off road car parking • public toilet • public art • educational signage • areas for protection and enhancement of local native flora and fauna	
Play Where a playground is the dominant feature of the open space. Provision of playgrounds is guided by the Playground Framework. This classification can include skate parks / youth facilities.	Local	As per playground service levels.		**$95,250**
	Neighbourhood			**$235,500**
	Regional			**$869,250**
	City Wide Attraction			**$3,750,000**
Sport Where sport facilities are the principle purpose of the open space that are associated with club membership - usually competitive use. There can be community use outside of competitive sport schedules.	Community Courts	• court – may be multi use • drinking fountain	• pathways • fencing	**$200,000 per court**
	Club Courts	• seating • drinking fountain • pathways	• sporting and recreation facilities • irrigated lawn areas	**Reviewed site by site**
Dog Park Where a principal use of the open space is for dog off-leash exercise	Dog Friendly (Where the site may be a shared use space)	• seating • pathways • fencing	• drinking fountain and dog bowl • signage • bin and dog bag dispensers	**$15,000 - $30,000**
	Formal Dog Park	• seating • drinking fountain and dog bowl • pathways • fencing	• shelter • plantings and landscaping • signage • car parking	**$300,000 - $350,000**
Formal Garden Where a formal garden is a feature that may have historic and /or cultural significance.	To be developed on a case by case basis			
Community Garden Designed to include more formal recreation activities that may be restricted, such as community gardens	See community gardens guidelines			

Open Space Plan
Service Levels

Classification	Hierarchy	Types of Facilities	Indicative Cost (up to)
Linear / Linkage Walking, cycling and other shared use off-road trails that are used for recreational and commuting purposes	To be developed in line with the cycling and walking strategy. Can include: • Seating • Drink fountain • Art • Trail nodes • Signage • Shelter **Costing to be developed on a linear metre rate**		
Cultural / Heritage Open space that is of special historic / cultural significance to indigenous and / or non indigenous communities	Local	• seating • drinking fountain • Cultural / heritage art • Interpretive signage	**$15,000 - $35,000**
	Neighbourhood	• seating • drinking fountain • pathways • interpretive signage • cultural opportunities • cultural / heritage art • shelter	**$75,000 - $100,000**
	Regional	• seating • drinking fountain • cultural / heritage art • shade and shelter • specialist cultural amenities • interpretive signage	**$200,000**
	State	• specialist cultural amenities	
Natural Landscaping area Open Space managed for general enhancement of natural amenity and passive recreation.	Biodiversity Planting	Opportunities will be developed through the Biodiversity Officer	**$10,000**
	Natural Landscaping	Typologies will be applied at sites according to the Natural Landscapes Design and Maintenance guideline	**$40 - $140 per 5m square dependent on typology applied**
Nature Conservation Where the protection and / or improvement of biodiversity is of high value, including linking areas of remnant vegetation for passage of wildlife.	Opportunities will be developed through the remnant native vegetation plan.		
Wetland / Watercourse / Stormwater Where a key focus is for a wetland, watercourse, and / or stormwater management.	Opportunities will be developed through stormwater management plans		
Coastal Where open space is situated in a coastal setting and plays a role in protecting the coastal environment.	Local Neighbourhood Regional State	Opportunities will be developed though the coastal walkway plan.	
Road Reservation Road Reserves that contribute to the open space network but its primary purpose is land banking for potential future changes to transport corridors.	Opportunities to be developed through the streetscape policy		**$50,000**
Maintenance	Maintenance costs of 5% will be applied to all Open Space Developments Maintenance will be undertaken by the Open Space Operations Team		
Renewal	At the end of useful life (approximately 20 -25 years) Renewal will occur earlier where safety of equipment is compromised.		
CPI Increases	All costs nominated in these service levels are subject to an annual increase in line with CPI.		

CITY OF MARION

OPEN SPACE PLAN 2018 - 2028



OPEN SPACE PLAN

In the future, areas of the City of Marion will subject to increasing housing densities, specifically along Marion Road and around Tonsley. Council will need to proactively respond to higher density urban development in these areas and influence the appropriate provision and quality of open space and lifestyle opportunities.

It is important to not only have a good provision of open space but also consider the quality of the city's reserves to provide flexible open space that compensates for the lack of private open space.

Access to local parks that provide opportunities for play, recreational fitness activities and non-organised sport will be key design elements to create liveable communities.

Consideration will need to be given to the population and the character of the surrounding area when planning for open space developments. A 'needs based' assessment that considers the socio-demographic composition of the population will assist with options for developments.

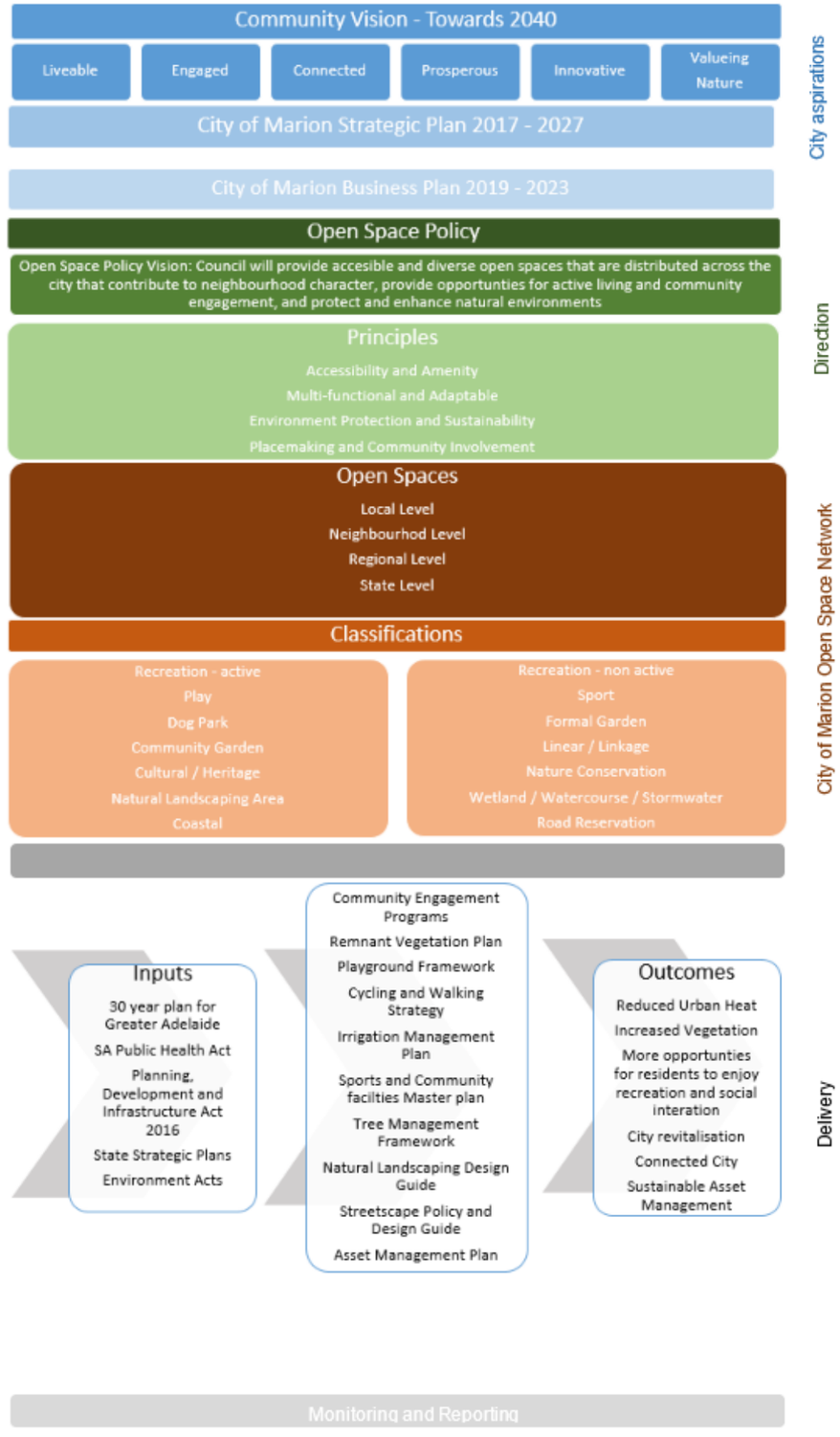
The Open Space Plan has nine focus areas to renew, develop and improve open space within the City of Marion. The following objectives are proposed against each focus area.

Open Space is any piece of City of Marion owned land that is accessible to the public and is not a building, that provides opportunity for recreation and / or conservation.
Open Space can include:

- Green space, including reserves and community gardens
- Playgrounds and Youth Recreation spaces
- Public plazas
- Community Courts

For the purpose of this plan, Open Space is not a verge or roundabout, unless specifically mentioned.

Focus Area	Objective
Low Open space areas	Improve the provision of open space in the areas with low provision across the City.
Environmental needs (people and nature)	Strengthen biodiversity, ecosystems and natural settings for our residents and the environment.
Open space activities	Create a vibrant city through the development, irrigation and renewal of open space to encourage active and healthy lifestyles and connect communities.
Partnership Projects	Develop partnerships to support the delivery of open spaces to maximise community outcomes.
Linkages and access to open space	Improve connections and access to open space
Promotion of Open Space	Improve community awareness of open space through effective marketing. Improve community awareness in open space through informative signage
Innovative use of open space	Create and enhance open spaces with the development of innovative treatments and activities to encourage healthy lifestyles
Integration with other open space related programs	Ensure a holistic and integrated approach to open space developments through considering all of Councils open space related programs and smart cities programs.
Asset Management	Improve asset management through the provision of planning and maintenance programs



A comprehensive review of all of City of Marion's open space connected these focus areas to the City of Marion vision, strategic and business plans to identify open space projects.

The Open Space Policy (2018) underpins the Open Space Plan, aligning a hierarchy and classification to each project.

CONSIDERATIONS

The City of Marion is focussed on achieving an equitable spread of appealing and functional open space across the city. Consideration has been given to achieving equitable distribution of facilities across the city such as basketball courts, fitness nodes, BBQ's and other recreational sport facilities.

Analysis considers current and future needs of the community and where there is open space to meet these considerations, or what is required for this to occur.

Specific consideration has been given to the following when developing the Open Space Plan:

QUALITY OF OPEN SPACE

1. Council will create accessible open spaces that provide quality opportunities for residents.
2. Council will support the development of quality open space that corresponds to the hierarchy and classifications set out in the Open Space Policy
3. Maintenance of open space will reflect the quality determined by the open space and playground policies.
4. Open Space design will consider residents need to value and interact with nature.

OPEN SPACE ENGAGEMENT METHODOLOGY

1. A methodology framework will be created
2. Residents will be invited to be involved with open space projects that have a value of $50,000 or more
3. Community assistance to support design of open space will be supported in line with the methodology frameworks for open space and playgrounds
4. Where opportunity exists, Council will encourage local groups and schools to adopt open spaces to assist with care of trees and landscapes to create a sense of community ownership

INFRASTRUCTURE

1. Toilets will be considered in Regional Open Spaces and Playgrounds and according to the toilet provision statement. See Appendix A.
2. Car parking should be considered at Regional Open Spaces and Playgrounds.
3. Exercise equipment will be considered where there is a gap in provision and suitable open space exists.
4. WSUD opportunities will be explored throughout all open space design.
5. Youth facilities such as skate parks will be considered after internal and external consultation.
6. In principle, the City of Marion will provide a seat and / or drink fountain at all accessible open space. These items will be considered on a case by case basis and based on classifications and hierarchy.

EQUITY OF OPEN SPACE

1. Respond to community needs such as age or disadvantage when planning open space

NATURE PLAY

1. The City of Marion places a high value on nature play and will develop the open space plan to ensure that nature play opportunities are explored.

CULTURAL AND HERITAGE VALUES

1. Council will consider appropriate locations to reflect Cultural and Heritage values through infrastructure, interpretive signage or design.
2. Council will liaise with Cultural and Heritage groups to develop ideas within Open Space on a case by case basis.

SAFETY

1. Council will provide a range of recreation opportunities across the city, including fenced play areas for young children. Fencing will be provided if a safety need exists or where there is a lack of provision of a fenced play area.
2. Where appropriate, open spaces will be designed to allow for passive surveillance and other CEPTD principles.
3. Council will support community and internal programs that maximise use of open space.
4. Community involvement will be encouraged to maintain a sense of ownership.



Crown Street Reserve

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CONSIDERATIONS

MANAGEMENT

1. Council will focus management resources according to the open space hierarchy.
2. Open spaces will be monitored to ensure they are fit for purpose.
3. Resources to maintain open space will be planned in the long term and monitored yearly.
4. Council will work with other authorities, such as DPTI, to ensure maintenance in open space is maintained to a quality level.
5. Open space will be designed with internal consultation to ensure tree and plant species are sustainable and appropriate.

OPEN SPACE ACTIVITIES

1. Activities provided in open space will cater for sport, recreational sport, leisure and play opportunities where appropriate.
2. Where appropriate recreational sport infrastructure such as sport goals will be considered.
3. Community courts, providing for tennis, basketball and netball will be strategically upgraded and constructed, responding to gaps in provision.

CHANGES TO OPEN SPACE

1. Changes to open space hierarchy, functionality, and decisions about optimisation will be considered based on the following
    a. Open Space provision in the surrounding area
    b. Provision of particular activities in the area
    c. Appropriateness of the open space for development (ie small)
    d. Community demand
    e. Urban heat and tree canopy cover in the area
2. Council will consult with local communities prior to changing the use or functionality of open space, according to the Open Space Methodology.

SIGNAGE

1. All playgrounds and regional open spaces will have naming signage which incorporates regulation needs.
2. Signage should be consolidated in open space to minimise visual clutter.
3. Interpretation of historical, cultural and environmental values can create interest within open space and will be considered in the design
4. Directional signage in linear open spaces should be considered.

LIGHTING

1. Security Lighting will be considered in open space where:
    a. The open space is used as a pedestrian link to a community facility, public transport or commercial hub after hours.
    b. There are no other effective measures to improve safety
    c. Where there is strong community demand and considering a,b
2. Lighting which promotes facility use at night will be considered only in open space that is associated with major youth facilities such as skate parks, dog parks or that have major sporting facilities.
3. Open Space lighting should be consistent throughout the city and ensure maximum resilience to vandalism.

SUSTAINABILITY

1. Design principles for open space will consider environmentally sustainable principles and City of Marion policies and programs relating to the environment.
2. WSUD will be considered in open space design
3. The Tree management Framework will be considered in open space design
4. The Remnant Native Vegetation Plan will be considered in open space design



Oaklands Estate Reserve Stage 2

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CONSIDERATIONS

IRRIGATION

1. Where suitable open space will be designed using the natural landscapes design and maintenance guidelines
2. Where irrigation is considered the irrigation guidelines should be applied

SHADE

1. Tree planting for shade will be considered at all open space developments.
2. Council will consider artificial shade in playgrounds at a neighbourhood level and above.
3. Shade in open space will be considered according to the open space service levels.

DOG FRIENDLY AREAS

1. The management of dogs in open space will be guided by Council's Dog exercise off leash and on leash areas.
2. In addition to dog parks, Council will provide dog friendly open spaces with infrastructure such as dog bowls, seating and trails that promote dog walking as shown in Appendix B.
3. Dog park provision that is formal off lead, fenced dog areas will be planned by Council with extensive community consultation.
4. Dog regulations will be clearly displayed at open space with playgrounds and other recreational infrastructure.

ADDITIONAL OPEN SPACE PROVISION

1. Where there is low open space provision in the City of Marion, Council may seek to obtain new open space.
2. Council may work in partnership with schools and other community groups to provide greater open space opportunities.
3. Council will work with new developments to provide the most suitable open space provision for that area.

ACCESS

1. Where access to open space is difficult, the open space plan will develop suitable access to open space.
2. The cycling and walking strategy will be considered when planning and developing open space to ensure access to open space along the network.

WALKING AND CYCLING GUIDELINES

1. Development in open space will prioritise the action plan for implementing walking and cycling improvements in the City Of Marion (Appendix C)

SMART TECHNOLOGY AND DATA

1. The inclusion of smart technology & infrastructure will be considered in open space development to assist with achieving our 'Smart Places' pillar within the City of Marion Smart Com Strategic Plan.
2. Smart Places harness data, technology and infrastructure to support our community to flourish through improved service delivery and help to achieve our strategic community vision themes.



Hazelmere Road Reserve

OPEN SPACE PROGRAM

PLANNING

The Open Space Plan provides an eight year plan of works to ensure that the City of Marion plans, manages and develops a variety of open space to improve sustainable environmental outcomes and our community's individual and collective health and wellbeing.

The Open Space Plan is prioritised to coincide with the endorsed Playground program and other open space works. Where a playground is being designed and constructed, the open space surrounding the playground has been timed to complement that development.

The Open Space Plan is divided into Wards and is attached.

LEGEND

Sturt River Channel

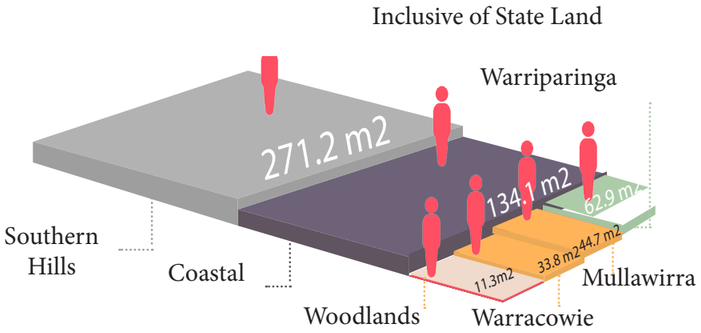
Suburbs



Open Space Classifications

Play	45
Recreation-active	39
Natural Landscape Area	54
Recreation-non active	61
Sport	20
Dog Park	1
Linear / Linkage	20
Nature Conservation	27
Wetland	8
Cultural /Heritage	7
Community Garden	1

Sqm of Open Space Per Person



Open Space Irrigation per Ward

Mullawirra	98300
Woodlands	62200
Warracowie	95200
Warriparinga	158300
Southern Hills	80650
Coastal	75050
TOTAL (sqm)	497100

Socio Economic Disadvantage Percentile

City of Marion Average	45
Australia	46
South Australia	33
Greater Adelaide	39

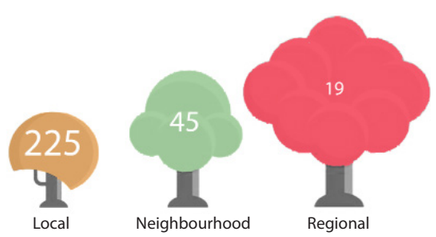
Community Facilities

Kindy	7
Hall	12
Library	3
Neighbourhood Centre	6
Major Sport	7
Sport Club	20
Other	5

Number of Playground

Mullawirra	4	7	2
Woodlands	6	8	1
Warracowie	4	9	0
Warriparinga	7	6	0
Southern Hills	7	8	1
Coastal	12	4	2

Open Space Hierarchy



Recreation Facilities

Soccer/ AFL/ Cricket	9
Fitness	9
Tennis	47
BBQ	35
Toilet	30
Fenced Playground	11
off Leash Reserves	153
Multi Use Court	21
Netball Court	7
Netball Ring	5
Basketball 3 v 3	27

Population

92,308
City of Marion



Population increasing

Population decreasing

0-14 yr	16.2%
15-34 yr	27.7%
35-64 yr	38.8%
65 yr+	17.3%

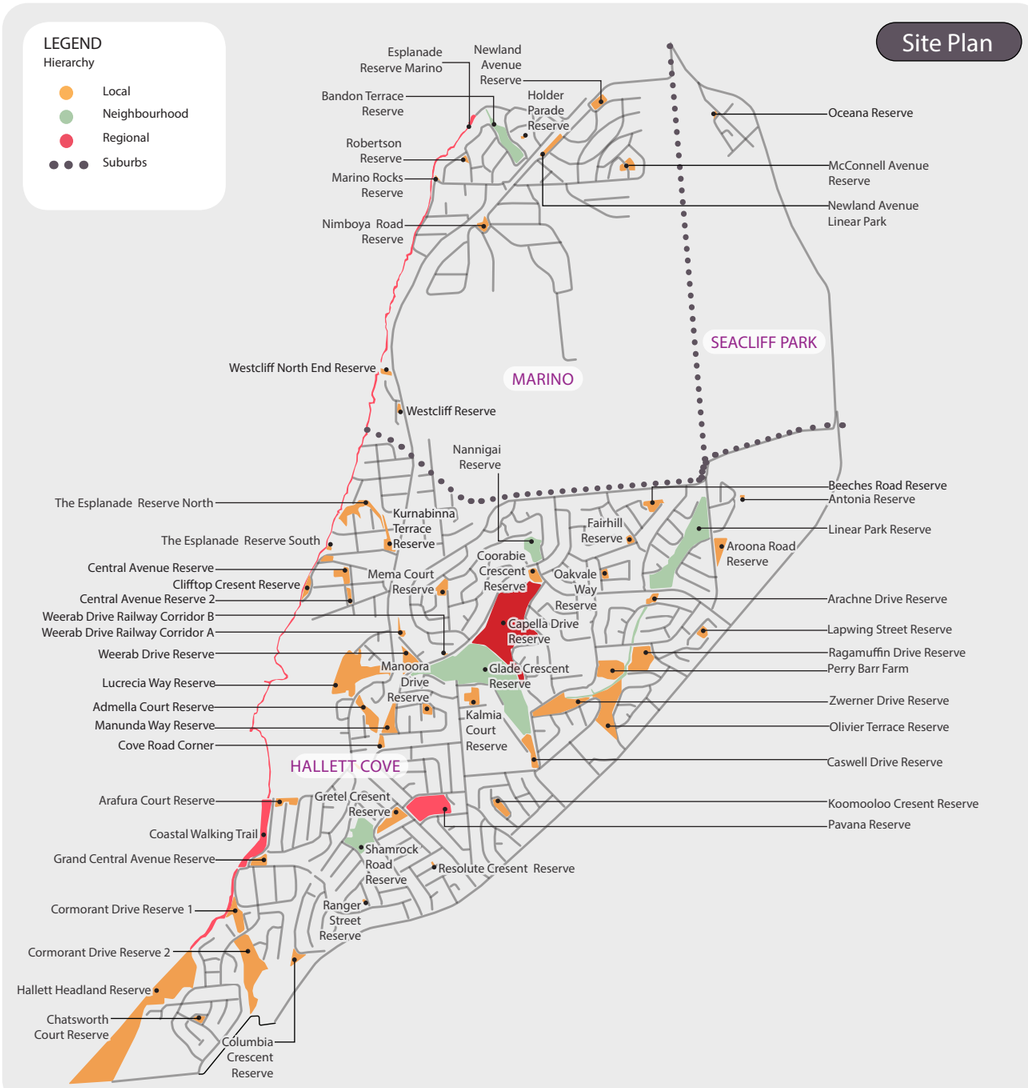
Open Space Spend Since 2014

TOTAL	$15,023,884.00
Mullawirra	$2,537,456.00
Woodlands	$2,858,617.00
Warracowie	$3,541,610.00
Warriparinga	$498,100.00
Southern Hills	$1,778,975.00
Coastal	$3,809,126.00

CITY OF MARION

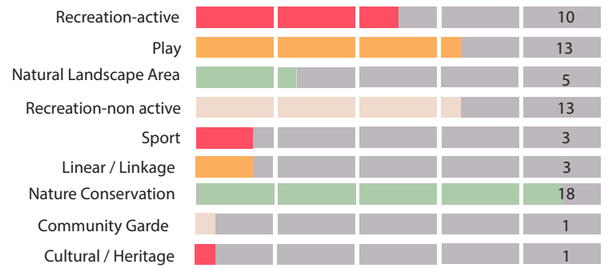
OPEN SPACE SNAPSHOT JANUARY 2020

Site Plan

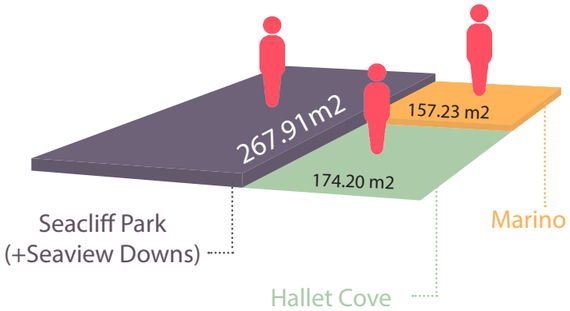


Open Space Classifications





Sqm of Open Space Per Person

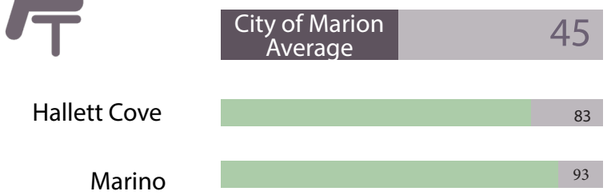


Open Space Irrigation per Suburb



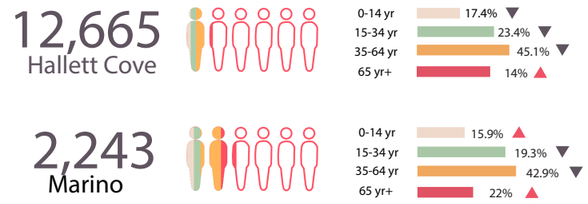


Socio Economic Disadvantage Percentile





Population



Largest Population
50 - 64 yr
Hallett Cove

Largest Population
65 - 69 yr
Marino

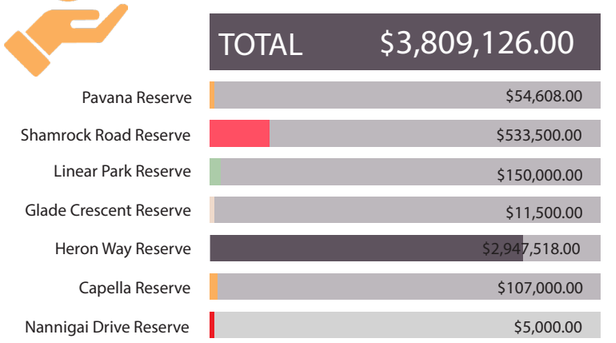
▼ Population increasing
▲ Population decreasing

Community Facilities



Open Space Spend Since 2014

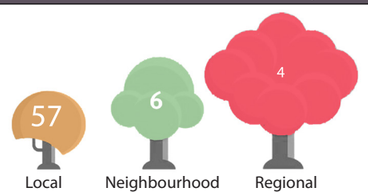




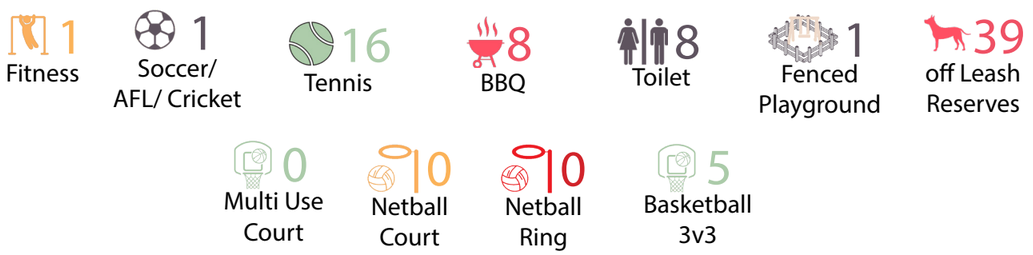
Number of Playground



Open Space Hierarchy



Facilities



COASTAL WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Coastal - Draft Open Space Works

Reserve Name	suburb	Hierarchy classification	Primary classification	Recommended works and projects	Upgrade Service Level	$	Draft Year	Irrigation Score	Current Irrigation Area (m2)
Admella Ct Reserve	HALLETT COVE	Local	Nature Conservation	Add pathway through to Lucretia Way Reserve and the Conservation Park	Linear / Linkage	$75,000	27/28		0
Arachne Drive Reserve	HALLETT COVE	Local	Recreation - non active	The trail through Linear Park(s) needs an identity.	Linear / Linkage	$30,000	26/27		0
Aroona Road Reserve	HALLETT COVE	Local	Natural Landscaping area	The trail through Linear Park(s) needs an identity.	Linear / Linkage				0
Bandon Terrace Reserve	MARINO	Neighbourhood	Play	Upgrade cricket and basketball, add sports goals and fitness equipment. Priority site for Marino.	Sport	$70,000	19/20	14	8000
					Natural Landscaping area - northern portion.	$30,000	26/27		
Beeches Road Reserve	HALLETT COVE	Local	Recreation - non-active	Dog Friendly reserve and natural landscaping.	Dog Park	$40,000	24/25	5	7000
Capella Drive Reserve	HALLETT COVE	Regional	Recreation - active	To be considered seperately with a precinct plan	Irrigation ($37,040) Toilet ($175,000)[1]	$37,040	21/22	15	16000
Central Avenue Reserve	HALLETT COVE	Neighbourhood	Play	Drink fountain Natural Landscaping (Reserve 2), seating.	Recreation - active	$10,000	19/20	14	7000
Central Avenue Reserve 2	HALLETT COVE	Neighbourhood	Recreation - active		Recreation - non active.	$35,000	19/20	5	0
				Community consultation for a multi use court.	Sport	$250,000	26/27		
Chatsworth Court Reserve	HALLETT COVE	Local	Play	Drink fountain	Recreation - active	$10,000	24/25	14	3200
Coastal Walking Trail		Regional	Linear/Linkage	Public toilet - possibly Fryer	Recreation - active (toilet)	$180,000	24/25		
Cove Road (Hallett Cove Railway Station)	HALLETT COVE	Regional		Request for bike repair station	Regional Trail	$5,000	20/21		
Coorabie Crescent Reserve (see Capella)	HALLETT COVE	Local	Recreation - non-active	to be considered seperately with a precinct plan					0
Cormorant Drive Reserve 1	HALLETT COVE	Local	Nature Conservation	Playground removal. Add nature play elements. Be careful of large sections of Remnant vegetation.	Recreation - active	$20,000	19/20		0
Cormorant Drive Reserve 2	HALLETT COVE	Local	Nature conservation					12	1200
Fryer Street Reserve	HALLETT COVE	Local	Coastal	Seating, landscaping, cultural elements, BBQ.	Recreation - non active.	$50,000	22/23		0
Gretel Cresent Reserve	HALLETT COVE	Local	Natural Landscaping area	Trail through Pavana to Shamrock - Cycling and Walking Strategy	Linear / Linkage	$45,000	24/25	6	0
Heron Way Reserve	HALLETT COVE	Regional	Recreation - ctive		Irrigation	$93,539	20/21	15	17800
Kalmia Court Reserve	HALLETT COVE	Local	Nature Conservation	Apply natural landscaping.	Recreation - non active.	$20,000	26/27		0
Koomooloo Cresent Reserve	HALLETT COVE	Local	Play	Drink Fountain	Recreation - active ($10,000) Irrigation ($52,310)	$62,310	21/22	13	1450
Kurnabinna Tce Reserve	HALLETT COVE	Local	Recreation - non active	Pathway from Peera to Kurnabinna - goat track exists	Linear / Linkage	$40,000	26/27		0
Lapwing Street Reserve	HALLETT COVE	Local	Play	Pathways and planting for shade.	Recreation - non active ($15,000). Recreation - active ($29,405 Irrigation)	$44,405	22/23	11	0
Linear Park Reserve	HALLETT COVE	Local	Linear / Linkage	The trail through Linear Park(s) needs an identity. Tunnel under Barramundi Road to be made nice - art? Lighting Drink fountain at playground. Opportunity for fitness trail along the pathway.	Linear / Linkage Local Trail	$25,000	24/25		
Linear Park Reserve	HALLETT COVE	Local	Linear / Linkage		Recreation - active (Fitness)	$55,000	24/25		
Linear Park Reserve	HALLETT COVE	Neighbourhood	Play						
Lucrecia Way Reserve	HALLETT COVE	Local	Nature Conservation	Bench and Dog Bowl near Lucrecia Way. Continue path around water to the conservation park. Bench seat other side of bridge looking over water.	Linear / Linkage	$35,000	26/27	5	0

1Public toilet funding carried forward

To be determined

Drink fountain only

Red — Must be completed in that year to align with other works

COASTAL WARD
OPEN SPACE PROGRAM

CITY OF MARION

Coastal - Draft Open Space Works

Reserve Name	Suburb	Hierarchy classification	Primary classification	Recommended works and projects	Upgrade Service Level	$	Draft year	Irrigation score	Current Irrigation area (m2)
Manoora Drive Reserve	HALLETT COVE	Local	Play	Drink fountain	Recreation - active (Drink fountain $10,000, Irrigation $37,040)	$47,040	24/25	13	2000
Manunda Way Reserve	HALLETT COVE	Local	Nature Conservation	Formalise trail to train station - goat track already exists	Linear / Linkage	$35,000	25/26		0
McConnell Avenue Reserve	MARINO	Local	Recreation - active	Upgrade courts to provide 1 multi use court. Add drink fountain, shelter, and landscape. Upgrade irrigation.	Sport (tennis courts)	$200,000	21/22		0
McConnell Avenue Reserve	MARINO	Local	Recreation - active		Recreation - active (Irrigation $17,189)	$17,189	21/22	13	500
Mema Court Reserve	HALLETT COVE	Local	Play	Drink fountain.	Recreation - active ($10,000) Irrigation ($21,770)	$10,000 $21,770	27/28 21/22	12	0
Nannigai Drive Reserve	HALLETT COVE	Neighbourhood	Recreation - active	to be considered and funded seperately with a precinct plan				11	0
Newland Ave Linear Park	MARINO	Local	Recreation - non active	Seat to be replaced. Biodiversity zone.	Recreation - non active.	$15,000	27/28	5	0
Nimboya Road Reserve	MARINO	Local	Play	Drink fountain. Add a scooter track to the reserve.	Recreation - active	$60,000	21/22	14	3000
Oakvale Way Reserve	HALLETT COVE	Local	Play	Drink fountain	Recreation - active (drink fountain $10,000)	$10,000	20/21	13	2000
Oceana Reserve	SEACLIFF PARK	Local	Recreation - non active	part of Golf Club				5	0
Olivier Terrace Reserve	HALLETT COVE	Local	Play	Drink fountain.	Recreation - active	$10,000	25/26	14	0
Pavana Reserve	HALLETT COVE	Regional	Recreation - active	Upgrade sport fixtures. Apply natural landscaping guidelines. Upgrade basketball and add netball ring when playground is upgraded.	Sport ($5,000) Natural Landscaping area ($50,000) Irrigation ($96,593)	$151,593	24/25	14	5900
Perry Barr Farm	HALLETT COVE	Local	Recreation - non active	Work with placemakers to see how we can make this site a destination. Partnership potentail with Lions Club and Scouts. Addition of an app for a guided tour of the site.	Cultural / Heritage	$35,000	26/27	5	0
Ragamuffin Drive Reserve	HALLETT COVE	Local	Nature Conservation	The trail through Linear Park(s) needs an identity.					0
Ranger Street Reserve	HALLETT COVE	Local	Recreation - non active	To be optimised				9	0
Robertson Place Reserve	MARINO	Local	Recreation - non active	Formalise trail to coastal walking trail	Linear / Linkage	$30,000	26/27	5	0
Shamrock Road Reserve	HALLETT COVE	Neighbourhood	Sport	Pathways connecting playground / tennis courts and toilet required. Natural landscaping across site.	Recreation - active	$80,000	19/20	12	0
Weerab Drive Railway Corridor	HALLETT COVE	Local	Nature Conservation	Formalise trail to coast to vines trail	Linear / Linkage	$75,000	27/28		0
Weerab Drive Railway Corridor	HALLETT COVE	Local	Nature conservation						0
Weerab Drive Reserve	HALLETT COVE	Local	Nature Conservation						0
Westcliff Reserve	MARINO	Local	Recreation - non-active	Add a bench seat	Recreation - non active.	$5,000	21/22		0
Zwerner Drive Reserve	HALLETT COVE	Local	Recreation - active	The trail through Linear Park(s) needs an identity. Coast to Vines bike repair station?		see Arachne		7	0
					Total	**$2,104,886**			**74550**

To be determined

Drink fountain only

Red — Must be completed in that year to align with other works

COASTAL WARD
OPEN SPACE PROGRAM

CITY OF MARION

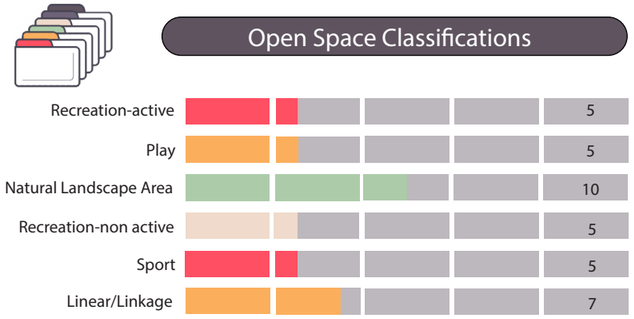
Coastal - Continue to Maintain

Reserve Name	Suburb	Hierarchy classification	Primary classification	Irrigation Score	Current Irrigation Area (m2)
Antonia Circuit Reserve	Hallett Cove	Local	Natural Landscaping area		0
Arafura Court Reserve	Hallett Cove	Local	Nature Conservation		0
Caswell Drive Reserve (Glade)	Hallett Cove	Local	Play		0
Clifftop Cresent Reserve	Hallett Cove	Local	Nature Conservation	10	0
Coast park		State	Recreation - active		
Columbia Crescent Reserve	Hallett Cove	Local	Play	11	0
Cove Rd / Railway corner	Hallett Cove	Local	Natural Landscaping area		0
Esplanade Reserve Marino	Marino	Local	Nature Conservation	7	0
Fairhill Road Reserve	Hallett Cove	Local	Recreation - non active		
Glade Crescent Reserve	Hallett Cove	Neighbourhood	Nature Conservation		
Grand Central Avenue Reserve	Hallett Cove	Local	Cultural / heritage		
Hallett Cove Conservation Park	Hallett Cove	State	Recreation - active		
Hallett Headland Reserve	Hallett Cove	Local	Nature conservation		0
Hallett Headland Reserve (small)	Hallett Cove	Local	Nature Conservation		0
Holder Parade Reserve	Marino	Local	Natural Landscaping area		0
Marino Conservation Park	Marino	State	Recreation - active		
Marino Rocks Reserve	Marino	Local	Nature conservation		0
Newland Avenue Reserve	Marino	Local	Community Garden	5	0
Resolute Cresent Reserve	Hallett Cove	Local	Recreation - non - active	11	0
Robertson Place Reserve	Marino	Local	Coastal	5	0
The Esplanade Reserve North	Hallett Cove	Local	Coastal	7	0
The Esplanade Reserve South	Hallett Cove	Local	Nature Conservation	7	0
Westcliff North End Reserve	Hallett Cove	Local	Coastal		0
					19250

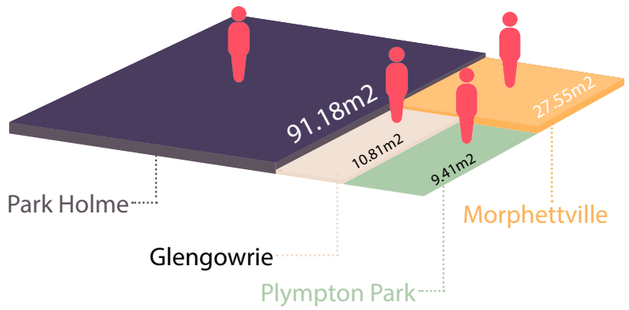
Site Plan



Open Space Classifications



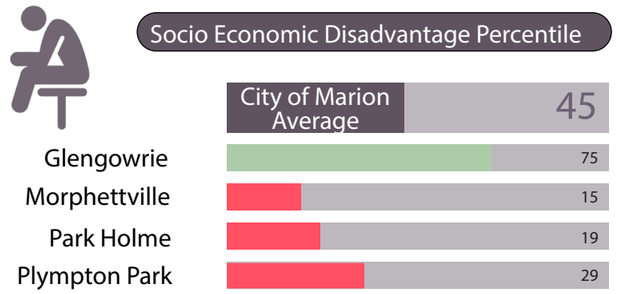
Sqm of Open Space Per Person



Open Space Irrigation per Suburb

Glengowrie	31000
Morphettville	27300
Park Holme	21500
Plympton Park	18500
TOTAL (sqm)	98300

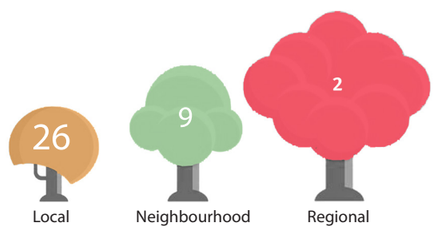
Socio Economic Disadvantage Percentile



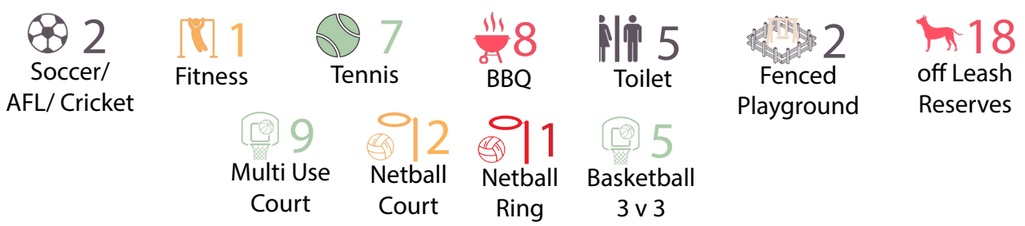
Number of Playground



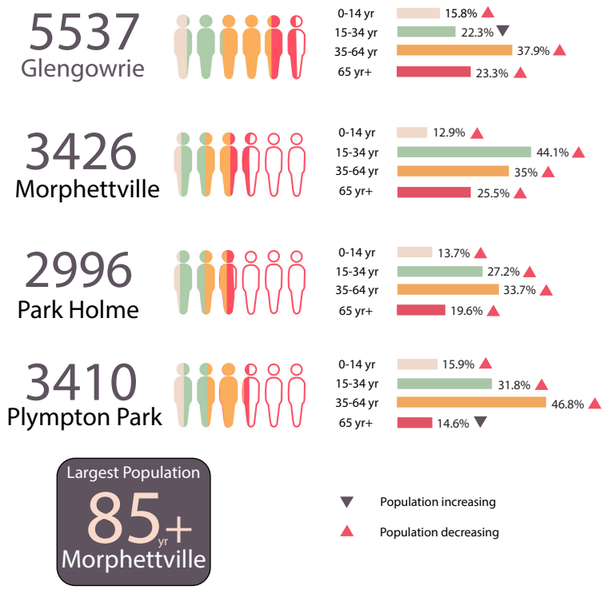
Open Space Hierarchy



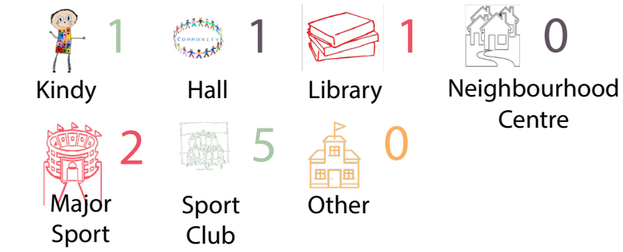
Facilities



Population



Community Facilities



Open Space Spend Since 2014

TOTAL	$2,807,456.00
Aldridge Avenue Reserve	$32,295.00
Hendrie Street Reserve	$975,000.00
Mulcra Street Reserve	$34,911.00
Appleby Road Reserve	$250,000.00
Breakout Creek Reserve	$95,250.00
Plympton Oval	$438,000.00
Woodforde Family Reserve	$461,000.00
Stanley Street Reserve	$31,000.00
Hazelmere Road Reserve	$276,000.00
Morphettville Park Oval	$82,000.00
Kellett Reserve Tennis	$132,000.00

MULLAWIRRA WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Mullawirra - Draft Open Space Works

Reserve Name	Suburb	Hierarchy classification	Primary classification	Recommended Works and Projects	Upgrade Service Levels	$	Draft year	Irrigation Score	Current Irrigation Area (m2)
Aldridge Avenue Reserve	PLYMPTON PARK	Neighbourhood	Recreation - active	Apply natural landscaping across raised mounds. Fix western edge of tennis court as per audit.	Natural Landscaping ($35,000) Sport ($35,000) Irrigation ($14,135)	$84,135	25/26	13	500
Ascot Park Bowling Club	PARK HOLME				Irrigation	$90,485	26/27		
Breakout Creek Reserve Central	GLENGOWRIE	Local	Play	Upgrade signage to reflect the character of the path. Opportunity to upgrade the garden area to the north of the YMCA hall. Potential for widening path in the future.	Linear / Linkage	$15,000	25/26	5	0
Breakout Creek Reserve South	GLENGOWRIE	Local	Linear / Linkage					6	0
Breakout Creek Reserve - Y.M.C.A. Hall	GLENGOWRIE	Local	Linear / Linkage					13	11600
Chittleborough Reserve No 2	MORPHETTVILLE	Local	Recreation - non active		Irrigation	$26,351	26/27	11	1300
Cowra Crescent Reserve 1	PARK HOLME	Local	Play	Keep playground as long as it is safe and liaise with residents. Do not replace playground but leave fence.	Irrigation			14	1000
Cowra Crescent Reserve 2	PARK HOLME	Local	Recreation - non active			$21,770	21/22	0	0
Denham Avenue Reserve	MORPHETTVILLE	Local	Natural Landscaping area	Apply natural landscape treatment Add a path through reserve / picnic benches?	Natural Landscaping	$30,000	20/21	13	3000
Hazelmere Road Reserve	PARK HOLME	Regional	Recreation - active		Irrigation	$132,241	26/27	15	15400
Hendrie Street Reserve	PARK HOLME	Local	Play	Large open space to be developed into recreation sport area with multi use goals. Upgrade basketball court and add netball ring.	Sport ($60,000) Irrigation ($137,140)	$197,140	21/22	14	16000
Kellett Reserve Land	MORPHETTVILLE	Local	Natural Landscaping area	Apply natural landscaping	Natural Landscaping	$20,000	20/21		
McKellar Terrace Reserve	MORPHETTVILLE	Neighbourhood	Sport	Replace garden bed with natural landscaping treatment and provide in fill planting to southern end.	Natural Landscaping	$10,000	20/21	14	200
Mulcra Avenue Reserve	PARK HOLME	Neighbourhood	Recreation - active	Replace basketball backboards	Sport ($5,000) Irrigation ($14,135)	$19,135	21/22	14	500
Na Botto Reserve	MORPHETTVILLE	Local	Recreation - non active	Apply natural landscaping. Opportunity to restore river red gums and keep existing native grasses.	Natural Landscaping	$15,000	25/26	5	0
Plympton Oval	PLYMPTON PARK	Neighbourhood	Sport	Drink fountain	Recreation - active	$10,000	25/26	13	18000
Stanley Street Reserve	GLENGOWRIE	Neighbourhood	Sport	Formalise pathway through reserve. Upgrade garden beds and fencing southern end . Provide passive recreation are southern side to complete BBQ area. Can courts be opened to public and made multi use?	Linear / Linkage ($50,000) Recreation Active (Shade $50,000, Irrigation $25,129)	$125,129	20/21	13	2000
Teesdale Crescent Reserve	PLYMPTON PARK	Local	Natural Landscaping area	Dog Friendly Reserve.	Dog Park	$20,000	25/26	5	0
Willoughby Avenue Reserve	GLENGOWRIE	Local	Play	Add drinking fountain and dog bowl. Apply natural landscaping and tree planting. May need to remove old playground and landscape area.	Recreation - active (drink fountain $10,000) Natural Landscaping area ($15,000) Irrigation ($37,040)	$62,040	24/25	13	2000
					Total	$878,426			71500

To be determined

Drink fountain only

Red — Must be completed in that year to align with other works

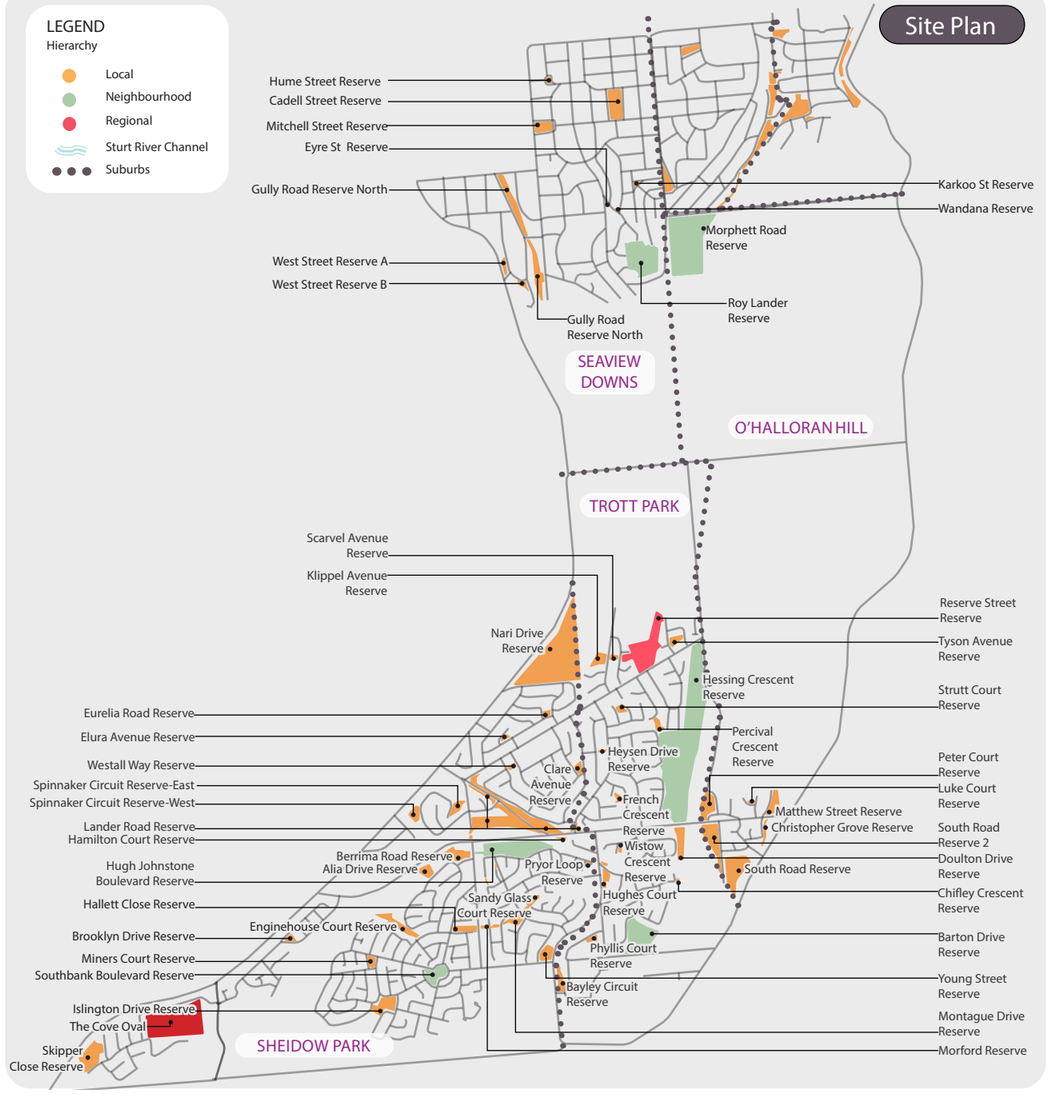
MULLAWIRRA WARD
OPEN SPACE PROGRAM

CITY OF MARION

Mullawirra - Continue to Maintain

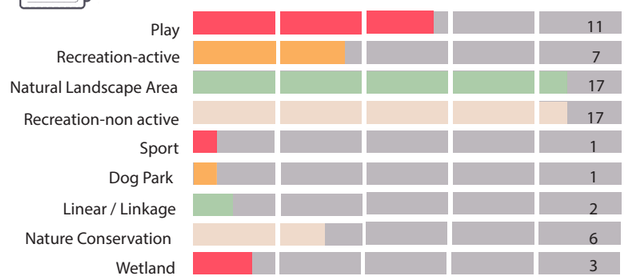
Reserve Name	Suburb	Hierarchy classification	Primary classification	Irrigation Score	Current Irrigation Area (m2)
Appleby Road Reserve	MORPHETTVILLE	Neighbourhood	Recreation - active	13	2000
Chittleborough Reserve No 1	MORPHETTVILLE	Local	Recreation - non active	11	4000
Clifton Avenue Reserve	MORPHETTVILLE	Local	Low Level Natural Environment	0	0
Elizabeth Ryan Reserve	PLYMPTON PARK	Local	Play	10	0
Everest Avenue Reserve	MORPHETTVILLE	Local	Linear / Linkage	13	1500
Kellett Reserve Oval	MORPHETTVILLE	Neighbourhood	Sport	15	13300
Mulcra Avenue Reserve	PARK HOLME	Neighbourhood	Recreation - active	14	500
O'Halloran Terrace Reserve	PARK HOLME	Local	Natural Landscaping area	0	0
Parsons Grove Reserve	PARK HOLME	Local	Recreation - active	13	2000
Radstock Street Traffic Island	MORPHETTVILLE	Local	Natural Landscaping area	5	0
Rosedale Avenue Reserve	MORPHETTVILLE	Local	Linear / Linkage	13	2000
South Park Holme Reserve (Woodforde)	PARK HOLME	Neighbourhood	Sport	13	2000
Stradbroke / Blackler Ave Reserve	PLYMPTON PARK	Local	Natural Landscaping area	5	0
Stradbroke / Tennyson Ave Traffic Island	PLYMPTON PARK	Local	Natural Landscaping area	5	0
Stradbroke Ave / Arthur Street Traffic Island	PLYMPTON PARK	Local	Natural Landscaping area	5	0
Stradbroke Ave / Ferry Ave Corner Verge	PLYMPTON PARK	Local	Natural Landscaping area	5	0
Sturt River Linear Park		Local	Linear / Linkage	0	0
Sturt River Linear Park		Local	Linear / Linkage	0	0
Swimming Pool and Reserve	PARK HOLME	Regional	Recreation - active	14	0
					27300

Site Plan

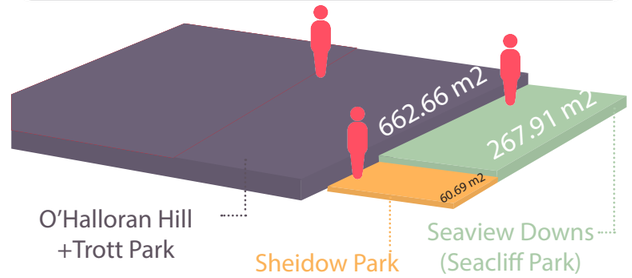


Open Space Classifications





Sqm of Open Space Per Person

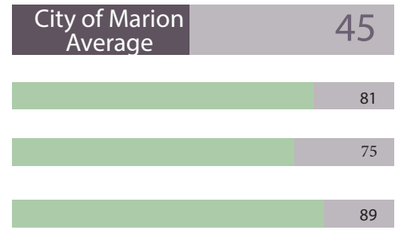


Open Space Irrigation per Suburb

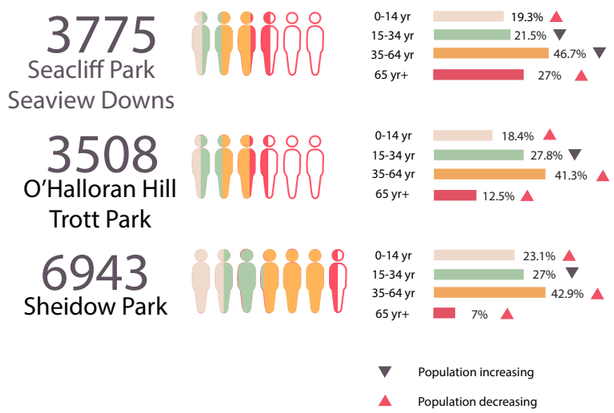
Seaview Downs	15000
O'Halloran Hill Trott Park	7650
Sheidow Park	13000
Seacliff Park	15000
Hallett Cove	30000
TOTAL (sqm)	80650

Socio Economic Disadvantage Percentile

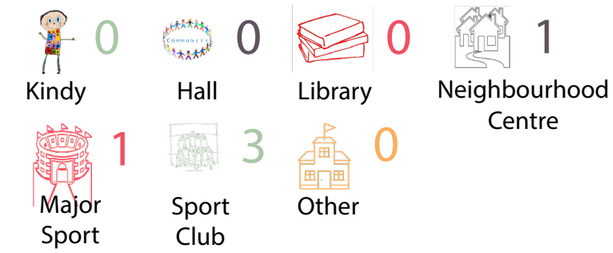




Population



Community Facilities



Number of Playground

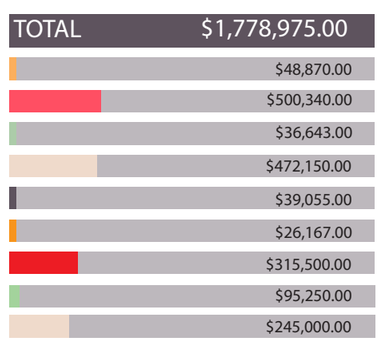


Open Space Hierarchy

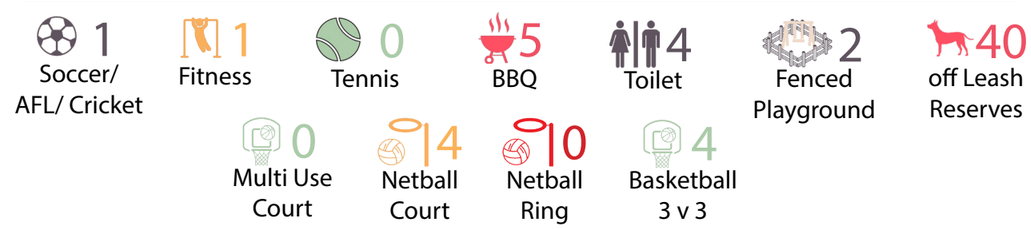


Open Space Spend Since 2014





Facilities



SOUTHERN HILLS WARD

OPEN SPACE SNAPSHOT 2020

CITY OF MARION

Southern Hills - Draft Open Space Works

Reserve name	suburb	Hierarchy classification	Primary classification	Recommended Works and Projects	Upgrade Service Level	$	Draft Year	Irrigation Score	Current Irrigation Area (m2)
Barton Drive Reserve	TROTT PARK	Neighbourhood	Recreation - active	Drink fountain	Recreation - active	$10,000.00	21/22	14	2650
Brooklyn Drive Reserve	HALLETT COVE	Local	Play		Irrigation	$16,500	21/22		
Cadell Street Reserve	SEAVIEW DOWNS	Local	Play	Drink fountain, kick about goals.	Sport (Goals $5,000) Recreation - active (drink foutnain $10,000)	$15,000.00	23/24	14	9000
Chifley Cresent Reserve	TROTT PARK	Local	Recreation - non active	Nature play area, tree planting, entry node to trail. Tree Planting.	Recreation - active	$20,000.00	27/28		0
Christopher Grove Reserve	OHALLORAN HILL	Local	Play	Drink fountain.	Recreation - active	$10,000.00	20/21	13	0
Clare Avenue Reserve	SHEIDOW PARK	Local	Play	Drink fountain	Recreation - active	$10,000.00	26/27	13	1000
				Cycling and Walking Strategy	Local Trail	$30,000.00	26/27		
Doulton Drive Reserve	TROTT PARK	Local	Recreation - non active	To fit in with plans for Hessing. Renew bench seat as High Priority	Recreation - non active	$5,000.00	23/24	6	0
Enginehouse Court Reserve	SHEIDOW PARK	Local	Wetland / Watercourse / Storm-water	Work with the cycling and walking strategy to place seats and drink fountain in the reserve. Opportunity to add nature play elements alongside the trail.	Recreation - active	$25,000.00	26/27		0
				Cycling and Walking Strategy	Local Trail	$100,000.00	26/27		
Eurelia Road Reserve/Elgata Reserve	SHEIDOW PARK	Local	Play	Drink fountain.	Recreation - active	$10,000.00	21/22	13	1000
Gully Road Reserve North	SEACLIFF PARK	Local	Play	There is a clear desire line through the park to the Recreation Park that should be formalised. Cycling and Walking Strategy. Fund My Neighbourhood project asked for fitness equipment across the reserve.	Regional Trail ($175,000) Irriation ($92,233)	$267,233.00	26/27	14	10000
Gully Road Reserve South	SEACLIFF PARK	Local	Recreation - non active		Recreation - active (Fitness)	$55,000.00		12	5000
Hallett Close Reserve	SHEIDOW PARK	Local	Recreation - non-active	Renew seating and infill garden beds.	Recreation - non active ($25,000) Irrigation ($59,945)	$84,945.00	20/21	5	0
Hessing Crescent Reserve	TROTT PARK	Neighbourhood	Sport	Apply natural landscaping and upgrade trails as per the Cycling and Walking Strategy.	Local Trail $50,000 Recreation - active ($29,405 Irrigation, $50,000 Shade)	$129,405.00	23/24	11	0
Hugh Johnstone Boulevard Reserve	SHEIDOW PARK	Neighbourhood	Recreation - active	Plantings on steep hillsides to control weed growth.	Natural Lanscaping area $35,000 Recreation - active ($98,120 Irrigation) Public Toilet ($175,000)	$308,120.00	21/22	15	6000
Hughes Court Reserve	TROTT PARK	Local	Natural Landscaping area	Seat for school pick up waiting	Recreation - non active	$5,000.00	27/28		0
Hughes Court Reserve	TROTT PARK	Local	Natural Landscaping area						0
Hume Street Reserve	SEAVIEW DOWNS	Local	Recreation - non active	Work with kindy to make this a useable space for the neighbourhood. Was added as a project for Fund My Neighbourhood.	Recreation - non active	$25,000.00	21/22	8	0
Islington Drive Reserve	SHEIDOW PARK	Local	Recreation - non active	Desire line through park and around water could be formalised.	Linear / Linkage	$20,000.00	27/28	7	0
Klippel Ave Reserve	TROTT PARK	Local	Recreation - non active	Construct Local Art Trail - Cycling and Walking Strategy	Local Trail	$20,000.00	23/24	9	0

To be determined

Drink fountain only

Red — Must be completed in that year to align with other works

SOUTHERN HILLS WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Southern Hills - Draft Open Space Works

Reserve name	Suburb	Hierarchy Classification	Primary Classification	Recommended works and projects	Upgrade Service levels	$	Draft year	Irrigation score	Current irrigation area (m2)
Matthew Street Reserve	OHALLORAN HILL	Local	Natural Landscaping area	Nature play and picnic bench.	Recreation - non active	$15,000.00	26/27		0
Miners Court Reserve	SHEIDOW PARK	Local	Natural Landscaping area	3 v 3 basketball, netball ring, seating and landscaping.	Recreation - non active	$120,000	25/26		
Mitchell Street Reserve	SEAVIEW DOWNS	Local	Recreation - non active	Dog friendly reserve. Add 3 v 3 Basketball and Netball ring and sport goals?	Recreation - active ($100,000) Irrigation ($45,805)	$100,000.00 $45,805	26/27 20/21	10	0
Montague Drive Reserve	SHEIDOW PARK	Local	Natural Landscaping area	A desire line already exists through these reserves - formalise trails (as part of school access project) and add benches and seating elements along trail	Recreation - non active	$20,000.00	20/21	5	0
Morford Reserve	SHEIDOW PARK	Local	Natural Landscaping area						0
Morphett Road Reserve	OHALLORAN HILL	Local	Nature conservation	Formalise a trail to link bike riders to the recreation park. Cycling & Walking Strategy	Regional Trail	$75,000.00	24/25		0
Nari Drive Reserve	SHEIDOW PARK	Local	Natural Landscaping area	Dog friendly reserve. Be mindful of native grasses.	Dog Park	$15,000.00	24/25		0
				C&W - can we pass through private property to join reserves?	Proposed local trail				
Peter Court Reserve	OHALLORAN HILL	Local	Nature conservation	Bike repair station and drink fountain with dog bowl.	Recreation - non active	$25,000.00	24/25		0
Reserve Street Reserve	TROTT PARK	Regional	Dog Park	Construct Local Art Trail - Cycling and Walking Strategy	Local Trail	$30,000.00	23/24	14	5000
Roy Lander Reserve	SEAVIEW DOWNS	Neighbourhood	Recreation - active	Requires community consultation to determine open space improvements.	Recreation - active ($100,000) Irrigation ($82,850)	$182,850.00	24/25	14	5000
Sandy Glass Court Reserve	SHEIDOW PARK	Local	Play	Trail to primary school. Add school artwork / seating / drink fountain etc	Recreation - non active	$25,000	20/21	11	0
Scarvel Avenue Reserve	TROTT PARK	Local	Natural Landscaping area	Cycling and walking Strategy. Construct Local Art Trail. Add seating	Recreation - non active	$25,000.00	23/24		0
Skipper Close Reserve	HALLETT COVE	Local	Recreation - non active	Relocate seat on trail around water catchment. Drink fountain.	Recreation - active	$10,000.00	20/21		0
South Road Reserve	OHALLORAN HILL	Local	Nature conservation	Trail from Hallet Bridge to Lander Road. Use bridge as a focal point of reserve? HERO open space using the bridge as a focal point?	Linear / Linkage	$75,000.00	27/28	4	0
South Road Reserve	OHALLORAN HILL	Local	Nature conservation		Recreation - non active	$25,000.00			
South Road Reserve2 (Erin Place)	OHALLORAN HILL	Local	Nature conservation						0
Southbank Boulevard Reserve	SHEIDOW PARK	Neighbourhood	Play	No further items required after playground upgrade.			25/26	14	5000
Spinnaker Circuit Reserve - East	SHEIDOW PARK	Local	Natural Landscaping area	Once a determination is made for use of the reserve - what else is needed?					0
Spinnaker Circuit Reserve - West	SHEIDOW PARK	Local	Play	Drink fountain	Recreation - active	$10,000.00	24/25	11	0
The Cove Oval and Sports Club	HALLETT COVE	Regional	Sport	To be considered after BMX moves and within Facilities Report	Recreation - active (Shade $50,000)	$50,000.00	24/25	15	30000
The Cove Oval and Sports Club	HALLETT COVE	Regional	Sport						
Tyson Avenue Reserve	TROTT PARK	Local	Recreation - non active	Construct Local Art Trail - Cycling and Walking Strategy	Local Trail	$20,000	23/24	11	0
Wandana Reserve	SEAVIEW DOWNS	Local	Natural Landscaping area	Apply natural landscaping and tree planting.	Natural Lanscaping area	$20,000.00	27/28		0
Westall Way Reserve	SHEIDOW PARK	Local	Play	Wait to see what the future of the reserve is. Potential to work with school and kindy. Will need irrigation.	Local Playground ($95,250) Irrigation ($37,040)	$132,290	20/21	12	0
Wistow Crescent Reserve	TROTT PARK	Local	Play	Drink fountain.	Recreation - active (Drink Fountain $10,000, Irrigation $17,953)	$27,953	21/22	12	0
					Total	**$2,290,101.00**			**77000**

To be determined

Drink fountain only

Red — Must be completed in that year to align with other works

SOUTHERN HILLS WARD

OPEN SPACE PROGRAM

CITY OF MARION

Southern Hills - Continue to Maintain

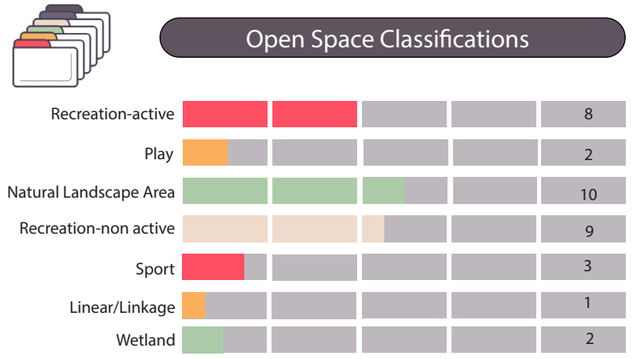
Reserve Name	Suburb	Hierarchy classification	Primary classification	Irrigation Score	Current Irrigation Area (m2)
Alia Drive Reserve	Sheidow Park	Local	Wetland / Watercourse / Stormwater	5	0
Bayley Circuit Reserve	Trott Park	Local	Natural Landscaping area		0
Berrima Road Reserve	Sheidow Park	Local	Nature Conservation	6	0
Elura Avenue Reserve	Sheidow Park	Local	Recreation - non-active	6	0
Eyre St Reserve	Seaview Downs	Local	Natural Landscaping area	5	1000
French Crescent Reserve	Trott Park	Local	Recreation - non active	7	0
Karkoo St Reserve	Seaview Downs	Local	Natural Landscaping area		0
Hamilton Court Reserve	Sheidow Park	Local	Wetland / Watercourse / Stormwater		0
Heysen Drive Reserve	Trott Park	Local	Linear / Linkage		0
Karkoo Street Reserve	Seaview Downs	Local	Natural Landscaping Area		0
O'Halloran Hill Recreation Park	O'Halloran Hill	State	Recreation - active		0
O'Halloran Hill Recreation Park	O'Halloran Hill	State	Recreation - active		0
O'Halloran Hill Recreation Park	O'Halloran Hill	State	Recreation - active		0
Percival Crescent Reserve	Trott Park	Local	Recreation - active		0
Phyllis Court Reserve	Trott Park	Local	Recreation - non active	5	0
Pryor Loop Reserve	Sheidow Park	Local	Natural Landscaping area	5	0
Strutt Court Reserve	Trott Park	Local	Play	9	0
West Street Reserve	Seacliff Park	Local	Natural Landscaping area		0
West Street Reserve	Seacliff Park	Local	Road Reservation		0
Young Street Reserve	Trott Park	Local	Natural Landscaping area	5	0
					1000

SOUTHERN HILLS WARD
OPEN SPACE PROGRAM
CITY OF MARION

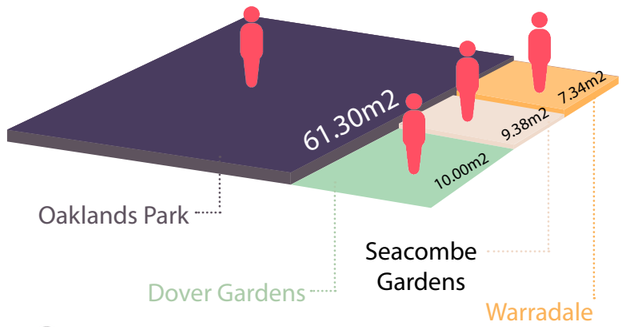
Site Plan



Open Space Classifications



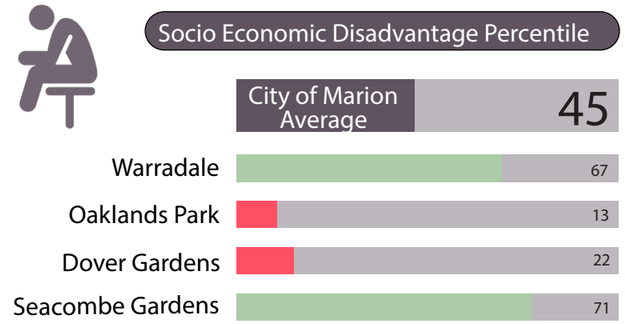
Sqm of Open Space Per Person



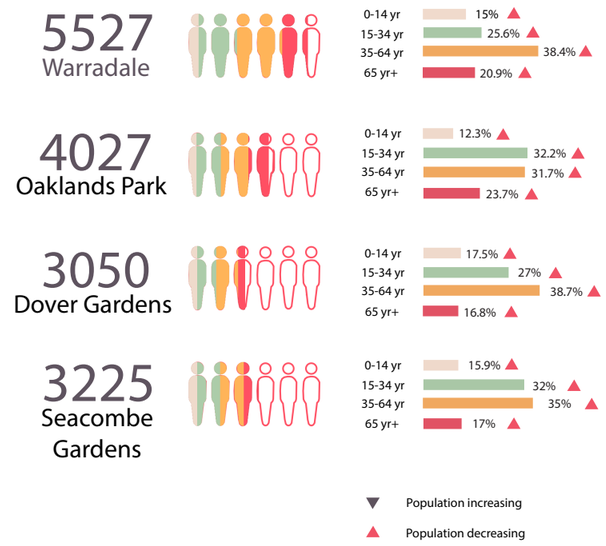
Open Space Irrigation per Suburb

Warradale	16700
Oaklands Park	51000
Dover Gardens	12000
Seacombe Gardens	14500
TOTAL (sqm)	94200

Socio Economic Disadvantage Percentile



Population



Community Facilities



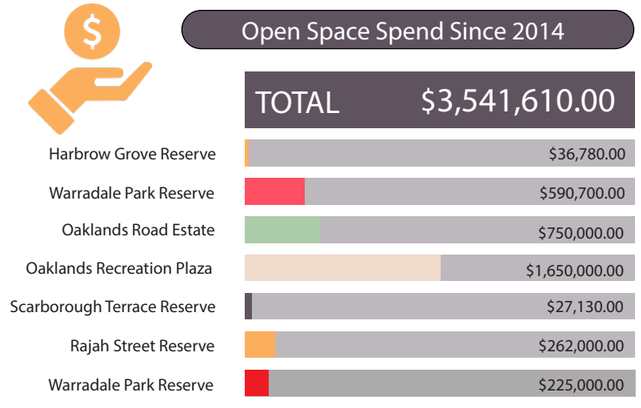
Number of Playground



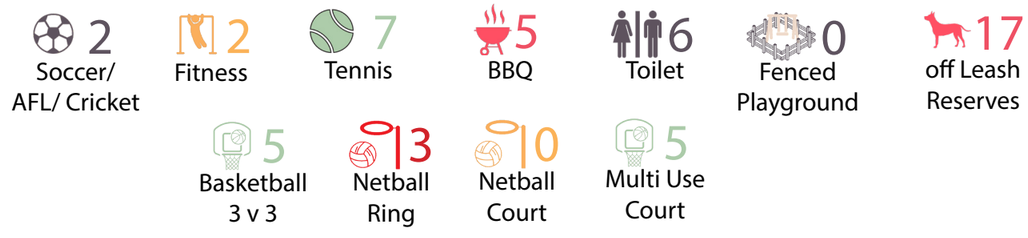
Open Space Hierarchy



Open Space Spend Since 2014



Facilities



WARRACOWIE WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Warracowie - Draft Open Space Works

Reserve Name	suburb	Hierarchy classification	Primary classification	Recommended Works and Projects	Upgrade Service Level	$	Draft Year	Irrigation Score	Current Irrigation Area (m2)
Anton Street Reserve	OAKLANDS PARK	Local	Natural Landscaping Area		Irrigation	$21,770	26/27		
Ballara Park Reserve	WARRADALE	Neighbourhood	Sport	Work with the community and kindy to develop open space. Upgrade the courts to multi use.	Sport - renew tennis court ($150,000) Recreation - active ($24,824 Irrigation)	$174,824	22/23	14	1000
Ben Pethick Reserve	MARION	Local	Play	Natural play elements and under story planting.	Recreation - non active ($20,000) Irrigation ($59,182) 24/25	$79,182	19/20	14	2300
Bombay Street Reserve	OAKLANDS PARK	Local	Linear / Linkage	Work with Renewal SA to develop open space.				13	5000
Branksome Terrace Reserve	DOVER GARDENS	Local	Recreation - non-active	Dog friendly reserve	Dog Park	$15,000	25/26	10	0
Crown Street Reserve	DOVER GARDENS	Local	Recreation - non active	Shelter and picnic table	Recreation - active	$30,000	20/21	5	
Diagonal Way Reserve (opp Dwyer)	OAKLANDS PARK	Local	Natural Landscaping area	Redevelop in line with the Oaklands Crossing upgrade and Dwyer Road playground upgrade. Separate Project.					
Dwyer Road Reserve	OAKLANDS PARK	Neighbourhood	Recreation - active					13	0
Hamilton Park Reserve	WARRADALE	Neighbourhood	Recreation - active	Low open space in Warradale - upgrade open space to best potential. Feedback already received by residents.	Recreation - active $60,000, (Irrigation $88,150, Shade $50,000)	$138,150	23/24	15	10000
Jacaranda Grove Reserve - Peppertree Reserve	OAKLANDS PARK	Local	Recreation - non active	Increased tree planting, tables and seating.	Recreation - non active ($15,000) Irrigation ($52,310)	$67,310	24/25	11	3000
Kenton Avenue Reserve	OAKLANDS PARK	Neighbourhood	Recreation - active	Replace and renew fitness equipment	Recreation - active	$35,000	27/28	13	6000
Marion Community House	WARRADALE	Local	Recreation - non active	Upgrade signage and develop open space to suit use of buildings. Remove permapine fence?	Recreation - non active	$25,000	24/25	13	1700
McKay Street Reserve	DOVER GARDENS	Local	Play	Drink fountain	Recreation - active ($10,000) Irrigation ($37,040)	$47,040	27/28	13	2500
Murray Tce Vacant Land	OAKLANDS PARK	Local	Natural Landscaping area	Apply natural landscaping and pathway near fence line.	Natural Lanscaping area	$20,000	24/25		0
Oaklands Wetland	OAKLANDS PARK	Regional	Wetland / Watercourse	Additional Skate Park Infrastructure. Design and minor works 21/22 ready for spade ready grant funding 27/28.	Recreation Active	$35,000 $115,000	21/22 27/28	15	8000
Oliphant Avenue Reserve - (small)	OAKLANDS PARK	Local	Recreation - non active	Develop the back block for recreation - non active. Native turf and plantings, seating etc. Review use in the future	Recreation - non active ($25,000, drink fountain $10,000) Irrigation ($18,716)	$10,000 $43,716	21/22 27/28	9	0
Oliphant Avenue Reserve A - (large)	MARION	Local	Recreation - non active					9	0
Ramsay Avenue Reserve	SEACOMBE GARDENS	Neighbourhood	Recreation - active	Develop open space in partnership with Stella Maris school - suitbale for sport, PE lessons, lunctime play. Drink Fountain	Sport ($40,000) Recreation - active (drink fountain $10,000) Irrigation ($59,945)	$109,945	21/22	13	3500

To be determined

Drink fountain only

Red — Must be completed in that year to align with playground works

WARRACOWIE WARD
OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Warracowie - Draft Open Space Works

Reserve Name	suburb	Hierarchy classification	Primary classification	Recommended Works and Projects	Upgrade Service Level	$	Draft Year	Irrigation Score	Current Irrigation Area (m2)
Sandery Avenue Reserve	SEACOMBE GARDENS	Neighbourhood	Recreation - active	Drink fountain Replace chain mesh fence and add bottom rail to tennis court.	Recreation - active ($10,000 drink fountain) Sport - $30,000 Irrigation ($67,580)	$107,580	25/26	14	4000
Scarborough Terrace Reserve	DOVER GARDENS	Neighbourhood	Recreation - active	Playground upgrade budget includes fitness equipment.	Within playground budget			13	9500
Warradale Park Reserve	WARRADALE	Neighbourhood	Sport	Apply natural landscaping to reduce irrigation on site	Natural Landscaping ($40,000) Irrigation ($29,405)	$69,405	26/27	13	4600
					Total	**$1,203,922**			**61100**

To be determined

Drink fountain only

Red Must be completed in that year to align with playground works

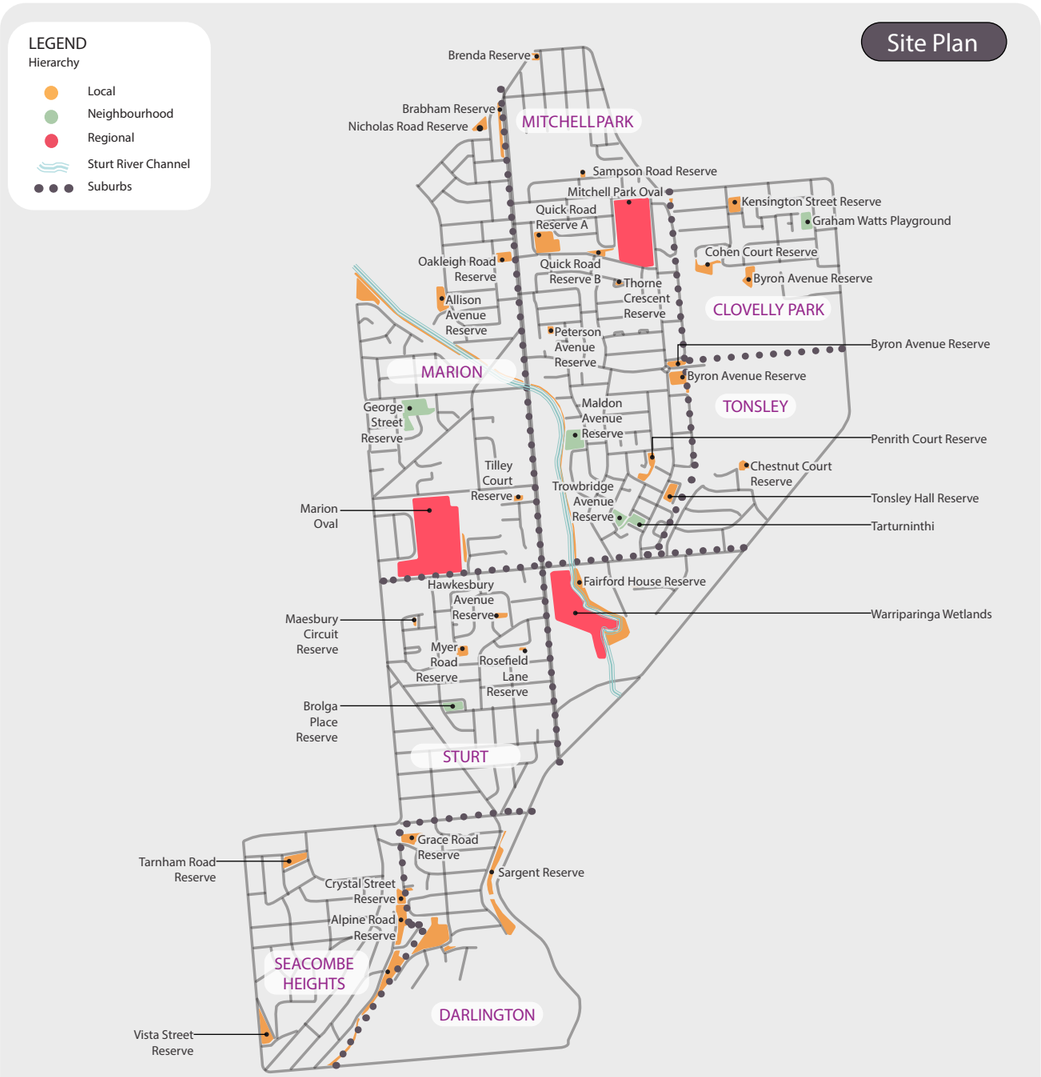
WARRACOWIE WARD

CITY OF MARION

Warracowie - Continue to Maintain

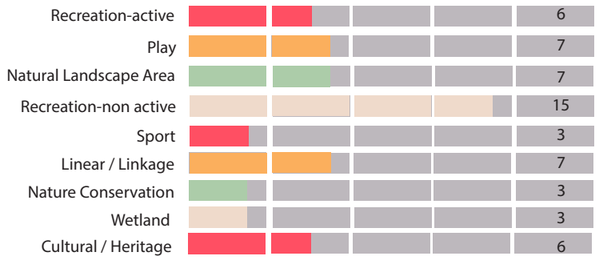
Reserve Name	Suburb	Hierarchy classification	Primary classification	Irrigation Score	Current Irrigation Area (m2)
Bristol Street Reserve	DOVER GARDENS	Local	Recreation - non-active	9	0
Chambers Street Reserve	MARION	Local	Natural Landscaping Area		0
Harbrow Grove Reserve	SEACOMBE GARDENS	Regional	Recreation - active	15	5000
Kent Avenue Reserve	SEACOMBE GARDENS	Local	Natural Landscaping area	8	2000
Minchinbury Tce Road Reserve (lawn outside Marion station)	MARION	Local	Linear / Linkage		0
Oaklands Road Estate	OAKLANDS PARK	Regional	Recreation - active	17	27000
Oaklands Wetland	OAKLANDS PARK	Regional	Wetland / Watercourse / Stormwater	15	8000
Oilphant Avenue Reserve (Sturt Linear Park)	MARION	Local	Linear / Linkage	13	3000
Parsons St / Kenton Ave Reserve	OAKLANDS PARK	Local	Natural Landscaping area	0	0
Parsons St / Kenton Ave Reserve Island	OAKLANDS PARK	Local	Natural Landscaping area		0
Parsons St Traffic Island	OAKLANDS PARK	Local	Natural Landscaping area	5	0
Rajah Street Reserve	OAKLANDS PARK	Neighbourhood	Recreation - active	13	2000
Russell Avenue Reserve	SEACOMBE GARDENS	Local	Natural Landscaping area		0
Sturt/ Diagonal Reserve (verge opp council offices)	SEACOMBE GARDENS	Local	Recreation - non active	6	0
Vinall Street Reserve	DOVER GARDENS	Local	Natural Landscaping area	5	0
Waratah Square Reserve	SEACOMBE GARDENS	Local	Recreation - non active	10	0
Westminster Reserve - Western Cnr	MARION	Local	Natural Landscaping area		
					47000

Site Plan

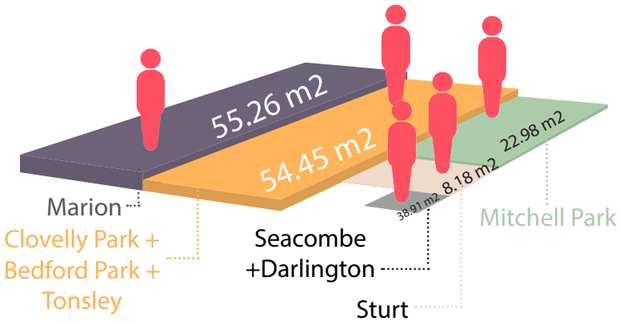


Open Space Classifications

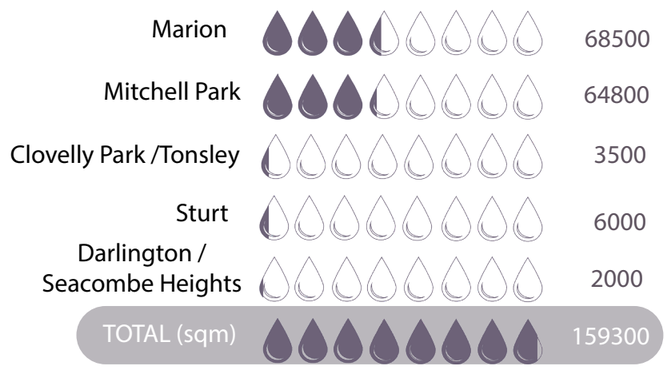




Sqm of Open Space Per Person

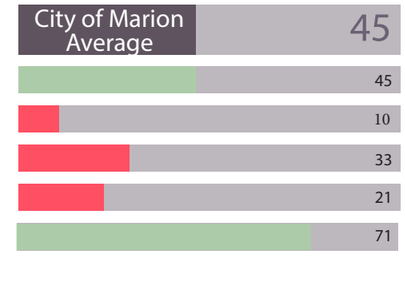


Open Space Irrigation per Suburb

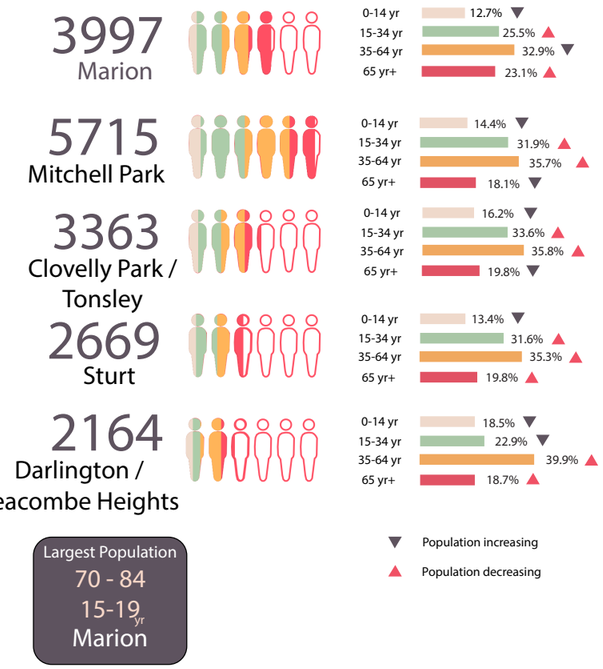


Socio Economic Disadvantage Percentile





Population



Largest Population
70 - 84
15-19 yr
Marion

Community Facilities

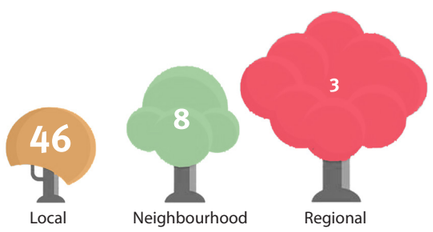


* not CoM owned

Number of Playground

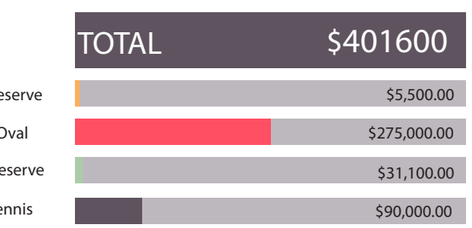


Open Space Hierarchy

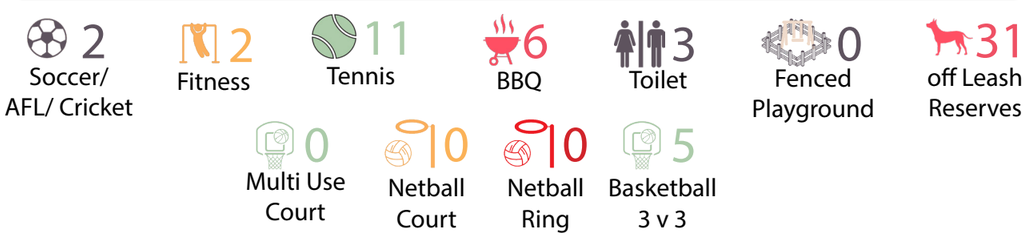


Open Space Spend Since 2014





Facilities



WARRIPARINGA WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Warriparinga - Draft Open Space Works

Reserve Name	Suburb	Hierarchy classification	Primary classification	Recommended works and projects	Upgrade Service Level	$	Draft year	Irrigation Score	Current Irrigation Area (m2)
Alawoona Avenue Reserve 1	MITCHELL PARK	Local	Recreation - non active	Entry Statements: Add roundabout into landscaping. Dependent on station layout	Recreation - non active	$35,000	22/23	5	0
Alawoona Avenue Reserve 2	MITCHELL PARK	Local	Natural Landscaping area		Natural Landscaping area	$20,000	22/23	5	0
Alison Avenue Reserve	MARION	Local	Play	Drink fountain and sports goals.	Sport ($20,000) Recreation - active ($10,000 drink fountain)	$30,000	24/25	13	2200
Alpine Road Reserve	SEACOMBE HEIGHTS	Local	Play	Pathways, plantings, seats, apply natural landscape guidelines. Adventure Equipment.	Linear / Linkage	$75,000	19/20	13	2000
Alpine Road Reserve	SEACOMBE HEIGHTS	Local	Nature Conservation		Recreation - active	$23,950	19/20		
Alpine Road Reserve				Cycling and Walking Strategy	Cycling and Walking Strategy	$47,025	20/21		
Brolga Place Reserve	STURT	Neighbourhood	Play	The area around the basketball court requires remediation and lines need to be remarked. Sports goals in open area? BBQ added. Court to be upgraded and netball ring added >2030	Recreation - active ($50,000) Recreation - non active ($15,000 BBQ)	$65,000	21/22	14	3000
Chestnut Court Reserve	TONSLEY	Local	Natural Landscaping area	Until soil contamination is resolved this reserve cannot be used.				12	0
Cohen Court Reserve	CLOVELLY PARK	Local	Play	Will be redeveloped within the Tonsley development.				13	2000
					Irrigation	$82,850	22/23		
Graham Watts Reserve (Cosgrove Hall)	CLOVELLY PARK	Neighbourhood	Recreation - active	Drink fountain. Look into design of hexagon building to see what we can do with that in the future. Public toilet gap in provision - provide toilet at this site.	Recreation - active (Drink fountain $10,000, Irrigation $29,405, Toilet $180,000)	$219,405	24/25	14	1500
Crystal St Reserve (adjoining Alpine)	SEACOMBE HEIGHTS	Local	Recreation - non active	See Alpine development			19/20		0
Dana Court (adjoining Alpine)	SEACOMBE HEIGHTS	Local	Natural Landscaping area						0
Fairford House Reserve	BEDFORD PARK	Local	Cultural / heritage	See Warriparinga Wetlands					0
George Street Reserve	MARION	Neighbourhood	Recreation - active	Opportunity to add sport infrastructure, including netball court. Multi use court - requires community consultation.	Sport - courts $200,000 Recreation - active (shade $50,000, irrigation $137,140)	$387,140	20/21	15	9500
Grace Road Land	DARLINGTON	Local	Recreation - active	Ensure connections to Alpine Reserve and Seacombe Road	Recreation - non active	$35,000	27/28	6	0
Hawkesbury Avenue Reserve	STURT	Local	Recreation - non active	Drink fountain	Recreation - active ($10,000 drink fountain, $29,405 Irrigation)	$39,405	23/24	14	2000
Jasmine Ave Reserve (next to marion oval)	MARION	Local	Recreation - non active	Pathway to oval - mulching around trees.	Natural Landscaping area	$25,000	25/26	13	1000
Maesbury Circuit	STURT	Local	Recreation - non active		Irrigation	$20,243	25/26	8	1000
Marion Oval	MARION	Neighbourhood	Sport	Consideration given to relocation of playground when renewal is proposed.				14	51000
Marion Oval	MARION	Regional	Recreation - active						

To be determined

Drink fountain only

Red — Must be completed in that year to align in with other works

WARRIPARINGA WARD
OPEN SPACE PROGRAM

CITY OF MARION

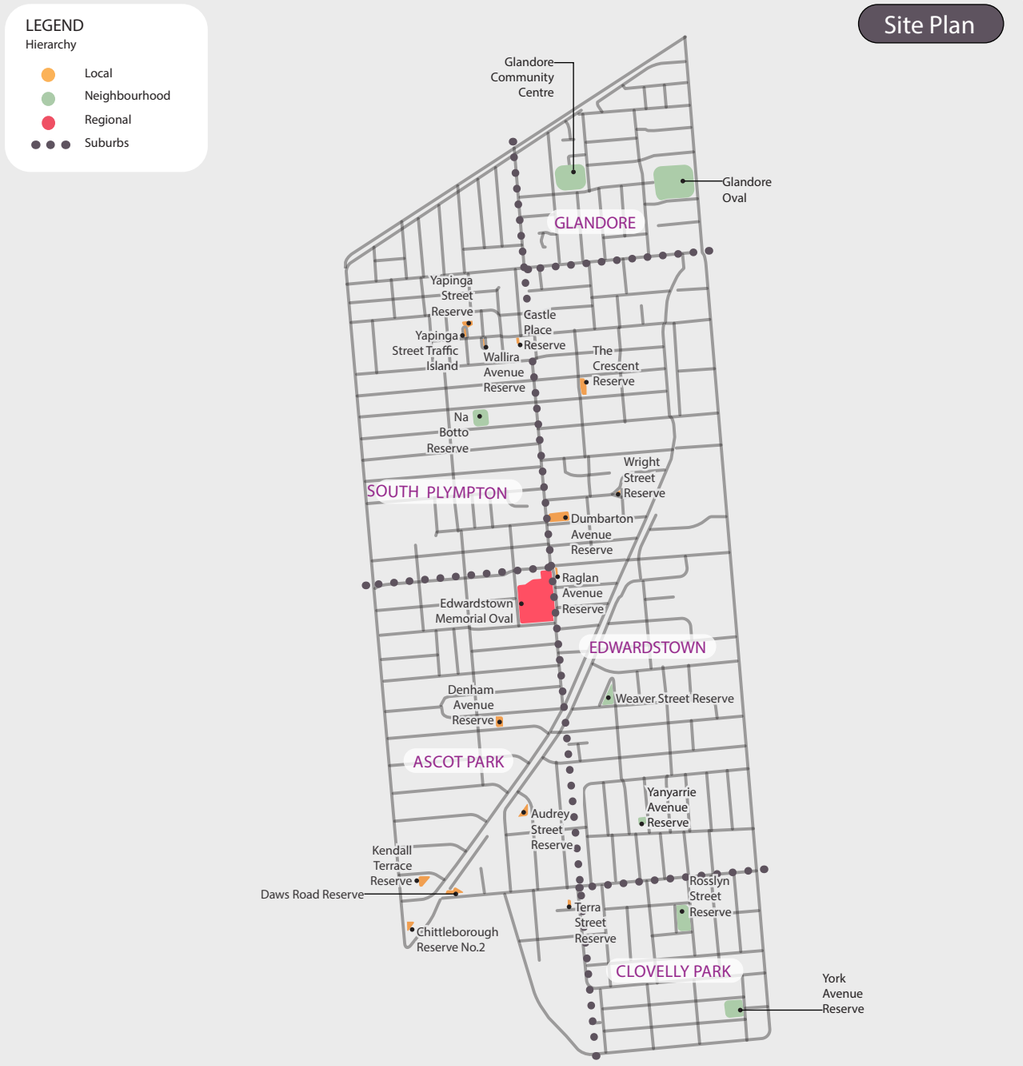
Warriparinga - Draft Open Space Works

Reserve Name	suburb	Hierarchy Classification	Primary Classificiation	Recommended works and projects	Upgrade Service level	$	Draft year	Irrigation Score	Current Irrigation area (m2)
Mitchell Park Oval/Reserve	MITCHELL PARK	Regional	Sport	Upgrade tennis court (western side) to multi purpose court and add lighting. (Requires new power board)	Sport ($250,000) Irrigation ($246,730)	$496,730	22/23	16	45700
Mostyn Road Reserve (Balconies)	DARLINGTON	Local	Recreation - non active	Consider this reserve when upgrading Alpine Road Reserve	Recreation - non active	$25,000	19/20	12	0
Myer Road Reserve (Travers)	STURT	Local	Linear / Linkage	Replant as front lot is sold and then upgrade reserve with resident feedback. Add entrance signage.	Planting $10,000 Irrigation ($18,716), Recreation - non active ($40,000)	$10,000 $48,716	20/21 25/26		0
Nathan Court Reserve	SEACOMBE HEIGHTS	Local	Recreation - non active	Consider this reserve when upgrading Alpine Road Reserve					0
Nicholas Road Reserve	MARION	Local	Nature conservation	Apply natural landscaping, seating, nature play. Consider approaching church to develop basketball at their property.	Natural Landscaping area	$35,000	24/25	5	0
Oakleigh Road Reserve	MARION	Local	Recreation - non active	Pathway along fence line to bus stop (look at goat trail) + seat and possible minor nature play.	Linear / Linkage	$35,000	21/22	13	2500
Peterson Avenue Reserve	MITCHELL PARK	Local	Play	Drink fountain	Recreation - active (Drink fountain $10,000, Irrigation $30,932)	$40,932	21/22	14	1600
Quick Road Reserve	MITCHELL PARK	Local	Recreation - non active	New furniture and seating. Drink fountain and dog bowl.	Recreation - active	$25,000	24/25	14	3000
Quick Road Reserve B	MITCHELL PARK	Local	Recreation - non active	Leave as is until Mitchell Park Oval is upgraded to understand what is required.			24/25		
Rosefield Lane Reserve	STURT	Local	Recreation - non active	Upgrade path and new plantings	Natural Landscaping area	$15,000	23/24		0
Sampson Road Reserve	MITCHELL PARK	Local	Recreation - non active	Formalise pathways to school entrance, seating, planting to screen fences	Linear / Linkage	$20,000	24/25		0
Tarnham Road Reserve	SEACOMBE HEIGHTS	Local	Sport	Consideration of open space made in line with demolition of courts. To be considered as a separate project.				11	0
Tarturninthi	MITCHELL PARK	Neighbourhood	Wetland / Watercourse / Stormwater	Pathways within reserve to be upgraded.	Recreation - active $100,000 (Irirgation $21,770)	$121,770	23/24	13	1000
Tjirbruki Gateway	BEDFORD PARK	Local	Cultural / heritage	See Warriparinga Wetlands					
Trowbridge Ave Reserve	MITCHELL PARK	Neighbourhood	Play	Upgrade basketball and add netball ring	Recreation - active $50,000, Irrigation ($37,040)	$87,040	23/24	14	2000
Vista Street Reserve	SEACOMBE HEIGHTS	Local	Recreation - non active	Very sloping site - what else can be considered here? Formal plantings?				7	0
Warriparinga Wetlands	BEDFORD PARK	Neighbourhood	Wetland / Watercourse / Stormwater	LKCC site - Extend BBQ slab so when cooking can look out onto oval, art work on slab Add picnic table and seating Path from LKCC to BBQ and through garden Install seat in Fairford House garden Add a picnic table in courtyard and near dam Remediate septic tank Add logs around campfire Shade over BBQ Nature play on oval outside LKCC (mens group can burn animals into logs) New logs and sand for palti circle / stone hollow upgrade Drink fountain	Recreation - active	$75,000	24/25	15	14500
Warriparinga Wetlands	BEDFORD PARK	Regional	Wetland / Watercourse / Stormwater						
				Total		**$2,195,030**			**97000**

Warriparinga- Continue to Maintain

Reserve Name	Suburb	Hierarchy classification	Primary classification	Irrigation Score	Current Irrigation Area (m2)
Brabham Straight	Marion	Local	Natural Landscaping area		0
Brenda Street Reserve	Mitchell Park	Local	Natural Landscaping area		0
Byron Avenue Reserve	Clovelly Park	Local	Nature Conservation		
Kensington Street Reserve	Clovelly Park	Local	Recreation - non active	10	
Maldon Avenue Reserve	Mitchell Park	Neighbourhood	Recreation - active	15	4000
Marion Oval	Marion	Regional	Sport	14	51000
Market St Square	Marion	Local	Cultural / heritage	10	500
Market St Square	Marion	Local	Cultural / heritage		
Market St Square	Marion	Local	Cultural / heritage		
Market St Square	Marion	Local	Cultural / heritage		
Penrith Court Reserve	Mitchell Park	Local	Recreation - active	13	2500
Sargent Reserve (alongside Southern Expressway)	Darlington	Local	Linear / Linkage		0
Sturt River Linear Park		Local	Linear / Linkage		
Sturt River Linear Park		Local	Linear / Linkage		
Sturt River Linear Park		Local	Linear / Linkage		
Sturt River Linear Park		Local	Linear / Linkage		
Thorne Cresent Reserve	Mitchell Park	Local	Natural Landscaping area	6	0
Tilley Court Reserve	Marion	Local	Play	13	1800
Tonsley Hall Reserve	Mitchell Park	Local	Recreation - non active	6	4000
					63800

Site Plan



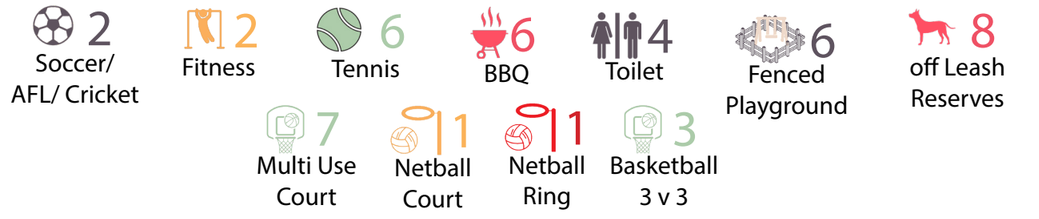
Number of Playground



Open Space Hierarchy



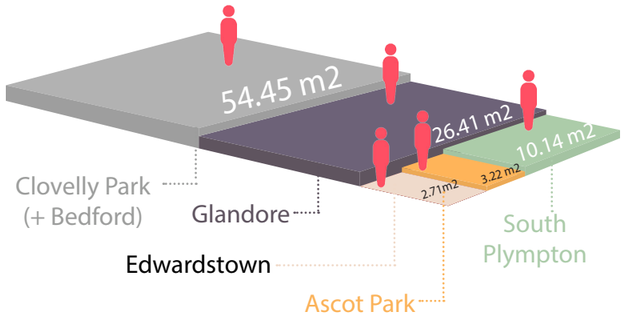
Facilities



Open Space Classifications



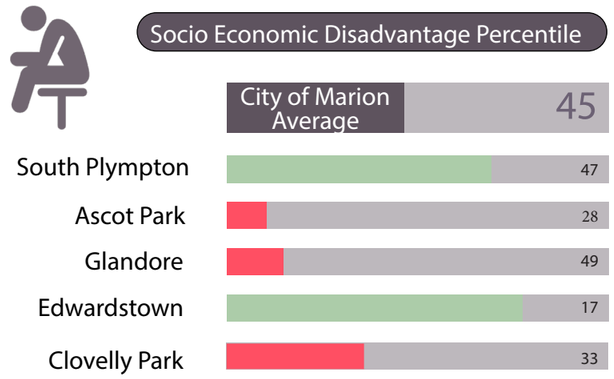
Sqm of Open Space Per Person



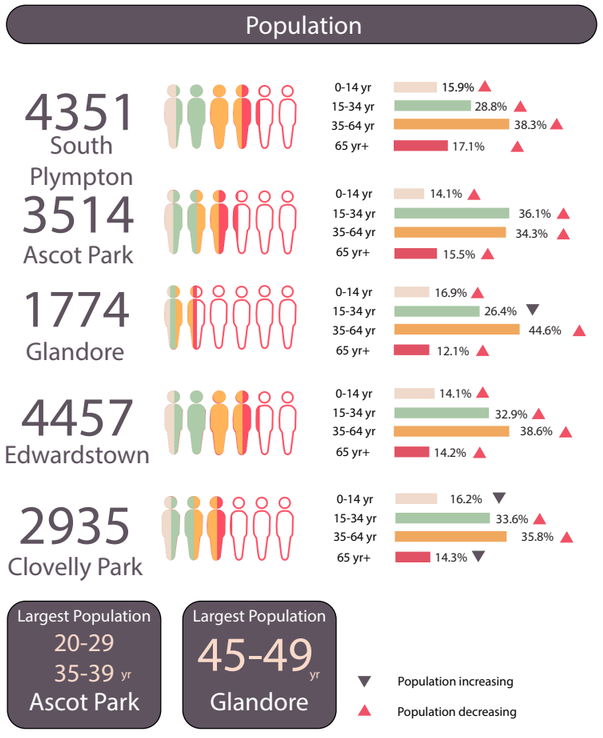
Open Space Irrigation per Suburb



Socio Economic Disadvantage Percentile



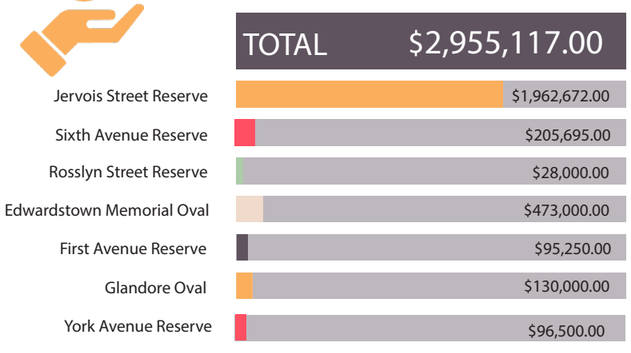
Population



Community Facilities



Open Space Spend Since 2014



WOODLANDS WARD

OPEN SPACE SNAPSHOT JANUARY 2020

CITY OF MARION

Woodlands - Draft Open Space Works

Reserve Name	suburb	Hierarchy classification	Primary Classification	Recommended Works and Projects	Upgrade Service Level	$	Draft Year	Irrigation Score	Current Irrigation Area (m2)
Daws Road Reserve	ASCOT PARK	Local	Natural Landscaping area	Apply natural landscaping	Natural Landscaping area	$15,000	23/24	0	0
Dumbarton Avenue Reserve	EDWARDSTOWN	Local	Play		Irrigation	$52,310	25/26	14	1500
Glandore Community Centre	GLANDORE	Neighbourhood	Recreation - active	Develop recreation sport infrastructure on site - basketball upgrade, volleyball (beach?). Work with the site history to upgrade landscaping with cottage planting etc. Explore option of party pavillion for childrens parties. FUNDED THROUGH GRANT	Recreation - active (Shade $50,000)	$50,000	20/21	15	11000
				Extensive Irrigation upgrade required	Recreation - active (irrigation $141,223)	$141,223	20/21		
Rosslyn Street Reserve	CLOVELLY PARK	Neighbourhood	Recreation - active	Add recreational sport goals, drinking fountain. Apply natual landscaping and further tree planting to NE corner near playground.	Sport ($10,000) Recreation - active ($10,000 drink fountain) Natural Landscaping ($15,000)	$35,000	22/23	14	2000
Terra Street Reserve	MITCHELL PARK	Local	Recreation - non active	Provide opportunity for recreation - non active, sustainability garden. Further review required	Recreation - non active	$20,000	22/23	5	1000
The Crescent Reserve	EDWARDSTOWN	Local	Play	Add recreational sport goals and natural landscaping.	Sport	$30,000	19/20	14	1000
Weaver Street Reserve	EDWARDSTOWN	Neighbourhood	Sport	Remove courts and club house. Upgrade 1 or 2 courts for multi use.	Sport ($200,000) Recreation - active ($17,189 Irrigation, $50,000 Shade)	$267,189	22/23	13	1500
Yanyarrie Avenue Reserve	EDWARDSTOWN	Neighbourhood	Recreation - active	Demolish tennis court and upgrade open space.	Recreation - active $60,000, ($50,000 Shade), Irrigation ($14,400)	$124,400	20/21	13	1300
Yapinga Street Reserve	SOUTH PLYMPTON	Local	Play	Add a piece of play equipment suitable for younger children in conjunction with residents and kindy.	Recreation - active	$20,000	21/22	14	1000
York Avenue Reserve	CLOVELLY PARK	Neighbourhood	Sport	Drink fountain	Recreation - active	$10,000	21/22	13	900
					Total	**$765,122**			**21200**

To be determined

Drink fountain only

Red — Must be completed in that year to align in with other works

WOODLANDS WARD
OPEN SPACE PROGRAM

CITY OF MARION

Woodlands - Continue to Maintain

Reserve Name	Suburb	Hierarchy classification	Primary Classification	Irrigation Score	Current Irrigation Area (m2)
Audrey Street Reserve	ASCOT PARK	Local	Play	14	1500
Castle Place Reserve	SOUTH PLYMPTON	Local	Natural Landscaping area	6	0
Edwardstown Memorial Oval	SOUTH PLYMPTON	Regional	Sport	15	19000
First Ave Reserve	ASCOT PARK	Local	Play	12	0
Glandore Oval	EDWARDSTOWN	Neighbourhood	Sport	15	19000
Jervois Street Reserve	SOUTH PLYMPTON	Neighbourhood	Play	16	1000
Marion Road Triangle NE of Railway Bridge	ASCOT PARK	Local	Recreation - non active	0	0
Joan Herraman Reserve	ASCOT PARK	Local	Play	14	1500
Raglan Avenue Reserve	EDWARDSTOWN	Local	Sport	5	0
Wallira Avenue Reserve	SOUTH PLYMPTON	Local	Natural Landscaping area	5	0
Wright Street Reserve	EDWARDSTOWN	Local	Natural Landscaping area	0	0
Yapinga Street Traffic Island	SOUTH PLYMPTON	Local	Natural Landscaping area	0	0
					42000

Works across City of Marion

Project	Recommended Works and Projects	Cost	Draft Year
Lighting Audit	Audit lighting within all Reserves with a view to replacing all lights with LED.	$5,000	20/21
Lighting upgrades	Using audit results upgrade lighting in Reserves ($10,000 per year)	$40,000	21/22-23/24
Open Space Activation	Activate open spaces that are not otherwise utilised with programs, activities, art etc ($10,000 per year)	$80,000	20/21 - 27/28
Minor Open Space Enhancement	Funding for minor imporvements in Open Space not identified for works within the Open Space Plan. ($10,000 per year)	$80,000	20/21 - 27/28

To be determined

Drink fountain only

Red Must be completed in that year to align in with playground upgrades

APPENDIX A

TOILET PROVISION

Toilet Location

The provision of toilets within our open spaces is primarily based on the service levels within the Open Space and playground Frameworks. Prioritisation regarding the placement of toilets is given to the following open spaces within the service level hierarchy:

- State level open space
- Regional Playground sites
- Regional Open Space

The placement of toilets at open spaces which have not been classified within the above service levels can be considered on a case-by-case basis have regard to the following:

- The minimum service level is a Neighbourhood level open space or playground
- The reserves includes facilities with longer stay amenities such as sports courts, barbecues or a medium to large playground
- It is reasonable to expect that people would be using the park for extended periods and therefore a public facility extends the use and enjoyment of the space.
- A number of requests have been received and an assessment has shown that the site has high usage rates.

Opening Hours

- Council's toilet facilities should be made available during the times when the activity that occurs at the site can happen safely and there is reasonable surveillance over the land.
- At the very minimum, Council's public toilets should be open from 6am to 8pm, unless specific circumstances warrant otherwise.

Signage

Signage should be provided to each facility. At a minimum, signage associated with public toilets should include:

- On-site signs - Located on or around the facility itself and should be clear and legible and indicate the following:
    - male/female/unisex facilities
    - Opening hours
    - Disability access (if applicable)
    - Baby change facility (if applicable)
    - Contact details to report vandalism or maintenance issues
- On-line information – Council's website should provide a page dedicated to facilities in public open spaces and include the following information for each toilet:
    - The location
    - Opening hours
    - Facilities offered
    - Level of accessibility
    - Link to the National Public Toilet Map (www.toiletmap.gov.au)

In some cases, where toilets have direct access from a major public road, directional signage may be appropriate. A 'public toilet' sign could be attached to the street sign which points to the direction that the toilet is located.

APPENDIX B

DOG FRIENDLY AREAS

The management of dogs in open space will be guided by Council's Dog exercise off leash and on leash areas. These areas will be reviewed by the Community Safety team, in conjunction with Open Space and Recreation Planning.

Consideration should be given to making fenced playgrounds dog free areas. Community expectations within these areas is that children can play without interference with dogs. It is still expected that accredited assistance dogs as per section 21 of the Dog and Cat management Act 1995 will still be allowed access.

Formal Dog parks will be provided strategically across the city of Marion to provide formal dog off leash exercise areas. These formal dog parks will have the following attributes

- Perimeter fencing
- Air lock gates
- Drink fountains with dog bowls
- Seating

Construction of dog parks will follow the guidelines set out in "Unleashed: a guide to successful dog parks".

In addition to dog parks, Council will provide dog friendly open spaces within open space designated as off leash areas. These areas may have the following infrastructure to promote dog walking.

- Drink fountain with dog bowl
- Seating
- Trails
- Clear signage

Consideration should also be given to providing dog free areas.

APPENDIX C

WALKING AND CYCLING GUIDELINES

City of Marion

2018 – 2022

This document details options for improving the walking and cycling network in the City of Marion

Walking and cycling encourages healthy and active lifestyles, reduces traffic congestion and supports environmental sustainability.

The guidelines provide actions and priorities for delivering an improved walking and cycling environment. The guidelines can be found here.

The Open Space Plan will

- Prioritise development of proposed regional and local networks
- Implement cycling and walking trails where corresponding open space is being developed

Trails will be developed to complement their hierarchy (either regional or local) and the environment in which they are planned.

Walking and cycling trails will be developed within the guidelines.

DRAFT

Open Space Framework

Community Engagement Findings



June 2020

Introduction

City of Marion has developed an 8 year Open Space Framework creating a long-term vision to achieve sustainable environmental outcomes and improve our community's health and wellbeing. The Open Space Framework consists of:

- Open Space Policy - endorsed July 2018
- Draft Open Space Methodology,
- Draft Open Space Service Levels and
- Draft Open Space Plan

A survey was released to consult with the community about the overall intent of how we decide what open spaces we upgrade, what is needed and the timing of these developments.

Community consultation was undertaken over a three week period from 18th May to 8th June 2020 including:

- A Making Marion online survey
- A Making Marion quick poll
- E-newsletter delivered to 1606 Making Marion subscribers
- Social media marketing

The purpose of the engagement was to seek feedback from residents regarding the Open Space Framework documents.

The following report provides an analysis of the feedback received.

Executive Summary

In summary, during the 3 week consultation period Council received:

- 534 total visits to the Making Marion site
- The following downloads of documents
    - 143 Open Space Plan
    - 60 Open Space Policy
    - 55 Open Space Methodology
    - 45 Open Space Service Levels
- 40 completed surveys
- 83 contributors to the quick poll
- 1 social media comment relating to the Framework
- 4 email responses

The following were the main findings

- 94% of respondents (78 People) supported the intent of the Framework

As a result of the feedback the following items will be actioned

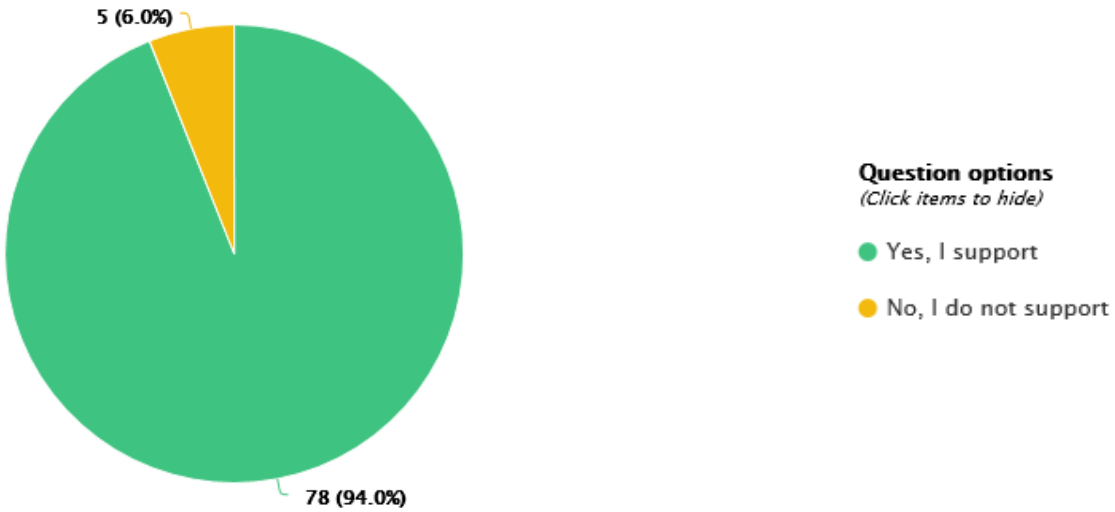
Community Feedback	Action
The methodology does not show that for projects under $50,000, the CoM will inform residents of the nature of the works.	The methodology shows that a Notice of Works will be issued to adjacent residents. This will be updated to read **Surrounding residents which is broader than the immediate adjacent residents.**
There is no definition of Open Space within the Framework.	The following definition can be included in the Open Space Plan Open Space is any piece of CoM owned land that is accessible to the public and is not a building, that provides opportunity for recreation and / or conservation. Open Space can include: • Green space, including reserves and community gardens • Playgrounds and Youth Recreation spaces • Public plazas • Community Courts For the purpose of this plan, Open Space is not a verge or roundabout, unless specifically mentioned.
The pictorial information does not reference a time line for the information.	The pictorial information will be updated to reflect that the information is a point in time as of January 2020.
The Open Space Policy does not reference biophilic design principles.	The Open Space Plan references a number of environmental policies and guidelines that are inclusive of biophilic design principles. Biophilic is not a word used in everyday speak and was changed to valuing nature in CoM terminology. The Open Space Plan, under the consideration Quality of Open Space, will be amended to include: Open Space design will consider residents need to value and interact with nature.
Central Avenue Reserve 1 hierarchy classification should be neighbourhood	Hierarchy Classification upgraded to neighbourhood within the plan.
Esplanade Reserve Marino not shown on map.	Map to be amended to show reserve.
Oaklands Estate Reserve named Oaklands Road Reserve on map.	Oaklands Estate Reserve name to be updated on map.

Some suggestions were made to enhance particular sites within the Framework. At this time, these suggestions have not been incorporated within the Open Space Plan due to current surrounding service provision. Should Council wish to pursue these suggestions, the Open Space Plan will require further funding.

Upgrade Branksome Terrace Reserve to include a playground	4 responses
Basketball / netball court at Cadell Street Reserve	1 response
Advance landscaping at Bandon Terrace Reserve	2 responses
Develop Open Space at Oceana Reserve	2 responses
Review Open Space Policy to include biodiversity / biophilic needs	2 responses
A toilet to be included at Bandon Terrace Reserve	2 responses
Upgrade Fryer Street Reserve to a neighbourhood level open space with associated facilities	1 response

Consultation Findings

Quick Poll
Overall, do you support the intent of the Framework?



Survey Feedback
Do you have any comments or questions about this Framework?

Feedback	City of Marion Response
I think a securely fenced dog park at the Branksome Reserve is a good idea as long as there is access from both ends ie Dalkeith Ave too. Also, a separate securely fenced playground within the park (no dogs allowed) to enable kids to have a safe space while dogs are being exercised. A playground would only need some swings, a few things to climb on and a slippery dip. That will keep most kids occupied for the 20 or 30 mins required to exercise a dog. It could be located amongst the trees to provide some shade.	The recommended works at Branksome Terrace Reserve is for **dog friendly** facilities only. As per the service levels, a dog friendly facility may have seating, pathways, fencing, drinking fountain with dog bowl, signage, and dog bag dispensers. It is not intended as a formal dog park.
No	
Branksome reserve has almost no facilities and is hardly used. I note that another dog friendly park is proposed. Can we also have a fenced playground for the local children?	McKay Terrace Reserve, a local level playground, and Scarborough Terrace Reserve, a neighbourhood level playground, are within 500m of Branksome Terrace Reserve. The newly created basketball and netball facility at Crown Street Reserve is less than 1km away. There are no plans to provide a playground at this site.
I'm providing feedback on Branksome reserve, Dover Gardens. We have a it of children in the area and that visit that would appreciate another playground in this park. The original one was dismantled and taken away and since the reserve has lost its vibrancy.	As above
I would like to take survey because I would like to see improvements at the Branksome Terrace Reserve in Dover Gardens	As above
Good to see the intentions. Hope you are able to carry it out. Lots of good examples in nearby Holdfast Council.	
We live on clubhouse rd with a young family. There is literally nowhere in walking distance with young kids to take the children to enjoy green space or a playground. We wrote to council about this and were advised to use the surrounding golf course. This is irresponsible advice as there are no daylight hours where our kids can enjoy this 'public' space where the threat of a ball to the head is not real. It's the only place I can think of in metro Adelaide that his this dilemma. The quarry development is so many years away our children will have outgrown attending green play spaces. It would be appreciated if this could be considered in this process. Thankyou. Kelly	Oceana Reserve, a 1000m2 reserve adjoining the golf course is the only open space in the area and is not suitable for a recreation area. The plans for the old quarry include open space development suitable for recreation.
Will pathway lighting be included In the design upgrade for security at night? A lot of parks are very dark around the area	Lighting will be provided in line with the lighting guidelines as outlined in the Open Space Plan.

Under the Methodology Section of Open Space Framework. The Project Planning which includes site analysis does not seem to consider how people actually use an area at the present and develop a plan that further enhances this usage. The Project Plan seems to primarily fit some other criteria be it cost, environmental, visual etc. I would have thought that the primary driver for all Open Space work is to achieve the best utilisation of the open space. If people are already using a space why not upgrade it and make it more user friendly. The upgrading of Open Space already in use should take priority over the costly development of new areas of open space where the future utilisation is not guaranteed.	The methodology outlines how the plan will be carried out. The Open Space Plan demonstrates that consideration will be given to the population and character of the surrounding area when planning for open space developments.
Framework for open spaces and varied activities is good for all areas. I suggest that the Oceana Reserve in the Coastal Ward be developed to provide an attractive native open space for walking and playing plus a community garden. This area is maintained at a basic level by the Marion Golf Park but would serve the current Oceana and the new residential community development (Scholefield Rd/Ocean Blv) very well, if developed.	Oceana Reserve is adjacent to the golf course and is not suitable for a recreational development. Community gardens will need to be driven by the community and can be considered at this site.
The feedback timeline goes from 18 May to 8 June. I have only just received my email today 2nd June.	Feedback opened on 18th May and closed 8th June. Social media was used primarily to deliver the message and an e – newsletter was sent to 1606 Making Marion subscribers on 2nd June.
Not yet	
I'm wondering why Oaklands Estate Reserve is renamed Oaklands road reserve in the warracowrie plan ?	Noted – this will be changed in the final plan.
I think the framework is a really great start, my feedback would be for community gardens. I attempted to join the Clovelly Park Community garden and was told NO. The person running it said that she wasn't really involved and didn't let me join. A community garden that is inclusive and inviting to all Mitchell Park and Clovelly Park residents would be fantastic.	This response has been sent to the Community Gardens coordinator.
Build more building	
After spending hundreds of thousands of dollars on park upgrades only to let them fall into disrepair in a surprising short time has been a major disappointment to me over the last few years.	Your feedback has been noted. Council has proactive maintenance programs in place for all newly upgraded open space reserves. A review of the Open Space Asset Management Plan is currently underway which includes a review of ongoing maintenance requirements for all new and upgraded open space developments.
The Cadell st reserve has scheduled in 2023-24 a drinking fountain and kick about goals, any chance of bringing this forward? Also can I make a request for a basketball/netball ring or half court to be installed, the big reserve really only caters for young children 2-8, I have 2 young boys who will want to be more active and want greater scope within the reserve. Thank you for your consideration (Warunda Ave resident)	The upgrade at Cadell Street Reserve does not consider a basketball court / netball ring. Mitchell Street Reserve is less than 500m away and has these facilities planned for 26/27. The timing of the upgrades is planned on available resources and other needs within the plan.

Are verges considered open space? They have an important role in meeting objectives of amenity, sustainability, and mitigating climate change. Particularly in suburbs like Mitchell Park that are being concreted into a giant heat island with loss of gardens and tree cover, and have less open space per person than many other suburbs, verges should be planted with as many shady native trees and shrubs/ground covers as possible. This could make our streets almost as nice as our parks, and local residents could be enlisted to help care for them initially.	Verges are not considered within this plan but form part of the streetscapes and tree planting programs.
As soccer is a growing sport, more soccer reserves are needed in the council area.	Within this plan there is scope for kick about goals, including soccer goals. A soccer facility is planned for Majors Road.
There is such a great amount of information and statistics that has been gathered as part of this plan. As the plan is not yet endorsed, would it be worth extending it out to 2020 to 2030 to include a larger amount of upcoming works and extend the time frame for when the plan will need to be redone. I know recommended works needs to be kept brief and is still subject to change but as this is what I think the community is most interested in it would be great to see a little more detail here. Great work	The plan is in line with Long Term Financial Planning. A mid-life review of the plan will be conducted in 2024, and planning will begin on a further Open Space Plan as this iteration reaches its conclusion.
As a resident abutting the northern portion of Brandon Terrace Reserve, I would like to encourage Council to advance the date for landscaping the area (which is currently listed for 26/27). This area has been “barren” for many years and in Summer is nothing more than a dust bowl. It also detracts from the newly upgraded southern end of the reserve, where Council made a significant saving following feedback from a residents meeting last year. That same meeting supported an upgrade of the northern end as a priority. In view of the harsh coastal conditions experienced in the location of the reserve, irrigation should also form part of the proposal.	The northern portion of Bandon Terrace Reserve has been planned for 26/27. The timing of the upgrades are planned on available resources and other needs within the plan.
More basketball courts please	Additional basketball 3 v 3 courts have been provided and others upgraded within the Open Space Plan.
I am concerned about the environment, particularly in my suburb of Warradale where single houses are being demolished and 2-3 small units are built with little or no room for a garden and trees. Garages that are too small for a medium or large car, hence increased parking on the road which creates congestion. I am impressed with the Famework Plan, which appears to be considering people's health and wellbeing of people in all age groups.	

All work undertaken at Oaklands Park/wetlands/skate park have been fantastic. Thank you for these great facilities, it's been wonderful to see so many people using the whole area during Covid isolation period. In relation to the open space policy and methodology, the following is raised for consideration: 1. Consultation has not been defined. It appears only on projects greater than $50K, residents will be informed of well developed plans, which means limited opportunity for changes. 2. there is no consultation on local projects less than $50K which are mostly local facilities - recreation active & non-active, dog parks & cultural & heritage. Could the methodology at least include notification of local residents as local projects are of greatest interest to those living nearby. 3. We are lucky to have so many great spaces. Is usage measured in any way to inform future investment decisions? 4. Great spaces need to be used. How can Council facilitate links to local groups and community organisations for activating the spaces and attracting more people of all ages? 5. What is the population of Aboriginal people? Should Kaurna people be consulted separately about the significance of sites, plant species, etc? 6. How can residents find out about opportunities to contribute? e.g. donating $ for a park bench or other feature in memory of a loved one?	1. Noted. The methodology shows that a Notice of Works will be issued to adjacent residents. This will be updated to read **Neighbourhood residents**. 2. As above 3. Usage is measured in various ways. A Smart Technology and Data consideration will be added to the Open Space Plan to capture use of technology to provide usage statistics. 4. A focus area within the Open Space Plan is to develop partnerships to support the delivery of open spaces to maximise community outcomes. 5. Cultural and Heritage values are considered within the Open Space Plan and more broadly by Council. 6. Opportunities can be made clear through community consultation. This will be noted by the Open Space and Recreation Planning team and considered through the process at each site. A memorial policy is also available to deliver opportunities for contribution by residents.
The two most important aspects of the policy for me are below. Environment Protection and Sustainability - A focus on protecting, preserving and enhancing natural environments - Use of water sensitive urban design - Mitigation and adaptation to climate change impacts - Opportunities for people to connect with nature · Community Involvement - Communities are encouraged to be involved in the planning and use of open spaces that are important to them. In order for this to happen I would Table 1 hierarchy of open space in the City of Marion to include opportunities for mixed beds of biodiversity plantings to included as an option at the local, neighbourhood, regional and state level reserves. I welcome the inclusion of nature play and food growing opportunities as an option for what have traditionally been trees and turf-type reserves.	The Open Space Policy was endorsed in 2018 and is the foundation on which the current framework has been developed. This includes consideration to natural landscapes. A natural landscapes guideline was developed in 2017 and is considered in each open space upgrade, in order to enhance biodiversity and reduce the traditional turf irrigation.
Incorporate more consideration of environmental protection and sustainability. Also include importance of taking advantage of planting opportunities at every level.	Environmental protection and sustainability are included in the Open Space Policy and Plan.
Intent? More information please	

Open space framework 2020-2028 Thank you for the opportunity to comment on the Open Space Framework 2020-28. There is a lot to like about this framework, but there is more work to do on the detail, particularly the plan. and part of this is my first question, and perhaps the most important How has the policy be actually implemented in the last 2 years , and how well has those implementation actions performed against the policy goals as set in 2018? • This policy was endorsed in July 2018, in almost 2 years I would have thought there should be some hard figures being able to be reported against the goals ? Where are the mensurables even now in 2020 ?. I would have thought that by the second year, these should be well refined and provide a strong indication of where to go next. Be that as it may here are some overarching observations upon this feedback process I voted 'no' at this point and I'd like to explain why. • These are very long, complex documents, where your meaning is often hard to grasp. I have reviewed more than a few MBA thesis so I am not new to tortured syntax or the absence of referential indicators. • If I can't read this and understand what you have planned even for parks that I know well and visit regularly, then I seriously doubt anyone else in the community can as well, so what are we being consulted on ? • Your direct email invitation to comment on four very detailed documents arrived one week prior to the close date. I am concerned that others haven't had time to read or comment. Why was it not sent sooner ?. I notice that the number of respondents went from 42 on the day I received it , to close to 100 today, this is still a very very small number compared to ratepayers, and it looks bad, as it makes the email seem an after thought, or a reaction to having received almost no feedback after several months. • Typing in comments, into a window three lines deep and only a few dozen characters long is extremely difficult, could there not be a window large enough that you can even see the sentence that you have typed ? • To have a simple yes / no question in respect of support to an entire complex policy is a very strange way of gathering support. Even asking a question of your degree of support would be slightly better, for example many people in Australia may support some form of corporal punishment, but very very few would support public lashing as per Singapore. This is a bad example, but I hope it still gets the point across. I think you may need to allow more time to gather meaningful feedback from residents, and I would encourage the council to do so. Now - to comments on the documents,	The Open Space Policy has been implemented with the Playground Works program in the interim. Since 2017/2018, 13 reserves have been developed in accordance with the Open Space Policy; The Open Space Plan is the opportunity to apply the Policy to all Open Space and, beginning in July, will provide a base line. The consultation for the Framework opened on May 18th and was predominantly distributed via social media, consistent with other consultations that target the broad community. An e-newsletter was distributed to 1606 Making Marion subscribers on 2nd June. There were 534 visits to the on line consultation. It is noted that there is no definition of Open Space within the Plan. Suggested wording is included in the actions above. Consideration has been given to purchase of land for Open Space. Wording changes to reflect the biophilic needs of the community are reflected in the actions above. The Council values the environment and has endorsed a number of targets within its strategic indicators, such as increasing canopy cover and carbon targets. An Environmental Policy details more on the future of the environment in Council. Service Levels provide an indication of the costs of each level to prepare long term financial plans. As each site is planned and designed, individual designs will respond to the site and the surrounding environment. The Open Space Plan focuses on open space development and not playground development. The plan works in conjunction with the already endorsed Playground Framework, but does not include playground facilities.

As I understand it, open space is shared, public access space, this can include the paved area in front of the Marion Library on Oakland road, but its seems that in this document it is almost only parks and green spaces. But then we have skateparks and swimming pools as well in the documents. It does not seem to be a well-defined concept in the documents themselves. As CoM is already cleared and developed, this green shared space is at a premium. Expectations for it will continue to grow as private space diminishes due to infill. There is no more available 'open space' unless we as a community decide to plan for a future where we 'buy back' previously developed land and return it to public space (eg. decommissioned power station/utilities land, retail/carparking if not required due to internet shopping, working from home and driverless cars – then turn it into parks.) This is something that we may need to consider in order to provide equity to suburbs where there is no open space left, in which case, some kind of investment/fighting fund should probably be within the scope of the policy. While I think the overall principles for your policy ARE TERRIFIC , the means of achieving them, as communicated here are confusing. I found when I read documents 2-4 it was not clear if what is described is a current state (2020), a future state (2028) or some blend of the two. Documents 2-4 are also heavily weighted toward the built environment in my view. It is hard to see how the priorities stated in the policy –how open space can help us connect to nature - are reflected in the Open Space Plan, which does not seem to list current or future natural assets. The gap between the stated aims of the policy and the instruments your staff would use to achieve it is my biggest concern, so the rest of my comments relate to changes I would like to see to try to address this gap. Open Space Policy 1. Council will provide accessible and diverse open spaces that are distributed across the City that contribute to neighbourhood character, provide opportunities for active living and community engagement, and protect and enhance natural environments. 2. This policy sets the principles to guide the provision, development and management of accessible and diverse open spaces in order to improve sustainable environmental outcomes and our community's individual and collective health and wellbeing. 3. Marion Council had (as I remember) a strong push to be a Biophilic centred city, yet I see no mention of, or reference to Biophilic design principles, or even aims , why not ? It is brilliant to see the underlined objectives in your policy and an equity component for each ward so that everyone gets a piece of it. In order to get points one and two (above) please modify 'Provide sustainable and attractive natural environments' to 'Provide sustainable, biodiverse and attractive natural environments'.	The Open Space Plan will be amended to reflect that the pictorial elements are the current state.

For example, many people find a monoculture of mondo grass to be cost-effective to maintain and highly attractive, but it does nothing to protect or enhance the natural environment or improve sustainability outcomes. The Environment Protection and Sustainability points are spot on for me, but I would like to see some measurables that spell out how the existing natural assets of your open space areas will be protected and enhanced. Given the policy principles, I'd like to see some overarching measurables for natural assets included in your open space areas – regardless of how the reserves are classified. I doubt it is enough to simply direct officers to 'consider the remnant vegetation strategy' or 'consider the Tree management strategy'. In order to protect and enhance natural assets and improve sustainability outcomes you need to be absolutely overt what you want them to consider and why. For example, I'd like to see a set of overarching measurables for natural assets such as: • Targets to improve canopy cover, especially tall, shady native trees that reduce emissions. • Targets to retain native tree hollows (in live and dead trees). • Targets to incorporate mixed native planting beds for biodiversity/food production into traditional tree and turf reserves. • Targets to reduce the reliance on irrigation over time. • Targets for frog bogs, bird and bat boxes and bee hotels. • Targets to adapt to climate change. We need some measures for the policy because we need to know whether we have a net gain or net loss for natural assets as we go along to prevent accidental loss, but also to drive creativity among your open space designers on how sustainability can actually be achieved. Table 1 hierarchy of open space Table 1 hierarchy of open space in the City of Marion seems to include opportunities for community gardens and nature play at virtually every level but seems to exclude biodiversity plantings at the local, neighbourhood and regional level reserve. If protecting and enhancing natural environments is the goal, including biodiversity plantings should also be in each category. Open space methodology No comments. Service Levels I can see that this is a classification system, but I don't understand how we would use something as prescriptive as this to create the kind of outcomes we have described in the principles. For example, if we have a turfed sports field, why not consider a ring of tall native shade trees around the outside so that the spectators could watch sport beneath the shade and create space for climate adaptation or even more tree hollows in the future? Similarly, the 'linear/linkage' classification should include shade as well as shelter to promote cycling and walking all year round by cooling the pathways. I am concerned that the 'types of facilities (may include)' column could	

preclude some useful combinations, that don't always work together, but can be highly complementary depending on the site. I also think the natural landscaping area, nature conservation, wetland/watercourse/stormwater should be presented in the same way as the coastal category ie. local, neighbourhood, regional and state. For example, if the only breeding population of a lizard or a patch of koala food trees is located in a small local park, how is that taken account of? This seems to indicate that the size of the park is the primary determinant of value. Similarly, the nature conservation category seems too prescriptive. Protecting and enhancing natural environments tends to rely on linking fragmented natural values across a landscape and/or streetscape, rather than focusing on the assets of a park in isolation. How do we use this category to reflect, for example, part of a regional park, part of a local neighbourhood park and a series of biodiversity plantings alongside a walking trail? I am not sure how this type of thinking is reflected in the Service level guide. Perhaps a primary, secondary and tertiary column would be useful so that we could describe a combination rather than ascribe a single classification? we also need to be able to indicate where one reserve links to another to create a sustainability outcome. Open Space Plan 2018-2028 This document needs work to simplify it. I have read it three times now. It has lots of information but it is very unclear what we actually plan to do. The introduction 'Open space plan' makes sense as a problem-statement, but there are 9 focus areas that are not related to the previous documents and three pages of considerations. What are our priorities? How will they meet the policy objectives? Open space program The planning seems to be principally driven by playground design. While I can see that creating and maintaining these playgrounds are expensive (hence the focus) I can also see that the risk is that the natural environment around it could be reduced to 'landscaping' to soften the built environment rather than a natural asset in its own right that people value and connect to. I have no doubt that council has many requests for playgrounds, but it is also worth considering that: • They are often expensive to build • Their lifetime maintenance costs are always several times their actual build costs • They cannot be adequately or safely maintained by the community • They must be maintained to minimise (but can never eliminate) litigation risks • Kids get bored of them quickly • They are high value for a relatively short time in a person's life • They are a development that imposes a footprint on the open space. By comparison, investment in green spaces in the open space around	

these built structures is: • Relatively cheap, low maintenance and low risk • Can be designed to meet multiple objectives • Create opportunities for linkages across the landscape • Deliver environmental and sustainability benefits across a person's entire life • Deliver environmental and sustainability benefits to the suburb and community whether the individual ever visits the park or not. I would like to see this document simplified. • I don't understand if I am looking at an audit of a current state or a future state. • I am not sure why the community facilities are included here. • I can't really interpret what the infographics relate to. • I can't read this and understand what you have planned even for parks that I know well and visit regularly. I hope that this can be of some use to the review.	
There is a lot of emphasis on nature play rather than the more traditional swings and slippery dips which is disappointing. Also the removal of a more traditional play equipment in Cormorant Reserve I do not support. In "local" nature areas it would be good to have educational signage - about birds/plants fish. This does not appear to be an option in the overall framework however in certain areas this would be good to add to the area. I do not see why signage is only for "state" level and this is minimal cost to install / maintain. With support of local residents/schools etc designing/creating designs would create more community engagement. Cormorant Reserve would be an example.	The endorsed action for Cormorant Drive Reserve, reflected through community consultation and reflective of the site, was to build a nature play area. This could incorporate traditional play items such as swings and slippery dips. The design will be taken to the community for consultation before it is constructed.
Bandon Terrace Reserve - future plans for the Northern end of park. Can a toilet be included as there is a BBQ facility but no toilet provision?	A toilet is not currently included in the forward plans for Bandon Terrace Reserve.

Email response

The 5049 Coastal Community Association commends Marion Council on the release of their Open Space framework and Plan 2018-28, which is a major contribution to ensuring the ongoing provision of high quality open spaces in Marion as the area continues to develop. In the time available we have focused our attention on the “Plan”

In particular, we are pleased to see the following aspects of the Plan:

- A commitment to engage with the community on any projects in excess of $50,000
- A commitment to seek community advice to assist with design
- Encouragement for local community the local community including schools to adopt their open spaces for ongoing care and small-scale maintenance
- A commitment to identify and implement water-sensitive sustainable urban design where possible
- The recognition of the special cultural heritage values in the area, especially local Kaurna heritage, and a commitment to preserve and enhance these wherever possible.
- A commitment to sustainability principle
- A commitment to prioritise walking and cycling improvements

Please note the following minor points and requests for Clarification or changes:

The Graphics are particularly good in communicating the overview of provisions in the plan. Do they represent the current provisions or the ultimate provisions at the end of the plan ie 2028? It would be good to understand the relationship between 2018 and 2028

City of Marion Response

The Open Space Plan will be amended to reflect that the pictorial graphics are the current state, January 2020.

Demographics what assumptions are included in the plan for the population changes and impacts in Marino, which could nearly double with the development at Seacliff Park?

The Esplanade Reserve at Marino is not shown on the plan’s Coastal Marino Map, even though it is in the list of Reserves

City of Marion Response

Noted: this will be amended in the Plan

Conservation Parks Classification We believe that the primary classification for the Hallett Cove, Marino and O’Halloran Hill Conservation Parks should be listed as Nature Conservation, not Recreation-active (noting of course that they are State parks). They have biodiversity importance and should also be mentioned in Marion’s Remnant Native Vegetation Plan.

City of Marion Response

Most open spaces have primary and secondary classifications. Conservation Parks have a secondary classification as nature conservation, but are primarily used for people to enjoy and recreate.

Participation & partnering happy to see Co-design options in the plan, will there be options for co-implementation

City of Marion Response

If opportunity arises for co- implementation, it will be considered.

The 8-year plan of works includes the following in the 5049 Coastal Community area of interest:
Bandon Terrace Reserve – Neighbourhood classification. Priority site for Marino. Project to upgrade cricket and basketball, add sports goals and fitness equipment. 2019/20
Comments:
1. We note the Cricket and Basketball, included in the plan, has already been upgraded as part of the successful playground works. Is it intended to include fitness equipment and sports goals as part of the natural landscape works currently underway (June 2020?) They are definitely welcomed; however they are not shown on the plan issued in May. Where are they to be located?
2. As a neighbourhood priority facility with sporting, playground, BBQ and long stay activities will council consider the provision of a toilet?
3. We also note that the Northern end "natural landscaping" is scheduled for 26/27. As this is a priority site for Marino and local residents we would ask that this be brought forward and a co-design/funding and implementation plan be developed with the friends of Bandon Reserve. This could fit well into the State Govt's recent announcement on grants for such projects.

City of Marion Response

Fitness equipment was originally within the design, however was taken out of the final design to ensure the budget was met. Basketball and netball goals were constructed within the Reserve. Bandon Terrace Reserve was a neighbourhood level upgrade and as such neighbourhood level funding has been allocated to date. No further funding has been allocated for these elements. A toilet has not been considered within the Reserve. The northern portion of BandonTerrace Reserve has been planned for 26/27. The timing of the upgrades are planned on available resources and other needs within the plan.

McConnell Avenue Reserve – Recreation Active classification. Upgrade and review courts. Add drink fountain, shelter, and landscape. Upgrade irrigation. 2021/22.
Comments:
1. We welcome this inclusion, as will the Friends of McConnell group, who will look forwards to the consultation on these proposals. We understand that the potential exists for one or two multi-purpose courts to be established in Marino. Is this reserve being considered as a potential site? Previous consultation appeared to commit to an upgrade to a multipurpose court.
2. Will the provision of facilities consider the strategic location in relation to the Seacliff Park development which proposes to incorporate McConnell into a linear park network? Will any review of options for McConnell consider the potential value of the Western side, with master planning and modeling both elements as an integrated open space of McConnell beyond a local reserve? Particularly in relation to toilet provision as part of the linear park node. (see attached community lead concept from 2018)

City of Marion Response

McConnell Avenue Reserve is being considered for multi use courts. The design will be taken to the community for consultation before construction. Council have noted the information provided.
Facilities will consider the strategic location to the Seacliff Park development.
A toilet has not been considered within the reserve.

Newland Avenue Linear Park. Recreation – non-active classification. Seat to be replaced. Biodiversity zone. 2027/28.
Comments:
We would like to see a more comprehensive review of this area and the Transport SA land in relation to the Station and Marino Community Hall and Community Garden, as they seem to be underutilized.
City of Marion Response

Noted: this is not planned within this 8 year Plan.

Newland Ave Reserve
Comments:
We note that there are no proposals for this reserve. It has received good support and investment over the last 4 years in terms of the Marino Community Garden and the consequential development of the natural landscape areas. However it would be good to know how this can be further enhanced as a community asset in collaboration with the Marino Community Garden. Is there any proposal to undertake a review and consultation on long term strategies?

City of Marion Response

The Environment team is working with the Community Garden to enhance this site. This is outside of the Open Space Plan.

Nimboya Road Reserve – Play classification. Drink fountain. Add a scooter track to the reserve. 2021/22.
Comments:
We welcome these inclusions.

Robertson Place Reserve – Recreation non-active classification. Formalise trail to coastal walking trail. 2026/27.
Comments:
We note that this reserve has been subject to 2 successful natural landscaping improvements over the last 2 years with input and volunteer planting days from the friends of Robertson Reserve. Discussions are ongoing with the friends and Council on potential minor stormwater management initiatives and enhancements that the community would happily volunteer to help with. This could fit well into the State Govt's recent announcement on grants for such projects. (See attached)

City of Marion Response

Noted. Minor natural landscaping improvements will be considered to remediate the reserve after storm water works are undertaken. This will be considered outside of the Open Space Plan.

Westcliff Reserve. Recreation – non-active classification. Add a bench seat. 2021/22.
Comments:
Welcomed. Are there any more opportunities for the local residents to become involved in this small reserve?

City of Marion Response

No further works are planned within this 8 year Plan

Email response

I thank you for sending out your Open Space Framework plan for 2020/2028 for my assessment...

I have endorsed your proposed policy of the “Intent of the Framework” I would give it a yes at 85% (the computer however would not let me change the level).

Comments on the Open Space Programme for Coastal Ward:

1. **Clifftop Crescent:** Coastal walking trail passes through it and is only a goat’s track.

   Works and Projects: Track badly eroded; exposed rocks are again a tripping hazard caused by water and wind erosion. Path needs updating.

City of Marion Response

Noted: The Coastal Walking Trail Program will address this issue.

2. **Esplanade South:**

Works and Projects: Dead plants need replacing, plant signage needs updating as some species are not signed. Northern fencing and gate broken and needs replacing when turnaround project is completed.

City of Marion Response

Noted: This will be referred to the maintenance team

3. **Central Avenue Reserve No: 2**

Primary Class: Change to Recreation non-Active

Works and Projects: Community Engagement to 3years ago community Requested a landscape dry garden and picnic furniture; has not occurred. Passive area, no satisfactory space for ball games. Drainage work thru park required 15 years ago not listed?

City of Marion Response

Works will soon begin to apply natural landscaping and add a picnic bench to the reserve, as part of the playground upgrade to Central Avenue Reserve No.1. A design will soon be made available on the website.

4. **Central Avenue Reserve No: 1**

Hierarchy Class: Ian Crossland has advised it’s now classed at Neighbourhood Level?

City of Marion Response

Noted: this will be changed within the Plan

5. **Coastal Walking Trail**:

Works and Projects: Adjacent to Clifftop Crescent to Fryer Street Reserve: Trail condition pathway dangerous creating many tripping and slipping hazards., wind and water erosion causing the exposures of rocky outcrops and puddles of slippery mud in wet conditions.

City of Marion Response

Noted: The Coastal Walking Trail Program will address this issue.

6. **Cove Road Hallett Cove Railway Station:**

Works and Projects: Replacement of loose, degraded timber sleepers which hold in the garden beds. Also need a drinking fountain.

City of Marion Response

A drinking fountain, nor the maintenance has been considered within this plan and will be referred to DPTI.

7. **Fryer Street Reserve**

Hierarchy: Change to Neighbourhood

Works and Projects:

Service Level: Upgrade to Recreation Active

Reasons for an upgrade:

(a) This reserve needs to be upgraded to a higher quality level because of its situation with the coastal walking trail passing through it with approximately 30,000 people walkers per year. A large proportion of these being Interstate and Overseas tourists.

(b) The facilities should mirror all other reserves serving patrons along the entire Adelaide coastline.

(c) This reserve has the best view of the coastline from Brighton to Outer Harbour along on the Coastal Walking Trail.

(d) Local population density is continually growing, blocks are being divided into smaller housing units, more 2 story houses combined with increasing numbers using the Coastal Trail shows a need to upgrade the reserve to provide amenities.

(e) Trail Node: The reserve is at a central point on the trail and there is an increasing need for facilities e.g. Toilet, Park furniture, seats and tables for picnics, BBQ, Interpreting signage, etc. for the increased patronage.

(f) Fixed shelter needed for shade for users; as the coastal environment is too harsh to grow shade trees.

(g) Area at the eastern end of the park needs to irrigated and grassed for ball sports. It is the only suitable such space in the region.

(h) Parking: the wide verge on Fryer Street is suitable for providing additional parking.

Our local community group The Hallett Cove Community Association Inc. acknowledges the ugly aesthetics of the park; it's a dustbowl in summer; with its negative impacts for its amenity to visitors and local residents. It has great potential to develop and serve the needs of visitors as well as the local community.

Over the last 5 years the Hallett Cove Community Association Inc. has lobbied and submitted concept plans to Council, with no positive results. What more do we need to do to get some positive action?

Stake holder's e.g. genuine community groups etc. will should be able to sit down with Council officials to discuss the merits of proposals within the Open-Space criteria. Hopefully Council will justify all their determinations to their community. I suggest maybe an application form to instigate initial "Community Engagement" with its own criteria to streamline basic information required by Council to set up a more meaningful agenda for initial stages of the engagement.

We believe our park has at least equal status for development as the Bandon Terrace Reserve. Mega dollars have been spent there over the last few years and it already looks great; now as your draft open-space plan shows more money is to be spent there. How can this be justified when your this criteria is used and Fryer Street Reserve is so neglected. Your programme shows plans detail works will not start for years to come! It makes me angry and at a loss why this park is continuingly being so neglected of the love it dearly deserves!

City of Marion Response

Fryer street Reserve is classified as a Local Level Reserve as per the endorsed Open Space Policy. The upgrades within he Open Space Plan and as suggested still support this hierarchy.
Fryer Street Reserve has been included in the Open Space Plan for an upgrade in 22/23. Residents will be consulted on the draft design in 21/22.
There may be opportunities within the Coastal Walkway upgrade for potential reserve improvements.

Email Response

To whom it may concern,
I would like to bring attention to the Hugh Johnston reserve located in Sheidow park 5158. I feel this space has so much potential but falls so short. Firstly the concreted path only goes half way around the pond with the playground located on the non concreted side being closest to patpa drive which poses a obstacle for Small kids on bikes. Secondly the play ground is underwhelming there is one small play apparatus which is high and has no path or stairs to access for smaller kids I'd love for a full playground to be built with multiple activities such as a treetop cubbyhouse in the big gum trees, swings, climbing, water play etc . There is also a adult sized playground which is unused and would be great to have gym or workout equipment added. Lastly I feel the a portable toilet would be handy on the playground side, additional seating with shade and a bbq I feel these additions would increase the use by the local community
Thank you

City of Marion Response

Hugh Johnson Reserve is planned for a Regional Playground upgrade in 21/22, with public toilet. The upgrade and associated open space works will encompass the works described. The community will be consulted on the design.

Email Response

My concern is the changes at Bandon Terrace Reserve, as I do not see any necessity for making changes except for at the far western end, which has been ignored.

A new watering system would, of course, be welcome, particularly if it saves money, but the other changes seem to me just new ideas which someone spends time thinking up so as to use up surplus money. I am of the opinion that it would be preferable for our rates to be reduced, as the park is lovely as it is!

City of Marion Response

Works planned for Bandon Terrace Reserve in the future are concentrating on the Western End. Other works described in the Open Space Plan have concluded.

Social Media

2 Social Media posts were promoted during the consultation period.

1 comment related to the Open Space Plan, asking for City of Marion to consider working in partnerships with other councils to deliver developments. This is within the plan.



City of Marion
Published by Richard Watson [?] · June 2 at 2:20 PM ·

There's still time to have your say on Council's park and playground upgrade process at www.makingmarion.com.au/open-space-framework-2020-to-2028

Find out more and provide feedback on the Open Space Framework 2020 to 2028 by 9am, Monday 8 June.

If you have feedback or questions about a particular park or reserve, please email council@marion.sa.gov.au







1,753 People Reached

141 Engagements

Boost Post

You and 7 others

2 Shares

Like Comment Share

Appendix 5

Changes to the Open Space Framework documents

Document	Discussion	Response
Open Space Plan	Central Avenue Reserve shown as a local level reserve.	Central Avenue Reserve playground was recently upgraded to Neighbourhood and the OSP has funding for a court. Open Space has now been classified as Neighbourhood and changed in the Plan.
Open Space Plan	There is no definition of Open Space within the Framework.	The following definition has been included in the Open Space Plan Open Space is any piece of CoM owned land that is accessible to the public, and is not a building, that provides opportunity for recreation and / or conservation. Open Space can include: • Green space, including reserves and community gardens • Playgrounds and Youth Recreation spaces • Public plazas • Community Courts For the purpose of this plan, Open Space is not a verge or roundabout, unless specifically mentioned.
Open Space Plan	The pictorial graphics does not reference a time line for the information.	The pictorial information will be updated to reflect that the information is a point in time as of January 2020.
Open Space Plan	Changes required to mapping for Oaklands Estate Reserve and Esplanade Reserve Marino.	Oaklands Estate Reserve name has been changed to the correct naming. Esplanade Reserve Marino added to Coastal map.
Open Space Plan	*Internal* There is no reference to the use of smart technology within the Open Space Plan.	The following has been added to Considerations within the Open Space Plan **SMART TECHNOLOGY & DATA** • The inclusion of smart technology & infrastructure will be considered in open space development to assist with achieving our ‘Smart Places’ pillar within the City of Marion Smart Com Strategic Plan. • Smart Places harness data, technology and infrastructure to support our community to flourish through improved service delivery and help to achieve our strategic community vision themes.

Open Space Plan	*Internal* Hugh Johnson Boulevard Reserve toilet construction to move to align it with the playground and open space upgrades in 21/22	The toilet expenditure moved from 20/21 to 21/22, to align with the playground upgrade.
Open Space Policy	The Open Space Policy does not reference biophilic design principles.	The Open Space Plan references a number of environmental policies and guidelines that are inclusive of biophilic design principles. Biophilic is not a word used in everyday speak and was changed to valuing nature in CoM terminology. The Open Space Plan, under the consideration Quality of Open Space, will be amended to include: Open Space design will consider residents need to value and interact with nature.
Open Space Methodology	The methodology does not show that for projects under $50,000, the CoM will inform residents of the nature of the works	The methodology shows that a Notice of Works will be issued to adjacent residents. This will be updated to read *surrounding* residents.

CITY OF MARION

CORPORATE REPORTS FOR INFORMATION/NOTING

Marion Historic Village Museum - Progress Report

Originating Officer	Manager Community Connections - Liz Byrne
Corporate Manager	Manager Community Connections - Liz Byrne
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R19

REPORT OBJECTIVE

To provide an update to Council about the progress made by the Museum Curator as her employment contract comes to a conclusion with the City of Marion.

This report informs Council that a feasibility report about City Museum options is currently being finalised and will be tabled for Council's consideration at the next General Council Meeting on 28 July 2020.

EXECUTIVE SUMMARY

In response to a Motion with Notice in January 2019 regarding a City of Marion Museum a report about Museum options was tabled for Council's consideration in April 2019. Council resolved to engage a qualified curator to work with the volunteer group that operates the Marion Historic Village Museum (MHVM).

The Museum Curator tabled a status report to Council on 10 March 2020 (GC200310R08). Council noted that a final report would be brought back to Council in June 2020.

The March 2020 report included a significance assessment of the collection items contained at the MHVM. The final report will provide a feasibility study for a City Museum along with various options for Council's consideration about the long term preservation of our local heritage.

The Curator's final report has been drafted however still requires some minor work and engagement with the MHVM volunteer group needs to occur.

Therefore this progress/interim report is to advise that after final engagement with stakeholders, Council will be provided with the report at the General Council meeting on 28 July 2020.

RECOMMENDATION

That Council:

1. **Notes the report.**

CITY OF MARION

Finance Report - May 2020

Originating Officer	Assistant Financial Accountant - Melissa Virgin
Corporate Manager	Manager Finance - Ray Barnwell
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200623R20

REPORT OBJECTIVE

This report provides Council with information relating to the management of financial resources under its control as at May 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 – May 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_May appendix 1 pt 1 2 3 4	PDF File
2	Finance Report_ Appendix 2 pt 1 2	PDF File
3	Finance Report_ Appendix 3 pt 1 2	PDF File

APPENDIX 1

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 $9.456m before capital revenues, against a year to date forecast budget of $6.443m 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 92.00% 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, meaning 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: Councils 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 $4.028m 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**	**6,016**	**18,259**	**531**	**2,186**	**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	1,488	240	0	181	**1,909**	38	13	5,147	**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**	**8,373**	**840**	**1,525**	**2,981**	**15,719**	**613**	**2,069**	**11,165**	**29,566**
Quarantined Funds	**(2,000)**	**(7,272)**	**(760)**	**(1,500)**	**(2,841)**	**(14,373)**	**0**	**0**	**(11,165)**	**(25,538)**
Projected Available Balance	**0**	**1,101**	**80**	**25**	**140**	**1,346**	**613**	**2,069**	**0**	**4,028**

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 31 May 2020

Original Adopted Budget $'000	Carryovers $'000	Budget Review Adjustments $'000		YTD Actual $'000	YTD Budget $'000	YTD Variance $'000		Annual Budget $'000	Note
			Operating Revenue						
79,265	-	29	**Rates**	72,824	72,794	30	F	79,294	
2,203	-	(134)	**Statutory Charges**	1,974	1,944	30	F	2,069	
2,210	-	55	**User Charges**	2,201	2,164	37	F	2,265	
7,180	(1,594)	637	**Operating Grants & Subsidies**	5,712	5,527	185	F	6,223	A
708	-	194	**Investment Income**	724	724	-	-	902	
530	-	918	**Reimbursements**	1,121	1,278	(157)	U	1,448	B
1,361	-	(477)	**Other Revenues**	651	593	58	F	884	
1,278	-	-	**Net gain - Equity Accounted Investments**	-	-	-	-	1,278	
94,735	**(1,594)**	**1,222**		**85,207**	**85,024**	**183**	**F**	**94,363**	
			Operating Expenses						
35,905	-	405	**Employee Costs**	32,176	33,122	946	F	36,310	C
23,812	1,589	481	**Contractual Services**	18,941	20,219	1,278	F	25,882	D
5,021	42	411	**Materials**	4,441	4,756	315	F	5,474	E
397	-	-	**Finance Charges**	193	193	-	-	397	
15,056	-	470	**Depreciation**	14,193	14,233	40	F	15,526	
7,263	34	324	**Other Expenses**	5,807	6,058	251	F	7,620	F
87,454	**1,665**	**2,090**		**75,751**	**78,581**	**2,830**	**F**	**91,209**	
7,281	**(3,259)**	**(869)**	**Operating Surplus/(Deficit) before Capital Revenues**	**9,456**	**6,443**	**3,013**	**F**	**3,154**	
			Capital Revenue						
5,000	-	(4,353)	**Capital Grants & Subsidies**	244	647	(403)	U	647	
-	-	-	**Contributed Assets**	-	-	-	-	-	
-	-	-	**Asset Disposal and Fair Value Adjustment**	(783)	-	(783)	F	-	
5,000	**-**	**(4,353)**		**(539)**	**647**	**(1,186)**	**U**	**647**	
12,281	**(3,259)**	**(5,221)**	**Net Surplus/(Deficit) resulting from operations**	**8,917**	**7,090**	**1,827**	**F**	**3,801**	
15,056	-	470	***add*** **Depreciation**	14,193	14,233	(40)		15,526	
	-	-	***add*** **(Gain)/Loss on Asset Disposal**	783	-	783		-	
(1,278)	-	-	***less*** **Share of Profit Equity Accounted Investments**	-	-	-		(1,278)	
26,059	**(3,259)**	**(4,751)**	**Funding available for Capital Investment**	**23,893**	**21,323**	**2,570**	**F**	**18,049**	
			Capital						
12,063	1,614	(3,782)	***less*** **Capital Expenditure - Renewal**	5,886	6,398	512	F	9,895	G
32,265	7,420	(22,184)	***less*** **Capital Expenditure - New**	11,085	11,281	196	F	17,501	H
-	-	-	***less*** **Capital - Contributed assets**	-	-	-	-	-	
-	-	-	***add*** **Proceeds from Sale of Surplus Assets**	-	-	-	-	-	
(18,269)	**(12,293)**	**21,215**	**Net funding increase/(decrease)**	**6,922**	**3,644**	**3,278**	**F**	**(9,347)**	

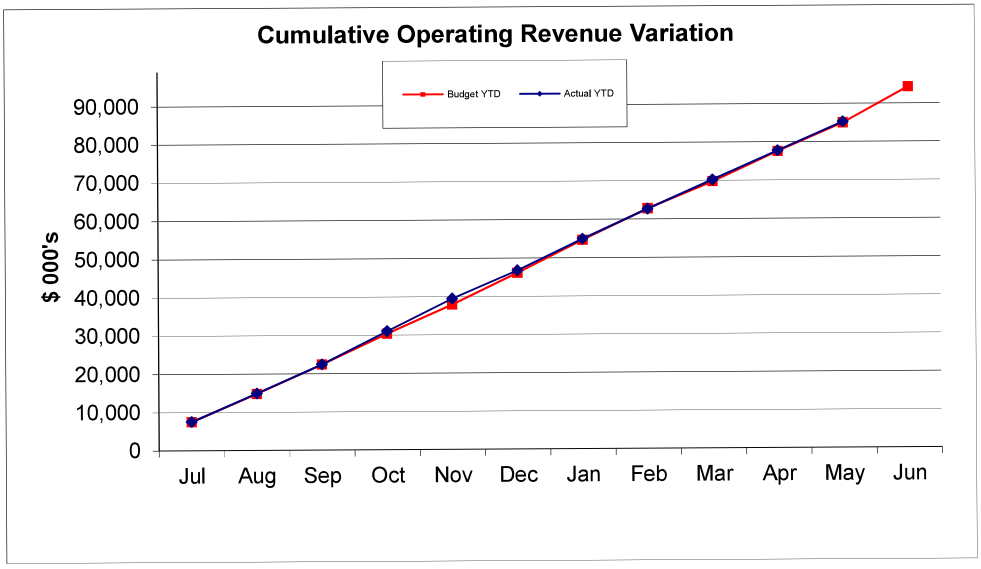
Original Adopted Budget $'000	Carryovers $'000	Budget Review Adjustments $'000		YTD Actual $'000	YTD Budget $'000	YTD Variance $'000		Annual Budget $'000	Note
			Funded by						
			Loans						
10,000	-	(10,000)	**Loan Principal Receipts (Net)**	-	-	-		-	
-	-	-	**Loan Receipts/(Payments) from Sporting 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**	19,614	16,336	3,278		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**	**7,498**	**4,220**	**3,278**		**(10,517)**	
18,270	**12,293**	**(21,216)**	Funding Transactions	**(6,922)**	**(3,644)**	**(3,278)**	**F**	**9,347**	**I**

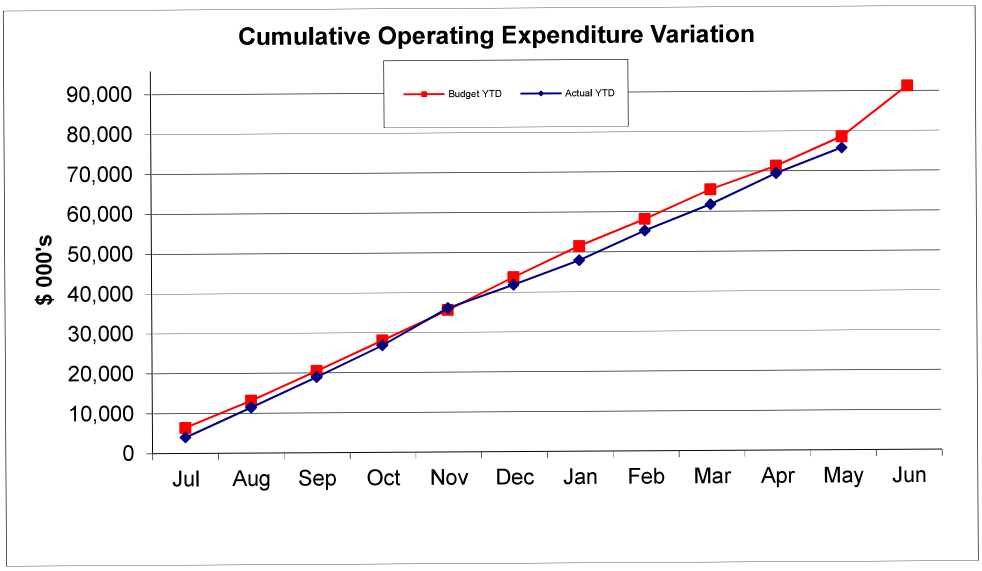
Variation Notes

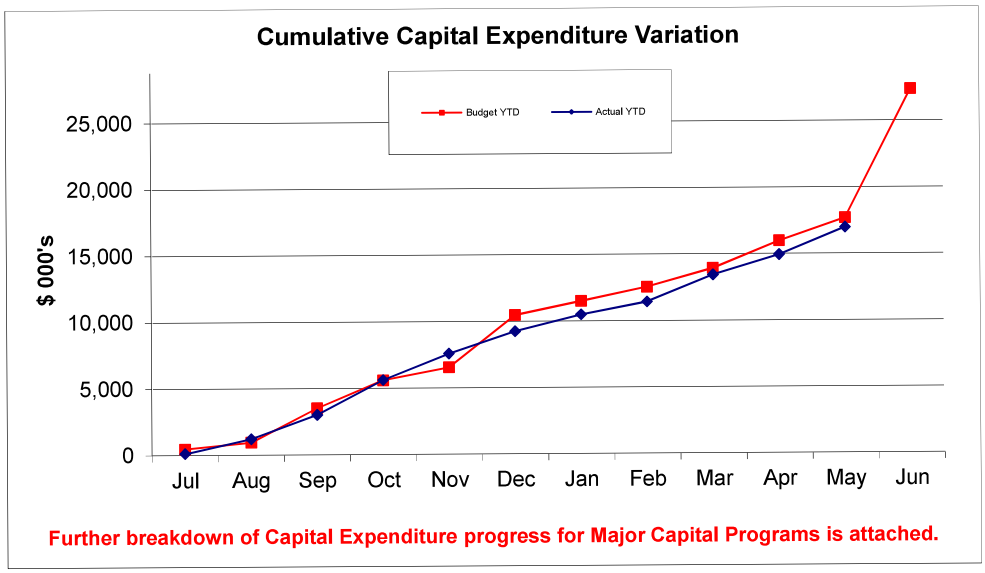
A	**Operating Grants & Subsidies**	**Favourable $185k**	Reflects an unbudgeted grant received for Glandore Sports Clubroom Upgrade ($60k), budget-timing variance with regards to the receipt of ACE Foundation skills funding ($60k) and a number of other variances which are individually insignificant.
B	**Reimbursements**	**Unfavourable $157k**	Predominately reflects budget-timing variances with regards to Cross Council initiatives, invoiced in June.
C	**Employee Costs**	**Favourable $946k**	Predominantly reflects budget-timing variances in addition to savings from temporarily vacant positions.
D	**Contractors**	**Favourable $1,278k**	Reflects budget-timing variances with regards to Maintenance Agreements ($155k), Repairs & Maintenance ($122k), Streetscape Development Tree Planting ($107k), Cleaning ($97k), Natural Landscapes Design ($70k) a number of other variances which are individually insignificant.
E	**Materials**	**Favourable $315k**	Reflects budget-timing variances with regards to the purchase of Equipment ($177k) and a number of other variances which are individually insignificant.
F	**Other Expenses**	**Favourable $251k**	Predominately reflects budget-timing variances with regards to Shared Resources Contributions for Cross Council initiatives ($151k) and a number of other variances which are individually insignificant.
G	**Capital Expenditure (Renewal)**	**Favourable $512k**	Predominately reflects budget-timing variances with regards to Reserve Development projects ($224k) and Proactive Footpath Repair program ($312k).
H	**Capital Expenditure (New)**	**Favourable $196k**	Predominately reflects budget-timing variances with regards to Footpath construction ($153k) and a number of other variances which are individually insignificant.
I	**Funding Transactions**	**Favourable 3,278k**	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.

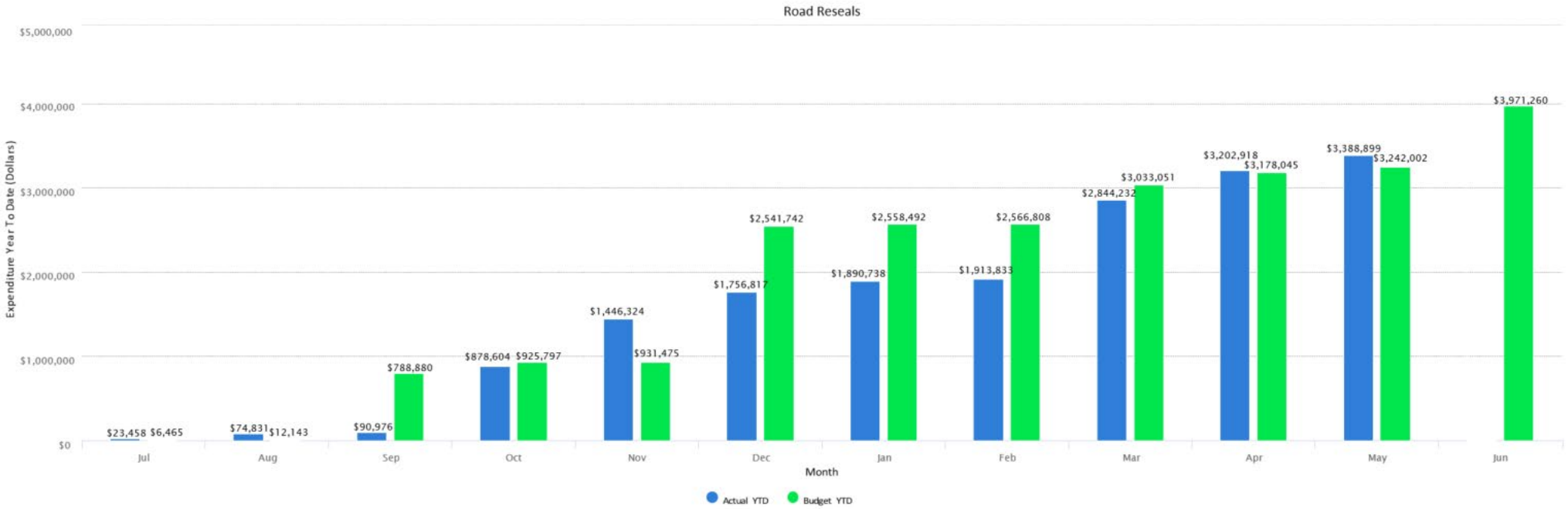
Funding Statement Cumulative Position - 2019/20





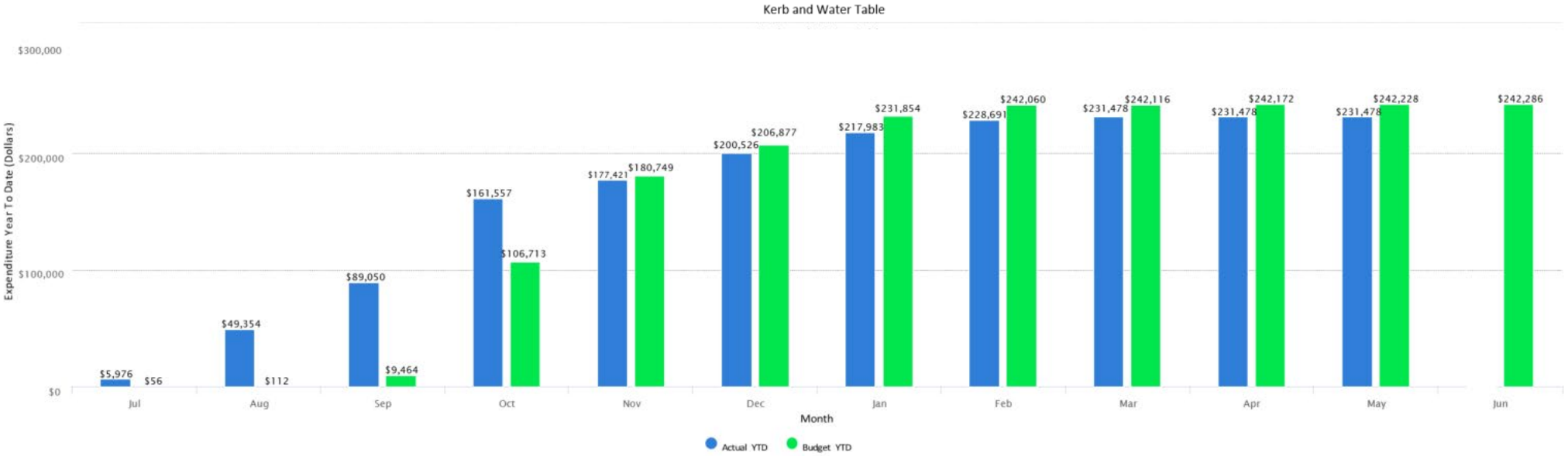


Further breakdown of Capital Expenditure progress for Major Capital Programs is attached.



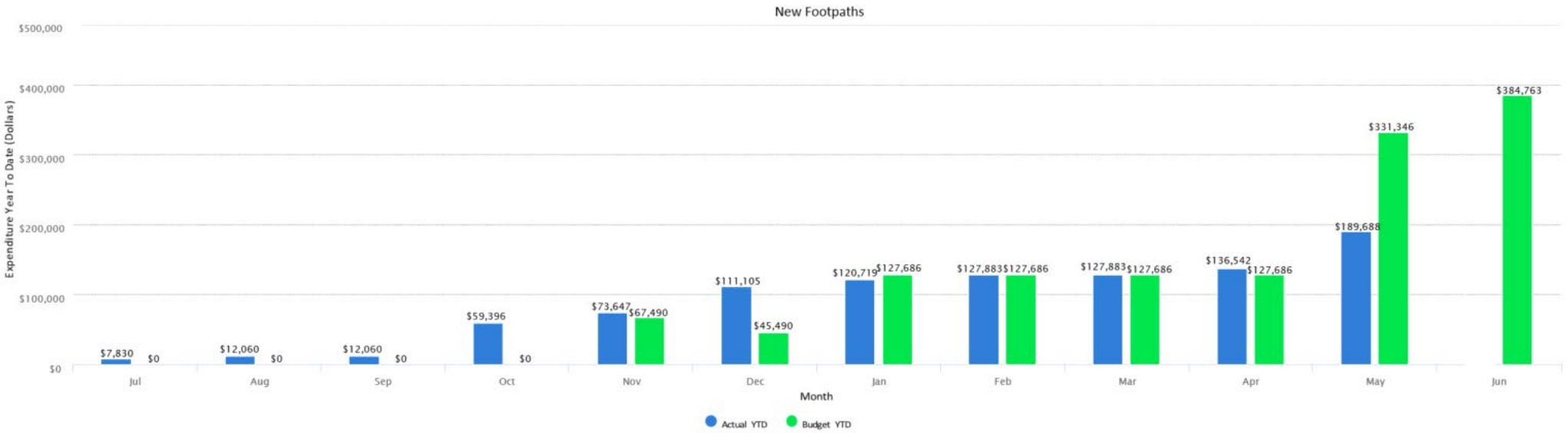
2019/20 Road Reseal Program – 90% complete

Program in progress and on track, completion anticipated by end of financial year.



2019/20 Kerb & Water Table

Kerb and Water table program is complete, Proactive DDA Kerb Ramps are 90% complete, completion anticipated by end of financial year.



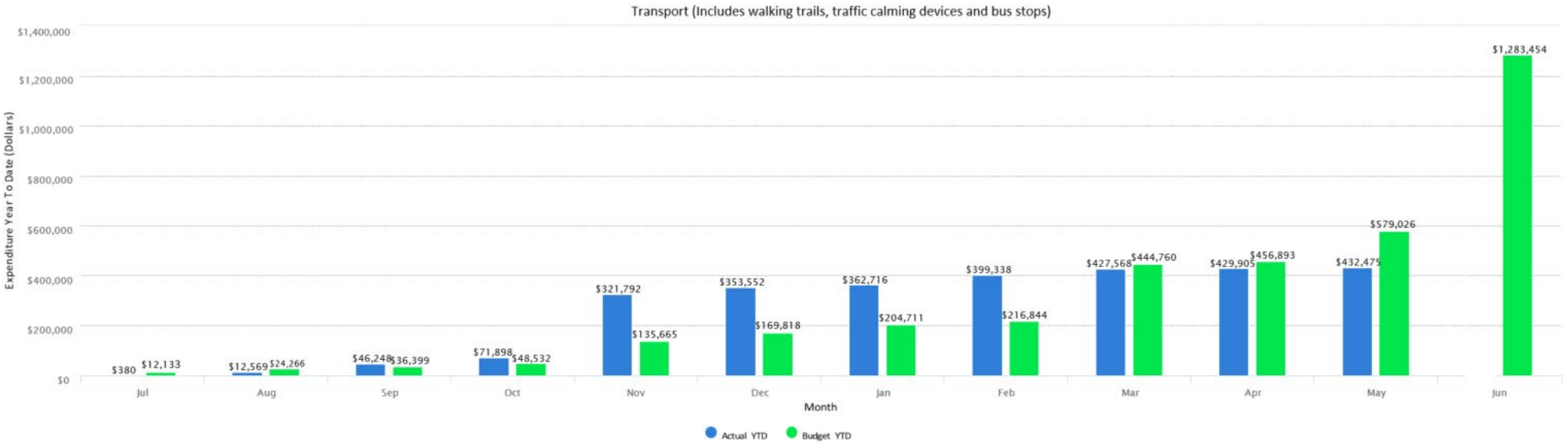
2019/20 New Footpath Construction – 89% complete

Program in progress and on track to be completed by end of financial year. Outstanding invoices to be followed up.



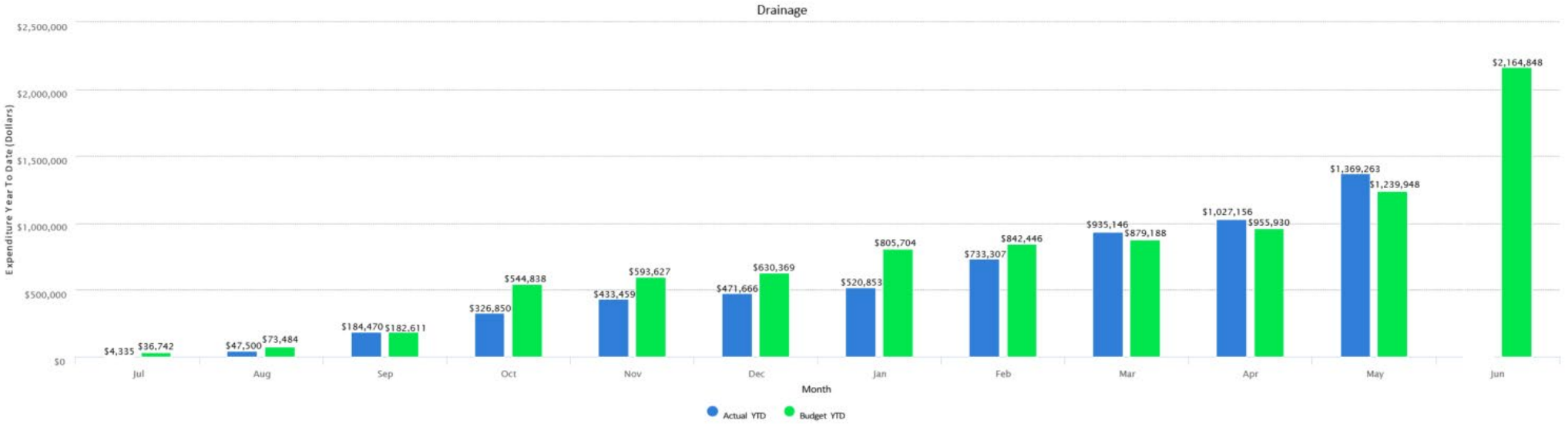
2019/20 Proactive Footpath Construction – 97% complete

Program in progress and on track with 3320 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.



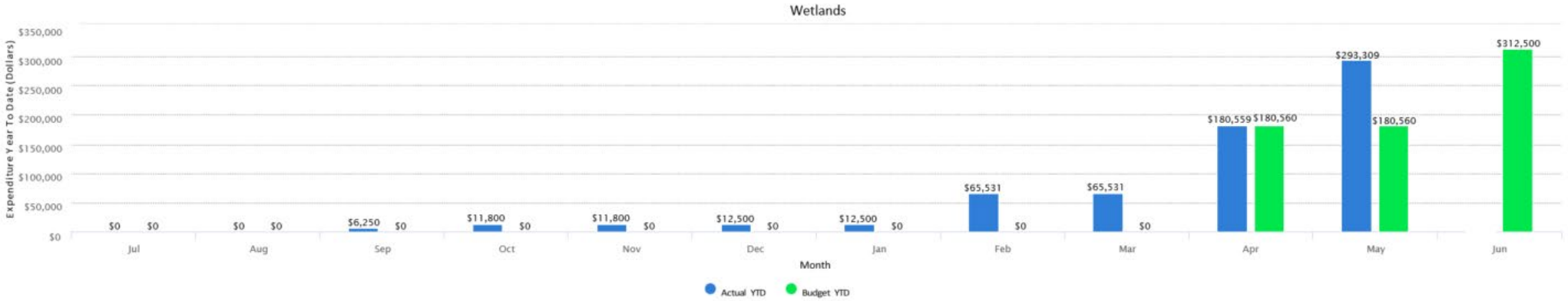
2019/20 Transport Construction

Program in progress with Franklin/Berrima Shared path, Marion Road Parking Plateau, Adams Road and Edward Beck Kiss and Go Zones and Parking complete. Construction has commenced on Duncan Avenue, Addison Road and Western Avenue, these projects are on track to be completed by end of financial year. Works on Lighthouse Drive and Grand Central Shamrock Hallett Cove will commence in June and are anticipated to be complete by end of financial year. The contract for Sturt River Linear Pathway will be awarded in June, this project is anticipated to be a work in progress at end of financial year.



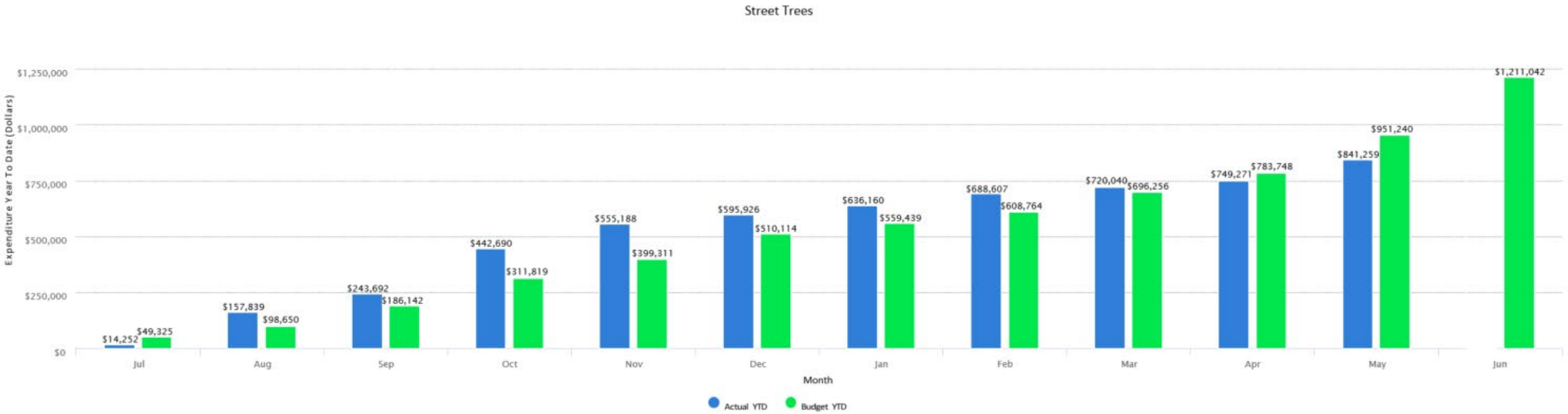
2019/20 Drainage Program

Program in progress and on track to be completed by end of financial year although this will be weather dependent. Construction on Coolah Terrace, Mercedes Avenue, Adams Road Swale, Shetland Avenue and Warripainga Wetlands are in progress and on track. Design options for Lucretia Way have been presented to the Community Design Group, carryovers are anticipated for this project.



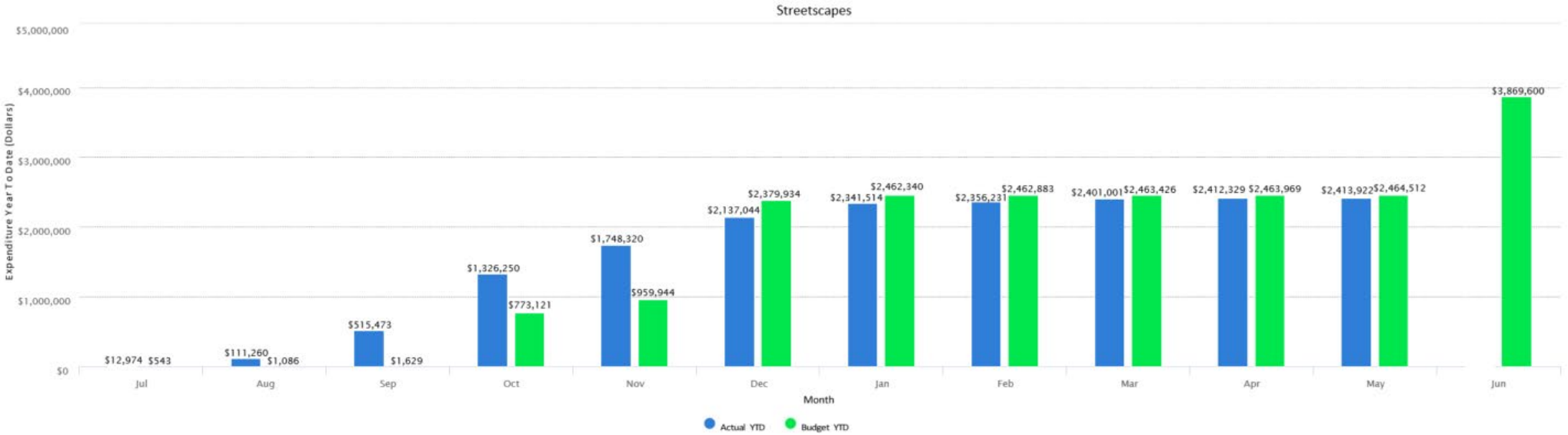
Oaklands Wetland Balancing Tank & Filtering System – 92% complete

Works are in progress and on track to be complete by end of financial year.



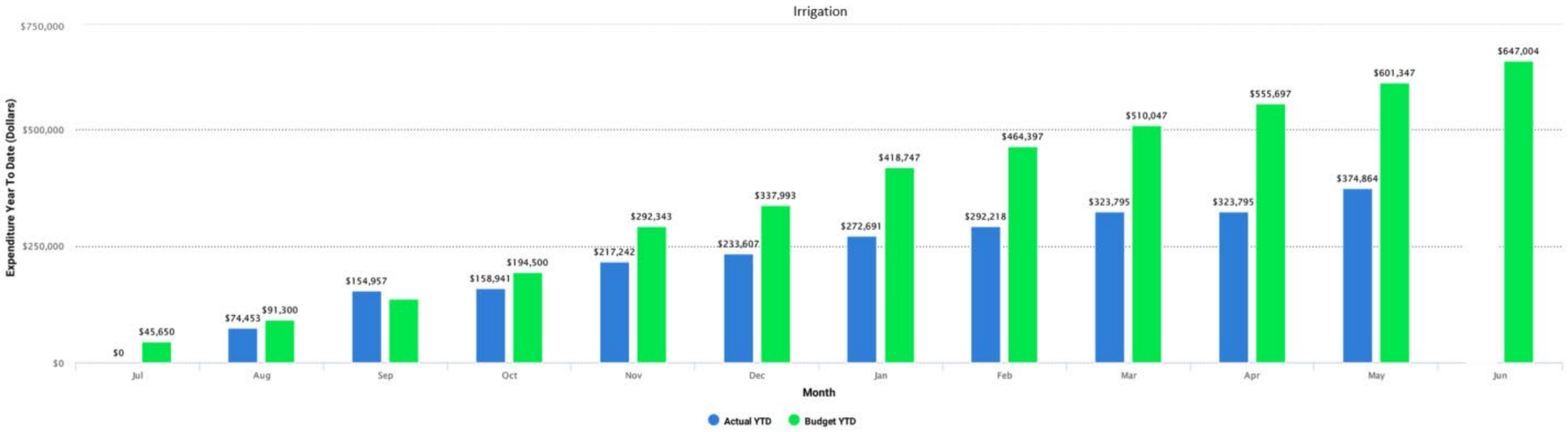
2019/20 Treescaping and Street Tree Planting

Street Tree planting has recommenced and is on track to be completed by end of financial year. The Treescaping program has not yet recommenced due to issues with DPTI, we are working to resolve these.



2019/20 Streetscape Program

The majority of works at Railway Terrace and Bray Street are complete with minor landscaping still to be completed. Construction has commenced on Sturt Road and is on track to be completed by end of financial year but there is a risk of carryovers. Birch Crescent designs are in progress and completion is anticipated by end of financial year. Works on Quick Road have commenced, carryovers are anticipated for this project.



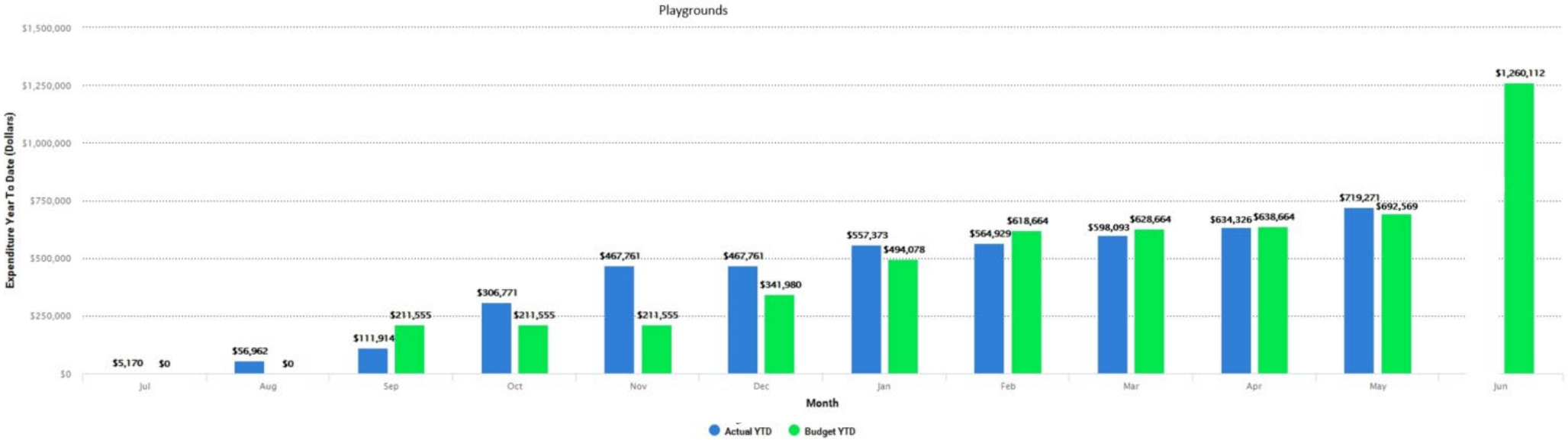
2019/20 Irrigation Delivery

Program in progress, Cross-council irrigation team has commenced work in the City of Marion. Completion is anticipated by end of financial year.



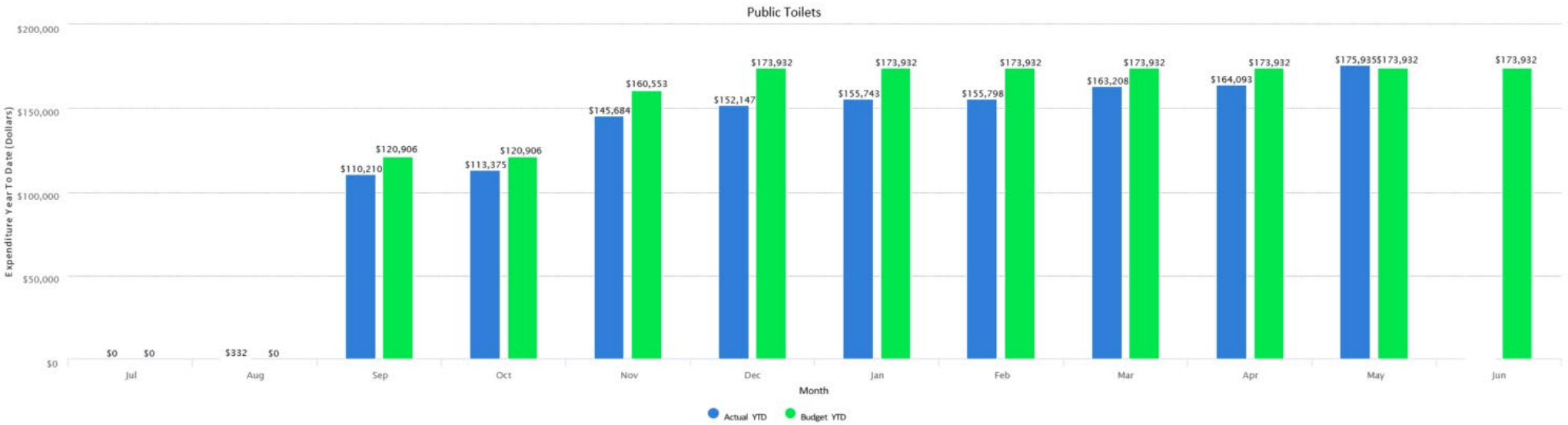
2019/20 Open space developments

Program in progress with Bandon Terrace Reserve Playground, Crown Reserve Basketball Court, Dumbarton Road Dog Park and Hazelmere Dog Park complete. Shade structure installation will commence once works on Alpine playground have progressed. Construction has commenced on stage six of Heron Way, completion is anticipated by end of financial year although this will be dependent on weather.
Stage 1 of Capella and Nannigai Drive concept plan has been endorsed, Stage 2 is commencing the concept design phase.



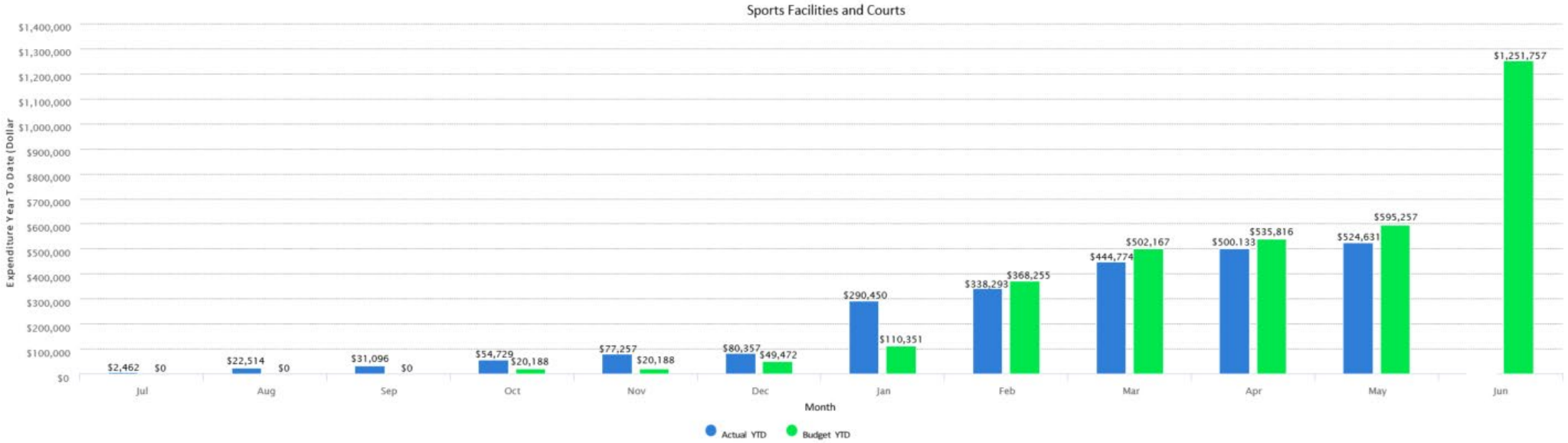
2019/20 Playground Delivery

Program in progress with First Avenue Reserve, Shamrock Road, The Crescent Reserve and Mitchell Park Sports and Community Facility playgrounds complete. Construction works have commenced at Skipper Close Reserve and Christopher Grove Reserve, completion is anticipated by end of financial year. Works have commenced at Alpine Reserve, completion is anticipated by end of financial year although this is weather dependent.



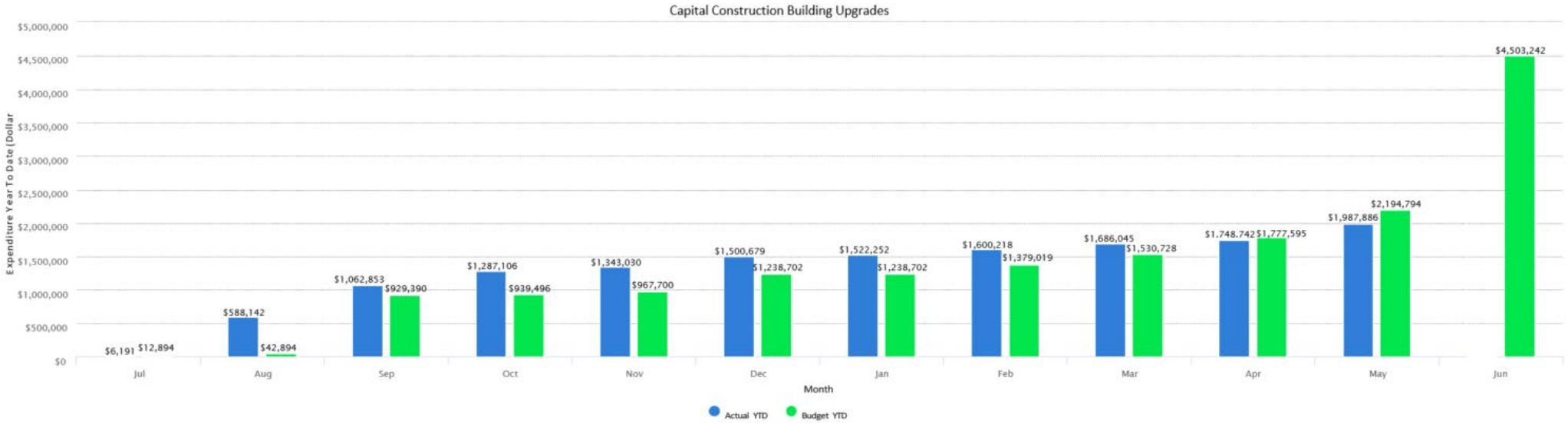
Public toilets – 100% complete

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 to be completed by end of financial year with the exception of the Marion Tennis Club Lights, Cove Sports Club Netball Courts and Marion Golf club. Carryovers are anticipated for these projects.



2019/20 Building upgrades

Works on Marion Outdoor Pool stage 3 have commenced, some of these works, including the Fitness equipment and Playground will be carried over to 2020/21. The Administration air conditioner will be carried over due to a delay in ordering as well as the Boat Shed Building Renewal. 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 31/05/2020	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	(225,246)	(395,000)	(15,000,000)
Total Expenditure	**(225,246)**	**(395,000)**	**(15,000,000)**
Project Result Surplus/(Deficit)	**(225,246)**	**-**	**(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 31/05/2020	2019/20 Budget	Project Cost At Completion
Income			
City of Onkaparinga Contribution	-	-	750,000
State Budget Grant Contribution		-	3,300,000
Total Income	**-**	**-**	**4,050,000**
Expenditure			
Operating	-	-	-
Capital Construction	(40,215)	(100,200)	(5,800,000)
Total Expenditure	**(40,215)**	**(100,200)**	**(5,800,000)**
Project Result Surplus/(Deficit)	**(40,215)**	**(100,200)**	**(1,750,000)**

The net deficit forecast will be funded in the following manner:

Funded By : (Over Project Life)	**$**
Reserve Transfer	1,750,000
- Asset Sustainability Reserve	
	1,750,000

Council have received the State Governments $3.3m contribution to this project. This money is currently quarantined in council's reserves.

Appendix 3

Sundry Debtors Report - Aging report as at 31 May 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	**51,795.09**	**49,168.90**	**187.88**	**1,361.08**	**.00**	**1,077.23**	1%	Made up of 1 out of 7 debtors.
Neighbourhood Centres Total	**3,695.00**	**.00**	**1,240.00**	**320.00**	**280.00**	**1,855.00**	2%	Made up of 1 out of 3 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	**3,607.62**	**.00**	**.00**	**.00**	**438.90**	**3,168.72**	3%	Made up of 5 out of 6 debtors, with one account totalling $1,725.35. One account totalling $277.78 has subsequently been settled in June.
City Property Facilities Total	**86,376.25**	**.00**	**281.18**	**16,002.81**	**24,899.02**	**45,193.24**	46%	Made up of 5 out of 11 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	**32,915.00**	**7,750.00**	**2,180.00**	**7,215.00**	**600.00**	**15,170.00**	16%	Made up of 11 out of 24 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 $8,646.00 are on payment plans, payments of $170.00 have subsequently been received in June.
Swim Centre Debtors Total	**7,035.80**	**.00**	**2,773.50**	**1,053.00**	**2,545.00**	**664.30**	1%	Made up of 3 out of 9 debtors. One account totalling $42.50 has subsequently been settled in June.
Grants & Subsidies Total	**96,250.00**	**13,750.00**	**82,500.00**	**.00**	**.00**	**.00**	0%	
Environmental Health Inspections Total	**11,233.30**	**180.00**	**934.60**	**.00**	**1,457.80**	**8,660.90**	9%	Made up of 50 out of 67 debtors, with none individually significant. Two accounts totalling $272.00 were subsequently been settled in June.
Regulatory Services Other Total	**26,507.50**	**3,635.50**	**.00**	**.00**	**1,996.50**	**20,875.50**	21%	Made up of 90 out of 113 debtors in this category, with none individually significant.
Living Kaurna Cultural Centre Total	**6,112.00**	**.00**	**1,061.00**	**4,936.00**	**115.00**	**.00**	0%	
Local Government Total	**20,987.93**	**20,987.93**	**.00**	**.00**	**.00**	**.00**	0%	
Marion Cultural Centre Total	**876.00**	**.00**	**.00**	**90.00**	**66.00**	**720.00**	1%	Made up of 1 out of 3 debtors in this category. This invoice was subsequently settled in June.
Total	**347,391.49**	**95,472.33**	**91,158.16**	**30,977.89**	**32,398.22**	**97,384.89**		
Total Aging Profile		**27%**	**26%**	**9%**	**9%**	**28%**		

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 LKCC.
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 31 May 2020

ANALYSIS OF OUTSTANDING RATES AS AT 31 MAY 2020

	Note			% of Total Annual Rates
CURRENT	1	$	7,074,161	8.9%
OVERDUE	2	$	1,303,746	1.6%
ARREARS	3	$	1,039,291	1.3%
INTEREST	4	$	65,945	0.1%
POSTPONED	5	$	191,497	0.2%
LEGALS	6	$	44,169	0.1%
		$	**9,718,808**	12.3%
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.

CITY OF MARION

Work Health & Safety - Monthly Performance Report - May 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	GC200623R21

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 4.7 with 3 lost time injuries being recorded over the last twelve months.

The current LTIFR, based on LGAWCS (Schemes) claims data, is 5.0 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 5.1 at the same last year and below the industry comparison LTIFR rate of 7.7.

Key initiatives implemented aimed at the reduction of the LTIFR includes:

- 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	GC200623R - WHS Monthly Performance Report May 2020	PDF File

APPENDIX 1 – WHS Monthly Performance Report – May 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	6		**100**	**9.1**

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	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**

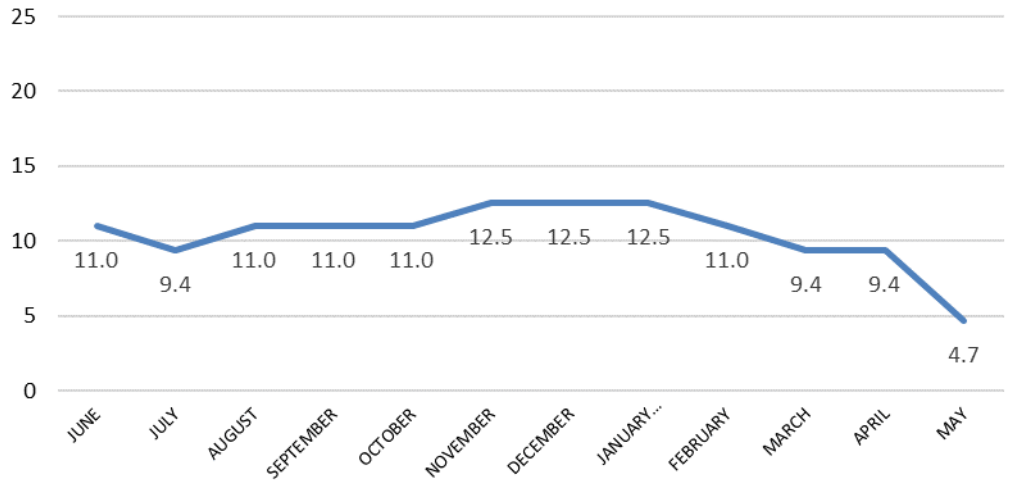
Table 5: Outline of LTIs reported - Financial Year 2019-20

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.

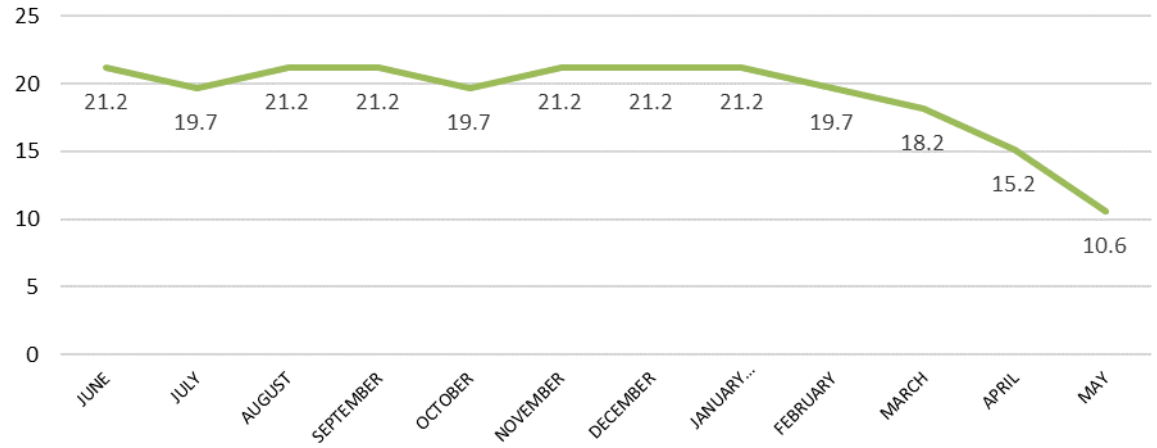
Figure 1: Rolling LTIFR over 12 months



The current rolling LTIFR for the City of Marion is **4.7**, which represents a **57%** reduction 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

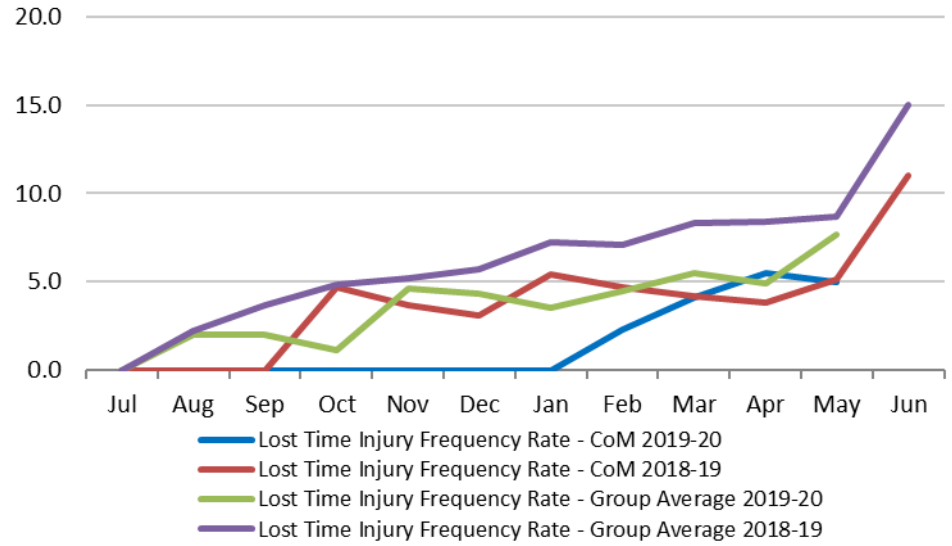


The current rolling TRIFR for the City of Marion is **10.6** which represents a **50%** reduction.

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 ([1]GaC).

Figure 3: LTIFR compared against Group A Councils

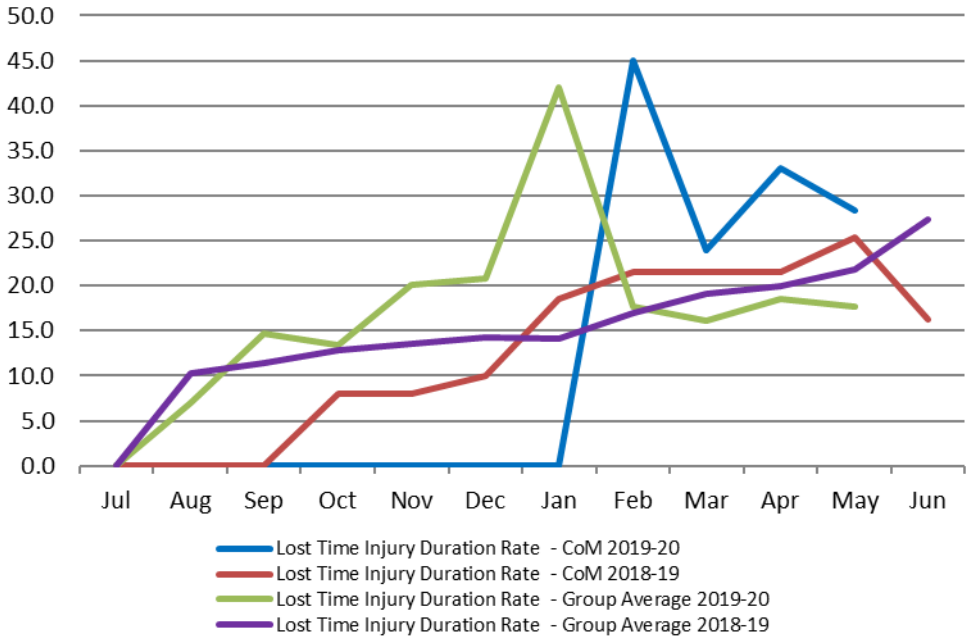


The current LTIFR for the City of Marion (represented in blue) is **5.0**, compared to GaCs recording **7.7**, with three LTI claims being included in the statistics however only two have been accepted. We are awaiting determination on the third claim.

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 **28.3**, compared to GaCs recording **17.7**, with three LTI claims being included in the statistics however only two have been accepted. We are awaiting determination on the third claim.

1 GaC are metropolitan councils with more than 300 staff (Marion, Adelaide, Charles Sturt, Onkaparinga, Playford, Port Adelaide Enfield, Salisbury and Tee Tree Gully).

CITY OF MARION

Questions Taken on Notice Register

Originating Officer	Governance Officer - Angela Porter
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager City Services - Tony Lines
Report Reference	GC200623R22

REPORT OBJECTIVE

To receive and note the information contained within the *Questions Taken on Notice Register* provided in Attachment 1.

EXECUTIVE SUMMARY

At the 8 May 2018 General Council meeting Council resolved that (GC080518M01):

Questions without Notice that were not answered at the same meeting will be entered into a register. This register will be tabled as an information report at the following meeting.

Under Regulation 9 of the Local Government (Procedures at Meetings) Regulations 2013 (The Regulations):

(3) A member may ask a question without notice at a meeting.

(4) The presiding member may allow the reply to a question without notice to be given at the next meeting.

(5) A question without notice and the reply will not be entered in the minutes of the relevant meeting unless the members present at the meeting resolve that an entry should be made.

RECOMMENDATION

That Council:

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

Attachment

#	Attachment	Type
1	GC200623 - QON Register	PDF File

Appendix 1

Questions Taken on Notice Register

Report Reference	Meeting Date	Councillor	Responsible Officer	Question taken on notice during the meeting	Response
GC200609R04 – Draft Annual Business Plan 2020/21 and Draft Long Term Financial Plan	9 June 2020	Cr Ian Crossland	Manager City Property - Thuyen Vi-Alternetti	**In relation to IC capital works for the City of Marion Band, what was the previous resolution regarding rent free use of the building and that council will incur no further capital costs?**	At the Council meeting held on the 28 February 2017 Council made the following resolution (Report Reference: GC280217R05): *1. Notes the Marion City Band Business Plan 2012-2022 and 2017/22 Funding Proposal as the basis for considering a further five-year funding agreement, commencing from the 2017/18 financial year until the end of the 2021/22 financial year.* *2. Refers an ongoing annual funding of $33,842 plus annual CPI increases over the life of the five year agreement, to the 2017/18 Annual Business Plan & Budget process for consideration and prioritisation.* As an attachment to the above report, the funding agreement outlined the scope of funding which states: "*To be used towards the day to day administration of the Band and also represents Council's contribution to the periodic maintenance and replacement of instruments and uniforms"* The proposed capital works at the Marion Band facility identified in 2020/2021 draft business plan is of a capital nature and therefore remains the responsibility of Council as the asset owner.

WORKSHOP / PRESENTATION ITEMS - Nil

MOTIONS WITH NOTICE - Nil

QUESTIONS WITH NOTICE

COVID-19 Support and Assistance

Elected Member Councillor Jason Veliskou

Report Reference: GC200623Q01

Question:

1. What measures are the other metropolitan councils doing or proposing to do, in order to assist with COVID19 recovery and hardship in their community (not including rate freezes or reduced rate rises)?

2. Which (Metro) councils have or proposing a COVID19 support fund or the like and what detail is available on the purpose of such funds?

3. What direct and targeted initiatives (e.g. waiving rents, grants, business vouchers) have metro councils taken to support individuals and businesses affected by the COVID19 situation?

Supporting Information:

Nil.

Response Received From:

Manager Finance - Ray Barnwell

Staff Comments:

What measures are the other metropolitan councils doing or proposing to do, in order to assist with COVID19 recovery and hardship in their community (not including rate freezes or reduced rate rises)?

Councils in metropolitan Adelaide have established a range of initiatives to assist with COVID-19 recovery and/or hardship. These include:

- An ‘Outreach Program’ to support residents who are self-isolating due to the COVID-19 pandemic and may not have local family or friends who can assist them.
- Sharing information about key services, provide support through wellbeing phone calls, offering practical assistance through Community Resilience Volunteers, collecting medicines and shopping for other essential items where necessary.
- Promotion of an existing business advisory and mentor services.
- Delivering of meals to vulnerable persons in the community (through a local café).
- Providing alternative transport for vulnerable city residents, including taxis.
- Offering call and collect options for council libraries.
- Debt collection/ legal action suspended until 31 August 2020.
- Deferral of rates payments - some until October - December 2020.
- Sale of land for non-payment under Section 184 of the Local Government Act postponed.

Which (Metro) councils have or proposing a COVID19 support fund or the like and what detail is available on the purpose of such funds?

Research across multiple councils has identified the following support funds labelled as COVID-19 specific.

1.The City of Charles Sturt - COVID-19 Economic Development and Stimulus Program is promoting grants for eligible businesses, Arts and Culture groups and sporting clubs affected by COVID-19 events. The eligibility criteria are strict. Funding is limited to those applicants who have not received CCS funding before, have no CCS debt and can demonstrate they are adversely affected by COVID-19. Applicants must adhere to COVID-19 restrictions and can demonstrate the cost benefit such a grant may bring, must align with the funding streams purpose and priorities and must provide a suitable acquittal of the funding at completion.

i. Sporting Clubs (Funding to $65k in 20/21)
- up to $500 per eligible club

ii. Arts and Culture (Funding to $50k in 20/21)
- ‘Live and Local’ up to $2,000 per program
- ‘Creative Cities’ up to $5,000 per program

iii. Business Support Program (Funding to $65k in 20/21)
- Up to $2,000 plus GST per business & up to $1,000 plus GST for Sole Traders
- Businesses working collaboratively may receive up to a value of $5,000 plus GST

2.The City of Onkaparinga has established a $50,000 Community Resilience and Wellbeing Grant Fund. The key features and criteria for applicants include:

- Grants of $500-$2,000 are available per application.
- Provision of a quote for any items over $200 that applicants are seeking to fund.
- Organisations can submit a maximum of two applications for the grant, (noting that a maximum of one application can be funded per round).
- Eligibility includes:

a.Australian incorporated ‘not for profit’ groups, community groups or voluntary associations can apply.
b.Programs must be based within the City of Onkaparinga.
c.The application must demonstrate a need relating to the COVID-19 pandemic, and a clear plan for addressing the need.

Examples of eligible programs/activities include (but are not limited to):

- counselling services;
- health and wellbeing programs/activities;
- support for the socially isolated;
- financial planning advice and support;
- employment and training programs/activities;
- food programs/activities.

What direct and targeted initiatives (e.g. waiving rents, grants, business vouchers) have metro councils taken to support individuals and businesses affected by the COVID19 situation?

Metropolitan councils have created a range of targeted initiatives to assist those affected by the COVID-19 situation. A number of these are repeated across councils and appear to be extensions of existing provisions able to be exercised under various policies. There is a mix of initiatives that are applied across the board to the community and others that require direct application to vary an existing agreement. These include:

- 3-month rent free period for council owned premises provided to businesses forced to cease trading by SA Government Health directive.
- Sporting and community organisations can apply to have rental and licence fees waive for up to 5 months.
- Public Space Occupation fees will be waived for 6 months from July to December 2020.
- Outdoor dining fees waived for 12 months from July 2020 to June 2021.
- Waiving leases and licences for winter hires in 2020.
- Capped price parking at council owned parking facilities.
- Waiving of fines and interest until 31 August 2020.
- Debt collection/ legal action suspended until 31 August 2020.
- Deferral of rates payments - some until October - December 2020.
- Sale of land for non-payment under Section 184 of the *Local Government Act 1999* postponed.
- Payment of creditor invoices within 14 days to assist council supplier cash flow.
- HACC service invoices deferred for a period of 3 months.

CITY OF MARION

Proposed Changes to Bus Stops and Services

Elected Member Councillor Jason Veliskou

Report Reference: GC200623Q02

Question:

1. What bus stops and services will be removed or reduced under the State Government's recent proposed changes? (within the city of Marion).

2. What bus stops and services will be enhanced or added under the State Government's recent proposed changes? (within the city of Marion).

Supporting Information:

Refer to https://dpti.sa.gov.au/new_public_transport_network/home

Response Received From:

Unit Manager Engineering Alex Cortes

Staff Comments:

Background
The State Government has recently announced details to deliver a new bus network in Adelaide as part of its plan to deliver better, more customer-focused services and drive patronage on our bus, train and tram networks.

The State Government claims that the new network will deliver more higher-frequency services to more South Australians than ever before, making the best use of available resources to deliver better outcomes for customers.

The key benefits across the state includes:

- Almost 675,000 people living within 800 metres of a Go Zone, increasing frequency for almost a quarter of a million people (increase of 201,000 people or 42 per cent);
- 45 Go Zone corridors, an increase of 10 to deliver more frequent services;
- A further 20 of the 45 Go Zones have been extended increasing frequency for more people;
- Faster journey times on various routes;
- Bus timetables designed to facilitate connections with train and tram networks;
- New metropolitan On-Demand services in Seacombe Gardens/Seaview Downs, Blackwood, Le Fevre Peninsula and upgraded in Gawler;
- 30 cross-suburban/feeder connector routes plus local routes; and
- Simplified route numbering.

The State Government welcomes community and Council feedback. Further information can be found at www.adelaidemetro.com.au

As part of this process, the South Australian Public Transport Authority (SAPTA) will meet with all Councils to discuss how the new network will benefit the community and the implications that it may have on bus stop infrastructure.

A wide range of marketing and communication activities will occur to raise awareness of the new Network changes.

What bus stops and services will be removed or reduced under the State Government's recent proposed changes? **(within the city of Marion)**.

Under the State Government's proposal, City of Marion will have 41 bus stops decommissioned. Specific bus stops are listed as per Attachment 1. The removed stops are on:

- South Terrace
- Brooks Terrace
- Ferry Avenue
- Adelaide Terrace
- West Street
- Oaklands Road
- Bells Road
- Milham Street
- Dunrobin Road
- Lonsdale Road

Summary of route changes across City of Marion can be viewed as per Attachment 2.

What bus stops and services will be enhanced or added under the State Government's recent proposed changes? (within the city of Marion).

A summary of enhanced routes across City of Marion can be viewed as per Attachment 2.

City of Marion will have 55 existing bus stops changed to school or sub stops. Specific bus stops are listed as per Attachment 1. The changed stops are on:

- Adelaide Terrace
- Cross Road
- Daws Road
- Marion Road
- Seacombe Road
- Miller Street
- Newland Avenue
- Heysen Drive
- Lander Road
- Great Eastern Avenue

Under the State Government's proposal, City of Marion will have 5 new bus stops. Specific bus stops are listed as per Attachment 1. The additional stops are on:

- Berrima Road
- Edward Beck Drive
- Lander Road
- Hallett Cove Train Station Car Park

ATTACHMENTS:

#	Attachment	Type
1	Bus stop locations	PDF File
2	Summary of enhanced routes	PDF File

Bus Stops to be Decommissioned	***Shelter Owner***
Stop 13A South Tce - North side	-
Stop 13A South Tce - South side	-
Stop 14 South Tce - North side	Council
Stop 14 South Tce - South side	-
Stop 15 South Tce - North side	Council
Stop 15 South Tce - South side	-
Stop 16 Brooks Tce - East Side	Council
Stop 16 Brooks Tce - West Side	Council
Stop 16 Ferry Ave - East side	Council
Stop 16 Ferry Ave - West side	Council
Stop 17 Ferry Ave - East side	Council
Stop 17 Ferry Ave - West side	Council
Stop 18 Adelaide Tce - East side	Council
Stop 18 Adelaide Tce - West side	Council
Stop 19 West St - East side	Council
Stop 19 West St - West side	Council
Stop 19A West St - East side	Council
Stop 19A West St - West side	Council
Stop 20 West St - East side	-
Stop 20 West St - West side	Council
Stop 22 Oaklands Rd - North side	Shelter Program
Stop 22 Oaklands Rd - South side	Shelter Program
Stop 22A Oaklands Rd - North side	BAM
Stop 22A Oaklands Rd - South side	Shelter Program
Stop 25 Bells Rd - North side	Shelter Program
Stop 25 Bells Rd - South side	Shelter Program
Stop 25A Bells Rd - North side	-
Stop 25A Bells Rd - South side	-
Stop 25B Bells Rd - North side	Shelter Program
Stop 25B Bells Rd - South side	Shelter Program
Stop 25C Bells Rd - North side	Council
Stop 29A Milham St - South side	-
Stop 36 Dunrobin Rd - North side	Shelter Program
Stop 36 Dunrobin Rd - South side	Council
Stop 37 Dunrobin Rd - North side	Shelter Program
Stop 37 Dunrobin Rd - South side	-
Stop 38 Dunrobin Rd - North side	Council
Stop 38 Dunrobin Rd - South side	Council
Stop 53 Lonsdale Rd - North West side	Council
Stop 53A Lonsdale Rd - North West side	-
Stop 53A Lonsdale Rd - South East side	-

Bus Stops to be Changed to School or Sub Stops Only	
Stop 17 Adelaide Tce - East side (Rail Sub Stop)	Stop 31C Miller St - East side
Stop 17 Adelaide Tce - West side (Rail Sub Stop)	Stop 31C Miller St - West side
Stop 179 Cross Rd - North side	Stop 31D Miller St - East side
Stop 179 Cross Rd – South side	Stop 31D Miller St - West side
Stop 180 Cross Rd - North side	Stop 32 Seacombe Rd - North side
Stop 180 Cross Rd - South side	Stop 32 Seacombe Rd - South side
Stop 181 Cross Rd - North side	Stop 33 Seacombe Rd - North side
Stop 181 Cross Rd - South side	Stop 33 Seacombe Rd - South side
Stop 182 Cross Rd - North side	Stop 34 Seacombe Rd - North side
Stop 182 Cross Rd - South side	Stop 34 Seacombe Rd - South side
Stop 183 Cross Rd - North side	Stop 45 Newland Ave - South East side
Stop 183 Cross Rd - South side	Stop 45 Newland Ave - West side
Stop 20E Daws Rd - North side	Stop 46 Newland Ave - West side
Stop 20E Daws Rd - South side	Stop 54 Heysen Dr - East side
Stop 21 Daws Rd - North side	Stop 54 Heysen Dr - West side
Stop 21 Daws Rd - South side	Stop 54A Heysen Dr - East side
Stop 25 Marion Rd - East side	Stop 54A Heysen Dr - West side
Stop 25 Marion Rd - West side	Stop 54A Lander Rd - North side
Stop 26 Marion Rd - East Side	Stop 54A Lander Rd - South side
Stop 26 Marion Rd - West side	Stop 54B Heysen Dr - East side
Stop 27 Marion Rd - East side	Stop 54B Heysen Dr - West side
Stop 27 Marion Rd - West side	Stop 54C Heysen Dr - East side
Stop 29B Marion Rd - East side	Stop 54C Heysen Dr - West side
Stop 29B Marion Rd - West side	Stop 58 Great Eastern Ave - East side
Stop 31 Seacombe Rd - North side	Stop 58 Great Eastern Ave - West side
Stop 31 Seacombe Rd - South side	Stop 59 Great Eastern Ave - North East side
Stop 31B Miller St - East side	Stop 59 Great Eastern Ave - South West side
Stop 31B Miller St – West side	

Proposed Bus Stop	
New Stop Berrima Rd - East side	1
New Stop Edward Beck Dr - North side	1
New Stop Lander Rd - North side	1
New Stop Lander Rd - South side	1
New Stop Hallett Cove Train Station Car Park	1

Outer South

Your council falls within the Outer South region of the New Network. A summary of the key improvements in your area has been included below. For more information, or to view new route maps, please visit adelaidemetro.com.au/new-network

The planned Outer South network reflects the specific characteristics of this area including the road network, terrain, the expressway and the Seaford train line.

Based on these characteristics, this network is planned so that routes to the west can conveniently feed into the train line and routes to the east feed into a strong and frequent bus route to provide express services for city bound travellers.

Buses will be designed to a “pulse” timetable that feed into Old Reynella with all feeder services arriving at the same time so passengers can conveniently transfer to/from other services.

Key changes in this region:

FREQUENT	• Go Zone extended from South Road to Trott Park • Frequent corridor from Old Reynella to City
FASTER	• Express services remain for passengers living far from the train line • Reduced bus journey times
EASY TO USE	• Simplified routes
CONNECTED	• “Pulse” timetable at Old Reynella • More direct routes and better connected to train stations • Improved feeder network into Hallett Cove Station

Frequent network (Go Zone) coverage

Based on a 10-minute walk, access to the planned Go Zone network has increased by 81% compared to the current network.

To enable a greater coverage of Go Zone services, some passengers may need to walk further than they currently do to access a service, however the service will operate at a greater frequency.

Route descriptions

Planned route number	Current route number	Classification	Summary of changes
Frequent Outer South			
70	640, 681, 682, 719, 720, 720H, 734	Connector (Combined Go Zone on South Road)	• Extended Go Zone, City to Lonsdale Road via South Road • Coordinated timetable with route 71 between City and Lonsdale Road • Improved weekend frequency between Hallett Cove, Marion, Flinders and South Road • Connections at Old Reynella and Flinders • Replaces route 719 Flinders to City, 734 between Trott Park and Marion, 682 between Hallett Cove Beach Station, Hallett Cove Shops and Trott Park
71	640, 681, 720, 720H, 734	Connector (Combined Go Zone on South Road)	• See route 70 • Replaces routes 720, 720H between Old Reynella and City • Coordinated timetable with route 70 between City and Lonsdale Road
72	721, 722	Connector (Combined Go Zone on South Road)	• Replaces routes 721 and 722 between Noarlunga, Old Reynella and the City • Connect with local routes at Old Reynella • Coordinated timetable with route 73 between Old Reynella and City
73	721, 722, 743, 744	Connector (Combined Go Zone on South Road)	• See route 72 • Replaces current loop route 743 & 744 in Hackham, providing a consistent service to/from Noarlunga • Coordinated timetable with route 72 between Old Reynella and City

Planned route number	Current route number	Classification	Summary of changes
T72	721F, 722F	Special	• Weekday daytime services operate limited stops on South Road between Flinders and the City (Stop 24A, 20, 15, 7 and 1) • Limited stop services replace the current no set down/no pick up arrangements on current route 721F, 722F providing higher frequency at these stops • Coordinated timetable with route T73 between Old Reynella and City
X72	721X, T721, T721X, 722X, T722, 723X	Special	• Peak period services via Southern Expressway
T73	721F, 722F	Special	• See route T72 • Coordinated timetable with route T72 between Old Reynella and City
X73	721X, T721, T721X, 722X, T722, 723X	Special	• Peak period services via Southern Expressway
Connector and Local			
710	681	Local	• Provides new connections to trains at Hallett Cove Station from Hallett Cove shops and Hallett Cove north • Provides increased frequency (with route 71) between Hallett Cove shops and Quailo Avenue • Current 681 service between Hallett Cove Shops and Hallett Cove Beach station is replaced by route 70
711	682	Local	• Provides a more direct connection from Sheidow Park to Hallett Cove shops, and to Seaford train line services at Hallett Cove Station • Customers from Sheidow Park travelling towards the city by bus and train benefit from reduced travel times on both bus and train • Replaces current 681 between Hallett Cove shops and Hallett Cove station. • Current 682 service between Hallett Cove shops and Hallett Cove Beach station is replaced by route 70
712	683	Local	• No change to current route • Connections with route 70 at Hallett Cove Beach Station to provide improved access to Hallett Cove shops, Marion, Flinders from Hallett Cove south

Planned route number	Current route number	Classification	Summary of changes
720	723F, 723X, 733	Connector	• Replaces current routes 723F, 723X, 733 between Noarlunga, Woodcroft and Reynella East • Provides a new service to Old Reynella from Woodcroft, for connections to the city, Marion and other local routes
721	734	Connector	• Replaces current route 734 between Noarlunga, Lonsdale and Old Reynella • Connects at Old Reynella with services to the city, Marion, and with other local routes
722	725, 722, 733	Connector	• Replaces current route 725 between Noarlunga and Old Reynella • Replaces current route 722 between Noarlunga and Elizabeth Road • Replaces current route 733 between East Reynella and Marion via O'Halloran Hill • Connects at Old Reynella with services to the City and with other local routes • Provides a new service to Old Reynella from O'Halloran Hill • Provides improved service frequency to Old Reynella from Happy Valley and Reynella East • Provides a new connection to train services at Oaklands Station
723	600, 601, 737	Local	• Replaces current route 737 between Old Reynella and Hillsview. • Connections at Old Reynella with services to the city, Marion and with local routes
724	600, 601, 737	Local	• See route 723 • Replaces route 600 and 601 Old Reynella to Aberfoyle Hub and route 737 Aberfoyle Hub to Chandlers Hill
730	743, 744	Connector	• Replaces current loop routes 743 and 744. 743 operates in both directions between Noarlunga and Hackham via Glynville Drive
731	745, 747	Local	• Existing circular routes 745 and 747 replaced with route 731, which runs in both directions between Noarlunga and Seaford Rise • 731 and 740 provide more direct connections into Seaford shops and Seaford Station from Port Noarlunga, Port Noarlunga South and Moana • 731 operates via Beach Road and Witton Road between Noarlunga and Port Noarlunga

Planned route number	Current route number	Classification	Summary of changes
			• Services along Dyson Road and Commercial Road are provided by the longer distance routes to Aldinga and Sellicks Beach (741 and 742)
732	745, 747	Local	• See route 731 • 732 runs in both directions between Noarlunga and Moana
740	741	Special	• Same as existing route 741 • Coordinated with routes 741, 742 between Noarlunga, Seaford and Aldinga
741	750, 750X	Local	• Replaces current routes 750, 750X • Operates from Aldinga to Seaford and Noarlunga • Coordinated with routes 740, 742 between Noarlunga, Seaford and Aldinga
742	750, 750X	Local	• Replaces current routes 750, 750X • Operates from Sellicks Beach and Aldinga to Seaford and Noarlunga • Coordinated with routes 740, 741 between Noarlunga, Seaford and Aldinga
743	751	Local	• Route shortened to terminate at Seaford Interchange • 751 customers from Willunga travelling north of Seaford, transfer to bus or train at Seaford
N/A	752		• Route removed, no replacement
TBA	755, 756	-	• Current peak only routes to operate as dedicated school services
N72	N721	Special	• No change to current route

For more information, or to view new route maps, please visit adelaidemetro.com.au/new-network

MOTIONS WITHOUT NOTICE

QUESTIONS WITHOUT NOTICE

CONFIDENTIAL ITEMS

Cover Report - Mitchell Park Sports and Community Centre Redevelopment

Originating Officer	Registered Architect, Strategic Projects - Birgit Stroeher
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623F01

RECOMMENDATION

That pursuant to Section 90(2) 3(b) (i) and (ii) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Ilia Houridis, Tony Lines, Sorana Dinmore, Kate McKenzie, Greg Salmon, Birgit Stroeher, Craig Clarke and Victoria Moritz, be excluded from the meeting as the Council receives and considers information relating to the report Mitchell Park Sports and Community Centre Redevelopment, 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 relating to matters pertaining to commercial operations of a confidential nature, the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information and could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council.

Mitchell Park Sport and Community Centre Redevelopment

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(b) (i) and (ii): information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest.

Cover Report - Westminster Reserve

Originating Officer	Land and Property Officer - Ron Bauer
Corporate Manager	Manager City Property - Thuyen Vi-Alternetti
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200623F02

RECOMMENDATION

That pursuant to Section 90(2) 3(b) (i) and (ii) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Ilia Houridis, Tony Lines, Sorana Dinmore, Kate McKenzie, Thuyen Vi-Alternetti, Craig Clarke and Victoria Moritz, be excluded from the meeting as the Council receives and considers information relating to the report Westminster Reserve, 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 relating to matters pertaining to commercial operations of a confidential nature, the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information and could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council.

Westminster Reserve

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(b) (i) and (ii): information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest.

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.