Notice of Meeting

Notice is hereby given that a meeting of the South Australian Regional Organisation of Councils (SAROC) will be held on

Wednesday 16 May 2018 at 4:00pm

Boardrooms at Local Government House
148 Frome Street, Adelaide

Matt Pinnegar
Chief Executive Officer

10 May 2018
## SAROC Committee Members

### Chairperson

| Mayor Erika Vickery OAM* | Naracoorte Lucindale |

### Region Representatives and Proxies

#### Central LG Region

| Mayor Peter Mattey (Chairperson) | Goyder |
| Mayor Denis Clark (Deputy Chairperson) | Northern Areas |
| Deputy Member: Mayor Bob Sloane (Deputy Chairperson) | Barossa |

Mr Simon Millcock | Executive Officer |

#### Eyre Peninsula LGA

| Mayor Sam Telfer (President) | Tumby Bay |
| Deputy Member: Mayor Dean Johnson | Kimba |

Mr Tony Irvine | Executive Officer |

#### Limestone Coast LGA

| Mayor Erika Vickery OAM (Presiding Member)* | Naracoorte Lucindale |
| Deputy Member: Mayor Richard Sage (Deputy Presiding Member) | Grant |

Mr Dominic Testoni | Executive Officer |

#### Murraylands & Riverland LGA

| Mayor Dave Burgess (President & LGA Immediate Past President) | Mid Murray |
| Mayor Peter Hunt (Vice President)* | Berri Barmera |
| Mayor Neville Jaensch (Proxy) | Coorong |
| Deputy Member: Mayor Brenton Lewis | Murray Bridge |

Mr Peter Bond | Executive Officer |

#### Southern & Hills LGA

| Mayor Keith Parkes (Presiding Member) | Alexandrina |
| Mayor Glen Rowlands (Deputy Presiding Member) | Yankalilla |

Deputy Member: Vacant until Nov 2018 |

Mr Graeme Martin | Executive Officer |

#### Spencer Gulf Cities

| Mayor Sam Johnson (Chairperson) | Port Augusta |
| Deputy Member: Mayor John Rohde (Deputy Chair) | Port Pirie |

Ms Anita Crisp | Executive Officer |

### Observer

| LGA President | Mayor Lorraine Rosenberg | Onkaparinga |

*LGA Vice Presidents*
<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Welcome, Present &amp; Apologies</strong></td>
<td></td>
</tr>
<tr>
<td>1.1 Present</td>
<td></td>
</tr>
<tr>
<td>1.2 Apologies</td>
<td></td>
</tr>
<tr>
<td><strong>2. Minutes of Previous Meeting</strong></td>
<td>4</td>
</tr>
<tr>
<td>2.1 Minutes of meeting</td>
<td></td>
</tr>
<tr>
<td>2.2 Resolutions and Actions</td>
<td>10</td>
</tr>
<tr>
<td><strong>3. Invited Guest Speakers</strong></td>
<td></td>
</tr>
<tr>
<td>Alex Lewis, Stakeholder Engagement Lead, and</td>
<td></td>
</tr>
<tr>
<td>Steve Wachtel, Manager Networks Asset</td>
<td></td>
</tr>
<tr>
<td>Management from SA Power Networks regarding</td>
<td></td>
</tr>
<tr>
<td>vegetation management around powerlines.</td>
<td></td>
</tr>
<tr>
<td><strong>4. LGA President's Report</strong></td>
<td>17</td>
</tr>
<tr>
<td><strong>5. Regional Executive Officers’ Meeting</strong></td>
<td></td>
</tr>
<tr>
<td>A verbal update if required.</td>
<td></td>
</tr>
<tr>
<td><strong>6. Reports for Discussion</strong></td>
<td>19</td>
</tr>
<tr>
<td>6.1 Mobile Food Vendors – Regulations for</td>
<td></td>
</tr>
<tr>
<td>Regions</td>
<td></td>
</tr>
<tr>
<td>6.2 Regions Decentralisation Election Strategy</td>
<td>21</td>
</tr>
<tr>
<td>6.3 Coastal Council Alliance</td>
<td>23</td>
</tr>
<tr>
<td>6.4 Road Safety</td>
<td>26</td>
</tr>
<tr>
<td>6.5 Implementing the Planning, Development</td>
<td>33</td>
</tr>
<tr>
<td>and Infrastructure Act 2016</td>
<td></td>
</tr>
<tr>
<td><strong>7. Confidential Reports</strong></td>
<td></td>
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<tr>
<td>Nil</td>
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<tr>
<td><strong>8. Late Reports</strong></td>
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<td>Nil</td>
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<tr>
<td><strong>9. Any Other Business</strong></td>
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<tr>
<td><strong>10. Next Meeting</strong></td>
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<tr>
<td>The next meeting will be held on Wednesday</td>
<td></td>
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<tr>
<td>18 July 2018 at 4.00pm at Local Government</td>
<td></td>
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<tr>
<td>House, 148 Frome Street, Adelaide.</td>
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</tbody>
</table>
2.1 Minutes of Meeting held on 21 March 2018

Minutes of Previous Meeting
From: Jacqui Kelleher, Manager Executive Services
Meeting SAROC Committee 16 May 2018
ECM: 658915 Attachment: 659998

Recommendation
That the SAROC Committee confirms the minutes of its meeting held on 21 March 2018 as a true and accurate record of the proceedings held.

Discussion
The draft minutes of the SA Regional Organisation of Councils (SAROC) Committee meeting held on 21 March 2018 are attached.
Draft Minutes of the South Australian Regional Organisation of Councils Committee meeting held at 3.00 pm on Wednesday 21 March 2018 at the Regional Council of Goyder, 1 Market Square, Burra.

1. Welcome, Present & Apologies

The Chairperson opened the meeting at 3:00pm and welcomed members and staff.

1.1 Present

<table>
<thead>
<tr>
<th>Name</th>
<th>Region</th>
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</thead>
<tbody>
<tr>
<td>Mayor Denis Clark</td>
<td>Central Local Government Region</td>
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<tr>
<td>Mayor Peter Mattey</td>
<td>Central Local Government Region</td>
</tr>
<tr>
<td>Mayor Bob Sloane (Deputy)</td>
<td>Central Local Government Region</td>
</tr>
<tr>
<td>Mr Simon Millcock (EO)</td>
<td>Central Local Government Region</td>
</tr>
<tr>
<td>Mayor Sam Telfer</td>
<td>Eyre Peninsula LGA</td>
</tr>
<tr>
<td>Mayor Dean Johnson (Deputy)</td>
<td>Eyre Peninsula LGA</td>
</tr>
<tr>
<td>Mr Tony Irvine (EO)</td>
<td>Eyre Peninsula LGA</td>
</tr>
<tr>
<td>Mayor Erika Vickery OAM</td>
<td>Limestone Coast LGA</td>
</tr>
<tr>
<td>Mr Dominic Testoni (EO)</td>
<td>Limestone Coast LGA</td>
</tr>
<tr>
<td>Mayor Dave Burgess (LGA (IP))</td>
<td>Murraylands &amp; Riverland LGA</td>
</tr>
<tr>
<td>Mayor Peter Hunt</td>
<td>Murraylands &amp; Riverland LGA</td>
</tr>
<tr>
<td>Mayor Neville Jaensch</td>
<td>Murraylands &amp; Riverland LGA</td>
</tr>
<tr>
<td>Mr Peter Bond (EO)</td>
<td>Murraylands &amp; Riverland LGA</td>
</tr>
<tr>
<td>Mayor Keith Parkes</td>
<td>Southern &amp; Hills LGA</td>
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<tr>
<td>Mayor John Rohde (Deputy)</td>
<td>Spencer Gulf Cities</td>
</tr>
<tr>
<td>Ms Anita Crisp (EO)</td>
<td>Spencer Gulf Cities</td>
</tr>
</tbody>
</table>

**LGA Secretariat**

- Matt Pinnegar: Chief Executive Officer
- Kathy Jarrett: Executive Director, Corporate & Member Services
- Steve Nolis: Executive Director, Commercial
- Lea Bacon: Director, Policy
- Stephen Smith: Director, Policy
- Jacqui Kelleher: Office Manager (minutes)
Observers:
Cr Mikki Bouchee (LGA Board) Adelaide Metropolitan Zone
Cr Arthur Mangos (LGA Board) Adelaide Metropolitan Zone

1.2 Apologies and Absences
Mayor Richard Sage (Deputy) Limestone Coast LGA
Mayor Brenton Lewis (Deputy) Murraylands & Riverland LGA
Mr Graeme Martin (Executive Officer) Southern & Hills LGA
Mayor Glen Rowlands Southern & Hills LGA
Mayor Sam Johnson Spencer Gulf Cities
Mayor Lorraine Rosenberg (Observer) LGA President

2 Minutes of Previous Meeting
2.1 Minutes of Meeting held on 24 January 2018
Moved Mayor Hunt Seconded Mayor Jaensch that the SAROC Committee confirms the minutes of its meeting held on 24 January 2018 as a true and accurate record of the proceedings held.
Carried

2.2 Resolutions and Actions from Previous Meetings
Moved Mayor Burgess Seconded Mayor Clark that the SAROC Committee notes progress with resolutions resulting from the meeting of 24 January 2018 and outstanding resolutions from earlier meetings.
Carried

3 Invited Guest Speakers
Nil.

4 LGA President’s Report
Moved Mayor Telfer Seconded Mayor Rohde that the SAROC Committee notes the report.
Carried
5 **Regional Executive Officers’ Meeting**

Mr Peter Bond gave a verbal update on the meeting.

Moved Mayor Telfer Seconded Mayor Jaensch that the SAROC Committee notes the verbal report.

**Carried**

6 **Reports for Discussion**

6.1 **Planning Update**

Moved Mayor Rohde Seconded Mayor Clark that the SAROC Committee notes the planning update report.

**Carried**

6.2 **Rubble Royalties**

Moved Mayor Mattey Seconded Mayor Telfer that the SAROC Committee requests that:

1. the LGA continue to advocate for the removal of the Rubble Royalties; and
2. the LGA response is then conveyed to the Cement Concrete and Aggregate Association and the South Australian Government.

**Carried**

6.3 **Coastal Management**

Moved Mayor Parkes Seconded Mayor Telfer that the SAROC Committee recommends to the LGA Board that a forum of coastal councils (Mayors and CEOs) be held (possibly on Friday afternoon of the LGA OGM) with the purpose being to:

1. identify whether there is interest from councils in establishing a state based coastal alliance, or other government mechanism to enable coastal councils to collaborate and advocate on coastal issues; and
2. develop a common understanding of issues impacting on coastal councils and identify areas of interest where councils may seek to work together.

**Carried**

6.4 **National Carp Control Plan**

Mr Peter Bond provided a verbal update.

- attended 15 March meeting
- 4 regional consultation forums – very successful, large turnout, identifying consistent issues
- Cabinet note going to be prepared and sent in April 2018 to the new Minister
- Legislation to be considered
- WRA investigating messaging
- trials across Australia to be conducted Qld, NSW and SA
- seeking trial for Lake Albert
- clean up – intention is to use contractors, flagging that council involvement to be considered providing no out of pocket costs
- next meeting June/July 2018

Moved Mayor Burgess Seconded Mayor Parkes that the SAROC Committee notes the verbal update.

Carried

6.5 LGA Governance Review Update / Workshop

The Executive Director, Corporate & Member Services provided a verbal update.

Moved Mayor Hunt Seconded Mayor Burgess that the SAROC Committee provides feedback on the following draft Ancillary Documents (listed below) to the new LGA Constitution:

a. Membership Proposition
b. Terms of reference for the South Australian Regional Organisation of Councils (SAROC)
c. Terms of reference for the Audit Committee
d. Terms of reference for the CEO Advisory Group
e. Meeting procedures

Carried

Moved Mayor Telfer Seconded Mayor Jaensch that the SAROC Committee requests the LGA Board to recommend to the OGM to consider an amendment to remove references to chief executive officers being members of SAROC & GAROC.

Carried

Ms Jarrett advised that the next program of consultation will have a starting point for definition of regions.

7 Confidential Reports

Nil.
8 Late Reports

Nil.

9 Any Other Business

9.1 Native Vegetation – Township Boundaries (Telfer)

Moved Telfer Seconded Mayor Mattey that the SAROC Committee requests the LGA to lobby the State Government to align native vegetation regulations within designated regional township areas with metropolitan regulations.

Carried

9.2 Speed Limits on Regional Roads

Simon Millcock advised that this matter has been raised at Regional LGA Executive Officers meeting and advised that a report would be presented to the next meeting of SAROC.

9.3 New Planning System (development of information package)

Director Policy (Stephen Smith) advised that the LGA is seeking 2 regional mayors to assist with the development of an information package relating to the new planning system. Mayors Jaensch and Vickery indicated interest.

9.4 Mayor Mattey – 40 years of service to local government

Mayor Clark advised the meeting that Mayor Mattey has achieved 40 years of service to local government. The Committee acknowledged Mayor Mattey’s outstanding commitment to local government.

10 Next Meeting

The next meeting of the SAROC Committee will be held on 16 May 2018 at 4.00pm in the Boardrooms at Local Government House, 148 Frome Street, Adelaide.

11 Close

The meeting was declared closed at 4.50 pm.
2.2 Resolutions and Actions from Previous Meetings

Minutes of Previous Meeting
From: Jacqui Kelleher, Office Manager
Meeting SAROC Committee 16 May 2018
ECM: 657688

Recommendation
That the SAROC Committee notes progress with resolutions resulting from the meeting of 21 March 2018 and outstanding resolutions from earlier meetings.

Discussion
The attachment shows progress of resolutions from previous meetings of the SAROC Committee.
### Resolutions from the meeting of the SAROC Committee – 21 March 2018

<table>
<thead>
<tr>
<th>Status</th>
<th>Action Taken / Progress</th>
<th>Officer</th>
<th>Report ECM</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Track</td>
<td>On 7 May 2018, the LGA President wrote to the Treasurer to advocate for the removal of rubble royalties. This has been relayed to the CCAA. It was stressed to the Treasurer that rubble royalties represent a direct cost increase to ratepayers of approximately $1,000 per kilometre of road constructed and payment collectively equate to an additional cost of $1 million a year. It was highlighted that in 2017, 23 regional councils made royalty payments in excess of $10,000, with the cost ranging up to over $80,000 at the most significantly impacted council. Ten councils paid well over $40,000 each. It was also noted that since the policy was introduced, councils have not been increasing their use of CCAA members’ quarries and there has been no impact on council behaviour other than to delay road maintenance due to the increased budgetary constraints. The LGA President has offered to meet with the Treasurer in a regional location (supported by regional Mayors) to fully explain council roadworks operations and how borrow pits operate.</td>
<td>Lea Bacon</td>
<td>659605</td>
</tr>
</tbody>
</table>

#### 6.2 Rubble Royalties

that the SAROC Committee:

1. the LGA continue to advocate for the removal of the Rubble Royalties; and
2. the LGA response is then conveyed to the Cement Concrete and Aggregate Association and the South Australian Government.
### 6.3 Coastal Management

that the SAROC Committee recommends to the LGA Board that a forum of coastal councils (Mayors and CEOs) be held (possibly on Friday afternoon of the LGA OGM) with the purpose being to:

1. identify whether there is interest from councils in establishing a state based coastal alliance, or other government mechanism to enable coastal councils to collaborate and advocate on coastal issues; and
2. develop a common understanding of issues impacting on coastal councils and identify areas of interest where councils may seek to work together.

<table>
<thead>
<tr>
<th>On Track</th>
<th>A Coastal Forum was held on 1 May. An update report is provided in this agenda.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Brown</td>
<td>659784</td>
</tr>
</tbody>
</table>

### 6.5 LGA Governance Review Update / Workshop

that the SAROC Committee provides feedback on the following draft Ancillary Documents (listed below) to the new LGA Constitution:

a. Membership Proposition  
b. Terms of reference for the South Australian Regional Organisation of Councils (SAROC)  
c. Terms of reference for the Audit Committee  
d. Terms of reference for the CEO Advisory Group  
e. Meeting procedures

that the SAROC Committee requests the LGA Board to recommend to the OGM to consider an amendment to remove references to chief executive officers being members of SAROC & GAROC.

<table>
<thead>
<tr>
<th>On Track</th>
<th>The new LGA Constitution was adopted at the 2018 LGA OGM. Further consultation with councils is occurring on the draft Ancillary Documents. A verbal update on the next steps of the governance review will be provided at the SAROC meeting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kathy Jarret</td>
<td>659858</td>
</tr>
</tbody>
</table>
### 9.1 Native Vegetation – Township Boundaries (Telfer)

- **Resolution:** The SAROC Committee requests the LGA to lobby the State Government to align native vegetation regulations within designated regional township areas with metropolitan regulations.

- **Status:** On Track

- **Action Taken/Progress:**
  
  The LGA Secretariat is in the process of developing this advocacy. A further update will be provided to SAROC as the matter progresses.

- **Officer:** Stephen Smith

### Resolutions from the meeting of the SAROC Committee – 27 September 2017

<table>
<thead>
<tr>
<th>Resolution</th>
<th>Status</th>
<th>Action Taken/Progress</th>
<th>Officer</th>
<th>Report ECM</th>
</tr>
</thead>
</table>
| **6.1 Dingo Control**  
the SAROC Committee:  
1. notes the report;  
2. that the chair of SAROC write to the Chair of Primary Producers SA to determine the actions being undertaken by the industry and relevant agencies. | On Track | No progress in this area at this stage. | Peter Bond | 654165 |
| **8.1 TAFE SA issue**  
the SAROC Committee notes that the regional Executive Officers will form a working party to identify issues and create proposals for the development of a regional vocational education and training strategy. | On Track | This is an ongoing issue being considered by the Regional LGA Executive Officers | Dominic Testoni |
<table>
<thead>
<tr>
<th>Resolutions from the meeting of the SAROC Committee – 19 July 2017</th>
<th>Status</th>
<th>Action Taken / Progress</th>
<th>Officer</th>
<th>Report ECM</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.4 Little Corellas</td>
<td>On Track</td>
<td>The activity outlined in this resolution has been completed. The LGA President wrote to the Minister for Environment and Water (Speirs) on 30 April 2018 welcoming the Minister’s recent comments in the media regarding action to manage the growth of Little Corellas. The LGA has stressed the urgent need for the rapid progression of a state-wide strategy that utilises recommendations of the Discovery Circle report to guide actions, which should be facilitated and implemented by State Government with assistance from local government and other relevant agencies and stakeholders.</td>
<td>Lea Bacon</td>
<td>651925</td>
</tr>
<tr>
<td>6.7 Regional Tourism</td>
<td>Complete</td>
<td>Following the 2018 State Election, the LGA will continue to advocate for regional tourism issues as aligned to the activity under the LGA’s economic priorities.</td>
<td>Lea Bacon</td>
<td>651889</td>
</tr>
</tbody>
</table>
### Resolutions from the meeting of the SAROC Committee – 17 May 2017

<table>
<thead>
<tr>
<th>Resolution</th>
<th>Status</th>
<th>Action Taken / Progress</th>
<th>Officer</th>
<th>Report ECM</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.5 Rating for Developments</td>
<td>On Track</td>
<td>The Legatus Group has received the draft report: <em>Rating equity for commercial and or industrial land uses</em>. A verbal update will be provided in the May SAROC meeting with a further report to subsequent meetings.</td>
<td>Simon Millcock</td>
<td>650252</td>
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### Resolutions from the meeting of the SAROC Committee – 16 March 2017

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<thead>
<tr>
<th>Resolution</th>
<th>Status</th>
<th>Action Taken / Progress</th>
<th>Officer</th>
<th>Report ECM</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.6 SA Power Networks</td>
<td>Complete</td>
<td>The previous State Government did not make provision for emergency diesel generators as part of the $500m Blackout Proofing SA Fund.</td>
<td>Lea Bacon</td>
<td>647523</td>
</tr>
</tbody>
</table>
### Resolutions from the meeting of the SAROC Committee – 25 January 2017

<table>
<thead>
<tr>
<th>Resolution</th>
<th>Status</th>
<th>Action Taken / Progress</th>
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</thead>
<tbody>
<tr>
<td>7.2 Draft Borrow Pit Guidelines</td>
<td>On Track</td>
<td>Council input to the draft has been provided to the DSD. In recent correspondence to the Treasurer regarding Rubble Royalties, the LGA President confirmed that once this guide has been finalised the LGA will work to encourage all councils to continue to undertake best practice rehabilitation work.</td>
</tr>
</tbody>
</table>

The SAROC Committee:
1. notes the report; and
2. recommends to the LGA Board that the Guidance: Quarry and borrow pit rehabilitation in South Australia (November 2016) be adopted, subject to sign off by all regions within a two month timeframe.

<table>
<thead>
<tr>
<th>Officer</th>
<th>Report ECM</th>
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<tbody>
<tr>
<td>Lea Bacon</td>
<td>646497</td>
</tr>
</tbody>
</table>
4 Report from the LGA President to SAROC

Recommendation:

That SAROC Committee notes the report.

Rate capping

The new Liberal Government has reaffirmed its commitment to introducing rate capping legislation into Parliament within their first 100 days. It seems apparent that this will also include further restrictions on councils’ ability to set fees and charges. I have met with the Minister and confirmed that our sector remains opposed to this policy. We agreed it was possible to work constructively and concurrently on other issues while the government seeks to progress this legislation. The Government will require the support of either the Opposition or the crossbench to pass the legislation in the Upper House, and Labor, the Greens and SA Best took an anti-rate capping position to the 2018 state election. We believe there are better ways to drive local government efficiencies, and hope to partner with the Government on opportunities outlined in our local government reform proposal. While rate capping legislation is expected to be introduced by the government as a priority, the Minister has confirmed that they would not seek to cap council rates and revenue until the 2019/20 financial year. The ALP is reviewing its state election policy commitments including rate capping, and the LGA continues to work hard to ensure they maintain their position of opposing rate capping. All councils are encouraged to continue to keep their local MPs informed about their budget setting process for 2018/19, including details of new projects or services as well as external cost pressures. I have written to the Minister and asked that debate on the Government’s rate capping legislation is deferred until the Spring Parliamentary session, to provide the LGA with the opportunity to consult with member councils.

China’s National Sword

The LGA continues to work with councils, the waste sector and state government agencies to address the impact of China’s “National Sword” policy. Under this policy, China is no longer a viable export market for Australia’s recycling materials, and this will have an impact on the cost of recycling in SA. A market analysis report commissioned by the LGA has confirmed the impact of China’s National Sword policy on SA councils and ratepayers could be as high as $8.8 million per year. So far the Victorian ($13 million) and NSW ($47 million) governments have already committed funding support to help address the issue. While there’s an immediate financial impact that needs to be addressed, we have to also consider the opportunities for short, medium and long term solutions. The LGA has asked the Government to start by freezing scheduled increases to the Solid Waste Levy, which would save councils $4.5 million in 2018-19. We have also asked that councils be provided with the opportunity to apply for funding assistance where required through the Green Industry Fund. In conjunction with Green Industries SA, the LGA will hold a Waste Pathways Workshop on 5 June that will explore the implications of the National Sword policy for SA’s recycling industry, and provide an opportunity to discuss how our sector can be part of the solution.
New LGA Constitution

It was pleasing to see members endorse the LGA’s new Constitution (with amendments) at our 2018 Ordinary General Meeting. A significant amount of work has gone into the development of this document, and I am confident it provides our Association with a modern governance framework that will serve us for many years into the future. The LGA will now consult with member councils on the ancillary documents that support the constitution, with the goal of presenting these documents for endorsement at our 2018 Annual General Meeting in October.

Value of membership

The LGA recently released its 2018 LGA Value of Membership report, which confirms that the average estimated annual benefit to members is just over $2 million per council. This is an increase from $1.5 million per council in 2017, which reflects the LGA better understanding how its services provide value to members, as well as several key advocacy wins. The Value of Membership report was undertaken by UHY Haines Norton, and will now be reviewed every year to ensure that the LGA is continuing to deliver value to its members.

Forced amalgamations

It was disappointing to see the Property Council once again call for forced council amalgamations in South Australia. However, I would like to acknowledge that the new Liberal Government responded by ruling out this possibility. The LGA supports communities determining how they are represented and governed at the local level, and we have worked closely with the State Government on boundary adjustment reform to provide a clear and independent process for councils that want to make changes to their boundaries. The Local Government (Boundary Adjustment) Amendment Act 2017 will commence on 1 January 2019, and the LGA is working with the Local Government Grants Commission to develop draft guidelines detailing the processes by which proposals for boundary change will be received, assessed and progressed under the Act. It is anticipated these guidelines will be provided to councils to provide feedback on later this month.

2018 Council Elections

The Electoral Commissioner has responsibility for arranging the promotion of council elections in South Australia, and recovers these costs from councils, along with the other costs associated with conducting the elections. In previous election years the LGA has run parallel promotional activities during the ‘nominate’ and ‘vote’ phases of the election to increase the number and diversity of candidates and overall participation, which have been funded through the LG R&D Scheme. However, this year the Commissioner has asked the LGA to manage the promotional activities for all three phases of the 2018 council elections campaign (enrol, nominate and vote) on his behalf. All other aspects of the elections will be managed by ECSA, and all cost recovery, including the costs of the promotional activities managed by the LGA, will still be undertaken by ECSA.
6.1 Mobile Food Vendors – Regulations for Regions

Reports for Discussion
From: Graeme Martin, Executive Officer, Southern & Hills Local Government Association
Key Initiative: K.I.1 Leadership and advocacy
Strategy: 1A Listen to, and represent members
Meeting SAROC Committee 16 May 2018
ECM: 660944

Recommendation
That the SAROC Committee:
1. notes the report; and
2. asks the LGA Board to request the LGA Secretariat to advocate to the State Government for a review of the legislation governing Mobile Food Vendors (Local Government Mobile Food Vendors Amendment Act 2017) particularly in regard to regional impact.

Background
The previous State Government passed the Local Government (Mobile Food Vendors) Amendment Act in 2017 largely in response to the attempt by Adelaide City Council to balance the activities of Mobile Food Vendors against the established fixed rate paying businesses of the city.

Discussion
In 2017, the then State Government passed legislation related to mobile food vendors which made mandatory for all the State, certain requirements upon all Councils irrespective of their local circumstances.

The amendment prescribed that a Council:
1. Must establish guidelines around approved locations for mobile food vendors
2. Must approve all applications that comply with the guidelines
3. Restricts to a maximum figure the Council may charge for Mobile Food Vendor permits
4. The Small Business Commissioner has been inserted into the Act to act as umpire and SA Councils are now subject to his direction on this matter.

SA Regional Councils are rate income dependant for the vast majority of their revenue and in turn very conscious of the importance of business rate revenue. Councils are required to balance the needs of their bricks and mortar “fixed” established rate paying businesses against the flexibility and vibrancy of pop-up mobile food vendors. In some areas which experience a large temporary population such as in seasonal high tourism, mobile food vendors are able to enhance the supply offer and satisfy the unusually high consumer demand. However in some other regional areas the business profile is one of fixed micro type businesses who completely rely on the high season for
the majority of their cash flow and are at extreme risk due to pop up competition which are perceived to have an unfair advantage.

Other issues for regional councils include community engagement in a context where State Government legislation is so prescriptive, local business confidence in their trading environment - especially the impact of seasonal trends on cash flow - and confusion about the level of discretion of councils in permitting trading hours, trading rules around the region and selecting locations.

Other States

It is noted that Councils in both Victoria and NSW can make the final decision on the registration of a mobile food business and determine their fees along with the ability to set guidelines around trading sites.

**LGA Officer’s Comments**

*(Officer: Lea Bacon)*

The LGA secretariat supports the recommendation. The LGA consulted with member councils and provided submissions on behalf of the sector to the previous State Government when amendments were made to the Act and regulations during 2017. At that time councils expressed concerns regarding proposed restrictions on imposing conditions, permit breaches, location rules and the role of the Small Business Commissioner.

The Liberal Party voted against the changes to Food truck Regulation in Parliament, but the government Bill succeeded with support from the Greens, Dignity Party and John Darley MLC.

With a new Liberal Government in place following the March 2018 State Election, there is an opportunity for the LGA to consult broadly with regional and metropolitan member councils to inform and support future advocacy for a review of the legislation.

**Financial and Resource Implications**

This activity is not currently included in the LGA’s advocacy work program, but can be delivered within existing LGA resources as part of regular engagement with members, relevant Ministers and stakeholders.
6.2 Regions Decentralisation Election Strategy

Reports for Discussion

From: Anita Crisp, Executive Officer, Spencer Gulf Cities
Key Initiative: K.I 1 Leadership and advocacy
Strategy: 1B Contribute to state-wide and local policy
Meeting: SAROC Committee 16 May 2018
ECM: 660950

Recommendation

That the SAROC Committee confirms interest by regional delegates in meeting with key members of the new Liberal Government to reinforce SAROC’s ‘Growing our Regions’ strategy and to clarify the Government’s own regional policy commitments.

Discussion

Following the state election it may be timely for regional local government representatives to seek a meeting with key members of the new Liberal Government to reinforce the combined SAROC campaign to grow our regions.

This campaign revolved around three ‘decentralisation’ goals:

1. Growing our Regional Centres

Goal of 30% of South Australia’s population to be based outside Greater Adelaide, with a particular focus on our regional service centres. This target brings SA in line with the national figure of one third of the population living in regional areas. Currently the SA Strategic Plan commits country regions to simply maintaining a share of 18% of the state’s population.

2. Royalties for Regions

Last year mining royalty revenue to the SA Government was worth about $221 million. If a ‘Royalties for Regions’ program was in place that quarantined at least 25% of this revenue for country communities, it would have meant more than a trebling of the current $15 million Regional Development Fund. Based on the SA Government’s own budget figures, mining royalties are estimated to grow to about $278 million by 2019/20 - potentially returning just under $70 million per annum to regions.

3. Regionalise Decision Making

Goal of 30% of the state government public service to be based outside Greater Adelaide.

The ongoing centralisation of the public service to Adelaide has meant a direct loss of jobs and residents living and working in regional South Australia and a disconnect that is reflected in centralised policy and decision making. Put simply, the more the public service is centralised into Adelaide, the more policy decisions are formed through a ‘city’ lens and the more connection with the country is lost.

Pleasingly, there appears to be a strong focus by the Liberals on returning Government to local decision making, however it is unclear how this is proposed to be implemented and if there will be
an emphasis on more Government decision making jobs/positions actually being located in the country.

Unfortunately, there seems to be no clear statement about a pro-active commitment and growth strategy for regional centres.

In relation to funding, whilst the Liberal Government have a clear policy position to establish a Royalties for Regions program for 10 years, it will focus predominately on the backlog of rural road maintenance, effectively shifting this core Departmental responsibility out of general revenue.

The key lesson learned very clearly from the Royalties for Regions programs in both Western Australia and Queensland is that this funding should be quarantined for new, catalytic infrastructure and not as a substitute for Government and departmental core business.

In this regard, it may be worth regional delegates arranging to meet with the relevant Ministers (perhaps prior to the July SAROC meeting) to directly discuss the detail of the Liberals proposals and reinforce the aspirations as set out in the SAROC campaign.

**LGA Officer’s Comments**

*(Officer: Lea Bacon, Director Policy)*

A regional delegation of SAROC will provide an opportunity to further discuss the Growing our Regions strategy with the new State Government. The three key objectives of the strategy were included in the LGA’s State Election Agenda – *South Australia. Uncapped Potential* – and were promoted to political parties and stakeholders during the election campaign.

As the detail of this proposed advocacy by SAROC is developed, consideration should be given to how it can also support the LGA’s advocacy on rate capping, cost shifting and local government reform.

**Financial and Resource Implications**

The LGA’s Annual Priorities and Budget are aligned to the key strategies outlined in the LGA Strategic Plan 2016-2020 and there are resources to progress these priorities.

There are no financial or resource implications for the LGA arising from the recommendation to SAROC.
6.3 Coastal Council Alliance

Reports for Discussion
From: Victoria Brown, Senior Policy Advisor
Key Initiative: K.I 1 Leadership and advocacy
Strategy: 1B Contribute to state-wide and local policy
Meeting: SAROC Committee 16 May 2018
ECM: 660947

Recommendation
That the SAROC Committee:
1. notes the outcomes of the coastal forum held on 1 May 2018; and
2. recommends that the regional LGA executive officers consolidate a bid across all 32 coastal councils to the Local Government Research and Development Scheme for the funds to provide a coordination resource.

Discussion
At the 21 March 2018 SAROC Committee meeting, the following recommendations were endorsed:

‘1. identify whether there is interest from councils in establishing a state based coastal alliance, or other government mechanism to enable coastal councils to collaborate and advocate on coastal issues; and
2. develop a common understanding of issues impacting on coastal councils and identify areas of interest where councils may seek to work together.’

A workshop was held by the LGA on 1 May 2018 to discuss and workshop aspects contained in the recommendations. The workshop was attended by 19 coastal council Mayors and Councillors, 22 CEO’s and senior officers.

Key Outcomes
Crucially, there was interest from councils in:

1) establishing a state based coastal alliance, or other government mechanism to enable coastal councils to collaborate and advocate on coastal issues; and

2) a common understanding of issues impacting on coastal councils and the majority of these issues are shared, which identifies opportunities where councils may seek to work together.

Participants identified that they could work together on the following shared issues:

- Costal erosion
- Inundation
- Sand management
- Lack of education
• Lack of future planning and strategies
• Storm events
• Restrained local decision making
• Coastal access

Outcomes of the workshop indicate the priorities for further discussion are:

• What should the structure of an alliance be?
• How can we maximise state government influence?
• How do we fund the necessary activities?

More detailed information on the specifics of what was discussed for each of the key outcomes is provided in Appendix 1. The information is grouped under each of the priorities that have been identified for further discussion. It is envisaged that the information will form the basis for further discussions.

Participants of the coastal forum noted that the major impediment of the initiative is a lack of funding and resources to progress development of a strategy and action plan. It was agreed that there would need to be a driver to provide the impetus moving forward or the initiative would likely fail. It was clear that funding is required to provide a coordination role to coordinate and manage the initiative.

In the first instance, the LGA Secretariat recommends that the Regional LGA executive officers coordinate a bid across all 32 coastal councils to the Local Government Research and Development Scheme (LGR&DS) for the funds to provide a coordination resource.

Once a coordinator is in place, further consideration will be required to identify funds to undertake key priorities of the alliance.

**Financial and Resource Implications**

While resources are not currently anticipated in the LGA budget to support the coordination of a coastal alliance, the LGA Secretariat will provide guidance to the Regional LGA executive officers and member councils in the preparation of an application to the LGR&DS. An LGR&DS funding call to the sector is due to be made in late-May 2018, closing in late-July 2018.

In the first instance, the LGA Secretariat believes that any funding made available to establish a state based local government coastal alliance should be directed towards putting a coordinator in place. Beyond that, there may be a range of funding sources from local, state and federal governments that could be explored to undertake activities of the alliance that can be explored once a coordinator is in place.
Appendix 1

Structure of an alliance/mechanism

- No new bureaucracies
- 3 or 4 coastal forums a year
- Within an alliance, cross council collaboration will be crucial
- There should be coordinated activity at local, regional and state wide levels
- Australian Coastal Council membership options should be explored
- Other stakeholders should be involved (and potentially be partners in the process) such as RDA’s, emergency services, the LGA Mutual Liability Scheme, private businesses and industry, banking and insurance agencies, university/researchers and developers
- Including the community and land owners in the alliance is crucial
- Managing community expectations and educating them on the issue is important
- Environmental, social and economic factors should be equally important
- Support is required for councils to make better planning decisions
- MoU/sector agreement/treaty or other participant charter format could be used to formalise the alliance
- There should be equal influence for both metropolitan and regional councils
- Strategic planning is important, but action planning is crucial—a full audit of the coast will be required for both activities
- There should be an agreed formula for identifying coast wide priorities

Government Influence

- Influencing state government (coast protection, planning, NRM, native vegetation, SES and should be the focus of the alliance)
- The alliance should directly influence the Minister through the LGA
- The alliance should indirectly influence the Coast Protection Board through better representation and advisory arrangements being put in place
- Being able to better influence state government is key
- Understanding state government structures and linkages (legislation, regulations, guidance) is important (clarity of rules and lines of communication for different issues, reducing red tape, crown lands)
- Defining roles and responsibilities of local, state and federal governments is crucial
- New legislation on shacks/divested leases will have a big impact on how the issues can be managed

Funding

- Funding and resources will be required for coordination that don’t currently exist
- Data gaps are a huge issue, which will be costly to fill
- Planning, consultation and engagement is expensive and will also require funding
- Funding and resources will also be required for strategic planning, consultation and engagement exercises that don’t currently exist
6.4 Road Safety

Reports for Discussion

From: Lea Bacon, Director Policy
Key Initiative: K.I 1 Leadership and advocacy
Strategy: 1B Contribute to state-wide and local policy
Meeting SAROC Committee 16 May 2018
ECM: 660946 Attachment: 661085

Recommendation

That the SAROC Committee:

1. notes the report; and
2. requests that the LGA Board ask the LGA Secretariat to work with all member councils to develop a Local Government Road Safety Strategy Action Plan that articulates existing actions and provides further direction for council efforts in contributing to a safer road system in South Australia.

Discussion

There were 101 fatalities on South Australian roads in 2017\(^1\). Despite success in longer term trends, this is 15 more than in 2016. South Australia’s fatality rate for 2017 was 5.9 per 100,000 population. This is above the Australian average of 5.5. Although the majority of serious injury crashes occur in the metropolitan area, over the past years there were more fatalities recorded in rural South Australia than metro Adelaide. In 2017, 59% of fatal crashes in rural areas were single vehicle crashes such as the vehicle rolling over or hitting objects such as trees.

These statistics highlight the importance of local councils continuing to advocate for and take action to improve road safety, including driver behaviour.

Local government’s interest in and responsibility for road safety is multi-faceted. Attention is often drawn when the State Government reduces speed limits, particularly on rural roads that connect significant regional populations. For example, in September 2017, the former Minister for Road Safety advised that the Department for Planning, Transport and Infrastructure had identified eight roads across the state with five or more casualty crashes that were considered a low priority for infrastructure investment. These roads had their speed limits reduced from 110km/h to 100km/h as a low cost attempt to address a broader problem.

However, as system managers, councils build, maintain and regulate roads and therefore have a responsibility to provide a safe operating environment for road users. South Australian councils manage 11 per cent (75,000km) of the nation’s local road network. They receive significant funds from the Australian Government through Financial Assistance Grants (untied local roads component) and the Roads to Recovery programs, as well as competitive grant programs to address black spots, bridges renewal and heavy vehicle safety and productivity.

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In a recent Statement of Expectations for the Roads to Recovery Program\(^2\), the former Minister for Infrastructure and Transport, the Hon Darren Chester MP, outlined how the Australian Government is turning its attention to how it can measure and improve road safety outcomes from the grant funding it provides to councils. This is significant and it will become increasingly important for councils and the local government sector to be able to articulate their strategies and actions towards improving road safety on its network.

Similarly, decisions and actions by councils at a local level can provide significant support to the current advocacy of the Australian Local Government Association (ALGA) towards the 2018 Federal Budget and next election. Many of the commitments that ALGA is seeking relate to the funding of council infrastructure and support local governments contribution to improving road safety. Importantly for South Australia, this includes seeking a commitment to a fairer share of road funding by making permanent the $20 million per year supplementary road funding.

Road safety responsibilities also extend to local government as significant employers within their community, particularly in regional areas. For example, councils and their contractors have a role in managing safety on the roads through use of safer vehicles and policies to model improvements in their own driving and road user behaviour.

At the state level, existing LGA policy on road safety informs our ongoing advocacy that the State Government:

- increase state funding for maintenance of arterial roads;
- commit to a holistic approach to road safety taking all Safe System factors into account, not just speed;
- agree to a road safety pilot study in the Limestone Coast region
- provide more off-street parking and ‘kiss-and-drop’ areas on school land to improve traffic management and road safety around schools.

The attached paper outlines in more detail the national and state policy environment for road safety. It highlights the need for local government leadership through a sector-wide road safety strategy, particularly in the absence of a strong role for SA councils within the previous State Government’s Road Safety Action Plan.

As such, it is recommended that the LGA works with all member councils to develop a Local Government Road Safety Strategy and Action Plan that articulates existing contribution from local government and provides further direction for council efforts in supporting a safer road system in South Australia. In addition to supporting ALGA and LGASA advocacy, a strategy will provide an opportunity to demonstrate local government’s commitment to:

- a holistic approach to road safety, in which speed limits are only one part;
- reducing fatalities and serious injuries on South Australian roads; and
- partnering with the federal and state governments to ensure their investment in local roads construction and maintenance, also contributes to improving road safety.

**Financial and Resource Implications**

This activity has been anticipated in the draft LGA Business Plan for 2018/19 and resources will be made available to progress this work.

Local government is a member of Austroads through ALGA. If further evidence is required, there may be an opportunity to influence and/or commission research aligned to their existing priorities.

The LGA Secretariat will also liaise with the ALGA’s Roads and Transport Advisory Committee (RTAC) to ensure due consideration is given to existing strategies and polices of other state and territory Local Government Associations.
Road Safety – policy overview

Safety on Australian roads is a responsibility shared by federal, state and local government, who all invest significant amounts of funding and other resources into road construction, maintenance and road safety initiatives.

Australian Government

The National Road Safety Strategy 2011–2020\(^1\) outlines a set of national goals, objectives and actions to reduce fatal and serious injury crashes on Australian roads.

The strategy has set the following casualty reduction targets to be achieved by the end of 2020:

- to reduce the annual number of road crash fatalities by at least 30 per cent
- to reduce the annual number of serious road crash injuries by at least 30 per cent.

The National Road Safety Strategy is based on the Safe System approach to improving road safety, which takes a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and heavy vehicle drivers.

The following key areas of intervention are identified by geographic location:

<table>
<thead>
<tr>
<th>Area</th>
<th>Safe roads</th>
<th>Safe people</th>
<th>Safe vehicles</th>
<th>Safe road use</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Australia</td>
<td>All road projects to comply with Safe System principles.</td>
<td>Best practice speed enforcement.</td>
<td>Improved vehicle safety standards.</td>
<td>Ongoing behaviour change programs to meet geographic needs.</td>
</tr>
<tr>
<td></td>
<td>Safer roads programs targeting key crash types.</td>
<td>Public information about the community benefits of lower travel speeds.</td>
<td>Increased uptake of crash avoidance and occupant protection measures.</td>
<td></td>
</tr>
<tr>
<td>Metro areas</td>
<td>Safer roads programs targeting intersection and roadside crashes and protecting vulnerable road users.</td>
<td>Reduce speed limits at intersections.</td>
<td>Improved intersection crash avoidance and pedestrian and bicyclist protection.</td>
<td></td>
</tr>
<tr>
<td>Regional areas</td>
<td>Safer roads programs targeting run-off-road and head-on crash risk, and safer intersection treatments.</td>
<td>Review of speed limits on higher crash risk routes.</td>
<td>Focus on countering run- off-road crashes.</td>
<td>Improved access to graduated licensing for disadvantaged groups.</td>
</tr>
</tbody>
</table>

In September 2017, the Australian Government commenced a review of the strategy to identify factors involved in recent road crash trends, the effectiveness of the strategy to date. The review will identify priority actions for 2018-20 and issues for consideration in a national strategy post-2020.

\(^1\) http://roadsafety.gov.au/
The Australian Government provides various grants funding to state and local governments. This is an important contribution to the construction and maintenance of Australia’s road system, as well as to reducing the national road toll under the National Road Safety Strategy and Action Plan.

**Financial Assistance Grants (roads component)**

The Australian Government has provided over $50.1 billion under the Financial Assistance Grant (FAG) program to local government since 1974/75. FAGs include an identified local road component that is untied allowing councils to spend the grants according to local priorities. The roads component of FAGs to South Australian councils in 2016/17 was $40 million.

In its submission to the 2018 Federal Budget, Australian Local Government Association (ALGA) has sought a commitment to restore the quantum of FAGs to a level equal to at least 1 percent of Commonwealth tax revenue to help councils maintain living standards and local economic growth.

ALGA and the LGA SA are seeking a commitment from the Australian Government to address the particular disadvantage of South Australian communities arising from an unfair anomaly in existing funding by permanently restoring the additional local roads funding for South Australian councils of $20 million per year.

**Black Spots**

The Australian Government has extended the Black Spot Program and is providing $60 million per year from 2021/22 onwards, building on the current $684.5 million investment from 2013/14 to 2020/21. Nominations for Black Spot locations are invited from state and territory Governments, local councils, community groups and associations, road user groups, industry and individuals.

The Australian Government reports that the Black Spot Program is reducing fatal and casualty crashes in total at treated sites by 30 per cent.

**Bridges Renewal**

The Australian Government committed $360 million over five years to 2019-20 to the Bridges Renewal Programme, which upgrades and repairs bridges to enhance access for local communities and facilitate higher productivity vehicle access.

In their 2018 Federal Budget submission, ALGA have sought a commitment to improve the safety and management of local bridges by making the Bridges Renewal Program permanent.

**Heavy Vehicle Safety and Productivity**

The Australian Government’s Heavy Vehicle Safety and Productivity Program (HVSPP) funds infrastructure projects that improve productivity and safety outcomes of heavy vehicle operations across Australia.

State, territory and local governments are eligible to apply for funding for projects that will upgrade road infrastructure to improve heavy vehicle safety and freight efficiency, saving lives and reducing travel times for freight on Australia’s roads. The Australian Government contributes up to 50 per cent of the total project cost to successful projects, up to a maximum of $5 million.

The HVSPP has been extended and will provide $40 million per year from 2021/22 onwards. This builds on the current $328 million investment from 2013/14 to 2020/21.
ALGA have sought a commitment from the Australian Government to establish a Local Freight Productivity Investment Plan, funded at $200 million per annum for five years, to ensure that first mile/last mile and freight connectivity issues are addressed.

**Roads to Recovery**

The Roads to Recovery Program (R2R) supports the maintenance of the nation's local road infrastructure asset, which facilitates greater access for Australians and improved safety, economic and social outcomes.

From 2013/14 to 2020/21, the Australian Government will provide $4.4 billion under the Roads to Recovery Program. The funding is distributed to local councils through the same methodology as the roads component of FAGs.

ALGA advocates to the Australian Government for doubling of the R2R funding to improve the safety and management of local roads.

**Minister’s Statement of Expectations on R2R funding**

On 7 November 2017, the former Minister for Infrastructure and Transport, the Hon Darren Chester MP, issued a Statement of Expectations for the Roads to Recovery Program\(^2\). The statement encourages councils to give greater priority to road safety projects under the program, and asks them to provide additional information on the benefits and outcomes of each project.

The statement reported that 27 per cent of funding received by councils has been spent on road safety across the life of the current R2R program. A further 34 per cent of spending has been to maintain the road asset, which also has safety benefits.

The Statement of Expectations sets out further context and directions in how the Australian Government and local councils can work together to ensure that the R2R Program is delivering the best possible outcomes in the area of road safety. Specific directions include:

- When selecting projects, councils encouraged to consider the likelihood to reduce fatalities and serious injuries in crashes.
- Councils could consider projects that have not been funded under State or Federal Black Spot programs could be delivered under the R2R Program.
- When undertaking road maintenance projects, improving the quality of the road asset through re-sheeting and resealing will have stronger safety outcomes than simply maintaining the quality through routine road maintenance.
- Councils could prioritise R2R applications for pedestrian and cycling facilities associated with a road if their specific aim is to improve safety for vulnerable road users.
- Councils could consider pooling R2R funding or Financial Assistance Grants to prioritise and jointly improve the quality of roads in a region with a known crash record.
- Councils could draw up road safety plans on a network basis in conjunction with neighbouring councils.
- Department to support a change in annual reporting from councils on their R2R projects to evaluate how projects have benefitted the local network and community (for example, crash reductions or travel efficiencies).
- Councils to inform Department of every project which will receive R2R funding before they commence work on them and update Department on their progress each quarter. A higher level of engagement will keep the local community informed of works underway.

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The Statement of Expectations also invites councils to write to the Australian Government with ideas of how all levels of government could be improving road safety and the outcomes from the considerable investment we all make in the country’s roads.

**South Australia – State Government**


Modelling the Safer System framework of the National Road Safety Strategy 2011–2020, the State action plan focuses on the themes of safer vehicles, safer roads, safer people and safer speeds.

While this is predominantly a State Government plan, it highlights that local government can help to implement many of the plan’s key actions, including to:

- Ensure major road and public transport upgrades include walking and cycling infrastructure designed to best practice standards;
- Implement the online ‘Living Neighbourhoods’ resource and develop tools for local government to implement concepts from the Streets for People Compendium;
- Continue investment in targeted black spot locations;
- Continue to foster a safe systems approach to infrastructure projects;
- Implement SA’s Railway Crossing Safety Strategy to improve safety at level crossings;
- Continue to review speed limits to reduce crashes on rural and urban roads; and
- Expand the use of variable speed limits on arterial roads in pedestrian/cycling precincts.

The plan also includes a commitment of continued investment in targeted black spot locations with $6.2 million per year from the National Black Spot Program, and completing the four-year State Government commitment to spend $36.6 million by 2017/18.

The new Liberal State Government’s commitment to this plan is unclear. However, it is likely the new Government will seek to review and/or implement its own Road Safety Strategy and Action Plan.

**South Australia - local government**

Several councils and community road safety groups have carried out a variety of road safety initiatives. For example, Port Pirie has a road safety centre that teaches children to learn road rules, while the Whyalla and Districts Community Road Safety Group works to encourage the community to stay safe on roads during the festive season. The West Torrens Road Safety Group and the Limestone Coast LGA have particularly strong road safety initiatives.

**The West Torrens Road Safety Group**

The West Torrens Road Safety Group works in conjunction with SA Police, local residents and DPTI to promote road safety awareness and respond to the local community’s concerns. The group carries out various projects to help educate residents. For example, the biennial ‘Mock Crash’ shows high-school students what can happen in a fatal vehicle accident. The group also works with local schools to educate students about safety when walking or cycling to school, runs a road safety artwork competition, and has implemented 50km/h speed message stickers on wheelie bins in the council area.

**Limestone Coast LGA**

The Limestone Coast LGA (LCLGA) is currently partnering in a pilot project with the Motor Accident Commission (MAC) to demonstrate the benefits of a regionally based officer working with community road safety groups, local government, industry, road safety stakeholders and the regional community.

Through this program the LCLGA has implemented a significant number of road safety initiatives.

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6.5 Implementing the Planning, Development and Infrastructure Act 2016

Reports for Discussion
From: Stephen Smith, Director Policy
Key Initiative: K.I 2 Capacity building and sustainability
Strategy: 1B Contribute to state-wide and local policy
Meeting: SAROC Committee 16 May 2018
ECM: 661051

Recommendation
That the SAROC Committee notes the report on implementing the Planning, Development and Infrastructure Act 2016

Discussion
Planning Reform Calendar
The State Planning Commission has released its Planning Reform Calendar, which outlines the planned activities to implement the Planning, Development and Infrastructure Act by mid-2020. The calendar identifies that a large number of consultation activities will be occurring prior to councils entering caretaker mode in mid-September. This is likely to place significant pressure on councils and the LGA in providing meaningful responses to key issues during this period.

Accredited Professionals Scheme Discussion Paper
At the March 2018 Board meeting the Board resolved the LGA provide a response to the Accredited Professional Scheme Discussion Draft.

Consultation has occurred with the sector, through a Circular 13.2, a questionnaire to Planning Managers and information sessions undertaken by DPTI.

The new Planning, Development and Infrastructure Act 2016 (PDI Act) enables the Minister for Planning to establish an accreditation scheme for planners, building certifiers and other industry professionals involved in making development decisions. Building and planning professionals will need to be accredited to make decisions on development applications that are required to be assessed against the new Planning and Design Code.

While the concept of accreditation is supported, the submission prepares raises a number of matters which require further consideration and investigation.

Read the LGA Submission here.

Community Engagement Charter
On Friday 27 April, the Minister for Planning released the Community Engagement Charter.
A major inclusion in the Planning, Development and Infrastructure Act 2016, is the Community Engagement Charter. With an emphasis on engaging communities early, the Charter defines a flexible, effective and meaningful framework for engagement that aims to:

- foster better planning outcomes that take account of the views and aspirations of communities;
- establish trust in the planning process; and
- improve the understanding by communities of the planning system.

The Charter must be used by to guide public participation with respect to the preparation and amendment of designated policies, strategies and schemes as set out in the table below. The Charter also contains methods to measure the success and effectiveness of the engagement process and is supported by a Guide that provides step-by-step advice on putting the Charter into practice.

A copy of the Community Engagement Charter and Guide to the Charter can be found here.

Members may recall that the LGA made a submission on the draft Charter which sought greater certainty about how communities will be consulted on individual development proposals. This matter will continue to be raised during discussion on the Planning and Design Code and the new ‘Assessment Pathways’ under the Act.

**Blueprint for the Planning and Design Code**

On the 23 March the State Planning Commission released the Blueprint for South Australia’s Planning and Design Code – an introductory paper. This paper sets the scene for a series of policy discussion papers and engagement opportunities designed to inform development of the new Planning and Design Code (the Code). The Blueprint seeks to stimulate thoughts around the challenges and opportunities to be considered.

The paper introduces the Blueprint for the Planning and Design Code, which includes:

- Technical Discussion Papers
- Policy Conversation Areas
- Policy Discussion Papers.

The paper also explores the trends and influences that are shaping our communities, the history of planning within South Australia and growth patterns.

A copy of the Blueprint for the Planning and Design Code can be found here.

**State Planning Commission – workshop series**

During May, the State Planning Commission will be hosting a series of workshops on South Australia’s planning future. This is a key opportunity to be involved in the discussion on the policy that will shape a more liveable, affordable, sustainable and prosperous state.

Held over three weeks, the program is as follows:

**Thursday, 10 May, 2.00 pm – 5.00 pm**
An update on the modernisation of South Australia’s planning system, and collaborative discussion about our future planning vision and priorities for our state - our new State Planning Policies.

**Thursday, 17 May, 2.00 pm – 5.00 pm**
Collaborative discussion on future transport specifically integrated movement systems, and our natural resources & environment.
Thursday, 24 May, 2.00 pm – 5.00 pm
Collaborative discussion on people & the future of our neighbourhoods, productivity and economy.

All workshops will be held at The Office of Design and Architecture, Ground Floor – 28 Leigh Street, Adelaide 5000 and are open to everyone. To register your interest in any of the workshops below please email admin@saplanningcommission.sa.gov.au.

**Financial and Resource Implications**

As noted above in the coming three months as a result of the proposed level of consultation and engagement being proposed by DPTI, significant LGA and council resources will be required to ensure meaningful responses are provided.

The LGA has a partnership with DPTI and has a senior DPTI team member working with us to assist councils with the transition to the new system. This partnership provides councils with the most up-to-date and relevant information about the reform program and can connect councils to the appropriate people within DPTI to seek further information or provide direct input to the reforms.