



Suggestion 204

Dean Ashley

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South Australian Redistribution suggestion uploaded from the AEC website.

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Additional information: Please find attached my suggestions for the Redistribution of South Australia. Please don't hesitate to contact me if there are any queries.

SOUTH AUSTRALIA ELECTORAL REDISTRIBUTION 2017

Suggestions by Dean Ashley

December 2017

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1 OVERVIEW

1.1 KEY ISSUES

With the increased quota arising from the loss of a division, it is no surprise to find that all eleven existing divisions are projected to be below the average enrolment for a ten-division configuration, and nine of the eleven are outside the 3.5% permitted variance from that average.

Of the two that are inside that tolerance, Wakefield is the obvious source of electors to top up the neighbouring rural divisions of Grey and Barker, and is therefore significantly transformed nonetheless.

The need to abolish a division also results in significant changes to surrounding divisions, and with the shortfalls in existing divisions quite evenly spread, the repercussions obviously extend beyond the divisions that take up the electors from the dissolved division.

1.2 APPROACH

With communities of interest are generally best served by limiting the number of metro-rural hybrid divisions, attention was first focussed on the primarily rural divisions of Grey, Barker and Mayo in an attempt to find the best configuration for those divisions. Further discussion on this is found in section 2.1.

Finalising the boundary between the Divisions of Mayo and Kingston effectively set the boundaries of the latter division, so this was locked in next, before returning to the Division of Wakefield, which had been depleted to supplement the rural divisions.

Finding the best source of electors to bring Wakefield back into tolerance was one factor in identifying the Division of Sturt as the suggested option for abolition. With Wakefield replenished from Makin, the latter absorbs the northern part of Sturt, while Boothby and Adelaide take the southern and western parts respectively.

The remaining task was to rebalance the now-bloated Adelaide and Boothby with the underweight Port Adelaide and Hindmarsh. In this exercise, the minimalist option is suggested to be rejected in favour of a revised configuration that yields much more clearly focussed divisions.

1.3 DIVISION NAMES

There are no new divisions requiring a name. While some of the divisions are significantly transformed, all are suggested to retain the name of the division from which a plurality of their electors originated.

While the loss of Charles Sturt from among the historical figures recognised by division names is regrettable, this is not among the criteria for setting boundaries.

Further, none of the surrounding divisions are strong candidates to assume the name. Boothby and Adelaide date to the original drawing of South Australian divisions in 1903. While Makin is more recent, its suggested configuration sees 63% of its projected electors drawn from the existing division of Makin.

If an opportunity or requirement ever arises to name or rename a division in South Australia, it is suggested that former Australian Democrats leader Janine Haines should be considered for the honour as the first woman to lead a Federal or State parliamentary party in Australia.

1.4 OVERVIEW IMAGES



Figure 1.4-1: Suggested South Australia

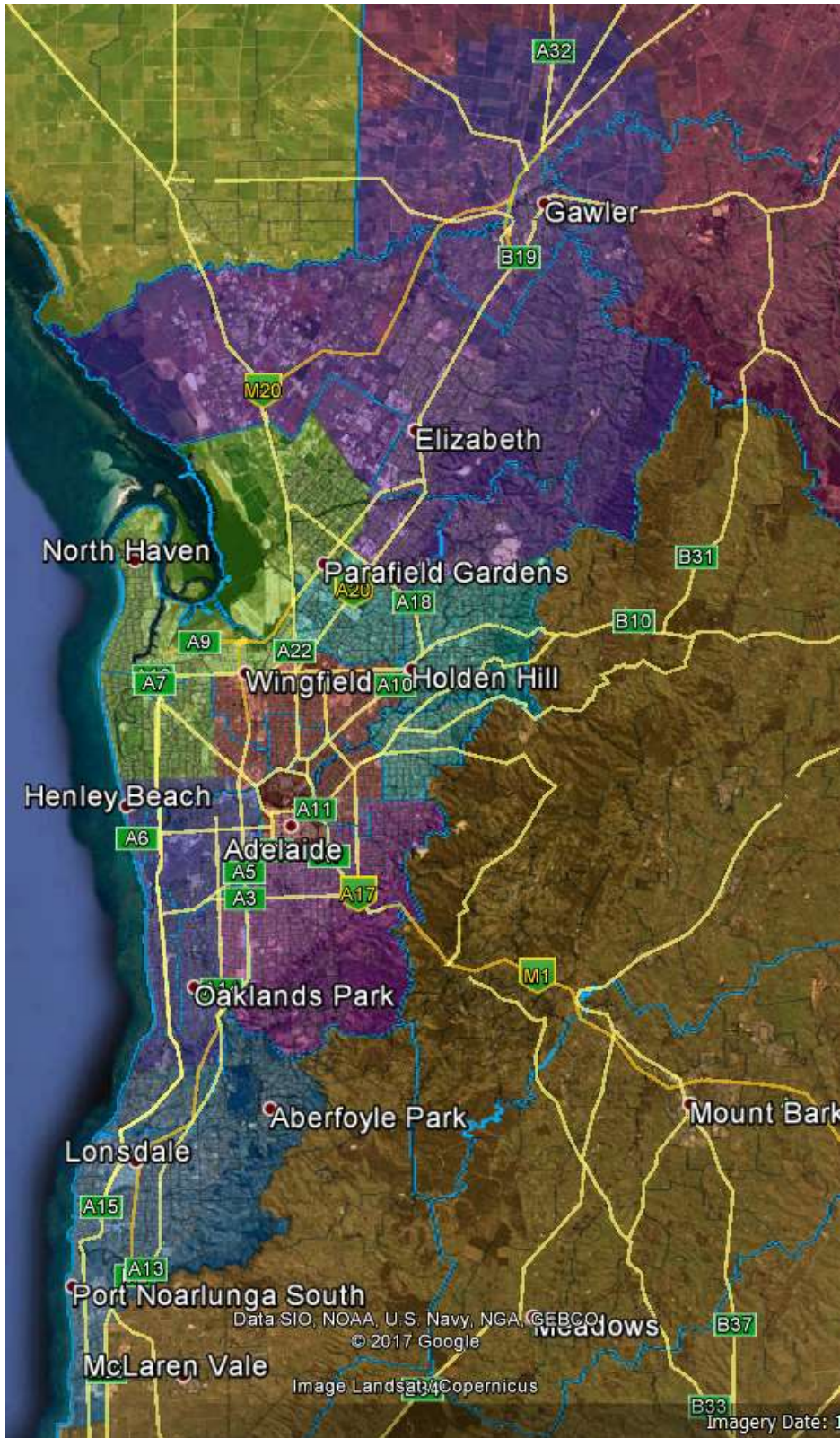


Figure 1.4-2: Suggested Metro Divisions

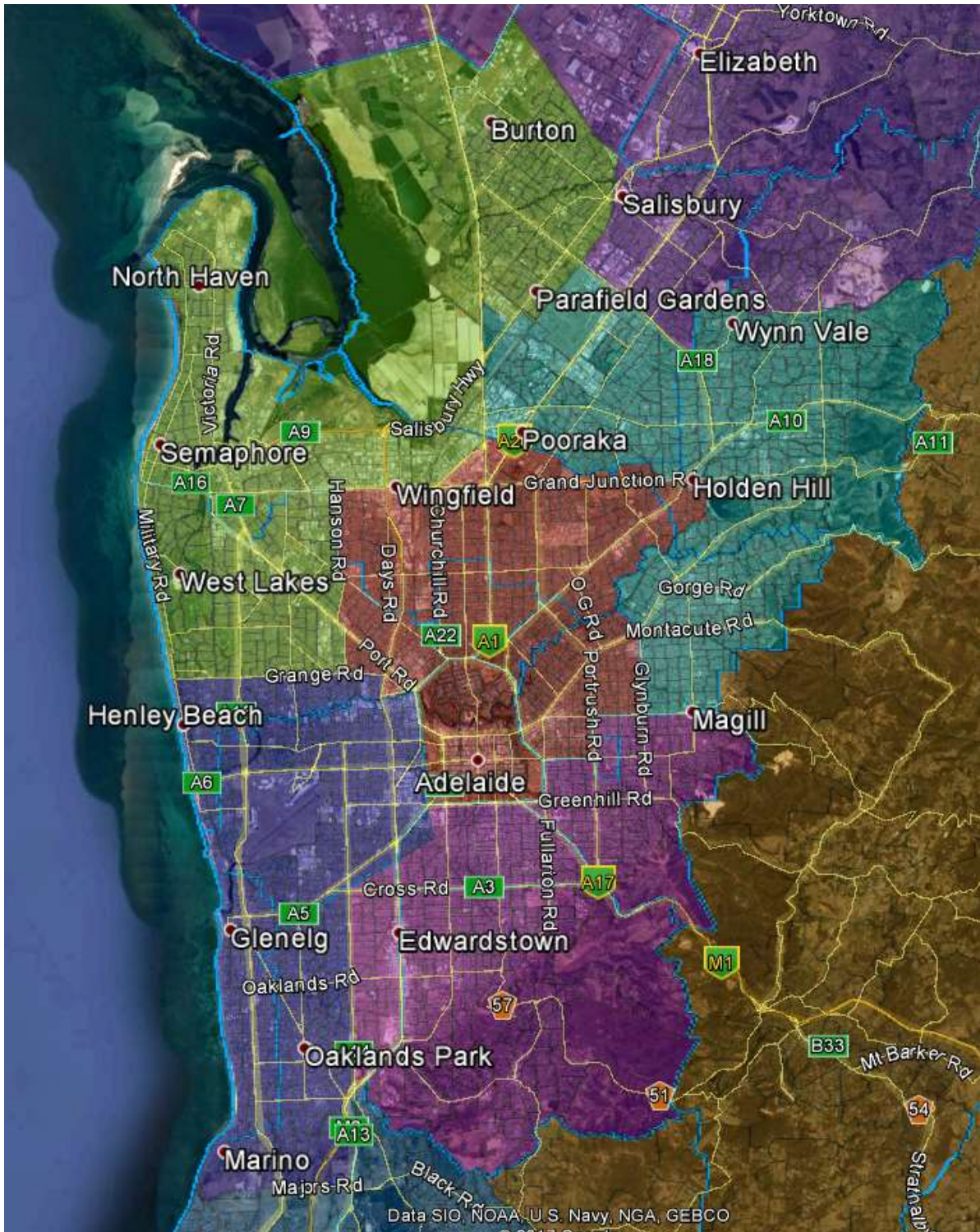


Figure 1.4-3: Suggested Inner Metro

2 RURAL DIVISIONS

2.1 REGIONAL STRATEGY

The current divisions of Grey, Barker and Mayo are collectively projected to be 0.38 quotas short of the ten-division average. The rural LGAs that make up the northern part of the Division of Wakefield are the most obvious source of transferees to bring the rural divisions back into tolerance. This would allow Wakefield to transition from its current hybrid nature into a more urban-focused division.

A key consideration is whether the Town of Gawler should be among the LGAs transferred into a rural division, or whether it should stay in Wakefield. To some extent, the existing scenario is ideal - the town sits in a division that includes both the western Barossa Valley, smaller communities to the north for which Gawler is a regional centre, and part of metropolitan Adelaide where the commuter portion of its population work. Forced into a decision between a fully rural division (likely including most of the Barossa) and more urban-focussed Wakefield, the communities of interest arguments could go either way.

From an overall rural-urban numerical perspective, including Gawler in one of the rural divisions would be a good outcome and avoid the need for one of those divisions to extend further into an urban area elsewhere. However, many attempts to find a configuration of the three rural divisions to permit this did not yield a viable result. The main constraint was that while the other rural LGAs in Wakefield (together with the Mayo portion of the Barossa LGA) provide enough electors to bring both Grey and Barker within tolerance, neither then has the capacity to include Gawler.

Equally, scenarios that saw Mayo extending further into the Barossa and west to include Gawler, left Barker needing to gain instead electors from Mayo, with no obvious opportunities that did not badly affecting communities of interest elsewhere. Radical scenarios such as Barker regaining the Fleurieu Peninsula also did not work, as it would then need to give up either Murray Bridge or much of the Riverlands area to get back into the permitted range.

In the end, the suggested approach is to leave Gawler in Wakefield, along with some immediately surrounding areas from the Light and Barossa Valley LGAs. The inclusion of the surrounding areas leaves Barker and Grey at the lower end of the permitted range, but there is no merit in trying to future-proof a redistribution that may serve for three elections, at the expense of clear communities of interest for that period. This also leaves the Division of Mayo needing an infusion of electors from an urban division, and the options for this are discussed further in section 0.

2.2 DIVISION OF GREY

Opening projected enrolment: 102,612 (-16.39% from average)

Comment: Grey clearly needs a large infusion of electors and the rural LGAs currently in the Division of Wakefield are the obvious candidate.

The only other plausible option would be for Grey to gain the eastern Riverlands area around Renmark, Berri, Loxton and Barmera from the Division of Barker. This option was examined as part of several scenarios for the rural divisions. While numerically feasible, it was rejected as being deleterious to both divisions. It would destroy the significant community of interest benefits from having essentially the whole¹ of the SA section of the Murray River in one division, and add a significant new cluster of electors to a Division of Grey whose MP is already set a heroic task by the dimensions of the division.

Returning to the Wakefield option, transferring the LGAs of Clare and Gilbert Valleys, Adelaide Plains and the balance of Wakefield Regional Council brings the division within the permitted range and is the suggested solution.

Suggested Transfers:

Wakefield to Grey		<u>Actual</u>	<u>Projected</u>
Lewiston - Two Wells	(whole)	3,767	3,899
Mallala	(whole)	2,082	2,083
Clare	(whole)	2,978	2,972
Gilbert Valley	(whole)	3,544	3,604
Goyder	(balance)	7	7
Wakefield - Barunga West	(balance)	3,484	3,519
Wakefield to Grey Total		15,862	16,084

Final projected enrolment: 118,696 (-3.29% from average)

¹ The exceptions being part of Lake Alexandria and the Murray Mouth area around Goolwa.

Maps:

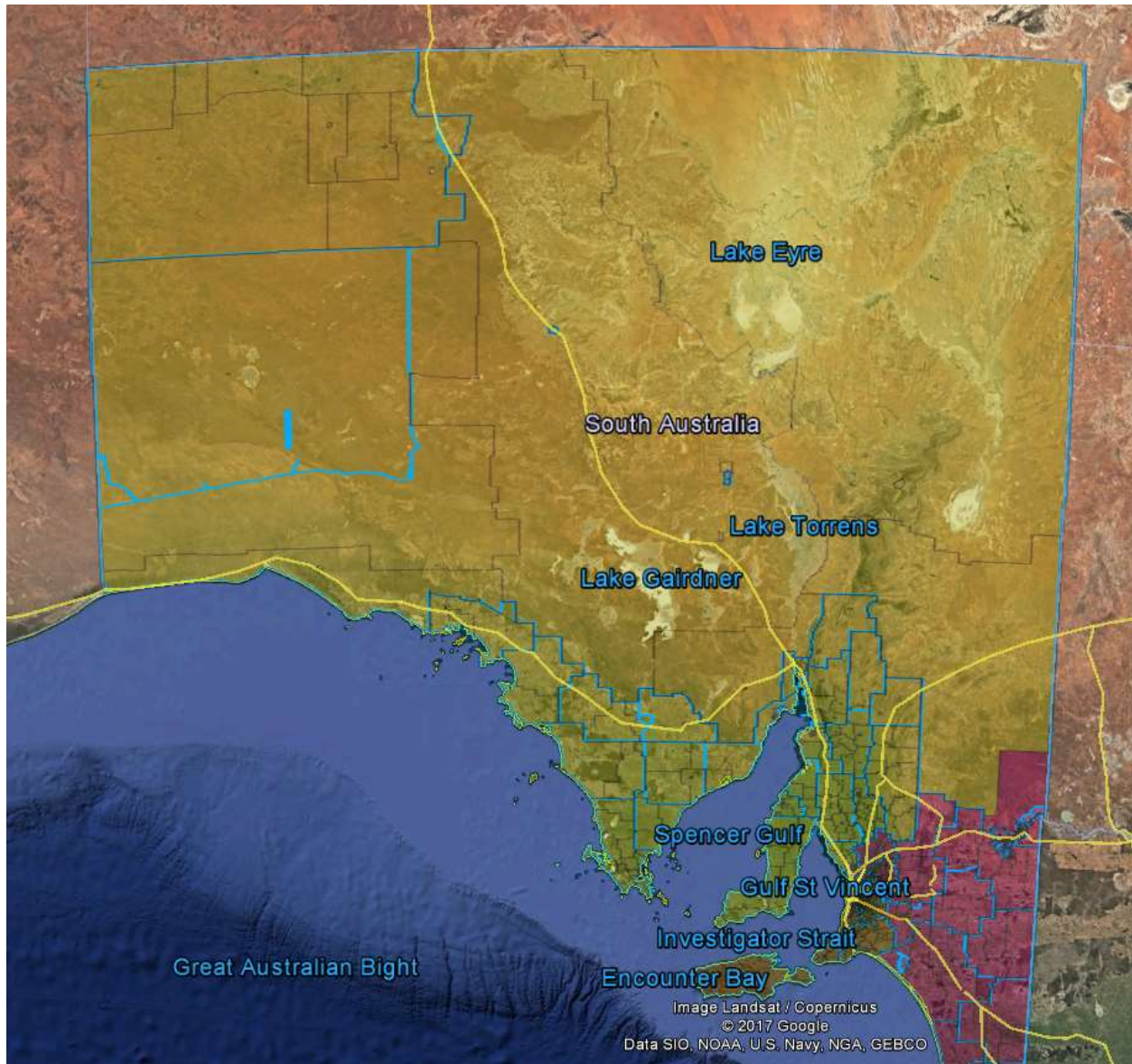


Figure 2.2-1: Suggested Division of Grey

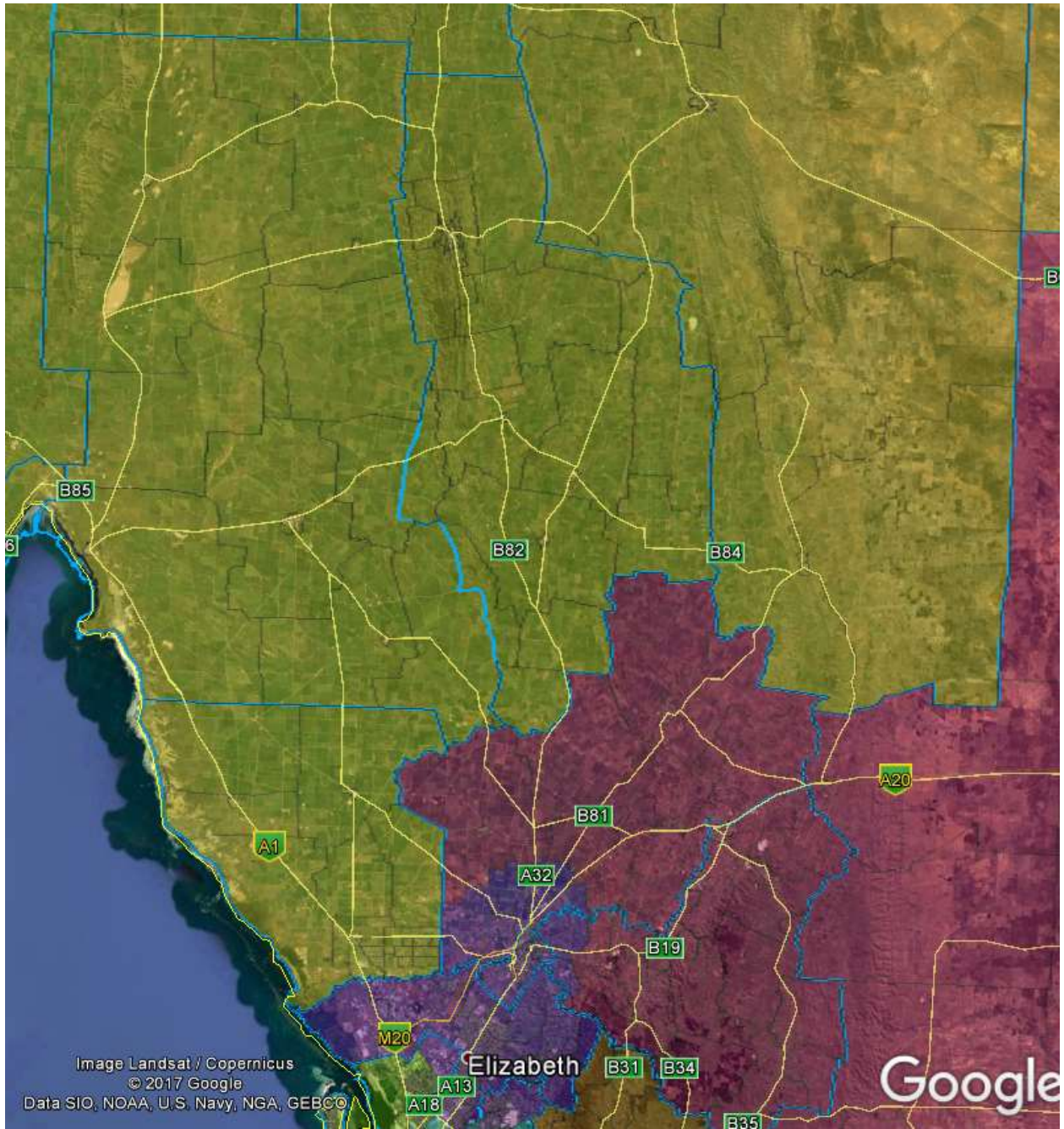


Figure 2.2-2: Suggested Division of Grey (southern portion)

2.3 DIVISION OF BARKER

Opening projected enrolment: 108,383 (-11.69% from average)

Comment: Barker needs to gain electors. Of the neighbouring divisions, the Division of Grey offers no realistic option apart from maybe the southern part of the Goyder LGA, but this would be counter-productive with Grey also needing to gain electors.

In terms of potential transfers from Mayo, the Mount Barker and Adelaide Hills LGAs are clearly better-suited in Mayo while it retains its existing focus.

The possibility of a much larger reconfiguration of rural divisions in which Barker would gain the Alexandrina LGA, the Fleurieu Peninsula and Kangaroo Island was also considered, but rejected as it would put Barker over-quota to the extent that it would need to cede not just its Barossa Valley territory, but some part of its Murray River identity – likely either Murray Bridge (to Mayo) or the eastern Riverlands (to Grey).

The best option is suggested to be that Barker take up most of the remainder of the Barossa LGA and also most of the Light LGA. The suggested exception in each case relates to areas surrounding Gawler that have strong links to that town, despite sitting outside the Town of Gawler boundaries.

While it may be argued that the far-flung Barker is not the perfect division for the Barossa Valley LGA, getting the majority of the LGA into one division is a big improvement on the current three-division split, and the alternative of moving it into Mayo would require Barker to gain electors from a less suitable area.

Suggested Transfers:

Mayo to Barker		<u>Actual</u>	<u>Projected</u>
Barossa - Angaston	(portion currently in Mayo)	1,299	1,316
Lyndoch	(partial SA1 currently in Mayo)	6	6
Mayo to Barker Total		1,305	1,322

Wakefield to Barker		<u>Actual</u>	<u>Projected</u>
Barossa - Angaston	(partial SA1 currently in Wakefield)	2	2
Light	(whole)	6,245	6,720
Lyndoch	(portion currently in Wakefield)	4,182	4,443
Nuriootpa	(balance)	289	309
Wakefield to Barker Total		10,718	11,474

Final projected enrolment: 121,179 (-1.26% from average)

Maps:

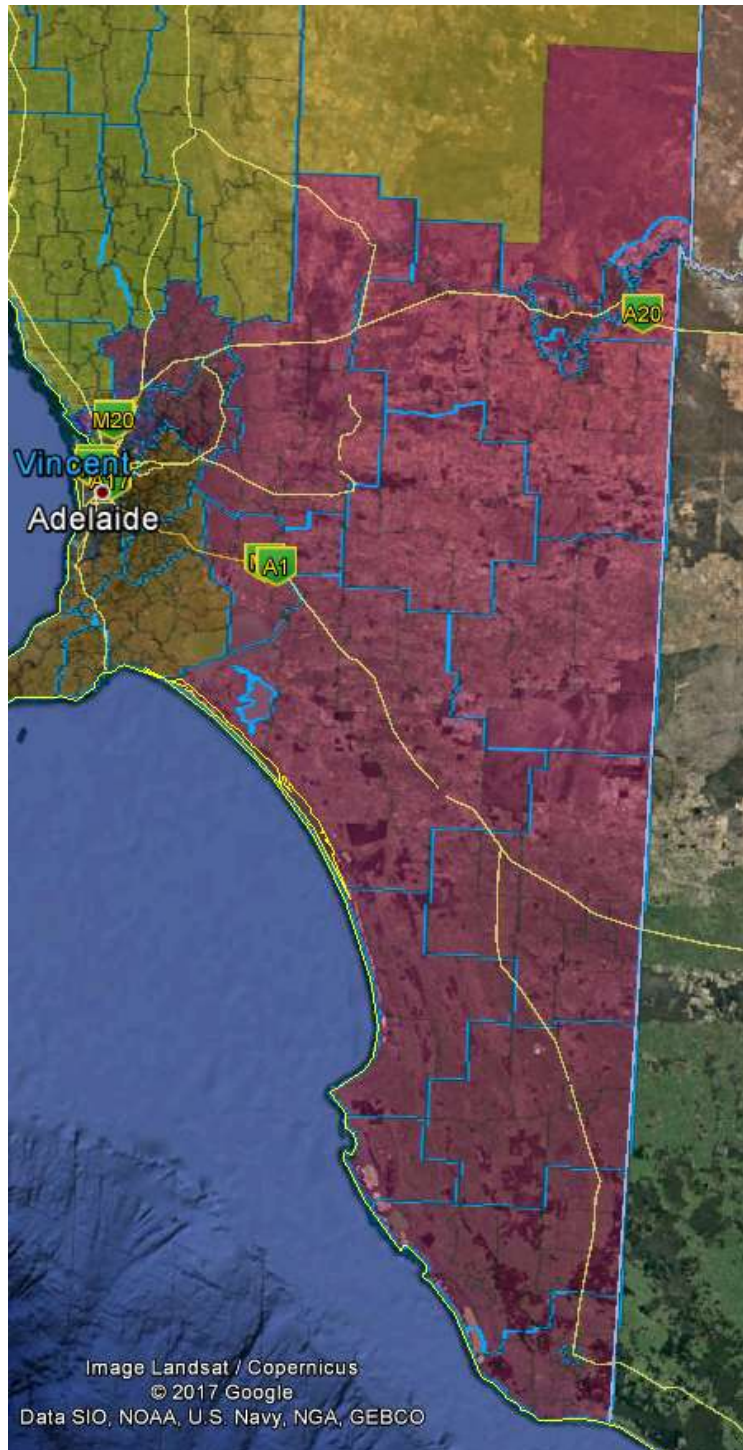


Figure 2.3-1: Suggested Division of Barker

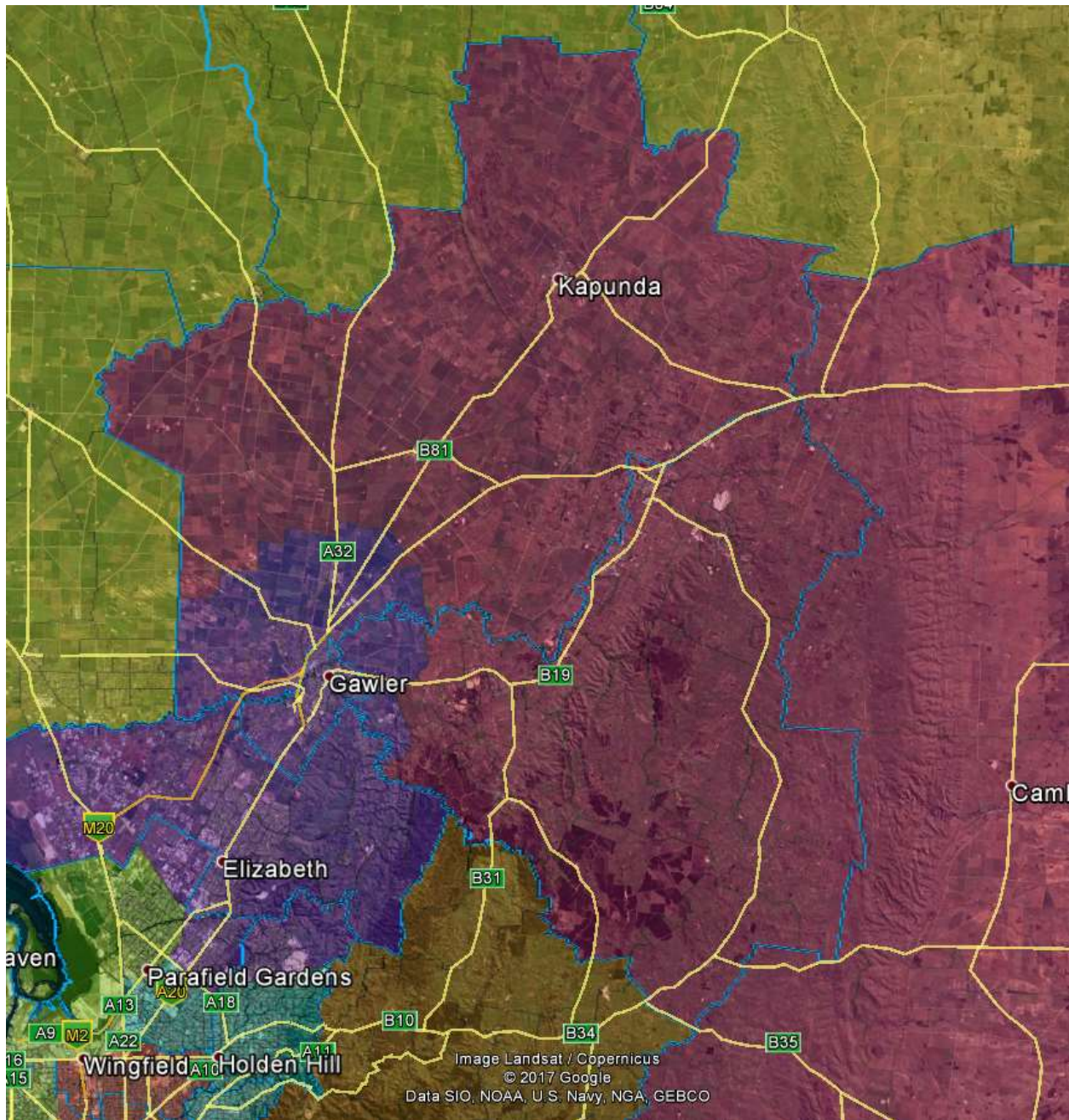


Figure 2.3-2: Suggested Division of Barker (Barossa-Light region)

2.4 DIVISION OF MAYO

Opening projected enrolment: 110,072 (-10.31% from average)

Comment: Mayo is projected to be well below the permitted enrolment range and needs to gain electors.

The possibility of Mayo moving further into the Barossa Valley and even Gawler was discussed and rejected in sections 2.1 and 2.3 primarily due to the lack of options then remaining to bring Barker into tolerance. Mayo therefore needs to gain electors from Kingston, Boothby, Sturt, Makin or the remainder of Wakefield.

While several of those divisions contain areas that would not be significantly out-of-place in a Hills-focussed Mayo, the current boundary between Mayo and the latter four divisions is largely defined by LGA boundaries and transfers from those divisions would therefore involve splitting or further splitting communities of interest represented by those LGAs.

Notwithstanding the above, some consideration was given to extending Mayo into the Adelaide Hills portion of the Mitcham LGA (areas currently in Boothby), but in addition to splitting that LGA, the limited size of the transfer required would also split similar interests *within* the LGA.

The solution for Mayo needs to be integrated with a solution for the Division of Kingston, which is also in need of electors. As such, there is an element of competition between the divisions for the Boothby electors that are in the Onkaparinga LGA and therefore an obvious transfer target for two divisions that already have a strong presence in that LGA.

From a numerical perspective, there is just barely enough projected electors in this area (the portion of the Onkaparinga LGA currently in Boothby) to bring both Mayo and Kingston inside the lower limit for projected enrolment. Given the benefit of a strong LGA boundary and avoiding the need for Kingston to extend north past the Linwood Quarry, it is suggested that juggling the limited numbers available from Boothby (within the Onkaparinga LGA only) is the preferred approach.

The remaining task is to set the best possible boundary between Mayo and Kingston. It is suggested that this is achieved by having Kingston gain the majority of the transferees from Boothby, while Mayo would gain Aldinga Beach from Kingston.

The suggestion of moving Aldinga Beach out of Kingston is not made lightly, as it clearly shares common interests with the coastal suburbs to the north. However, it is not without links to Wilunga and McLaren Vale and the latest redistribution of South Australian House of Assembly districts includes Aldinga Beach in the District of Mawson, along with areas to the south (Yankalilla LGA and Kangaroo Island) and east (Wilunga and McLaren Vale) that are already in the Division of Mayo.

Transferring Aldinga Beach into Mayo allows Kingston to gain nearly all of the transferees from Boothby and avoids the need for an extended and arbitrary boundary through Flagstaff Hill or Aberfoyle Park.

A small change to the Mayo boundary in the Aberfoyle Park SA2 is suggested to balance both divisions. If considered less suitable than the current boundary, it would not be difficult to find another opportunity to tweak the boundary for similar result.

Alternatively, if the Aldinga Beach transfer is considered unacceptable, the suggested boundary of the combined Mayo-Kingston should still be strongly considered, with an alternative internal boundary between the two divisions.

Suggested Transfers:

Boothby to Mayo		<u>Actual</u>	<u>Projected</u>
Coromandel Valley	(SA1 4107608 and the Boothby portions of SA1s 4107606, 4107607 and 4107609)	910	918
Flagstaff Hill	(SA1 4107715)	228	229
Boothby to Mayo Total		1,138	1,147
Kingston to Mayo		<u>Actual</u>	<u>Projected</u>
Aldinga	(balance)	10,616	11,149
Kingston to Mayo Total		10,616	11,149
Mayo to Barker		<u>Actual</u>	<u>Projected</u>
Barossa - Angaston	(portion currently in Mayo)	1,299	1,316
Lyndoch	(partial SA1 currently in Mayo)	6	6
Mayo to Barker Total		1,305	1,322
Mayo to Kingston		<u>Actual</u>	<u>Projected</u>
Happy Valley	(portion currently in Mayo)	1,687	1,662
Mayo to Kingston Total		1,687	1,662

Final projected enrolment: 119,384 (-2.73% from average)

Maps:



Figure 2.4-1: Suggested Division of Mayo

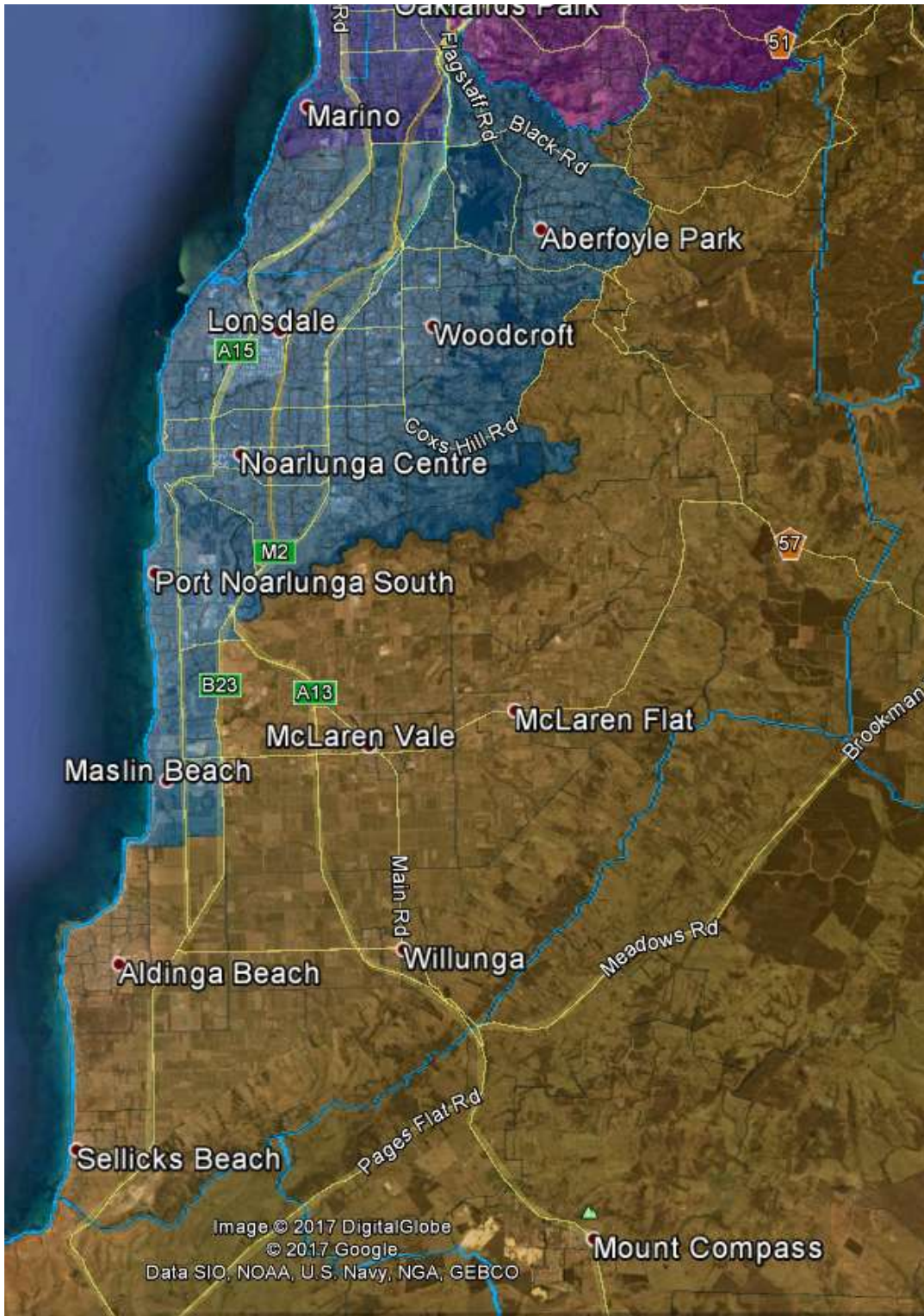


Figure 2.4-2: Suggested Division of Mayo (Kingston boundary)

3 CITY DIVISIONS

3.1 REGIONAL STRATEGY

The framework for the city divisions is substantially established by the decision about which division to abolish. However even once this decision was made, there was a choice available between minimalist adjustments to other divisions and a somewhat more substantial reorganisation to maximise communities of interest.

The Division of Kingston is addressed extensively above in section 2.4, due to its extended border with the Division of Mayo. It is therefore documented first, and briefly, below.

The task for the remaining divisions was commenced by looking at the best option to replenish the Division of Wakefield after its rural LGAs were transferred to Barker and Grey, and the inter-linked decision on which division should be abolished. The decisions are linked because replenishing Wakefield primarily from Port Adelaide would tend to favour abolishing a coastal division, while dipping into Makin would favour abolishing a division on that side of the city.

The Wakefield angle is discussed further in section 3.3, with a conclusion in favour of drawing electors from the Division of Makin. This coincided with other factors that favoured abolishing a division to the east of the city. These include the fact that there is already a bigger shortfall on that side, with Makin (pre-transfer to Wakefield) and Sturt collectively 0.24 quotas short of the projected average enrolment, while Port Adelaide and Hindmarsh are only 0.09 quotas short. Further, the current Division of Sturt includes parts of several LGAs and lends itself to dismemberment primarily along LGA boundaries, such that communities of interest are maintained, or in the case of LGAs that are re-united, improved.

It is therefore suggested that electors in the north of the Division of Makin should be transferred to Wakefield, with Makin then annexing the northern part of Sturt, which would be the division abolished.

As noted above, there was still a range of approaches available to finalising the boundaries of the divisions of Boothby, Adelaide, Hindmarsh and Port Adelaide. For reasons discussed in section 3.5, it is suggested to go beyond a simple flow-on approach whereby Boothby (having been further depleted from a below quota starting position by a transfer to Kingston) would take the southern part of Sturt and then shed any resulting excess to Hindmarsh.

Instead it is suggested that the Division of Adelaide also cede electors to Boothby (allowing that division to retreat from the coast), and gain them from Port Adelaide, which in turn is then able to reclaim West Lakes from Hindmarsh. The result is a Division of Adelaide that has been shifted slightly north, but is surrounded by four coherent and focussed divisions.

3.2 DIVISION OF KINGSTON

Opening projected enrolment: 110,793 (-9.73% from average)

Comment: As discussed in section 3.1, outcomes for the Division of Kingston were considered alongside the Division of Mayo in section 2.4.

Among the benefits of the suggested configuration is that the Onkaparinga LGA is now split between only two divisions, rather than the previous three. As noted in section 2.4, this outcome is robust to alternative Kingston-Mayo boundaries, provided that between them the two divisions gain the Onkaparinga portion of Boothby.

Suggested Transfers:

Boothby to Kingston		<u>Actual</u>	<u>Projected</u>
Aberfoyle Park	(portion currently in Boothby)	8,777	8,614
Flagstaff Hill	(all except SA1 4107715)	7,580	7,580
Happy Valley	(portion currently in Boothby)	1,455	1,452
Happy Valley Reservoir	(balance)	-	-
Boothby to Kingston Total		17,812	17,646

Mayo to Kingston		<u>Actual</u>	<u>Projected</u>
Happy Valley	(portion currently in Mayo)	1,687	1,662
Mayo to Kingston Total		1,687	1,662

Kingston to Mayo		<u>Actual</u>	<u>Projected</u>
Aldinga	(balance)	10,616	11,149
Kingston to Mayo Total		10,616	11,149

Final projected enrolment: 118,952 (-3.08% from average)

Maps:

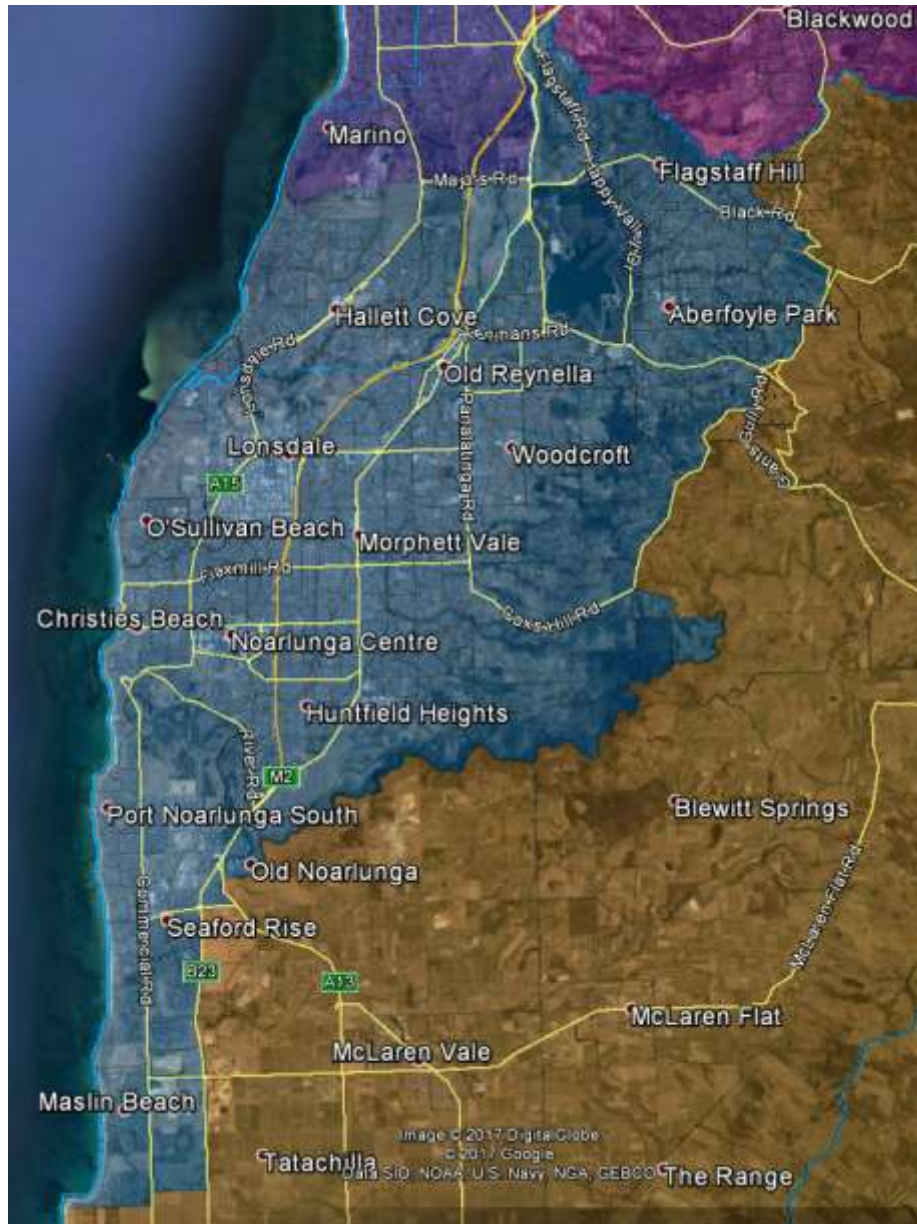


Figure 3.2-1: Suggested Division of Kingston

3.3 DIVISION OF WAKEFIELD

Opening projected enrolment: 121,533 (-0.98% from average)

Comment: Wakefield actually enters this process as one of only two divisions within the permitted ranges for projected enrolments. However, as a hybrid city-rural division, it is inevitable that its rural LGAs will end up reinforcing an underweight rural division. Wakefield therefore requires an influx of electors from either Port Adelaide, Makin, or a combination of the two.

It is suggested that the transfer come entirely from the Division of Makin. The two key reasons for this are the strong link between Salisbury and Elizabeth areas along Main North Rd, and the fact that in taking the alternative transfer from Port Adelaide, Wakefield would not have the capacity to take all of the northern part of that division. While it could receive the portion north of the Little Para River, it could only take part of the portion south of the river and west of the railway. The remainder of that bloc would be left somewhat isolated, regardless of whether it stayed in Port Adelaide or was transferred to Makin.

The suggested outcome leaves the northern part of Port Adelaide intact, with the railway providing a strong boundary. Drawing from Makin also coincides with an easier path to eliminating a division, for the reasons outlined in section 3.1.

In addition to expanding Wakefield's existing toehold in Salisbury to include Salisbury East, it is suggested that the remainder of the required transfer comprise the Greenwith, Golden Grove and Surrey Downs localities in the north of the Tea Tree Gully LGA. It is suggested that these areas have sufficient links to Salisbury and common interests with some of the slightly later (1990s versus late 1980s) developments in the Playford LGA to make them a superior inclusion in Wakefield as compared to extending Wakefield west of the railway (drawing from the Division of Port Adelaide), or further south beyond Kings Rd/McIntyre Rd in the Salisbury LGA.

Suggested Transfers:

Makin to Wakefield		<u>Actual</u>	<u>Projected</u>
Adelaide Hills	(partial SA1 currently in Makin)	-	-
One Tree Hill	(partial SA1 currently in Makin)	7	7
Para Hills	(SA1s north-east of McIntyre Rd)	2,490	2,375
Salisbury	(portion currently in Makin)	41	46
Salisbury East	(balance)	10,305	10,461
Golden Grove	(whole)	7,805	8,231
Greenwith	(whole)	6,626	6,599
Redwood Park	(SA1 4105422)	403	393
Makin to Wakefield Total		27,677	28,112

Wakefield to Barker		<u>Actual</u>	<u>Projected</u>
Barossa - Angaston	(partial SA1 currently in Wakefield)	2	2
Light	(whole)	6,245	6,720
Lyndoch	(portion currently in Wakefield)	4,182	4,443
Nuriootpa	(balance)	289	309
Wakefield to Barker Total		10,718	11,474

Wakefield to Grey			<u>Actual</u>	<u>Projected</u>
Lewiston - Two Wells	(whole)		3,767	3,899
Mallala	(whole)		2,082	2,083
Clare	(whole)		2,978	2,972
Gilbert Valley	(whole)		3,544	3,604
Goyder	(balance)		7	7
Wakefield - Barunga West	(balance)		3,484	3,519
Wakefield to Grey Total			15,862	16,084

Final projected enrolment: 122,087 (-0.52% from average)

Maps:

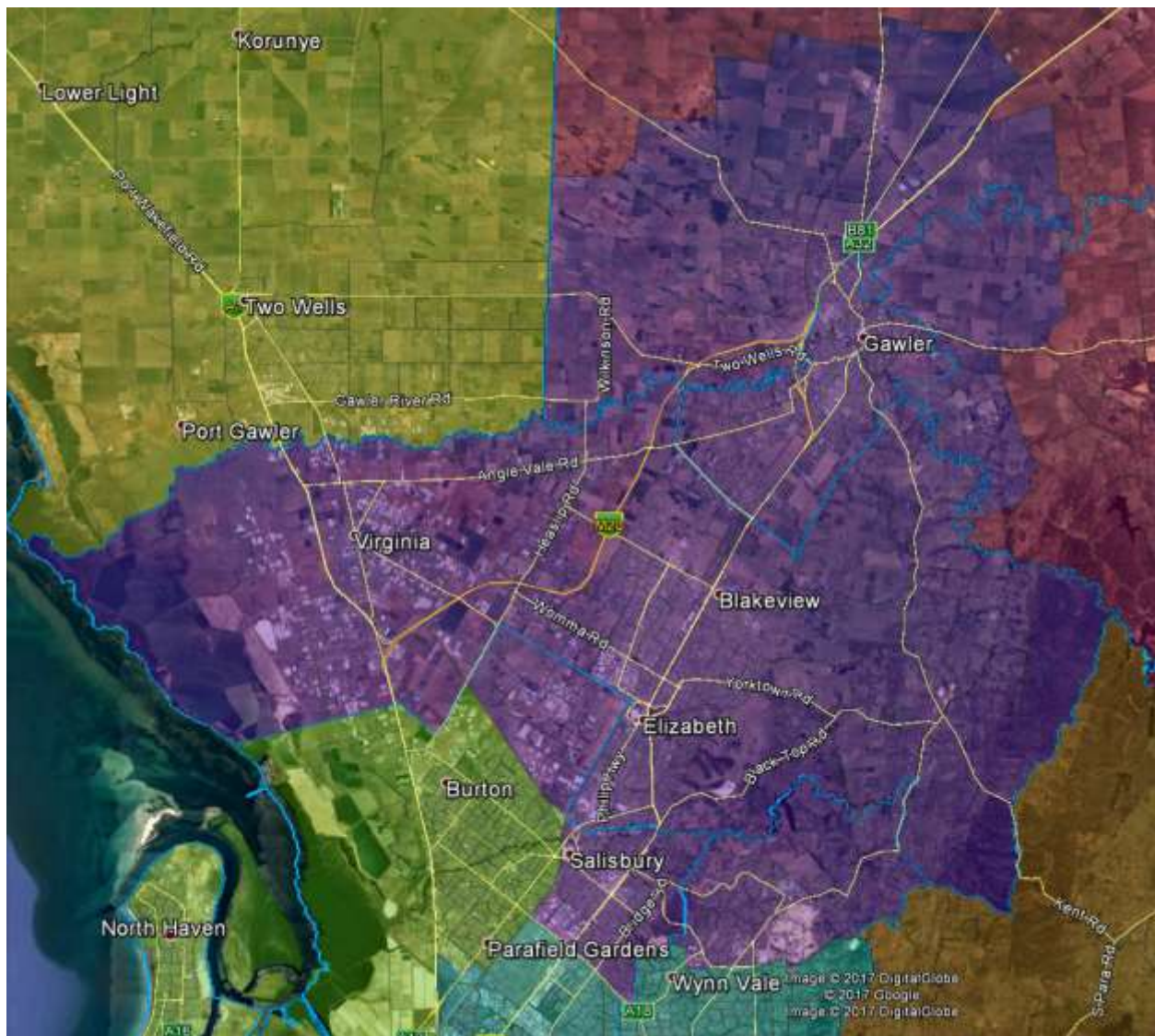


Figure 3.3-1: Suggested Division of Wakefield

3.4 DIVISION OF MAKIN

Opening projected enrolment: 109,253 (-10.98% from average)

Comment: Having started well below quota and losing its northmost parts to replenish the Division of Wakefield, it is suggested that Makin be the recipient of the largest portion of the to-be-abolished Division of Sturt.

As noted in section 3.1, Sturt includes significant parts of six LGAs². It is suggested that the bulk of two of them be transferred into Makin. The transfer would comprise the remainder of the southern part of the Tea Tree Gully LGA (with an exception discussed below) and the whole of the Campbelltown LGA.

The minor exception in relation to the Tea Tree Gully LGA transfer is an area to the west of Hope Valley Reservoir, which it is suggested may have stronger links to adjacent areas that fall into the Port Adelaide Enfield LGA and are proposed to be transferred to the Division of Adelaide.

It is also suggested that a handful of current Makin SA1s that are north of Grand Junction Rd, but south of both the Port Adelaide Enfield-Salisbury LGA boundary and Dry Creek which it follows at that point, be transferred to the Division of Adelaide. Two further SA1s that are south of that boundary but mainly north of Dry Creek are suggested to stay in Makin.

The resulting suggested division looks slightly awkward, but in fact has the majority of its boundaries neatly defined by the boundaries of the three LGAs into which it extends.

Suggested Transfers:

Sturt to Makin		<u>Actual</u>	<u>Projected</u>
Athelstone	(whole)	7,123	6,998
Paradise - Newton	(whole)	13,335	13,544
Rostrevor - Magill	(portion currently in Sturt)	14,484	14,857
Highbury - Dernancourt	(all except SA1 4105112)	7,651	7,640
Hope Valley - Modbury	(balance except SA1s west of the busway and south of Grand Junction Rd)	2,830	2,886
Sturt to Makin Total		45,423	45,925
Makin to Adelaide		<u>Actual</u>	<u>Projected</u>
Enfield - Blair Athol	(portion currently in Makin)	419	449
Northgate - Oakden - Gilles Plains	(SA1s 4103702, 4103716, 4103717, 4103734, 4103738, 4103739, 4103749)	1,809	1,977
Makin to Adelaide Total		2,228	2,426

² Tea Tree Gully, Port Adelaide Enfield, Campbelltown, Norwood Payneham and St Peters, Burnside, Unley.

Makin to Wakefield		Actual	Projected
Adelaide Hills	(partial SA1 currently in Makin)	-	-
One Tree Hill	(partial SA1 currently in Makin)	7	7
Para Hills	(SA1s north-east of McIntyre Rd)	2,490	2,375
Salisbury	(portion currently in Makin)	41	46
Salisbury East	(balance)	10,305	10,461
Golden Grove	(whole)	7,805	8,231
Greenwith	(whole)	6,626	6,599
Redwood Park	(SA1 4105422)	403	393
Makin to Wakefield Total		27,677	28,112

Final projected enrolment: 124,640 (+1.56% from average)

Maps:

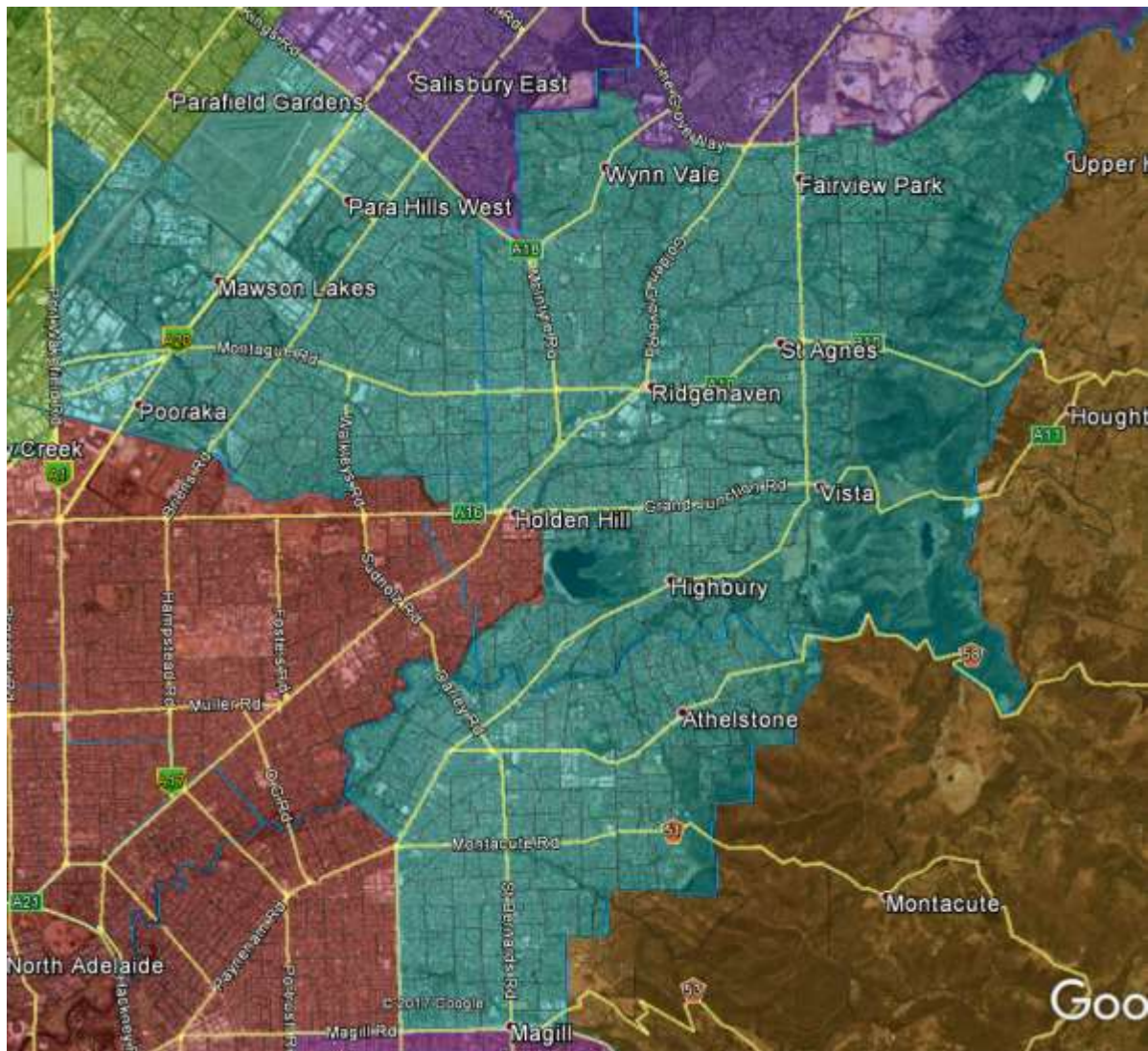


Figure 3.4-1: Suggested Division of Makin

3.5 DIVISION OF BOOTHBY

Opening projected enrolment: 109,835 (-10.51% from average)

Comment: Boothby begins the redistribution process significantly below quota and has been suggested as the source of a substantial transfer to the Division of Kingsley. It is therefore in a good position to accept electors from the to-be-abolished Division of Sturt, without generating a huge overflow into other divisions.

It is suggested that Boothby is the obvious recipient of the Burnside and Unley LGA components of Sturt. In fact, for the Burnside LGA, it is the only realistic recipient if the Division of Adelaide is not to be extended east to the hills.

However, this creates two concerns about the structure of the division. Firstly, the connection between the transferred areas and the existing division comprises more Mount Osmond and less suburbia than might be hoped. Secondly, while Boothby would now be within the permitted enrolment range, it would be an awkward division stretching from coastal Marino to foothills Skye.

It is therefore suggested that the divisions of Boothby, Hindmarsh, Port Adelaide and Adelaide be re-organised so that only Port Adelaide and Hindmarsh front the coast, while Boothby becomes a much more coherent division comprising primarily the Burnside, Unley and Mitcham LGAs. This configuration also allows Port Adelaide to regain the West Lakes-Grange area after transferring electors to the Division of Adelaide.

For Boothby, this suggestion involves gaining the majority of Unley LGA from the Division of Adelaide, in addition to the portion gained from Sturt. It also swaps some territory with Hindmarsh, ceding its coastal connection but gaining the part of Edwardstown east of Marion Rd.

The result is a coherent western border along Marion Rd, and then the tramway and the railway to meet the Adelaide-Unley LGA boundary. The remainder of the division’s suggested boundaries are defined by LGA boundaries, with the exception of where a pocket of the Norwood Payneham and St Peters LGA intrudes into the Burnside LGA.

Suggested Transfers:

Adelaide to Boothby		<u>Actual</u>	<u>Projected</u>
Toorak Gardens	(portion currently in Adelaide)	4,723	4,807
Goodwood - Millswood	(all except SA1s north of the tram line and west of the train line)	11,332	11,394
Unley - Parkside	(portion currently in Adelaide)	10,759	10,887
Adelaide to Boothby Total		26,814	27,088

Hindmarsh to Boothby		<u>Actual</u>	<u>Projected</u>
Edwardstown	(whole)	9,644	10,037
Hindmarsh to Boothby Total		9,644	10,037

Sturt to Boothby		<u>Actual</u>	<u>Projected</u>
Burnside - Wattle Park	(whole)	13,618	13,790
Glenside - Beaumont	(whole)	6,867	7,238
Toorak Gardens	(portion currently in Sturt)	6,603	6,721
Norwood (SA)	(portion currently in Sturt)	2,024	2,078
Unley - Parkside	(portion currently in Sturt)	3,782	3,816
Belair	(partial SA1 currently in Sturt)	-	-
Sturt to Boothby Total		32,894	33,643

Boothby to Hindmarsh		<u>Actual</u>	<u>Projected</u>
Brighton (SA)	(whole)	10,810	10,841
Glenelg (SA)	(balance)	1,620	1,613
Hallett Cove	(partial SA1 currently in Boothby)	63	63
Marino - Seaview Downs	(portion currently in Boothby)	7,128	7,180
Mitchell Park	(SA1s west of Marion Rd)	4,604	4,749
Warradale	(whole)	10,582	11,541
Boothby to Hindmarsh Total		34,807	35,987

Boothby to Kingston		<u>Actual</u>	<u>Projected</u>
Aberfoyle Park	(portion currently in Boothby)	8,777	8,614
Flagstaff Hill	(all except SA1 4107715)	7,580	7,580
Happy Valley	(portion currently in Boothby)	1,455	1,452
Happy Valley Reservoir	(balance)	-	-
Boothby to Kingston Total		17,812	17,646

Boothby to Mayo		<u>Actual</u>	<u>Projected</u>
Coromandel Valley	(SA1 4107608 and the Boothby portions of SA1s 4107606, 4107607 and 4107609)	910	918
Flagstaff Hill	(SA1 4107715)	228	229
Boothby to Mayo Total		1,138	1,147

Final projected enrolment: 125,823 (+2.52% from average)

Maps:

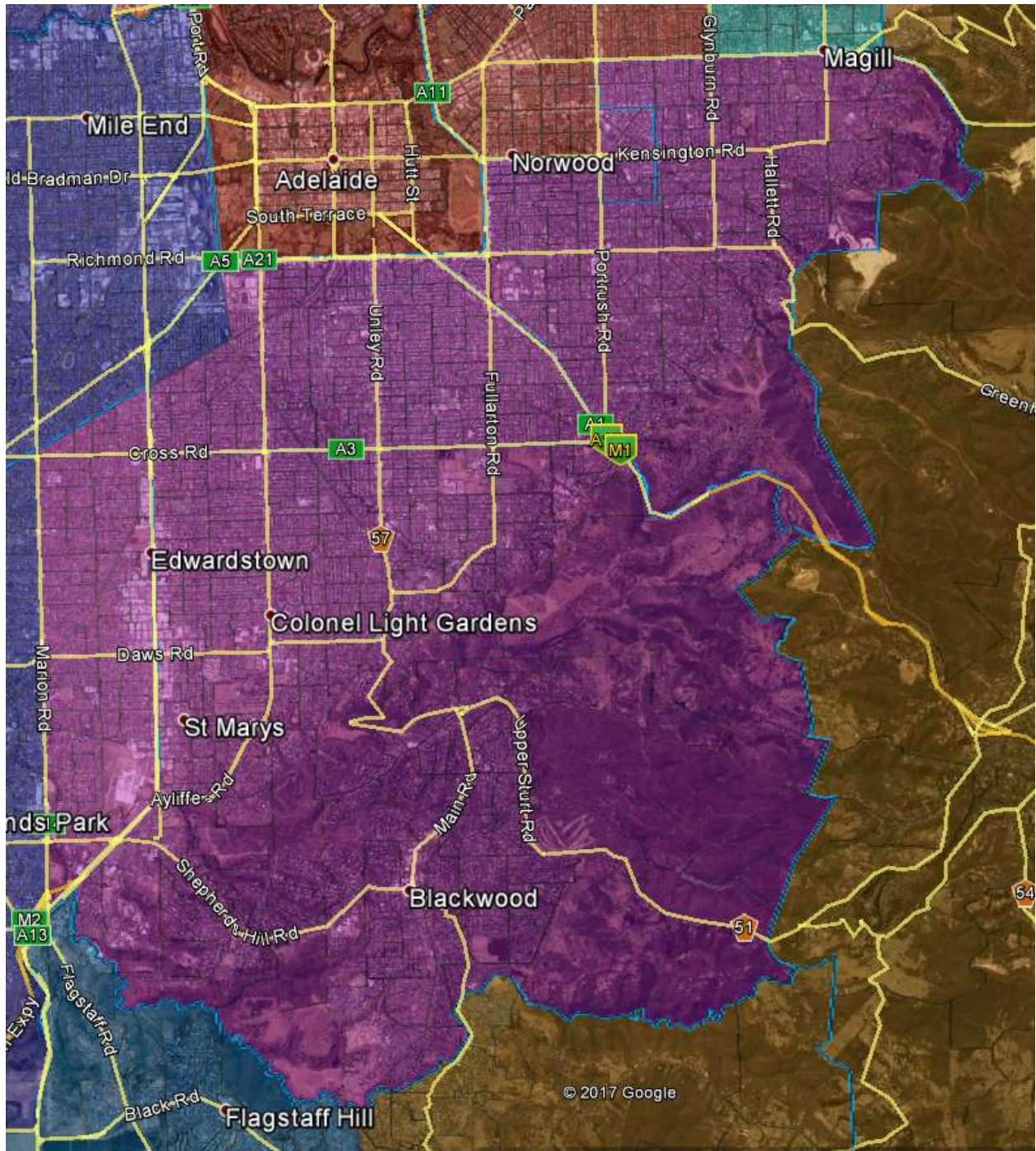


Figure 3.5-1: Suggested Division of Boothby

3.6 DIVISION OF HINDMARSH

Opening projected enrolment: 114,716 (-6.53% from average)

Comment: Hindmarsh needs only to gain a few thousand projected electors to be within the acceptable range. However, as part of the reconfiguration discussed in section 3.5, it is suggested that Hindmarsh be substantially modified to allow it to take up the coastal portion of the current Division of Boothby.

The coastal strip suggested to be transferred from Boothby includes the remainder of the Holdfast Bay LGA (uniting that LGA in a single division) and the portion of the Marion LGA west of Marion Rd. As part of establishing a coherent boundary with Boothby, it is suggested that part of Edwardstown that is east of Marion Rd be transferred in the opposite direction to establish Marion Rd as the boundary.

To make room for this net acquisition it is suggested that the West Lakes and Seaton-Grange SA2s be returned to the Division of Port Adelaide from which they were transferred, commencing in 2003. This transfer is suggested to improve communities of interest in both divisions.

Finally, it is suggested that the West Torrens LGA also be united in Hindmarsh by transferring the electors in the east of the LGA that are currently in the Division of Adelaide.

The resulting division is a coherent coast-focussed bloc within the Adelaide metropolitan area. It includes two complete LGAs that were previously split between divisions and no longer includes an arbitrary northward extension into West Lakes.

Suggested Transfers:

Adelaide to Hindmarsh		<u>Actual</u>	<u>Projected</u>
Goodwood - Millswood	(SA1s north of the tram line and west of the train line)	1,521	1,560
Plympton	(balance)	1,070	1,122
Richmond (SA)	(balance)	2,931	2,961
Adelaide to Hindmarsh Total		5,522	5,643

Boothby to Hindmarsh		<u>Actual</u>	<u>Projected</u>
Brighton (SA)	(whole)	10,810	10,841
Glenelg (SA)	(balance)	1,620	1,613
Hallett Cove	(partial SA1 currently in Boothby)	63	63
Marino - Seaview Downs	(portion currently in Boothby)	7,128	7,180
Mitchell Park	(SA1s west of Marion Rd)	4,604	4,749
Warradale	(whole)	10,582	11,541
Boothby to Hindmarsh Total		34,807	35,987

Hindmarsh to Boothby		<u>Actual</u>	<u>Projected</u>
Edwardstown	(whole)	9,644	10,037
Hindmarsh to Boothby Total		9,644	10,037
Hindmarsh to Port Adelaide		<u>Actual</u>	<u>Projected</u>
Seaton - Grange	(balance)	8,248	8,338
West Lakes	(whole)	11,749	11,643
Hindmarsh to Port Adelaide Total		19,997	19,981

Final projected enrolment: 126,328 (+2.93% from average)

Maps:

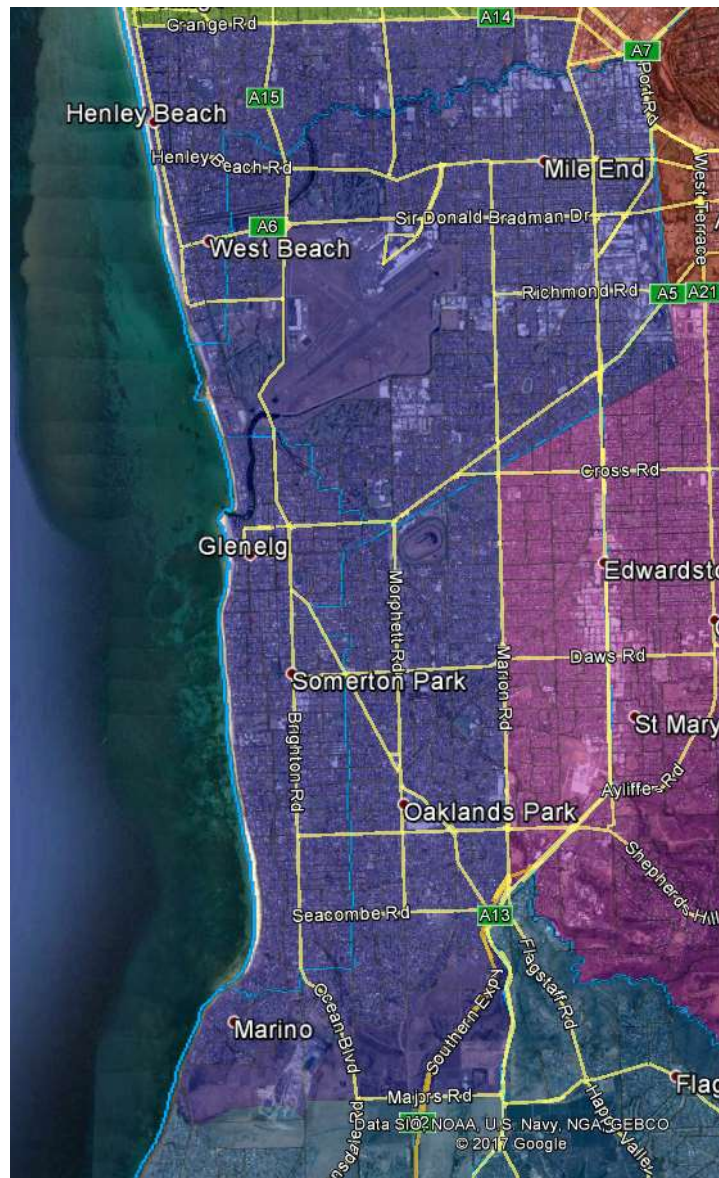


Figure 3.6-1: Proposed Division of Hindmarsh

3.7 DIVISION OF PORT ADELAIDE

Opening projected enrolment: 119,176 (-2.90% from average)

Comment: Port Adelaide is actually within the acceptable range for projected enrolments, and with the suggestion to bolster Wakefield entirely from the Division of Makin, could be left entirely alone or be the recipient of a small transfer.

However, as part of the reconfiguration to create a viable “ring” of four divisions around the Division of Adelaide from the previous five divisions, it is suggested that Port Adelaide undergo a slightly larger change, regaining the West Lakes-Grange area that was initially transferred in 2003 (with an additional slice taken in 2010) and ceding some suburbs in the east to the Division of Adelaide.

The initial transfer of West Lakes into the Division of Hindmarsh was reluctantly made in 2003³ and its reversal should be welcome. Meanwhile the areas proposed to be transferred to the Division of Adelaide should not be disadvantaged by the change. The northern part of the transfer aligns that part of the Adelaide-Port Adelaide boundary with an LGA boundary, while the southern part comprises areas similar to those already in Adelaide.

Suggested Transfers:

Hindmarsh to Port Adelaide		<u>Actual</u>	<u>Projected</u>
Seaton - Grange	(balance)	8,248	8,338
West Lakes	(whole)	11,749	11,643
Hindmarsh to Port Adelaide Total		19,997	19,981

Port Adelaide to Adelaide		<u>Actual</u>	<u>Projected</u>
Enfield - Blair Athol	(SA1 4103648)	2	2
Hindmarsh - Brompton	(portion currently in Port Adelaide)	5,678	5,631
Woodville - Cheltenham	(SA1s 4109701, 4109702, 4109728, 4109729)	1,220	1,254
The Parks	(balance except SA1s north of Grand Junction Rd)	7,472	7,489
Port Adelaide to Adelaide Total		14,372	14,376

Final projected enrolment: 124,781 (+1.67% from average)

³ See para 51 of the Committee’s report.

Maps:

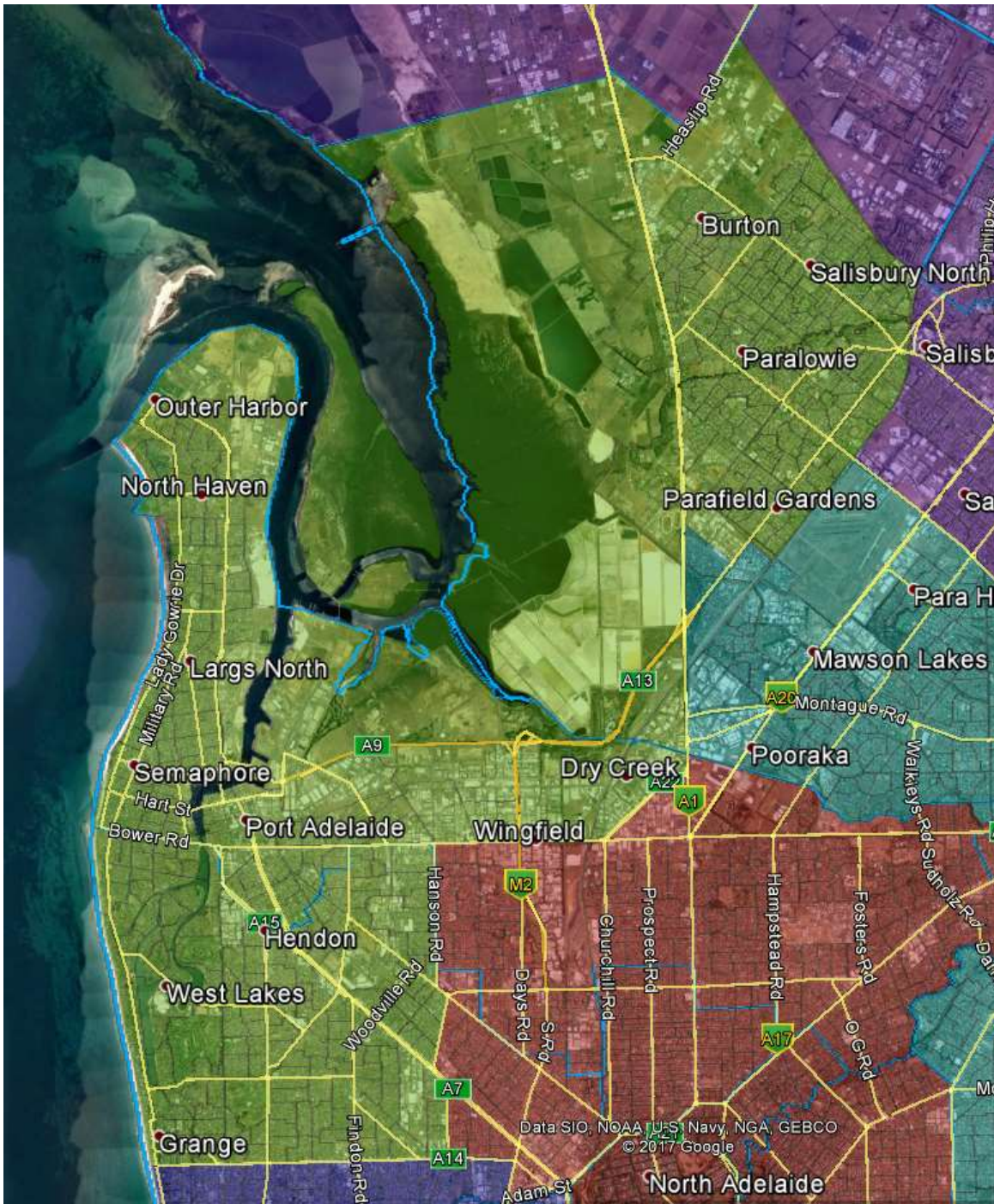


Figure 3.7-1: Suggested Division of Port Adelaide

3.8 DIVISION OF ADELAIDE

Opening projected enrolment: 114,268 (-6.90% from average)

Comment: It is acknowledged that the suggested changes to the Division of Adelaide have been driven largely by the requirements of other divisions. Certainly, there was no initial agenda that required the division to expand east and west, while ceding its southern portion.

However, as much as its suggested new profile might be unkindly said to resemble a Rorschach blot, there is a good case that the division has also been strengthened. Most notably, more of the division's boundaries are proposed to follow LGA boundaries, with significant improvements including uniting the eastern part of the Port Adelaide Enfield LGA and the majority of the Norwood Payneham and St Peters LGA within the division. The boundary with the Division of Hindmarsh is now also suggested to follow the Adelaide-West Torrens LGA boundary.

Suggested Transfers:

Makin to Adelaide		<u>Actual</u>	<u>Projected</u>
Enfield - Blair Athol	(portion currently in Makin)	419	449
Northgate - Oakden - Gilles Plains	(SA1s 4103702, 4103716, 4103717, 4103734, 4103738, 4103739, 4103749)	1,809	1,977
Makin to Adelaide Total		2,228	2,426

Port Adelaide to Adelaide		<u>Actual</u>	<u>Projected</u>
Enfield - Blair Athol	(SA1 4103648)	2	2
Hindmarsh - Brompton	(portion currently in Port Adelaide)	5,678	5,631
Woodville - Cheltenham	(SA1s 4109701, 4109702, 4109728, 4109729)	1,220	1,254
The Parks	(balance except SA1s north of Grand Junction Rd)	7,472	7,489
Port Adelaide to Adelaide Total		14,372	14,376

Sturt to Adelaide		<u>Actual</u>	<u>Projected</u>
Payneham - Felixstow	(balance)	8,005	8,030
St Peters - Marden	(balance)	1,567	1,534
Northgate - Oakden - Gilles Plains	(portion currently in Sturt)	4,938	5,163
Windsor Gardens	(balance)	9,638	10,098
Highbury - Dernancourt	(SA1 4105112)	234	244
Hope Valley - Modbury	(SA1s west of the busway and south of Grand Junction Rd)	2,028	2,032
Sturt to Adelaide Total		26,410	27,101

Adelaide to Boothby		<u>Actual</u>	<u>Projected</u>
Toorak Gardens	(portion currently in Adelaide)	4,723	4,807
Goodwood - Millswood	(all except SA1s north of the tram line and west of the train line)	11,332	11,394
Unley - Parkside	(portion currently in Adelaide)	10,759	10,887
Adelaide to Boothby Total		26,814	27,088

Adelaide to Hindmarsh		<u>Actual</u>	<u>Projected</u>
Goodwood - Millswood	(SA1s north of the tram line and west of the train line)	1,521	1,560
Plympton	(balance)	1,070	1,122
Richmond (SA)	(balance)	2,931	2,961
Adelaide to Hindmarsh Total		5,522	5,643

Final projected enrolment: 125,440 (+2.21% from average)

Maps:

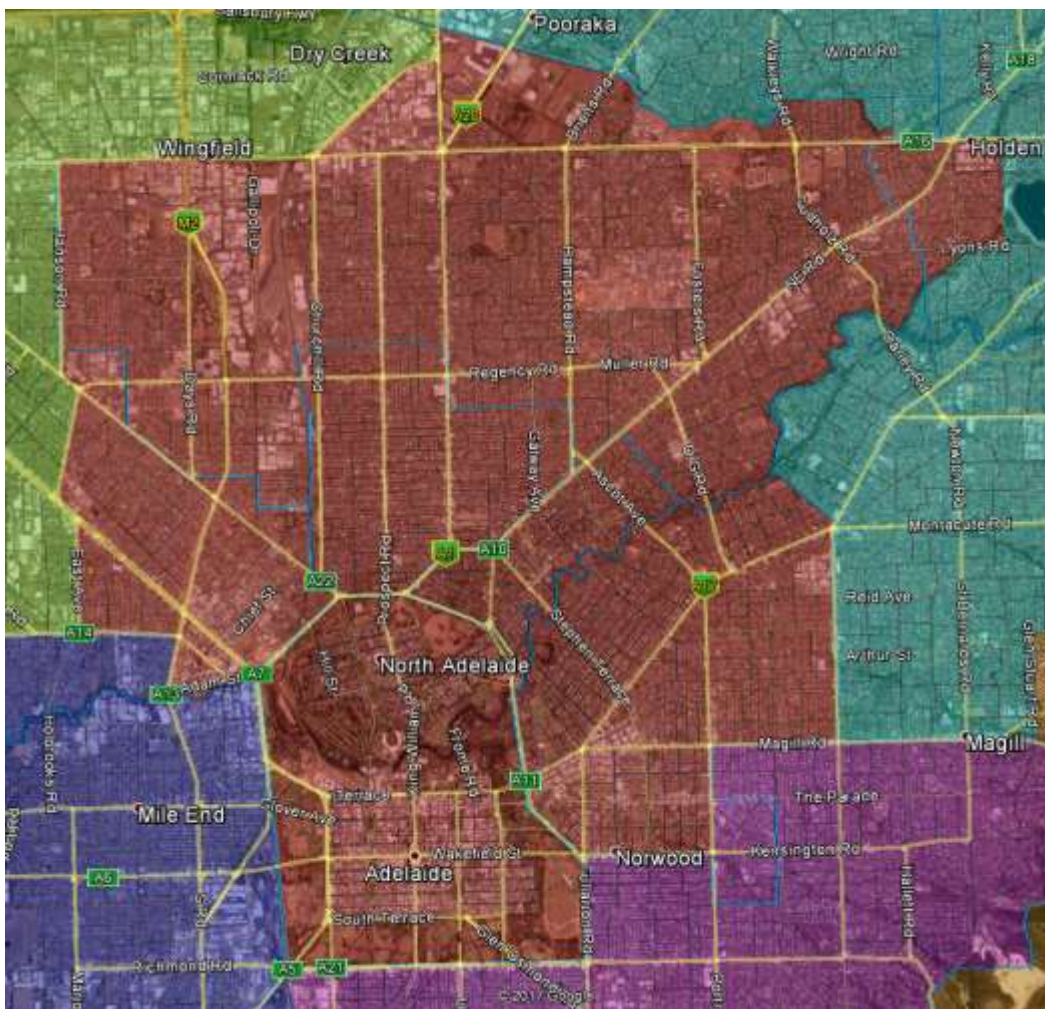


Figure 3.8-1: Suggested Division of Adelaide

3.9 DIVISION OF STURT

Opening projected enrolment: 106,669 (-13.09% from average)

Comment: The suggestion to abolish the Division of Sturt arose for the reasons discussed in section 3.1.

As one of the most underweight divisions in the state, sitting between two other underweight divisions that both had claims on their electors from their neighbours, Sturt was always going to be on the shortlist. The fact that it's composition lends itself to a neat dismemberment sealed its place at the top of that list.

With some minor exceptions, the relevant dispositions comprise the Campbelltown LGA and Sturt portion of the Tea Tree Gully LGA being transferred to Makin, the division's share of the Port Adelaide Enfield LGA and the Norwood Payneham and St Peters LGA being transferred to Adelaide, and the Burnside LGA and a portion of the Unley LGA being transferred to Boothby.

Suggested Transfers:

Sturt to Adelaide		<u>Actual</u>	<u>Projected</u>
Payneham - Felixstow	(balance)	8,005	8,030
St Peters - Marden	(balance)	1,567	1,534
Northgate - Oakden - Gilles Plains	(portion currently in Sturt)	4,938	5,163
Windsor Gardens	(balance)	9,638	10,098
Highbury - Dernancourt	(SA1 4105112)	234	244
Hope Valley - Modbury	(SA1s west of the busway and south of Grand Junction Rd)	2,028	2,032
Sturt to Adelaide Total		26,410	27,101
Sturt to Boothby		<u>Actual</u>	<u>Projected</u>
Burnside - Wattle Park	(whole)	13,618	13,790
Glenside - Beaumont	(whole)	6,867	7,238
Toorak Gardens	(portion currently in Sturt)	6,603	6,721
Norwood (SA)	(portion currently in Sturt)	2,024	2,078
Unley - Parkside	(portion currently in Sturt)	3,782	3,816
Belair	(partial SA1 currently in Sturt)	-	-
Sturt to Boothby Total		32,894	33,643

Sturt to Makin		<u>Actual</u>	<u>Projected</u>
Athelstone	(whole)	7,123	6,998
Paradise - Newton	(whole)	13,335	13,544
Rostrevor - Magill	(portion currently in Sturt)	14,484	14,857
Highbury - Dernancourt	(all except SA1 4105112)	7,651	7,640
Hope Valley - Modbury	(balance except SA1s west of the busway and south of Grand Junction Rd)	2,830	2,886
Sturt to Makin Total		45,423	45,925

Final projected enrolment: Nil (division abolished)

Maps:

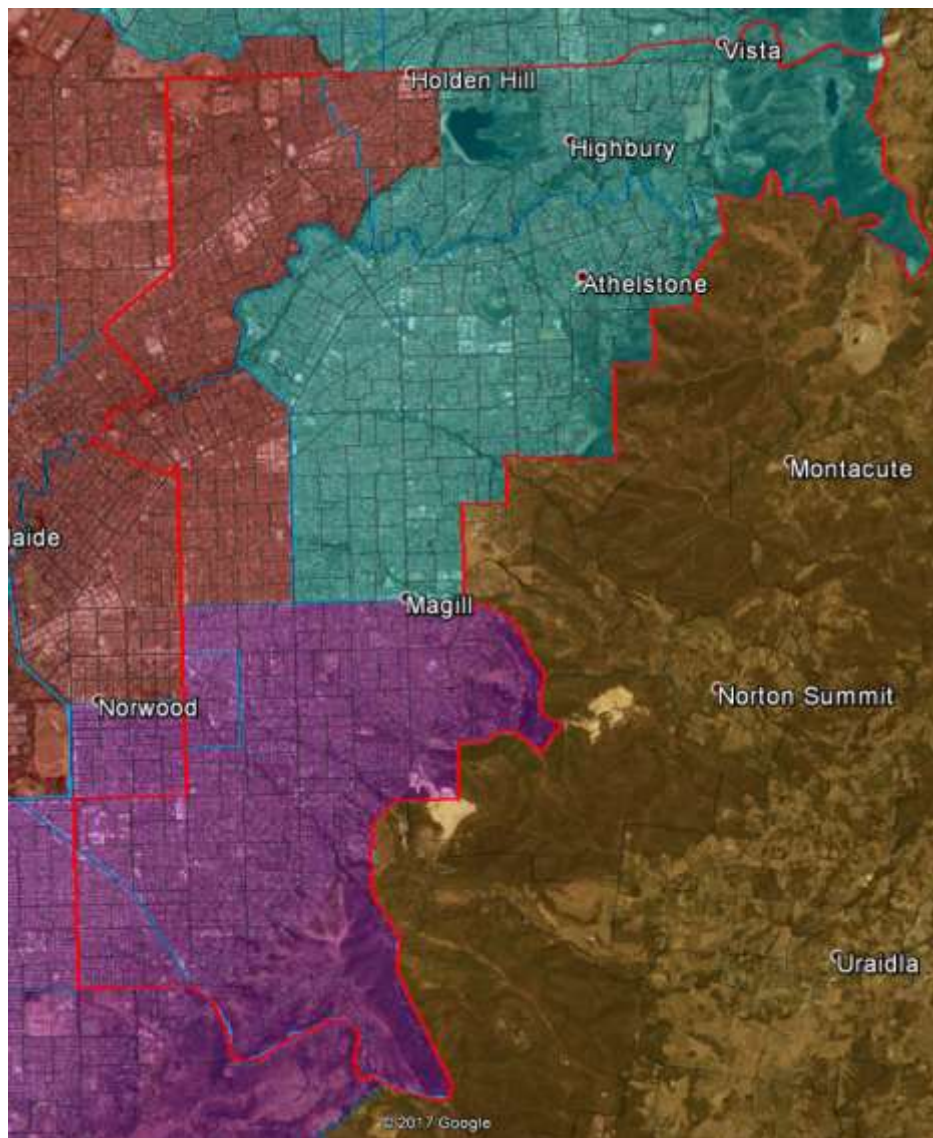


Figure 3.9-1: Suggested Disposition of the Division of Sturt (red outline)

4 NET TRANSFERS BY DIVISION

Division	Unadjusted			Adjusted	
	Projection	Inflows	Outflows	Projection	Variance
Adelaide	114,268	43,903	(32,731)	125,440	2.21%
Barker	108,383	12,796		121,179	-1.26%
Boothby	109,835	70,768	(54,780)	125,823	2.52%
Grey	102,612	16,084		118,696	-3.29%
Hindmarsh	114,716	41,630	(30,018)	126,328	2.93%
Kingston	110,793	19,308	(11,149)	118,952	-3.08%
Makin	109,253	45,925	(30,538)	124,640	1.56%
Mayo	110,072	12,296	(2,984)	119,384	-2.73%
Port Adelaide	119,176	19,981	(14,376)	124,781	1.67%
Sturt	106,669		(106,669)	0	
Wakefield	121,533	28,112	(27,558)	122,087	-0.52%
	1,227,310	310,803	(310,803)	1,227,310	

APPENDIX A – LIST OF TRANSFERRED SA1s

Note – partial SA1s have had a letter included as part of the name, taken from the cd field in the spatial data available from the AEC.

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
Makin to Wakefield			
Adelaide Hills			
4100311B		-	-
Adelaide Hills	Total	-	-
One Tree Hill			
4103304B		7	7
One Tree Hill	Total	7	7
Para Hills			
4104107		267	267
4104123		320	310
4104124		389	367
4104127		301	266
4104128		183	182
4104129		275	265
4104130		357	350
4104134		172	157
4104135		-	-
4104136		226	211
Para Hills	Total	2,490	2,375
Salisbury			
4104628B		39	43
4104630		2	3
Salisbury	Total	41	46
Salisbury East			
4104701		192	180
4104702		188	193
4104703		254	252
4104704		327	342
4104705		393	410
4104706		269	283
4104707		377	380
4104708		385	382
4104709		283	281
4104710		208	205
4104711		318	335
4104712		339	338
4104713		323	365
4104714		355	343
4104715		195	193

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4104716		-	-
4104717		242	233
4104718		329	331
4104719		257	256
4104720		322	332
4104721		281	291
4104722		356	355
4104723		316	328
4104724		404	399
4104725		230	231
4104726		209	213
4104727		187	182
4104734		229	235
4104735		233	232
4104736		226	223
4104737		445	461
4104738		356	364
4104739		434	453
4104740		220	217
4104741		310	312
4104744		313	331
Salisbury East	Total	10,305	10,461
Golden Grove			
4104901		211	206
4104902		153	167
4104903		214	215
4104904		382	395
4104905		371	368
4104906		217	213
4104907		303	332
4104908		248	242
4104909		226	225
4104910		257	256
4104911		278	275
4104912		266	259
4104913		212	209
4104914		-	-
4104915		355	354
4104916		413	412
4104917		388	394
4104918		296	313
4104919		226	234
4104920		283	282
4104921		302	304
4104922		365	458
4104923		1,365	1,642

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4104924		211	210
4104925		263	266
Golden Grove	Total	7,805	8,231
Greenwith			
4105001		203	204
4105002		373	370
4105003		236	235
4105004		305	305
4105005		305	306
4105006		233	230
4105007		214	212
4105008		384	378
4105009		390	391
4105010		276	273
4105011		312	313
4105012		345	338
4105013		216	217
4105014		234	235
4105015		324	318
4105016		457	458
4105017		356	369
4105018		264	259
4105019		278	272
4105020		360	360
4105021		220	221
4105022		158	159
4105023		183	176
Greenwith	Total	6,626	6,599
Redwood Park			
4105422		403	393
Redwood Park	Total	403	393
Makin to Wakefield Total		27,677	28,112
Sturt to Boothby			
Burnside - Wattle Park			
4101101		349	346
4101102		228	210
4101103		414	404
4101104		370	364
4101105		299	294
4101106		220	211
4101107		357	357
4101108		259	254
4101109		306	325
4101110		250	249
4101111		289	313
4101112		339	337

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4101113	310	321
4101114	405	390
4101115	441	465
4101116	336	334
4101117	289	322
4101118	203	195
4101119	378	407
4101120	321	320
4101121	226	228
4101122	233	241
4101123	237	256
4101124	279	275
4101125	308	306
4101126	317	325
4101127	345	346
4101128	416	421
4101129	228	215
4101130	290	299
4101131	269	288
4101132	230	244
4101133	377	378
4101134	369	379
4101135	194	225
4101136	242	241
4101137	288	286
4101138	317	315
4101139	480	513
4101140	229	225
4101141	326	321
4101142	346	343
4101143	349	346
4101144	360	356
Burnside - Wattle Park	Total	13,790
Glenside - Beaumont		
4101201	352	356
4101202	258	288
4101203	280	285
4101204	214	238
4101205	361	386
4101206	246	252
4101207	389	418
4101208	266	281
4101209	405	446
4101210	463	498
4101211	250	271
4101212	492	500

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4101213		392	391
4101214		233	236
4101215		413	417
4101216		358	384
4101217		305	310
4101218		266	287
4101219		344	370
4101220		342	358
4101221		238	266
Glenside - Beaumont	Total	6,867	7,238
Toorak Gardens			
4101301		259	254
4101302		262	259
4101303		374	375
4101304		345	353
4101305		400	383
4101307		285	296
4101313		275	278
4101317		440	478
4101318		541	542
4101319		243	237
4101320		275	275
4101321		338	351
4101326		305	327
4101327		383	385
4101328		138	142
4101329		251	258
4101330		382	382
4101331		279	300
4101332		185	200
4101333		160	164
4101334		308	311
4101336		175	171
Toorak Gardens	Total	6,603	6,721
Norwood (SA)			
4101718		425	440
4101719		410	408
4101720		326	321
4101721		238	230
4101722		372	372
4101723		253	307
Norwood (SA)	Total	2,024	2,078
Unley - Parkside			
4102419		347	356
4102420		410	425
4102421		310	306

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4102422		272	263
4102423		443	448
4102424		371	364
4102426		321	332
4102427		415	422
4102438		389	389
4102439		504	511
Unley - Parkside	Total	3,782	3,816
Belair			
4106501B		-	-
Belair	Total	-	-
Sturt to Boothby Total		32,894	33,643
Adelaide to Boothby			
Toorak Gardens			
4101306		241	231
4101308		384	415
4101309		372	366
4101310		430	432
4101311		430	460
4101312		187	191
4101314		264	260
4101315		289	274
4101316		413	436
4101322		412	409
4101323		386	415
4101324		366	361
4101325		332	338
4101335		217	219
Toorak Gardens	Total	4,723	4,807
Goodwood - Millswood			
4102301		292	310
4102302		479	471
4102303		350	361
4102304		430	421
4102305		398	389
4102306		272	270
4102307		335	319
4102308		429	427
4102309		352	342
4102310		482	503
4102311		250	244
4102315		318	322
4102316		242	267
4102317		140	145
4102318		328	337
4102319		335	325

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4102320		232	244
4102321		199	208
4102322		246	258
4102323		316	326
4102324		398	401
4102325		511	507
4102326		247	258
4102327		310	308
4102328		377	370
4102329		267	271
4102330		441	428
4102331		377	379
4102332		343	366
4102333		341	330
4102334		361	360
4102335		272	271
4102336		238	236
4102340		202	192
4102341		222	228
Goodwood - Millswood	Total	11,332	11,394
Unley - Parkside			
4102401		310	307
4102402		360	388
4102403		255	264
4102404		363	389
4102405		413	408
4102406		323	322
4102407		298	308
4102408		289	285
4102409		223	220
4102410		518	521
4102411		429	424
4102412		474	474
4102413		459	471
4102414		410	419
4102415		389	395
4102416		465	491
4102417		367	364
4102418		399	389
4102425		398	408
4102428		320	320
4102429		429	429
4102430		367	371
4102431		305	329
4102432		297	293
4102433		260	255

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4102434		348	345
4102435		273	270
4102436		379	377
4102437		397	398
4102440		242	253
Unley - Parkside	Total	10,759	10,887
Adelaide to Boothby Total		26,814	27,088
Sturt to Makin			
Athelstone			
4101401		303	287
4101402		324	322
4101403		223	229
4101404		234	225
4101405		301	298
4101406		250	246
4101407		-	-
4101408		261	256
4101409		218	213
4101410		372	367
4101411		334	326
4101412		344	344
4101413		445	436
4101414		295	291
4101415		389	385
4101416		353	353
4101417		343	333
4101418		178	172
4101419		128	120
4101420		290	284
4101421		423	421
4101422		250	245
4101423		1	1
4101424		208	201
4101425		191	188
4101426		258	250
4101427		207	205
Athelstone	Total	7,123	6,998
Paradise - Newton			
4101501		242	247
4101502		395	405
4101503		298	306
4101504		281	282
4101505		211	215
4101506		363	366
4101507		221	224
4101508		233	236

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4101509	212	211
4101510	199	197
4101511	274	281
4101512	404	421
4101513	192	192
4101514	199	196
4101515	383	390
4101516	203	213
4101517	238	239
4101518	291	297
4101519	392	397
4101520	253	271
4101521	356	355
4101522	207	209
4101523	426	429
4101524	180	171
4101525	199	196
4101526	382	391
4101527	304	304
4101528	251	246
4101529	351	344
4101530	326	324
4101531	309	332
4101532	304	299
4101533	301	312
4101534	472	483
4101535	146	149
4101536	312	305
4101537	483	518
4101538	314	324
4101539	197	202
4101540	475	478
4101541	385	398
4101542	224	221
4101543	235	243
4101544	333	344
4101545	379	381
Paradise - Newton	Total	13,335
Rostrevor - Magill		13,544
4101601	396	396
4101602	363	387
4101603	323	322
4101604	356	376
4101605	301	318
4101606	376	392
4101607	330	322

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4101608	291	320
4101609	316	314
4101610	494	499
4101611	335	334
4101612	432	420
4101613	297	346
4101614	169	191
4101616	362	360
4101617	263	292
4101618	345	343
4101619	400	426
4101620	255	254
4101621	409	446
4101622	399	429
4101623	277	303
4101624	286	281
4101625	260	274
4101626	339	337
4101627	266	281
4101628	460	458
4101629	191	174
4101630	286	275
4101631	403	451
4101632	372	384
4101633	253	259
4101634	475	471
4101635	465	462
4101636	450	451
4101637	286	311
4101638	264	262
4101639	272	270
4101640	457	436
4101641	374	369
4101642	212	219
4101643	181	180
4101644	208	222
4101645	235	240
Rostrevor - Magill	Total	14,484
Highbury - Dernancourt		14,857
4105101	278	274
4105102	161	162
4105103	224	227
4105104	466	469
4105105	279	282
4105106	395	399
4105107	29	31

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4105108	371	379
4105109	297	293
4105110	193	190
4105111	349	350
4105113	178	184
4105114	176	178
4105115	276	268
4105116	313	312
4105117	219	216
4105118	291	288
4105119	217	213
4105120	248	250
4105121	380	374
4105122	271	271
4105123	289	291
4105124	169	167
4105125	276	284
4105126	301	297
4105127	352	343
4105128	281	283
4105129	372	365
Highbury - Dernancourt	Total	7,651
Hope Valley - Modbury		7,640
4105204	287	300
4105205	374	372
4105209	425	432
4105211	-	-
4105216	463	465
4105217	364	372
4105218	420	423
4105223	297	310
4105238	200	212
Hope Valley - Modbury	Total	2,830
Sturt to Makin Total	45,423	45,925
Sturt to Adelaide		
Payneham - Felixstow		
4101802	251	256
4101803	405	417
4101804	228	216
4101805	311	308
4101806	310	312
4101807	383	378
4101808	373	379
4101809	242	240
4101810	238	247
4101811	354	366

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4101812		276	279
4101813		215	218
4101814		220	220
4101815		348	354
4101816		272	265
4101817		335	340
4101818		197	195
4101819		258	262
4101820		196	191
4101821		255	256
4101822		277	268
4101823		346	332
4101824		478	480
4101825		222	230
4101826		256	259
4101827		184	184
4101828		358	359
4101829		217	219
Payneham - Felixstow	Total	8,005	8,030
St Peters - Marden			
4101913		382	378
4101914		272	255
4101920		388	386
4101921		273	266
4101927		252	249
St Peters - Marden	Total	1,567	1,534
Northgate - Oakden - Gilles Plains			
4103703		250	250
4103704		259	272
4103707		184	208
4103708		215	221
4103709		367	390
4103710		196	220
4103711		234	245
4103712		499	500
4103713		32	34
4103714		402	416
4103715		356	351
4103735		405	432
4103736		452	470
4103737		308	348
4103742		370	387
4103745		163	175
4103750		246	244
Northgate - Oakden - Gilles Plains Total		4,938	5,163
Windsor Gardens			

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4103801		354	396
4103802		256	272
4103803		399	426
4103804		331	353
4103805		353	352
4103806		321	347
4103807		428	465
4103808		312	314
4103809		345	340
4103810		315	336
4103811		423	454
4103812		258	251
4103813		447	460
4103818A		-	-
4103819		324	341
4103820		398	389
4103821		360	414
4103822		303	326
4103823		397	400
4103825		468	483
4103826		289	282
4103830		413	419
4103831		291	303
4103833		369	380
4103834		264	294
4103835		500	549
4103836		160	170
4103837		259	258
4103838		301	324
Windsor Gardens	Total	9,638	10,098
Highbury - Dernancourt			
4105112		234	244
Highbury - Dernancourt	Total	234	244
Hope Valley - Modbury			
4105212		379	382
4105214		335	334
4105215		448	443
4105219		310	327
4105220		326	320
4105221		230	226
4105222		-	-
Hope Valley - Modbury	Total	2,028	2,032
Sturt to Adelaide Total		26,410	27,101
Adelaide to Hindmarsh			
Goodwood - Millswood			
4102312		351	349

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4102313		192	201
4102314		242	239
4102337		238	239
4102338		237	262
4102339		261	270
Goodwood - Millswood	Total	1,521	1,560
Plympton			
4110734		263	276
4110735		372	391
4110736		435	455
Plympton	Total	1,070	1,122
Richmond (SA)			
4110802		341	348
4110803A		329	341
4110804		378	380
4110805		328	330
4110806		255	254
4110807		281	286
4110808		350	338
4110809		-	-
4110833		185	191
4110834		252	259
4110835		232	234
Richmond (SA)	Total	2,931	2,961
Adelaide to Hindmarsh Total		5,522	5,643
Wakefield to Grey			
Lewiston - Two Wells			
4102701		230	233
4102702		399	414
4102703		197	195
4102704		255	278
4102705		180	189
4102706		190	210
4102707		152	149
4102708		281	292
4102709		169	175
4102710		240	261
4102711		261	259
4102712		306	318
4102713		317	317
4102714		197	194
4102715		182	186
4102716		211	229
Lewiston - Two Wells	Total	3,767	3,899
Mallala			
4111301		263	267

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4111302		262	251
4111303		206	206
4111304		144	145
4111305		213	217
4111306		215	213
4111307		242	244
4111308		265	266
4111309		129	130
4111310		143	144
Mallala	Total	2,082	2,083
Clare			
4111601		194	194
4111602		255	255
4111603		160	162
4111604		222	223
4111605		283	281
4111606		439	440
4111607		209	201
4111608		195	189
4111609		236	231
4111610		263	281
4111611		522	515
Clare	Total	2,978	2,972
Gilbert Valley			
4111701		288	285
4111702		128	128
4111703		331	330
4111704		241	268
4111705		94	95
4111706		130	135
4111707		202	207
4111708		305	317
4111709		234	236
4111710		223	227
4111711		168	172
4111712		304	297
4111713		261	263
4111714		161	171
4111715		161	157
4111716		313	316
Gilbert Valley	Total	3,544	3,604
Goyder			
4111807B		7	7
Goyder	Total	7	7
Wakefield - Barunga West			
4111905B		-	-

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4111905C		152	154
4111906B		128	131
4111907		283	300
4111908		351	347
4111909		518	530
4111910		373	373
4111911		259	251
4111912		174	168
4111913		212	223
4111914		250	244
4111915		165	162
4111916		265	273
4111926		183	190
4111927		171	173
Wakefield - Barunga West	Total	3,484	3,519
Wakefield to Grey Total		15,862	16,084
Makin to Adelaide			
Enfield - Blair Athol			
4103602		-	-
4103603		419	449
Enfield - Blair Athol	Total	419	449
Northgate - Oakden - Gilles Plains			
4103702		267	274
4103716		5	6
4103717		286	314
4103734		236	253
4103738		385	436
4103739		394	430
4103749		236	264
Northgate - Oakden - Gilles Plains Total		1,809	1,977
Makin to Adelaide Total		2,228	2,426
Port Adelaide to Adelaide			
Enfield - Blair Athol			
4103648		2	2
Enfield - Blair Athol	Total	2	2
Hindmarsh - Brompton			
4109301		350	339
4109302		339	307
4109306		305	301
4109307		366	360
4109312		223	220
4109323		380	378
4109324		275	262
4109326		199	201
4109327		376	372
4109328		296	301

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4109329		255	257
4109332		236	245
4109334		264	270
4109335		386	393
4109336		219	224
4109337		264	256
4109338		227	219
4109339		268	276
4109341		207	209
4109343		243	241
Hindmarsh - Brompton	Total	5,678	5,631
Woodville - Cheltenham			
4109701		243	254
4109702		339	360
4109728		286	282
4109729		352	358
Woodville - Cheltenham	Total	1,220	1,254
The Parks			
4110201		293	298
4110203		179	184
4110204		193	197
4110205		221	221
4110206		281	279
4110207		319	319
4110208		270	267
4110209		287	284
4110210		291	293
4110211		885	883
4110212		223	235
4110218		23	21
4110219		1	1
4110220		769	774
4110222		371	374
4110223		245	240
4110224		1	1
4110225		316	311
4110226		274	279
4110227		356	361
4110237		258	259
4110238		426	419
4110239		204	205
4110240		343	343
4110241		240	241
4110242		203	200
The Parks	Total	7,472	7,489
Port Adelaide to Adelaide Total		14,372	14,376

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
Boothby to Hindmarsh			
Brighton (SA)			
4105601		201	189
4105602		274	274
4105603		333	334
4105604		181	175
4105605		278	268
4105606		302	311
4105607		368	370
4105608		395	396
4105609		281	283
4105610		223	225
4105611		338	338
4105612		372	371
4105613		453	447
4105614		377	408
4105615		296	286
4105616		243	248
4105617		474	470
4105618		381	382
4105619		388	393
4105620		401	410
4105621		253	265
4105622		259	261
4105623		450	446
4105624		378	374
4105625		240	239
4105626		335	337
4105627		415	421
4105628		409	400
4105629		380	383
4105630		310	313
4105631		426	429
4105632		396	395
Brighton (SA)	Total	10,810	10,841
Glenelg (SA)			
4105711B		204	192
4105712		439	433
4105713		280	285
4105715		270	273
4105716		157	155
4105748		270	275
Glenelg (SA)	Total	1,620	1,613
Hallett Cove			
4105905A		-	-
4105911B		-	-

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4105923B		63	63
Hallett Cove	Total	63	63
Marino - Seaview Downs			
4106001		285	286
4106002		302	291
4106003		424	406
4106004		387	403
4106005		220	212
4106006		285	283
4106007		364	378
4106008		357	373
4106009		319	316
4106010		199	224
4106011		436	437
4106012		441	446
4106013A		7	6
4106014		369	367
4106015		306	313
4106016		318	318
4106017		1	1
4106018		375	372
4106019		342	342
4106020		506	505
4106021		64	64
4106022		219	237
4106023		308	306
4106024		-	-
4106025		294	294
Marino - Seaview Downs	Total	7,128	7,180
Mitchell Park			
4106108		411	447
4106109		350	360
4106110		252	269
4106111		337	335
4106112		177	170
4106113		387	420
4106114		358	388
4106126		409	409
4106128		504	515
4106129		419	419
4106130		147	144
4106131		216	221
4106132		271	277
4106133		366	375
Mitchell Park	Total	4,604	4,749
Warradale			

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4106401	216	210
4106402	588	681
4106403	344	375
4106404	262	258
4106405	286	337
4106406	368	433
4106407	353	432
4106408	372	416
4106409	267	265
4106410	419	464
4106411	327	390
4106412	338	355
4106413	227	248
4106414	268	308
4106415	-	-
4106416	481	539
4106417	378	434
4106418	349	386
4106419	522	559
4106420	218	214
4106421	265	271
4106422	292	303
4106423	304	346
4106424	327	342
4106425	429	446
4106426	475	532
4106427	420	446
4106428	454	482
4106429	189	189
4106430	514	503
4106431	-	-
4106432	-	-
4106433	330	377
Warradale	Total	
	10,582	11,541
Boothby to Hindmarsh Total		
	34,807	35,987
Hindmarsh to Boothby		
Edwardstown		
4105801	484	518
4105802	404	429
4105803	422	422
4105804	276	269
4105805	258	257
4105806	274	271
4105807	244	241
4105808	385	384
4105809	229	221

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4105810	265	272
4105811	222	221
4105812	299	303
4105813	352	343
4105814	470	497
4105815	417	428
4105816	270	300
4105817	374	416
4105818	409	409
4105819	467	513
4105820	16	19
4105821	270	281
4105822	250	256
4105823	228	259
4105824	387	415
4105825	384	400
4105826	2	2
4105827	203	208
4105828	280	274
4105829	310	331
4105830	263	293
4105831	256	281
4105832	273	303
4105833	1	1
Edwardstown		
Total	9,644	10,037
Hindmarsh to Boothby Total	9,644	10,037
Boothby to Kingston		
Aberfoyle Park		
4107101	261	256
4107102	368	365
4107103	266	281
4107104	241	234
4107105	411	426
4107106	289	285
4107107	308	302
4107108	290	282
4107109	329	336
4107110	419	401
4107111A	135	135
4107112	331	322
4107113	320	314
4107114	345	325
4107115	396	347
4107116	324	318
4107117	218	207
4107118	267	264

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4107119		273	266
4107120		326	323
4107121		287	297
4107122		409	392
4107123		442	432
4107124		320	318
4107125		142	142
4107126		285	283
4107127		114	113
4107128		283	282
4107129		132	121
4107130		-	-
4107131		246	245
Aberfoyle Park	Total	8,777	8,614
Flagstaff Hill			
4107701		238	232
4107702		477	472
4107703		435	432
4107704		246	241
4107705		344	341
4107706		262	253
4107707		262	258
4107708		270	264
4107709		283	280
4107710		459	452
4107711		363	359
4107712		-	-
4107713		446	447
4107714		192	201
4107716		338	343
4107717		172	166
4107718		392	410
4107719		412	410
4107720		477	472
4107721		370	371
4107722		207	219
4107723		250	249
4107724		-	-
4107725		2	1
4107726		460	478
4107727		223	229
Flagstaff Hill	Total	7,580	7,580
Happy Valley			
4108017		242	240
4108018		240	240
4108020		444	442

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4108026		275	273
4108030		254	257
Happy Valley	Total	1,455	1,452
Happy Valley Reservoir			
4108101B		-	-
4108101D		-	-
Happy Valley Reservoir	Total	-	-
Boothby to Kingston Total		17,812	17,646
Kingston to Mayo			
Aldinga			
4107201		474	458
4107202		396	418
4107203		541	539
4107204		535	542
4107205		237	235
4107206		1,039	1,135
4107207		907	1,008
4107208		670	666
4107209		361	393
4107210B		345	390
4107211		325	343
4107212		231	255
4107213		360	417
4107214		546	568
4107215		428	456
4107216		231	300
4107217		322	321
4107218		249	247
4107219		349	348
4107220		487	496
4107221		387	382
4107222		323	339
4107223		201	196
4107224		325	346
4107225		191	200
4107226		156	151
Aldinga	Total	10,616	11,149
Kingston to Mayo Total		10,616	11,149
Boothby to Mayo			
Coromandel Valley			
4107606F		167	163
4107607B		245	236
4107607A		-	-
4107608		259	267
4107609A		239	252
Coromandel Valley	Total	910	918

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
Flagstaff Hill			
4107715		228	229
Flagstaff Hill	Total	228	229
Boothby to Mayo Total		1,138	1,147
Mayo to Kingston			
Happy Valley			
4108001		346	342
4108002		101	107
4108019		326	324
4108027		165	163
4108028		321	308
4108029		428	418
Happy Valley	Total	1,687	1,662
Mayo to Kingston Total		1,687	1,662
Hindmarsh to Port Adelaide			
Seaton - Grange			
4109501		22	22
4109502		320	351
4109503		420	414
4109504		341	349
4109505		453	449
4109506		374	389
4109507		213	211
4109508		296	295
4109509		388	385
4109510		271	276
4109517		2	2
4109518		229	239
4109520		262	256
4109521		380	395
4109526		247	252
4109527		245	257
4109528		266	265
4109529		383	393
4109530		393	357
4109531		402	437
4109532		388	386
4109533		331	336
4109534		153	151
4109535		326	319
4109536		228	230
4109537		316	333
4109538		168	163
4109539		249	245
4109540		182	181
Seaton - Grange	Total	8,248	8,338

	Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
West Lakes		
4109601	365	361
4109602	335	325
4109603	295	287
4109604	325	322
4109605	571	561
4109606	489	483
4109607	236	233
4109608	315	313
4109609	355	347
4109610	414	404
4109611	227	225
4109612	336	351
4109613	245	243
4109614	317	317
4109615	247	243
4109616	233	233
4109617	393	382
4109618	286	286
4109619	475	472
4109620	385	370
4109621	450	443
4109622	434	424
4109623	328	326
4109624	467	458
4109625	514	508
4109626	456	454
4109627	226	224
4109628	248	252
4109629	310	309
4109630	280	286
4109631	329	327
4109632	274	284
4109633	231	227
4109634	358	363
West Lakes	Total	
	11,749	11,643
Hindmarsh to Port Adelaide Total		
	19,997	19,981
Mayo to Barker		
Barossa - Angaston		
4111003B	9	9
4111004	238	232
4111005	186	206
4111007D	4	4
4111007B	-	-
4111010	187	183
4111011	235	242

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4111012		272	269
4111013F		168	171
4111013C		-	-
Barossa - Angaston	Total	1,299	1,316
Lyndoch			
4111202B		6	6
Lyndoch	Total	6	6
Mayo to Barker Total		1,305	1,322
Wakefield to Barker			
Barossa - Angaston			
4111013B		2	2
Barossa - Angaston	Total	2	2
Light			
4111101		266	297
4111102		281	321
4111103		287	301
4111104		230	273
4111105		141	156
4111106		196	210
4111107		143	168
4111108		433	512
4111109		239	233
4111110		211	217
4111111		257	256
4111112		328	359
4111113		173	171
4111114		504	681
4111115		135	131
4111116		226	223
4111117		174	169
4111118		337	333
4111119		180	178
4111120		235	234
4111121		253	281
4111122		293	296
4111123		309	316
4111124		182	172
4111125		232	232
Light	Total	6,245	6,720
Lyndoch			
4111201		207	234
4111202A		209	217
4111203A		118	138
4111204		385	455
4111205		177	176
4111206		340	344

		Sum of Actual enrolment 04/09/2017	Sum of Projected enrolment 20/01/2022
4111207		289	304
4111208A		160	148
4111209		136	156
4111210		175	163
4111211		205	215
4111212		332	328
4111213		247	260
4111214		458	502
4111215		335	383
4111216		283	290
4111217		126	130
Lyndoch	Total	4,182	4,443
Nuriootpa			
4111402		289	309
Nuriootpa	Total	289	309
Wakefield to Barker Total		10,718	11,474
Grand Total		304,926	310,803