

His Worship the Mayor
Councillors
City of Marion

Notice of Special General Council Meeting

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 15 October 2024 at 6.30 pm

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



Tony Harrison
Chief Executive Officer

1 OPEN MEETING.....	4
2 KAURNA ACKNOWLEDGEMENT	4
3 DISCLOSURE.....	4
4 COUNCIL MEMBER DECLARATION OF INTEREST (IF ANY).....	4
5 CONFIRMATION OF MINUTES	4
5.1 Confirmation of Minutes of the General Council Meeting held on 24 September 2024	4
6 ADJOURNED ITEMS	22
6.1 Cover Report - Confidential Marion Tennis Club Potential Relocation Options.....	22
7 DEPUTATIONS - NIL	23
8 PETITIONS - NIL	23
9 COMMITTEE RECOMMENDATIONS - NIL	23
10 CONFIDENTIAL ITEMS - NIL	23
11 CORPORATE REPORTS FOR DECISION	23
11.1 Reducing Food Waste to Landfill	23
11.2 Plympton Park 40km/h Speed Limit Consultation.....	28
11.3 Herbert Street Traffic Consultation	67
11.4 Community Satisfaction Survey	84
11.5 Marion Sports Precinct – Parking, Access and Movement Study.....	91
11.6 Appointment of Date, Time and Place of Council Meetings for 2025	96
12 CORPORATE REPORTS FOR INFORMATION/NOTING	101
12.1 Questions Taken on Notice Register	101
12.2 SRWRA Board Meeting 19 August 2024 - Constituent Council Information Report.....	107
12.3 Councillor Hoffmann and Councillor Taylor - Communication Report on AICD course	110
12.4 Councillor Hoffmann - Communication Report on ALGA.....	111
12.5 Councillor Luscombe - Communication Report on ALGA.....	113
12.6 Q4 Corporate Risk Report	117
12.7 Finance Report - August 2024	131
12.8 Monthly Work Health and Safety Report.....	145

13 WORKSHOP / PRESENTATION ITEMS - NIL	148
14 MOTIONS WITH NOTICE - NIL.....	148
15 QUESTIONS WITH NOTICE	148
15.1 Community Solar Savings Scheme	148
16 MOTIONS WITHOUT NOTICE	151
17 QUESTIONS WITHOUT NOTICE.....	151
18 OTHER BUSINESS	151
19 MEETING CLOSURE	151

1 Open Meeting**2 Kaurna Acknowledgement**

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

3 Disclosure

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

4 Council Member Declaration of Interest (if any)**5 Confirmation of Minutes****5.1 Confirmation of Minutes of the General Council Meeting held on 24 September 2024**

Report Reference	SGC241015R5.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

RECOMMENDATION

That the minutes of the General Council Meeting held on 24 September 2024 be taken as read and confirmed.

ATTACHMENTS

1. G C 240924 - Final Minutes [5.1.1 - 17 pages]



**Minutes of the General Council Meeting
held on Tuesday, 24 September 2024 at 6.30 pm
Council Chamber, Council Administration Centre
245 Sturt Road, Sturt**

**PRESENT**

His Worship the Mayor Kris Hanna
Councillor Joseph Masika
Councillor Nathan Prior
Councillor Raelene Telfer
Councillor Luke Naismith
Councillor Jason Veliskou
Councillor Sarah Luscombe

Councillor Jayne Hoffmann

Councillor Renuka Lama (from 6.34pm)
Councillor Jana Mates
Councillor Amar Singh (from 6.35pm)
Councillor Ian Crossland

In Attendance

Acting Chief Executive Officer - Ben Keen
General Manager City Services - Angela Allison
General Manager Corporate Services - Tony Lines
Manager Office of the CEO - Kate McKenzie
Unit Manager Governance and Council Support - Victoria Moritz

1 Open Meeting

The Mayor opened the meeting at 6.31pm.

2 Kaurna Acknowledgement

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

3 Disclosure

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

4 Council Member Declaration of Interest (if any)

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

The following interests were disclosed:

- Mayor Hanna declared a conflict of interest in the item *Election Process for LGA President (GC240924R12.8)*
- Councillor Luscombe declared a conflict of interest in the item *Scouts SA – 1 Cumbria Court Lease (GC240924R12.2)*



- Councillor Hoffmann declared a conflict of interest in the item *Scouts SA – 1 Cumbria Court Lease (GC240924R12.2)*
- Councillor Luscombe declared a conflict of interest in the item *Council Member Training and Development Request (GC240924RS12.10)*
- Councillor Mates declared a conflict of interest in the item *Council Member Training and Development Request (GC240924RS12.10)*
- Councillor Naismith declared a conflict of interest in the item *Council Member Training and Development Request (GC240924RS12.10)*
- Councillor Lama declared a conflict of interest in the item *Council Member Training and Development Request (GC240924RS12.10)*

5 Confirmation of Minutes

5.1 Confirmation of Minutes of the General Council Meeting held on 27 August 2024

Report Reference GC240924R5.1

Moved Councillor Telfer

Seconded Councillor Lama

That the minutes of the General Council Meeting held on 27 August 2024 be taken as read and confirmed.

Carried Unanimously

6 Communications

6.1 Elected Member Verbal Communications

Nil

Moved Councillor Veliskou

Seconded Councillor Hoffmann

That the following Communication Reports be moved en bloc:

- Mayor Communication Report
- CEO and Executive Communication Report

Carried Unanimously



6.2 Mayoral Communication Report

Report Reference GC240924R6.2
Name of Council Member Mayor - Kris Hanna

Date	Event	Comments
24 th August 2024	Citizenship Ceremonies	Attended and presented certificates
24 th August 2024	SA Basketball Club Dinner	Attended
26 th August 2024	Community Leadership Program Launch Event	Attended and presented certificates
27 th August 2024	AGM of the Marion Village Museum	Attended
29 th August 2024	Coast FM Segment	Provided update
30 th August 2024	Lovells Automotive Systems Opening of new R&D Facility	Attended
31 st August 2024	Trowbridge Reserve – Official Opening	Attended
7 th September 2024	SA Community Gardens Gathering Event at Glandore Community Gardens	Attended and gave speech
7 th September 2024	Marion RSL Bowls Open Day	Attended
9 th September 2024	SBC Social Networking Event	Attended
14 th September 2024	Hessing Crescent Reserve Official Opening	Attended and gave speech
In addition, the Mayor has met with residents, MPs and with the CEO and Council staff regarding various issues		

Moved Councillor Veliskou

Seconded Councillor Hoffmann

That the Mayoral Communication report be received and noted.

Carried Unanimously

6.3 CEO and Executive Communication Report

Report Reference GC240924R6.3

Date	Activity	Attended By
22 August 2024	Tonsley PCG Meeting	Ben Keen
23 August 2024	Graduate Program Working Group	Ben Keen Angela Allison
24 August 2024	Citizenship Ceremonies	Tony Lines
26 August 2024	KPMG Internal Audit Contract Meeting PAE, CCS & CoM	Tony Lines
27 August 2024	Meeting AI Masters Dojo and Mitcham Council	Ben Keen Tony Lines

GC240924 - General Council Meeting - 24 September 2024



28 August 2024	Meeting Henry Inat re Seacliff boundary realignment	Tony Harrison Tony Lines
5 September 2024	LG Professionals CEO Network, General Managers and Directors Network Joint Forum	Ben Keen Tony Harrison
5 September 2024	Meeting Louise Miller-Frost MP, Federal Member for Boothby	Ben Keen
9 September 2024	Meeting FieldForce 4	Angela Allison
9 – 11 September 2024	The Gartner IT Symposium / Xpo 2024 Conference	Tony Lines
11 September 2024	Graduate Program Flinders University and Cities of Mitcham and Marion	Ben Keen
13 September 2024	LG Professionals SA General Managers and Directors Network Group meeting	Ben Keen
16 September 2024	Meeting Scentre Group	Ben Keen

Moved Councillor Veliskou**Seconded Councillor Hoffmann**

That the CEO and Executive Communication report be received and noted.

Carried Unanimously

7 Adjourned Items - Nil**8 Deputations****8.1 Marion Tennis Club**

Report Reference GC2409248.1

Mr Kym Morgan gave a five-minute deputation regarding the Marion Tennis Club

6.54pm Councillor Singh left the meeting

6.55pm Councillor Singh re-entered the meeting

9 Petitions - Nil**10 Committee Recommendations - Nil****11 Confidential Items****Moved Councillor Prior****Seconded Councillor Telfer**

That the following confidential cover reports to move into confidence be moved en bloc:

- Glandore Oval Redevelopment
- Tennis and Netball Plan
- Marion Tennis Club Potential Relocation Options

Carried Unanimously

GC240924 - General Council Meeting - 24 September 2024



11.1 Cover Report - Glandore Oval Redevelopment

Report Reference

GC240924F11.1

Moved Councillor Prior

Seconded Councillor Telfer

Pursuant to Section 90(2) and (3)(b) of the *Local Government Act 1999*, the Council orders that the public be excluded from attendance at that part of this meeting relating to Agenda Item GC240924F11.1 Glandore Oval Redevelopment, except the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Manager City Activation, Unit Manager, Property Strategy and Delivery, Unit Manager Property and Facilities, Sports & Community Facilities Officer, Unit Manager Engagement, Media and Events, Media and Engagement Advisor, Communications Officer, Unit Manager Governance and Council Support and Governance Officer, to enable the Council to consider the Item in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to the Item:- information the disclosure of which could reasonably be expected to negatively impact the outcomes for Council of a future construction tender process for the project and could infer a financial advantage to another entity when the project is opened to tender.

Notes the disclosure of this information would, on balance, be contrary to the public interest because be contrary to the public interest because it could infer a financial advantage to another entity when the project is opened to tender.

Determines, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep consideration of the information or matter confidential.

Carried Unanimously

7.00pm the meeting went into confidence

Moved Councillor Hoffmann

Seconded Councillor Masika

That Council:

1. Notes the current budget is \$ [REDACTED] and that the project is at thirty per cent design stage with an updated cost estimate of \$ [REDACTED]
2. Notes that a grant submission for \$ [REDACTED] in the Federal Play our Way grant program was unsuccessful.
3. Approves administration progressing the project to the seventy percent design phase and notes that a further report will be presented to Council at reaching seventy per cent design status.
4. Approves an additional budget allocation of up to \$ [REDACTED] across the 2025/2026 and 2026/2027 budgets towards the delivery of the project.
5. Approves Administration to publicly release the concept design renders, landscape site plan and building floor plan to undertake community engagement on the 30% per cent designs.
6. Pursuant to section 91(7) of the *Local Government Act 1999*, orders that the financial figures held within the document(s) listed below relating to Agenda Item *GC240924F11.1 Glandore Oval Redevelopment* shall be kept confidential, except when required to effect or comply with Council's resolution(s) regarding this matter, being document(s) relating to a matter dealt with by the Council on a confidential basis under sections 90(2) and 90(3)(b) of the Act:

GC240924 - General Council Meeting - 24 September 2024



- Report – GC240924F11.1 - Glandore Oval Redevelopment
- Minutes - Report - Glandore Oval Redevelopment

on the grounds that the information relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is proposing to conduct business with as it contains projected costs for a project yet to be publicly tendered.

7. Notes the disclosure of this information would, on balance, be contrary to the public interest because it could infer a financial advantage to another entity when the project is opened to tender.
8. Determines this order shall operate until it is revoked, or a further order is made and will be reviewed every 12 months.
9. Pursuant to section 91(9)(c) of the Local Government Act 1999, delegates to the Chief Executive Officer the power to revoke this order in whole or part.

Amendment

Moved Councillor Crossland

Seconded Councillor Mates

That Council:

1. Notes the current budget is \$ [REDACTED] and that the project is at thirty per cent design stage with an updated cost estimate of \$ [REDACTED]
2. Notes that a grant submission for \$ [REDACTED] in the Federal Play our Way grant program was unsuccessful.
3. Approves administration progressing the project to the seventy percent design phase and notes that a further report will be presented to Council at reaching seventy per cent design status.
4. Approves an additional budget allocation of up to \$ [REDACTED] across the 2025/2026 and 2026/2027 budgets towards the delivery of the project.
5. Approves Administration to publicly release the concept design renders, landscape site plan and building floor plan to undertake community engagement on the 30% per cent designs.
6. Pursuant to section 91(7) of the Local Government Act 1999, orders that the financial figures held within the document(s) listed below relating to Agenda Item *GC240924F11.1 Glandore Oval Redevelopment* shall be kept confidential, except when required to effect or comply with Council's resolution(s) regarding this matter, being document(s) relating to a matter dealt with by the Council on a confidential basis under sections 90(2) and 90(3)(b) of the Act:
 - Report – GC240924F11.1 - Glandore Oval Redevelopment
 - Minutes - Report - Glandore Oval Redevelopment

on the grounds that the information relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is proposing to conduct business with as it contains projected costs for a project yet to be publicly tendered.

7. Notes the disclosure of this information would, on balance, be contrary to the public interest because it could infer a financial advantage to another entity when the project is opened to tender.
8. Determines this order shall operate until it is revoked, or a further order is made and will be reviewed every 12 months.
9. Pursuant to section 91(9)(c) of the Local Government Act 1999, delegates to the Chief Executive Officer the power to revoke this order in whole or part.



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

The original motion was **Carried**

Councillor Crossland called a Division

Those for: Councillors Luscombe, Singh, Veliskou, Lama, Telfer, Hoffmann and Masika

Those against: Councillors Crossland, Mates, Naismith and Prior

Carried

7.40pm the meeting came out of confidence

11.2 Cover Report - Tennis and Netball Plan

Report Reference

GC240924F11.2

Moved Councillor Prior

Seconded Councillor Telfer

Pursuant to Section 90(2) and (3)(b) of the *Local Government Act 1999*, the Council orders that the public be excluded from attendance at that part of this meeting relating to Agenda Item Tennis and Netball Plan GC240924R11.2, except the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Manager City Activation, Unit Manager, Property Strategy and Delivery, Sports & Community Facilities Officer, Unit Manager Governance and Council Support and Governance Officer, to enable the Council to consider the Item in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to the Item:- information the disclosure of which could reasonably be expected to negatively impact the outcomes for Council of a future construction tender process for the project and could infer a financial advantage to another entity when the project is opened to tender.

Notes the disclosure of this information would, on balance, be contrary to the public interest because it could infer a financial advantage to another entity when the project is opened to tender.

Determines, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep consideration of the information or matter confidential.

Carried Unanimously

7.40pm the meeting went into confidence

7.40pm Councillor Masika left the meeting

7.40pm Councillor Prior left the meeting

7.42pm Councillor Prior re-entered the meeting

7.43pm Councillor Masika re-entered the meeting

7.53pm Councillor Naismith left the meeting

7.55pm Councillor Naismith re-entered the meeting

GC240924 - General Council Meeting - 24 September 2024

**Moved Councillor Crossland****Seconded Councillor Luscombe**

That Council:

1. Notes the Tennis and Netball Plan and request that additional courts not under council control be included in the Plan.
2. Notes that the costs associated with the 10-year courts renewal plan, included in the Tennis and Netball Plan, are allocated within the draft 2024 Buildings and Structures Asset Management Plan.
3. Authorise Administration to consult with the Tennis and Netball Clubs on the proposed changes to the Leasing and Licensing Policy including the introduction of a courts maintenance fee to be charged to Clubs as a contribution towards the maintenance and renewal of tennis and netball club courts.
4. Pursuant to section 91(7) and (9) of the Local Government Act 1999, orders that the financial figures held within the following document(s) relating to Agenda Item Tennis and Netball Plan GC240924R11.2 shall be kept confidential, except when required to effect or comply with Council's resolution(s) regarding this matter, being document(s) relating to a matter dealt with by the Council on a confidential basis under sections 90(2) and 90(3)(b) of the Act:
 - Report
 - Attachment 1 – Tennis and Netball Plan 2024
 - Minutes

on the grounds that the document(s) relates to information the disclosure of which could reasonably be expected to infer a financial advantage to another entity when the project is opened to tender.
5. Notes the disclosure of this information would, on balance, be contrary to the public interest because ratepayers could be disadvantaged if the tender process is impaired.
6. Determines this order shall operate until it is revoked, or a further order is made and will be reviewed every 12 months.
7. Pursuant to section 91(9)(c) of the Local Government Act 1999, delegates to the Chief Executive Officer the power to revoke this order in whole or part.

Carried Unanimously

8.12pm the meeting came out of confidence



11.3 Cover Report - Marion Tennis Club Potential Relocation Options

Report Reference

GC240924F11.3

Moved Councillor Prior

Seconded Councillor Telfer

Pursuant to Section 90(2) and (3) (b)(i) and (ii) of the *Local Government Act 1999*, the Council orders that the public be excluded from attendance at that part of this meeting relating to Agenda Item GC240924F11.3 Marion Tennis Club Potential Relocation Options, except the following persons: Chief Executive Officer, Manager Office of CEO, General Manager City Development, General Manager City Services, Chief Financial Officer, General Manager Corporate Services, Manager City Property, Unit Manager Property Strategy and Delivery, Unit Manager Governance and Council Support and Governance Officer, to enable the Council to consider the Item in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to the Item:- information the disclosure of which could reasonably be expected to on balance, be contrary to the public interest because it could confer a commercial advantage on a person that Council is conducting or proposed to conduct business with.

Notes the disclosure of this information would, on balance, be contrary to the public interest as it could negatively impact the outcomes for Council of a future tender process for the project and could infer a financial advantage to another entity when the project is opened to tender.

Determines, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed.

Carried Unanimously

8.13pm the meeting went into confidence

8.13pm Councillor Singh left the meeting

8.16pm Councillor Singh re-entered the meeting

Moved Councillor Prior

Seconded Councillor Prior

That formal meeting procedures be suspended to discuss the item

Carried

8.19pm formal meeting procedures suspended

8.20pm Councillor Crossland left the meeting

8.23pm Councillor Crossland re-entered the meeting

8.45pm formal meeting procedures resumed

Moved Councillor Luscombe

Seconded Councillor Lama

That the item be adjourned to the Special General Council meeting to be held on 15 October 2024 to allow further information to be received.

Carried

GC240924 - General Council Meeting - 24 September 2024



8.55pm the meeting came out of confidence

8.55pm Councillor Lama left the meeting

8.55pm Councillor Telfer left the meeting

8.55pm Councillor Naismith left the meeting

12 Corporate Reports for Decision

8.56pm Councillor Masika left the meeting

8.56pm Councillor Mates left the meeting

8.57pm Councillor Naismith re-entered the meeting

12.1 Draft Strategic Plan 2024-2034 Community Consultation outcomes

Report Reference GC240924R12.1

Moved Councillor Hoffmann

Seconded Councillor Luscombe

That Council:

1. Endorses the City of Marion Strategic Plan 2024-2034, subject to the following amendments:
 - P57 removal of O5.2 *"Staff are given time and encouragement to be innovative"*
2. Endorses the community engagement report for release to the community for viewing.

Carried Unanimously

12.2 Scouts SA – 1 Cumbria Court Lease

Report Reference GC240924R12.2

8.58pm Councillor Telfer re-entered the meeting

8.58pm Councillor Lama re-entered the meeting

8.58pm Councillor Masika re-entered the meeting

Councillor Luscombe declared a material conflict of interest in the item due to a substantial position held with the Department of Education and will leave the meeting for the item.

Councillor Hoffmann declared a material conflict of interest in the item due to a substantial position held with the Department of Education and will leave the meeting for the item.

8.58pm Councillor Luscombe left the meeting

8.59pm Councillor Hoffmann left the meeting

9.03pm Councillor Mates re-entered the meeting

**Moved Councillor Naismith****Seconded Councillor Masika**

That Council, pursuant to Regulation 21 of the Local Government (procedures at meetings) Regulations, rescinds items 5, 6, 7, and 8 of the resolution below of 27 June 2023, report reference GC270623R12.7:

1. *Notes that the Department for Education and Brompton Bowden School have advised Council that they do not wish to proceed with the leasing of 1 Cumbria Court, Mitchell Park.*
2. *Permits the Department of Education and Mitchell Park Kindergarten to advise Council by 22 August 2023 General Council if they wish to proceed with the leasing of 1 Cumbria Court Mitchell Park.*
3. *If the Department of Education and Mitchell Park Kindergarten has not expressed intent to lease 1 Cumbria Court Mitchell Park by 22 August 2023 then Council will write to the Minister for Education requesting their consent for the Permitted Use in the Lease to be varied from 'Neighbourhood Centre Purposes' to 'Open Space' and their consent to demolish the building on the Leased Land*
4. *Notes that the previously allocated \$150,000 (GC20230214R11.1) for the building upgrade will no longer be required.*
5. *Allocates up to \$110,000 in the 2023/24 budget to demolish the building and return the site to open space.*
6. *Allocates an additional \$3,000 per annum (indexed) to the Open Space Operations budget in 2023/24 onwards for ongoing maintenance of the additional open space.*
7. *Notes there will be a favourable impact on the 2023/24 budget of \$34,000 and an unfavourable impact on the Long-Term Financial Plan (2024/25 onwards) of \$3,000 (indexed) per annum*
8. *Notes the impact of these changes will be incorporated into the next budget review.*

Carried

Following the rescission on the above:

Moved Councillor Veliskou**Seconded Councillor Singh**

That Council:

1. Notes that Development Approval has been granted to Scouts SA for its intended use of 1 Cumbria Court.
2. Authorises the grant of a 5-year lease to Scouts SA of 1 Cumbria Court, Mitchell Park with a rent set at 7% of commercial rent (\$2,247.00 ex GST – plus outgoings per annum) in accordance with Council's Policy. The grant of the lease is to be subject to:
 - a. The Minister for Education consenting to a sub-lease of the portion of land leased from the Minister;
 - b. The Minister for Education consenting to a change in the permitted use contained in the lease for the leased land to accommodate for the proposed use by Scouts SA; and



3. Notes that Scouts SA will be responsible for all initial costs related to capital works required for its use of the building.
4. Notes that the lease will be executed by Council staff using existing sub-delegations; and
5. Authorises the Mayor and Chief Executive Officer to affix the Common Seal of the Corporation of the City of Marion to any documentation required to give effect to the lease, sub-lease, grant of consent and change of permitted use by the Minister for Education.

Amendment

Moved Councillor Crossland

Seconded Councillor Prior

That Council:

1. Notes that Development Approval has been granted to Scouts SA for its intended use of 1 Cumbria Court.
2. Authorises the grant of a 5-year lease to Scouts SA of 1 Cumbria Court, Mitchell Park with a rent set at 7% of commercial rent (\$2,247.00 ex GST – plus outgoings per annum) in accordance with Council's Policy. The grant of the lease is to be subject to:
 - a. The Minister for Education consenting to a sub-lease of the portion of land leased from the Minister;
 - b. The Minister for Education consenting to a change in the permitted use contained in the lease for the leased land to accommodate for the proposed use by Scouts SA; and
3. Notes that Scouts SA will be responsible for all costs related to capital works and maintenance required for its use of the building during the lease arrangement.
4. Notes that the lease will be executed by Council staff using existing sub-delegations; and
5. Authorises the Mayor and Chief Executive Officer to affix the Common Seal of the Corporation of the City of Marion to any documentation required to give effect to the lease, sub-lease, grant of consent and change of permitted use by the Minister for Education.

The amendment to become the motion was Carried

The motion as amended was Carried

912pm Councillor Hoffmann re-entered the meeting

9.12pm Councillor Luscombe re-entered the meeting

Meeting Extension

Moved Councillor Veliskou

Seconded Councillor Masika

That the meeting be extended until the conclusion of the following items:

- 12.4 Marion Cricket Club - Cricket Practice Wickets Funding Request
- 12.8 Election Process for LGA President
- 12.9 Elections for the positions of Representative Members of the LGFA Board of Trustees
- 12.10 Council Member Training and Development Request
- 12.11 Asset Management Plans - endorsement for public Consultation
- 13.6 Power Purchase Agreement
- 17.1 Motion without Notice – Former Councillor Vincent Brown

Carried

9.14pm meeting extended



12.4 Marion Cricket Club - Cricket Practice Wickets Funding Request

Report Reference GC240924R12.4

Moved Councillor Telfer

Seconded Councillor Lama

That Council:

1. Approves landowner consent to the Marion Sports and Community Club to construct a new cricket training facility at the Marion and Sports Community Club precinct on the condition that the location will be determined and agreed to by Council prior to construction.
2. Approves providing financial support of \$70,000 in the 2025/26 budget to the Marion Cricket Club to enable them to build a new cricket practice facility subject to the Marion Cricket Club demonstrating that they have secured \$160,000 in project funding commitments from other sources, such as Club Marion, Cricket Australia, and the Office for Recreation Sport and Racing.
3. Notes that Council will not be liable for any additional costs should the project costs exceed the projected budget of \$230,000.

Carried Unanimously

12.8 Election Process for LGA President

Report Reference GC240924R12.8

Mayor Hanna declared a material conflict of interest in the item as he is nominated as an eligible candidate for the election of LGA President and will leave the meeting for the item.

9.16pm The Mayor vacated the Chair and left the meeting

Deputy Mayor Crossland took the Chair

Moved Councillor Prior

Seconded Councillor Masika

That Council votes for the appointment of:

1. Votes for the appointment of Mayor Kris Hanna (City of Marion) for LGA President

Carried Unanimously

9.17pm The Mayor re-entered the meeting and resumed the Chair

9.18pm Councillor Prior left the meeting



12.9 Elections for the positions of Representative Members of the LGFA Board of Trustees

Report Reference GC240924R12.9

Moved Councillor Crossland

Seconded Councillor Masika

That Council votes for the appointment of;

1. Mr John Smedley (Councillor, City of Holdfast Bay)
2. Mr Michael Sedgman (CEO, City of Adelaide)

To the Local Government Authority Board of Trustees.

Carried Unanimously

12.10 Council Member Training and Development Request

Report Reference GC240924R12.10

9.23pm Councillor Prior re-entered the meeting

Councillor Mates declared a material conflict of interest as the request for Training and Development relates to herself and will leave the meeting for the item.

Councillor Lama declared a material conflict of interest as the request for Training and Development relates to herself and will leave the meeting for the item.

Councillor Naismith declared a material conflict of interest as the request for Training and Development relates to himself and will leave the meeting for the item.

Councillor Luscombe declared a material conflict of interest as the request for Training and Development relates to herself and will leave the meeting for the item.

9.23pm Councillor Mates left the meeting

9.23pm Councillor Lama left the meeting

9.23pm Councillor Naismith left the meeting

9.23pm Councillor Luscombe left the meeting

Moved Councillor Crossland

Seconded Councillor Hoffmann

That Council:

1. Supports the request for Councillors Mates, Lama, Naismith and Luscombe to attend and complete the Australian Institute of Company Directors (AICD) course by June 2025 and will reimburse 50% of the costs per member.



2. Notes that a written report will be provided to Council from those completing the AICD course within 30 days of completion.

Carried Unanimously

9.24pm Councillor Mates re-entered the meeting
 9.24pm Councillor Lama re-entered the meeting
 9.24pm Councillor Naismith re-entered the meeting
 9.24pm Councillor Luscombe re-entered the meeting

12.11 Asset Management Plans - endorsement for public Consultation

Report Reference GC240924R12.11

Moved Councillor Prior

Seconded Councillor Crossland

That Council:

1. Endorses the Draft City of Marion Buildings and Structures AMP (and respective snapshot) for public consultation (Attachments 1 & 2).

Carried

13 Corporate Reports for Information/Noting

13.6 Power Purchase Agreement

Report Reference GC240924R13.6

Moved Councillor Prior

Seconded Councillor Hoffmann

That Council:

1. Notes the proposed procurement process to tender for the next electricity contract, due to commence 1 July 2025.

Carried Unanimously

14 Workshop / Presentation Items - Nil

15 Motions With Notice

16 Questions With Notice

17 Motions Without Notice

17.1 Motion without Notice – Former Councillor Vincent Brown

Report Reference GC240924R13.6

Moved Councillor Prior

Seconded Councillor Telfer

Acknowledges the recent passing of former Councillor Vincent Brown and recognises the contribution he made to the City of Marion during his time on Council.

Carried Unanimously

**18 Questions Without Notice****19 Other Business****20 Meeting Closure**

The meeting was declared closed at 9.26pm.

CONFIRMED THIS 22 DAY OF OCTOBER 2024

CHAIRPERSON

The Following Items were not considered:

- 12.3 Reducing Food Waste to Landfill
- 12.5 Morphetville Park Sports & Community Club – Arrears
- 12.6 Plympton Park 40km/h Speed Limit Consultation
- 12.7 Herbert Street Traffic Consultation
- 12.12 Community Satisfaction Survey
- 13.1 Questions Taken on Notice Register
- 13.2 SRWRA Board Meeting 19 August 2024 - Constituent Council Information Report
- 13.3 Councillor Hoffmann and Councillor Taylor - Communication Report on AICD course
- 13.4 Councillor Hoffmann - Communication Report on ALGA
- 13.5 Councillor Luscombe - Communication Report on ALGA
- 13.7 Q4 Corporate Risk Report
- 13.8 Monthly Work Health and Safety Report
- 13.9 Finance Report - August 2024
- 16.1 Community Solar Savings Scheme

6 Adjourned Items

6.1 Cover Report - Confidential Marion Tennis Club Potential Relocation Options

Report Reference	SGC241015R6.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(b) 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

RECOMMENDATION

Pursuant to Section 90(2) and (3) (b)(i) and (ii) of the *Local Government Act 1999*, the Council orders that the public be excluded from attendance at that part of this meeting relating to Agenda Item GC241015F6.1 Marion Tennis Club Potential Relocation Options, except the following persons: Chief Executive Officer, Manager Office of CEO, General Manager City Development, General Manager City Services, Chief Financial Officer, General Manager Corporate Services, Manager City Property, Unit Manager Property Strategy and Delivery, Unit Manager Governance and Council Support and Governance Officer, to enable the Council to consider the Item in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to the Item:- information the disclosure of which could reasonably be expected to on balance, be contrary to the public interest because it could confer a commercial advantage on a person that Council is conducting or proposed to conduct business with.

Notes the disclosure of this information would, on balance, be contrary to the public interest as it could negatively impact the outcomes for Council of a future tender process for the project and could infer a financial advantage to another entity when the project is opened to tender.

Determines, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed.

7 Deputations - Nil

8 Petitions - Nil

9 Committee Recommendations - Nil

10 Confidential Items - Nil

11 Corporate Reports for Decision

11.1 Reducing Food Waste to Landfill

Report Reference	SGC241015R11.1
Originating Officer	Waste Education Officer – Allison Byrne
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Angela Allison

REPORT OBJECTIVE

The purpose of this report is to seek council endorsement for advocacy regarding reforms to waste legislation to provide councils greater flexibility in delivering a more sustainable kerbside collection, and to confirm budget allocation for the food waste recycling program utilising State Government grant funding.

REPORT HISTORY

Report Reference	Report Title
IEC240806R6.3	Reducing Food Waste to landfill
EC230404R7.1	Waste and recycling
GC200922R07	Food Waste Recycling Program Performance Review

EXECUTIVE SUMMARY

In August, the Infrastructure and Environment Committee (IEC) reviewed a report on reducing food waste sent to landfill as part of Council's commitment in the 2023-2027 Business Plan to explore a weekly organics and fortnightly waste bin collection system. The Committee supported deferring the consideration of a weekly Food Organics and Garden Organics (FOGO) service until after the upcoming waste legislation review. The City of Marion may submit a formal request to advocate for more flexibility in State legislation regarding the frequency of general waste bin collections.

The IEC supported existing funding for the food waste recycling education campaign, with an emphasis on promoting the availability of free compostable bags at supermarkets to reduce Council's costs. The kitchen caddy program saw 40% household participation by the end of 2022, diverting 21% of food waste and saving 2,174 tonnes of CO₂ equivalent per year. The program's annual maintenance budget since 2022 has been approximately \$128,000 for the provision of kitchen caddies, compostable bags, and educational materials.

The kitchen caddy program aims to maintain the current 15% (2024) food waste diversion rate, with the current budget allocation to support the transition to supermarket-sourced caddy liners. A review

in September 2025 will assess the uptake of caddy liners from supermarkets, household participation rates, and future budget needs. Surplus GISA grant funds and the current 2024/2025 council budget will be spent over the next three years to cover the program costs.

RECOMMENDATION

That Council:

1. **Notes that due to the uncertain legislative environment and unpredictable financial impacts to council, it is not currently feasible to deliver a weekly organics waste collection service.**
2. **Defers consideration of a weekly FOGO service until after the review of the Environment Protection (Waste to Resources) Policy 2010 (EPP) under the Environment Protection Act 1993.**
3. **Advocates for changes in State Government legislation that improve environmental outcomes through diversion of food waste out of landfill, including advocating to remove the requirement for a weekly kerbside landfill (red bin) collection.**
4. **Continues to maintain food waste diversion by reallocating the existing council budget in 2024/2025 (\$132,000) and GISA grant funding (\$106,280) to be distributed over the next three years in accordance with Table 1 in the body of the report, with a focus on:**
 - a. **Promoting the existing kitchen caddy program and compost bin rebates.**
 - b. **Promoting the reuse of compostable shopping bags over council supplied bags.**
 - c. **Monitoring trends in food waste in council's kerbside collections.**
5. **Notes that a further report will be presented to the Infrastructure and Environment Committee in September 2025 with an update on the State's Policy review and the progress of Council's food waste education program.**

DISCUSSION

In August 2024, the Infrastructure and Environment Committee (IEC) considered a report on options for further reducing food waste to landfill (IEC240806R6.3) as a commitment in the 2023-2027 Business Plan to 'investigate the feasibility of a weekly organics and fortnightly waste bin collection system'. The IEC supported the report recommendation to defer consideration of a weekly FOGO service until after the waste legislation review. The key consideration for this recommendation was the ongoing additional cost being over \$1m per annum, the limited ability to control the opt-out rate without changes to legislation and the high risk of uncontrollable cost increases. The waste legislation review recently opened with the release of a discussion paper on 23 September 2024 and the consultation period closes 20 December 2024. The City of Marion will make a formal written submission to the EPA's discussion paper *Beyond Recycling: Moving SA towards a circular economy: A Review of the Environment Protection (Waste to Resources) Policy 2010 (W2R EPP)* to advocate for more flexibility in relation to bin collection frequency for general waste, and Council endorsement of a submission will be sought prior to the closing date for submissions.

In order to increase (and as a minimum maintain) the diversion of food waste from landfill to organics collections, the Committee supported the existing food waste recycling education campaign, with an increased promotion focus on compostable bags being freely available at all supermarkets as of 1 September 2024. This will reduce pressure on Council expenditure to provide compostable kitchen caddy liners to residents.

The current kitchen caddy program:

- Involved delivery of kitchen caddies and rolls of compostable bags to all households in 2021
- Had 40% households participating at the end of 2022
- Diverted 21% of food waste to the green bin in 2022 and saved approximately 2,174 tonnes CO₂ equivalent per year
- Has had an annual program maintenance budget of \$125,000 - 132,000 funded entirely by Council since 2022-23 for continuing to provide kitchen caddies, compostable bags and educational materials available to all residents and to maintain household participation in food waste recycling.
- Has offered free compostable bags to residents since August 2022 via either collection from council offices, libraries and neighbourhood centres, or request for home delivery. In 2023-24, 37% of households claiming kitchen caddy bags from council had requested home delivery, and 63% collected them from council facilities.

The aim of this program is to maintain the current 15% (2024) food waste diversion and if possible increase the level of food waste diversion. Maintaining this level of food waste diversion requires appropriate funding to incentivise the desired behaviour in the community as it is difficult to remove an incentive and maintain the same level of engagement.

This is demonstrated by recent data received in the City of Marion 2024 Kerbside Waste Audit Report which provides the first comparison data on food waste diversion since the kitchen caddy rollout to all City of Marion households. As expected, there has been a reduction in food waste diversion since the last audit in 2022. This has also been experienced by other councils in the years after they stopped delivering kitchen caddies and/or compostable bags to all household doorsteps.

This year's food waste recycling education campaign will focus on the free supermarket bags for use in kitchen caddies. The provision of rolls of bags at council facilities and home delivery upon request will be maintained but not actively promoted. As council has been providing kitchen caddy bags to residents since 2013 (at cost price until 2021 and free thereafter), it will take a few years for residents to fully transition across to getting their caddy liners from the supermarket and it is anticipated that a steady decrease in reliance on kitchen caddy bags from the council will be seen over time.

Green Industries SA (GISA) has confirmed that City of Marion's surplus grant funds in reserve from the kitchen caddy rollout (\$106,280) can contribute towards the cost of food waste recycling systems until the grant funding is expended. This includes up to 50% of the cost of kitchen caddies, compostable liners and education material. There is no time limit to the exhaustion of GISA funds, however council staff expect it will likely be spent over a period of two or three years.

The proposed breakdown of funding for the food waste program has been included in Table 1 below. As per feedback from the IEC meeting, this proposal includes a reduction to the amount of money planned for the purchase of compostable caddy liners and instead a greater focus on educational materials to encourage the reuse of compostable bags from the supermarket. The remaining council funding can then be spread over the next three years to be spent alongside the GISA grant.

Table 1. Proposed food waste education budget indicating breakdown of grant funding from Green Industries SA (GISA) and council funding. The current council budget for 2024/2025 is \$132,000 (as per GC200922R07). It is proposed that this funding is spread out over the next three years and spent alongside the remaining GISA grant.

	2024/25	2025/26	2026/27	Total
GISA Grant	\$66,140	\$34,000	\$6,140	\$106,280

Existing council budget	\$66,140	\$34,000	\$31,860	\$132,000
Total	\$132,280	\$ 68,000	\$38,000	\$238,280

Additional council funding may be required in 2026/2027 and beyond this date at approx. \$20,000 per annum to provide kitchen caddies and education materials to new residents.

With GISA confirming that grant funds can be expended on general food waste education, it is suggested that a review of the food waste recycling program could come back to the IEC in September 2025 rather than March 2025 (as resolved at IEC) to enable more time to evaluate the effectiveness of the current campaign.

Over the next 12 months, staff will monitor and review the kitchen caddy program to determine:

- The level of uptake by households of supermarket fruit and veg bags for use as kitchen caddy liners and estimated cost saving to Council in providing less kitchen caddy liners from council facilities,
- Household participation rates in recycling food waste,
- Council budget requirements beyond June 2025 to maintain current household participation levels and environmental outcomes from the food waste recycling program.

A comprehensive communication plan is currently being developed and delivered to promote the use of compostable supermarket bags in the produce sections for reuse as kitchen caddy liners, including:

- flyer distribution in rates notice, at community events and with rolls of bags distributed from council facilities
- social media, Council website and e-newsletters
- City Limits article
- digital signboards
- annual bin collection calendar
- school and community recycling education presentations.

ATTACHMENTS

1. Attachment 1 Findings from the City of Marion Kerbside Bin Audit [11.1.1 - 1 page]

Findings from the City of Marion Kerbside Bin Audit 2024

In May 2024 Rawtec undertook a kerbside domestic waste audit of general waste, co-mingled recycling and organics bins from approximately 500 tenements in the City of Marion. A 'cone and quarter' method was used to mix the material and a sample size of approximately 300 kg was sorted and weighed at Cleanaway Lonsdale.

The principal outcome from the audit sought by City of Marion is to gain accurate, reliable and consistent data on the performance of the three-bin kerbside collection system. This assist Council in better understanding the community's waste profile and provides a snapshot of the community's recycling behaviour.

A Kerbside Bin Audit Report was recently provided on 21 August which compares key findings of this audit with the results of the previous 2022 audit also prepared by Rawtec.

Overall waste generation has decreased by 1kg per household per week. The greatest opportunity for improvement is food waste diversion, which is most of the unrecovered organic material and 35.1% of the general waste stream by weight.

Key results

Overall waste generation – The average Marion household produces 14.8kg of waste per week (general waste, recycling and organics). This has decreased from 15.8kg per week in 2022.

General waste generation – The average household produces 6.9kg of general waste per week, which has slightly decreased from 7.2kg in 2022.

Composition of the general waste stream – The main unrecovered resource is food waste at 35.1%, which has slightly increased from 32.6% in 2022. This equates to 2.4kg of food waste per household per week, up from 2.1kg per household per week in 2022. An additional 15% of the general waste bin by weight is recyclables that could be disposed to the co-mingled recycling bin.

Diversion – The diversion rate (total amount of recycling and organics tonnes combined) of 52.9% is lower than the 58.4% diversion of 2022, and lower than the 54.5% diversion reported through Council's corporate reporting for the April-June quarter of 2024. Rawtec has confirmed the more reliable figure for understanding kerbside diversion Council's reported diversion rate of 54.5%, which is slightly above the State average of 51%.

Recycling contamination – Contamination in the co-mingled recycling is 11.2% in 2024, decreasing very slightly from 11.6% in 2022. The top three contaminants by weight are general waste, loose and in bags (6.2%), soft plastic (1.2%) and textiles/ clothing/ footwear (1%).

Organics contamination – The contamination rate has increased from 1.7% in 2022 to 2.7% in 2024. This is slightly higher than the acceptable range for commercial compost facilities which is up to 2%.

Food waste diversion – 15% of food waste is discarded into organics bins, compared with 20% in 2022.

11.2 Plympton Park 40km/h Speed Limit Consultation

Report Reference	SGC241015R11.2
Originating Officer	Unit Manager Engineering – Carl Lundborg
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Angela Allison

REPORT OBJECTIVE

The purpose of this report is to provide Council Members the outcome of a consultation within Plympton Park regarding reducing the speed limit from 50km/h to 40km/h.

REPORT HISTORY

Report Reference	Report Title
GC240625M15.4	Plympton Park Traffic Consultation

EXECUTIVE SUMMARY

At the Council meeting on 25 June 2024, Council endorsed a motion for staff to investigate and consult with the community regarding reducing the area speed limit in Plympton Park (bounded by and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including Wattle Terrace and Park Terrace) from 50km/h to 40km/h.

On the 2 August 2024, community consultation commenced on the Speed Limit Reduction from 50km/h to 40km/h with residents in Plympton Park. The consultation included letters sent to 1,457 properties within Plympton Park and resulted in 192 surveys been completed. The feedback of the community consultation showed 47% in support and 48% do not support the 40km/h speed limit, with 5% neutral.

Two options have been prepared for Council to consider

1. Do not support the 40km/h speed limit in Plympton Park
2. Support the application to the Department for Infrastructure and Transport to reduce the speed limit to in Plympton Park to 40km/h.

RECOMMENDATION

That Council:

1. **Notes the Plympton Park 40km/h Speed Limit Consultation Summary Report (Attachment 1).**

OPTION 1

2. **Does not support the reduction of the Plympton Park speed limit to 40km/h.**
3. **Supports staff notifying the community about the outcome of Council's decision following community consultation.**

OR

OPTION 2

2. **Supports the reduction of the speed limit to 40km/h in Plympton Park (bounded by**

and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including Wattle Terrace and Park Terrace).

3. Endorses the Mayor to write to the local Member of Parliament to seek a letter of support on the application to reduce the speed limit to 40km/h within Plympton Park
4. Submits an application to the Department for Transport & Infrastructure to seek an area speed limit reduction to 40km/h within Plympton Park (bounded by and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including Wattle Terrace and Park Terrace).
5. Allocates \$20,000 to install new 40km/h signage and any other associated tasks to implement the speed limit reduction in Plympton Park.
6. Supports staff notifying the community about the outcome of Council's decision following community consultation.

BACKGROUND

At the Council meeting on 25 June 2024, Council endorsed a motion for staff to investigate traffic concerns for Plympton Park (GC240625M15.4). These included:

1. Investigate and consult with the community about reducing the area speed limit in Plympton Park (bounded by and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including Wattle Terrace and Park Terrace) from 50km/h to 40km/h.
- 2a. Investigate and consult with the residents directly impacted on changes to only allow left in and left out traffic turning movements at the junction of Herbert Street and Cross Road, Plympton Park.
- 2b. Investigate and consult with relevant stakeholders and the residents directly impacted on adjusting or closing the Cross Road median at the junction of Herbert Street and Cross Road, Plympton Park.
4. Notes a report will be brought back to the General Council Meeting in September 2024 outlining the outcomes of the consultation.

In relation to the first motion, the community consultation for the Plympton Park Speed Limit Reduction undertaken from 2 August to the 22 August 2024. The consultation included letters to residents and businesses within Plympton Park with the option to complete a survey via reply paid envelope or through the Making Marion engagement page.

CONSULTATION SUMMARY

The full summary report of the community consultation for the speed limit reduction in Plympton Park from 50km/h to 40km/h can be found in Attachment 1. The details include:

- 1,457 letters sent.
- 192 surveys filled out (13% response rate).
- 47% Strongly support (73) or somewhat support (17) the 40km/h area speed limit.
- 48% Strongly do not support (73) or somewhat do not support (20) the 40km/h speed limit.
- 5% Neutral (9).

Key themes emerging from the comments provided during the consultation include:

- For respondents who either strongly or somewhat support:
 - The speed reduction could address safety concerns for pedestrians and children due to slowing down speeding drivers.
 - Could result in reducing the speed of drivers who use local streets as shortcuts and drive at excessive speeds.
 - May assist in reducing the impact of increased road congestion as a result of urban development and local streets being used as shortcuts to avoid arterial roads.
 - While many support speed reductions, there is an acknowledgment that these measures alone may not resolve all traffic issues.

- For respondents who either strongly or somewhat do not support:
 - Concerns that reducing the speed limit will not address underlying issues such as traffic volume and congestion.
 - Suggest that problems are linked to urban design and development issues rather than speed limits.
 - Some residents suggest that there is no significant issue with speeding or traffic volumes.
 - Suggest that changes should address traffic flow and parking issues more comprehensively.
 - Some comments express concern that introducing another speed limit will create confusion for both residents and non-residents.

ANALYSIS

Speed limits for all roads in South Australia are set by the Department for Infrastructure and Transport (DIT). To request the modification of a speed limit, DIT have developed a 'Speed Limit Guideline for South Australia' which outlines the required information to be included with the application. These include:

- Traffic Data within the road/area
- Traffic Impact Statement on the proposed modification
- Consultation Report
- Site Plan
- Resolution from Council endorsing the proposed speed limit
- Indication of support from the local State Member of Parliament

The Speed Limit Guidelines doesn't identify a specific level of community support from a consultation for a successful application, but it does highlight:

Councils, as elected representatives of the local community, are responsible for assessing the level of support for the proposal and may decide not to seek specific community feedback on a proposed speed limit change. However, it may be beneficial to the success of the speed limit proposal to ensure a high level of community support before implementing the lower speed limit. Without this high level of initial support, the speed limit may become contentious and unpopular when enforcement occurs.

It is important for a high level of community support for the reduction of a speed limit for it to be effectively implemented. With the community level of support divided, two options are provided to council for consideration.

OPTIONS	Pro's	Con's
OPTION 1: No Modification	<ul style="list-style-type: none"> • Maintains a consistent speed limit for local roads within the City of Marion. 	<ul style="list-style-type: none"> • Likely to at least maintain traffic volumes due to rat running.
OPTION 2: 40km/h area speed zone	<ul style="list-style-type: none"> • Safer roads for cyclists and pedestrians. • Likely to see a decrease in traffic volumes (reduced 'rat running'). • Improved Safety (lower speeds lessens the likelihood of accidents). 	<ul style="list-style-type: none"> • Increase in travel time / inconvenience for local residents. • Drivers may ignore reduced speed limits. • May result in traffic control devices to be installed in Plympton Park to ensure speed limits are complied with.

ATTACHMENTS

1. Plympton Park 40km Speed Limit Consultation Summary Report [**11.2.1** - 35 pages]

Plympton Park: Speed reduction

Community feedback report
September 2024

A great place to *work*
marion.sa.gov.au



Executive summary

Background

Council has recently received concerns from Plympton Park residents relating to vehicle speeds and volumes on local roads. One potential treatment to address these concerns over a large catchment area which has been adopted by several other South Australian metropolitan Councils, is the reduction of suburb speed limits to 40km/h. Council is seeking the views of the community as to whether a 40km/h speed limit in Plympton Park would be supported.

At the Council meeting on 25 June 2024, Council endorsed a motion for staff to investigate and consult with the community regarding reducing the area speed limit in Plympton Park (bounded by and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including

Wattle Terrace and Park Terrace) from 50km/h to 40km/h.

Consultation outline

Consultation was undertaken from 2 August to 22 August. To engage the local residents / business owners, a direct mail to 1,550 residents was undertaken and signage to advertise the consultation was installed at key locations throughout the catchment area (p.3).

Residents/business owners located within the catchment area (page 3) were asked whether they support the proposal to reduce the speed limit from the current 50km/h to 40km/h within Plympton Park.

What we heard

We received 193 responses from local residents. Overall, 91 respondents (47%) indicated their support for the proposed change, 9 respondents (5%) were neutral, and the remaining 93 respondents (48%) did not support the proposed change to the speed limit.

Of the respondents that are in support of the change

- 74 (38%) strongly support
- 17 (9%) somewhat support

Of the respondents that are not in support of the change:

- 73 (38%) strongly do not support
- 20 (10%) somewhat do not support

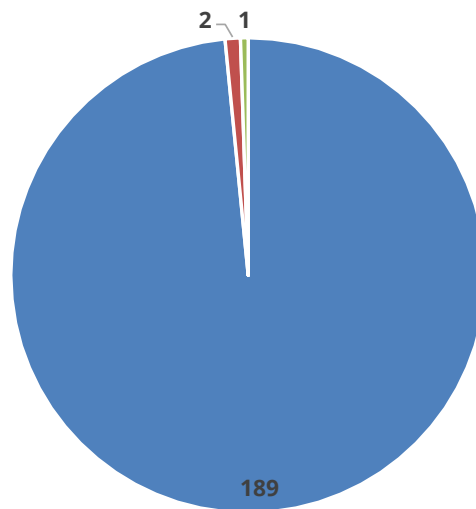
Executive summary

Letter drop area (1,550 households)



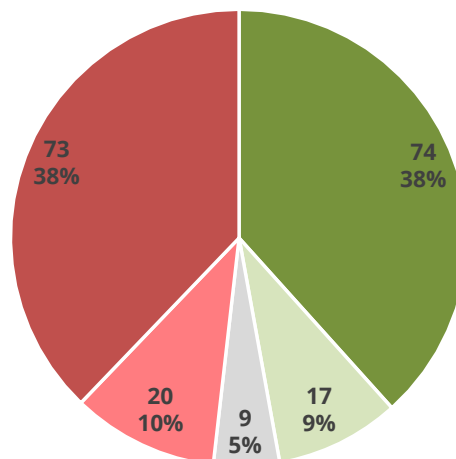
Engagement outcomes

Suburb (192 responses):



■ Plympton Park ■ South Plympton ■ Morphettville

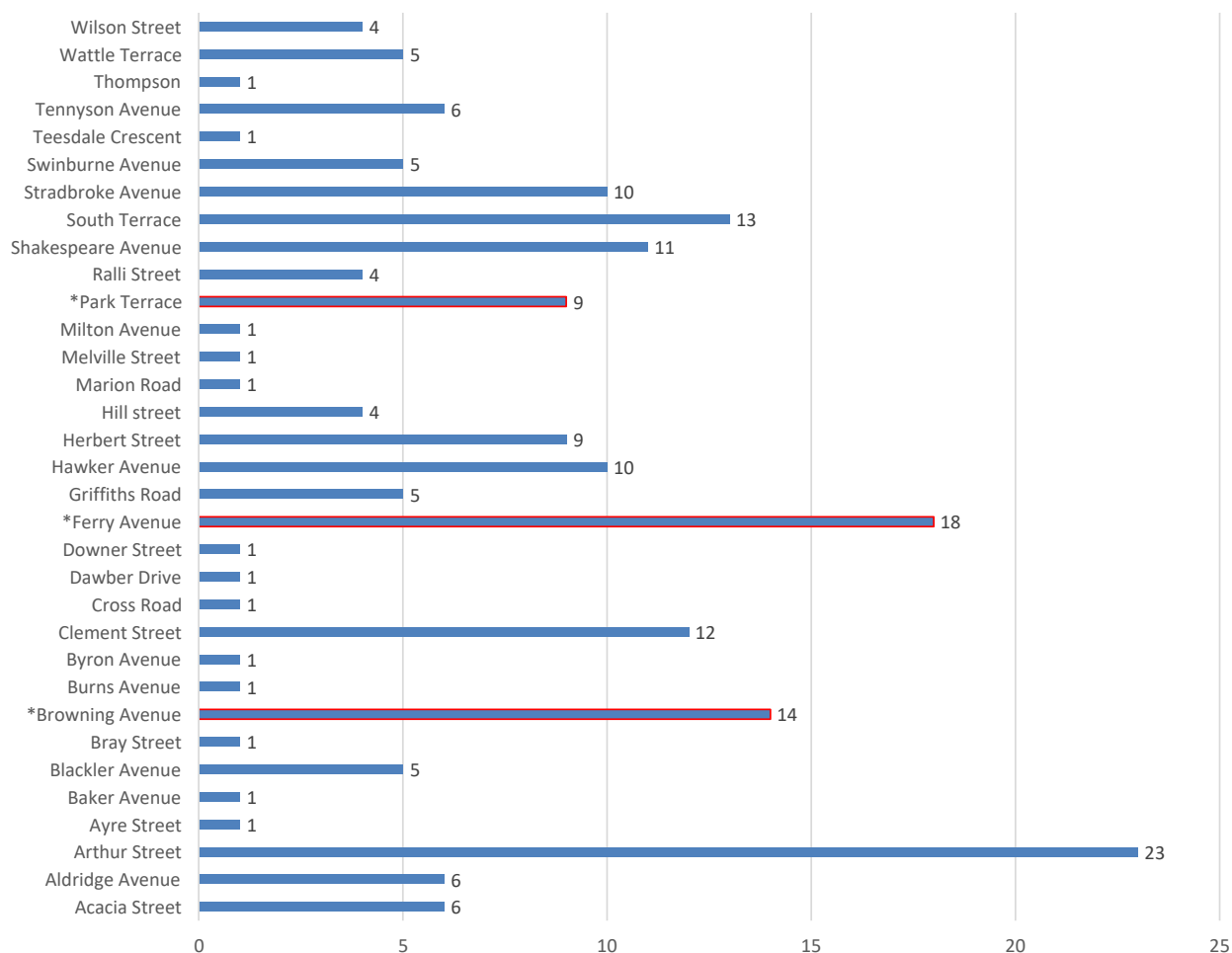
Overall support level (193 responses):



■ Strongly support ■ Somewhat support
 ■ Neutral ■ Somewhat do not support
 ■ Strongly do not support

Engagement outcomes

Response numbers by street (193 responses):



*Streets are outside of the prescribed consultation catchment area.

Participants Comments

Strongly support - 72 responses

Strongly support

- 1 Many commuters use Arthur Street to bypass main roads. This is particularly so during peak hour. It's unsafe and quite noisy. The speed humps and painted street realignment is ignored by many passing motorists.
- 2 Volume and speed of traffic have all increased. Number of cars parked on streets also increased. Drivers not adjusting speed according to situation. Its very dangerous for young neighbourhood children. Entering and existing driveways have also become dangerous due to speed and tailgating. Local roads have become a cut though especially during peak hour. In particular roads north of South Terrace. I experience a near miss at least once a week at Herbert and Peckham intersection. Cars do not stop. Also cars from Marion Road.in peak.hoir heading north accessing Wilson St/ Arthur Street as a cut through to Cross Rd... mostly east up Cross Rd.
- 3 I live at Aldridge Avenue which is parallel to Bray Street. Many vehicles from motorbike, sedan SUV and even delivery van travels at higher than 50km/h as they use the Aldridge Avenue as a 'by pass' from Marion Road to Bray Street or those who are from Bray Street travelling to Marion Rd.
Also Ferry Avenue especially during peak hours many vehicles are more than 50km/h
- 4 Drivers go a lot faster than they should and as the area is getting really built up the situation is now getting dangerous.
- 5 Fosters a safe family environment which Plympton Park as a suburb embodies. This is especially important around the reserves and sports oval.
- 6 I live near the corner of Clement and wattle tce. The amount of cats that fly in off cross road and fly down wattle tce is insane. There are cars everywhere due to the tram stop further down, sometimes you can only for 1 car through at a time.
- 7 The traffic in our street has increased substantially over the last couple of years. So volume and speed is a major issue . Especially around peak hour morning/night. Some mornings the traffic backs up and we can't get out of our driveway.
- 8 A large number of residents in Plympton Park are either elderly or young parents with toddlers in pushers/prams and trying to navigate crossing a road in our area can be somewhat challenging due to the excessive speed which some vehicles travel especially down Stradbroke Avenue
- 9 I believe it would make the streets safer. However in completing this change management the issue that you have is people complying with 40km/h. The only way to potentially do this is speed humps at set out areas. No one sticks to 50km/h let alone 40km/h
- 10 The streets are narrow and cars park on the streets and people reverse out of their driveway. Drivers need to be encouraged (by law) to slow down.
- 11 There has been a very noticeable increase in traffic in Plympton Park over the past 5 to 10 years, especially during peak hour when people use streets to avoid increasing traffic on Marion Rd. Herbert and Arthur streets are badly affected with continuous traffic during morning peak times. Some local intersections are getting dangerous with increased volumes and people not giving way.
- 12 *Increasing numbers of parked cars on the street.
*Safety of pedestrians and small children
*Improve safety at intersections
- 13 Might reduce people taking short cuts through already congested streets. Many residents park cars on the road. A lot of drivers have no idea regarding giving way!! Feel sorry for bus drivers!
- 14 Since the upgrade of Bray Street shops and the traffic control infrastructure which reduces the speed that traffic can travel between Hill Street and Ralli Street. There has been an increase in motor bikes, cars and utes using Aldridge Avenue as a rat run to avoid the speed reduction infrastructure on Bray Street. The drivers of these vehicles are often driving at excessive speeds along Aldridge Avenue. This is very frightening as we have the Aldrige Avenue reserve in the middle of where these drivers are speeding using the s-bend in the road as some sort of chicane where children and people in the area go to have a good time. I have seen on numerous occasions near misses.
- 15 Safety and getting safety now a days and roads feels like congested because of subdivision and new development.
- 16 We live next to Aldridge Avenue Reserve, which frequently has children playing at it.
- 17 The street I live on is a speed thorough fare between the Plympton Park Oval and Marion Road
- 18 Because the zoning which has been initiated by the council has meant that we now have far too many cars parked on narrow streets causing congestion.

Strongly support

- 19 Lots of cars speeding down Aldridge Ave past the park and also down Ralli St to reach Bray St.
- 20 Vehicle speeds along Herbert Street, especially during peak hour. Between Cross Road and Peckham Road Plympton Park.
- 21 As a resident on Stradbroke Avenue, cars already drive 60km+ down the road. Bringing the speed limit down might make them drive 50km in a 40km zone. Also as the suburb gets more density, there are far more cars lining the streets which people can walk out from
- 22 Lots of car speed on Aldridge ave
Also too many cars parked on both side on street on Aldridge ave and downer st, very hard to see traffic coming when turning from downer st to Aldridge ave
- 23 To protect residents(including children and animals)from speeding drivers and to reduce noise.
- 24 The streets too busy and congested due to the extensive redevelopment of housing blocked having old houses and numerous houses being put on one block.
- 25 Cars race down Park Tce every morning and afternoon, with most doing 60km. Only the parked cars slow them down.
- 26 Stradbroke Ave is the widest road in Plympton Park tending to lead to speeding.
- 27 Safety of pedestrians and other road users.
- 28 Lots of traffic now dense housing and sub division
- 29 Excess speeding through residential streets and poor road conditions to accommodate high speeds
- 30 I currently travel through the prescribed area at 40 kph because the vehicles parked at the kerb effectively restrict the carriageway available for use. Throughout the area there are number of intersecting roads with the potential for traffic conflicts which I prefer not to be involved therefore driving defensively as if there could be approaching traffic.
- 31 There is a lot of unwanted traffic coming from Bray St through Plympton Park to access South Tce, Marion Rd & Cross Rd
- 32 There is already a lot of traffic in Plympton Park with residents and other motorists using the suburb as a cut through to Marion/cross Rd. With the new race course development, the amount of traffic going through the suburb will be ridiculous and dangerous for pedestrians.
- 33 Cars use the back roads to fly through. Our suburb and street has many young children and elderly people who need time to cross the street or who are on bikes/scooters.
- 34 Roads are becoming increasingly congested with many parked cars making it difficult to move around. A slower speed would make it less dangerous
- 35 It's a family orientated suburb with several children's playgrounds and a well supported sports oval, therefore many people use these facilities, and are walking in the area. Hopefully a lower speed limit, if adhered to will make it safer in case of accidents.
Currently it is obvious that some motorists do not even observe the 50k limit.
- 36 Reducing speed is a positive step forward
- 37 A 4 yr. old child was recently hit by a taxi at the corner of Macklin/ South Terraces and seriously injured. This happened whilst a soccer event with the attendant crowd creating severe traffic congestion with parked cars parked along South Terrace, Park Terrace, Milton Avenue, Swinburne Avenue and Macklin Street. Some years ago a man was knocked off his bicycle and killed on South Terrace. With the amount of cars using this area as a shortcut from Bray Street to access Marion road via South terrace,Milton ave/ Stradbroke terrace / Shakespeare / Aldridge avenues it has become quite hazardous to drive through the area as these people using the area as a shortcut speed though the intersection and fail to give way at intersections, force you off the road to drive around parked cars. Also when sport is being played or practiced the area around the oval is heavily congested with parked cars aligning the roads surrounding the oval and into some of the nearby streets. We also have a heavier traffic flow with people from other suburbs accessing the tram. Alongside all of these difficulties the proposed Racecourse Development is proposing an extra 400 (+/-) cars (this is a very optimistic calculation). This area in recent times has become a heavily used shortcut in peak hour and given the traffic congestion with sporting activities/ practice almost 7 days per week and the speed with which these shortcut users speed through heavily congested people and parked cars it is a wonder more people haven't been killed or seriously injured.
- 38 There are a lot of young children in the area, we would like to consider it relatively safe for them on bikes and speed reduction would help this.
Some drivers use the local streets as a cut-through when Marion road is busy, restricting the speed limit may deter this, especially those who are in a hurry.

Strongly support

- 39 The streets are becoming very busy , the area is becoming quite populated and there are a lot more cars , it's used as a shortcut often from Marion / cross roads to morphett road
- 40 I have children walking beside the roads and I see many vehicles completely disregarding speed limits. I would support anything to assist in community safety.
- 41 We have children in the area and at the moment we have a lot of traffic using the roads
When tram over pass work begins we feel traffic flow will increase
- 42 50km/h is no longer appropriate for the high density living of the Plympton Park area. There are a lot more kids on bikes in the area. Also want to discourage non-residents from using Herbert as an exit onto Cross Road
- 43 Drivers are currently speeding between Park Terrace and Marion Road
- 44 Despite increased density and traffic, some drivers are travelling at unsafe speeds.
- 45 I often hear cars speeding during the night and doing burnouts.
- 46 Reducing the speed will increase safety of our residents and hopefully will deter through-traffic if the route isn't as time efficient.
- 47 Some of the roads are narrow and reducing the speed would highly assist to reduce accidents.
- 48 There are too many hoons in the neighbourhood that zoom around the streets, not a care in the world. There are also a lot of young children here, that may not be so quick to react.
Also a lot of cars that cut through the back streets off of Marion Rd to avoid traffic lights.
- 49 Our suburb has a lot of families and kids, that are always out and about (including mine). This speed reduction will have a great impact on reducing accidents and keeping everyone safe.
- 50 Safety important for all children
- 51 If the speed limit is decreased and posted at 40 kph maybe drivers may travel at the current speed limit of 50 kph which isn't the case now.
- 52 Cars speeding down side streets between the Morphettville Racecourse and Marion Road, especially down Shakespeare Avenue, Wilson Street and Stradbroke Avenue. We have also heard some drivers occasionally doing burn-outs late at night near our Street. The other problem is the amount of traffic turning off Bray Street to avoid being held up on Marion Road with the traffic lights and driving down Wilson Street crossing over Stradbroke Avenue to Arthur Street and then crossing over onto Cross Road. Every day there is a constant stream of cars using this as an alternative route to avoid traffic. This also happens in reverse with drivers turning right off Cross Road just past the tram crossing and driving down through Wilson Street to avoid the traffic. I think something needs to be done to deter drivers from turning off the main road and driving down our streets.
- 53 Peak hour times (especially in the morning) , vehicles come through Arthur & Herbert Streets quite fast. I support reducing the speed limit.
- 54 There is an excessive amount of peak hour traffic through some Plympton Park streets, particularly 'rat running' streets such as Herbert Street between South Terrace and Cross Road. Peak hour traffic is by its nature people who are often in a hurry and often driving faster than average speeds. A speed limit reduction to 40km/h is likely to reduce average speeds and increase safety for Plympton Park residents and others who use community facilities such as sport grounds and playgrounds located in Plympton Park streets.
- A particular concern for us is the safety of children using the Elizabeth Ryan playground, which is soon to be expanded by Council. This well used playground is on the corner of Herbert and Peckham streets which are both high peak hours traffic streets and on which speeding is not uncommon. The intersection of these streets has been the site of regular car collisions. Hopefully a speed limit reduction to 40km/h would significantly improve safety for families using this playground.
- 55 40 km should be around the Plympton Park Oval
Due to the amount of sporting activity. I have asked several times for 50 km signs to be placed up on South Terrace but was told no, not enough speeding motorists. Since 2017 I have seen several vehicle accidents & near misses including buses along South Terrace. Parking is becoming a problem on weekends on South Terrace, the small car parks on the oval is not enough.

Strongly support

- 56 I live opposite the Kathleen Ryan playground and see cars speeding everyday. Even though there is a stop sign on Herbert st, cars speed up and down Peckham rd. People are also using Peckham and Herbert St to cut through from Marion Road and avoid the traffic lights. Many playground users have prams and are negotiating the crossing with toddlers. There have already been several crashes at this intersection.
- 57 to many cars drive too fast down herbert st and south tce. They some times do not stop at the stop sign in herbert street.
- 58 Help reduce volume and speed of traffic through the area.
- 59 Plympton Park, especially the streets in the North Western corner near the tram stop and the Football Oval are often congested.
The streets are narrow and with cars parked only one car can pass. There is high foot traffic in the area, associated with both the tram stop Monday to Friday and the oval on weekends and some evenings.
- 60 We are on Bray st itself and we often hear cars and motorbikes speeding past our house, not even stopping for the speed bumps, and sometimes even can hear the car scraping the ground. This is particularly obvious when we are trying to settle into bed at 10pm, which is when a number of old noisy cars and motorbikes decide to speed up as there is less traffic! We are utterly disappointed that Bray st will remain at 50km/hr as we will continue be affected by this.
- 61 My street is constantly used as a cut through by drivers each morning, avoiding the Cross Road, Marion Road lights. Many drive at above the speed limit. Many families/children use Arthur Street to ride and walk between home and school.
- 62 Some street are narrow and parking is limited.
When cars are parked on both sides of the road opposite each other it is dangerous for drivers ,pedestrians & cyclists.
- 63 I strongly agree for speed limit changes for Plympton Park for the safety of pedestrians.
- 64 The suburb is strictly a residential area, and there is no need to travel at a greater speed than 40km/h
- 65 I have lived in plympton park for over 20 years. I run and walk the area most days. Cars are speeding through the side streets. I do worry that children and others crossing streets could be hit by speeding cars.
- 66 I've been run over before. Absolutely no fun (1978).
- 67 There are far too many vehicles travelling far above the current speed limit and we would be very pleased when speed limit is 40km/h
- 68 1. Much more parking in the streets due to increased residents at each residential block.
2. More children in the area and can rush out from between the cars with no thoughts of traffic
3. There will be much more traffic in the area following the residential development by Villawood on the racecourse with traffic entrance / exit on Park Terrace where there is an elderly citizen housing group. Villawood when?
4. It worked well the last time we had a 40km/h last time.
- 69 The local streets of Plympton Park have turned into a racetrack for hoons trying to avoid traffic lights hold up so cut through local streets at speed. Accident risk high!!
- 70 I have four children in my house hold. Traffic is increasing every year. People travelling south to north cut through suburb and neighbouring suburbs. With the increase in high density living happening in the area it is going to become increasingly busy. In addition, the higher density living has pushed vehicles out onto the roads making it more difficult to see oncoming traffic and for drivers to see people coming from their households.
- 71 Large amount of cars travelling along Arthur Street to Peckham Road, particularly morning peak hour. I have also noticed both Arthur and Herbert Streets are frequently used as quite a lot this traffic turn left into Wilson Street which becomes Arthur Street from Bray Street - Morphettsville.
- 72 Any attempt/change made to improve the safe of the public is a good one

Participants Comments

Somewhat support – 17 responses

Somewhat support

- 1 People do tend to drive very quickly, especially down some of the smaller streets including my own (Herbert). Herbert also gets quite congested around peak hours with cars using it as a cut through to avoid Marion Road - I'd like to see the speeds reduced and potentially it being made local traffic only.
- 2 The biggest problem is the existing volume of traffic flowing thru our suburb to cut thru to Marion or Cross roads. They do not use just Park Tce and South Tce but zigzag thru all cross streets
- 3 Not streets like Park Tce, south the etc
- 4 I'm not opposed to the 10km/h speed reduction, however I don't believe this will fix the main issue at hand with the increased traffic from the SAJC Villawood project onto Park Terrace. This will not stop people speeding through our streets, as they use it as a rat race.
- 5 Reducing the speed is only part of the issue, reducing the amount of traffic using the suburb is actually the bigger problem.
- 6 As a lifelong, 'original' resident (purchased the family home)....This area has always been used to avoid the Marion Rd/Bray St, Marion Rd/Cross Rd lights & congestion. Suggestions by a working party to define the area as 'residential' & improve road safety decades ago were ignored & resulted only in a forest of give-way signs. At the time, that simply facilitated the through traffic on some of the roads such as Aldridge and Wilson. The boon & bane of urban infill however, has done what should have been done years ago...on-street parking is a pain in the butt, but also a no-choice traffic-slower. I am absolutely certain that the volume of traffic has reduced near me in the past couple of years because of the street parking &/or perhaps because of how appalling the congestion on Morphet & Marion Rds is, they are avoiding the area completely. The pending residential development at Morphetville will significantly increase local through traffic, but we don't know what effect the tram overpass & South Rd tunnel will have on arterial & sub-arterial traffic flow. 40km signage would define the area but I doubt that it will alter the volume of traffic at least in the short term....so if I sound like I'm sitting on the fence, I am!
- 7 Anything that slows down vehicles that use Herbert Street as a cut through to Cross Road is a good thing.
- 8 There is no point reducing the speed limit when the current limits are not enforced anyway. Not only should other measures e.g. speed bumps etc be implemented to reduce the "drag strips" throughout the suburb, but the additional significant traffic from the proposed SAJC development (which is ludicrous in its entirety anyway) to what are essentially residential streets is a recipe for disaster. Adding more vehicles to these roads, particularly with no consideration to improving the streets themselves, is misguided and gives no consideration to the community. Why wouldn't all entry and exit points to the development be via roads such as Morphet Road and Anzac Highway which are multi-lane in each direction and clearly far more appropriate to handle the additional traffic
- 9 The 50 km per hour current limit is already not observed by many - these seem to be motorists who use Plympton Park streets as a "rat run" to avoid main roads like Marion and Cross Roads.
I consider that Ferry Ave and South Terrace should remain at the existing 50 kms per hour.
- 10 Suggest not all, Streets, Avenues etc in Plympton Park should be at a limit of 40kph. For e.g. Bray St, South Tce and Ferry Ave remain at 50kph!
- 11 I would like to see cut through traffic reduced
- 12 Happy for the side streets to be 40km/h, but the more major thoroughfare roads should stay at 50km/h. These being:
South Tce (Marion Rd to Ferry Ave)
Ferry Ave (Bray St to Milton Ave)
Park Tce (Bray St to Milton Ave - especially considering there's only residential housing and a footpath to a single side of the road only, so not a great deal of pedestrian interactions)
These extents keeps the reduced 40km/h around the Plympton Oval precinct
- 13 Support this if there is evidence that it will reduce the amount of traffic that want to avoid Marion Road so they come down side streets such as Wilson & Arthur streets during peak hours.
Lack of yellow lines indicating no parking means cars have to dodge each other as well as parked cars. Therefore speed restriction would possibly lessen the impatient drivers.
- 14 For a negligible inconvenience this is an important safety measure. My concerns leading to a "somewhat" following in Q8.

The fundamental cause of increased vehicle safety risks in the area proposed is the out of control subdivisions happening and the resulting explosion of vehicles being left on streets causing hazards and obstructing visibility. Ideally this would be fixed, but that moment has passed.
- 15 Slowing speed MAY discourage through traffic by non-residents. Also penalises residents.
- 16 Some areas such as the sports club at the end of South Tce with its high population of people of all ages together with the resultant parking congestion should have a much lower speed limit than 40 kmh. Similar comment would apply to play grounds within the Plympton Park area.
- 17 I support this completely if it will reduce traffic in the back streets from cars cutting through however this will need to be in conjunction with other measures which you should also disclose for transparency.

Participants Comments

Neutral – 8 responses

Neutral

- 1 I'm not sure reducing the speed limit by 10km/h in Plympton Park is the answer. How will this suggestion reduce the anticipated increase in traffic and rat race through our suburb. We are in effect a land locked suburb where access is only available via Bray St and Marion Rd. Surely there is better traffic management solution available with the announcement of the new overpass at Morphett Road. I'd think the new Villawood development at SAJC should enter and exit from either Anzac Hwy or Morphett Road or both and NOT through streets of Plympton Park.
- 2 The bigger issue is arterial road access to the Morphettville development. Slowing the traffic through Plympton park is a a band-aid fix for what is actually required to keep our children and streets safe. Stop deflecting our attention and force the developers to provide arterial road access before the heavy traffic starts
- 3 Strongly oppose the SAJC development to have entry/exit access into Park Terrace or anywhere into Plympton Park.
- 4 Whether the speed limit is 50 or 40 does not really matter - the problem is people speeding and driving recklessly through the streets of Plympton Park without being caught. If there is no police here to catch them the limit makes no difference. If it was impossible for these reckless drivers to speed through the streets of Plympton Park the problem would be solved. I wuld like to suggest that the Council invest in some ATTRACTIVE speed reduction road upgrades such as round planted out roundabouts and storm water drains (landscaping rather than lines and bollards etc) which would enhance the area, provide space for flora and insects/birds and add to storm water removal. The people of Plympton Park deserve better than what they are getting at the present. Reducing the speed limit seems like the cheapest and easiest option which will not actually address the issue. Here is a chance for the Marion Council to put back into Plympton Park - please take it.
- 5 Enforcing the 50km speed limit would be a good start.
Implementing traffic calming measures, e.g., a roundabout at the cnr of Ferry and Shakespeare would also be helpful.
Reducing the number of cars parked on the road due to excessive infill would also help.
Have a chat also with trans metro about the difficulty that bus drivers have negotiating the bus route in the area - in particular the articulated buses; specifically talk with those bus drivers who drive the route!
- 6 I'm not sure why Plympton Park would be different to any other suburb in this area?
- 7 Reducing the speed limit is not the primary issue of concern for our local area. It is the poorly thought through idea that traffic from the 300 new premises being built can flow through our suburb.
Please make the right decision to include an entrance to this new dwelling via Anzac Highway. This is the right thing to do and the smartest way forward.
- 8 Not sure that it would reduce traffic or speed in the area. People already speeding within the area know the limit. You'll still have people ignoring the rules even if you reduced it to 5km/hr

Participants Comments

Strongly do not support – 73 responses

Strongly do not support

- 1 It is a ridiculous solution to a non problem. As a resident I have never been affected, nor spoken to anyone who has mentioned having a problem with vehicle speeds or the volume of vehicles around plympton park. Reducing the speed limit is not going to solve any problems few residents actually have, it will instead turn this suburb into one of which does not follow the speed limits. further, the volume of cars driving around this suburb has nothing to do with it having a speed limit of 50, instead it is due to the fact that there are many x the amount of cars that were previously here as houses are now being subdivided 2 or 3 times because of you're allowance. Changing the speed limit will not reduce the amount of cars in this suburb. I would recommend instead of changing the speed limit, more stop signs are introduced, or speed bumps in high traffic areas. Further, will this suburb surrounded by main busy roads, it is illogical to go straight from 60km/hr to 40km/hr. This proposed change in speed limits is a ridiculous measure that will result in complications and the city of marion WILL lose public confidence and support. i hope this response treats you well and you will reconsider your flawed proposal.
- 2 It was 40km once upon of time and obviously had issues and then it went back to 50kms which is more reasonable.
- 3 The speed is unnecessarily slow and I see the inconvenience being the end result for residents with no meaningful safety benefits
- 4 Why should existing residents have to suffer the council's inability to take steps to manage the increase in traffic. Why is there only one exit from the entire development? Why has the council allowed one entrance/exit to the development to be within a residential setting? What was the council's planning area thinking when approving this or was it a political decision based on the amount of money the council would receive via rates etc?
- 5 There are already enough differences in speed limits across Adelaide - including 3 changes within a 200 meter distance in the city (Grote Street).
It's just not necessary and it just cause more confusion with speed limits which costs people lots of people if they accidentally get it wrong. Particularly when the road rule/law currently states 50 unless otherwise signed which is easy for people to grasp.
Not enough signage is on every corner or intersection n other suburbs with a reduction in speed limit to 40 and I can just image the revenue raising happening in this areas.
- 6 These limits will impede the moment of residents through the area and make it a hot spot for speed cameras. It will not deter people cutting through the area as it does not make it any less of a bypass. Residents are forced to transit back streets due to both the tram line and racecourse presenting as obstacles to bypass to get to a main road, to do so at such a slower speed will greatly increase this inconvenience.
If there is concern for hoon driving, they are already breaking the law by doing so, so why would they care about the posted speed limit.
- 7 Area is already congested enough due to residents parking on the street
- 8 There is no evidence I know of that supports less incidents/ accidents by lower this limit.
- 9 The main issue with the main roads throughout the suburb isn't the speed limit, but the amount of parked cars on the street. This has continued to significantly increase in recent years with population growth. I would say this has significant slowed traffic overall and buses and other larges cars and truck struggle to get past the number of cars parked on the street (a particular problem at the southern end of Ferry Avenue). Based on this I don't believe reducing speed limits will increase safety. The challenge is being able to see pedestrians as they are crossing, reducing on street parking could be a viable alternative.
- 10 Speed is not the main issue. Traffic volume is. Reduction of speed on Bray street has had no affect on the amount of traffic that flows through the suburb. There should have been better solutions to traffic with the Morphetville development. Other exit points built to move traffic straight to free flowing arterial roads not dumped into neighborhood streets. Maybe look at having no left turns in the mornings from Bray street into the suburb (similar to Marion road) and actually have it policed.
- 11 The only reason there is an increase in traffic is because one house will be knocked down to be replaced by 3 houses, therefore more people living in the area and more cars driving around. Reducing the speed limit will not help this and I haven't noticed a sudden number of accidents in the area.

Strongly do not support

- 12 Our problem is congestion due to developers tearing down houses and replacing them with 3 and reducing the SPEED LIMIT DOES NOTHING TO HELP THIS SITUATION.
I have lived here for over 20 years and I not noticed increased speed! More cars YES!

The money would be better spent on infrastructure to support the increase of people and cars. Like POOR DRAINAGE, corner of Tennyson Ave and Byron every time it rains, known locally as THE POND.
POOR WATER PRESSURE and improve footpaths and roads.
I am happy to support development but houses need more infrastructure,
DECREASING THE SPEED LIMIT DOES NOTHING TO ADDRESS THESE PROBLEMS.
IT IS NOT NEEDED AND IS A COMPLETE WASTE OF MONEY!
- 13 The concern raised is about the speed and the volume of vehicles. The proposed idea is not at all going to address the issue about the volume of vehicles. After the new villawood development at SAJC if it continues to use south Terrace it's even more addition to the volume and then again what the council propose is to reduce the speed further. There need to be entry and exit for this new development from ANZAC Hwy.
We need more exits from the area to the main road and need more KEEP CLEAR signs at each T intersection at Marion Road not just in Peckham Rd. When there are more outlets to main road the traffic gets diverted and volume decreases. Also all the roads surrounding Plympton Oval needs to have sign of 25 as there are alwsys kids and young people around and is a high risk zone. These are South Terrace, Park Terrace, Milton Avenue and Ferry Avenue. This also aligns with the road safety strategy making our roads more friendly not just for vehicles but also pedestrian a d children.
Regarding noise, there are room drivers specially motorbikes which makes noise and that needs to be controlled. Put mobile speed camera on a random in the streets inside once people realize people will control.
- 14 Not again! We have been down this path before, with a six month implementation sometime around 2005 I think. It resulted in it taking much longer to get from one side of Plympton Park to the other and was removed with good reason. Also with the prevalence of 50 KPH zones as the NATIONAL standard, I know that I can accurately tell the speed of my car at 50 KPH by the SOUND it makes - I don't have to watch the speedo. with cruise controls not able to hold at speeds less than 40 or 50 KPH, a 40 KPH zone would entail extra concentration on speedo, taking concentration from watching what is in the road. It'd be yet another speed restriction to have to accommodate.
- 15 Slower driving restrictions are a joke, its a useless gimmick in the western suburbs near grange and we don't need this sort of grandstanding when you are ignoring other real problems with approving way too much density development. If you push this, then expect a significant outrage from residents and a likely push to get your council votes completely going the other way.
- 16 As a resident who works in a field directly with motor vehicle accidents, speed limit changes often do not work or alter the amount of accidents. The root cause is being taught to drive with a duty of care and immigrants (depending on country) currently do not have to partake in a physical driving assessment.
Its nearly impossible to drive at 50kmh around these streets anyway due to the volumes of parked cars on the road anyway a direct result of the council approving multiple housing developments without sufficient parking.
- 17 This is not the answer to the traffic problem in the area. It is not going to stop the moon drivers nor is it going fix or help the increase in traffic from the new villa wood development.
- 18 This does not improve the area. There are many other areas which should be addressed to counter safety. ie. increasing number of residents/dwellings, the narrow roads due to on street parking, morning and afternoon non resident traffic flow, upcoming development at Morphetville racecourse. Happy for speed restrictions around oval while sports are active.
- 19 From my two years living in Plympton Park, I haven't noticed an issue with speed or noise. The highlighted affected area is too large and would cause unnecessary inconvenience to both residents and cars travelling through. If there are particular streets affected by the speed / noise (i.e. those experiencing high vehicle traffic and are main thoroughfares), then only those streets should have the speed reduction applied, not the entire suburb.
- 20 There is no problem so don't see any point in changing

Strongly do not support

- 21 Useless measure, why not just drop it to 10km/h everywhere so we can just outwalk all cars, you keep dropping it to supposedly safer speeds then say its too fast yet keep approving more and more dense building of residential properties increasing the amount of cars parked and people driving on the road. Use your brains please. Focus on the actual issues, cars doing 50km/h have never ever been a concern, I say this as a walker, a bike rider, a driver and someone with kids who have to cross the road. Idiot who proposed this should be turfed out to those councils in the west who do this, I only hear angry residents there with that change.
- 22
- 23 That is so silly, we are already going 50km/h & it causes stress on the roads, next you will want us at walking pace,
- 24 I do not believe that reducing will do anything towards improving the traffic issue that we are facing because the Council has approved a new housing estate with no consideration for the adjoining area.
- 25 Increases travel time and increases congestion. There is currently no problem with 50. It is when goons travel at 60 +
- 26 It is entirely unnecessary. This will not improve safety or vehicle volumes.
- 27 I have lived in an area that has this and very confusing for older people. I found the street speed limits it were not clearly marked and this caused fines for some of my neighbours. We all thought it seemed to be a revenue collection for the government
- 28 Not necessary
- 29 Speed limit is fine as is. There's enough congestion already and a slower speed limit would contribute further. I don't have an issue with the speed people drive. I feel a lower speed limit offers nothing but takes away convenience.
- 30 there is no issue that I'm aware of with speeding in my area, maybe ' Local Traffic Only ' signs would help
- 31 This is not a solution to a problem. If 50km is not followed why would 40km be followed. It's also ludicrous to just make this one whole suburb 40km.
- 32 Lowering speed limit will not fix the issue.
- 33 50mk/h is a safe speed. Lowering it would make transportation slower
- 34 It's hard enough getting through the gridlock for traffic without slowing things down even more. Added signage would be legally required and this increases costs and infrastructure. It is already a 50k area as per the normal road rules. Cost of living crisis and council / state is looking at ways of increasing the costs for society with a 10km reduction. Then who is policing it? Added fines / equipment or personnel to enforce a 40km zone. Ridiculous
- 35 People simply do not obey speed limits in this area.
Lowering the speed limit will have zero effect. Enforcing it to 50 would probably be useless too.
- The only way to slow cars down would be speed bumps or cameras, anything else would be a complete waste of rate payer money.
- 36 As it is is definitely slow enough.
- 37 Completely unnecessary, I have not heard of any accidents in the six years i have lived here.
- 38 We have not observed any increase in speed related issues in the designated areas, however, we have observed a significant increase in traffic volume and vehicles parking on streets, creating serious safety concerns and vehicular incidents. We would prefer traffic limiting measures be implemented, specifically related to the vehicular use of side streets in the designated area to bypass the Marion Road - Bray Street intersection.
- 39 There are too many changes to speed limits as it is. Should stay at 50km.
Main roads should stay at 60km.
There is not that many cars through this area. More issues with buses as the roads are narrow. I would rather see speed humps on the roads rather than a reduction in speed limit.
- 40 It won't change the situation
- 41 I don't believe the speed is the issue, I feel like council needs to look at planning and building to reduce number of builds or make double garage / carport mandatory to get cars parked off street. Houses are being demolished and then 2,3 or 4 townhouses are built which causes multiple cars being parked on street and this makes driving on local streets dangerous as only one car can drive through at a time.

Strongly do not support

- 42 There's no reason to reduce the speed limit. 50km/hr is already safe.
- 43 It isn't necessary.
- 44 Has been tried before and achieved nothing other than getting locals caught for travelling over forty especially when turning down a street after quickly crossing traffic on Marion road and the radars are at the top of the street.
- 45 The danger for driving in this area is not the speed limit, but the congested parking that makes it impossible to see around corners. This issue would be fixed if the parking issue was managed: making it so people could not park too close to the ends of street to impede visibility, making sure cars did not park opposite each other to squeeze passing cars out.
- 46 too many street signs already
- 47 Marion road and Morphett already crawls during and after peak hours. I don't see any need to reduce the speed limit to 40km/h and slow down the traffic even more. This new speed limit might lead to slower movement of traffic in these areas and have dominion effect on other traffic lights.
- 48 Do not wish to have traffic from new development coming through back streets. Access should be from Anzac highway
- 49 No matter what rules you put in place, a certain percentage of people will break those rules. The people breaking the road rules need to be punished instead of punishing everyone with more rules. Recently a 4 year old child was struck by a Taxi Van in the suburb of Plympton Park and the van in question was travelling less than 40km/h so the speed limit will have little impact on traffic incidents, it requires people following the road rules and paying attention.
- 50 Slowing down the speed limit to 40km in that big of an area is absolutely ridiculous. That's not going to stop or slow down accidents, only thing it'll slow is my commute to work. Pls don't let these neighbourhood Karen's ruin it for the rest of us
- 51 Introducing an artificially low speed limit will do nothing towards fixing traffic from a building estate that should not be built
- 52 Long suffering rate payers of Marion council are again being penalised due to council trying to appease a vocal minority. Lowering the speed limit reduces efficiency, increases commute times and has no proven benefit to road safety.
- 53 It's not going to stop vehicles using Arthur Street as a short cut to Cross Roads or Marion Road in the morning and afternoon. Morning traffic along Arthur Street is used to bypass the heavy congested traffic along Marion Road. It may be eased when the upgrade along Marion Rd is completed.
- 54 Speed limits only work to lower the speed of people who obey them. Vehicles travelling at 50km/h are not an issue It's the vehicles travelling well in excess that cause problems. The drivers who don't obey the 50km/h limit won't obey a 40km/h limit either so it won't resolve the main issue. Appropriately designed speed humps are a much more efficient meant of slowing all vehicles on roads where there is opportunity to drive at higher speeds.
- 55 Feel it would not stop hoon drivers whether the speed is 40 or 50. Just seen as a revenue raiser.
- 56 It is not necessary due to road calming devices already in place roundabouts, spoon drains plus most streets have cars parked on both sides making traffic slow down to allow a single vehicle to past between cars etc. How many deaths/ injuries have occurred in the precinct in the last 3 years? How many accidents have occurred and where? Whilst many say a reduction of 10km will help with lowering risks, how many vehicles are travelling at 50kph now? I have a doubt a reduction will make any real difference as I believe in a majority of the streets it is just about impossible to reach 50kph. Perhaps the supply of this type of data would greatly assist in residential feedback.
- 57 A 40kph speed limit was instituted in previous years and then withdrawn after local voting. I believe that recent traffic surveys do NOT support that drivers average anywhere near 50kmph in this area, in part because of having to navigate multiple cars parked streetside and giving way to approaching vehicles in cramped circumstances. What will greatly impact traffic safety in my neighbourhood is the "proposed" residential development at the racecourse and no provision for ingress and egress of these additional vehicles except on local roads. Volume, not speed, is the issue to be addressed.
- 58 Residents drive safely the majority of the time and there are already many people who drive along some of the main roads at 30-40kms.. their are regularly speed cameras anyway.. we don't need any more congestion
- 59 50 done safely is already appropriate and slow.
- 60 Enforcement of a speed limit reduction upon an entire suburb in response to an incident is egregious. There are many other urban design options that could be implemented to make our street safer, greener and more walkable. It is desired that the council investigates and presents alternate options that will aid to enrich the suburb rather than implement a speed change that will inevitably result in confusion and frustration for residents and visitors alike. Please further investigate, alternate streetscape layouts and designs That will enrich the liability, increase greenery and reduce speeds of motorists.

Strongly do not support

- 61 This was Tried in the 90s and again early 2000. Check your records! It DOES NOT WORK !
It Does Not stop speeding. Speeding manly occurs on the weekends around the Sports club from out of suburb traffic.
Also Late at night . These people DO NOT CARE about a speed limit so changing signs and inconveniencing real residents.
Twice in the past speed was only monitored for 3 weeks by the police then ignored, this will not change the behaviour of offenders from out of suburb.
- 62 The following is my opinion and thoughts.
One of the reasons you are using to encourage reducing the limit to 40 mph, is decreasing the volume of traffic in the area. Whilst you can cut through to Bray street from Marion Rd and Morphett Road I don't believe reducing the limit will make a difference. Reducing entry points onto Bray Street from our area would deter many drivers using the area as a shortcut and assist in reducing volume levels.
My bigger concern is the future increase of traffic to our area when the residential development at Morphetville Racecourse is completed with only one entry exit point in Park Terrace. So increased traffic with a 40 mph limit means far more congested streets taking residents even longer to move around our area.
By reducing the limit to 40kph will not slow the type of driver down that is most likely to cause an accident.
- 63 The streets are already quite congested with all the parked cars so speed is hardly a problem. Reducing the speed limit will only make the issue with traffic volume worse.
- 64 Firstly, as a resident of Plympton Park, I strongly oppose the reduction of the speed limit from 50 km/h to 40 km/h. This change will have several negative impacts:
1. Increased Travel Time: The lower speed limit will significantly lengthen the time it takes for residents to commute to work, resulting in longer periods spent on the road each morning.
2. Traffic Congestion: A reduced speed limit may lead to increased congestion, as vehicles will move more slowly. This could worsen traffic delays and create more frustrating driving conditions.
3. Confusion for Non-Residents: The change will create confusion for non-residents driving through Plympton Park. The change will confuse both non-residents driving through Plympton Park and residents in Plympton, North Plympton, and South Plympton, as the inconsistent speed limits, with smaller roads maintaining a 50 km/h limit, complicate navigation for everyone.
4. Effectiveness: It is unclear whether reducing the speed limit will significantly improve safety. Without clear evidence, this change might not effectively address the intended safety concerns.
- 65 Evidence suggests that merely reducing speed limits does not necessarily lead to safer driving behaviours, or reduce people's urge to speed. Drivers may become overly cautious, leading to inconsistent driving patterns and an increased risk of accidents.
The slower speed limit will significantly disrupt the traffic flow, resulting in more congestion, which can lead to increased frustration and unsafe driving behaviours such as tailgating and aggressive lane changing.
- 66 As the reducing limits does not work plenty of data to support this, what does work is better training & education, signage, road design(s).
Cars are safer now than ever with all the technology built in (cameras/lanes/airbags/ABS) and yet we still have increased road accidents due to numerous other factors like using phones/gps/distraction stresses from life e.g time/work/costs COL-you lot adding to this I'll add with extra fees/charges.
Driver training and education is the key as well as improved testing before qualifying for a licence, the current privatised model is failing badly

Lowering speed limits will only add to times for travel thus increasing some of the stresses which can also lead to risky decision making or more distraction
50kmh is slow enough already a further 10ks less will not achieve anything positive for our streets.

Strongly do not support

- | | |
|----|---|
| 67 | Plympton Park is bounded by a race course and a tram line therefore there is minimal through traffic in this suburb. You can only exit the suburb onto Bray St, Marion Road or via one street only, Herbert St onto Cross Road. Park Tce has a number of roundabouts already slowing traffic. Ferry Avenue has a roundabout and multiple dips/spoon drains already slowing traffic. There does not need to be reduced speed due to the minimal traffic flow in this suburb. The council would be better to spend their time and resources elsewhere in the City of Marion |
| 68 | Unnecessary as everybody obeys the limit already.
waste of money. |
| 69 | Drivers already go below the 50km speed limit. It will be unreasonable to reduce it to 40km as people will be going 30km. It will cause congestion. And also devalue property prices. |
| 70 | Not necessary for the speed limit to reduce, as there are no issues. |
| 71 | I believe that the speed limit is ok as is. 40km/h is too slow and people get frustrated and do not drive to the conditions. |
| 72 | Too many speed limits in Adelaide. Another one which will be adding confusion. Never saw a strong evidence of low speeds providing safety. Bicycles will be passing cars soon!!! |
| 73 | 50kmh speed limit is fine. If you want to reduce any danger to residents maintain the footpaths and increase minimum lot sizes to reduce congestion |

Participants Comments

**Somewhat do not support – 20
responses**

Somewhat do not support

- 1 Becomes a ticket trap for residents with police using streets as an easy target. Those that hoon around late at night will continue to ignore speed restrictions and it will negatively affect residents who travel through area each day to get to work slowing down the ever increasing traffic
- 2 I do not believe a "whole of suburb" reduction in the speed to 40 kmh will have any affect on the volume of traffic entering the suburbs streets.
- 3 50 is plenty, we need cameras to enforce the 50, or traffic calming if it is a case of traffic taking a shortcut (I think Wattle Tce/Park is used as a shortcut for Marion Road to Morphet Road traffic).
- 4 Speed reduction will not change traffic volumes that will increase with race course development (Villawood)
- 5 Reducing the speed limit is not going to solve the issue of only having 2 entry and exit points into the new racecourse housing development (Bray street and South Terrace). Traffic is bad enough as it is and no-one would do 40kmph even if it was signposted. The real issue is entry and exit points from the new development. The new development needs an entry/exit point onto anzac highway or Morphet Rd to reduce congestion. Surely this can be included in the tramline redevelopment that has just been announced?
- 6 It's quite slow especially if driving down along the race course
- 7 Living on Park Terrace, I already see frustrated drivers resorting to permanently driving in bike lane. Even when traffic has slowed, there can be confusion as to road rules and increasingly frustrated and hurried drivers not giving way- I have grave concerns for cyclists using this bike lane and for anyone trying to put children or elderly into parked cars on Park Terrace
Please encourage policing of this, or fix road width/ parking first.
Please fix plan for extra traffic on South tce and Park Terrace first or you will have large amounts of frustrated commuters on residential streets shared with high amounts of foot traffic/ cyclists- a recipe for disaster.
Furthermore, the benefits of living close to city/ beach will be totally lost with long commute times. We are very frustrated that this new residential development has gone ahead without appropriate consideration of impact upon local traffic, both traffic flow and safety of families, and now dropping the speed to 40 is the apparent answer? Without changes or adding entry exit points for the development elsewhere, the amount of traffic that will be on on roads that are not designed for high volume is concerning at best.
- 8 They need to reduce traffic into the area not reduce the speed. For example the new development at morphetville racecourse needs and entry/exit road via Anzac highway rather than into the streets of plympton park.
- 9 That's not going to help the situation of traffic overflow
- 10 Reducing speed does not affect the majority of traffic as they speed regardless, drive as if they were qualifying for a F1GP and exceed speed all the time regardless, this will only inconvenience the residence that do adhere to the speed limit already. The only way is to police the speed limit REGULATORY!!! The police do not participate in policing in this area.
- 11 I feel it's unnecessary considering the amount of spoon drains, give way and stop signs plus roundabouts already present in the area which are all helping to slow traffic.
- 12 The speed limit won't have an impact on hoons racing through Ferry Avenue. They are not following the speed limits anyway and still speed through Ferry Avenue even though there are three roundabouts on that street! In fact just on Tuesday morning, there was a hoon who sped through our street and destroyed 3 waste bins, spilling rubbish everywhere. I reported this to Marion Council through Facebook messenger and have photos if you want to see the extent of the damage.
- 13 I feel that there is other more effective ways to manage the traffic speed than just reducing it to 40kph. At present a lot of people do not maintain the 50kph, they simply will not maintain 40kph. Traffic calming tools such as speed bumps may like to be considered instead or in addition to a reduction. I also believe that this would be more effective with the increased traffic in the area due to the Villawood construction.
- 14 It's not the speed limit that is the issue but the volume of traffic that is increasing with the amount of subdivisions and eventually new developments. More subdivisions with more cars parking on the roads is getting ridiculous and when the new 300 or so dwellings that come along there needs to be access from Anzac Highway to accommodate. Keeping everything the same but reducing the speed limit by 10kph seems to me to achieve nothing.
- 15 Live in PLYMPTON Park and do not see speed as being an issue in our area.
- 16 A reduction in speed limit is not going to reduce the amount of traffic and congestion that would be caused by the development at Morphetville RC. Residents would be the ones to be most effected. There is already an increase in on-street parking due to increased housing in the area.

Somewhat do not support

- 17 The speed limit was 40km/hr 20 years ago. I don't think lifting it to 50 kn/hr has had any detrimental effect. I also don't think lowering it will actually stop people cutting through this area in peak hour. It's more likely to create more frustration for the people who live in Plympton Park, who are already dealing with ridiculous volumes of traffic on Herbert and Arthur Street. A more effectual approach needs to be taken to restore the streets to mostly local traffic only.
- 18 I think that there are better ways of ensuring save roads in the area. While there are times when people use the streets as a short cut, I think speed humps would be as effective as a speed reduction. In all honesty unless there are speed cameras no one will slow down. I live opposite Teesdale Park and speed humps as you enter Teesdale Crescent from Marion Road and from Stradbroke Avenue would help reduce the speeding. Look at what has happened in Millswood/Unley Park, they have narrowed some the side streets to reduce speed.
- 19 As a resident of Plympton Park, it is the vehicle's drivers responsibility to obey the speed limits and to drive to conditions. My observations is that 90% of the traffic follow this theory. 40km an hour is a good idea for areas that have high stop start areas, for instance out the front of the tram stops, Wattle Terrace and the the shops on Bray Street. South Terrace has its occasional hoon, and most of them are coming and going from the Sports Club and Ferry Avenue is a congested Road as parking is allowed either side and it is the main bus route. Trial some signage advising speed cameras are active within these areas and you will hopefully see some common sense kick in.
- 20 This area has already been a 40kph zone some time ago and it was annoying and unnecessary. From what I've seen over the years in this area, it doesn't seem to matter what speed limit there is, quite a number of vehicles completely disregard it anyway.Vehicles, cars, vans and motorcycles speed up and down Ferry Avenue. I have never been a fan of speed cameras, but unfortunately, regular speed detection, in my opinion is the only way to deter excessive speed in this area. It's 50kph now and I would estimate every day that vehicles go past my place, at times, travelling at 60-70kph or more .

Participants Comments

Other comments – 136 responses

Other comments

- 1 While it would be a little inconvenient for us, I think it would cut back much of the passing traffic and make our suburb, and our street in particular, safer.
- 2 I'd like to see Herbert being made local traffic only. The street gets very congested during peak hours with people trying to avoid Marion road.
- 3 The few street at this part of Plympton Park were zoned 40 when we first moved in 22 Years ago!
- 4 I propose installing a speed bump or pinch point along Aldridge Avenue
- 5 Roads are crowded with cars because council approves homes with garages way to small to fit some cars so they park the cars in the street.
- 6 There are more important issues that should be prioritised rather than a speed limit that will hold many complications and unhappy people within the city of marion
- 7 Also concerned with the increase of the numbers of vehicles from the proposed Villawood development and that flow of traffic from the only proposed exit/entrance on Park Tce
- 8 You need to get your priorities right and address the redevelopment at Morphettville racecourse regarding TRAFFIC FLOW, which most residents in the area have concerns about. There are a few streets in the plympton area that we can't subdivide because of traffic flow. So maybe address firstly as no meeting has been called to discuss.
- 9 50km/h works and has worked for many years. Lower speeds doesnt translate to more safety. I have seen no issues in the suburb caused by the current limit so it's change wastes everyone's time. I'd prefer to live in a functional suburb that isn't trying to appease a few pearl clutching residents or council members.
- 10 Will this reduction in speed be enforced? And what can be done about the high volume cutting through to avoid Marion Road?
- 11 The council should not allow such a development to go ahead without ensuring their existing residents are being considered. Why should we pay for the new development and its lack adequate traffic management both during construction and once completed. I don't understand how lowering the speed limit will help the traffic situation including increased noise, congestion and unsavoury behaviour
- 12 People just need to leave the speed limits alone.

If you want to fix something, fix the housing issues with multiple houses being build on 1 block causing water/drainage issues and increased cars parked on the roads due to less parking available off road. This is what's causing issues. It's not safe driving down the streets with cars parked on both sides all the way down a street. Get the cars off the roads - maybe having indents in the pathways for parked cars like other areas have would be a better solution.
- 13 If you stopped some of the parking issues in streets / got rid of people leaving their vans/ commercial vehicles for months or longer parked in the street / worked out a better solution for new developments to park - there would not be an issue.
- 14 Our streets of Plympton Park will not support the increase traffic flow if it remains as a feed into our back streets regardless of any speed restrictions to slow traffic down.
- 15 I'd like to see some proposals for reducing on street parking, ensuring developments have sufficient parking for tenants and owners. Council could also consider making one side of each street a no parking area, ensuring all cars are parked on one side. This opens up traffic flow for larger cars and buses, and would reduce risk on the street. It would also provide another revenue opportunity for the council should parking enforcement be desired.
- 16 Police engagement with speed camera along south tce racetrack. Lived in that street for 19 years and only ever seen one speed camera there. People take off from Marion road heading west. Planting the foot well over 50km/hr by the time they get to Arthur street intersection. 50 to 40 is not going to change that. No one will be caught because it won't be policed.
- 17 I'm not sure reducing the speed limit by 10km/h in Plympton Park is the answer. How will this suggestion reduce the anticipated increase in traffic and rat race through our suburb. We are in effect a land locked suburb where access is only available via Bray St and Marion Rd. Surely there is better traffic management solution available with the announcement of the new overpass at Morphett Road. I'd think the new Villawood development at SAJC should enter and exit from either Anzac Hwy or Morphett Road or both and NOT through streets of Plympton Park.

Other comments

- 18 Marion Road is a major arterial road. With ongoing roadworks on other major roads, South Road and Brighton Road, in the last few years, Marion and Morphett Roads has had a major increase in traffic flow with drivers avoiding South & Brighton Roads.
The upcoming revamp of the tram lines at the Cross/ Marion Road will I believe, further increase the flow of vehicles in the back streets of Plympton Park.
Whilst there are "No Left turns from 7 am to 9 am" on Marion road at several streets eg Teasdale Crescent, Shelley Avenue, to name a few, I have not noticed any "policing" for drivers taking shortcuts to avoid the Marion Road intersection.
Additionally, Bray Street is also a shortcut route for many drivers in the 7:00 to 9:00 am timeframe who will then take a shortcut through Plympton Park backstreets to avoid the Bray Street/Marion Road traffic lights. The same shortcuts are occurring in the afternoon, from 4:00pm until about 6:00pm when traffic is heading south. Dropping the speed limit to 40kmh will not stop drivers using Plympton Park backstreets as a shortcut to avoid traffic lights.
Additional "no left turn from 7:00 to 9:00am" signs should be erected, and policed, on Bray Street heading east. I acknowledge the tram upgrades will not take for ever but our suburb will still continue to have heavy shortcut traffic following the upgrade.
I happy for any contact from the Council to clarify any of the above matters.
- 19 [REDACTED]
- 19 The bigger issue is arterial road access to the Morphettville development. Slowing the traffic through Plympton park is a band-aid fix for what is actually required to keep our children and streets safe. Stop deflecting our attention and force the developers to provide arterial road access before the heavy traffic starts
- 20 Entrances to villawood should be reconsidered as entrance points to Bray St which would not required too much extra planning.
- 21 The population of Plympton Park predicted by ABS also as per community profile in marion council website is 4110. The Census usual resident population of Plympton Park in 2021 was 3,881, living in 1,718 dwellings with an average household size of 2.35. With more homes being built we need more accurate figures including the daily traffic flow to decide on it. We recipient Ed letter from council about the consultation without any data to help us make more informed decision. So would be great if we could get more updated data.
- 22 We used to have a 40 kmph speed limit on our streets but the Council let cars go faster by defaulting to the 50kmph state limit when it was introduced in 2003. This was a mistake. People are using navigation systems to find quick rat runs and a blanket 40 kmph would help keep them out of plympton Park and stick to wider roads like bray street, Marion road or morphett road. Also, the speed limit will also be good for expected increase in rat runners during construction of the tram bridge projects at Marion and Morphett roads.
Overall, there still needs to be heavy trucks restrictions place on the SAJC housing development and better management of new residential traffic in and out of the racecouce development.
- 23 Construction vehicles for the proposed Magic Millions site should enter from Morphett Rd and use the roads already available through the Morphetteville Racecourse site. Local residents should not have to live with years of loud, heavy vehicles through their streets.
- 24 I'd like to see action taken regarding traffic flows for the new Morphettville Racecourse apartment development to nudge traffic onto using South Terrace to get in/out of the development. It's wide enough for it, whereas the other side roads are not really wide enough.
Also - does council have statistics on RTA's and PTA's in the Plympton Park area? Is there evidence that dropping from 60 to 50 actually reduced injuries in the Plympton Park quadrangle? What about the 40 KPH trial back in 2005 or so?
Lastly - and this is a big bugbear for me - in the 20 years since we were zoned to 50 as part of the NATIONAL standard, I have yet to see any speed enforcement activity in our street or on wattle terrace adjacent. Yes, I could have missed it, but if there has been limited to no enforcement activity on these streets, perhaps that is because speed is not an issue.
Thanks for checking in with us on this.
- 25 Please DO NOT make the suburb's streets worse by having the new development at the racecourse exit into Plympton Park. It's the more ridiculous idea I've ever heard, and clearly made by someone who doesn't live in the suburb, or quite frankly, care about our suburb. With all the additional houses being built, we now have some streets that are mostly one way flow only due to all the permanently parked cars, and now you want to make one of our main streets an exit for hundreds of extra cars. Oh yes, and flowing into a road (Marion) that arguably cannot cope with any more traffic. The whole concept lacks proper thought and research. The suburb was not designed to take the number of houses being crammed into it, or the amount of cars on its streets. You need a better plan.

Other comments

- 26 Focus on approvals and developments. Stop wasting time on speed limits, its fine as it is.
 - 27 Did 60kmh to 50kkm make a difference? No, there's been a rise of accidents as people become impatient. I'm sure it'll be changed to 40 either way but would not have stopped the recent accident with the bus and the child.
 - 28 Entrance and exit from the villa wood development should be from Anzac Hyw or Morphett Rd Not the streets of Plympton Park.
 - 29 Enhance peaceful living as streets will be quieter. Due to the number of intersections cars tend to accelerate between each.
Reduced speed is needed as cars are parked both sides of some streets. This problem will increase as urban infill increases.
 - 30 Even if the whole area is not reduced to 40 special consideration should be given to the area around footy club ... lots of cars and kids....
 - 31 Stop employing idiots who propose this. They're the same type who probably advocate for toll roads.
 - 32 I think reducing the speed limit is a good idea however, it will have no effect on the current problem of drivers using Plympton Park as a rat run between major roads, Marion, Morphett, Bary St, etc. Speeding driver do not observe the current speed limits so why would a reduction make them slow down. Reducing the speed limit needs to be complemented with speed reducing infrastructure in select areas to assist to reduce speeding motorists. It has worked at Bray Street. Therefore, I think the Council needs to consider this option also as part of their strategy to reduce speeding across Plympton Park.
 - 33 Some roads may be required time limit for parking and strictly for local traffic during peak hours
 - 34 This building plan should never have been approved and is just a blatant grab at money by a greedy council with no regard for the local community. The councillors that are responsible for this should be ashamed of themselves.
 - 35 I've had a car driving too fast around the S-bend spin and end up backwards in our front yard before. There are one or two drivers/residents who frequently speed down our street.
 - 36 The current crossings on Morphett Rd and Marion/ Cross Roads are already slowing traffic and causing congestion. We do not need any more contributing factors.
 - 37 With the amount of cars now parking on the street it is difficult to see when reversing out of your driveway and cars speed up and down the street.
 - 38 The greater issue is on-street parking in the suburb - e.g. make street parking only permitted on one side of every street in the suburb and ensure new builds have allowance for 2 vehicles
 - 39 The council needs to call me forward to spell out the mistakes made with zoning to avoid this dituayion repeating!
 - 40 Reducing the speed limit probably won't stop the people that are already speeding in the area from speeding. As they are already driving above the current speed limit. Perhaps adding single lane speed restriction zones would force people to drive slower, especially along Aldridge Ave entering Ralli St. This is a dangerous corner with limited visibility with a children's park nearby.
 - 41 Once the tram overpasses are completed, there will be a reduction in local traffic.
So if a reduction is what happens, then can it be reassessed post tram overpasses?
 - 42 Non residents are parking their Cars on both sides of Herbert Street. Obstructing the view when trying to exit our Unit complex 5-7 Herbert Street. additionally I would like to suggest installing speed bumps . The traffic situation along the street is hazardous.
 - 43 Please consider increasing council requirements for off street car parking. Eg making minimum garage sizes large enough to fit a mid size SUV. Currently as housing density increases, the number of cars parked on the streets is growing.
 - 44 If council can draw yellow lines on one side of downer street, that's would be great helpful with the traffic.
Lots of car (especially big cars which doesn't even fit in the garage) parked on the street and sometime can't even get through in between two cars on the street
 - 45 Clement/ Arthur and Herbert Streets are used as a speeding thoroughfare and shortcut for traffic to Cross and Marion Roads.
 - 46 The development in racecourse needs the traffic not to be accessed through Plympton park the traffic need to be sent through race course onto major arterial roads Anzac highway, Morphett road or Bray street. No access through Plympton Park!!! Streets already too congested with parking on street and cutting through back streets,
 - 47 The SAJC development, and its impact on the surrounding community, is disgraceful in its current form, and completely inappropriate for the area
 - 48 Entrance to the new development should be off ANZAC highway.
 - 49 I hope you re-examine the entry/exit to the racecourse development - is it possible to for it to be on Anzac hwy?
 - 50 Strongly oppose the SAJC development to have entry/exit access into Park Terrace or anywhere into Plympton Park.
 - 51 Consideration of other ways to slow traffic down on Park Tce would be appreciated. Speed humps or similar between the roundabouts could be an effective method.
- Definitely concerned about the uptick in traffic with the new development by the SAJC as well and don't feel like the council has communicated a clear plan about this to residents.

Other comments

- 52 The new SAJC development needs to have an entrance on Anzac highway or morphett rd. There will be too much traffic on the roads of Plympton park and it will become congested.
- 53 Open Wattle Tce to allow exit onto Cross Rd. Get development to exit to Morphett Rd & Anzac Hwy. single access egress point on South Tce is stupid
- 54 As above
- 55 Start with stopping busses speeding. Ferry avenue is particularly dangerous, I would say they are regularly travelling at 60km/h plus.
Some speed bumps of narrowing of the road may be required.
South terrace is almost as bad and may also need physical speed barriers to help control the busses.
- 56 A child was recently struck by a taxi van in PLYMPTON park
- 57 Whether the speed limit is 50 or 40 does not really matter - the problem is people speeding and driving recklessly through the streets of Plympton Park without being caught. If there is no police here to catch them the limit makes no difference. If it was impossible for these reckless drivers to speed through the streets of Plympton Park the problem would be solved. I would like to suggest that the Council invest in some ATTRACTIVE speed reduction road upgrades such as roundabouts and storm water drains (landscaping rather than lines and bollards etc) which would enhance the area, provide space for flora and insects/birds and add to storm water removal. The people of Plympton Park deserve better than what they are getting at the present. Reducing the speed limit seems like the cheapest and easiest option which will not actually address the issue. Here is a chance for the Marion Council to put back into Plympton Park - please take it.
- 58 Our suburb becomes a racetrack at night time. It's getting worse.
There was an accident involving a child on the corner of my road 2 weeks ago. Something does need to be done. The end of the suburb I live at is a land locked area and cars race around it at night.

The only way to resolve this would be speed bumps.
Putting a sign up with a different number on it absolutely will not solve the problem.
- 59 Enforcing the 50km speed limit would be a good start.
Implementing traffic calming measures, e.g., a roundabout at the cnr of Ferry and Shakespeare would also be helpful.
Reducing the number of cars parked on the road due to excessive infill would also help.
Have a chat also with trans metro about the difficulty that bus drivers have negotiating the bus route in the area - in particular the articulated buses; specifically talk with those bus drivers who drive the route!
- 60 I'm not sure why Plympton Park would be different to any other suburb in this area?
- 61 I understand that there is a proposal before Council for a change in the way motorists are allowed to exit Herbert Street onto Cross Road and enter Herbert from Cross Road.
That is, restricting access to left hand turn only from Herbert into Cross and from Cross into Herbert.
For residents of Plympton Park this will compromise how anyone can exit the suburb.
The reality of what will occur if this is successful is that motorists will exit Herbert onto Cross turning left, but they will turn right at the first available street to gain access to Anzac Highway. That first right hand turn is into the street where there is a school which already has extremely limited opportunities for safe and clear passage to Anzac due to car parking and greatly increased traffic during school drop off and pick up.
Not at all an ideal situation.
Additionally only allowing left hand turn from Herbert will push traffic into the roadwork restrictions that will be happening due to the tram crossing overpass.
- 62 I have been resident in Griffiths Road since 2019 and note there is a well used route from Ferry Ave through to Cross Road via Peckham Road. A large proportion of this traffic are in a hurry and are moving fast.
- 63 Make parking on only one side of the road so the traffic can flow better.
- 64 The procedure to be able to do this survey was over complicated.
- 65 This would also help when the redevelopment of SAJC goes ahead. There NEEDS to be an exit under the new tram overpass at Morphett Rd so the 400 residents are not all exiting onto Park Tce
- 66 Not only should the speed limit be reduced, but there should be a separate entry off Anzac Highway for the residents in the new development, not through Plympton Park.

Other comments

- 67 Would prefer signage on Bray Street - Plympton Park side streets and Marion Road - Plympton Park side streets, limiting access between the hours of 7am - 9am and 4pm - 7pm to local traffic only.
- 68 This is a crazy idea and should not be implemented due to a few complaining. Think about the rest of the community. It will just confuse drivers and result on more road infringements for the locals.
Definite NO
- 69 Look at reducing traffic not traffic speed. If only having park tce as an entry and exit point for the new plans for residential at morphetville you will need to look at several entry and exit points instead of contesting the back streets. So much is going on so look at exciting to Anzac hwy and Morphett road as well. A side street is not the answer and neither is reducing the speed limit to 40km
- 70 I have lived on Park Terrace for over 35yrs any the amount of traffic already using this street has increased tremendously. With the thought of reducing the speed limits is going to achieve nothing but increase the population by allowing housing at the racetrack without opening up a road onto Anzac Hwy is going to be horrendous for Park Tce and South Tce
- 71 There will be increased traffic in the area as new developments bring in more people. A slower speed limit is a safety precaution.
- 72 Other devices such as speed humps etc, do also have very negative affect on myself and other residence that have to put up with these nuisances yet do little as I have noticed in my inlaw's area (different council) where a few people slow down yet majority complete disregard these devices and drive as it was a challenge to jump them, they are useless.
- 73 The racecourse housing development must enter and exit from Anzac Highway. An entry onto Park Terrace would make and already over loaded traffic situation even worse. Traffic from the racecourse development would have a detrimental impact on the lives of current residents in the Plympton Park area. Making the entry and exit to the racecourse development onto Anzac Highway is the only logical solution.
- 74 No
- 75 Our once most lovable suburb is being ruined with so many builds approved and multiple cars parked on streets as they don't have driveway space to park all their vehicles especially for families where could be 3 cars per family plus trailers, vans, work vehicles etc.
- 76 More speed limit signs throughout the suburb are required and it is also obvious that the stop signs on Herbert Street/peckham road are not adhered too, which is also next to the Elizabeth Ryan playground. Herbert street is extremely busy with peak hour traffic as it is the only street access to cross road and will be more so when the Morhettville Villawood housing project begins.
- 77 All the extra cars, due to people now parking their second and third cars on these roads, already cause you to slow down. What about just a slower zone around the oval.
- 78 A better idea would be to only allow parking on one side of the road for clement/arthur/herbert where cars have to weave in and out of parked cars.
Also NO parking on peckham rd as it is not wide enough for weaving in and out and can be very dangerous.
- 79 We moved here some 20+ years ago when the speed limit was 40 km/hr. and it was genuinely a distinct advantage for the area in helping to induce a safer community environment. However with the attendant increase in traffic, the increase in sporting numbers using the oval facilities, increased sub-division and the proposed racecourse development a reduction in the speed in the area has to be the very first step. Maybe permitting parked cars on only one side of the road may help some traffic flow. The appalling decision to remove the standing 40km/hr. limit some years ago was arguably the worst decision ever visited on the area as there was no proof of identity/resident/location required which enabled people with no ties/concern for the area an open forum. Hence the current problem. The speed limit should never have been lifted from the 40 limit and given the further increase in traffic to come the reduction in the speed limit is absolutely essential as a bare minimum to an ever increasing problem.
- 80 Making the exit from Herbert St to Cross Rd a left turn only would also reduce through traffic in the suburb, plus this would help manage the backing-up of traffic along Herbert st particularly of a morning.
- 81 This parking issue that is making the streets difficult to navigate is being exacerbated by subdivisions in the area, and will be worsened by the increased traffic due to development at the racecourse. In addition, recent changes to the bus route on South Terrace will make catching the bus less attractive, leading to an increased reliance on cars. So will the proposed tram upgrades. I didn't comment on any of these projects in isolation, but now I see how, altogether, they have created the issue of too many cars in our suburb. Lowering the speed limit is a band-aid solution for a problem that's being created due to overdevelopment happening at the exact time that major traffic works will be ongoing in surrounding major roads. I really urgently hope that the council will consider a more sustainable solution - especially considering the major proposed development at the race course. This is currently a beautiful suburb to live in. The development at the racecourse should not go ahead unless facilities are provided for car parking to lessen the burden on street parking in surrounding streets. Road facilities should be provided for the development to ease congestion in Plympton Park and ensure that residents are not affected. Finally, major consideration needs to be given to how the tram upgrade's impact on road use will be managed. Thank you for considering my comments

Other comments

- 82 why add to confusion?
- 83 I think what might work is either we get speed humps installed on the streets so they might actually slow down, OR security/speed cameras that can capture the license plates of the people who break the speed limits.
- 84 Further outlets onto Cross Roads are required. For e.g. Intersection of Wattle Tce and Arthur St should be considered to relieve traffic congestion on Herbert St and Cross Roads!
- 85 Would like you to consider with the morphettville development to have access from Anzac Highway also to reduce traffic
- 86 I would additionally support increased use of speed bumps
- 87 The proposed Villawood development needs more than one exit. I thought this would be obvious but it's just dangerous to have only one emergency vehicle entry/exit to the development. Another exit onto Anzac Highway needs to happen.
- 88 It is completely unreasonable to have all the Villawood traffic come through this part of Plympton Park rather than directly onto Anzac Hwy and Morphett Road. There are enough cars on the streets (especially parked) due to subdivisions and on the weekend around the Plympton Oval. By having this traffic not able to exit onto Anzac & Morpheme this creates more danger for the community than the current 50kph speed limit. I urge you to strongly consider the community impacts of this increased traffic in this small area, especially on the streets of South Terrace, Tennyson Ave & Stradbroke Ave with people exiting to Marion Road.
- I would also urge you to consider a traffic calming option on the corner of Stradbroke, Tennyson Ave & Blackler Ave where a number of near misses regularly occur with drivers cutting the corner (and not slowing down) of Blackler Ave when travelling West on Stradbroke and turning into Tennyson.
- 89 Where Aldridge avenue park is the road has a chicane bordering the park which some drivers like to test their skills?. There should be speed bumps put at either side of the park in aldridge avenue. A lot of young children play there and there has been times when they have run onto the road.
- 90 Reduction of speed limit is a good start but if we allow increased traffic from the proposed Villawood development to cut through Plympton Park streets the current problems will be exacerbated. Plympton Park is attractive to a diverse community of people who value our safe, peaceful neighborhood. We already have an increasing number of commuters using Park Ave, Ferry Avenue and all intersecting streets as a rat-race to avoid traffic lights at the Bray St/Marion Road intersection. If the new Morphettville Racecourse residents can access Cross Road and Marion Rd from the Magic Millions end, I believe it will destroy the very thing which many young families and older residents find attractive about our neighborhood - our peace and safety.
- Thanks for the opportunity to give feedback.
- 91 Further to the concerns of other residents regarding volume of traffic, the proposed Villawood development feeding traffic into Plympton Park would be a major problem. If the goal is to keep our residents as safe and our neighbourhood as peaceful as possible, the exit from the development needs to be on to either Morphett Road or Anzac highway (the obvious place would be as part of the tram overpass/intersection redevelopment). Allowing these extra cars through Plympton Park to access Marion Road will undo any of the changes made through this proposal.
- And while I have your attention, thank you for the speed bumps near the corner of Arthur and Shelley Avenue (in front of 43 Arthur St), but unfortunately it has done nothing to stop people flying around that corner. I live just around the corner, and there is no way drivers coming around that corner can see me backing out of the driveway. There have been a couple of near misses. I believe a speed hump all the way across the road is needed, or at the very least a stop sign rather than give way. Thank you.
- 92 I would also like to see no turning from south terrace into acacia, clement, Arthur and Herbert streets between 7am and 9am, local traffic only. Also monitoring of the stop signs, people drive straight through. The increase in non local traffic in the area needs to be reduced.
- 93 Reducing the speed limit is not the primary issue of concern for our local area. It is the poorly thought through idea that traffic from the 300 new premises being built can flow through our suburb. Please make the right decision to include an entrance to this new dwelling via Anzac Highway. This is the right thing to do and the smartest way forward.
- 94 Any decision would need to factor in the new Morphettville development and the increased traffic flows through consultation area - particularly the connection through to Marion Road.
- Not that it forms part of this consultation, but future consideration will need to be given to the South Tce/Marion Rd intersection to deal with the increased traffic volumes once the development is complete.

Other comments

- 95 Yes. Plympton Park needs lots and lots of yellow lines for no parking on one side of the road. Streets like Acacia Street are ridiculous with cars parked either side of each other on bends and its very tight to get through. I have seen trucks that don't know the area come down that street, realise they cant get through then have to reverse out. A simple yellow line would alleviate this. Then maybe there wouldn't need to have a speed limit drop. Or even if it was dropped, still far safer to have yellow lines. Herbert Street from South Tce to Cross Rds is another absolutely ridiculous street that needs yellow lines.
- 96 Recently, Marion Council consulted local residents about changing the parking conditions on Austral Terrace. As a result of this consultation, there was an over whelming number of residents against these proposed changes and council did not proceed. The proposed 40km/h speed limit change to Plympton Park, is yet another "band aid" approach from the Council.
- 97 No
- 98 I also think we should consider alternative exit options for residents of the new development perhaps via Anzac Highway or Morphett roads. Perhaps that should be taken into consideration during the planning stage, to avoid burdening our sidestreets.
- 99 The building estate should never have been approved without access directly to Anzac Hwy or Morphett Road. It is ridiculous the the extra traffic will only have access through Plympton Park.
- 100 SAJC, the State Government and the Marion Council should be investigated by a commision of enquiry for allowing this travesty to occur.
- 101 Reducing the speed limit to 40kms will help, however, something needs to be done to deter drivers from using our streets as a short cut to avoid the traffic on Marion Road.
- 102 Introduce no turn signs along Marion Road in the morning or from Cross Roads in the afternoon.
- 103 Do not see the need for a 3rd speed limit of 40 in the area. If there are areas it is an issue perhaps signage would be a better option than putting all under a 40km speed limit.
- 104 Changing the speed limit wont change the behaviour of people who are already doing the wrong thing and will negatively impact the lives of residents doing the right thing, who are just trying to go about their lives
- 105 No
- 106 Thank you for the opportunity to provide feedback on this proposal. If this proposal does not receive the required level of community support, I ask Council to consider some specific traffic control restrictions in the vicinity of the Elizabeth Ryan playground to ensure the safety of the families using this playground. This will be of greater concern following the impending expansion of this playground.
- 107 Ideally it would be best to have an entrance and exit from Anzac Highway. This would reduce the amount of traffic around the residential streets. Keeping our streets safer and less congested.
- 108 I have spent approx 30 years in Local Government, most as a CEO and attempt to take an evidence, scientific and factual approach to such consultation. I have lived in the area since Nov 2023 and am surprised by this request from residents. Multiple speed limits in close proximity also causes confusion and can be laughable. Marion Rd 60 Bray Street 50, rest 40 maybe all should be 1 speed limit. I wish you all the best with this consultation.
- 109 No
- 110 There needs to be a comprehensive traffic management study done of the area. We have been lobbying for a review for many years, to no avail. Can someone please do something about it?
- 111 If a particular street in Plympton Park is experiencing undue hazard from speeding cars, I suggest Council institute tailored traffic calming measures (like lane restriction or humps) for THAT street but definitely not apply those measures as a broad bandaid solution where it is unwarranted and just a nuisance forever after to locals. In any event, besides being a solution looking for a problem, a reduced speed limit for the entire area will be too costly to monitor and enforce.
- 112 Beyond a plethora of ugly 40km/h signs, will there be other measures for traffic control... this cannot be road humps in my view. There are more friendly, just as effective, options. I would strongly oppose the implementation of road humps or similarly damaging measures.
- As above, the fundamental cause of increased vehicle safety risks in the area proposed is the out of control subdivisions happening and the resulting explosion of vehicles being left on streets causing hazards and obstructing visibility.
- Fixing the root cause - perhaps by requiring all developments to have at least three off parking spaces (noting next to no people in current developments use the garage as a vehicle storage space) - would be ideal. But that opportunity has passed and the problem evident now is permanent.
- Policing the measure will also be interesting and as a resideni I am concerned - just by the laws of probability - that local residents are bound to get caught occasionally. Especially on streets including South Tce, Park Tce, Bray St and Ferry Ave where 40km/h will be easy to exceed.

Other comments

113	Arthur street plympton park needs o be open on to cross road both ways, coming in and out of cross road. this will releave traffic promblems when the tram over pass is built. with more house being built on morrphettville race course.
114	STRONGLY DISAGREE and have lived in the area for 10 years
115	The roads in this area are used as through roads off Marion Rd by lots of traffic. Quite dangerous often during the day. Affects the children's playground on Herbert St. Trucks also us it as a short cut from Marion Rd.
116	I know there is currently consideration to closing access in/out off of Herbert Street. While I am sympathetic to the residents on Herbert Street, and live on Arthur Street, which also has excessive traffic volumes in peak hour with people cutting through to avoid Marion Road, this is not a fair solution to the wider Plympton Park residents. Access and egress for this suburb is already difficult and reducing it further is not acceptable. Unless road traffic are going to create more access/egress into/out of the suburb, more consultation with proper well thought out solutions (not inappropriate bandaid fixes) needs to occur.
117	Thanks for the opportunity to provide feedback.
118	I am extremely concerned that the increased traffic from the rezoning of the racecourse will result in a huge amount of extra traffic being dumped into the North Western corner of Plympton Park. Of particular concern is the heavy vehicles that will be associated with construction of the hundreds of dwellings planned. I put a submission in to the state government regarding the traffic issue when the rezoning was in consultation and attended community meetings re the issue. I put forward that the increased traffic from the development both during construction and after needed to be directed out to the main roads of Anzac Highway or Morphett Road. No one from the council attended these events or in my opinion represented the rate payers of Plympton Park appropriately on this issue. The result is that the rezoning was approved with no traffic restrictions allowing the developer to put an additional 200 homes worth of construction and residential traffic into the corner of an already congested residential area, right alongside a community sporting complex attended by many children and a tram stop with high foot traffic.
119	Not sure that it would reduce traffic or speed in the area. People already speeding within the area know the limit. You'll still have people ignoring the rules even if you reduced it to 5km/hr
120	In fill around the majority of the suburb mean cars are parked both sides of the road you physically can not speed through these streets. The Main roads would be Wattle terrace, Park terrace and around the Sports club . Again out of suburb cars who will only obey the limit with proper monitoring. I suggest if the council wants real change they get a speed camera and use the money the change in signage would cost to actually monitor the situation. I am hoping this is not a knee jerk reaction to the accident that happened at the sports club. Especially since parking in the bike paths opposite Park Terrace has not been monitored on Weekends for the past 10 years. Just wondering who complained because so far I have talk to a lot of residents, I know many after living here over 25 years and none of them want this but they can't be bothered once again writing to council because historically you didn't listen the first two times!
121	Through traffic by non-residents is the issue. Prefer to mitigate this by limiting left turns from Bray st into Plympton Park in morning peak hour, unless resident.
122	It seems that Ferry Avenue, Park Terrace and South Terrace are the favourite speedways. Control speed by detection etc on these 3 roads and things around here will be much safer. Either that or introduce more speed controlling measures like roundabouts or speed humps. That might also reduce the amount of traffic using the roads and get vehicles back onto the main roads. Don't penalise the whole area just because of the peanuts that are always going to speed.

Other comments

- 122 We plead for Bray St to also be included in this, especially the section between Kingston st and the Post Office area to be at least reduced to 40km/hr as we have not really had good night sleep as the road noise sometimes happen after 10pm as well.
- 123 Why not look at trialling reduced entry/exit points along Marion Rd and Bray Street and monitor traffic volume. Of course the status of the Morphetville Racecourse at that time would have to be taken into account.
- 124 Reducing the speed limit is a bit ridiculous when the Morphetville Development will add several hundred new homes with the only entry and exit being through suburban streets.
- 125 5. Alternative Solutions: There are potentially more effective ways to enhance road safety without lowering the speed limit, including:
- o Improved Road Design: Implement traffic calming measures such as speed bumps, roundabouts, and chicanes to naturally slow down traffic and improve safety.
 - o Regular Maintenance: Ensure roads are well-maintained with timely repairs to potholes and surface issues that could lead to accidents.
 - o Better Lighting: Increase street lighting in high-traffic or hazardous areas to improve visibility and reduce accident risk during low-light conditions.
 - o Increased Enforcement: Boost the presence of traffic enforcement officers to monitor and address unsafe driving behaviors like speeding and reckless driving.
 - o Pedestrian and Cyclist Infrastructure: Enhance crosswalks, pedestrian signals, and bike lanes to improve safety for non-motorized road users.
- 126 While I appreciate the benefit of having a lower speed limit in school zones, it doesn't make sense to reduce the speed limit throughout the entire suburb.
- 127 With parking on both sides of many streets becoming more common , it has become increasingly unsafe to navigate yet other streets being wider do not present this problem.
Consequently a blanket 40kmh limit may seem an easy solution but not necessarily the best solution.
- 128 Rather than adding to life's stress by adding more time to travel for work/play how about you improve road design,lighting signage
You allowed urban infill to such a level that now most homes have no yard or space privacy noise complaints etc Only 1 car space so our streets a full of parked cars most homes have 2 or more vehicles and has created a danger to us all as these now streets are ONE-LANE
the amount of close calls I've had when trying to enter a street as you cannot see cars coming until;I you pull out (so many huge 4wd these days) then youre stuck or must reverse (also very dangerous) from a corner/side street. I honestly believe it is only a matter of time before someone has a head-on crash and gets seriously injured/dies due to ONE-WAY STREETS from parked cars
Why dont you make one half of all streets yellow lined (no parking) so at least cars can pass with some safety as rows of vehicles both sides again many huge 4wd leaves little space to navigate
If it happens to me or my sister which I care for I will sue your council for lack of care,poor design.planning allowing so many into the area with all the attached vehicles without off-street car parking and no foresight regarding the safety of community traveling to & from home via now 1-Way streets
Not to mention 400+ new development at the racecourse with only ONE-WAY in or out which will add to the congestion and increase times and accidents as the now 800+ cars traveling through this suburb daily
Again no foresight this development must have access to both Morphet Road/Anzac Hwy along with Park Tce to reduce traffic issues not to mention safety if there is a fire or other significant disaster for emergency vehicles to enter/exit the area
- 129 Also owning a business in the City of Marion, (Edwardstown), therefore a multiple rate payer to the City of Marion, I have witnessed first hand the City of Marion failed traffic policies in the past. Saying they have consulted residents/business and then enact a trial period of 1 way streets in Edwardstown, Euridina Ave and Gumbowie Ave. What a disaster, lucky no one was killed. Myself, my employees or the business were not consulted in any way prior to the trial which seriously impacted us. Promptly this trail failed and the streets were returned to two way traffic.
- 130 Urgent action needs to be taken on Herbert Street as vehicles have no regard for safety and speed up and down. I fear most for the children living on our street
- 131 Lowering the speed limit will likely have zero effect on the cars that speed through residential streets at far greater speeds than the current speed limit.
- Restricting speeds through other methods will make the community safer

Other comments

- 132 The money that is to go to this should be put upgrading the surrounding parks roads, foot paths in the area
- 133 Over the last few years, older properties are being knocked down and replaced by 2 houses. There is not enough parking on their property and cars are on the roads. It makes it difficult to get down streets as the road is much narrower with cars parked on both sides of the roads. Also in my experience the house next door has 5 people living there, each with a car, their partner has a car - so I have additional 5 to 6 cars on the road. It's hard to get out of the drive with busy morning traffic.
- 134 All above
- 135 NO
- 136 How many residents have brought this up. There is a lot of residents in community housing that don't have cars so it doesn't impact them. You need to consider the rights of the majority especially when it comes to vehicle ownership. Look at registrations of cars in plympton park and if you don't get support by at least half of car owners to reduce speed leave it alone. The reduced speed will be used as a tool to revenue raise disproportionately on plympton park residents on streets such as Bray st

11.3 Herbert Street Traffic Consultation

Report Reference	SGC241015R11.3
Originating Officer	Acting Unit Manager Engineering – Nathan Saxty
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Angela Allison

REPORT OBJECTIVE

The purpose of this report is to provide Council Members with the outcome of the community consultation within Plympton Park regarding a proposal to limit traffic movements at the junction of Herbert Street and Cross Road, to allow left in and left out traffic movements only.

REPORT HISTORY

Report Reference	Report Title
GC240625M15.4	Plympton Park Traffic Consultation

EXECUTIVE SUMMARY

At the Council meeting on 25 June 2024, Council endorsed a Motion with Notice for staff to investigate and consult with the community regarding a proposal to limit traffic movements at the junction of Herbert Street and Cross Road, Plympton Park to allow left in and left out traffic movements only. The motion also included to consult with relevant stakeholders and residents directly impacted on adjusting or closing the Cross Road median at the junction of Herbert Street, Plympton Park.

On the 14 August 2024, community consultation commenced on the proposal to limit traffic movements at the Cross Road and Herbert Street junction with a set distribution area within Plympton Park (directly affected residents). The consultation included letters sent to 105 properties within Plympton Park and resulted in a total valid number of 45 survey responses received.

The feedback of the community consultation showed 38% in support and 51% do not support the proposal to limit movements, with 11% not sure.

RECOMMENDATION

That Council:

- 1. Notes the Herbert Street / Cross Road, Plympton Park – Traffic Consultation Summary Report (Attachment 1).**
- 2. Does not support the proposal to limit traffic movements at the junction of Herbert Street and Cross Road to be left in and left out only.**
- 3. Does not support adjusting or closing the Cross Road median at the junction of Herbert Street and Cross Road.**
- 4. Supports staff notifying the community about the outcome of Council's decision following community consultation.**

OR

- 1. Notes the Herbert Street / Cross Road, Plympton Park – Traffic Consultation Summary Report (Attachment 1).**

2. **Does support the proposal to limit traffic movements at the junction of Herbert Street and Cross Road to be left in and left out only.**
3. **Does support adjusting the Cross Road median at the junction of Herbert Street and Cross Road continuing to allow right turn movements from Cross Road to Rawsons Electrical.**
4. **Seeks the Department for Infrastructure and Transport's approval to adjust the median at the junction of Herbert Street and Cross Road.**
5. **Includes Herbert Street Median upgrade project in the 2025/26 Annual Business Plan.**
6. **Supports staff notifying the community about the outcome of Council's decision following community consultation.**

BACKGROUND

At the Council meeting on 25 June 2024, Council endorsed a Motion with Notice for staff to investigate traffic concerns for Plympton Park (GC240625M15.4). These included:

1. Investigate and consult with the community about reducing the area speed limit in Plympton Park (bounded by and within Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace and including Wattle Terrace and Park Terrace) from 50km/h to 40km/h.
- 2a. Investigate and consult with the residents directly impacted on changes to only allow left in and left out traffic turning movements at the junction of Herbert Street and Cross Road, Plympton Park.
- 2b. Investigate and consult with relevant stakeholders and the residents directly impacted on adjusting or closing the Cross Road median at the junction of Herbert Street and Cross Road, Plympton Park.
3. Notes a report will be brought back to the General Council Meeting in September 2024 outlining the outcomes of the consultation.

In relation to the second Motion, part (a), the community consultation to limit movements at the junction of Herbert Street and Cross Road was carried out between 14 August 2024 to 4 September 2024. The consultation included letters to residents and businesses within the distribution area and a copy was also provided to Jayne Stinson MP on the day of the letter drop via the Office of the CEO.

The consultation distribution area comprised of: (see attachment 2 for the distribution area map):

- All resident's in Herbert Street and Arthur Street (between Cross Road and South Terrace).
- Residents directly facing the southern side of Cross Road (between Herbert Street and Arthur Street).
- Rawsons Electrical on the opposing side of Cross Road.

Various options were provided to complete and return the survey, including via Reply Paid envelope (provided within letter drop), return by email or online (using QR code) via Microsoft Forms consultation landing page.

Part (b) of the second motion related to liaising directly with relevant stakeholders and residents directly impacted on adjusting or closing the Cross Road median at the junction of Herbert Street and Cross Road, Plympton Park.

This was discussed with Rawsons Electrical who stated they were strong advocates to have the median remain open and was vital to their business function, removing right turn into their property would significantly affect their trade (fleet vehicles) and walk in business with community members only able to access the business from Cross Road when traveling east bound (no direct access from Marion Road).

CONSULTATION SUMMARY

The full summary report of the community consultation to limit movements at the junction of Herbert Street and Cross Road can be found in Attachment 1. The details include:

- 105 Letters were delivered within the outlined distribution area
- Total of 52 survey responses were received
 - o 5 of these were from same household i.e. two (2) responses from same address
 - o 2 of these responses were received from properties located outside the distribution area
- In view of above, 45 responses can officially be verified for inclusion within the survey results and comprised of the following
 - o 23 respondents did not support the proposal (51%)
 - o 5 respondents were not sure (11%)
 - o 17 respondents supported the proposal (38%)
- 67% of Herbert Street respondents supported the proposal.

Further breakdown of the responses by street are provided below, including the two streets outside the distribution area

Street	Responses	Support	Do Not Support	Not Sure
Arthur Street	18	3 (16%)	14 (78%)	1 (6%)
Herbert Street	18	12 (67%)	4 (22%)	2 (11%)
Cross Road	5	2 (40%)	2 (40%)	1 (20%)
Wattle Terrace	1	-	1 (100%)	-
South Terrace	3	-	2 (67%)	1 (33%)
Total	45	17	23	5
Outside letter distribution area				
Blackler Avenue	1	-	1 (100%)	-
Stradbroke Avenue	1	-	1 (100%)	-

Key themes emerging from the comments received during the consultation include:

- For respondents who support the proposal:
 - o Would reduce both AM and PM peaks (less rat-running) and improve street amenity for users without vehicles
 - o Could lower vehicle speeds and address safety concerns, including for children playing at the nearby Elizabeth Ryan Reserve (due for upgrade within 24-25 FY)
 - o Whilst the proposal is a good idea, the proposal would increase travel times for locals with no access into the area other than via Marion Road
 - o Suggestion to still allow right turn out of Herbert Street
 - o With implementation of Cross Road / Marion Road tram overpass, can another left-hand turn onto Cross Road be considered at the end of Arthur Street to assist with distributing traffic on other streets beside Herbert Street.
- For respondents who do not support the proposal:
 - o Will cause significant inconvenience travelling to and from school, work and family on day-to-day basis if not allowed to turn right out of or into Herbert Street
 - o Request to have area remain status quo until Marion Road and Cross Road tram upgrade is completed and reassess the suburb as a whole
 - o Traffic calming option instead of limiting movements
 - o Already excessive right turn delays (queuing) onto Marion Road from Cross, this would only make this worse
 - o Issue is only a problem during AM (7-9am) and PM (3-6pm) peaks, therefore restrict these times only by installing regulatory signs

- Proposed solution is not sufficient to provide safety improvements to the residents

DISCUSSION

Plympton Park suburb is bound by the tramline, Morphettville Racecourse, Bray Street and Marion Road. Whilst there are various options to enter the suburb from the south (utilising side streets from Bray Street) and the east (utilising side streets from Marion Road), access from the west is non-existent and it is only possible from the north by utilising Cross Road and turning right into Herbert Street when travelling eastbound or by turning left into Wattle Terrace when travelling westbound.

With the community sentiment opposing the permanent removal of right turn movements at the junction of Herbert Street and Cross Road (52%) with strong views that this proposal does not address safety concerns and would 'land lock' the suburb further than it currently is, it is recommended to not support the proposal to limit right turn movements into and out of Herbert Street.

FUTURE CONSIDERATIONS

Consideration to be given to explore possibility of undertaking a Local Area Traffic Management Study to address the suburb as a whole, involving workshops directly with the community once the Tram Overpass project(s) and Morphettville development are complete.

ATTACHMENTS

1. Attachment 1 Community Feedback Report - Herbert Street and Cross Road [**11.3.1** - 12 pages]
2. Attachment 2 Herbert Street and Cross Road Traffic Consultation Distri [**11.3.2** - 1 page]

Herbert Street / Cross Road, Plympton Park - Traffic Consultation

Community feedback report
September 2024

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Executive summary

Background

In response to increasing community concern about the traffic movements in the north-east corner of Plympton Park, the City of Marion consulted with the residents in Herbert Street and the immediate surrounding streets on modifying the Cross Road central median island to limit movements into and out of the street.

Currently the configuration of the Herbert Street / Cross Road junction allows traffic movements both left and right in and out at all times, including access (right in and out) to businesses on the northern side of Cross Road.

Councils' proposal will include an extension of the central median on Cross Road to prohibit right turns into and out of Herbert Street. Additional traffic islands are proposed to be installed in Herbert Street to promote left in and left out movements only, whilst providing an opportunity to improve the east-west pedestrian connectivity in the area. Access to businesses on the northern side of Cross Road will remain unchanged.

Consultation outline

Residents/business owners were asked whether they support the proposal to limit movements at the junction of Herbert Street and Cross Road, to allow 'left in' and 'left out' traffic movements only.

Consultation was open from 14 August to 4 September 2024. A localised letterbox drop to 105 residents was undertaken (refer to page 3). The letter enclosed a hard copy survey, a link to an online survey, and a hard copy plan of the proposed amendments (refer to page 4).

What we heard

We received 45 responses from local residents. Of these 17 (38%) indicated their support for the proposed changes, 5 (11%) were neutral, and the remaining 23 (51%) did not support the proposed changes.

Herbert Street and Arthur street Received the highest number of responses at 18 each.

67% (12) of the 18 respondents from Herbert Street are in support of the proposed change, and 78% (14) of the respondents from Arthur Street do not support the proposed change.

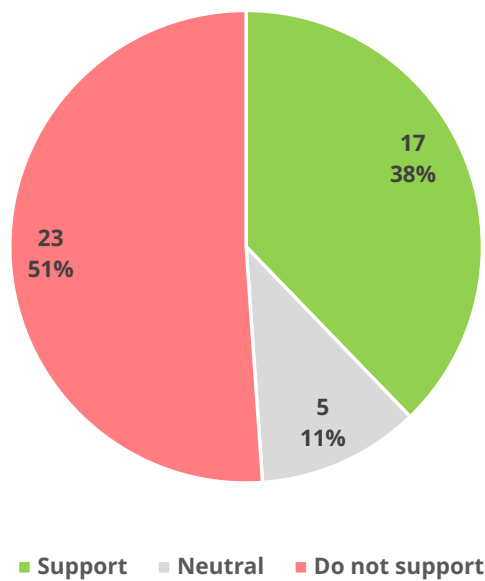
Executive summary

Letter drop area (105 households)

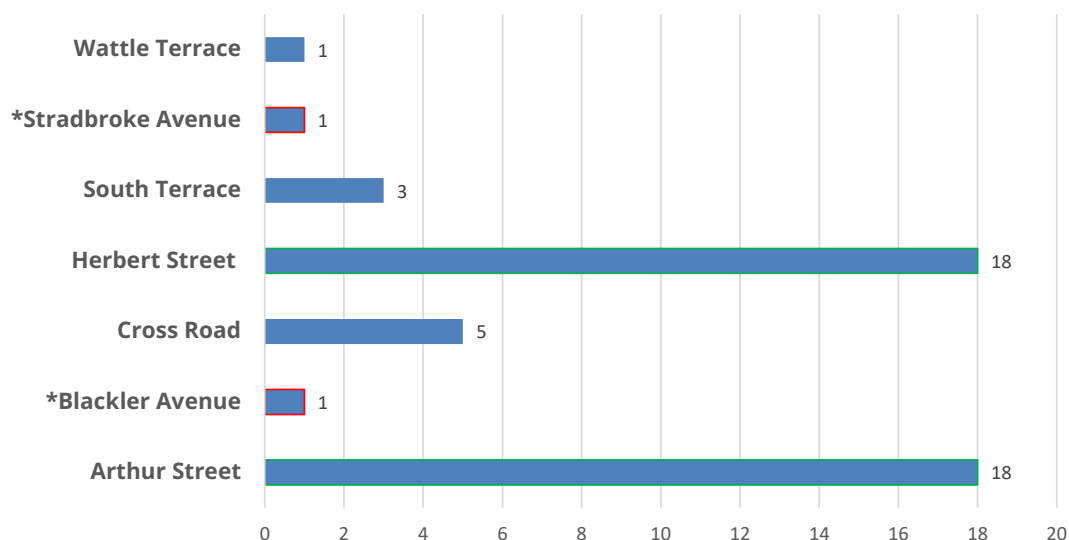


Engagement outcomes

Overall support levels (45 responses):



Response numbers by street (45 responses):



*Streets are outside of the prescribed consultation catchment area (responses not included in the totals).

Engagement outcomes

Levels of support by street:

Street name	Responses	Support	Do not Support	Neutral
Arthur Street	18	3 (17%)	14 (78%)	1 (6%)
*Blackler Avenue	1	-	1 (100%)	-
Cross Road	5	2 (40%)	2 (40%)	1 (20%)
Herbert Street	18	12 (67%)	4 (22%)	2 (11%)
South Terrace	3	-	2 (67%)	1 (33%)
*Stradbroke Avenue	1	-	1 (100%)	-
Wattle Terrace	1	-	1 (100%)	-
TOTAL	45	17	23	5

*Streets are outside of the prescribed consultation catchment area (responses not included in the totals).

Participants Comments

Supportive -17 responses

Neutral – 4 responses

Not supportive – 25 responses

Supportive

- 1 I have lived in Herbert street for 21 years and no doubt the traffic is horrendous especially in the early morning and afternoon. I do understand that this change would assist with the traffic. It would impact me as I drive to Salisbury each day and coming home due to the heavy traffic on Marion road I come home via Cross road and turn right in Herbert street. So it would increase my travel time. So whilst a good idea I personally will be impacted with this decision.
- 2 Anything that limits the high volume of traffic on Herbert Street would be an improvement.
- 3 The traffic on the street is a lot, so any changes to slow it down is greatly appreciated. I still think the traffic flow from drivers taking the short cut along Herbert street to get off Marion road and onto cross roads is a bigger issue and makes it hard to even use our drive way in the morning and afternoons. Thanks for your help and looking into the matter
- 4 Glad something is happening, I hope we can monitor the changes and make further improvements if required. Living on Herbert st can be quite stressful, way too many cars going through.
- 5 Please put a vehicle turn in to Rawsons carpark for vehicles traveling west on Cross RD. Happy with all other.
- 6 I think this is a great idea!
- 7 We travel to and from north Plympton/Netley for work daily. morning and afternoon peak hour. Via Cross Road and Stonehouse Avenue. What are the alternatives to entering Herbert Street. There are no left turn signs on Marion road for traffic heading north. So I'm assuming there no right turns are in place from Marion Road .
- 8 Thank you so much for doing this. Traffic down Herbert Street is a nightmare at peak times
- 9 Our household strongly supports this proposal. Reducing traffic on Herbert Street will significantly improve safety for residents and particularly users of the Elizabeth Ryan playground on the corner of Herbert and Peckham
- 10 Not overly keen about this proposal, as residents in this particular area close to Herbert Street would have to access marion road to access cross road. However I don't know of any other solutuon to solve the issue.
- 11 Very pleased to support this and the sooner the better
- 12 Although we do like to be able to turn right onto Cross Road and from Cross Road, the traffic has become very busy along Arthur Street and Herbert Street, at times dangerous due to speeding
- 13 Only once the overpass is completed
- 14 Lots of traffic cuts through from Marion Road and comes down Herbert Street. Also speed limit of 40 km/h would help but maybe restrict flow along Herbert Street by other means as well i.e. s[eed humps / side islands etc??
- 15 There are a lot of cars which use Herbert Street to turn left into Cross Road instead of using Marion Road. This does nothing to discourage them from doing so
- 16 With the implementation of Cross Rd / Marion Rd overpass, please also consider adding another left hand turn onto Cross Road at end of Arthur St, Plympton Park to further decrease the ridiculous amt of traffic in Herbert St daily

Supportive – written submission

Herbert Street/Cross Road Plympton Park
Traffic Consultation
August 2024

I appreciate Council taking action on what is a real issue of safety and concern for the Herbert Street residents.

However, while the current proposal will reduce the level of traffic utilising Herbert Street, there are significant additional concerns regarding the intersection of Herbert Street and Peckham Road, which I suggest, warrant simultaneous consideration.

Congestion at this intersection, particularly at peak hour can be extremely problematic and adds to the traffic issues of Herbert Street. It is foreseeable that Peckham Street will be used increasingly by those who previously turned right at Herbert Street. Currently there is only room for one to two cars waiting to turn right into Peckham Road from Marion Road.

I and other neighbours are increasingly concerned about this corner, particularly given the proposed expansion of the Elizabeth Ryan playground and associated parking requirements. I request that further consideration be given to proposals that take these additional concerns into account.

Given these additional concerns regarding the expanded playground and Peckham Road, is there merit in consideration being given to Herbert Street (north of Peckham) being made into a no through road - with L and R turns being maintained at Cross Road - or, in combination with Council's current proposal, one way from Peckham? I don't have the answer but feel benefit would be gained by residents being able to consider/propose some additional options. Further, if there was an opportunity for the residents of Herbert Street to meet with Council to discuss, that too would also be of benefit and appreciated.

Kind regards
[REDACTED]

Neutral

- 1 Please make it safe for people without cars
- 2 Close Herbert street off completely at the Cross Road end
- 3 We live in Herbert street and have done for 30 years. Clearly the traffic has increased over this period including marion road. If we wish to go south on Marion Road we now go north to cross road and turn right to then turn right on to Marion Road to go with the lights. Neutral how to get around that one. Could no right turns at certain times of the day assist instead?
- 4 Consideration needs to be given to how traffic will enter this area from Cross Road (approaching from the east). There s no other entrance point due to the tramline. This will increase traffic turning right onto Marion Road to enter this area which already has a high collision rate. Traffic will then need to turn right from Marion Road into Peckham Street or South Terrace which will cause further congestion and risk. Supportive of no right run onto Cross Road from Herbert although do not support the no right turn from Cross Road onto Herbert Street.

Not supportive

- 1 Strongly disagree with proposal to remove right hand turn from Cross Rd to Herbert Street. It will cause significant inconvenience travelling to and from school, work and family on a daily if not allowed to turn right into Herbert St from Cross Rd when heading East. This proposal will also cause traffic to back up on Marion Rd with locals turning right off Marion Rd into Peckham St. Cross Rd and Marion Rd intersection is horrific and this must be upgraded first. Please remain status quo until all tram line upgrades, Marion Rd upgrade is completed and re-assess. Alos reassess when/ if the 40km speed limit is introduced as this will likely reduce traffic flow through back streets.
- 2 I oppose this idea and instead suggest you have "Local traffic only" signs as vehicles enter Herbert Street via Cross Road and Peckham Street.
As every morning, vehicles are banked up entering from Peckham Street, north bound on Herbert Street as they want to exit onto Cross road.
I am an elderly woman who uses the option to turn right onto Cross road as I exit Herbert Street, quite often. I do not wish there to be any restrictions on either directions on how I enter or exit from Herbert Street to cross road and Cross road entering Herbert street, regardless of the direction I enter the street or exit to and from my home.
I only wish there to be restrictions on the speed as I have my very young grandchildren living in my home along with my daughter, which she plays with her toddler out the front on the lawn and she sees cars speeding past all the time.
So I suggest speed bumps out the front of my home () and also further along the block and/or even a round about at the T-junction of Herbert Street and Cross road.
Marion road being a 2 lane 2-way road, is bumper to bumper for the most parts of the day.
Myself and a few other neighbours believe it would be a great idea to make an over pass or an under pass at the Marion road cross road intersection for a continuous flow of traffic. That would 100% eliminate the need for people to use Herbert Street as a shortcut entirely.
- 3 What's the point? I live in () and I turn down cross road from Herbert daily. Now you suggesting that doesn't have to go in the opposite direction and drive longer? Not just that, but there's a U-Turn further down cross road so all that's going to happen is a congestion further up. This doesn't solve anything, it just pushed the problem somewhere else
- 4 I am for it but I don't agree completely. If your travelling east on Cross rd you would have to turn right on Marion rd and then right onto Pekham to get into our area. There is already excessive line ups at the right turn to Marion rd. I really think this needs to be considered
- 5 This does not address the flow of traffic moving through to and from South Terrace and Marion road. This will increase the traffic in Peckham Street, already extremely busy for a narrow street and also pushing local traffic to Marion road.
Suggestion could be local traffic only signs into Herbert from Cross road and Peckham street at all times. In the mornings- no left turn from South Terrace into Acacia, Clement, Arthur and Herbert Streets which then turn into Herbert from Peckham street. The traffic has significantly increased from through traffic, not local traffic. Currently traffic cuts through from South terrace into the above mentioned streets. You could also consider limiting traffic from Bray Street into Park Terrace and Ferry Avenue- this is where the through traffic begins in cutting through to South Terrace then filtering through. 40km speed is also supported.
Limiting access in and out of Herbert at Cross road does not address the increase in through traffic. The stop signs are also often not observed. Some policing and fining in the area may also help.
- 6 Its a nightmare now trying to turn on to Marion Road, if there is no right hand turn in or out of Herbert you are creating a more accidents to occur on the corner of Peckham and Marion
- 7 I completely disagree leave it as it is my partner travels down this street to go to work as it is safer for her she turns right from Herbert into Cross Roads then turns right into Marion Road at Traffic lights as it's Safer for her and the quickest way to get to her work. plus alot of other people use this street to go home quickest way to their homes
- 8 Cutting off entry into Herbert Street heading East on Cross Road is going to further "Land Lock" the suburb and restrict access in and out of the suburb. I would support a "No right turn" onto Cross Road from Herbert Street heading East, but access needs to remain allowing vehicles to turn right from Cross roads onto Herbert Street, Plympton Park.
Once again, this is not going to solve the real issue with the proposed increase in traffic into Plympton Park from the SAJC Development. A new entry and exit needs to be formulated onto ANZAC Hwy and or Morphett Road. The SAJC should be held accountable for this traffic management plan using their land.
- 9 I would support this as I think a reduction in traffic in local areas especially in Plympton is needed, however, with the new overpass going ahead, this problem of too much traffic in Herbert St is only going to move to Arthur St once the build is completed as it opens up that area. More ideas are needed to help with traffic in the area, especially as Morphetville will be more densely populated with upcoming developments.

Not supportive

- 10 As a resident of the street, traffic is only a problem in the morning and late afternoon. Other times traffic is fine. I think a better solution would be to have a sign erected to prohibit right hand turns between 7-9am and 3-6pm. Similar to other signs in the area. The proposal will severely impact local residents whereas putting restrictions in place during peak times will allow local residents to continue to be able to easily access the street whilst prohibiting people who cut through during peak times.
- 11 As a local resident this will further lock up Plympton Park. I would have to always go on Marion Rd to get anywhere.
- 12 Request to leave a right turn into Herbert St as otherwise have to go onto Marion Rd and try to turn right over a large amt of traffic
- 13 The removal of a right turn from Cross Rd into Herbert st will exacerbate traffic problems elsewhere for local residents. I live on Arthur St, so would have to go and turn right onto Marion Rd and then right onto Peckham. It will just move the problem, or have to go Morphett Rd and around racecourse. Remove the right turn from Herbert onto Cross....although that will exacerbate issues at Peckham and Marion. This will not work for locals....
- 14 I live in Arthur Street behind Herbert Street and we cannot exit our Street onto Cross Roads. We use Herbert Street when we are travelling east on Cross Roads to get to our street and also when exiting to travel to the City or south down Marion Road (turning from Cross Roads as we use lights.) The traffic is too heavy on Marion Road to get across from Peckham Road to travel south on Marion Road. When we moved here in 1976 we were able to enter and exit onto Cross Roads but they have since blocked our street off so you can only enter off Cross Road. If you block us turning right both ways from Cross Road into Herbert Street will you be opening up Arthur Street so you can enter and exit onto Cross Road.
- 15 Home owner and resident more than 30 years. This has been proposed before and not implemented as it will not make any significant reduction to morning traffic on Herbert Street and will greatly inconvenience myself and other local residents at any time of the day that we need main road access from our local precinct . The traffic using Herbert St as a bypass looks to predominantly turn left onto Cross Rd anyway with only a few turning right. Perhaps one R to 15 L. I personally as an Arthur St resident use the Herbert access to Cross Rd to travel east or west and to enter Marion Rd as a daily and frequent need at any time of the day. It is very difficult to enter Marion Road to head south from my address at [REDACTED] at any time of the day and useless in peak traffic. If this proposal is implemented my safest route to exit Plympton Park will be to back street all the way south to Bray St Through the narrows and many spoon drains. There has to be another way to solve this problem. Could the last block of Herbert St or more be made for local traffic only at peak times and then policed by Council and fine non Plympton Parkers. Could be very profitable! Perhaps make it harder for access at the beginning where the by passers initially track to Herbert street. There has to be a better way. Please do not do this.
- 16 I disagree (do not) agree that the Herbert St/Cross Road entry/exit limitations are sufficient to provide safety to the residents and their children in this family oriented parat of Plympton Park. I believe alternative exits to . Raglan Avenue Morphett Road or Anzac Highway need to be provided as safer options.
- 17 I live in Arthur Street and Herbert Street is the safest street to exit traveling east on Cross Road. Going from Peckham Street onto Mairon Road (to go east on Cross Road) without blocking the keep clear area is difficult at busy times. Having Hawker Street closed for left hand turns with lights onto Marion Road probably adds to traffic in other streets. Every restriction just moves traffic to other streets.
- 18 I have no objection to left turn only from herbert street to Cross Road. Although I do object to have no right turn from Cross Road into Herbert Street
- 19 Recommend speed humps in Herbert Street and No Right Tuen at Herbert onto Cross Road (7-9am)
- 20 I support closing off a right hand turn onto Cross road as this will limit Herbert street traffic. However we need the right hand turn off Cross Road into Herbert street. If we need to turn right onto Marion Road, this will lead to too much congestion
- 21 Why punish Herbert Street residents by restricting the already limited entry and exit points because other residents from afar choose to pyass the heavily congested Marion Road. Why condier the cries of traffic concerns by those residents beacause of laziness choose extended on street parking rather than their own driveways, thus creating chaos for traffic flow. This is a far greater concern for local residents and children. Why redirect traffic frm a minor issue (one hour in the morning and afternoon) in Herbert street to a heavily congested problem area of Marion Road with traffic queued from the Anzac to Hawkes Street, a distance of 1.5km. The assumption that the tramline bridge will resolve congstion is wishful thinking. The real solution is a Cross Rd or Anzac overpass as per Melbourne, Sydney, Brisbane. Lack of forward planning of major roads has led to increased traffic in minor roads and blocking/restricting movement is not a solution. However for safety reasons speed limit 40km/h or speed humps could be considered.

Not supportive

- 22 As I live on Cross Road near the tram line, this makes this near impossible to get to my place. I have no issue with no right turn from Herbert Street
- 23 I have lived in Arthur Street, Plympton Park since 2004. During these 20 years my family along with a number of other residents DAILY use Herbert Street to right turn onto Cross Road to enable us to access the Marion/Cross Road signalised junction and make a right turn south onto Marion Road. This is safer than attempting to turn right at the unsignalized junction of Peckham Street and Marion Road; or travelling south through all the local streets of Plympton Park to access the Bray Street/Marion Road signalised junction.
North bound rat running which access Plympton Park from Bray Street, and South bound rat running which use Wattle Tce and Park Tce.
This proposal was not supported in 2014 and since then nothing else has been done, and now you revisit the same proposal.
Plympton Park has larger traffic management issues not being address. Including but not limited too:
• rat running especially of people using Wattle Tce and Park Tce
• Rather than closing this median, placing keep clear line marking over the junction to enable people to right turn out effectively.
- 24 I would support a proposal if it allows u-turns on Cross Road heading eastward. Access to Plympton Park for Cross Road eastwards, traffic uses Herbert Street for inbound or u-turns. Removal of this will force this traffic to turn on to Marion Road, then turn right again, adding extra time and inconveniencing residents
- 25 Herbert Street is the only exit/entry Cross Road, particularly if you need to head east. It is very difficult to access Marion Road during peak hour, especially to get into the right hand lane. Perhaps consider a clearway on Marion Rd similar to that provided at Peckham St.

Attachment 2 – Herbert Street / Cross Road – Traffic Consultation Distribution Map



11.4 Community Satisfaction Survey

Report Reference	SGC241015R11.4
Originating Officer	Unit Manager Media and Engagement – Nick Marwe
Corporate Manager	Manager Customer Experience – Megan Bradman
General Manager	General Manager Corporate Services – Tony Lines

REPORT OBJECTIVE

To seek Council's endorsement of the proposed methodology and approach for the 2024 Community Satisfaction Survey.

EXECUTIVE SUMMARY

This report outlines the proposed methodology for the 2024 Community Satisfaction Survey and seeks Council's endorsement on a preferred approach, specifically whether the survey should align with the new strategic plan or continues to evaluate existing services and facilities, as has been done in previous years.

At a recent Council Member Forum, Council Members considered improvements to the current survey methodology to enhance its effectiveness and indicated a preference for Computer Assisted Telephone Interview (CATI) method, combined with online surveys.

A key decision relates to the specific approach, viz whether to align the 2024 survey with the City's new strategic plan, thereby providing strategic insights, or to maintain the focus on established metrics related to services and facilities. This decision will shape the survey's final design, ensuring that it meets the City of Marion's strategic or operational needs.

RECOMMENDATION

That Council:

- 1. Endorses the proposed CATI/online methodology for the 2024 Community Satisfaction Survey.**
- 2. Endorses the 2024 Community Satisfaction Survey measuring community satisfaction against Option 1 the commitments and deliverables of the strategic plan OR Option 2 existing services and facilities.**

DISCUSSION

Background

Since 2019, the City of Marion has conducted 3 Community Satisfaction Surveys. These surveys have been conducted by Administration staff, with market research firms responsible for analysing and reporting.

At a recent Council Member Forum, it was requested that consideration be given to improving the current annual Community Satisfaction Survey. The existing survey, which comprises 98 questions, evaluates both the importance and satisfaction across various categories including community assets, open spaces, operations, information and support, and services and events. Despite the detailed approach, the survey has shown minimal variation in satisfaction rates over recent years

84% in 2019-2020, 79% in 2020-2021, and 82% in 2021-2022, highlighting a need for methodological refinement.

The 2021-2022 survey utilised multiple outreach channels such as letterbox drops, social media, email, and face-to-face interactions, achieving a response rate of 835 with an average completion time of 20 minutes. However, for optimal engagement, a completion time of 10 minutes is preferable.

Methodology

The City of Marion has worked closely with South Australian market research firm, Newfocus, to determine the best practice approach to questionnaire design and data collection.

Newfocus recommends a mixed modal approach of CATI (computer assisted telephone interview) and online surveys in order to collect a representative sample (age and gender) of residents with the City of Marion.

The rational for CATI sampling is set out below.

- The CATI methodology remains a safe and reliable method to obtain reliable sample sets for community surveys.
- It has wide access to households and target audience(s) through landline and mobile databases. Using dual sampling frames with mobiles increases contact with younger and transient communities.
- It enables representative random sampling (as opposed to convenience sampling methods)
- It allows for analysis of statistical accuracy of results.
- It enables probing and clarification of responses.
- It allows for call-backs to verify responses.

The rational for use of online sampling in conjunction with CATI is set out below.

- It allows the market researcher to survey residents that cannot, or prefer not to, be contacted by phone or who wish to do the survey at a time most convenient to them. It is also a cost-effective way to reach hard-to-reach respondents.
- Surveys can be promoted to residents by social media advertising, based on age, gender and postcode as appropriate, ensuring a wider reach.
- Incentivisation to complete can be offered via the chance to win eGift card or incentive of choice by Council. (Usually, Newfocus offer a chance to win a \$500 eGift card.)
- Quotas can be set in conjunction with CATI to allow the final sample to be representative, with room to adjust targeting throughout the fieldwork period depending on response rates on CATI and online.
- Newfocus can audit social media responses for quality and exclude those cases that are lacking in this (e.g., poor open-ended quality, speeding, and straight lining).

This dual CATI/online approach offers a proven methodology, providing robust samples of residents with a good representation from younger residents that might otherwise be under-represented in CATI-only research. Newfocus will collect, analyse, and report on the data received.

Survey Objectives

A decision for Council is whether to align the survey with the new strategic plan or to maintain a focus on existing measures related to services and facilities, as has been the practice in previous surveys. Two options are put forward for Council's consideration:

Option 1: Alignment with the Strategic Plan

Benefits:

- **Strategic Relevance:** Ensures that the survey, benchmarking and reporting align with the city's long-term goals and priorities, providing insights to Council and the Administration that are directly related to the objectives of the strategic plan.
- **Focused Feedback:** Offers targeted feedback for Council and the Administration on those areas crucial to the strategic development of the city, facilitating informed decision-making and strategic adjustments.

A sample set of questions is provided at **Attachment 1**. If option 1 is selected, the 2024 Community Satisfaction Survey would provide the benchmark for comparison with future Community Satisfaction Surveys.

Many questions from the existing (Option 2) survey have been reflected in the proposed Option 1 questions (refer **Attachment 1**).

Option 2: Maintaining Focus on Existing Measures

Benefits:

- **Already established metrics:** Utilises well-established measures that the community is already familiar with, enabling measurement of trends over time.
- **Operational Insight:** Focuses on current services and facilities, offering valuable feedback to the Administration on operational performance and areas for immediate improvement.

A sample set of questions from the current survey is provided at **Attachment 2**. It should be noted that many areas of the business, such as the Customer Service Centre, already measure and report regularly on customer satisfaction (CSAT) and performance against key CSAT metrics.

Each of the two options has a different emphasis and purpose. The 'strategic option' 1 is particularly useful for a governing body to satisfy itself as to whether it is achieving its strategic objectives (viz, whether it is doing what it has said it will do), while the 'operational option' 2 above is generally more beneficial in focusing on incremental improvements in the operations of the business.

Selection of a preferred option will influence the survey's design, ensure its findings are both relevant and actionable, and sharpen the organisation's focus into the future by holding it to account against its key priorities, commitments and deliverables.

ATTACHMENTS

1. Attachment 1 - SAMPLE SURVEY QUESTIONS - Option 1 - Alignment with the Strategic Plan [11.4.1 - 2 pages]
2. Attachment 2 - SAMPLE SURVEY QUESTIONS - Option 2 - Maintaining focus on existing measures [11.4.2 - 2 pages]

SAMPLE SURVEY QUESTIONS – Option 1: Alignment with the Strategic Plan

Below is a small sample of the types of questions to be included in a survey.

GREEN = QUESTION DERIVED FROM EXISTING SURVEY AND REALIGNED TO DRAFT STRATEGIC PLAN.

PURPLE = NEW QUESTION ALIGNED WITH DRAFT STRATEGIC PLAN

Sample questions:

Profile:

- Confirmation of CoM residence
- Gender
- Age
- Suburb/street

In relation to **liveability**, how satisfied are you with the following? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Footpaths and streetscapes allow safety and accessibility for all
- Footpaths and streetscapes overall (including kerbs, verges, medians)
- Safe and accessible routes connecting roads, footpaths, and public transport
- Street parking that meets the needs of residents, visitors, businesses, and community facilities
- Adequate lighting in streets
- Sporting and recreation facilities (including Marion Outdoor Pool, Mitchell Park, MCC)
- Library services and events (MCC, Park Holme, Hallett Cove)
- Neighbourhood and Community Centres services (Cooinda, Glandore, Trott Park, Mitchell Park)
- Adequate lighting in reserves
- Playgrounds for various ages and abilities
- Weekly bin collection
- Hard rubbish and tip tickets

In relation to **sustainability**, how satisfied are you with the following? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Tree Canopy and green space
- Useable local green spaces (e.g. open space reserves)
- Opportunities to connect and learn about natural environments

- Coastal Walkway trail and bridges

In relation to **community**, how satisfied are you with the following? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Community events, programs, and initiatives that bring people together in person to promote healthy lifestyles, build community, and support quality of life.
- In-person opportunities to counteract social isolation and strengthen support networks
- City Limits magazine
- Support networks and initiatives for families with young children
- Connection to services to age well at home and improve quality of life
- Consultation and engagement on the matters that affect you
- Accessible communication methods (including online, hard copy, at facilities)
- Children and young people have meaningful opportunities to shape the future of the city
- Opportunities for everyone to make a positive contribution to the community through volunteering
- Support for local business
- Reconciliation between First Nations peoples and other Australians

On a scale where 1 – strongly disagree to 5 – strongly agree, how strongly do you agree or disagree with the following statements in regards to the City of Marion... (5 point rating scale, including don't know)

- City of Marion facilities are inclusive, vibrant, multi-purpose, and accessible for all generations
- You feel safe when walking, wheeling, or cycling around the City of Marion
- The City of Marion is friendly and welcoming
- There is a sense of belonging in the City

Overall, using a 5 to 1 scale, where 5 is very satisfied and 1 is very dissatisfied, how satisfied or dissatisfied are you with Council's performance (5 point rating scale, including don't know)

Overall, what are the main areas you believe Council needs to focus on to improve the City of Marion area? (Open ended question)

SAMPLE SURVEY QUESTIONS - Option 2: Maintaining focus on existing measures

Below is a small sample of the types of questions to be included in a survey focused on existing community satisfaction survey measures.

Sample Questions:

Profile

- Confirmation of CoM residence
- Gender
- Age
- Suburb/Street

In relation to community assets, how satisfied are you with each service? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) – *randomise order of attributes*

- Public art, culture, heritage
- Footpaths and kerbs
- Libraries (Park Holme, MCC, Hallett Cove)
- Lighting in streets
- Sporting and recreation facilities (e.g. MPSCC, MCC)
- Neighbourhood Centres
- Marion Outdoor Pool
- Urban trees (e.g. trees in reserves and on public streets)
- Local roads (not including arterial roads such as Sturt Road and Marion Road)

In relation to open spaces, how satisfied are you with each service? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Irrigation of reserves
- Lighting in reserves
- Playgrounds in reserves
- Coastal Walkway trail and bridges

In relation to city operations, how satisfied are you with each service? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Animal management
- Food handling education and inspections
- Graffiti removal
- Planning and approvals
- Traffic and parking
- Weekly bin collection
- Hard rubbish and tip tickets

In relation to information and support, how satisfied are you with each service? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Aged care support
- Disability support
- City of Marion website
- City of Marion social media accounts (Facebook, Instagram, LinkedIn, TikTok)
- City Limits magazine
- Consultation and engagement with the community
- Reconciliation between First Nations peoples and other Australians
- Support for local business
- Waste and environment community education

In relation to Council events, how satisfied are you with each service? (using a scale 1 – very dissatisfied to 5 – very satisfied, with an 'I don't know' option) - *randomise order of attributes*

- Community events (e.g ANZAC Day, Outdoor Pool Open Day, Marion Celebrates)
- Civic Events (E.g. Citizenship Ceremonies for new citizens)
- Library services and events (e.g. Parkholme, Cove Civic Centre)
- Neighbourhood and Cultural Centre services and events

11.5 Marion Sports Precinct – Parking, Access and Movement Study

Report Reference	SGC241015R11.5
Originating Officer	Manager Engineering, Assets and Environment – Mathew Allen
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Angela Allison

REPORT OBJECTIVE

The purpose of this report is to provide Council Members with the key preliminary findings from the Marion Sports Precinct Parking, Access and Movement Study.

REPORT HISTORY

Report Reference	Report Title
GC240924F11.3	<i>Marion Tennis Club Potential Relocation Options</i>

EXECUTIVE SUMMARY

At the General Council meeting held on 24 September 2024, staff presented a verbal summary of the preliminary traffic assessment for the Marion Sports & Community Club precinct. Several Elected Members requested additional information and time to review the findings before deciding on the location for Marion Tennis Club. A briefing note on the assessment was shared with Council Members on 2 October 2024.

The northern access via Norfolk Road primarily serves the Basketball Stadium and off-street parking, with potential parking overflow options for consideration at Marion RSL, Jasmine Avenue Reserve, and the City of Marion Administration Office. A shared walking and cycling path, along with pedestrian safety improvements such as a Wombat Crossing on Norfolk Road and a pedestrian refuge on Sturt Road are proposed. An indented bus stop is also suggested near the Basketball Stadium.

Three options for site access are proposed for the southern access from Sturt Road. The first option, with no traffic signals, is lower cost but may lead to congestion after events. The second option introduces traffic signals at Jasmine Avenue, providing safer access but at a higher cost and the possibility of delays for local residents. The third option, with signals at both Jasmine Avenue and Grandview Grove, offers the most comprehensive solution for traffic safety but involves the highest cost and may result in peak-hour delays. For the southern access via Sturt Road, internal access is recommended for future developments located at the old Croquet Club, with limited access to exit the site at Christina Street following events.

The preliminary report that this Council report is based on requires further review before distribution. A draft report is expected by mid-October 2024 to guide the Basketball Stadium project plan and inform future Council decisions.

RECOMMENDATION

That Council:

- Notes the preliminary findings of the Marion Sports Precinct Parking, Access and Movement Study**

DISCUSSION

At the General Council meeting on 24 September 2024, staff presented a verbal summary of the preliminary traffic assessment for the Marion Sports & Community Club precinct. Several Elected Members expressed interest in receiving additional information and more time to review the findings before discussing options for the Marion Tennis Club.

A briefing note on the traffic assessment was subsequently circulated to Council Members via email on 2 October 2024.

Marion Sports Precinct – Parking, Access and Movement Study

Key themes from the preliminary report for the Marion Sports Precinct, Parking, Access and Movement Study include:

Northern Access (Norfolk Road)

- Primary use is for the Basketball Stadium and off-street car parking. The report mentions undercroft parking may be needed should there be a shortfall in off-street car parking. In addition, overflow parking could be considered at the Marion RSL, Jasmine Avenue Reserve and the Administration Office, with the potential of using smart parking technology.
- Access for the northern portion of the site will be from Norfolk Road with access to Jasmine Avenue used for 'event times only'.
- The report proposes a shared use path (walking and cycling) between Norfolk Road and Sturt Road (with connections to Christina Street and Jasmine Avenue). A Wombat Crossing is proposed on Norfolk Road connecting the RSL car park (to encourage shared use of car parking). A pedestrian refuge is also suggested on Sturt Road to provide a safer walking connection to the Administration car park.
- An indented bus stop is proposed on Norfolk Road in front of the Basketball Stadium.

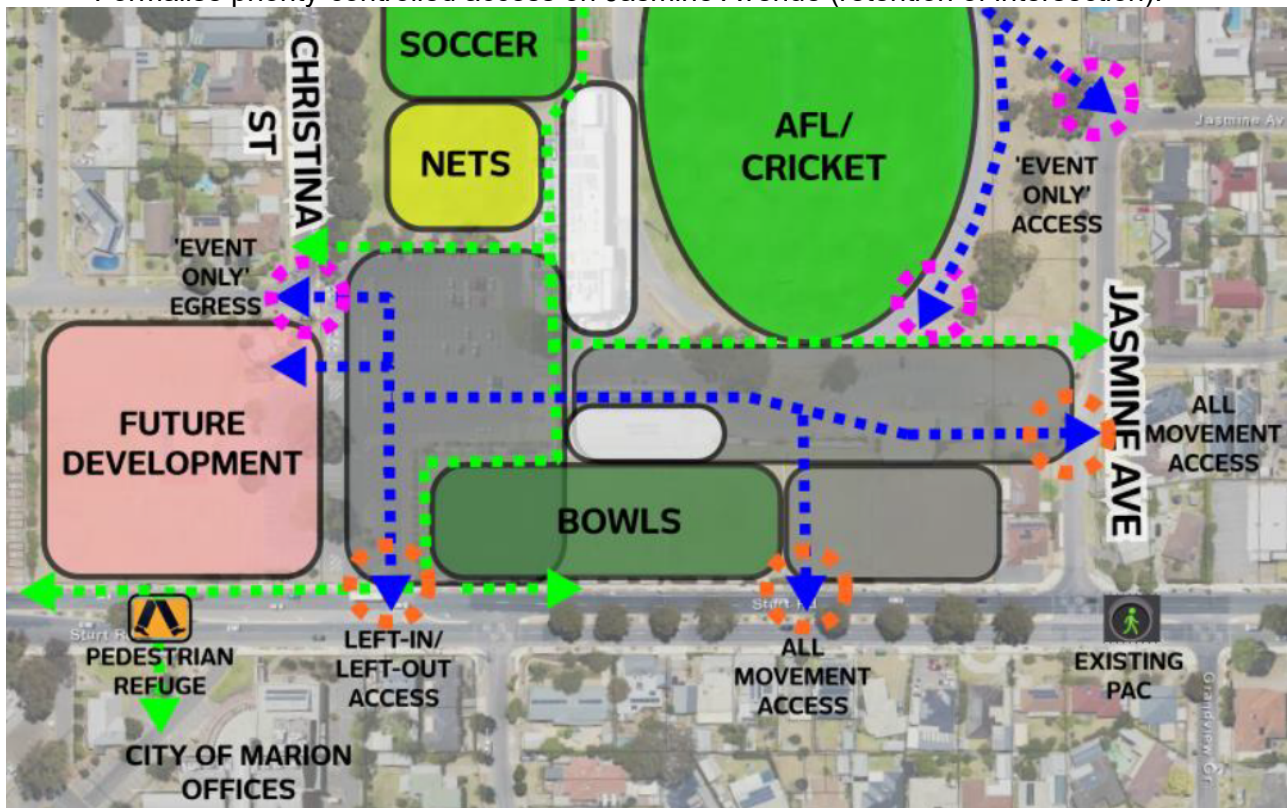


Southern Access (Sturt Road)

- The report recommends that the future development site (old croquet site) is accessed internally, rather than from Sturt Road.
- The report suggests allowing access to Christina Street only after the conclusion of events, subject to further assessment and consultation.
- The report outlines three possible options for site access:

Option 1 - No Traffic Signals on Sturt Road

- Controlled left in / left out located west of the Marion Bowling Club.
- Controlled all movement access midblock between Duncan Street and Jasmine Avenue.
- Formalise priority-controlled access on Jasmine Avenue (retention of intersection).



Pros:

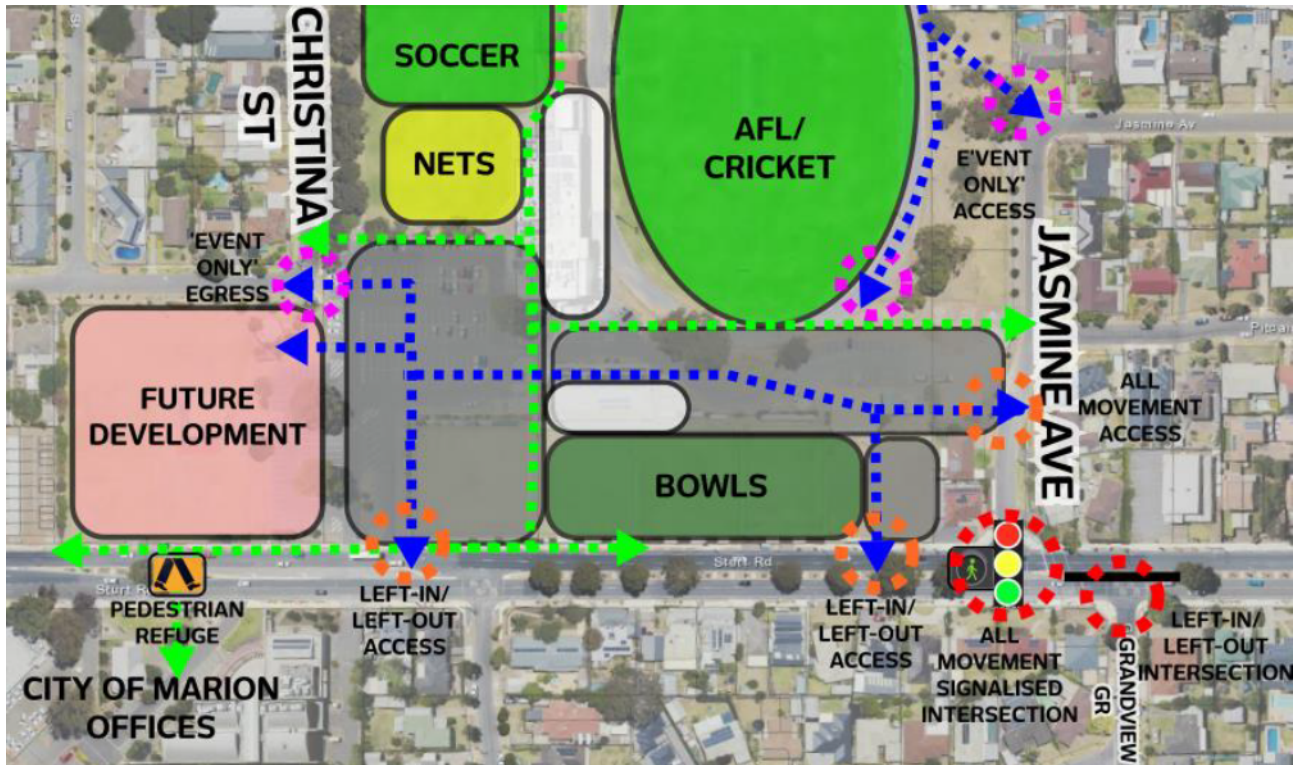
- Avoids cost associated with installation of traffic signals.
- Provides two locations for right turns into the site.
- Maximises clearance between access points/intersections.

Cons:

- Is likely to result in congestion and delays after high-capacity events (particularly in relation to right-turns from the site).
- Access to/from site unprotected by signals may increase crash risk.
- Potential requirement for tree removals in Sturt Road median to accommodate right-turn lane.
- Sturt Road PAC retained in location east of Jasmine Avenue, requiring crossing of Jasmine Avenue for pedestrian access between subject site and City of Marion Offices, creating indirect north-south pedestrian connection between site and Sturt Road pedestrian access.

Option 2 - Traffic Signals at Jasmine Avenue

- Controlled left in left out located west of the Marion Bowling Club.
- Controlled left in left out located east of the Marion Bowling Club.
- Formalise intersection of Jasmine including traffic signals.
- Reconfigure intersection of Sturt Road and Grandview Grove.
- This option relocates the PAC to the proposed location of the traffic signals at Jasmine Avenue.



Pros:

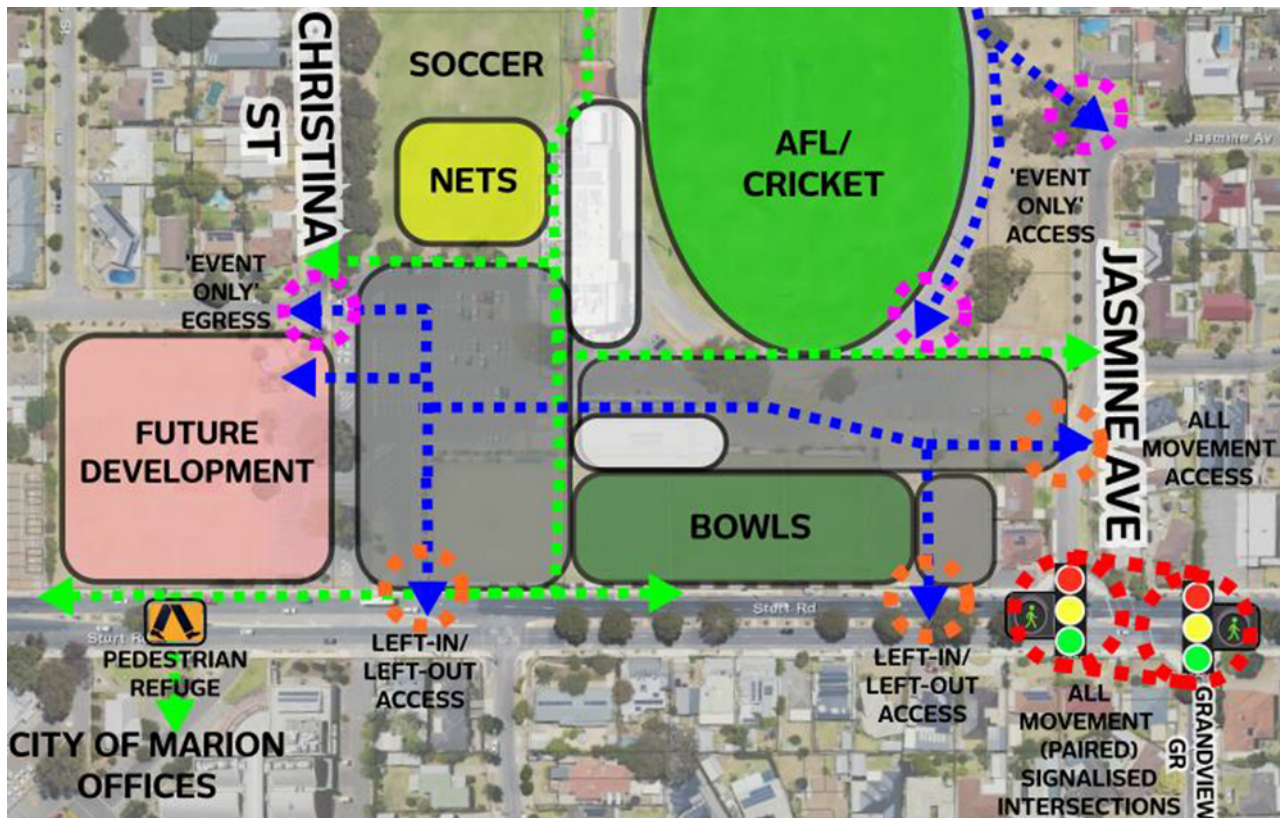
- Provides ingress/egress to/from site via Jasmine Avenue protected by traffic signals.
- Provides north-south pedestrian connection between site and Sturt Road pedestrian access.
- Sturt Road PAC relocated west of Jasmine Avenue, providing more direct priority (signalised) pedestrian access.

Cons:

- Incurs significant cost associated with installation of traffic signals.
- May result in day-to-day delays for Jasmine Avenue resident accessing Sturt Road, given that traffic on Sturt Road would be assigned the default priority.
- Results in access restrictions into/out of Grandview Grove (and potential relocation of right-turn ingress to/from Sturt precinct to Duncan Street).
- Potential requirement for tree removals in Sturt Road median to accommodate right-turn lane.
- Sturt Road PAC relocated west of Jasmine Avenue, providing less direct priority (signalised) pedestrian access for Sunrise Christian School.

Option 3 - Traffic Signal at Jasmine Avenue and Grandview Grove

- Controlled left in / left out located west of the Marion Bowling Club.
- Controlled left in / left out located east of the Marion Bowling Club.
- Formalise intersection of Jasmine Avenue including traffic signals.
- Formalise intersection of Grandview Grove including traffic signals.



Pros:

- Provides ingress/egress to/from site via Jasmine Avenue protected by traffic signals.
- Provides ingress/egress to/from Sturt Precinct via Grandview Grove protected by traffic signals.
- Provides direct north-south pedestrian connection between site and Sturt Road pedestrian access.
- Sturt Road PAC facilities provided west of Jasmine Avenue and east of Grandview Grove, providing protected pedestrian access options.

Cons:

- Incurs highest cost of all options, associated with installation of dual traffic signals.
- Dual signals at Jasmine Avenue and Grandview Grove likely to result in delays for traffic on Sturt Road.
- Potential additional Sturt Precinct peak-hour traffic to Grandview Grove due to increased safety afforded by traffic signals.

Traffic signals will require a demand assessment in accordance with DIT requirements including maximising separation from existing signals at Sturt Road / Diagonal Road.

NEXT STEPS

A draft report from the consultant is expected by the middle of October. This report will inform the project plan for the Marion Basketball Stadium development.

ATTACHMENTS

Nil

11.6 Appointment of Date, Time and Place of Council Meetings for 2025

Report Reference	SGC241015R11.6
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of this report is to provide a draft Schedule of Meeting dates for 2025 for Council consideration.

EXECUTIVE SUMMARY

As an aid to provide open, responsive and accountable government, the *Local Government Act 1999* required Council to resolve the times and places at which ordinary meetings of the Council will be held.

The manner in which Council can do this is by the adoption of a Schedule of Meeting dates, which can also be used to relay the dates and times of meetings to the community.

RECOMMENDATION

That Council:

- 1. Adopts the following meeting cycle to facilitate open, responsive and accountable government as well as the timely conduct of Council's business:**
 - **General Council Meetings to be held on the fourth Tuesday of the month in January, February, March, April, May, June, July, August, September, October and November.**
 - **General Council Meetings to be held on the second Tuesday of the month in March, May and December.**
- 2. Adopts the Infrastructure and Environment Committee meets on the second Tuesday of the month in February, April, June, July, September, October and November and the first Tuesday of the month in August.**
- 3. Adopts the schedule of meeting dates for 2025 as provided at Appendix 1 to the report.**
- 4. Notes the proposed dates for Council Member Forums (information sessions) provided in Attachment 1 to the report.**

5. Notes the tentative dates for the Finance, Risk and Audit Committee, Review and Selection Committee and Community and Youth Grants Committee, subject to adoption at the respective Committees.

6. Publishes the Schedule of Meetings for 2025 on the City of Marion Website

DISCUSSION

Review and Selection Committee

Section 4.4 of the Review and Selection Committee Terms of Reference states that the Committee will meet on an ad-hoc basis with a meeting occurring at least every six months. Meetings will be convened at the request of the presiding member or the Council Members on the Committee, hence the Council is not required to make a resolution about the meetings schedule for this Committee. Tentative dates have been included in the attached schedule.

Finance, Risk and Audit Committee

Section 4.12 of the Finance and Audit Committee Terms of Reference states that the Committee will meet at least quarterly. Section 4.15 states that an annual schedule of meetings will be developed and agreed to by the Committee members, hence the Council is not required to make a resolution about the meeting schedule for this Committee. This schedule of meetings will include at least one joint workshop with the Council and the Committee

Infrastructure and Environment Committee

Section 4.3 of the Infrastructure and Environment Committee Terms of Reference state the Committee will meet 8 times per year as resolved by Council between February and November each year. It is proposed the Committee meet on the second Tuesday of the month in February, April, June, July, September, October and November. Due to a proposed workshop with the Finance, Risk and Audit Committee and Council during the Information Session on the second Tuesday in August, it is proposed the Committee meet on the first Tuesday of the month in August.

Community and Youth Grants Committee

Section 5.1 of the Community and Youth Grants Committee Terms of Reference state the Committee will meet at least twice a year, with the time and place to be determined by the Committee. Each Councillor has been appointed as a Member of the Committee at least once during the council term, determined by Council resolution at the 28 May 2024 General Council Meeting. Tentative dates have been included in the attached schedule.

The proposed Schedule of Meetings 2025 provided in **Attachment 1** identifies meeting dates and times from January to December.

Matters to be noted on the schedule include:

- The schedule complies with the requirements of the Act which provide that there must be at least one ordinary (General) meeting of the Council in each month.
- The proposed meeting dates and times allow Council to meet the objective of providing open, responsive and accountable government.
- It is proposed the meeting start time for General Council Meetings is 6.30pm.
- The holding of one General Council meeting a month and an additional meeting scheduled in March and May allows Council to balance formal decision-making meetings with informal gathering time to focus on planning / strategies, training etc.
- Meetings have tentatively been included for the Finance, Risk and Audit Committee, Community and Youth Grants Committee and the Review and Selection Committee. These Committees will be set by their own schedule of meetings in accordance with their Terms or

Reference. Council Assessment Panel (CAP) will also determine its schedule of meetings in accordance with their terms of reference.

Implementation

The Schedule of Meetings for 2025 will be available at the Administration Centre and via Council's website. Details of Council's upcoming meetings will also be placed on the electronic sign at the front of the Administration Centre.

ATTACHMENTS

1. Schedule of Meetings 2025 [**11.6.1** - 2 pages]

Schedule of Meetings 2025

Date	Time	Meeting
18 January	9.00am – 5.00pm	Information Session – Council Member Planning Day
21 January	6.30pm – 9.30pm	Information Session – Forum
28 January	6.30pm – 9.30pm	General Council
4 February	5.30pm – 6.30pm	Review and Selection Committee (tentative)
4 February	6.30pm – 9.30pm	Information Session - Forum
11 February	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
18 February	2.00pm – 5.00pm	Finance, Risk and Audit Committee (tentative)
25 February	6.30pm – 9.30pm	General Council
4 March	6.30pm – 9.30pm	Information Session – Forum
11 March	6.30pm – 9.30pm	General Council
18 March	No Meeting	
25 March	6.30pm – 9.30pm	General Council
1 April	6.30pm – 9.30pm	Information Session - Forum
8 April	2.00pm – 5.00pm	Finance Risk and Audit Committee (tentative)
8 April	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
15 April		No meeting
22 April		General Council
29 April	6.30pm – 9.30pm	Information Session – Forum (5 th Tuesday)
6 May	5.30pm – 6.30pm	Review and Selection Committee (tentative)
6 May	6.30pm – 9.30pm	Information Session - Forum
13 May	6.30pm – 9.30pm	General Council
20 May	No Meeting	
27 May	6.30pm – 9.30pm	General Council
28 May	6.00pm – 9.00pm	Community and Youth Grants Committee (tentative)
3 June	2.00pm – 5.00pm	Finance, Risk and Audit Committee (tentative)
3 June	6.30pm – 9.30pm	Information Session – Forum
10 June	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
17 June	No Meeting	
24 June	6.30pm – 9.30pm	General Council
1 July	6.30pm – 9.30pm	Information Session – Forum
8 July	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
15 July	No Meeting	
22 July	6.30pm – 9.30pm	General Council
29 July	6.30pm – 9.30pm	Information Session - Forum (5 th Tuesday)
5 August	5.30pm – 6.30pm	Review and Selection Committee (tentative)
5 August	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
12 August	3.00pm – 6.00pm	Finance Risk and Audit Committee (followed by joint workshop) (tentative)

Date	Time	Meeting
12 August	6.30pm – 9.30pm	Information Session – Forum (Incl. Joint Workshop with FRAC)
19 August		No Meeting
26 August	6.30pm – 9.30pm	General Council
2 September	6.30pm – 9.30pm	Information Session – Forum
9 September	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
16 September		No Meeting
23 September	6.30pm – 9.30pm	General Council
30 September	6.30pm – 9.30pm	Information Session – Forum (5 th Tuesday)
7 October	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
14 October	2.00pm – 5.00pm	Finance, Risk and Audit Committee (tentative)
14 October		No (after-hours) Meeting
21 October	6.30pm – 9.30pm	Information Session - Forum
28 October	6.30pm – 9.30pm	General Council
29 October	6.00pm – 9.00pm	Community and Youth Grants Committee (tentative)
4 November	5.30pm – 6.30pm	Review and Selection Committee (tentative)
4 November	6.30pm – 9.30pm	Information Session – Forum
11 November	6.30pm – 9.30pm	Infrastructure and Environment Committee Meeting
18 November		No Meeting
25 November	6.30pm – 9.30pm	General Council
2 December	2.00pm – 5.00pm	Finance, Risk and Audit Committee (tentative)
2 December	6.30pm – 9.30pm	Information Session – Forum
9 December	6.30pm – 9.30pm	General Council
11 December	6.30pm – 9.30pm	Information Session – Forum

12 Corporate Reports for Information/Noting

12.1 Questions Taken on Notice Register

Report Reference	SGC241015R12.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Ryles
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

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’.**

ATTACHMENTS

1. QON Register 24 September 2024 [12.1.1 - 5 pages]

Questions Taken on Notice Register



Attachment 1

Report Reference	Meeting Date	Councillor	Responsible Officer	Question taken on notice during the meeting	Response
GC240827R12.3	27 August 2024	Councillor Sarah Luscombe	Business Intelligence Analyst - David Mackay	Are we able to be provided a breakdown potentially, on that data (Page 162 9a, 9b and 9c) to understand if there are particular areas specifically pulling the results down?	<p>Section 1 - QON Councillor Luscombe - Performance Breakdown - Customer Experience KPI's FY23/24 Below is a breakdown of Customer Satisfaction Survey (CSAT) data by case category for FY23/24. These tables (Table 1.1.1, Table 1.1.2, Table 1.1.3) include a first and second half of the financial year comparison, with a view to identifying which areas experienced significant degradation in the latter part of the year. As observed recently, Customer Service Centre performance (the first point of contact for phone and face-to-face customers) was impacted by resource constraints, however significantly improved performance is being observed in Q1-FY24/25 (ie. July – September 2024).</p> <p>With respect to customer satisfaction (CSAT) performance across different CoM business areas, patterns do emerge in relation to case complexity and duration, whereby more complex cases generally have lower satisfaction rates. Some areas for improvement with respect to more complex cases in FY24/25 include case management / internal workflow and communication with the customer.</p> <p>Section 2 - Councillor Veliskou - Ensuring ongoing performance with respect to Customer Experience With respect to the ongoing evaluation of CSAT data, it is important to acknowledge that during FY23/24, of the approximately 13,871 survey invitations sent, approximately 1,116 were completed (8.04%)</p>

Questions Taken on Notice Register



Attachment 1

					<p>participation rate or 1 in every 12.5 cases).</p> <p>To ensure that the Customer Experience dataset is robust and reflective of customer sentiment, it is important that CoM continues to increase the CSAT survey participation rate in FY24/25.</p> <p>Section 3 - Comment - Possible collection of customer satisfaction data for all related parties involved with Dog Attack / Dog Complaint</p> <p>Regarding the assessment of customer satisfaction for Dog Attack / Dog Complaint cases within the CSAT survey framework for all related parties, rather than just the specific party related to the CRM case, a different survey mechanism would be required.</p> <p>This is due to the complexity associated with a related parties perspective within a Dog Attack / Dog Complaint. At present the CSAT survey is configured for the case requester only. Furthermore, there is no consideration for the categorisation of a related party to determine their interest within the case.</p>
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Attachment 1

Questions Taken on Notice Register



Table 1.1.1

HOW SATISFIED WERE YOU WITH THE EASE OF LODGING YOUR REQUEST?

CASE CATEGORY	TOTAL RESPONSES	AVG-CASE DURATION	FY23/24-1STHALF	FY23/24-2NDHALF	VARIANCE
TREES / VEGETATION	317	13.89	82.91%	74.21%	-8.70%
PARKING	172	2.99	81.58%	70.69%	-10.89%
PARKS / RESERVES	66	20.02	85.71%	86.84%	1.13%
ANIMALS / PESTS	64	25.42	84.00%	84.62%	0.62%
FOOTPATH / LANEWAY / SHARED PATH	54	36.67	65.00%	73.53%	8.53%
LOCAL NUISANCE	45	14.36	76.19%	83.33%	7.14%
STREET SWEEPING	42	3.84	85.71%	71.43%	-14.29%
GRAFFITI	39	6.51	100.00%	77.78%	-22.22%
DEVELOPMENT / CONSTRUCTION	35	21.93	71.43%	66.67%	-4.76%
ABANDONED VEHICLE	31	8.29	84.21%	91.67%	7.46%
WASTE / RECYCLING	28	8.74	86.67%	84.62%	-2.05%
STORMWATER / DRAINAGE	27	29.63	94.12%	70.00%	-24.12%
GRASS OVERGROWN	24	20.28	83.33%	66.67%	-16.67%
ROADS	17	14.07	81.82%	83.33%	1.52%
SIGNS	16	12.87	70.00%	100.00%	30.00%
WEEDS	16	6.69	77.78%	71.43%	-6.35%
TRAFFIC	14	195.99	53.85%	100.00%	46.15%
VERGE / NATURE STRIP	14	11.16	57.14%	85.71%	28.57%
HARD RUBBISH SERVICES	10	14.54	100.00%	40.00%	-60.00%
LIGHTING	10	32.95	100.00%	75.00%	-25.00%
PERMITS / APPLICATIONS	10	19.88	85.71%	66.67%	-19.05%
DAMAGED INFRASTRUCTURE	7	16.49	28.57%		-28.57%
EXPIATION NOTICES	7	15.84	50.00%	66.67%	16.67%
INFRASTRUCTURE PROJECTS	5	23.57	100.00%		-100.00%
COUNCIL OWNED BUILDINGS (INTERNAL USE)	3	22.77	100.00%	100.00%	
DRIVEWAYS	3	57.86			
PUBLIC HEALTH	3	0.07	66.67%		-66.67%
BUS SHELTER / BUS STOP	2	37.91	100.00%	100.00%	
DUMPED RUBBISH / LITTERING	2	7.46		100.00%	100.00%
FOOD BUSINESS	2	16.03	100.00%		-100.00%
COUNCIL OWNED BUILDINGS OR LAND	1	14.03	100.00%		-100.00%
INCIDENT	1	0.09			
PEDESTRIAN / ROAD BRIDGE	1	4.92	100.00%		-100.00%
PUBLIC TOILETS / FURNITURE	1	3.99	100.00%		-100.00%
RECREATION / EVENTS	1	78.62		100.00%	100.00%
Total	1090	16.88	80.66%	75.97%	-4.69%

Attachment 1

Questions Taken on Notice Register



Table 1.1.2

HOW SATISFIED WERE YOU WITH THE TIME TAKEN TO ADDRESS AND ACTION YOUR REQUEST?

CASE CATEGORY	TOTAL RESPONSES	AVG-CASE DURATION	FY23/24-1STHALF	FY23/24-2NDHALF	VARIANCE
TREES / VEGETATION	318	13.76	74.21%	66.04%	-8.18%
PARKING	172	2.99	76.52%	63.16%	-13.36%
PARKS / RESERVES	66	20.02	67.86%	65.79%	-2.07%
ANIMALS / PESTS	64	25.42	80.00%	87.18%	7.18%
FOOTPATH / LANEWAY / SHARED PATH	54	36.67	45.00%	58.82%	13.82%
LOCAL NUISANCE	45	14.36	61.90%	70.83%	8.93%
STREET SWEEPING	42	3.84	64.29%	57.14%	-7.14%
GRAFFITI	39	6.51	95.24%	72.22%	-23.02%
DEVELOPMENT / CONSTRUCTION	35	21.93	64.29%	71.43%	7.14%
ABANDONED VEHICLE	31	8.29	84.21%	50.00%	-34.21%
WASTE / RECYCLING	28	8.74	80.00%	76.92%	-3.08%
STORMWATER / DRAINAGE	27	29.63	58.82%	40.00%	-18.82%
GRASS OVERGROWN	23	21.06	58.82%	50.00%	-8.82%
ROADS	16	14.95	60.00%	33.33%	-26.67%
SIGNS	16	12.87	80.00%	83.33%	3.33%
WEEDS	16	6.69	77.78%	71.43%	-6.35%
TRAFFIC	14	195.99	30.77%	100.00%	69.23%
VERGE / NATURE STRIP	14	11.16	42.86%	57.14%	14.29%
HARD RUBBISH SERVICES	10	14.54	80.00%	40.00%	-40.00%
LIGHTING	10	32.95	100.00%	62.50%	-37.50%
PERMITS / APPLICATIONS	10	19.88	85.71%		-85.71%
DAMAGED INFRASTRUCTURE	7	16.49	28.57%		-28.57%
EXPIATION NOTICES	7	15.84	50.00%	66.67%	16.67%
INFRASTRUCTURE PROJECTS	5	23.57	33.33%		-33.33%
COUNCIL OWNED BUILDINGS (INTERNAL USE)	3	22.77	100.00%	100.00%	
DRIVEWAYS	3	57.86	33.33%		-33.33%
PUBLIC HEALTH	3	0.07	66.67%		-66.67%
BUS SHELTER / BUS STOP	2	37.91		100.00%	100.00%
DUMPED RUBBISH / LITTERING	2	7.46		100.00%	100.00%
FOOD BUSINESS	2	16.03	100.00%		-100.00%
COUNCIL OWNED BUILDINGS OR LAND	1	14.03	100.00%		-100.00%
INCIDENT	1	0.09			
PEDESTRIAN / ROAD BRIDGE	1	4.92	100.00%		-100.00%
PUBLIC TOILETS / FURNITURE	1	3.99	100.00%		-100.00%
RECREATION / EVENTS	1	78.62		100.00%	100.00%
Total	1089	16.87	70.73%	65.24%	-5.49%

Attachment 1

Questions Taken on Notice Register



Table 1.1.3

HOW SATISFIED WERE YOU WITH HOW WE HANDLED YOUR REQUEST?

CASE CATEGORY	TOTAL RESPONSES	AVG-CASE DURATION	FY23/24-1STHALF	FY23/24-2NDHALF	VARIANCE
TREES / VEGETATION	318	13.76	68.55%	57.86%	-10.69%
PARKING	173	2.97	73.91%	58.62%	-15.29%
PARKS / RESERVES	66	20.01	60.71%	52.63%	-8.08%
ANIMALS / PESTS	64	25.42	80.00%	82.05%	2.05%
FOOTPATH / LANEWAY / SHARED PATH	54	36.67	35.00%	55.88%	20.88%
LOCAL NUISANCE	45	14.36	57.14%	58.33%	1.19%
STREET SWEEPING	43	3.82	57.14%	58.62%	1.48%
GRAFFITI	39	6.51	100.00%	72.22%	-27.78%
DEVELOPMENT / CONSTRUCTION	34	19.02	76.92%	61.90%	-15.02%
ABANDONED VEHICLE	31	8.29	78.95%	50.00%	-28.95%
WASTE / RECYCLING	28	8.74	86.67%	61.54%	-25.13%
STORMWATER / DRAINAGE	26	30.19	62.50%	50.00%	-12.50%
GRASS OVERGROWN	23	21.06	47.06%	50.00%	2.94%
ROADS	17	14.07	36.36%	50.00%	13.64%
SIGNS	16	12.87	80.00%	66.67%	-13.33%
WEEDS	16	6.69	44.44%	57.14%	12.70%
TRAFFIC	14	195.99	38.46%	100.00%	61.54%
VERGE / NATURE STRIP	13	11.63	42.86%	66.67%	23.81%
HARD RUBBISH SERVICES	10	14.54	80.00%	60.00%	-20.00%
LIGHTING	10	32.95	100.00%	37.50%	-62.50%
PERMITS / APPLICATIONS	10	19.88	57.14%	33.33%	-23.81%
DAMAGED INFRASTRUCTURE	7	16.49	28.57%		-28.57%
EXPIATION NOTICES	6	17.14	66.67%	66.67%	
INFRASTRUCTURE PROJECTS	5	23.57			
COUNCIL OWNED BUILDINGS (INTERNAL USE)	3	22.77		100.00%	100.00%
DRIVEWAYS	3	57.86			
PUBLIC HEALTH	3	0.07	66.67%		-66.67%
BUS SHELTER / BUS STOP	2	37.91		100.00%	100.00%
DUMPED RUBBISH / LITTERING	2	7.46		50.00%	50.00%
FOOD BUSINESS	2	16.03	100.00%		-100.00%
COUNCIL OWNED BUILDINGS OR LAND	1	14.03	100.00%		-100.00%
INCIDENT	1	0.09			
PEDESTRIAN / ROAD BRIDGE	1	4.92	100.00%		-100.00%
PUBLIC TOILETS / FURNITURE	1	3.99			
RECREATION / EVENTS	1	78.62		100.00%	100.00%
Total	1088	16.75	66.08%	59.30%	-6.78%

12.2 SRWRA Board Meeting 19 August 2024 - Constituent Council Information Report

Report Reference	SGC241015R12.2
Originating Officer	General Manager Corporate Services - Angela Allison
Corporate Manager	- N/A
General Manager	General Manager Corporate Services - Angela Allison

REPORT HISTORY

This Standing Report follows each SRWRA Board meeting to provide an update of matters considered by the SRWRA Board.

REPORT OBJECTIVE

Present the Constituent Council Information Report from SRWRA Board Meeting, 19th August 2024.

EXECUTIVE SUMMARYS

Southern Region Waste Resource Authority (SRWRA) is a regional subsidiary established by the Cities of Onkaparinga, Marion and Holdfast Bay (the "Constituent Councils"), pursuant to Section 43 of the Local Government Act 1999. The functions of SRWRA include providing and operating waste management services on behalf of the Constituent Councils.

In accordance with Section 4.5.2 of the SRWRA Charter, there shall be at least six ordinary meetings of the Board held in each financial year.

Furthermore, Section 4.5.11 states that prior to the conclusion of each meeting of the Board, the Board must identify which agenda items considered by the Board at that meeting will be the subject of an information report to the Constituent Councils.

In accordance with the above, the Information Report from the Board Meeting held on 19th August 2024 is provided for Members' information.

RECOMMENDATION

That Council:

- Notes the Constituent Council Information Report from SRWRA Board Meeting, 19th August 2024.**

ATTACHMENTS

- Constituent Council Information Report [12.2.1 - 2 pages]



Constituent Council Information Report – Public

Board Meeting: 19 August 2024

Report By: Chief Executive Officer

In accordance with Section 4.5.11 of the Southern Region Waste Resource Authority Regional Subsidiary Charter - 2024, the SRWRA Board identified the following Agenda Items to be the subject of a Public Information Report to the Constituent Councils (Cities of Onkaparinga, Marion and Holdfast Bay).

Report Name	Report Summary
Procurement Plan – Articulated Dump Truck	The SRWRA Plant Asset Management Plan recommended the replacement of the Articulated Dump Truck in FY25. A procurement plan will be implemented to facilitate the process.
Audit & Risk Committee Membership	The terms for existing Independent Audit & Risk Committee members for the Cities of Marion, Onkaparinga and Holdfast Bay were all due to expire before the end of 2024. Reappointments were sought from Councils and all members were reappointed by the Board.
Chief Executive Officers Information Report	<p>The CEO summarised key activities over the last few months.</p> <ul style="list-style-type: none"> • The EPA attended site to discuss lithium battery management just days before the SRWRA CEO attended a meeting with the South Australian Minister for Environment. The key message from industry to State Government was 'less talk, more action'. In the last three months, the SRWRA site has recorded 12 fire incidents. • SRWRA will undertake a demand assessment of the EcoPark concept, this report will guide the next steps in the proposal. • SRWRA is continuously evolving and becoming more complex. The Board identified the need to develop a skills matrix to ensure a comprehensive range of expertise is present to support the current and future direction of SRWRA.
Risk Management Report	SRWRA provides quarterly risk management reporting to the Audit & Risk Committee and Board, this includes regular reviews of the SRWRA risk register and identification of new and emerging risks.



Constituent Council Information Report – Public

12.3 Councillor Hoffmann and Councillor Taylor - Communication Report on AICD course

Report Reference	SGC241015R12.3
Originating Officer	Unit Manager Governance and Council Support – Victoria Moritz
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Acting Chief Executive Officer – Ben Keen

REPORT OBJECTIVE

The purpose of this report is to provide a communication report from Councillor Hoffmann and Councillor Taylor on their attendance at the Australian Institute of Company Directors course (AICD) and is provided in accordance with the Council Member Training and Development Policy.

RECOMMENDATION

That Council:

- 1. Receives and notes the report ‘Councillor Hoffmann and Councillor Taylor - Communication Report on AICD course’**

Report by Councillor Hoffmann and Councillor Taylor:

Councillors Jayne Hoffman and Matt Taylor recently graduated from the AICD course.

The AICD course material consisted of 2 very thick training folders which we had to pre-read a couple of months before the face-to-face course started. This helped establish a foundational understanding of core concepts.

The course classroom time was over five days, once this was completed, we had 3 months to complete the assessments, although for Matt this extended to approx. 6 months due to family illness. The assessments consisted of Multiple-choice questions, 3500-word case study essay and finally a 4-part question exam designed to test you on how to apply all your learnings to date.

Broadly, the keys skills we learnt were:

Enhanced Knowledge and Skills: key areas such as governance, finance, strategy, risk management, and legal responsibilities. We gained a deep understanding of corporate governance principles, financial literacy, strategic direction, risk assessment, and legal duties.

Improved Board Performance: The course fosters effective decision-making by providing tools and frameworks for performance assessments, whilst developing leadership skills to improve board dynamics and best practices in board operations, which can be implemented to improve efficiency and effectiveness. The course significantly enhances overall board performance.

In summary, the AICD Company Directors Course not only enhances individual knowledge and skills but also improves the overall performance of any board, ensuring that directors or in our case councillors are well-equipped to lead their board activities effectively.

ATTACHMENTS

Nil

12.4 Councillor Hoffmann - Communication Report on ALGA

Report Reference	SGC241015R12.4
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Acting Chief Executive Officer – Ben Keen

REPORT OBJECTIVE

The purpose of this report is to provide a communication report from Councillor Hoffmann on her attendance at the Australian Local Government Association (ALGA) conference and is provided in accordance with the Council Member Training and Development Policy.

EXECUTIVE SUMMARY

Cr Jayne Hoffmann

The Australian Local Government Association (ALGA) held its annual National General Assembly of Local Government (NGA), between Tuesday 13 to Friday 2 – 4 July in Canberra, focusing on the theme of “Building Community Trust”. Councillor Luscombe and Councillor Hoffmann attended the forum on behalf of the Council, with Councillor Luscombe as the voting delegate. The NGA attracts mayors, shire presidents, staff and councillors across Australia, to consider how local government can partner with the Federal Government on continually delivering a better future for communities. The theme of the 2024 NGA is “Building Community Trust” which acknowledges the critical importance of trust in our democracy’s different level of government, its institutions, and amongst its citizens. The conference program features a range of high profile and engaging speakers who will explore ideas about what creates trust, and how we nurture it.

RECOMMENDATION

That Council:

- 1. Receives and notes the report ‘Councillor Hoffmann - Communication Report on Australian Local Government Association Conference’**

DISCUSSION

The ALGA conference was held in Canberra from 2- 4 July 2024 which gathered over a thousand representatives and staff to discuss current issues and challenges within metropolitan, regional or rural communities. The theme for this years conference was ‘*Building Community Trust*’, which was woven throughout the different presentation in various aspects.

The conference was opened by our newly appointed Governor-General, Samantha Mostyn, marking her first official engagement. Her decision to open the Local Government Conference sent a strong message to attendees and the Australian public about the importance her office places on the role of local government in our communities. This also aligned with the event's theme, which highlighted the significance of 'different levels of government, its institutions, and citizens.'

As with Councillor Hoffmann’s previous report in 2023, the conference saw representation from over 540 councils, with the highest number of attendees ever recorded, from regional, remote, and metropolitan areas.

There were two presentations of notation. Stephen Yarwood delivered an inaugural talk on the history of urban legends, tracing influences from Greek philosophers to modern-day futurists who have shaped our thinking around urban planning and the environments we are building for an ever-growing global population, now at 8 billion.

The second presentation was by our favourite demographer, Simon Kuestenmacher who again tailored his lengthy presentation to a target audience and provided some salient points around demography and how these shapes and influences political decisions.

There were 151 motions which was a record number for any National LGA conference within the following topics:

- Motions Consistent with a ALGW Policy
- Intergovernmental Relations
- Financial Stability
- Roads and Transport
- Emergency Management
- Housing and Homelessness
- Jobs and Skills
- Closing the Gap and Aboriginal and Torres Strait Islanders Reconciliation
- Climate change and Renewable Energy
- Environment
- Circular Economy

The depth and quality of information in these motions offer valuable insights for us to consider in shaping policies for the City of Marion. I was particularly drawn to the motions addressing housing and homelessness, especially in light of our current housing and cost of living crisis, which have further informed my approach to thinking about sustainable and affordable solutions.

Perhaps because I was preparing myself to chair the Infrastructure and Environment Committee, I was also focused on topics such as Environment and Climate Change and Renewable Energy, with such ideas of wind farms, battery recycling, funding arrangements, circular economy to name a few.

Similarly, I was drawn to Jobs and Skills addressing skills shortages and building capacity in local governments in a tight job market and limited resources, using initiatives such as increasing funding for apprentices, traineeships and cadetships.

In closing, I strongly support all councillors having the opportunity to attend this conference and professional development opportunities such as these, as they are invaluable for developing skills and knowledge, as well as understanding how other councils conduct their business.

ATTACHMENTS

Nil

12.5 Councillor Luscombe - Communication Report on ALGA

Report Reference	SGC241015R12.5
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Acting Chief Executive Officer – Ben Keen

REPORT OBJECTIVE

The purpose of this report is to provide a communication report from Councillor Luscombe on her attendance at the Australian Local Government Association (ALGA) conference and is provided in accordance with the Council Member Training and Development Policy.

RECOMMENDATION

That Council:

1. **Receives and notes the report ‘Councillor Luscombe - Communication Report on Australian Local Government Association Conference’**

DISCUSSION**Cr Sarah Luscombe**

The National General Assembly (NGA) of the Australian Local Government Association (ALGA) was held at the National Convention Centre between 2-4 July 2024, with the Australian Council of Local Government (ACLG) being held on 5 July at the same location. I attended these conferences together with Cr Jayne Hoffman, and Ms Sarah Vinall, Manager of People and Culture.

The theme of the NGA this year was “Building Community Trust”. The NGA provided a helpful opportunity to network with members of a range of councils across Australia to discuss our similarities and differences, understand the broader context of local government in which we work, and the build knowledge around the complexity and diversity of differing issues that local governments face.

The first day was opened by our new Governor General, Her Excellency the Hon Ms Sam Mostyn, AC, which was her first public address as Governor General, having been sworn in just two days prior. Ms Mostyn discussed the importance of care, respect and compassion in the community and the vital role of local government in relation to building community trust. Ms Mostyn expressed a commitment to working together with local governments and be visible in her new role.



The Hon Catherine King, Minister for Infrastructure, Transport, Regional Development stated that the Australian Government will continue to deliver a \$120 billion commitment across a 10-year nation-building infrastructure pipeline. She stated that the Roads to Recovery funding would be doubled, and the Black Spot program was being increased to \$150 million per year. Ms King discussed that these budget increases were 'baked in' to the budget over the years to come, rather than just a one off increase, supporting local councils to better plan our infrastructure requirements. \$200 million over 10 years was dedicated to the new Safer Local Roads and Infrastructure Program, which consists of a merger between the existing Heavy Vehicle Safety and Productivity Program and Bridges Renewal Program, which was open to local as well as state and territory governments. With regard to social infrastructure, Ms King talked about supports available to regional as well as suburban councils, such as through the Thriving Suburbs Program, which was a part of the 2023-2024 budget, with the goal of improving economic growth, liveability, social inclusion, and local amenity. This program had one funding round totaling \$350 million, with funding grants of between \$500,000-\$15 million available to local governments. Ms King also spoke about housing pressure, and indicated that \$1.5 billion was available to support local governments through the Housing Support Program and its Priority Works Stream, which is aimed to ensure that local roads, utilities and community infrastructure is developed at the same time as new housing. She furthered that the Housing Support Program also enabled \$50 million for local governments to try new planning approaches to support new housing within existing plans and enable more affordable housing within communities. Ms King went on to discuss the Active Transport Fund which will consist of \$100 million over four years. Lastly, she spoke about local government financial sustainability and the House of Representatives inquiry in this space.

Cr Linda Scott, ALGA President, who is due to retire from the role in September, provided her outgoing address to the NGA, discussing future-proofing local government through support, safety and sustainability. She outlined that local governments manage a third of Australian infrastructure, alongside 77% of roads, and only receive 0.5% of Federal Government tax revenue. She advocated for long term, sustainable funding to support future planning for services and programs. Cr Scott outlined the importance of all levels of government working together to address the housing crisis and mitigate the impact of climate change.

Demographer Simon Kuestermacher presented us with an entertaining presentation around the

implications of a range of Australian demographic data projects, some which we had heard earlier in relation to the specifics of South Australia at an LGA-SA AGM recently. Key messages included to plan ahead for workforce shortages and that immigration will be essential to support workforce challenges as baby boomers approach the retirement cliff.

During our time in Canberra, Cr Hoffmann and I had the opportunity to visit the Hon Louise Miller-Frost in her office at Parliament House whilst we were in Canberra, where we discussed local issues in relation to her electorate of Boothby, and heard more about the work of Ms Frost in Parliament.



The purpose of the ACLG, held on the final day, was to support partnerships between local government and the Australian Government. In this context, we heard from a range of dignitaries and Federal Government ministers, such as the Prime Minister, the Hon Anthony Albanese MP; the Hon Kristy McBain, Minister for Regional Development, Local Governments and Territories; the Hon Chris Bowen, Minister for Climate Change and Energy; and the Hon Patrick Gorman, Assistant Minister to the Prime Minister, for the Public Service and to the Attorney-General.

Several panel discussions were held, including a panel on Service Delivery, Housing, Communications, Skills and Capacity, where Federal Government ministers expressed their commitment to supporting local infrastructure needs and noting that local governments are the specialists when it comes to understanding these local needs. A panel in relation to Disaster Recovery and Resilience was held in relation to the role of local councils and the Australian Government in terms of proactive and reactive intervention to support local communities prepare for and build back after disasters. A Climate Change and Renewable Energy panel discussed Federal Government grant opportunities and ideas to support communities across the country benefit from the transition to renewables. There was also a panel for Peri Urban Councils and Regional Cities which looked more specifically at issues faced by councils in country regions.

Over 800 delegates attended, including 770 local government representatives from 312 councils

across the country and Tiwi Islands. More information summarising the ACLG can be found in this short video <https://www.youtube.com/watch?v=G5seG3jyZIk>

We also had opportunity have dinner at Parliament House, where we heard from and met with a range of Federal government ministers, including the Prime Minister.

Overall, I found attending the conference in Canberra to be a very enriching experience which helped me further understand the broader context in which City of Marion operates.



ATTACHMENTS

Nil

12.6 Q4 Corporate Risk Report

Report Reference	SGC241015R12.6
Originating Officer	Risk Business Partner – Kim Strickland
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Acting Chief Executive Officer – Ben Keen

REPORT OBJECTIVE

To provide Council with an overview of the City of Marion Corporate Risk Register review for Quarter 4, 2023-2024 (1 April to 30 June 2024).

RECOMMENDATION

That the Council:

- 1. Notes the Corporate Risk Report.**

DISCUSSION

During Quarter 4 2023-24 (Q4), a review by risk owners was conducted on the council's Corporate Risk Register.

This review was the second time Risk Owners reviewed their risks within Pulse (the new corporate risk system) with a good level of competency noted with risk owners being able to navigate the system well. One area requested further training of Pulse for this quarter's review, which was provided by the team.

Other key risk activity

Within the Quarter the Annual Fraud Questionnaire commenced, of which the outcomes are reported via a separate report to the ELT meeting on 18 July 2024. A new corporate risk was identified as an outcome of the Annual Fraud Questionnaire and is featured in Section 1.2 within this report.

1.1 Analysis of Quarter 4 2023-2024 Risk Metrics

The Q4 review of the Corporate Risk Register confirmed a total of 102 existing risks. There were no changes to the residual high risks since the last quarter. This quarter identified a re-rating of 1 risk from Low to Medium, and identified 1 new risk, discussed in Section 1.2 of this report.

Table 1 illustrates the Residual risk ratings, being 4 high, 71 medium, and 27 low.

Table 1: Quarter 4, 2023-2024 Risk Ratings



Table 2: Corporate Risk Register – Comparative outcomes of the last four quarters

This table illustrates the movement in our risk exposure over the previous 12 months.

	Quarter 1 - 2023/24 July to September			Quarter 2 - 2023/24 October to December			Quarter 3 - 2023/24 January to March			Quarter 4 - 2023/24 April to June			Overall Impact +
	Residual High Risk - 4%			Residual High Risk - 4%			Residual High Risk - 4%			Residual High Risk - 4%			Overall Impact*
	Inherent	Residual	Target	Inherent	Residual	Target	Inherent	Residual	Target	Inherent	Residual	Target	
Extreme	22	0	0	22	0	0	21	0	0	22	0	0	↔
High	69	4	0	69	4	0	67	4	0	66	4	0	↔
Medium	10	71	63	10	71	63	12	69	63	13	71	64	↔
Low	0	26	38	0	26	38	1	28	38	1	27	38	↔
Total	101	101	101	101	101	101	101	101	101	102	102	102	

*overall residual rating impact across the 4 quarters.

1.2 New Risks

One new risk (CR0111) was identified during the period concerning the rapid advancement of Artificial Intelligence (AI) in the external environment and the risk exposure and impact to council and the community.

Most of the AI used by council is far from emerging, however one significant shift in AI is the size of data sets being far larger than traditionally has been the case. The source of these datasets has revealed things about our society that generate highly contentious and hotly debated ethical concerns or risks.

Advancement of AI impacts council beyond its use of AI, if information is made available in the public realm such as council Freedom Of Information release, that may contain confidential/ personal/inaccurate/ bias information that is essentially harmful to an individual or the community and council reputation.

The risk in council use of AI in its business practices and decisions can lead to privacy breach, ethical concerns and inaccurate information provided, all of which can be harmful to council resulting in public mistrust, financial and reputational risk.

There is some work required by council to navigate further the impact to council and define a useful way to explore use of AI in its functions and processes. Council recognise that a governance framework is vital in driving the development, deployment and use of AI technologies whilst

addressing the risks. Council is currently drafting an AI Policy, and the risk treatment plan includes an assessment and review processes staff training processes to educate staff to support management of the risk.

Description	Controls and Treatment Plan	Residual Risk Rating
CR0111 Rapid advancement of Artificial Intelligence (AI).	<ul style="list-style-type: none"> Establish an overarching AI Framework to support the assessment of AI technologies and its source data. Integrate the AI Framework within our procurement, project management and business case / software selection procedures. Provide awareness and training about AI to staff and Elected Members on the associated AI Framework. Any use of AI products internally is to go through IS department for approval to use. 	Medium

1.3 Re-assigned risks

There were no risks re-assigned during the Quarter.

1.4 Re-rated risks

The following risk was re-named and re-rated accordingly.

The re-naming of the risk to *“Inability to support dog and cat management at CoM”* is required to capture the broader risk to the CoM and the community in not being able to exercise their powers and fulfil their responsibilities under the Dog and Cat Management Act, to protect animals and the public. Responsibilities and therefore the risk managed by CoM goes beyond seizing and re-homing animals; extending to enforcing and addressing roaming dogs and cats, aggressive dogs, registration, microchipping and responsible breeding to name a few.

Further, re-naming the risk removes the reference to the risk just being about re-homing and this being a RSPCA responsibility in the description, and they are not the only provider of animal rehoming services.

The risk to CoM had been tracking Low with RSPCA being able to honor their CoM/RSPCA agreement for re-homing of animals. However, in the last few months, the RSPCA accepted kittens, and only mature felines in some circumstances. This is due to a global shortage of vaccines being available for mature felines, thus the risks to RSPCA were too great for accepting mature felines with unknown vaccination status. The supply shortage of feline vaccine is a global issue that has continued to impact Australia since 2023. Shipments of vaccines are expected by 1 July 2024, as reported by Australian Veterinarian Association on 24 June 2024, although it is unclear of the numbers of supply or if it will be sufficient.

CoM does have a back-up animal re-homing with Animal Welfare League, based in Edinburgh, however this facility will likely also be impacted by vaccine shortage

In light of the above, the risk has been raised to Medium to consider the above-mentioned broader risk of services and responsibilities of council exercise by their Animal Management Plan. Further the re-rating considers the impact to the community with the current global supply shortage of feline

vaccines. Mitigations in controlling the risk include the RSPCA agreement, AWL as a back-up for rehoming, and the 5 year Animal Management Plan. The risk will continue to be monitored.

Current risk:

Risk #ID	Risk Description	Residual Risk Rating
CR0065	Inability to support dog and cat management at CoM with RSPCA at full capacity	Low

Revised Risk:

Risk #ID	Risk Description	Residual Risk Rating
CR0065	Inability to support dog and cat management at CoM	Medium

1.5 External issues/opportunities

Inflation

The Consumer Price Index (CPI) rose 1.0% this quarter. Over the 12 months to the June 2024 quarter, the Adelaide Consumer Price Index rose to 3.8% (ABS). The most significant price rises this quarter were Housing (+1.1%), Food and non-alcoholic beverages (+1.2%), Clothing and footwear (+3.1%) and Alcohol and Tobacco (1.5%).

Community feedback on council's Draft Annual Business Plan in April/May 2024 indicated increased community sentiment around cost-of-living concerns.

Dog and Cat Management Amendment Bill 2024 Act

Council was invited to provide feedback (due by 4 September 2024) on proposed changes to the dog and cat management laws in South Australia. The proposed changes include increased powers to manage wandering dogs, increased penalties for vicious dog attacks, increases in fines and expiations for dog attacks, and a ban on puppy farms through a stricter breeder licensing scheme.

Elections Funding Commitments

Members of Parliament have expressed interest in discussing the strategic priorities of Council in consideration of the future election cycles. Council's Long Term Financial Plan, unfunded priority list and projects from its strategic documents including the 'City of Marion Building Asset Strategy' and Asset Management Plans will form the basis of information. There is a risk to Council of potentially extending our debt further due to co-contributions often required during the election cycle which would have financial implication for the Council. This risk needs to be considered in any conversations with Members of Parliament regarding the next Federal election.

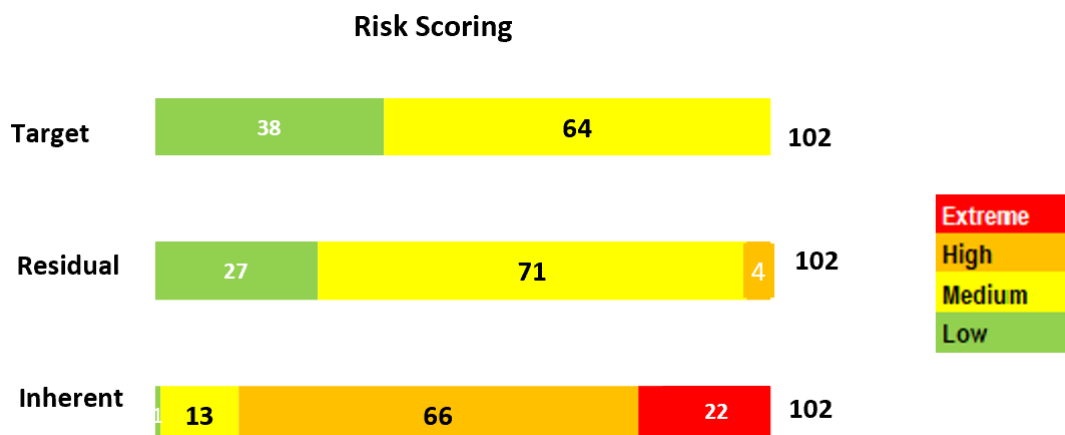
Claims data

A review of footpath claims data was assessed in the quarter which shows a gradual increase in footpath tripping hazards. The information has been shared with the Manager Operations to undertake a deeper dive review of the data to ascertain any key hot spots within the council area. Footpath renewal forms part of the rolling capital works program with hazards given priority attention.

1.6 High Risks

Council's Risk Management Framework outlines that high and extreme risks are reported to the ELT and subsequently, to Council via assurance from the Finance, Risk and Audit Committee.

There are currently four (4) risks assessed as outside the CoM's adopted risk appetite, as outlined in Residual Risks, **Table 3**.

Table 3. Corporate Risk Register Quarter 4, 2023-24 – Risk Scoring overview


Council's high risks are reviewed in a 'High-Risk' report format and reviewed and monitored each quarter. The 'High-Risk' report document provides full details on the risk, background/context, causes, consequences, and any current controls already in place.

It then details any planned treatments identified by the risk owners aimed at reducing the risk within tolerance levels. The 'High-Risk' Reports are in Attachment 1.

There has been a minor wording change made to CR0053 during the Q4 review. The wording change does not change the intent of the risk as it has always been about strategic projects. The amended wording just clarifies this.

From:	Ineffective & inefficient organisational project and portfolio management/monitoring to deliver strategic objectives and outcomes
Amended to:	Ineffective & inefficient strategic project and portfolio management/monitoring to deliver successful objectives and outcomes

It is noted that risk CR0095 relating to data quality and governance will be reviewed in quarter 1 24/25 as a result of the Internal Audit on Data Governance with a recommendation from KPMG that this risk can be re-rated to a medium risk.

Risk CR0058 relating to climate change will also be reviewed once the information on the climate change risk register and governance assessments are complete.

Table 4: Risks Currently rated as High (or above)

Risk ID	Risk Description	Inherent Risk Rating	Residual Risk Rating	Quarter Movement
CR0026	Injury or damage arising out of a failure of CoM contractors to comply with contract conditions and CoM HSW requirements	High	High	↔
CR0053	Ineffective & inefficient organisational project and portfolio management/ monitoring to deliver strategic objectives and outcomes	High	High	↔
CR0058	Failure to identify, assess, and manage climate-related risks and opportunities that affect our operations and community.	Extreme	High	↔
CR0095	Poor data quality and data governance not supporting informed decision making	Extreme	High	↔

1.7 Next Financial Year Key Activity

Risk Maturity Assessment

Off the back of the update to council's Risk Management Policy and Framework and the implementation of the 'Pulse' risk system, a Risk Maturity Assessment is scheduled for delivery this financial year (2024-2025).

Every four years Council undertakes a Risk maturity assessment. The last evaluation was conducted in 2019 with the Senior Leadership Team to identify current and desired risk management design and implementation effectiveness states (FAC200818R09). The assessment was made against the strategy, governance, process, culture and capability criterion, and Tools & Technology.

The Risk Maturity Assessment aims to address gaps between the current and desired state of council's risk management with actions intended to be delivered via a multi-year action plan aimed at increasing the maturity of the organisation over the next 4 years.

Opportunities Management

Progress has been made in integrating Opportunity Management into the Risk Management Framework (RMF). Risk & Strategy has initiated work to create an Opportunities register and defined consequence criteria. These will be further developed and refined through workshops with internal subject matter experts scheduled for July-August 2024. Finalising the register and criteria are key deliverables for the updated RMF, which will also incorporate the process for Opportunity Management. The revised RMF is planned for submission to ELT in September 2024 and FRAC in October 2024.

ATTACHMENTS

1. Q4 2023 24 High Risk details [**12.6.1** - 8 pages]

CR0058: Failure to identify, assess, and manage climate-related risks and opportunities that affect our operations and community.

Risk Area	Risk Owner Position	Risk Category	Inherent Risk	Residual Risk	Target Rating	Within Tolerance
Environmental Sustainability	Manager Eng, Assets & Environment.	Financial	Extreme	High	Medium	No

Context Background & Env Considerations: Climate change is already affecting aspects of CoM operations including how we undertake business and activities and how we design, build, and refurbish facilities and infrastructure. It is recognised that unless we ensure we have a sound understanding of the projections and impacts of climate change and incorporate this knowledge into the design and management of infrastructure and the mode of delivery of services we risk exposing the community to increased operating costs and a decrease in the utilities of infrastructure and services. Increased extreme weather events will have ongoing impacts to our vulnerable communities.

Risk Statement: This relates to how council responds to climate change. Climate-related risks (and opportunities) can be split into two categories: physical and transitional. This risk contains both aspects.

PHYSICAL RISKS AND OPPORTUNITIES There is a risk that extreme weather events, coastal inundation and protracted and enduring changes in weather patterns caused by climate change/global warming will result in an increase in operating costs due to asset damage and accelerated deterioration, damage to Council natural and built environments and an increasing disconnect between Councils capacity to deliver facilities and services and the community's expectations. There may also be physical changes to the environment that have a positive impact such as warmer winter temperatures resulting in less energy consumption for heating and improving vegetation health during winter periods.

TRANSITIONAL RISKS AND OPPORTUNITIES Council's response to the potential physical risks of climate change are called "transitional risks". This includes what we do to reduce carbon emissions and reduce human-induced climate change (climate change mitigation) and what we do to adapt to climate change.

Risk Detail	
SLT / ELT Owner	Matt Allen/ Ben Keen
Strategic Link	Valuing Nature
Link to Business Plan	Deliver the Resilient South Asset Management Climate Risk Project Deliver the Carbon Neutral Plan
Stakeholders	Organisation-wide
Consultation	Establishment of Climate Risk Working Group (TBC) Climate Risk Governance Assessments
Likely Causes	Approval of at-risk initiatives in areas of known vulnerability Failure to include Climate Change consideration in business activities/operations (inc. events, asset management planning & CapX projects) Inadequate stakeholder engagement- Increasing carbon emissions Lack of climate change awareness / understanding Lack of recognition for climate risk mapping in urban planning (PDI Act) and decision making (climate hazard mapping) Poor inter-departmental collaboration and communication
Consequences	Catastrophic damage to assets and infrastructure and culturally significant sites during extreme weather (e.g. flooding and fire). Increased cost of remedial and mitigation works. Increased difficulty in obtaining insurance cover/increased premiums. Increased difficulty in obtaining loans if financial institutions require evidence of responses to climate change impacts. Increased operating costs. Reduction in useful asset lifecycle. Maladaptation including inappropriate investment in hazard mitigation. Dissatisfied community, damaged reputation. Damage to coastal zone from storm surge.

Controls	Control Owner	Control Effectiveness
Asset and public Liability Insurance	Maddie FREW	Effective
Asset Management Plans	Brendon LYONS	Effective
Carbon Neutral Plan	Rebecca NEUMANN	Effective
Climate risks identified in risk registers	Sheree TEBYANIAN	Effective
Coastal Climate Change Adaptation Plan including baseline monitoring to detect early changes to risk.	Rebecca NEUMANN	Effective
CoM Climate Change Policy	Rebecca NEUMANN	Effective
CoM Strategic Plan and Business Plan includes climate response	Sheree TEBYANIAN	Effective
Energy Efficiency and Renewable Energy Plan	Rebecca NEUMANN	Partially Effective
Environmental awareness training	Rebecca NEUMANN	Effective
Program and schedule of External Education via events, networking, workshops etc.	Rebecca NEUMANN	Effective
Resilient South Regional Climate Action Plan (TBC)	Rebecca NEUMANN	Effective
Resilient South Regional Climate Partnership (sector agreement)	Rebecca NEUMANN	Effective
Resilient South Regional Coordinator	Rebecca NEUMANN	Effective
Daily procedures to check weather and any environmental impacts for the day ahead, to ensure all scheduled works/staff	Mark JENTSCHE	Effective

Tasks	Task Owner	Status	End Date
Deliver the Coastal Climate Change monitoring program	Rebecca NEUMANN	Progressing	30/06/2024
Develop & implement Resilient Asset Management Pilot (RAMP) program	Rebecca NEUMANN	Progressing	30/06/2025
Develop Climate Change Risk Register	Kim STRICKLAND	Progressing	30/09/2024

CR0095: Poor data quality and data governance not supporting informed decision making.

Risk Area	Risk Owner Position	Risk Category	Inherent Risk	Residual Risk	Target Rating	Within Tolerance
Governance	Manager Office of the CEO	Business Continuity /Organisational	Extreme	High	Medium	No

Context Background & Env Considerations: Due to the limited functions of the business systems, the business has needed to make manual work arounds, this can lead to data entry errors, this can contribute to long processes for information gathering and decision making.

Risk Statement: There is a risk that poor quality and access to data within CoM systems doesn't allow for data driven decision making.

Risk Detail	
SLT / ELT Owner	Kate McKenzie / Tony Harrison
Strategic Link	Council of Excellence
Link to Business Plan	IS Operation Model
Stakeholders	Organisation-wide
Consultation	IS and Data Analytics
Likely Causes	<p>Obsolete Data Governance Framework</p> <p>Business units implement their own technology solutions</p> <p>Inadequate strategic awareness/oversight of corporate data processes</p> <p>Ineffective implementation of the IS</p> <p>Ineffective use of end user reporting and query tools</p> <p>Lack of IT training for staff (no IT Trainer role)</p> <p>Lack of mobility tools for outdoor staff to capture data.</p> <p>Lack of single source of truth for corporate data</p> <p>Lack of standardised Data Quality Assurance processes</p> <p>No resource/capacity to review/embed the Data Governance Framework</p> <p>Poor data capture due to inadequate training around business processes & systems</p>
Consequences	<p>Non-compliance with related regulations/ legislation</p> <p>Unsupported decision making</p> <p>Inability to deliver identified business outcomes.</p> <p>Inability to address business issues.</p> <p>Inability to provide innovation and improve efficiencies.</p> <p>Lack of data integrity</p> <p>Inability to measure outputs and outcomes, resulting in unsupported decision making.</p> <p>Increased errors due to inefficient work processes</p> <p>Decreasing value of data assets</p>

Controls	Control Owner	Control Effectiveness
Business intelligence/data analytics reporting toolset (MS PowerBI)	Cathlyn ANDERSON	Effective
Core application “access” requests are managed by IS. Access is granted in-line with business rules, including “manager” approval.	Jason SPALDING	Effective
Data and Analytics strategy endorsed	Kate MCKENZIE	Effective
Data Governance Framework	Kate MCKENZIE	Partially Effective
ICT Service Reviews and ICT Internal Audit recommendations implemented	Kate MCKENZIE	Effective
Performance Organisational Review Committee	Kate MCKENZIE	Effective
Policy and Procedure for Data Governance, Management, and access.	Cathlyn ANDERSON	Partially Effective
Software owner roles & responsibilities documented (org wide vs departmental)	Jason SPALDING	Effective

Tasks	Task Owner	Status	End Date
Implementation of Data and Analytics program	Cathlyn ANDERSON	Progressing	01/12/2024
Training with data information officers.	Cathlyn ANDERSON	Progressing	30/06/2024

CR0026: Injury or damage arising out of a failure of CoM contractors to comply with contract conditions and CoM WHS requirements.

Risk Area	Risk Owner Position	Risk Category	Inherent Risk	Residual Risk	Target Rating	Within Tolerance
People & Culture	Manager People & Culture	Health, Safety & Wellbeing of our People	High	High	Low	No

Context Background & Env Considerations: CoM contract management purposes are manual with no clear process or system having been implemented into the City property team through a trained and supported approach. Consideration is being given to using Skytrust to overcome these weaknesses.

Risk Statement: There is a risk of non-performance of contractors engaged by CoM to undertake high risk Land & Property related activities as a consequence of a failure to effectively apply a rigorous, commercial, and proactive contractor Induction and management process. Which may result in a failure to deliver services within the intended scope, budget, timeframe and to the required standard of safety and legislative compliance, leading to additional operational costs, the potential for injury or harm, litigation, reputational and community relationship degradation. There is a risk of contractors failing to adhere to CoM WHS performance standards. This risk may be exaggerated when those performance standards are not made clear or understood by various stakeholders (contractors, people engaging contractors, staff, subcontractors etc.).

Risk Detail	
SLT / ELT Owner	Sarah Vinall / Tony Harrison
Strategic Link	Council of Excellence
Link to Business Plan	Develop the City of Marion Building Asset Strategy to meet community, sport and recreation needs.
Stakeholders	SafeWork SA, Community (facility users), Staff (facility users), Council members, Risk Unit, City Activation, Operational Support.
Consultation	Consultation through City Property team meetings and regular engagement with the Risk Team.
Likely Causes	Failure to undertake site inspection and hazard identification prior to commencement of work. Inconsistent / Ineffective WHS induction of contractors Inconsistent application of contract management processes Ineffective monitoring and evaluation of Contractors' WHS practices/performance Ineffective procurement processes that evaluate Contractors' WHS practices/performance
Consequences	Disruption to works impacting CoM & team. CoM exposure to liability Net increase in operating costs Serious injury to Workers, Contractors, or member of Public Officers' exposure to criminal litigation Reputational damaged through adverse media coverage Disruption to works impacting local community.

Control	Control Owner	Control Effectiveness
CoM Insurance	Maddie FREW	Effective
Contract Management Checklist -Contractor Induction/Observation/Monitoring foRms are completed for site induction, observation, and monitoring (inc. record keeping)	Mark JENTSCH	Effective
Contract Management Policy & Procedure (inc. Checklist)	Jamie DUNNICLIFF	Effective
Contractor site Induction (inc. handover of CoM risk assessment plus contractor generated site hazard and risk assessment before commencement)	Mark JENTSCH	Effective

Control	Control Owner	Control Effectiveness
Implemented Health and Safety Contract Management system	Mark JENTSCH	Effective
Outcomes from Business SA Audit of CoM Contract Management	Mark JENTSCH	Effective
Procurement Procedure	Jamie DUNNICLIFF	Effective
Tender Evaluation procedure	Jamie DUNNICLIFF	Effective
Contractor Management training and SharePoint site.	Jamie DUNNICLIFF	Effective

Task	Task Owner	Status	End Date
Review Contract Management Policy and Procedures to ensure WHS risks are fully considered.	Mark JENTSCH	Behind Schedule	29/03/2024

CR0053: Ineffective & inefficient strategic project and portfolio management/monitoring to deliver successful objectives and outcomes.

Risk Area	Risk Owner Position	Risk Category	Inherent Risk	Residual Risk	Target Rating	Within Tolerance
Project Management Office	Manager Enterprise PMO	Business Continuity /Organisational	High	High	Medium	No

Context Background & Env Considerations: The Project Management Office was introduced a number of years ago with a Project Leader and a Project Support Officer. The team developed a Project Management Policy and Framework and implemented CAMMS project management software however, the implementation and uptake of these documents and software solution was inconsistent.

Risk Statement: There is a risk that work areas across the organisation are managing projects and project risk through differing methodology and that projects are not easily able to be monitored by the Executive Leadership Team.

Risk Detail	
SLT / ELT Owner	Karen Blake / Tony Harrison
Strategic Link	Council of Excellence
Link to Business Plan	Implement the Project Management Office
Stakeholders	Organisation-wide
Consultation	All Stakeholders
Likely Causes	Inadequate assessment of strategic Project management needs Inefficient adoption of PMO Framework and policies. Lack of consistent Project Management system. Lack of PMO resources Omission of key considerations in project outline e.g.: risk/insurance/WHS/finance/reporting/contracts
Consequences	Poor business/project planning Inability to effectively deliver projects. Assets not being insured. Inadequate staff levels for projects Failure to achieve strategic objectives and identified benefits of the project. Community dissatisfaction

Control	Control Owner	Control Effectiveness
Established a centralised EPMO	Karen BLAKE	Partially Effective
KPMG Internal Audit - Project Management Framework - endorsed	Karen BLAKE	Effective
Monthly financial reporting	Andrew DOYLE	Partially Effective
Monthly Project Control Board meetings (ELT and PMS attend)	Karen BLAKE	Effective
Program Control Board (PCB) in place	Karen BLAKE	Effective
Project Management Framework (endorsed by Council April 2023)	Karen BLAKE	Partially Effective
Prudential management policy	Ray BARNWELL	Effective

Task	Task Owner	Status	End Date
Implement interim Project Management system (based on SharePoint proof of concept) Revised date - end of September 2024	Karen BLAKE	Progressing	30/06/2024
Implementation of new Project Management Framework Revised date - end of September 2024	Karen BLAKE	Progressing	30/06/2024
Internal audit on implementation of the new PMF and EPPO	Kate MCKENZIE	Not Started	31/12/2024
Training in Project Management System Revised date - end of September 2024	Karen BLAKE	Progressing	30/06/2024

12.7 Finance Report - August 2024

Report Reference	SGC241015R12.7
Originating Officer	Assistant Financial Accountant – Kaedan O'Neill
Corporate Manager	Chief Financial Officer – Ray Barnwell
General Manager	General Manager Corporate Services – Tony Lines

REPORT OBJECTIVE

This report provides Council with information relating to the management of financial resources under its control as of August 2024. 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 Long-Term Financial Plan.

This report includes financial information regarding major projects. The principles used for the assessment of reportable projects are:

- Council has agreed to proceed with the project and approved a Prudential Report under Section 48 of the *Local Government Act* 1999.
- The Whole-of-Life Cost is greater than \$5.4 million dollars (including grant assisted projects).

RECOMMENDATION

That Council:

- 1. Notes the report.**

DISCUSSION

This report is presented on a regular basis to provide Council Members with key financial information to assist in monitoring Council's financial performance against budget.

ATTACHMENTS

1. Finance Report August Appendix 1 Pts 1 2 3 [**12.7.1** - 3 pages]
2. Finance Report August Appendix 2 Pts 1 2 [**12.7.2** - 8 pages]
3. Finance Report August Appendix 3 Pts 1 2 [**12.7.3** - 2 pages]

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 2024-2025 means a targeted operating surplus of between \$0 and \$11.353M.

Comment: Council currently has a net operating surplus result of \$4.852M before capital revenues, against a year to date forecast operating surplus budget of \$6.975M. The 2024-2025 annual budget forecasts a net cash surplus of \$49,000. This position is detailed in the attached Funding Statement and variation notes.

Capital Budget -
\$34.802M

The Capital Budget is linked to Council's key financial indicator – "Asset Renewal Funding Ratio" and an actual to budget comparison reflects Council's progress in achieving its Capital program.

Comment: The actual to budget position reveals that the Capital Renewal Budget is on track to be 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: \$9.500M of new borrowings and \$0.657M of principal repayment are budgeted for 2024-2025, meaning that the overall loan liability balance is forecast to increase by \$8.843M to \$10.601M by 30 June 2025. To date this loan has not been required.

Cash will be utilised to fund expenditure within the context of Treasury Management to ensure loans are not drawn down where temporary cash holdings are available.

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.

Comment: Council's adopted budget for 2024-2025 includes Transfer to Reserves of \$0.090M and Transfers from Reserves of \$2.563M, after accounting for amounts quarantined for specific projects or works, the below funds are available for use for the following purposes:

Asset Sustainability Reserve (ASR)	\$2.589M
Open Space Reserve	\$2.132M
Total	<u>\$4.721M</u>

The net budgeted transfer from reserves for 2024-2025 is \$2.473M.

The 2024-2025 annual budget forecasts a net cash surplus of \$0.049M.

**Funding Statement
as at 31 August 2024**

Original Adopted Budget		YTD Actual	YTD Budget	YTD Variance		Annual Budget	Note
\$'000		\$'000	\$'000	\$'000		\$'000	
	Operating Revenue						
94,823	Rates	15,589	15,621	(32)	U	94,823	
2,738	Statutory Charges	314	342	(29)	U	2,738	
4,164	User Charges	510	508	2	F	4,164	
9,174	Operating Grants & Subsidies	3,719	3,719	-	-	9,174	
300	Investment Income	43	40	2	F	300	
1,020	Reimbursements	98	83	15	F	1,020	
668	Other Revenues	87	81	6	F	668	
645	Net gain - Equity Accounted Investments	-	-	-	-	645	
113,533		20,359	20,394	(36)	U	113,533	
	Operating Expenses						
46,610	Employee Costs	7,705	7,375	(330)	U	46,610	A
30,533	Contractual Services	5,148	3,913	(1,235)	U	30,533	B
6,460	Materials	602	564	(38)	U	6,460	
359	Finance Charges	-	-	-	-	359	
21,100	Depreciation	-	-	-	-	21,100	
8,385	Other Expenses	2,052	1,566	(486)	U	8,385	C
113,447		15,507	13,419	(2,089)	U	113,447	
86	Operating Surplus/(Deficit) before Capital Revenues	4,852	6,975	(2,125)	U	86	
	Capital Revenue						
2,642	Capital Grants & Subsidies	-	-	-	-	2,642	
-	Contributed Assets	-	-	-	-	-	
2,642		-	-	-	-	2,642	
2,728	Net Surplus/(Deficit) resulting from operations	4,852	6,975	(2,125)	U	2,728	
21,100	add Depreciation	-	-	-	-	21,100	
(645)	less Share of Profit Equity Accounted Investment	-	-	-	-	(645)	
23,183	Funding available for Capital Investment	4,852	6,975	(2,124)	U	23,183	
	Capital						
15,314	less Capital Expenditure - Renewal	1,226	1,188	(38)	U	15,314	
19,488	less Capital Expenditure - New	2,186	2,130	(56)	U	19,488	
-	less Capital - Contributed assets	-	-	-	-	-	
(353)	add Proceeds from Sale of Assets	(80)	(80)	-	-	(353)	
(11,266)	Net funding increase/(decrease)	1,520	3,737	(2,217)	U	(11,266)	
	Funded by						
	Loans						
9,500	Loan Principal Receipts (Net)	-	-	-	-	9,500	
(657)	Loan Principal Repayments	-	-	-	-	(657)	
8,843	Loan Funding (Net)	-	-	-	-	8,843	
	Movement in level of cash, investments and accruals						
49	Cash Surplus/(Deficit) funding requirements	6,150	8,367	(2,217)	-	49	
(2,473)	Reserves Net - Transfer to/(Transfer from)	(4,630)	(4,630)	-	-	(2,473)	
(2,424)	Cash/Investments/Accruals Funding	1,520	3,737	(2,217)	-	(2,424)	
11,266	Funding Transactions	(1,520)	(3,737)	2,217	U	11,266	D

Variation Notes

	Category	Variance - Favourable/ (Unfavourable)	Variance - Budget Timing	Comment
A	Employee Costs Unfavourable (\$330k)		(\$330k)	Predominantly reflects budget-timing variances in addition to a lower vacancy rate than forecast.
		\$000k	(\$330k)	
B	Contractual Services Unfavourable (\$1,235k)	(\$590k)		Relates to the classification of budget between operating and capital for a number of projects including Alawoona Avenue (\$225k) and MCC Plaza (\$365k). These project budgets are on track.
			(\$377k)	Budget-timing relating to IT Licenses and prepayments where amounts are paid in full at the start of the year.
			(\$268k)	Relates to a number of variances which are individually insignificant.
		(\$590k)	(\$645k)	
C	Other Expenses Unfavourable (\$486k)		(\$847k)	Budget-timing with regards to the payment of Insurance Premiums. Premiums are paid in full at the beginning of the year.
			\$361k	Relates to a number of variances which are individually insignificant.
		\$000k	(\$486k)	
D	Funding Transactions Unfavourable (\$2,217k)	(\$590k)	(\$1,461k)	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 reporting date.

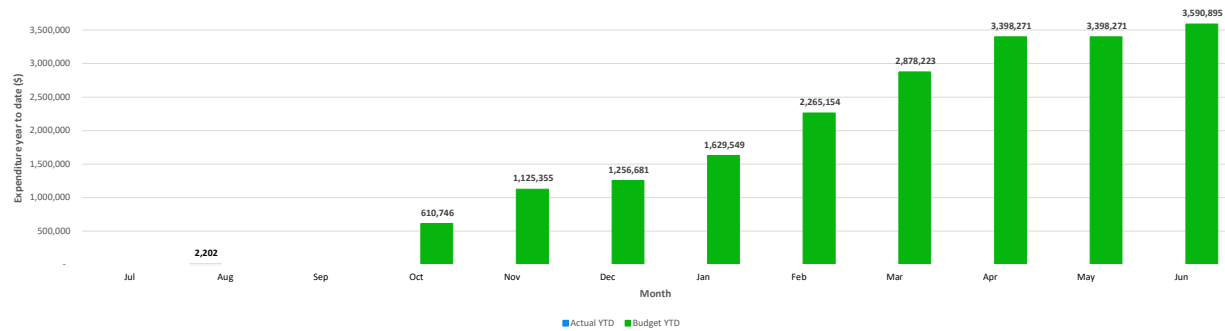
Funding Transactions

This variance is the sum total of all variances and reflects an increase against council's expected YTD cash position.

Road Reseal

Monthly Comment

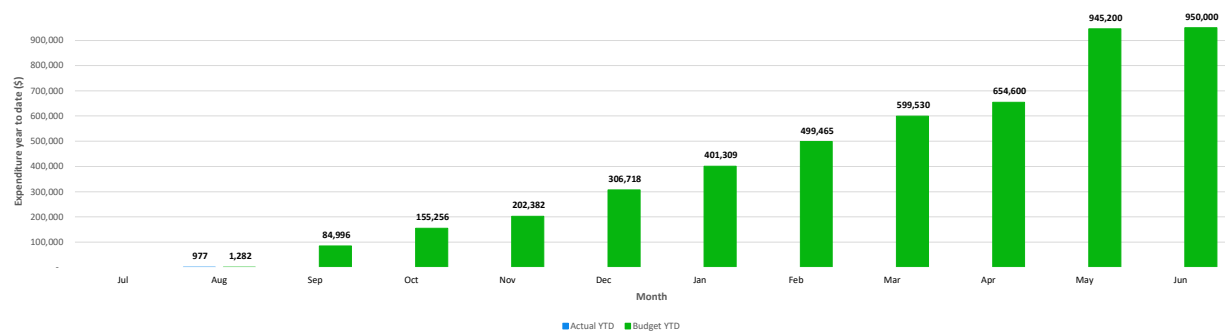
Program is currently being scoped and prepared for tender.



Kerb and Water Table

Monthly Comment

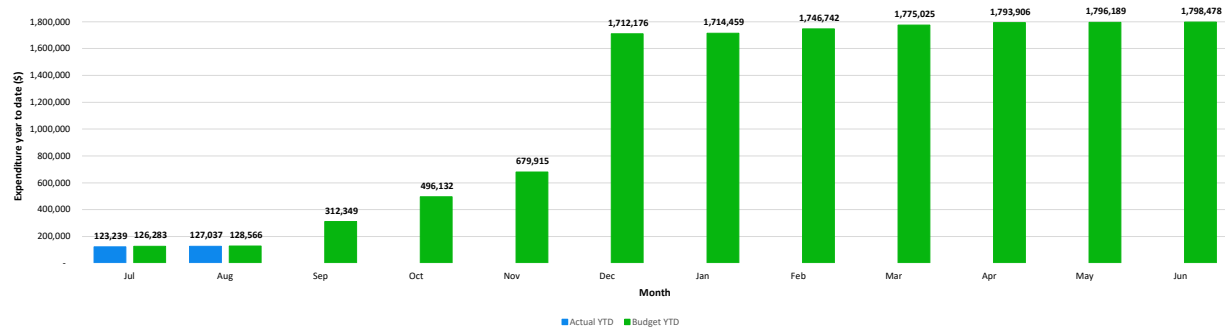
Kerb and Water Table program has been scoped. Four Kerb Ramps have been awarded to the contractor.



New Footpath Construction

Monthly Comment

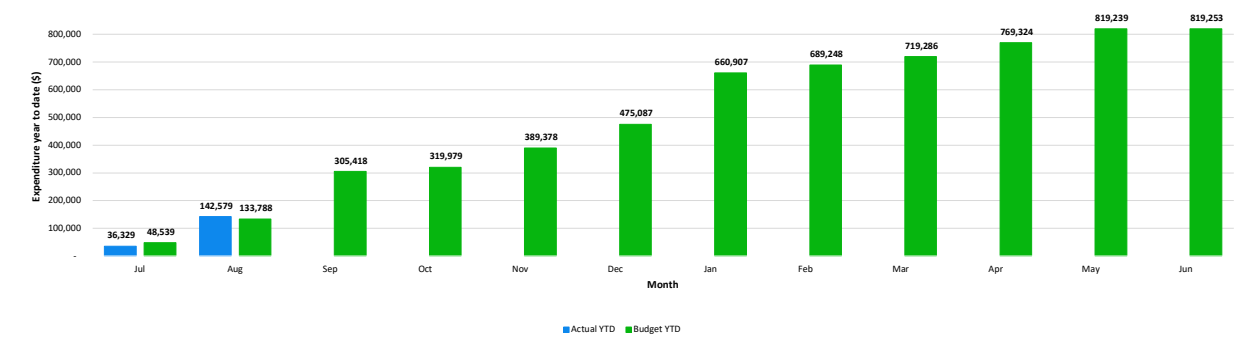
Works are currently being scoped for a number of projects. Preliminary works have commenced at Sampson Reserve and David Avenue.



Renewal Footpath Construction

Monthly Comment

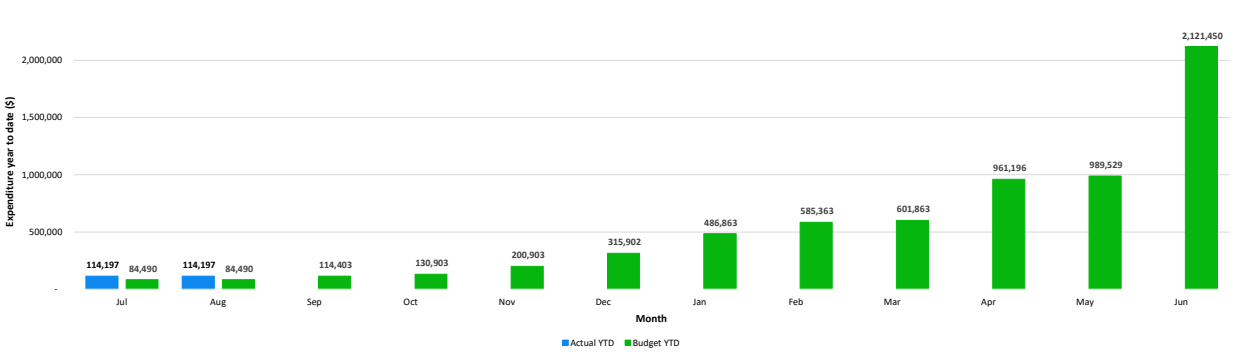
Program has commenced with works on Bradley Grove in progress.



Transport

Monthly Comment

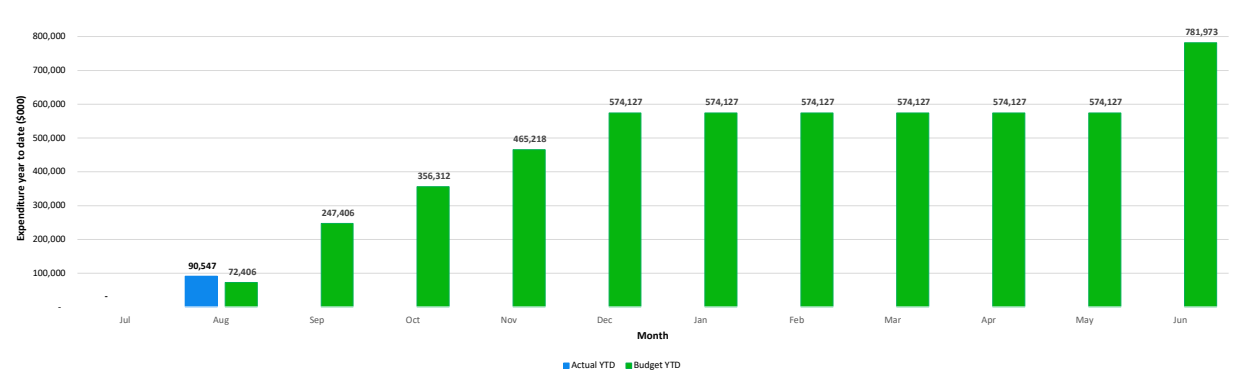
Works on Jacobs Street Bridge complete. Works on a number of traffic devices will commence in October.



Car Parks

Monthly Comment

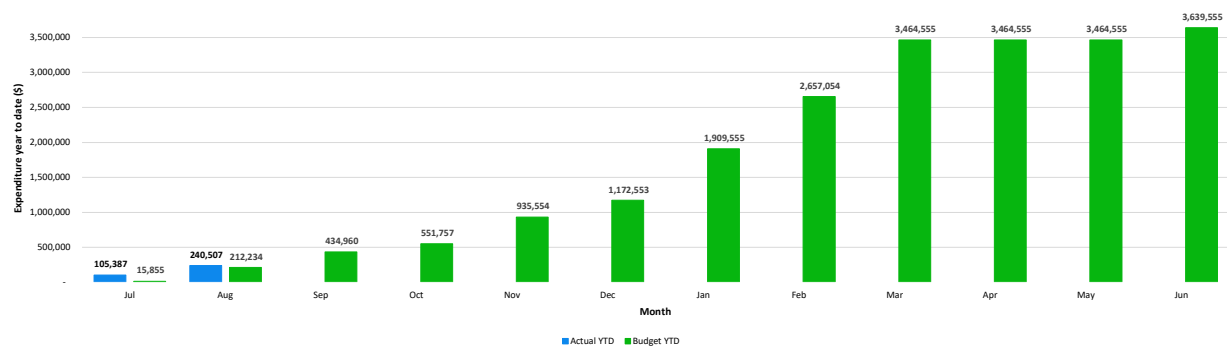
Works have commenced on the Boatshed and Alawoona Reserve Car Parks. Preliminary works have commenced for Moreland Avenue Car Park.



Stormwater

Monthly Comment

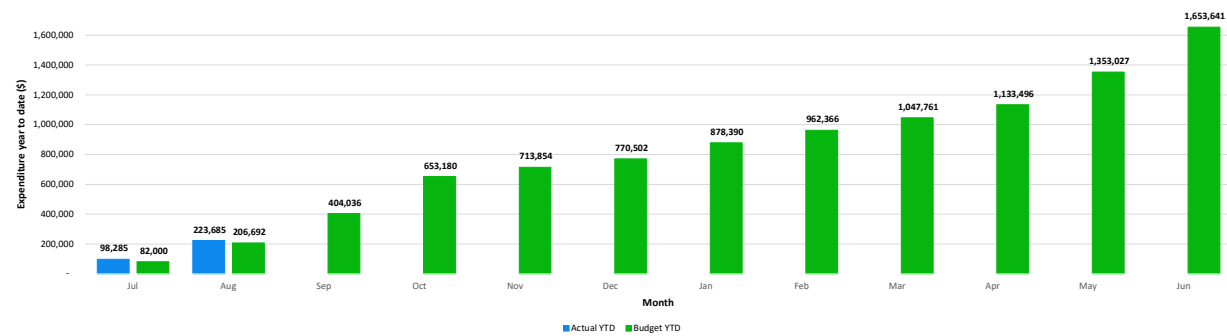
Program in progress with Bowden Grove complete. Works on Second Street are in progress. Planning works are commencing for the remaining projects in the program.



Street Trees

Monthly Comment

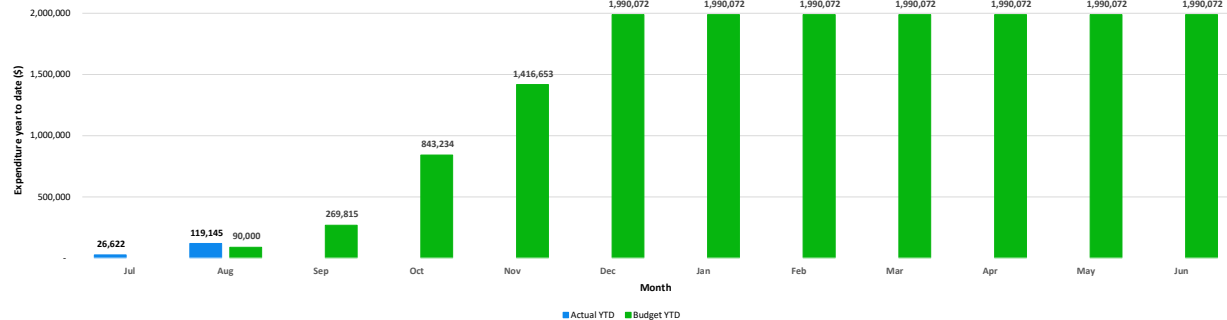
Program in progress with 2,700 street trees planted. This program is on track.



Streetscapes

Monthly Comment

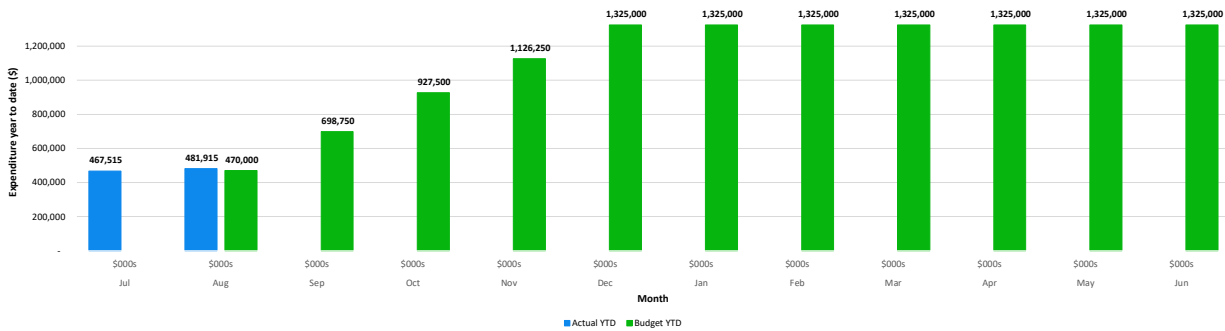
Program has commenced with works on Alawoona Avenue nearing completion. Preliminary work have commenced for Raglan Avenue, construction anticipated to commence is September.



Irrigation

Monthly Comment

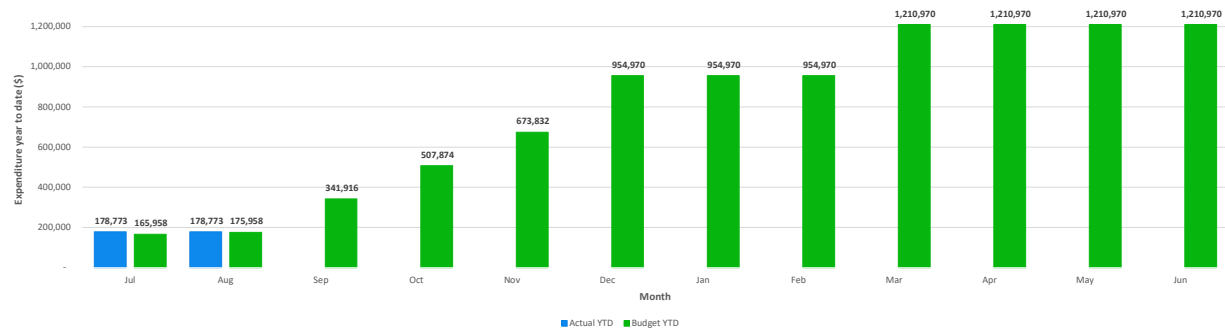
Program has commenced with works on Seacliff Golf Course in progress.



Wetlands

Monthly Comment

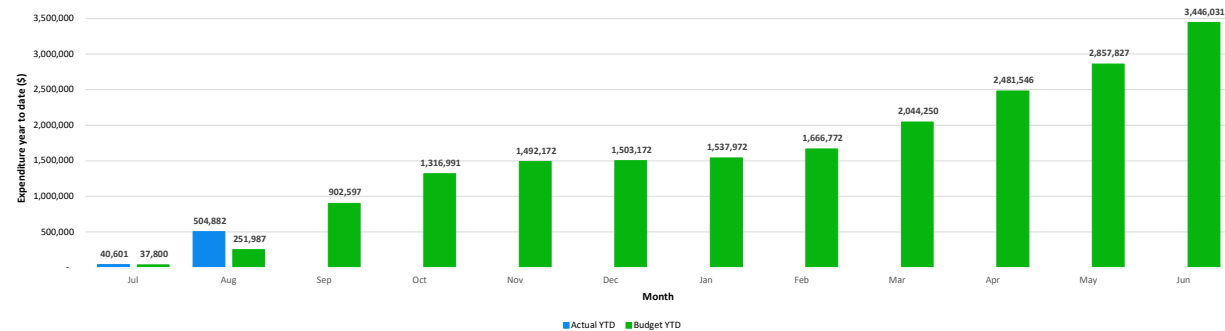
Works on the Golf Park Pipes are in progress. The remainder of this program is being scoped.



Open Space Developments

Monthly Comment

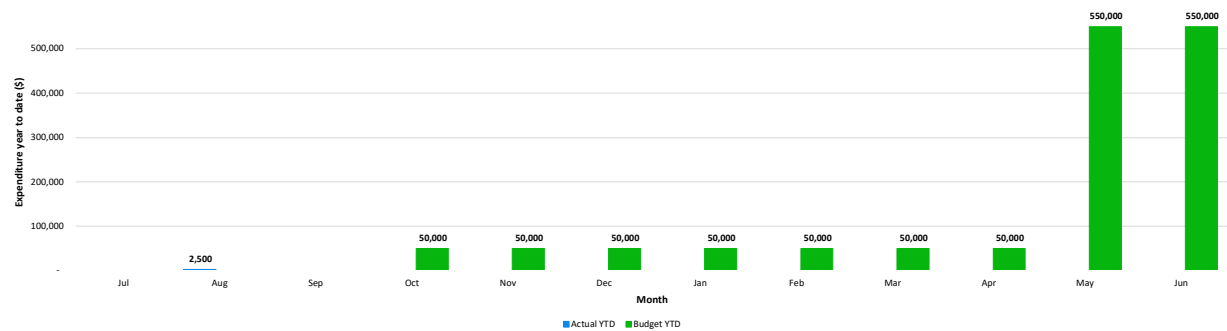
Program has commenced with works on Hessing Crescent, Cohen Court, Mema Court and Hamilton Park Reserves complete. A number of projects in this program are in the planning process while two are out to tender.



Sports Facilities and Courts

Monthly Comment

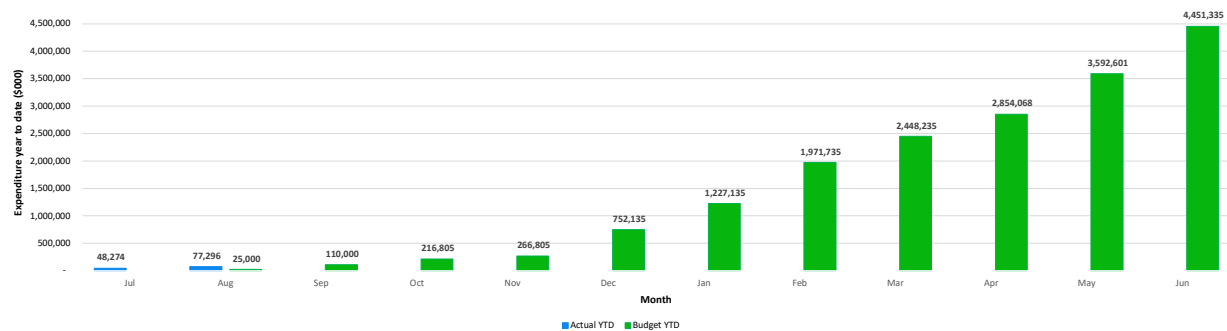
Design works have commenced for Hazelmere Reserve Court Lighting and Morphetville Park Tennis Clubrooms. Designs for the Southern Soccer 4th Pitch are being reviewed and tender documents prepared.



Building Upgrades

Monthly Comment

Program has commenced with works on Building Security Systems (Admin and Cove Civic Centre) and Trott Park Electrical Trenching complete. Scoping and design works are currently being completed for a number of projects in this program.



Marino Hall Upgrade

	2024-25 Actual YTD	2024-25 Budget	Project Cost At Completion
Income			
State Government Grant Contribution			500,000
Commonwealth Government Grant Contribution			3,000,000
Total Income	-	-	3,500,000
Expenditure			
Operating	-	-	-
Capital Construction	(240,549)	(5,771,994)	(7,884,517)
Total Expenditure	(240,549)	(5,771,994)	(7,884,517)
Project Result Surplus/(Deficit)	(240,549)	(5,771,994)	(4,384,517)

The remaining \$4.385M of project funding required will be funded by Council.

Council has received the State Government's contribution to this project and \$2.400M of the Commonwealth Government's contribution.

Coastal Walkway

	2024-25 Actual YTD	2024-25 Budget	Project Cost At Completion
Income			
State Government Grant Contribution			3,190,604
Total Income	-	-	3,190,604
Expenditure			
Operating	-	-	-
Capital Construction	(97,073)	(178,119)	(10,456,000)
Total Expenditure	(97,073)	(178,119)	(10,456,000)
Project Result Surplus/(Deficit)	(97,073)	(178,119)	(7,265,396)

The remaining \$7.265M of project funding required will be funded by Council.

Council has received the State Government's contribution to this project.

Cove Sports Netball and Lower Oval Upgrade

	2024-25 Actual YTD	2024-25 Budget	Project Cost At Completion
Income			
State Government Grant Contribution			2,500,000
Total Income	-	-	2,500,000
Expenditure			
Operating	-	-	-
Capital Construction	(15,272)	(1,255,308)	(7,220,000)
Total Expenditure	(15,272)	(1,255,308)	(7,220,000)
Project Result Surplus/(Deficit)	(15,272)	(1,255,308)	(4,720,000)

The remaining \$4.720M of project funding required will be funded by Council.

Council has received the State Government's contribution to this project.

Sundry Debtors Report - Ageing report as at 31 August 2024

Appendix 3

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	29,466.75	9,245.00	275.00	9,790.80	.00	10,155.95	10%	Made up of 2 out of 7 debtors. These accounts are being worked through with the debt collector.
Neighbourhood Centres Total	5,400.01	.00	.00	2,734.50	1,690.51	975.00	1%	Made up of 4 out of 14 debtors, with none individually significant.
Regulatory Services Land Clearing Total	6,296.96	1,870.00	484.00	3,942.96	.00	.00	0%	
City Property - Leased Facilities Total	248,245.46	160,225.67	.00	3,590.66	18,851.24	65,577.89	62%	Made up of 2 out of 32 debtors. Both of these accounts are on payment plans, payments of \$2,000.00 have subsequently been received in September.
City Property - Sporting Facilities Total	11,344.11	7,242.11	.00	262.50	3,240.50	599.00	1%	Made up of 1 out of 5 debtors. This account is on a payment plan.
Civil Services Private Works Total	32,050.80	6,750.00	4,694.80	2,650.00	.00	17,956.00	17%	Made up of 11 out of 19 debtors in this category with one accounts totalling \$3,300.00 relating to works not commenced, awaiting payment. Eight accounts totalling \$13,611.00 are on payment plans. One account totalling \$345.00 has subsequently been settled in September.
Swim Centre Debtors Total	9,257.80	6,832.20	.00	1,250.00	1,175.60	.00	0%	
Grants & Subsidies Total	3,300.00	.00	.00	.00	.00	3,300.00	3%	Made up of 1 debtor. This account has subsequently been settled in September.
Environmental Health Inspections Total	17,009.40	2,342.70	3,846.70	1,244.40	1,620.00	7,955.60	7%	Made up of 42 out of 87 debtors, with none individually significant.
Marion Cultural Centre Total	4,715.70	4,715.70	.00	.00	.00	.00	0%	
Local Government Total	36,368.51	12,154.36	24,214.15	.00	.00	.00	0%	
Total	403,455.50	211,377.74	33,514.65	25,465.82	26,577.85	106,519.44		
Total Aging Profile		52%	8%	6%	7%	26%		

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 August 2024

ANALYSIS OF OUTSTANDING RATES AS AT 31 AUGUST 2024

	<u>Note</u>		% of Total Annual Rates
CURRENT	1	\$ 74,693,330	78.8%
OVERDUE	2	\$ 555	0.0%
ARREARS	3	\$ 2,762,973	2.9%
INTEREST	4	\$ 159,126	0.2%
POSTPONED	5	\$ 278,984	0.3%
LEGALS	6	\$ 18,340	0.0%
		\$ 77,913,309	82.2%
TOTAL ANNUAL RATES FOR 2024/25		\$ 94,809,117	

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.

12.8 Monthly Work Health and Safety Report

Report Reference	SGC24101512.8
Originating Officer	Unit Manager WHS – Mark Jentsch
Corporate Manager	Manager People and Culture - Sarah Vinall
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

To provide Council with an update of key work health and safety performance indicators.

EXECUTIVE SUMMARY

City of Marion has not incurred a lost time injury for 213 days. This is reflected in the 12 month rolling Lost Time Injury Frequency rate which demonstrates a steady low rate.

The incidence of lost time and medically treatable injuries is in decline from a rolling 12 month peak of 30.5 Total Reportable Injuries per million hours worked in January 2023 to the current 9.9 Total Reportable Injuries per million hours worked.

RECOMMENDATION

That Council:

1. Note this report.

DISCUSSION

Hazard and Near Miss Reports

Historical statistics inform us that when there is a healthy culture of proactive Hazard/Non-Injury Reporting, there is a consequential reduction in injuries to workers. Hazards and Report Only (Non-Injury) are reported to date for this financial year and are outlined in Tables 1 & 2. They can be compared against those reported last financial year which are outlined in Table 3 & 4.

Table 1: Hazard Reports - Financial Year 2024/25

Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total	Ave
1	5											7	3.5

Table 2: Report Only (Non-injury Incidents) - Financial Year 2024/25

Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total	Ave
6	5											11	5.5

Table 3: Hazard Reports - Financial Year 2023/24

Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total	Ave
3	0	3	1	5	2	2	5	3	0	5	1	30	2.5

Table 4: Report Only (Non-injury Incidents) - Financial Year 2023/24

Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total	Ave
1	2	1	3	5	2	1	3	3	6	6	3	36	3

Lost Time Injuries Reported

Lost Time Injuries (LTI's) are those injuries where a whole workday or more has been lost due to a workplace injury. LTI's reported to date for this financial year are presented in Table 5 and can be compared against those reported last financial year which are presented in Table 6.

Table 7 provides descriptions of the LTI's for the current financial year.

Table 5: Number of LTI's per month - Financial Year 2024/25

Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
0	0	0	0	0	0	0	0	0	0	0	0	0

Table 6: Number of LTIs per month - Financial Year 2023/24

Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total	Ave
0	0	0	0	0	0	1	1	0	0	0	0	2	

Table 7: Outline of LTIs reported - Financial Year 2024/25

No.	Description of Incident	Mechanism of Injury	Injury Description
1	Nil		

Lost Time Injury Frequency Rate (Skytrust reporting data)

The Lost Time Injury Frequency Rate (LTIFR) is a measure of the occurrence of Lost Time Injuries per million hours worked. The current financial year LTIFR for the CoM is zero, tracking below the annual target of 2.34.

Rolling Average Lost Time Injury Frequency Rate (Skytrust reporting data)

Rolling Average LTIFR is a measure of the LTIFR trend over rolling 12 month reporting period.

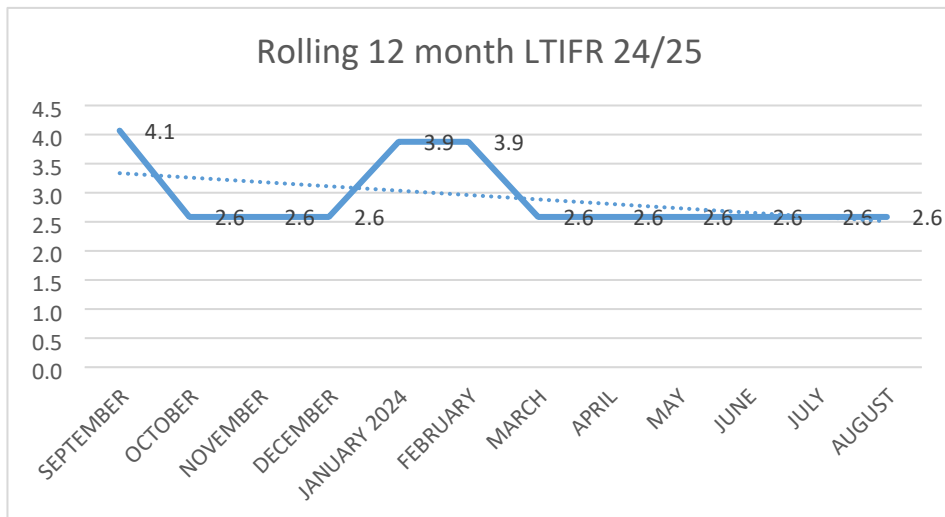


Figure 1: Rolling LTIFR over 12 months.

Rolling Total Recordable Injury Frequency Rate (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 certain suitable duties. The Rolling Total Recordable Incident Frequency Rate (TRIFR) provides analysis of the TRIFR over the last 12 months.

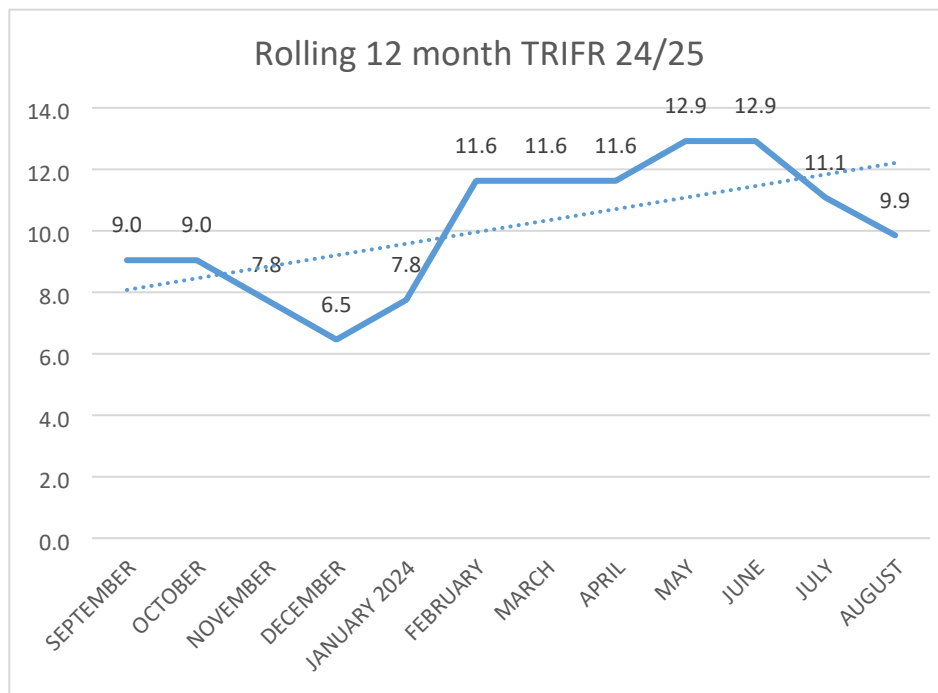


Figure 2: Rolling TRIFR over 12 months.

ATTACHMENTS

Nil

13 Workshop / Presentation Items - Nil

14 Motions With Notice - Nil

15 Questions With Notice

15.1 Community Solar Savings Scheme

Report Reference GC240924Q15.1

Council Member Mayor Kris Hanna

QUESTION

1. If there had been an open tender for the provider of solar panels and batteries, engaged by Council for the Community Solar Savings Scheme, would Council's procurement policy have given any particular weighting to companies which are based in the City of Marion (e.g. Tesla, which is based in Tonsley and employs many local workers)?
2. Has Council received evidence (other than hearsay) that the prices offered by Shinehub to City of Mitcham customers have been less than could otherwise be obtained for equivalent installations?
3. What was requested in the tender put out by the local government procurement and awarded to Agile Energy?
4. If Agile Energy is writing to potential customers in the City of Marion, other than Marion Council itself, stating that "Agile Energy has been selected as a preferred supplier for the LGA Procurement RFT 24047- Solar Panel, Batteries and Power Purchase Agreements in South Australia" would that be potentially misleading?

SUPPORTING INFORMATION

Nil

Response Received From Cross Council Manager Strategic Procurement Services – Jamie Dunnicliff and Manager Engineering, Assets and Environment – Mathew Allen

Corporate Manager Cross Council Manager Strategic Procurement Services – Jamie Dunnicliff and Manager Engineering, Assets and Environment – Mathew Allen

General Manager General Manager City Services – Angela Allison
General Manager Corporate Services – Tony Lines

STAFF COMMENTS

Insert staff comments

1. If there had been an open tender for the provider of solar panels and batteries, engaged by Council for the Community Solar Savings Scheme, would Council's procurement policy have given any particular weighting to companies which are based in the City of Marion (e.g. Tesla, which is based in Tonsley and employs many local workers)?

A principle outlined in Council's Procurement and Contract Management Policy allows preference to the engagement of local contractors (i.e. those operating within the City of Marion Council area) even if their costs are more than 5% when all other commercial factors are considered equal. The definition of 'local' may vary, depending on the identified geographic market for the specific procurement activity.

If an open tender for the provider of solar panels and batteries was to have been undertaken by the City of Marion for the Community Solar Savings Scheme, we would include a "Local Supplier" evaluation criterion with a 10% weighting as standard.

2. Has Council received evidence (other than hearsay) that the prices offered by Shinehub to City of Mitcham customers have been less than could otherwise be obtained for equivalent installations?

Staff met with the City of Mitcham to discuss and gain insight into the processes they followed in their market approach. During these meetings, the procurement process was confirmed including the legal review and their compliance with the Local Government Act and associated legislative requirements (including price offerings).

It has been confirmed with City of Mitcham staff that pricing was included in the evaluation criteria to assess the submissions for their scheme. As with all tenders, there are multiple evaluation criteria to assess for tenders of this nature. Additionally, for a program of this size, availability and quality were also taken into consideration.

The Deed Agreement was reviewed to ensure it contained fair and equitable terms for council. Finally, the accession process was fully aligned with and complied with Council's Procurement Policy and Procedures.

3. What was requested in the tender put out by the local government procurement and awarded to Agile Energy?

LGA Procurement released a tender to appoint a panel for the installation of Solar Panels, Batteries and Power Purchase Agreements (PPA). This panel has been put in place to support Councils across South Australia to easily access this panel for future sustainable energy requirements. This panel has been created for Council-commissioned work only, not for businesses or residents within council areas.

4. If Agile Energy is writing to potential customers in the City of Marion, other than Marion Council itself, stating that "Agile Energy has been selected as a preferred supplier for the LGA Procurement RFT 24047- Solar Panel, Batteries and Power Purchase Agreements in South Australia" would that be potentially misleading?

The LGAP process involves the supply of solar panels, batteries, and Power Purchase Agreements (PPAs) for local governments and associated entities. Agile Energy, along with 12 other providers, has been selected as a preferred supplier following the Request for Tender. However, without a clear understanding of the tender's scope, there may have been some confusion, leading Agile Energy to contact potential customers outside the intended parameters.

LGAP has contacted Agile Energy, who have confirmed that staff made an error by contacting businesses. Agile Energy confirmed that they are in the process of contacting these businesses to apologise and advise of this error.

16 Motions Without Notice**17 Questions Without Notice****18 Other Business****19 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.