



Suggestion 128

David Walsh

8 pages

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 14 November 2017 6:17 AM
To: FedRedistribution - SA
Subject: [SA REDISTRIBUTION SUGGESTIONS] David Walsh *WWW* [SEC=UNCLASSIFIED]
Attachments: vic-David Walsh-.zip

South Australian Redistribution suggestion uploaded from the AEC website.

Name: David Walsh

Organisation:

Address: [REDACTED]

Phone number: [REDACTED]

Additional information: Zip file contains my PDF submission and a GeoJSON file. Please let me know if anything is missing or confusing. I'm happy to resubmit.

Overview

I hereby submit my suggestion to redistribute South Australia into 10 federal electoral divisions.

Whilst the practice of writing a formal submission is new to me, I have for a long time followed the redistribution process quite closely. I hope my input might be useful.

The formal detailed geography of my suggestion is attached in a separate file. An interactive map can be found at the link below, and static imagery is included later in this submission.

<https://walsh.carto.com/builder/e74a3706-379f-49a8-bd37-482f09ad9515>

David Walsh
[REDACTED]

Outline

The reduction in South Australia's allocation of seats from 11 to 10 will necessarily involve a lot of disruption. But the redistribution can be done in such a way to minimise this. Not for the sake of minimising disruption, but to retain, or even enhance, the sound 'community of interest' principle on which the existing divisions are based.

The headline item of my suggestion is the abolition of a seat in Adelaide's western suburbs. Port Adelaide is merged with Hindmarsh and Boothby is redrawn closer to the coast. In the northern suburbs, Wakefield is transformed from a mixed rural/suburban division into a thoroughly suburban one. The remaining seven divisions look very similar to their current configuration, undergoing minor changes to meet the statutory requirements.

Boundary Descriptions

Barker and Grey

Barker and Grey should retain their current form, keeping all their present territory with their expansion accommodated by the addition of the rural areas currently in Wakefield, as well as the unification of the Barossa.

I suggest Grey should absorb the remainder of Wakefield LGA, Clare & Gilbert Valleys LGA and Adelaide Plains LGA. To get the numbers closer to parity, I also add Kapunda from Light LGA. The Light River would make a suitable boundary (albeit the SA1 definitions don't allow for it on my map.)

Barker should absorb the rest of Light LGA* from Wakefield, plus the remainder of the Barossa LGA from Wakefield and Mayo.

* Except for the locality of Hewett which belongs in Wakefield with the rest of Gawler.

Makin and Wakefield

With Wakefield losing all its rural territory, it can be reconsolidated as a Gawler and northern suburbs seat. Between these areas currently in Wakefield, the current division of Makin and the north-east portion of Port Adelaide, there are two electoral quotas. Thus the northern suburbs can be wholly contained in Wakefield and Makin.

I suggest the boundary between the Wakefield and Makin run east-west using Little Para River at the extremes and Main North Rd and Kings Rd in between.

Makin can retain all of its existing territory,* getting up to quota with the addition of Parafield Gardens and Globe Derby Park. The division might also extend the southern edge of its western boundary further west to the railway line.

* Though for a simpler boundary I would draw the scarcely populated Salisbury South into Wakefield

Kingston

Kingston can retain its current focus on the southern suburbs. No change at its southern end is desirable, as the current boundary does a fine job dividing suburbia from country. Nor should there be any change at the western end of the northern boundary; the O'Halloran Hill Escarpment marks a natural gap in population distribution.

The best place to expand is in the north-east, uniting Happy Valley and adding Aberfoyle Park. This is enough to get Kingston to tolerance, but I would also add the southern part of Flagstaff Hill, further extending the existing boundary along Black Rd.

Mayo

Mayo retains its current form, though as mentioned it will no longer cover any of the Barossa or Happy Valley. To meet the numerical requirements it must expand into the Adelaide foothills. I suggest adding the suburbs of Belair, Glenalta, Hawthorndene, Blackwood, Craighburn Farm and Coromandel Valley (some of which are already partially in the division) as well as part of Flagstaff Hill north of Black Rd and east of Sturt Gorge.

Sturt

Sturt can retain its focus on the eastern suburbs, its boundaries with Makin and Mayo remaining unchanged.* Its western boundary requires some adjustment to meet the numerical requirements.

I have deliberately left alone areas in close proximity to the city - better left in Adelaide - and instead made changes in the north-west and south-west. The western boundary in the north is shifted to Hampstead Rd and Landsdowne Tce, utilising the current boundary thereafter. At the southern end the existing boundary along Fullerton Rd is extended further south to include Urrbrae, Springfield and the eastern part of Netherby.

* Though I would add the part of Rostrevor south of Arcoona Ave from Mayo, which seems to fit better in Sturt.

Port Adelaide/Hindmarsh

Port Adelaide and Hindmarsh are effectively merged, with a majority of constituents from the former, and a plurality from the latter, to be placed in the same division. Whilst more will come from Port Adelaide, I suggest the division should be called Hindmarsh. Hindmarsh is one of South Australia's seven original divisions, six of which still remain. Port Adelaide on the other hand is much younger, created only in 1949. Port Adelaide also duplicates the name of a state division, a potential source of voter confusion.

I suggest this division extend from the Lefevre Peninsula south to the airport. This requires the geography of the division to be a bit narrower in parts than either Port Adelaide or Hindmarsh is currently. Going north to south, I suggest departing from the current eastern boundary at Kilkenny, to run along Arcoona Rd, then East Ave, Holbrooks Rd and finally Marion Rd.* The southern boundary is Richmond Rd at West Richmond and Adelaide Airport.

* These are the north-south running boundaries. For the sake of simplicity the description excludes some trivial east-west lines joining them up.

Adelaide

The new narrow alignment of Hindmarsh provides Adelaide with breathing space to expand to west of South Rd. The boundary already described continues further south along Marion Rd until it meets the Anzac Hwy, with the Anzac Hwy linking back the current boundary at South Rd.

Adelaide's boundary change with Sturt has already been described and no change is made to Adelaide's northern or southern boundaries. Adelaide retains its compact shape, not deviating too far from its CBD focus.

Boothby

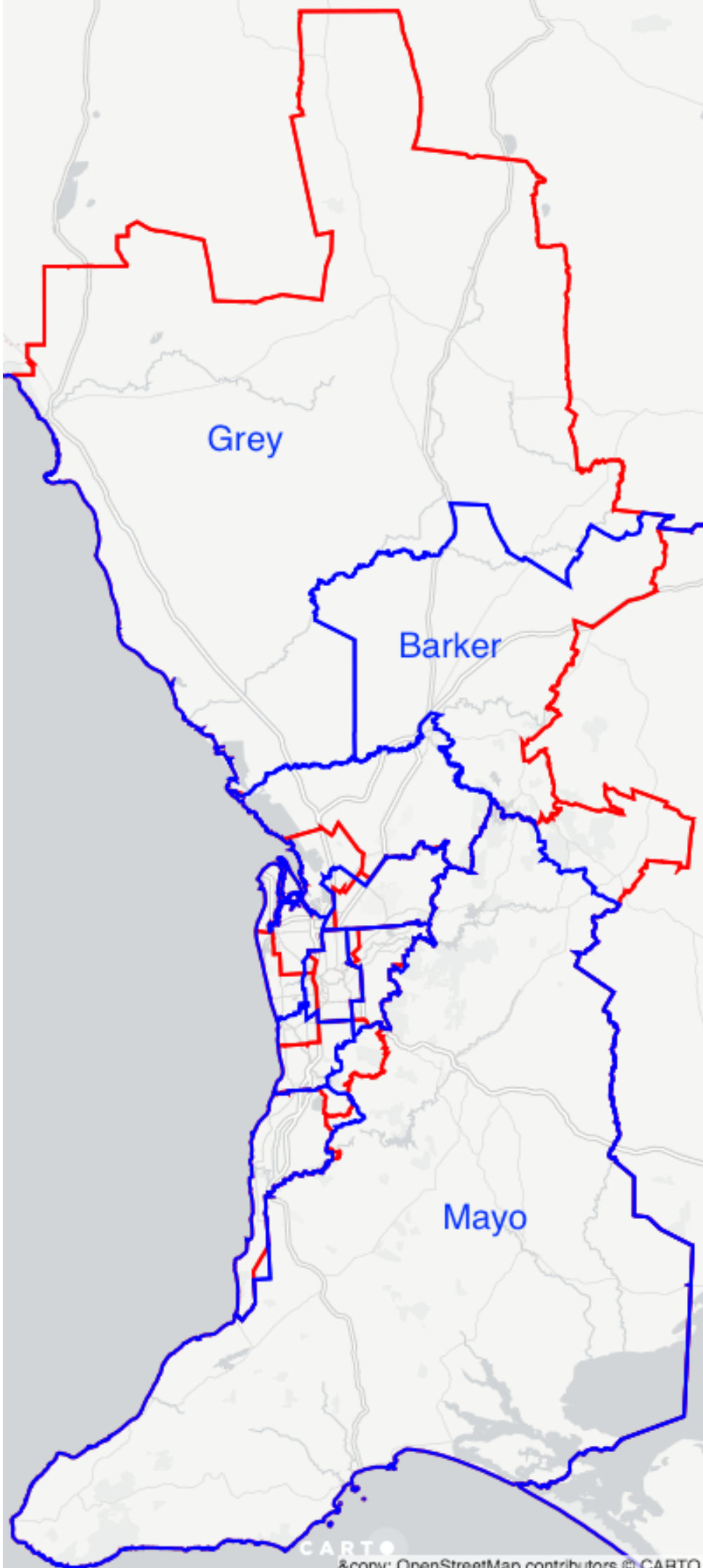
The shape of Boothby follows from changes already described, but it's worth reiterating in one place. From Hindmarsh it picks up everything south of the airport, Marion Rd and Anzac Hwy, with Netley its northernmost suburb. The current boundary along Cross Rd is utilised before heading south along Fullarton Rd. It then follows a line to include the suburbs of Mitcham, Torrens Park, Lynton, Panorama, Eden Hills, Bellevue Heights and the north-western part of Flagstaff Hill, which marks the south-eastern corner of the division. Everything east and south of here is lost to Mayo and Kingston respectively. The southern boundary is otherwise left undisturbed.

Overall these changes gives Boothby a more compact shape with a greater coastal focus.

This division might also be a candidate to continue the name Hindmarsh, except that Boothby is also an original division.

Electoral Imagery

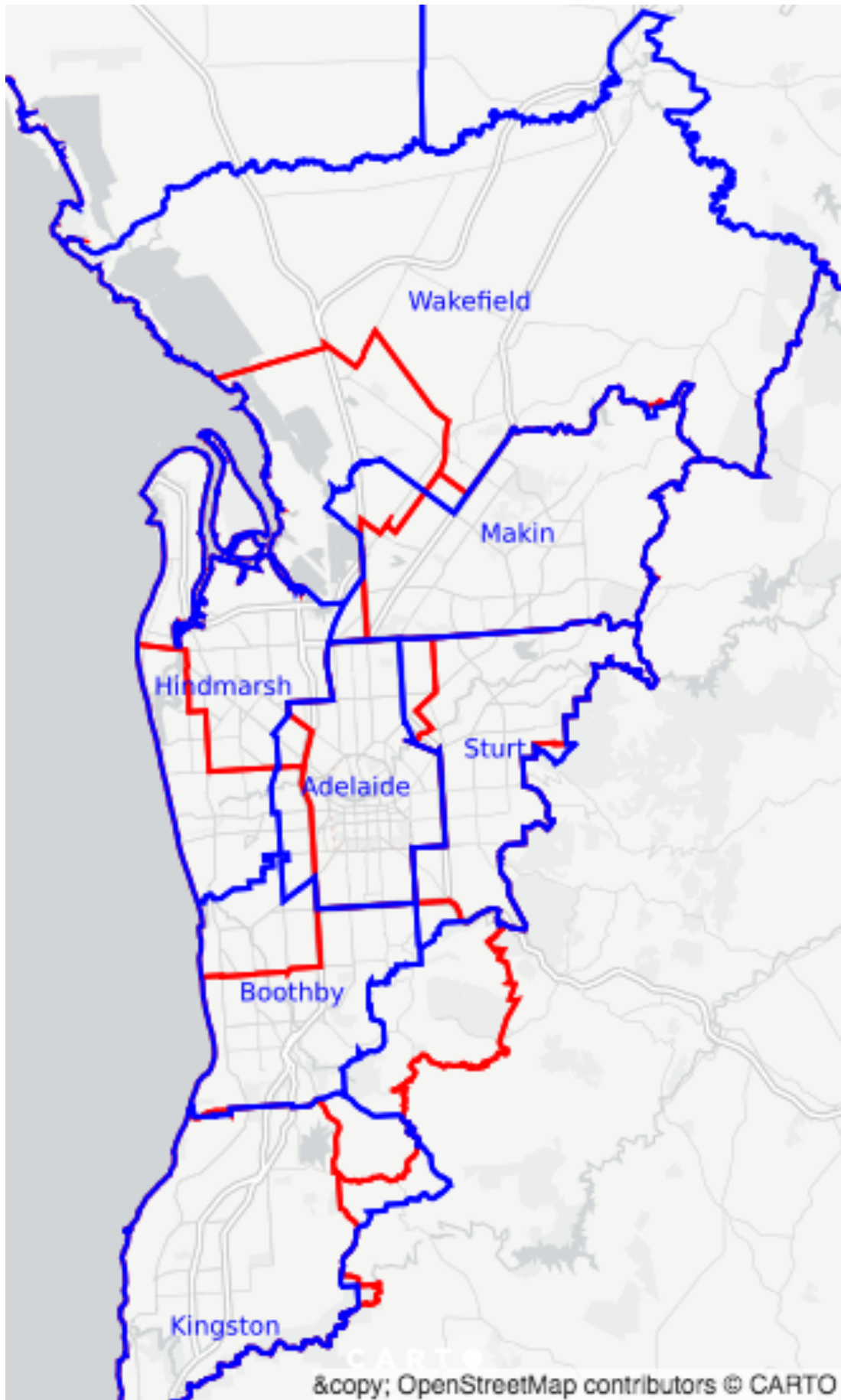
Visual representations of my suggestions follow on the next two pages.



Grey

Barker

Mayo



Enrolment Figures

This is a statistical summary of all the transfers suggested above. In some cases there have been minor changes as a result of realigning existing boundaries to the new SA1 definitions.

Adelaide	Actual	Projected
from Adelaide	99,233	101,409
from Hindmarsh	15,809	16,158
from Port Adelaide	5,678	5,631
Total	120,720	123,198

Barker	Actual	Projected
from Barker	105,991	108,368
from Mayo	1,305	1,322
from Wakefield	10,588	11,337
Total	117,884	121,027

Boothby	Actual	Projected
from Boothby	76,875	78,572
from Hindmarsh	44,885	45,973
Total	121,760	124,545

Grey	Actual	Projected
from Barker	18	15
from Grey	102,264	102,612
from Wakefield	18,350	18,696
Total	120,632	121,323

Hindmarsh	Actual	Projected
from Hindmarsh	51,817	52,585
from Port Adelaide	68,605	69,775
Total	120,422	122,360

Kingston	Actual	Projected
from Boothby	12,984	12,783
from Kingston	107,618	110,768
from Mayo	1,845	1,829
Total	122,447	125,380

Makin	Actual	Projected
from Makin	107,588	109,200
from Port Adelaide	11,860	12,932
Total	119,448	122,132

Mayo	Actual	Projected
from Boothby	16,454	16,865
from Kingston	25	25
from Mayo	102,751	106,628
Total	119,230	123,518

	Actual	Projected
Sturt		
from Adelaide	11,118	12,859
from Boothby	1,626	1,615
from Mayo	278	281
from Sturt	104,727	106,669
Total	117,749	121,424

	Actual	Projected
Wakefield		
from Makin	48	53
from Mayo	12	12
from Port Adelaide	29,084	30,838
from Wakefield	85,595	91,500
Total	114,739	122,403

Grand Total	1,195,031	1,227,310
-------------	-----------	-----------