



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

15 MAY 2017 AT 6:30 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Cr D Pilkington (Chairman)
Mayor G Aldridge
Cr D Balaza
Cr S Bedford
Cr D Bryant
Cr C Buchanan
Cr G Caruso
Cr L Caruso
Cr R Cook
Cr E Gill
Cr S Reardon
Cr D Proleta
Cr G Reynolds
Cr S White
Cr J Woodman (Deputy Chairman)
Cr R Zahra

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
General Manager City Development, Mr T Sutcliffe
General Manager City Infrastructure, Mr M van der Pennen
General Manager Community Development, Ms P Webb
Manager Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Team Leader Corporate Communications, Mr C Treloar
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

APOLOGIES

Apologies have been received from Cr D Pilkington and Cr R Cook.

LEAVE OF ABSENCE

Leave of absence for this meeting was previously granted to Cr C Buchanan.

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 18 April 2017.

PRESENTATIONS

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee..... 15

Urban Development

1.3.1 Draft Transport Strategic Action Plan..... 21

OTHER BUSINESS

CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN THE
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

18 APRIL 2017

MEMBERS PRESENT

Cr D Pilkington (Chairman)
Cr S Bedford
Cr G Caruso
Cr L Caruso
Cr R Cook
Cr E Gill
Cr S Reardon
Cr D Proleta
Cr G Reynolds
Cr S White
Cr R Zahra

STAFF

Acting Chief Executive Officer, Mr C Mansueto
General Manager City Development, Mr T Sutcliffe
Acting General Manager City Infrastructure, Ms K Pepe
General Manager Community Development, Ms P Webb
Manager Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

The meeting commenced at 6:30 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

APOLOGIES

Apologies were received from Mayor G Aldridge, Cr D Balaza, Cr D Bryant and Cr J Woodman.

LEAVE OF ABSENCE

Leave of absence for this meeting was previously granted to Cr C Buchanan.

PRESENTATION OF MINUTES

Moved Cr R Zahra
Seconded Cr S Reardon

The Minutes of the Policy and Planning Committee Meeting held on 20 March 2017, be taken and read as confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr L Caruso
Seconded Cr R Zahra

1. The information be received.

CARRIED

Community Development

1.1.1 Update on Smoking Bans at Outdoor Recreation Venues

Moved Cr R Zahra
Seconded Cr D Proleta

1. The information is received and noted.

CARRIED

1.1.2 Minutes of the Youth Council Sub Committee meeting held on Tuesday 11 April 2017

1.1.2-YC1 Youth Council Project Teams update

Moved Cr R Zahra
Seconded Cr R Cook

1. Information be received and noted.

CARRIED

1.1.2-YC2 Youth Action Plan - Status Update April 2017

Moved Cr R Zahra
Seconded Cr R Cook

1. That the information be received.

CARRIED

1.1.2-YC3 Twelve25 Salisbury Youth Enterprise Centre - April Update

Moved Cr R Zahra
Seconded Cr R Cook

1. That the information be received and noted.

CARRIED

YC-OB1 Youth Council Sponsorship – Gareth Bailey

Moved Cr E Gill
Seconded Cr S White

1. That the City of Salisbury Youth Council not provide sponsorship for attendance at the UN Youth Australia National Conference taking place 5-11 July 2017 but an invitation be extended to submit an application for sponsorship by the Youth Sponsorship Program administered by the Sports, Recreation and Grants Committee.

CARRIED

1.1.3 Minutes of the Strategic and International Partnerships Sub Committee meeting held on Tuesday 11 April 2017

1.1.3-SIPSC1 Background Briefing Sister City Relationships

Moved Cr G Reynolds
Seconded Cr R Cook

1. That this report be received and noted.
2. That Guidelines and a Policy to inform the assessment of future Sister City relationship requests be developed.

CARRIED

1.1.3-SIPSC2 City of Linyi Update

Moved Cr G Reynolds
Seconded Cr R Cook

1. That the information be received.
2. That the City of Salisbury not participate in the State Government delegation to China in May 2017.
3. That a further report be provided to the Strategic and International Partnerships Sub-Committee in relation to the potential for a council-led delegation to China to provide exposure for local businesses and progress the civic relationship with Linyi.

CARRIED

1.1.3-SIPSC3 Request for Sister City Relationship from the City of San Agustin, El Salvador

Moved Cr G Reynolds
Seconded Cr R Cook

1. That the request from the City of Jiquilisco for a Sister City relationship with the City of Salisbury be received.
2. That the offer of the formation of a Sister City relationship with the City of Jiquilisco be declined.

CARRIED

1.1.3-SIPSC4 Mobara Delegation Visit October 2016

Moved Cr G Reynolds
Seconded Cr R Cook

1. That the information be received and noted.

CARRIED

SIPSC-OB1 China Action Plan to be a Standing Item on the Agenda

Moved Cr G Reynolds
Seconded Cr R Cook

1. That the China Action Plan be a standing item on the Strategic and International Partnerships Sub Committee agenda in order to provide status updates.

CARRIED

Urban Development

1.3.1 Salisbury, Mawson Lakes and Ingle Farm Car Parking Review

Moved Cr S White
Seconded Cr G Caruso

1. The Council endorse the following actions:
 - a. Salisbury City Centre Study Area:
 - (a) Use fund monies to contribute to:
 - (i) Parking management initiatives:
 1. Investigation of the demand for, costs and practicality of after-hours security escorts for business owners and staff in the study area to their vehicles, particularly long stay parking areas, to improve real and perceived safety of parking areas.
 2. Investigation of loading zone parking controls locations and times to assist traders.

3. Investigation of on street parking times and controls with a view to increasing parking turnover.
 4. Investigate use of new technologies to assist in parking utilisation and enforcement, including remote monitoring of parking controls and electronic and app-based wayfinding information.
 5. Produce an information package for land owners and developers on the Parking Fund and its objectives, identified uses, future program, contribution amount and reasons for contributions, and reasons for parking control in the Salisbury City Centre.
- (b) Advocate and work with State Government and DPTI to improve the use of the Interchange south car park through potential shared parking with business customers, controlled vehicle access and egress, electronic monitoring, improved lighting, and pedestrian crossing treatments at the railway and road crossing to improve connectivity with the station.
 - (c) Investigate and further analyse the financial and practical implications of reducing the car park contribution rate.
 - (d) Retain the current exemption from car park contribution for small business with a further review in two years.
 - (e) Remove obsolete references on Certificate of Titles of Council carparks at Judd Street and Sexton Street property titles.
 - (f) Communicate with the Salisbury Business Association and key businesses on the endorsed recommendations of Council.
- b. Mawson Lakes Study Area:
- (a) Use fund monies to contribute to:
 - (i) Investigation, design and construction of additional car park spaces at Euston Walk or other appropriate location within Mawson Lakes.
 - (ii) A trial of electronic parking controls in Euston Walk and Metro Parade to assist in utilisation and turnover of parking spaces adjacent the Mawson Lakes interchange.
 - (iii) Parking management initiatives:
 1. Investigation of disabled parking spaces provision opportunities and loading zone parking controls locations and times to assist traders.

2. Review parking time controls in Euston Walk and Metro Parade to assist in parking utilisation and turnover.
 3. Investigate use of new technologies to assist in parking utilisation and enforcement including remote monitoring of parking controls and electronic and app-based wayfinding information.
 4. Review parking for medical business patients in the Mawson Centre area when construction of the proposed Aldi store proceeds.
- (b) Advocate with DPTI and Renewal SA to improve the Interchange carparking provision, including deck parking incorporating retail, residential and commercial uses, as part of the State Government's obligations under the Mawson Lakes Project Completion Arrangements Deed.
 - (c) Extinguish Mawson Lakes Car Park Fund, with the funds balance to be utilised for eligible projects and actions outlined in part (a) above.
 - (d) Confirm with UniSA the acceptability of the public use of paid parking areas under its control subject to its conditions.
 - (e) Communication with key Mawson Lakes businesses and UniSA on the endorsed recommendations of Council.
- c. Ingle Farm Study Area:
 - (a) The Ingle Farm Car Park Fund be extinguished.
 2. That a prioritisation and implementation plan be prepared in relation to the actions arising from and endorsed by Council from the Salisbury, Mawson Lakes and Ingle Farm Carparking Review Discussion Paper.

With leave of the meeting and consent of the seconder Cr S White
VARIED the MOTION as follows:

1. The Council endorse the following actions:
 - a. Salisbury City Centre Study Area:
 - (a) Subject to a further Council report use fund monies to contribute to:
 - (i) Parking management initiatives:
 1. Investigation of the demand for, costs and practicality of after-hours security escorts for business owners and staff in the study area to their vehicles, particularly long stay parking areas, to improve real and perceived safety of parking areas.

2. Investigation of loading zone parking controls locations and times to assist traders.
 3. Investigation of on street parking times and controls with a view to increasing parking turnover.
 4. Investigate use of new technologies to assist in parking utilisation and enforcement, including remote monitoring of parking controls and electronic and app-based wayfinding information.
 5. Produce an information package for land owners and developers on the Parking Fund and its objectives, identified uses, future program, contribution amount and reasons for contributions, and reasons for parking control in the Salisbury City Centre.
- (b) Advocate and work with State Government and DPTI to improve the use of the Interchange south car park through potential shared parking with business customers, controlled vehicle access and egress, electronic monitoring, improved lighting, and pedestrian crossing treatments at the railway and road crossing to improve connectivity with the station.
- (c) Investigate and further analyse the financial and practical implications of reducing the car park contribution rate.
- (d) Retain the current exemption from car park contribution for small business with a further review in two years.
- (e) Remove obsolete references on Certificate of Titles of Council carparks at Judd Street and Sexton Street property titles.
- (f) Communicate with the Salisbury Business Association and key businesses on the endorsed recommendations of Council.
- b. Mawson Lakes Study Area:
- (a) Subject to a further Council report use fund monies to contribute to:
 - (i) Investigation, design and construction of additional car park spaces at Euston Walk or other appropriate location within Mawson Lakes.
 - (ii) A trial of electronic parking controls in Euston Walk and Metro Parade to assist in utilisation and turnover of parking spaces adjacent the Mawson Lakes interchange.

(iii) Parking management initiatives:

1. Investigation of disabled parking spaces provision opportunities and loading zone parking controls locations and times to assist traders.
2. Review parking time controls in Euston Walk and Metro Parade to assist in parking utilisation and turnover.
3. Investigate use of new technologies to assist in parking utilisation and enforcement including remote monitoring of parking controls and electronic and app-based wayfinding information.
4. Review parking for medical business patients in the Mawson Centre area when construction of the proposed Aldi store proceeds.

(b) Advocate with DPTI and Renewal SA to improve the Interchange carparking provision, including deck parking incorporating retail, residential and commercial uses, as part of the State Government's obligations under the Mawson Lakes Project Completion Arrangements Deed.

(c) Extinguish Mawson Lakes Car Park Fund, with the funds balance to be utilised for eligible projects and actions outlined in part (a) above.

(d) Confirm with UniSA the acceptability of the public use of paid parking areas under its control subject to its conditions.

(e) Communication with key Mawson Lakes businesses and UniSA on the endorsed recommendations of Council.

c. Ingle Farm Study Area:

(a) The Ingle Farm Car Park Fund be extinguished.

2. That a prioritisation and implementation plan be prepared in relation to the actions arising from and endorsed by Council from the Salisbury, Mawson Lakes and Ingle Farm Carparking Review Discussion Paper.

With leave of the meeting and consent of the seconder Cr S White
VARIED the MOTION as follows:

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1. The Council endorse the following actions:
 - a. Salisbury City Centre Study Area:
 - (a) Use fund monies to contribute to:
 - (i) Parking management initiatives:
 1. Investigation of the demand for, costs and practicality of after-hours security escorts for business owners and staff in the study area to their vehicles, particularly long stay parking areas, to improve real and perceived safety of parking areas.
 2. Investigation of loading zone parking controls locations and times to assist traders.
 3. Investigation of on street parking times and controls with a view to increasing parking turnover.
 4. Investigate use of new technologies to assist in parking utilisation and enforcement, including remote monitoring of parking controls and electronic and app-based wayfinding information.
 5. Produce an information package for land owners and developers on the Parking Fund and its objectives, identified uses, future program, contribution amount and reasons for contributions, and reasons for parking control in the Salisbury City Centre.
 - (b) Advocate and work with State Government and DPTI to improve the use of the Interchange south car park through potential shared parking with business customers, controlled vehicle access and egress, electronic monitoring, improved lighting, and pedestrian crossing treatments at the railway and road crossing to improve connectivity with the station.
 - (c) Investigate and further analyse the financial and practical implications of reducing the car park contribution rate.
 - (d) Retain the current exemption from car park contribution for small business with a further review in two years.
 - (e) Remove obsolete references on Certificate of Titles of Council carparks at Judd Street and Sexton Street property titles.
 - (f) Communicate with the Salisbury Business Association and key businesses on the endorsed recommendations of Council.

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- b. Mawson Lakes Study Area:
- (a) Use fund monies to contribute to:
 - (i) Investigation, design and construction of additional car park spaces at Euston Walk or other appropriate location within Mawson Lakes.
 - (ii) Subject to a further Council report a trial of electronic parking controls in Euston Walk and Metro Parade to assist in utilisation and turnover of parking spaces adjacent the Mawson Lakes interchange.
 - (iii) Parking management initiatives:
 - 1. Investigation of disabled parking spaces provision opportunities and loading zone parking controls locations and times to assist traders.
 - 2. Review parking time controls in Euston Walk and Metro Parade to assist in parking utilisation and turnover.
 - 3. Investigate use of new technologies to assist in parking utilisation and enforcement including remote monitoring of parking controls and electronic and app-based wayfinding information.
 - 4. Review parking for medical business patients in the Mawson Centre area when construction of the proposed Aldi store proceeds.
 - (b) Advocate with DPTI and Renewal SA to improve the Interchange carparking provision, including deck parking incorporating retail, residential and commercial uses, as part of the State Government's obligations under the Mawson Lakes Project Completion Arrangements Deed.
 - (c) Extinguish Mawson Lakes Car Park Fund, with the funds balance to be utilised for eligible projects and actions outlined in part (a) above.
 - (d) Confirm with UniSA the acceptability of the public use of paid parking areas under its control subject to its conditions.
 - (e) Communication with key Mawson Lakes businesses and UniSA on the endorsed recommendations of Council.
- c. Ingle Farm Study Area:
- (a) The Ingle Farm Car Park Fund be extinguished.

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2. That a prioritisation and implementation plan be prepared in relation to the actions arising from and endorsed by Council from the Salisbury, Mawson Lakes and Ingle Farm Carparking Review Discussion Paper.

CARRIED

1.3.2 Privately Funded Development Plan Amendments Policy Review

Moved Cr G Caruso
Seconded Cr R Zahra

1. That the report be received and no changes be made to the Privately Funded Development Plan Amendment Policy.
2. That a review of the Privately Funded Development Plan Amendment Policy be conducted when relevant details of the Planning Reforms under the Planning, Development and Infrastructure Act are known.

CARRIED

OTHER BUSINESS

Nil.

The meeting closed at 7:03 pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	15 May 2017
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Woods, Projects Officer Governance, CEO and Governance
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATION

1. The information be received.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Report authors and General Managers.
- 2.2 External
 - 2.2.1 Nil.

3. REPORT

3.1 The following table outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution:

Meeting Item	Heading and Resolution	Officer
29/03/2016 NOM3 Due:	Tourism and Visitor Sub Committee Establishment 6. The Tourism and Visitor Sub Committee be reviewed after 12 months. June 2017	Michael Bennington
29/03/2016 1.1.1 Due:	Development of Fairbanks Drive Reserve for Joint use with Schools 4. Further consideration is given towards the future uses of unused portions of the Reserve for strategic development in the next iteration of projects for consideration and that the outcomes of this analysis is presented to the Strategic Property Development Subcommittee in due course. June 2017	Chantal Milton
26/04/2016 1.1.1 Due: Deferred to: Reason:	Review of the Twelve25 Advisory Group 1. The Twelve25 Youth Advisory Group continue with a further review to be conducted in February 2017. May 2017 July 2017 Project has had delays and will be expedited.	Rick Henke
26/04/2016 GB1 Due: Deferred to: Reason:	Mawson Lakes DPA - requirements to receive approval from Minister for Planning 3. That a further report be provided to Council in relation to the proposed Mawson Lakes DPA Part 2 for consideration of the proposed amendments following consideration of appropriate policy content and further discussions with the Department for Planning Transport and Infrastructure. May 2017 June 2017 Staff are waiting on further information.	Peter Jansen
25/07/2016 1.1.4- SIPSC3 Due:	Request for Sister City Relationship from the City of San Agustin, El Salvador 1. A report be prepared setting out a proposed program for a delegation visit from the City of San Agustin, including resource implications, to enable the Strategic and International Partnership Committee to determine whether an invitation for a delegation can be extended to the City of San Agustin. June 2017	Pippa Webb

26/09/2016 NOM6	Waste Education Program to reduce waste to landfill and Zero Waste Levy costs 1. Staff report back in relation to opportunities to develop and implement an education strategy for the City of Salisbury designed to reduce the amount of waste to landfill, increase recycling and ultimately reduce the financial cost of the Zero Waste Levy to residents, including: a. Simple information sources for residents, for example stickers for bins, brochures, website information; b. Consideration of a pilot program in the first instance, to confirm effectiveness of such a program prior to a whole of city roll out. Due: June 2017	Sam Kenny
26/09/2016 1.3.1	Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment - Public Consultation 4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period. Due: September 2017	Peter Jansen
19/12/2016 1.3.1	Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment update 4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period. Due: September 2017	Peter Jansen
19/12/2016 P&P-OB1	RAAF AP-3C Tailfin for Purposes of Display That staff prepare a report working with Salisbury RSL to obtain an AP-3C Tailfin from RAAF for purposes of display within the Salisbury Council area, potentially as part of the Salisbury Oval Precinct upgrade. Due: May 2017 Deferred to: June 2017 Reason: Staff are meeting with the RSL at their next meeting to determine their preferences for the location, so the project can then be costed.	Pippa Webb

27/03/2017 NOM2	Community Street Art Program As part of the City Pride Agenda, staff bring back a report exploring options for the commencement of a Community Street Art Program, with a view to installing locally created artwork by youth members of the community at various locations throughout the City including, but not limited to, smaller suburban shopping centres and Council facilities such as Community Centres and Recreation Centres. Due: June 2017	Pippa Webb
27/03/2017 1.0.3_OB1- TVSC	Recreational Vehicle Sites That a report be brought back outlining possible Recreational Vehicle sites in the City of Salisbury with a focus on the CBD. Due: June 2017	Greg Ratsch
27/03/2017 OB2-Cnl	Memorandum of Understanding with Mobara That staff report back via the International and Partnerships Sub-Committee with options for the development of a Memorandum of Understanding with our Sister City, Mobara, that would facilitate a staff exchange program between the two cities. Due: June 2017	Pippa Webb
24/04/2017 1.1.3- SIPSC1	Background Briefing Sister City Relationships 2. That Guidelines and a Policy to inform the assessment of future Sister City relationship requests be developed. Due: June 2017	Julie Douglas
24/04/2017 1.1.3- SIPSC2	City of Linyi Update 3. That a further report be provided to the Strategic and International Partnerships Sub-Committee in relation to the potential for a council-led delegation to China to provide exposure for local businesses and progress the civic relationship with Linyi. Due: July 2017	Greg Ratsch
24/04/2017 1.3.1	Salisbury, Mawson Lakes and Ingle Farm Car Parking Review Salisbury City Centre Study Area: (d) Retain the current exemption from car park contribution for small business with a further review in two years. Due: June 2019	Peter Jansen
24/04/2017 1.3.1	Salisbury, Mawson Lakes and Ingle Farm Car Parking Review Mawson Lakes Study Area: (ii) Subject to a further Council report a trial of electronic parking controls in Euston Walk and Metro Parade to assist in utilisation and turnover of parking spaces adjacent the Mawson Lakes interchange. Due: July 2017	Peter Jansen

24/04/2017	Privately Funded Development Plan Amendments Policy Review	Peter Jansen
1.3.2	2. That a review of the Privately Funded Development Plan Amendment Policy be conducted when relevant details of the Planning Reforms under the Planning, Development and Infrastructure Act are known.	
Due:	October 2017	

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08.05.2017

ITEM	1.3.1
	POLICY AND PLANNING COMMITTEE
DATE	15 May 2017
HEADING	Draft Transport Strategic Action Plan
AUTHOR	Harry Pitrans, Manager Strategic Relations – Infrastructure, City Development
CITY PLAN LINKS	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice. 4.4 Embed long term thinking, planning and innovation across the organisation.
SUMMARY	Comments from the Planning and Policy Committee are sought on the Draft Transport Strategic Action Plan and the related Technical and Background Papers are also presented as context to the draft Plan. The comments received will be included in a final draft report that will be presented to Council in June 2017 for adoption.

RECOMMENDATION

1. The Draft Transport Strategic Action Plan and Background Technical Papers be noted
2. That initial feedback on the draft Plan prior be provided by Council to finalisation.
3. That a further report be presented to the June 2017 meeting of the Policy and Planning Committee with a final draft of the Transport Strategic Action Plan for endorsement, incorporating any amendments as resolved by Council.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Transport Strategic Action Plan
2. Draft - Integrated Transport Plan Technical and Background Papers

1. BACKGROUND

- 1.1 The Draft Transport Strategic Action Plan is presented for comment by the Policy and Planning Committee.
- 1.2 A presentation on the Action Plan was provided to Council Informal Strategy Session on 1st May 2017. Questions raised in that session have been responded to in this report in section 3.5 for consideration.
- 1.3 Further consideration and comment on the draft Plan is now sought, for incorporating into a Final Draft Transport Strategic Action Plan to be considered for adoption by Council at the June 2017 meeting.

2. CONSULTATION / COMMUNICATION

2.1 Internal

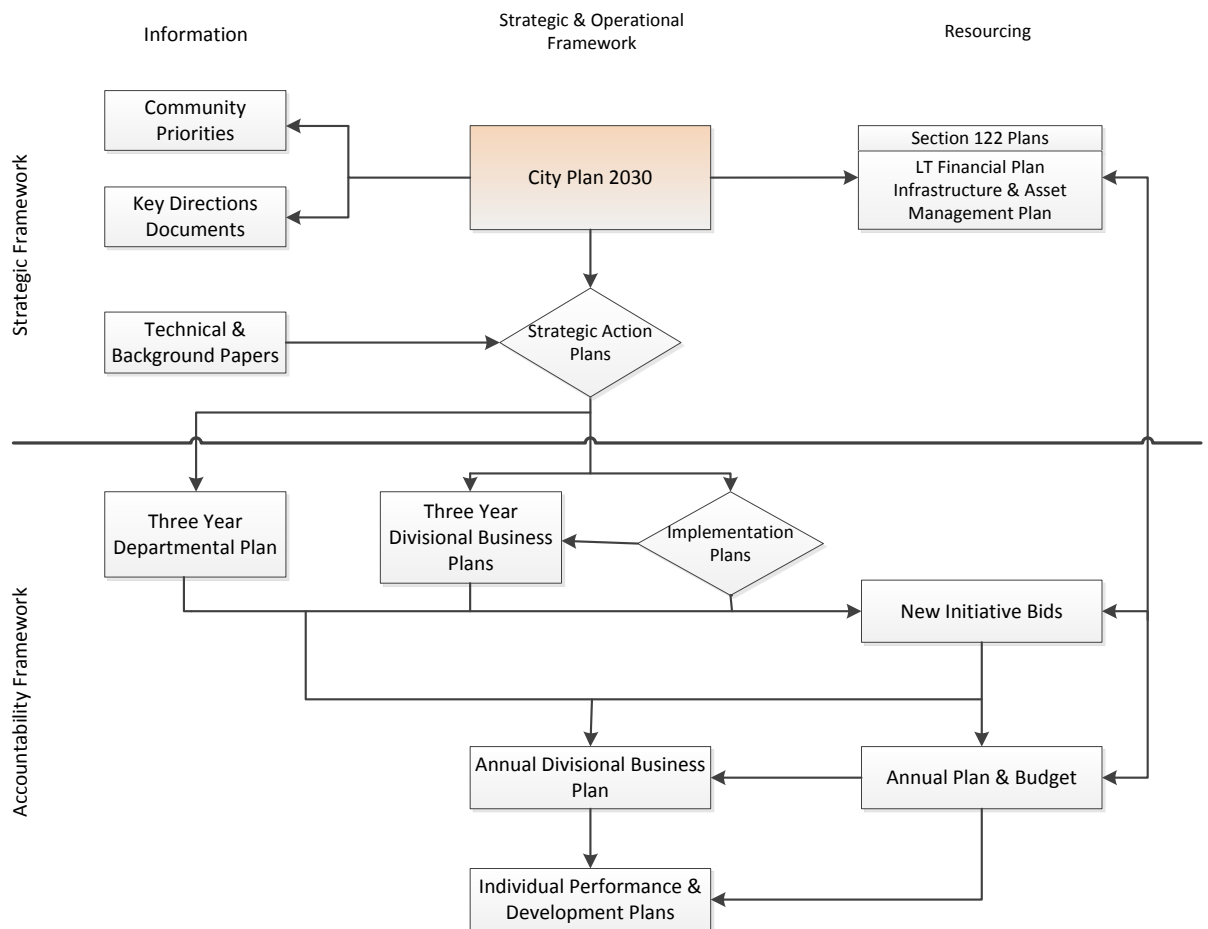
- 2.1.1 City Infrastructure Department
- 2.1.2 City Development Department
- 2.1.3 Executive Group
- 2.1.4 Elected Members via Informal Strategy, 1 May 2017

2.2 External

- 2.2.1 Department of Planning, Transport and Infrastructure (Transport Planning division)

3. REPORT

3.1 The Draft Transport Strategic Action Plan (DTSAP) has been developed in accordance with Council’s Strategic and Operational framework shown below. The DTSAP is informed by the key objectives and critical actions of the City Plan 2030 and detailed investigations that are identified in the Technical and Background papers document that is attached to this report.



- 3.2 The DTSAP is the nexus between State Government Policy and Council's City Plan 2030 and its Growth Action Plan. Accordingly, the Plan's Actions are targeted at a higher level of key actions (investments in infrastructure and initiatives) over the next five years. Programs such as the Bicycle Action Plan are identified in the Plan but not the level of detail of identifying each path to be constructed. The DTSAP is envisaged to be the Plan referenced in Council engagement with Federal and State Governments and major stakeholders about its policy and key actions in relation to transport and the opportunities to collaborate in their funding and delivery.
- 3.3 The DTSAP will also inform the development of a detailed Transport Implementation Plan. The Implementation Plan will identify the detailed projects and initiatives to be delivered and identify relevant accountabilities of Departments and Divisions to deliver them.
- 3.4 One of the key issues identified in the DTSAP is the implications for the transport network with the construction of the Northern Connector and the proposed electrification of the Adelaide - Gawler rail line. Each will have significant influence upon the movement of vehicles within the City of Salisbury, particularly the east – west road links of Kings Road and Elder Smith Road. The future upgrade of these roads needs to be cognisant of their role and function in the regional network and the local impact / benefit that upgrading the roads (volume and type of vehicles) will have on local residential and business communities. The electrification of the rail line will also likely lead to increased frequency of services and consequent increased frequency of interruption of east-west road links that are not grade-separated.
- 3.5 The Draft Transport Strategic Action Plan was presented to Council Informal Strategy on 1 May 2017, at which a question was raised as to why the duplication of Kings Road (Action Item 11) of the plan was not given the same priority for investigation and action as proposed with Elder Smith Road. The following information is provided in response:
- 3.5.1 Draft Actions and their suggested timeframes for implementation were considered on the following criteria:
- Critical Actions identified in the City Plan 2030.
 - Actions supporting and aligning with key policy directions of Council (such as the Growth Action Plan that identifies future urban growth and regeneration opportunities within the City of Salisbury).
 - Opportunities to attract Federal and State Government funding.
 - Actions that support economic development within the City and region that provide jobs growth.
 - Significant socio / community issues relating to transport.
 - Alignment with transport peak industry body policy (SA Freight Council, South Australian Road Transport Association).
- 3.5.2 The following table provides a comparative analysis between Elder Smith Road and Kings Road against the criteria listed above.

CRITERIA	Elder Smith Road	Kings Road
City Plan 2030	Included as Critical Action	Included as Critical Action
Supports other Policy (Growth Action Plan)	Specifically identified in Growth Action Plan to facilitate employment precincts.	
Opportunities to attract Federal and State Funding (Government Policy)	Identified in the State Government Integrated Transport and Land Use Plan for 5 to 15 year timeframe.	Not identified in the actions of the State Government Integrated Transport and Land Use Plan
Actions that support economic development within the region that provide jobs growth.	Supports economic development in: <ul style="list-style-type: none"> • Greenfields Industrial precinct • Pooraka Industrial precinct • Food Park, Parafield Airport • Technology Park • Future Saltfields development 	Supports economic development in: <ul style="list-style-type: none"> • Salisbury South Industrial precinct
Significant socio / community issues relating to transport	Yes	Yes
Transport Peak Industry policy	Freight Council / SARTA both identify access to Greenfields Industrial precinct, Pooraka industrial precinct and upgrade of Maxwell Road as high priority actions to improve freight access to these areas	Not identified

3.5.3 As Elder Smith Road has been identified in all the criteria, the action to develop a strategic business case for consideration by State Government in the next five year program of the Federal Governments Infrastructure Investment Program was approved by Council as a short term action. Kings Road duplication is not identified in the action list of the State Government's Integrated Transport and Land Use Plan and did not rate highly in other policy / criteria. For these reasons, the timeline proposed for the strategic business case development of Kings Road duplication in the Transport Strategic Action Plan is within three to five years. This was timed to inform the next five year Infrastructure Investment Program of the Federal Government after the completion of the Northern Connector.

3.5.4 The Northern Connector project is expected to be completed in 2019. As a result Kings Road/McIntyre Road will become a major continuous east-west connection across our city extending from the Northern Connector to North East Road at Modbury. This will have a major impact on the level of traffic using this road and it is expected that this will become a major commuter route. The State Government have identified that Kings Road, along with other roads linking to the Northern Connector, will require review after a suitable period of operation of the Northern Connector to determine the extent of any traffic impacts. It is imperative that Council is actively engaged with DPTI in this review to ensure that Kings Road be given a timely and appropriate upgrade. Major elements of this will include:

- Grade separation at the Rail Crossing: This has been identified as a project within the State Integrated Transport and Land Use Plan (ITLUP) but with no definite timeline for implementation.
 - The roundabout at the junction of Kings Road with Whites Road: Within the construction of the current roundabout provision has been made and land allocated for the ultimate upgrade to a two (2) lane roundabout.
 - Upgrade to two (2) lanes in each direction from Salisbury Highway to Bolivar Road: the road corridor exists for this to occur and can be potentially staged with the first priority being from Salisbury Highway to Martins Road.
- 3.5.5 Investigations into Kings Road by the State Government at that time may obviate the need for Council to resource initial investigations.
- 3.5.6 The duplication of Kings Road is part of the agenda of the DTSAP, reflecting previous Council decisions and positions in relation to Kings Road. Kings Road is referenced in various part of DTSAP, but the timing and prioritisation is somewhat fluid due to the State Government's position as outlined above.

4. CONCLUSION

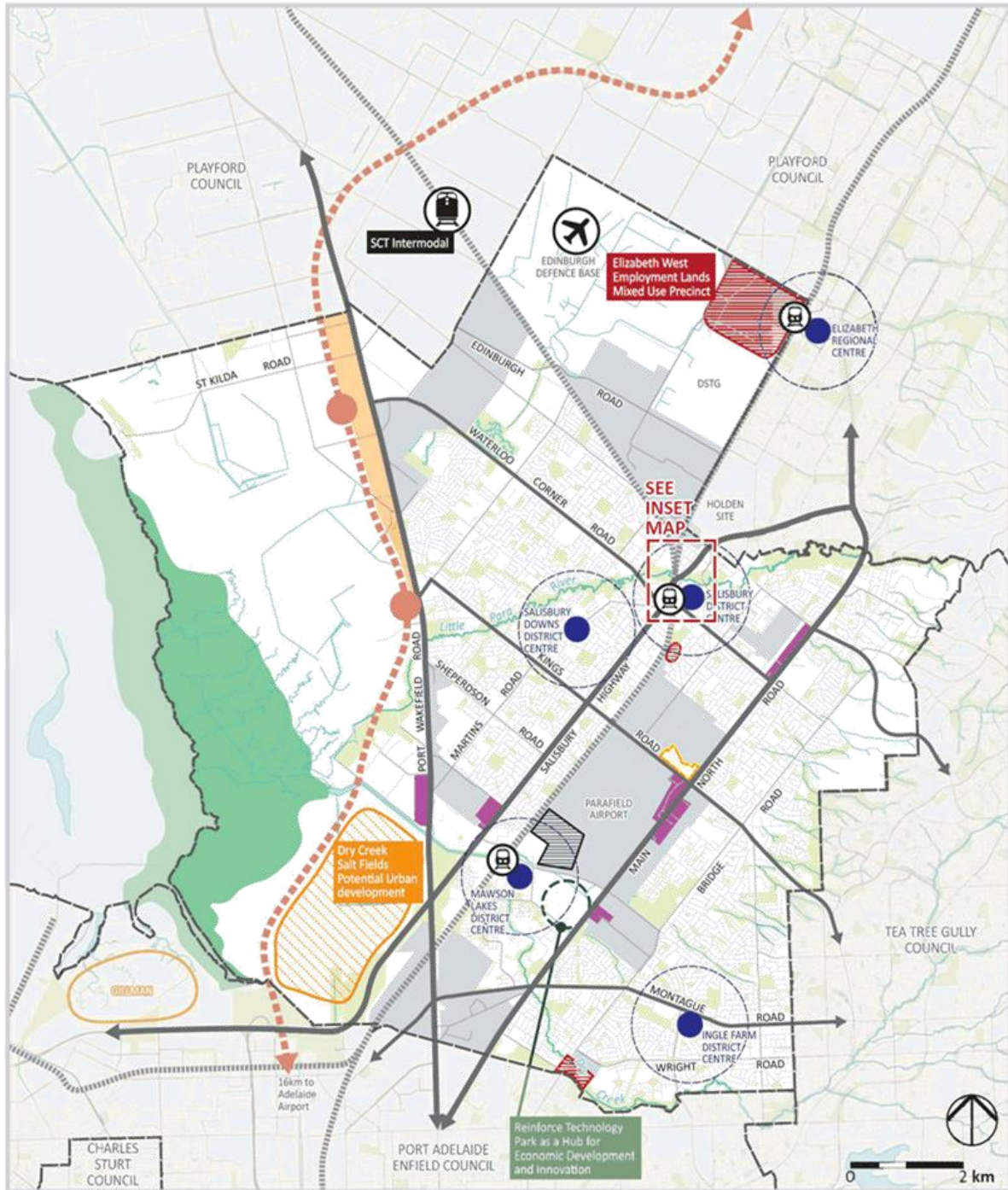
- 4.1 Comments are sought on the draft Transport Strategic Action Plan for incorporation into a final draft for consideration for adoption at the June Council meeting (via Policy and Planning Committee).
- 4.2 The attached Background Papers provide further context to the content of the Plan.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08.05.2017

TRANSPORT STRATEGIC ACTION PLAN

DRAFT



EXISTING CONDITIONS

Legend

- ← Main Road/ National Highway
- Northern connector
- Railway Lines
- Activity Centres
- ~ Watercourses
- Mangroves
- - - Council Boundary
- Parks and Reserves
- Interchange-Northern Connector
- 800m distance around Activity Centre

Employment Areas/ Economic Development

- Existing Industry and Urban Employment Zones
- Sites to be investigated for potential alternative and/or value add land uses
- Northern Connector interface
- Dry Creek Salt Fields
- Proposed Northern Adelaide Food Park
- Commercial / Bulky Goods opportunities
- Mixed Use / Bulky Goods / Entertainment Development opportunity

The Current situation

The City of Salisbury is serviced by a network of arterial roads that have a primary alignment north to south. Major arterials include Port Wakefield Road, Main North Road, Salisbury Highway, Bridge Road and the soon to be constructed Northern Connector. These roads provide regional connectivity to the City of Adelaide and access to the northern region of the State. Progressive improvements were made to Port Wakefield Road and Main North Road to accommodate the demands of regional commuter traffic to and from the City, but these have been delayed with the systematic delivery of Adelaide North – South Corridor (Northern Expressway and Northern Connector).

The east west network of roads, Waterloo Corner Road / The Grove Way, Kings Road, Elder Smith Road and Montague Road, provides connectivity between the north- south arterial roads facilitating commuter and freight traffic. The Port River Expressway and Salisbury Highway route is a significant regional link that facilitates travel to work in the western suburbs for people living in the City of Salisbury. This is reflected in the peak congestion that is experienced along this corridor, especially in the evening and at its intersection with Elder Smith Road. Construction of the Northern Connector will result in increased pressures on Kings Road as it provides the only full access to and from the City of Salisbury and the eastern suburbs of Adelaide north of Grand Junction Road.

Council's local roads connect to this regional network providing access for Salisbury residents and businesses. Council's collector roads are experiencing volumes well above 10,000 vehicles per day and the demand on this network is likely to grow with urban intensification and the pressures of larger freight vehicles desiring access to key industry areas and service centres.

Passenger and freight rail lines run through the City. The passenger line commences at Gawler in the north and terminates at Adelaide Central station. Improvements on this line commenced some years ago with the intention of electrification of the rail and improvements to the interchanges at key centres. Withdrawal of Federal funding saw a halt to this project that would facilitate a modal shift of people using their private vehicle use to using an improved train service to the CBD.

The provision of public transport services is always conflicted between patronage levels sought by the provider and the coverage within the budget afforded by the State Government. Based on current data, the level of utilisation of public transport by Salisbury residents travelling to and from work from and within the City could be improved. Of the Salisbury residents employed 4% travel to and from work by bus and 3% by train.

The City of Salisbury has approximately 1,000 kilometres of dedicated cycle ways and walkways. The City of Salisbury has the advantage of creek corridors that provide numerous off-road trails for walking and cycling. These provide enjoyable recreational routes for many residents, however the winding alignment and varying surface quality are not conducive as alternative transport routes from between locations. The cycling and walking network is not always continuous, can be intimidating to cautious cyclists and often terminates at road intersections without safe crossing points.

Most of our safety issues of transport are centred at intersections. With roads 59% occur on State controlled roads, 33% on roads with a joint State / Local responsibility. The interfaces between the modes of transport also represent a significant safety issue. There have been serious railway level crossing accidents in the past and whilst improvements have been made at these crossings, without grade separation, pressures on these crossings will increase when electrification of the rail line occurs along with increased frequency of services.

The vision for the future

Short to Medium Term

The construction of the Northern Connector will facilitate north – south movement across metropolitan Adelaide and will reduce the traffic volumes along Port Wakefield Road and to a lesser extent Main North Road. As a consequence it will place a greater pressure on the capability and capacity of the east –west links to enable commuters and business to access this expressway. Elder Smith Road and Kings Road will see increases in traffic and will require upgrading of these roads as a consequence.

Electrification of the line is proposed but current levels of funding only see the electrification extend to the Salisbury Interchange. This will improve the level of service proposed to the CBD and encourage the desired modal shift from private vehicle to public transport. The rail improvement will see corresponding decline in the level of service provided on the east – west link roads that have no current grade separation (overpasses), due to increased frequency of interruptions to traffic at level crossings.

The Adelaide – Darwin rail line also passes through the City of Salisbury and whilst the long term proposal is to shift this line to the west, adjacent the Northern Connector, it currently has a significant rail to road intermodal facility adjacent Edinburgh Parks that has the potential for further expansion as a logistics hub.

Major service centres such as Salisbury City Centre, Mawson Lakes Centre and Elizabeth Centre along with the key employment precincts of Edinburgh Parks, Waterloo Corner, Parafield and Cross Keys all generate traffic as a destination point and a source from which services and goods are shipped. These centres will continue to grow in future including the potential for future employment lands around Greater Edinburgh Parks that lever off the current and future investment of major transport corridors and facilities.

The progressive network improvements for vehicles also provides opportunities for improvements to the cycling and pedestrian network, provided these are catered for within the road corridors and link to the local networks and trails networks to facilitate their use and access to key service centres and destinations that encourage healthy alternate modes of transport.

Over the next 5 to 10 years, the extension and improvements to the regional network will require improvements to the local network. This planning and investment in transport infrastructure will require collaboration with other levels of Government to ensure that the opportunities to provide safe, efficient and effective transport networks that increase access, facilitate economic development and provide alternative mode of transport for an evolving community.

Longer Term

One of the significant changes we will see in the next 10 to 15 years time is the progressive introduction of autonomous vehicles (driverless cars). Changes will likely be driven by ride share companies that will introduce autonomous vehicles in their fleets and form relationships with existing car manufacturers to deliver an alternative to vehicle ownership, especially around city centres.

The changes required to achieve this will need to be delivered from government and the private sector to ensure that the commuter has the confidence to make the shift to autonomous vehicles.

Research suggests that with a move to autonomous vehicles (AVs) there will be generally positive outcomes. Improvements to productivity, the environment (electric cars) and road safety (reduced crashes) are consistently highlighted in literature regarding the benefits of this shift. On the downside there will be a change in employment type related to the automotive industry.

From a public policy perspective, the justification and direction on transport infrastructure will change in time. With an increase in autonomous vehicles operated by ride share companies, their increase in the use reportedly will improve traffic flows and reduce vehicle ownership per capita. There would be a

corresponding improvement in flow carrying capacity of roads offsetting or deferring the need for future upgrades. Similarly, the need for car parking facilities would progressively decline if autonomous ride sharing occurs.

The planning of major infrastructure investment needs to be cognisant of this potential shift in infrastructure demand, and delivery of any transport infrastructure should be designed to take into account this shift through flexible an adaptable design that can incorporate this change.

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Purpose

The Transport Strategic Action Plan identifies future transport, infrastructure and initiatives that will enable future economic growth and help achieve the State's target for delivering a new urban form. Accordingly this Plan and its accompanying documents (Background Papers and Implementation Plan) are the nexus between State Government Policy (Integrated Transport and Land Use Plan, 2015) and Council's City Plan 2030 and Growth Action Plan.

The Plan acknowledges the differing ownership and management of the transport networks between State and Local Government and therefore the planning, design and operational integration of the overall network is critical in achieving economic development and sustainable growth.

Communication and planning between the two levels of Government together with engagement of key stakeholders is paramount and this Plan identifies where key strategic investigations and policy decisions will need to be made over the coming years. This in turn will assist Council and State Government to co-ordinate future infrastructure investments and initiatives. For Council, this will be through its Transport Implementation Plan which will inform short and long term investment in transport infrastructure.

Strategic Context

The Transport Strategic Action Plan identifies the key investigations and investments that are required to deliver Council's Growth Action Plan. The Transport Action Plan also responds to the objectives and strategies outlined in Council's City Plan, including:

- Partner and advocate to maximise the economic and social benefits of major infrastructure projects.
- Encourage well designed infill development and unlock new urban development opportunities.
- Enhance our neighbourhoods, streets and public spaces so they are welcoming and connected.
- Work with key partners to ensure transport options efficiently link people to jobs, services, recreation and social activities
- Work with neighbouring councils to address issues of regional importance.
- Work with State and Federal Governments to influence policy and investment decisions.
- Develop stronger partnerships with business and industry to address challenges facing our nation.

Critical Actions that are to be pursued over the next 5 years include:

1. Progress the revitalisation of the Salisbury City Centre including;
 - Upgrade of the Salisbury Interchange
 - Improve traffic flow and safety on Park Terrace
2. Secure the extension and duplication of Elder Smith and Kings Roads to Port Wakefield Road and the Northern Connector
3. Unlock opportunities arising from the construction of the Northern Connector including:
 - Identifying and promoting economic development opportunities along the corridor
 - Ensuring the Northern Connector facilitates integrated east-west transport across the City
4. Maximise future urban development opportunities at the Dry Creek Salt pans through local participation to ensure this development progresses, is well connected with local communities and has access to the rest of the City.

Explanatory Statement

The structure of this Transport Strategic Action Plan responds to the aspirations and critical actions that are contained within our City Plan 20303. Informed by current transport issues, opportunities and future strategic directions this Plan sets out to identify:

- The goals we want achieved from the transport network that will help achieve the aspirations of our City Plan
- What are the key objectives that our transport network to achieve those goals
- What principles we use in determining the priority of key actions for future investment in our transport systems that will help us achieve these objectives and goals.
- A list of the key actions that will inform the initiatives and investments and what role we will play in delivering these with our key partners and stakeholders.

Transport Goals

Our Transport Network shall;

- Develop and sustain economic growth in an efficient and effective manner;
- Be environmentally responsible and sustainable;
- Provide equitable access and mobility for all;
- Support liveability, connectivity and quality of life; and
- Be flexible to respond to change and builds community resilience.

Key Objectives

Road Networks – Regional and Local

- Provision of an efficient integrated road network that provides for all transport modes to best meet the needs of our community.
- Transport networks that retain their flexibility of function and planned capacity with corridors protected for the future.
- Land use is matched to the transport corridors provided to ensure efficiency, connectivity and amenity
- Integration with environmental outcomes through the adoption of cycling, walking and public transport as a means of reducing road congestion.

Cycling and Walking

- Sustainable and resilient urban environments that promote safe and enjoyable cycling and walking.
- Integrated cycling walking and public transport facilities

Parking

- Enhancement of the vitality of major activity centres through proper management of parking.
- Parking provision is duly provided for, relative to transport and land use applications
- Ensure the integration of parking needs with public transport provision

Freight

- A freight network that is able to meet current and evolving trends in freight transport that supports the economic growth and development of the City
- A well-developed collaboration and partnership with Industry to develop and implement efficient effective transport logistics.

Public Transport

- Equitable transport and access choices that are safe and convenient to use.
- Improved service frequency and connectivity to major activity centres, employment zones and facilities within the City.

Safety

- A transport system that provides for the safest possible conditions for all road users.
- Establish and maintain a high profile for road safety in the local community.

Neighbourhood Amenity

- A transport system that is people oriented contributing to economic and social activity.
- Sustainable and resilient environments that contribute to quality amenity
- Integration of neighbourhood amenity with public transport and road safety objectives.

Asset Management

- Infrastructure that is well maintained and utilised to the best possible degree.

Principles for determining priorities

The following principles have been applied to determine the investment priority of key actions identified in the table set out on the following pages:

- Critical actions identified in the City Plan 2030
- Actions supporting and aligning with key policy directions of Council such as the Growth Action Plan that identifies future urban growth and regeneration opportunities within the City
- Opportunities to attract Federal and State Government funding for implementing actions
- Actions that support economic development within the City and region that will provide jobs growth
- Significant socio / community issues relating to transport (e.g. provision of public transport services)
- Transport Industry Peak Body policy (SA Freight Council, South Australian Road Transport Association)

Priority Actions

Preamble

The Priority Actions table is aligned with the structure used in Council's City Plan 2030.

The key directions are:

- The Prosperous City
- The Sustainable City
- The Liveable City
- Enabling Excellence

The Priority Actions table includes a mixture of key strategies and actions. Actions will be aligned with a key strategies and there may be many actions arising from the key strategy.

Priorities are identified as either- High, Medium or Low.

The organisation responsible for delivering the strategy / action has been identified.

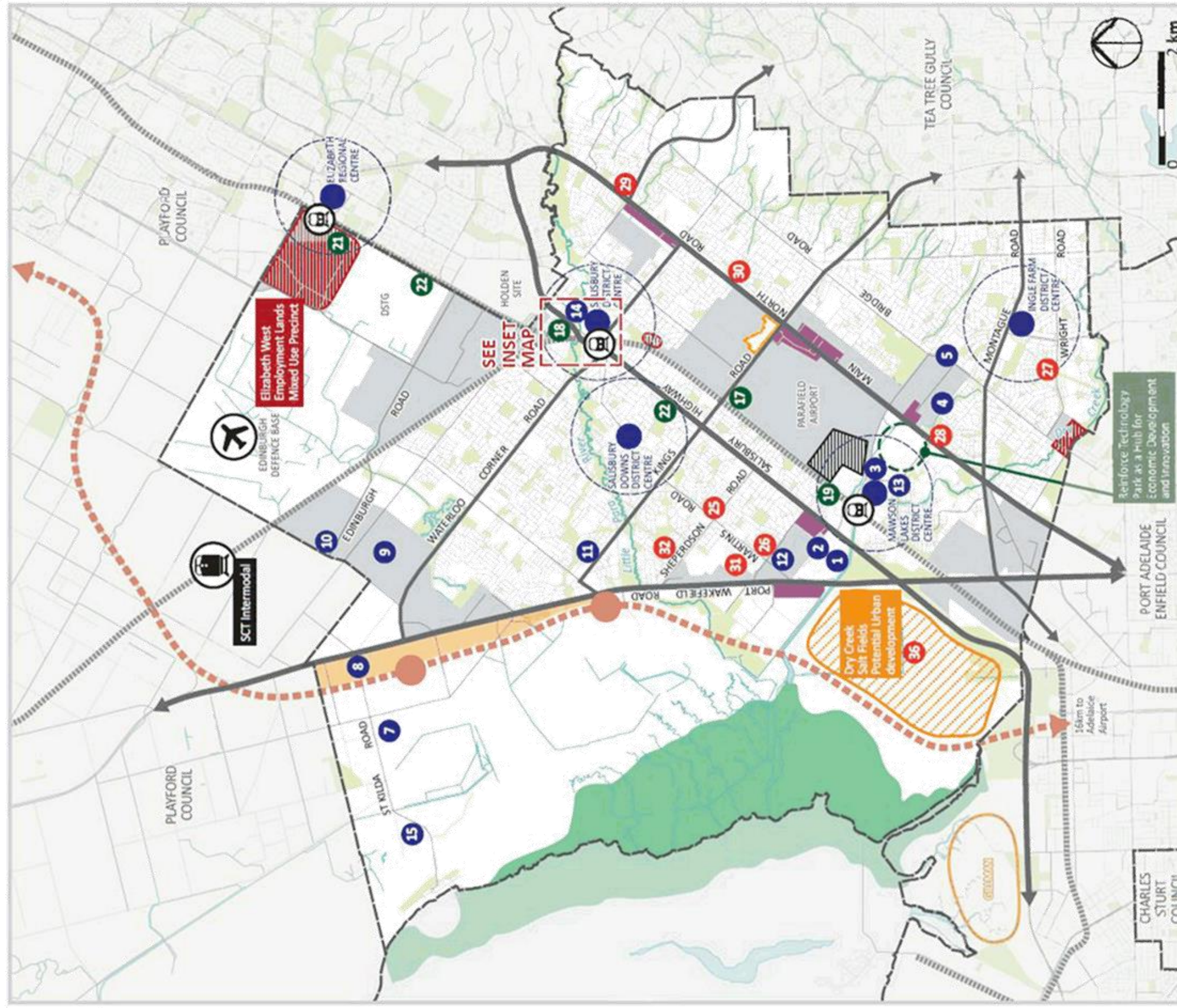
Council's role in delivering the action is identified.

Timeframes are identified as short, medium, long or ongoing (where appropriate).

Actions identified in this table are replicated in more detail in the Transport Implementation Plan with indicative budgets, timings and potential income streams.

Acronyms that are used through this table:

- CP2030 – City Plan 2030
- GAP – Council Growth Action Plan
- DPTI – Department of Planning, Transport and Infrastructure
- ITLUP – State Government, Integrated Transport and Land Use Plan
- 30PGA – 30 year Plan for Greater Adelaide
- HVML – Heavy vehicle mass limits
- NEP – Northern Economic Plan
- GAP – Growth Action Plan
- SARTA – South Australian Road Transport Association
- PAL – Parafield Airport Limited
- GEP – Greater Edinburgh Parks



EXISTING CONDITIONS

- Legend**
- ← Main Road/ National Highway
 - Northern connector
 - ⋯ Railway Lines
 - Activity Centres
 - ~ Watercourses
 - Mangroves
 - Council Boundary
 - Parks and Reserves
 - Interchange-Northern Connector

- 800m distance around Activity Centre

Key Strategies

- 1 The Prosperous City
- 17 The Sustainable City
- 27 The Livable City

Employment Areas/ Economic Development

- Existing Industry and Urban Employment Zones
- Sites to be investigated for potential alternative and/or value add land uses
- Northern Connector interface
- Dry Creek Salt Fields
- Proposed Northern Adelaide Food Park
- Commercial / Bulky Goods opportunities
- Mixed Use / Bulky Goods / Entertainment Development opportunity

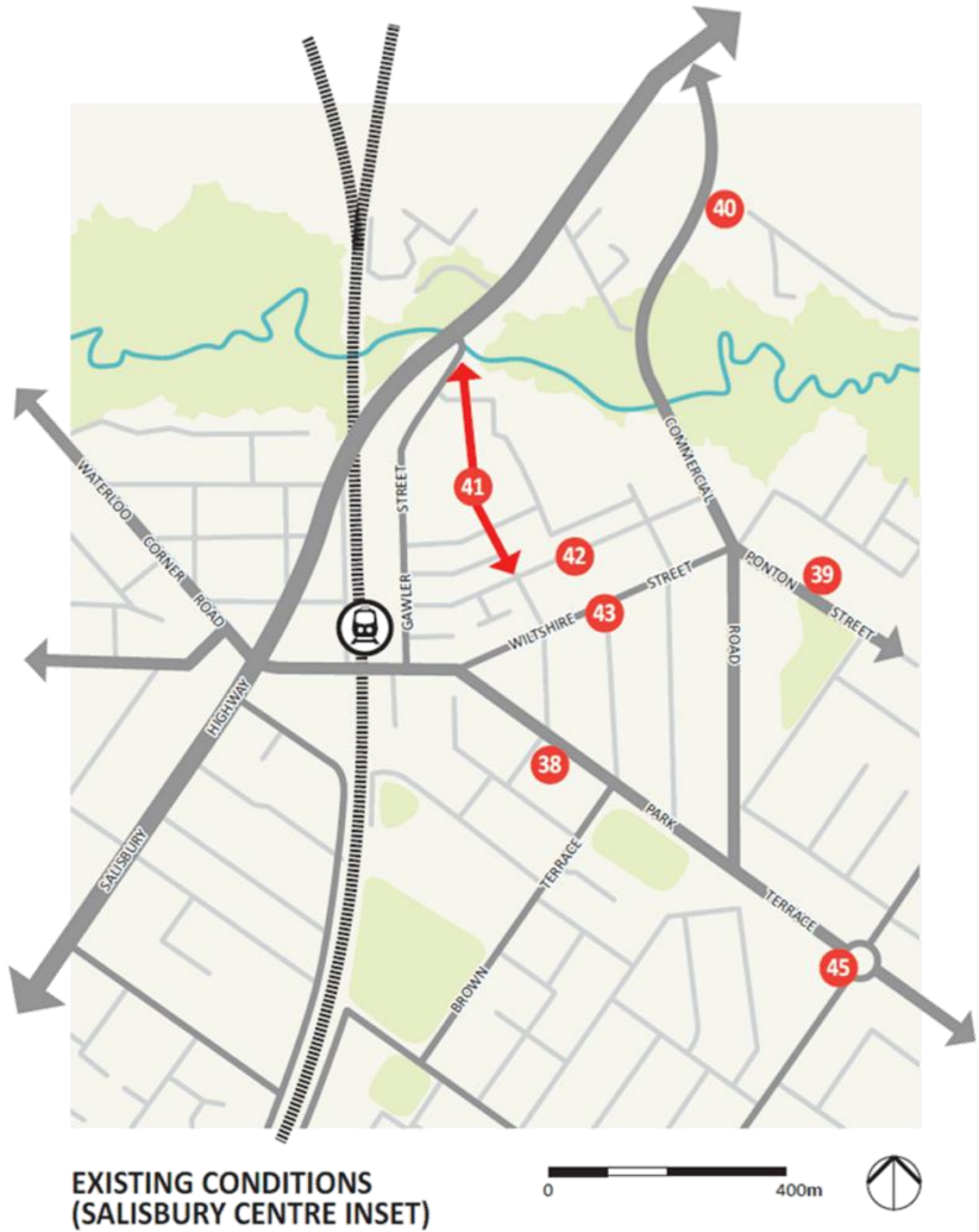
The Prosperous City					
Key Strategy / Action	Priority	Policy Direction / Lead Role	Council Responsibility	Timeframe / Status	
Ensure the provision of transport infrastructure and services that facilitate future growth areas (employment lands and residential areas) which can lever off the construction of the Northern Connector.		Federal and State budgetary initiative, CP2030, GAP, NEP, Lead Role: Council			
1 Undertake a strategic business case of Elder Smith Road extension to Port Wakefield Road and duplication that will inform future investment by the State and Federal Governments	High	Lead Role: DPTI	Lead	Commence early 2017	
2 Extension of Elder Smith Road to Port Wakefield Road (subject to strategic business case outcomes)	High	Lead Role: DPTI	Advocate and Potential funding partner to facilitate delivery	Within 3 years	
3 Duplication of Elder Smith Road (from Salisbury Highway to Main North Road)	Medium	Lead role: DPTI	Advocate / assist in reviewing business case	Within 5 years	
4 Review and upgrade HVML access to Pooraka Industrial precinct (Maxwell Road and Research Road)	Medium	Lead Role: Council / Key Stakeholder / Partner: DPTI, SARTA Freight Council	Lead	Within 5 years	
5 Advocate for the construction of a controlled intersection at the junction of Maxwell Road and Bridge Road as part of the Elder Smith					
6 Negotiate civil and property requirements for all local road closures as a result of the Northern Connector.	High	Lead Role: Council	Lead	Over the next 2 years	
7 Assess the impact to the local road network at Waterloo Corner and St Kilda as a result of the Northern Connector construction	High	Lead Role: DPTI	Partner with City of Playford	Over the next 2 years	
8 Review the role and function of Port Wakefield Road post Northern Connector construction to ascertain what transport and traffic investments are required to improve the economic opportunities of this corridor.	High	Lead Role: DPTI	Partner with DPTI and City of Playford	Investigation within 2 years Implementation:	
9 Upgrade Diment Road from Heaslip Road to Helps road to facilitate last mile freight access to the Direk industrial precinct.	High	Lead Role: Council	Lead	Over the next 3 years	

The Prosperous City					
Key Strategy / Action	Priority	Policy Direction / Lead Role	Council Responsibility	Timeframe / Status	
10	Medium	Lead Role: Renewal SA	Partnership funding with RSA and Playford Council	Between 3 to 5 years	
11	Medium	Lead Role: DPTI	Advocacy and collaboration in review	Between 3 to 5 years	
Improve freight access to key industry nodes by improving access including considering heavy vehicle mass limits (HVML) access to and within these industry areas.					
12	High	Supporting policy: ITLUP, CP2030, GAP, SARTA Lead Role: DPTI	Partner	Over the next 3 years	
Improve the provision and management of car parking at key centres					
13	High	Supporting policy: ITLUP, CP2030 Lead Role: Council	Lead	Ongoing	
14	High	Lead Role: Council	Lead	Ongoing	
Improve accessibility to key tourism destinations within the City					
15	Medium	Supporting policy: ITLUP, CP2030 Lead Role: Council	Lead	Between 4 to 7 years	
16	High	Lead Role: Council	Lead	Within 3 years	

The Sustainable City					
Key Strategy / Action	Priority	Policy Direction / Lead Role	Council Responsibility	Timeframe / Status	
Improving public transport					
17	High	Upgrade Park and Ride facilities at Parafield station in conjunction with the electrification of the Adelaide – Gawler Line. Supporting Policy: ITLUP, CP2030, GAP, 30PGA Lead Role: DPTI Partner: PAL	Advocate	Commence 2017	
18	High	Upgrade Salisbury City Centre transit station in conjunction with the electrification of the Adelaide – Gawler Line. Lead Role: DPTI	Advocate / Possible partner	Commence 2017	
19	High	Upgrade of the Mawson Lakes Interchange in conjunction with the electrification of the Adelaide – Gawler Line.. Lead Role: DPTI	Advocate / Possible partner	Commence 2017	
20	High	Improve public transport options between key employment and business centres in the Northern Region Lead Role: DPTI	Advocate	Commence 2017	
21	Medium	Review the Master Plan for the Elizabeth Regional Centre to assess development opportunities and transit station requirements Lead Role: Renewal SA / DPTI	Advocate / Partner with City of Playford	Between 3 to 5 years	
Plan and deliver the Cycling and walking facilities					
22	High	Plan and Deliver the Gawler greenway corridor along the Adelaide – Gawler rail line Supporting Policy: ITLUP, 30PGA Lead Role: DPTI	Advocate and Partner	Over the next 5 years	
23	High	Review and determine upgrades of pedestrian / cyclist facilities at major roads and rail crossings that facilitate safe movement from the greenway corridor to the surrounding networks Lead Role: Council	Partner with DPTI	Commence investigations 2017 with delivery of program (anticipated start 2019)	

The Liveable City						
Key Strategy / Action	Priority	Policy Direction / Lead Role	Council Responsibility	Timeframe / Status		
Improve the safety of our road network for all users						
24	High	Lead: Council Key Stakeholder: DPTI, Federal Government	Lead	Ongoing		
25		• Martins Road / Shepherdson Road intersection				
26		• Ryans Road / Martins Road intersection				
27		<i>Removed (under construction this year)</i>				
28		• Main North Road / Research Road*				
29		• Main North Road / Saints Road*				
30		• Main North Road / Frost Road.*				
31	Medium	Upgrade Martins Road (Hollywood Plaza to Port Wakefield Road)	Lead	Commence investigations in 3 years		
32	Medium	Upgrade Shepherdson Road between Salisbury Highway and Port Wakefield Road	Lead	Commence investigations in 3 years		
33	High	Implement the outcomes of the lighting audit and strategy to achieve a uniform standard of lighting throughout Council	Lead	Ongoing		
34	High	Review role and function including speed limits on Council collector roads	Lead	2017/2018		
35	Medium	Review justification for Pedestrian Crossings at key locations and implement	Lead	Annually		
Implement the direction of Council's Growth Action Plan						
36	High	Review the Dry Creek Salt field master plan to assess the connections to the network and linkages that will be required	Partner, Advocate	Within 3 years		
37	High	Progress the revitalisation of the Salisbury City Centre	Lead			
38	Medium	Implement the Park Terrace improvements (Commercial Road to Wiltshire Street) including the intersection at Wiltshire Street	Lead	5 to 10 years		
39	Medium	Improvements to Cross Keys Road / Fenden Road Saints Road link	Lead	5 to 10 years		
40	Medium	Commercial Road upgrade (Park Terrace to Salisbury Highway) including	Lead	5 to 10 years		

The Liveable City					
Key Strategy / Action	Priority	Policy Direction / Lead Role	Council Responsibility	Timeframe / Status	
controlled intersection at Park Terrace					
41 Church Street Extension through City Centre	High	Lead: Council	Lead	Within 5 years	
42 Pedestrian activation improvements on John Street	High	Lead: Council	Lead	Within 5 years	
43 Increase public transport access / capacity along Wiltshire Street	High	Lead: Council	Lead	Within 5 years	
44 Implement the outcomes of the Salisbury City Centre Car Parking Review.	Medium	Lead: Council	Lead	Commence first half 2018	
45 Develop gateway / landscape / urban design along Park Terrace from Main North Road to Salisbury City Centre	Medium	Lead: Council	Lead	Within 5 years	
Continue to advocate for increased public transport services for Salisbury Residents					
46 Increased efficiency in public transport provision and service frequency through the restructure of bus routes to service major activity centres and the rail service.(Bus stop improvement plan)	High	Significant Community Issue Lead role: Council	Lead	Ongoing	
Deliver the outcomes of an integrated walking and cycling network within the City of Salisbury					
47 Implement the City wide trails network (off road)	High	ITLUP, 30GPA, CP2030 Lead: Council	Lead	Ongoing	
48 Implement the Bicycle Action Plan (on-road)	High	Lead: Council	Lead	Ongoing	



Enabling Excellence						
Strategy / Action	Priority	Criteria / Lead Role	Council Responsibility	Timeframe / Status		
Implementing Smart Technologies						
49						
50						
Management of Transport network						
51	High	Lead: Council Legislative	Lead	Ongoing		
52						
53	High	Lead Role: Council	Lead	Ongoing		
54	High	Lead: Council	Lead	Within the next years		
Application of Best Practice Principles						
55	High	Lead: Council	Lead	Within the next 2 years		
56	High	Lead: Council Legislative	Lead	Ongoing		

Integrated Transport Plan

Technical and Background Papers

DRAFT

Introduction – Document Structure

The structure of this document reflects the City of Salisbury’s Strategic and Operational framework (see figure below) for the development of Strategic Action Plans and Implementation Plans that respond to the key directions of Council’s City Plan.

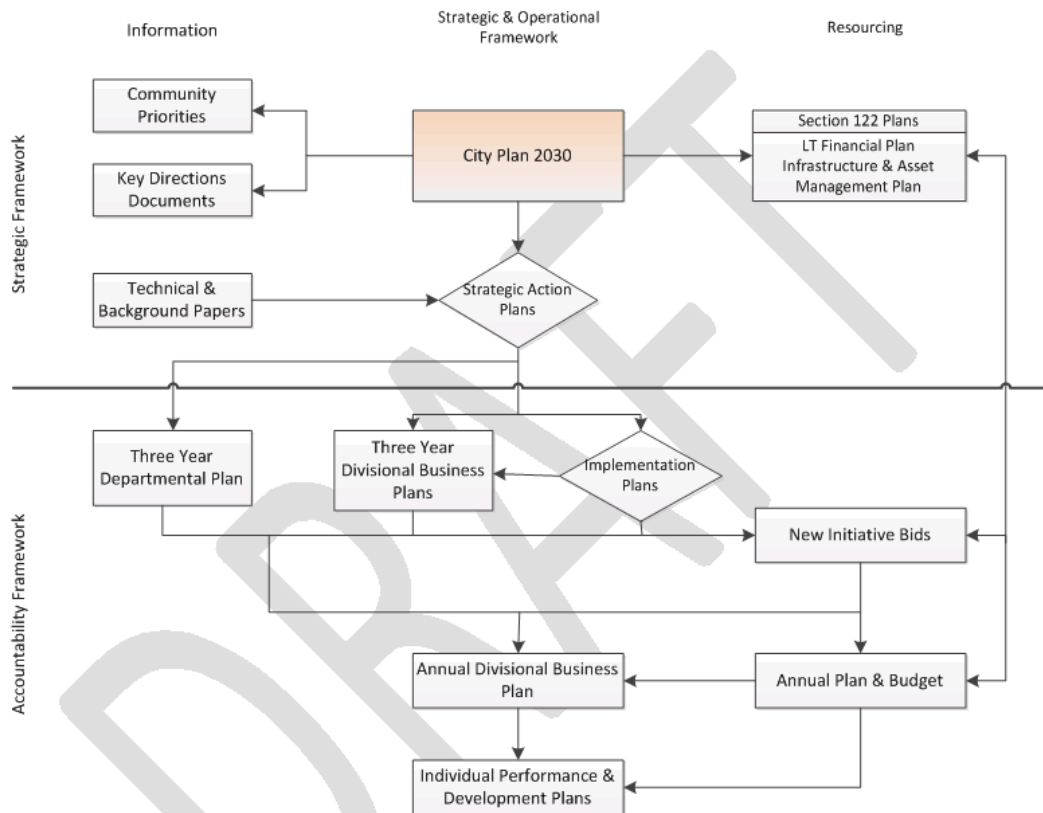


Figure 1: Strategic and Operational Framework

This document structure investigates the current policy context relating to transport, identifies current issues, analyses the key drivers of change and builds a policy and spatial framework to create Strategic Action and Implementation Plans that can be part of the overall documents or standalone.

The structure of this document together with a brief explanation of the various sections is outlined below..

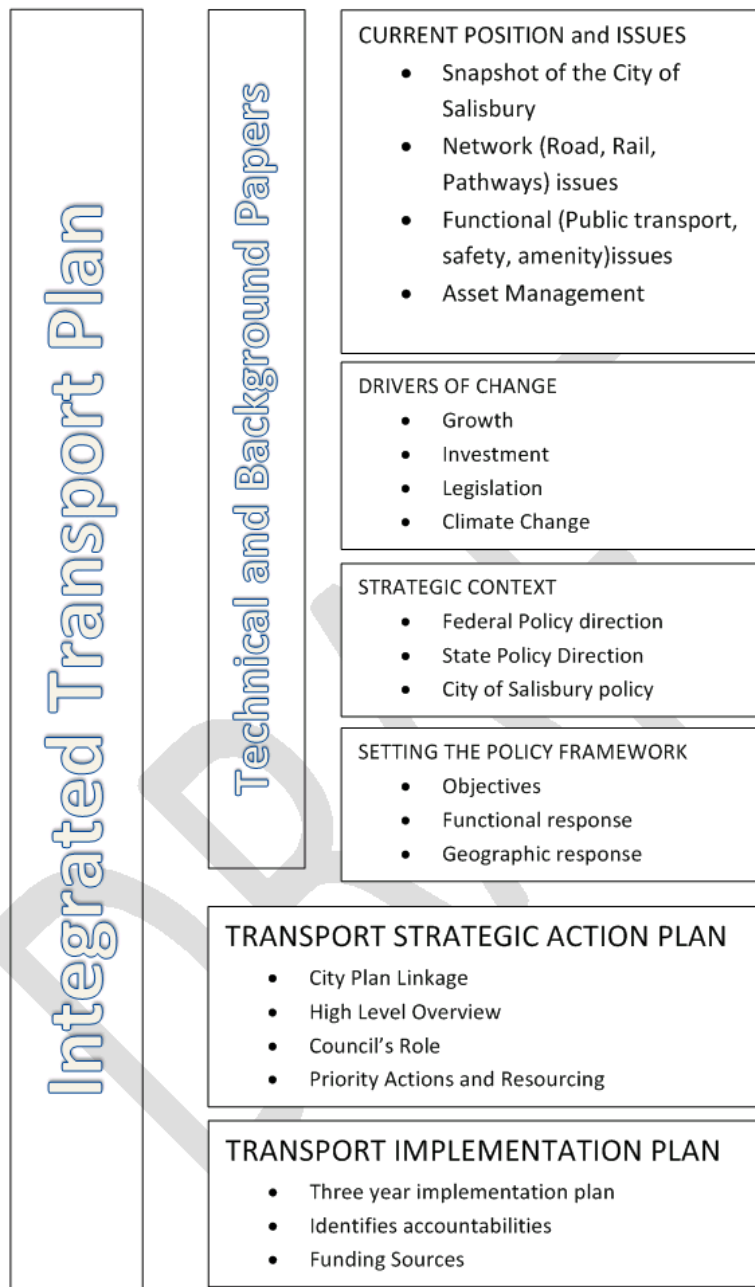


Figure 2: Transport Strategy Document Structure

Section 1: Technical and Background Papers

index for Section 1 here

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Introduction

The aim of this plan is to develop a transport policy and implementation framework for the future development and prosperity of the City. Transport and mobility are fundamental to the creation of a high standard of living and critically important to the social, environmental, cultural and economic success of every community. Together they provide opportunities for the movement of people and goods, to meet daily needs. In their most efficient and effective manner they are integral to urban growth and economic development. The aim is to provide a safe interconnected transport infrastructure for all transport modes (such as private car, freight, public transport, walking and cycling) that is designed to produce a balanced outcome resulting in improving the community's accessibility to jobs, services, recreation and other daily activities.

Within the next decade the City's population will grow significantly, exacerbating existing issues including climate change, traffic congestion, pollution and public health. Accordingly the future quality of life of our residents will depend on how we manage and deliver safe, reliable and accessible transport networks.

Responding to these concerns and ensuring our City will continue as the vibrant living City, has resulted in the development of this Strategic Transport Action Plan.

The Plan is intended to deliver key strategic actions and detail implementation plans that will;

- Develop and Sustain economic growth in an efficient and effective manner;
- Be environmentally responsible and sustainable;
- Provide equitable access and mobility for all;
- Support liveability, connectivity and quality of life.
- Provide the flexibility to respond to ever developing changes and builds Community resilience.
- Recognise the immense value of "Partnerships" with all levels of government and the community in the delivery of the plan.
- Provide Council with the opportunity to demonstrate its leadership through its cultural and organisational practices.

Current Position and Issues

The City of Salisbury – a snap shot

Located approximately 20km north of Adelaide, the City of Salisbury occupies an area of approximately 60 square km. comprised of (31) suburbs extending from the shores of Gulf St Vincent to the Para Escarpment and the foothills of the Mt Lofty Ranges.

The City has a growing population with opportunities for dwelling growth through new development sites and infill. Projections suggest that the City may see an increase of approximately 6,700 dwellings over the next 20 years with a potential additional 10,000 dwellings over the next 5 to 20 years, subject to the development of the Dry Creek salt Pans.

It has a higher than average population of young people and has an increased forecast growth of an ageing population. The community is diverse and multicultural which enriches the City.

The economy is the fourth largest in South Australia and provides ongoing opportunities for local employment and business attraction. Employment opportunities are available in a range of areas including production line, retail, information technology and defence sciences. In addition to employment of semi-skilled workers, the area provides opportunities in the industries of the future. These exist through the development of Technology Park, Mawson Lakes, and the new Edinburgh Park industrial development in which a cluster of high tech defence companies are being established.

The City also has relatively high levels of open space relative to population, which provides opportunities for the enjoyment of active lifestyles, recreation and relaxation.

The People

- 137,310 population in 2016
- 34% are under the age of 25, 23% are over the age of 55.
- 35 years old - median age
- 52,603 households in 2011
- Over 140 different countries of birth and 41 major languages spoken
- 8,199 migrants settled in Salisbury between 1/10/2008 and 31/9/2013 (combining family, humanitarian & skilled migrants)
- An increasing growth in vehicle ownership (Analysis of car ownership in 2011, indicated 50% of households in the City of Salisbury had access to two or more motor vehicles, compared to 49% in Greater Adelaide –(Profile ID)

The City

- 15,806 hectares (158 Km²) of land with 8.5 persons per hectare
- Gross Regional Product in 2014, \$5.46 Billion
- 50,096 Local jobs in 2014
- 6,485 Local Businesses in 2013
- 62.2% Labour force participation
- 1 Major District Centre (Salisbury)
- 3 District Centres (Mawson Lakes, Ingle Farm and (Hollywood Plaza) Salisbury Downs)
- 2 Transit Oriented Developments
- 1,600 hectares of open space

Transport within the City of Salisbury

The Road Network

Within the City there are 900 km of roads with the majority being a responsibility of Council. The hierarchical split and responsibility is shown in the table and figure below.

	Responsibility	Length of road
Arterial Roads	State Government	83km
Major and Minor Collector roads	City of Salisbury	172km
Local roads	City of Salisbury	629km



Figure 3 Road responsibilities within the City of Salisbury

The City of Salisbury is characterised by a divisive rail corridor which provides both passenger and freight services. This traverses the City in a generally north –south direction of travel and as a consequence this brings particular focus to permeability of the corridor for all other modes of travel. There are also issues of permeability along the major road corridors, like Main North Road. This presents significant difficulties and safety issues to pedestrians and cyclists particularly in gaining access to public transport.

While there are a number of east west connections these all have their compromises. Many of the major roads are experiencing congestion due to increased traffic flows and as a consequence level of service is poor. The importance of these is further strengthened by journey to work data which suggests that a greater number of our residents travel to Port Adelaide Enfield, rather than Adelaide, for their employment. These conditions will be further compromised into the future by the impacts of population growth, economic growth and freight demands, urban development and climate change.

The Arterial Road Network – current position

There are severance and permeability issues associated with the passenger / freight rail lines and major road corridors. These are:

- Elder Smith Road is the only grade separated road at the rail line. This was part of the now abandoned North East Ring Route (Walkleys – Montague – Maxwell). It has only one lane in each direction and currently at capacity within peak periods (28,000vpd). Also no freight is permitted on this route and it effectively terminates at Salisbury Highway. This needs to be a prime priority if its functionality is to continue.
- Kings Road (15-28,000vpd) is an appropriate east west link but not grade separated at the rail line producing significant delays and still unresolved in terms of its strategic connection to Port Wakefield Road and through to the Northern Connector. If this is to occur then significant upgrade west of Salisbury Highway will be required.
- Park Terrace (15-19,000vpd) is heavily compromised by the rail crossing and delays to through traffic as a result. Again this is a logical east west route but public transport and heavy vehicles are not permitted across the rail line. There are also capacity issues mid-block between Ann Street and Wiltshire Street.
- Commercial Road (12,000vpd) between Park Terrace and Salisbury Highway is heavily underutilized and of a very poor standard for an arterial road.
- Bridge Road (24-34,000vpd), is an ideal alternative to Main North Road and has possibly experienced growth due to the congested conditions along Main North Road. It has been identified for higher frequency public transport.
- There needs to be a greater focus on pedestrian protection facilities along major road corridors like Main North Road, Bridge Road, Salisbury Highway etc.

The Arterial Road Network – future issues

Increased levels of traffic congestion on many of our arterial roads potentially compromising future development.

- Main North Road (50-60,000vpd) is carrying very high volumes to the degree that service is much compromised during peak periods. This also produces incumbent capacity issues at other major junctions with the east west links including, The Grove Way, Park Terrace, Kings Road, Elder Smith Road and Montague Road. This is also having its impact on the ability to develop sites along Main North Road.
- Elder Smith Road (28,000vpd) if it continues its present growth pattern will be saturated within a few short years. Within only (8) years the average daily traffic on this road has gone from 8,700 (2006) to in excess of 28,000 (2014).
- Salisbury Highway (40,000vpd) is also carrying very high traffic volumes and particularly during peak periods service is compromised. In a similar way to Main North Road this also significantly impacts the east west links.
- Port Wakefield Road (55-70,000vpd) was upgraded some years ago as part of the Northern Expressway (NEXY) project. With a projected “life” to 2016 it is to be ultimately replaced by the “Northern Connector” project.
- Commercial Road: (12,000vpd) is a strategically direct route to Edinburgh Park (via Purling Avenue) and a potential alternative frontage to the Salisbury CBD. However the section between Park Terrace and Salisbury highway (State Government road) previously very much underutilized, has shown significant growth since the upgrade of the northern end of Commercial Road (the section north of Salisbury

Highway was recently duplicated to (2) lanes in each direction). This road has a potential to provide an alternate “frontage” to the Salisbury City Centre.

The Local Road Network – current position

The arterial network impacts the performance of the local road network. Future investment in the upgrade of the local network will be dependent upon improvements to the arterial network and growth or intensification of urban areas as identified policy from State Government and Council. The following is a summary of some of Council’s key collector and distributor roads that link these urban areas to the arterial network.

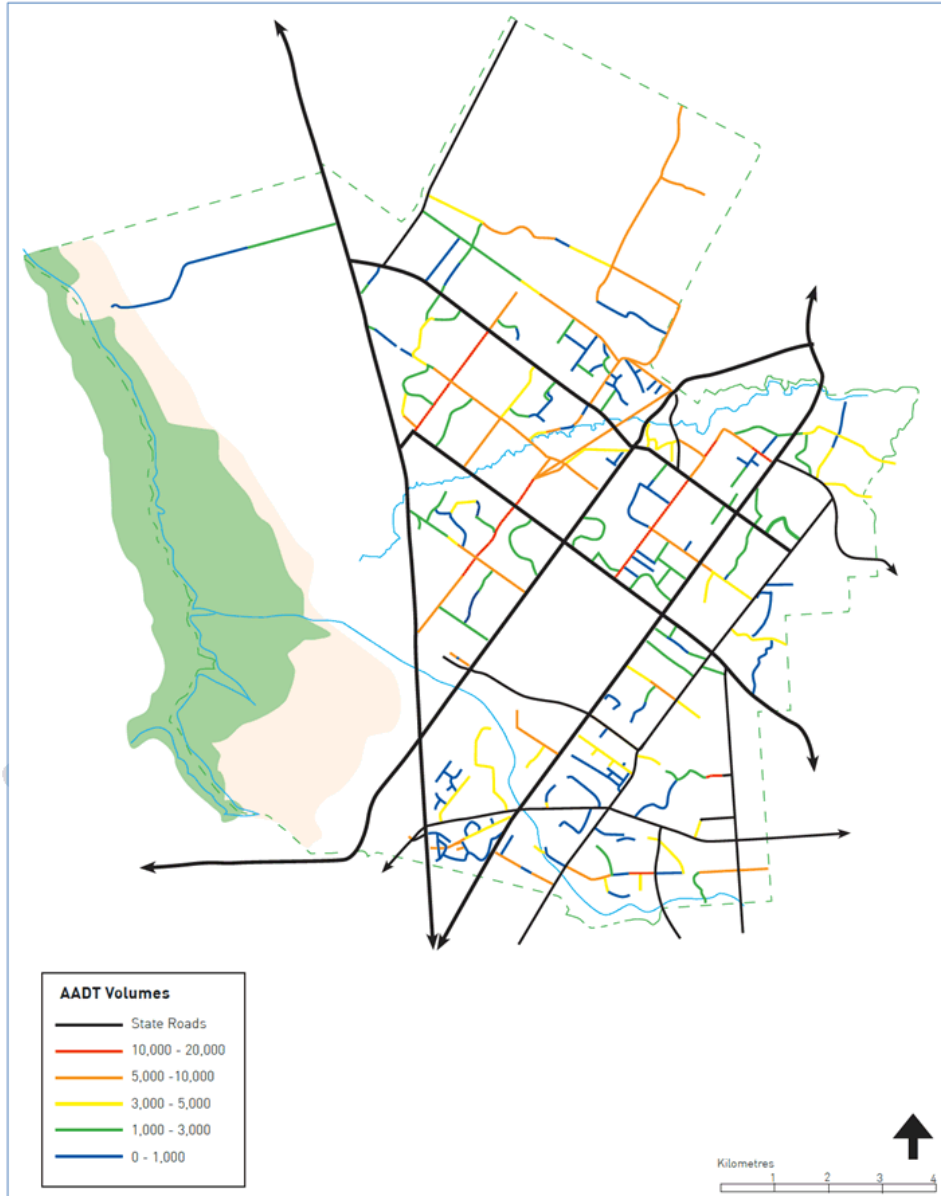


Figure 4 Daily traffic volumes on Council’s road network.

- Martins Road (15,000vpd) - Services a large residential area and is continuing to experience growth as this expands further. This will need to be monitored and the corridor protected for future growth.
- Maxwell Road (10,000vpd) - With Bridge Road and Elder Smith Drive, has become a default part of the now abandoned North East Ring Route. This corridor needs to be protected due to its link between Bridge Road and Elder Smith Road which will ultimately extend to Port Wakefield Road.

- Bolivar Road (19,000vpd) - Has the potential to become a “default” to Port Wakefield Road. It serves the large surrounding residential precincts. Currently growth has been deliberately limited with the current construction upgrade of a single lane in each direction. Because it serves a predominantly residential base it would be undesirable to attract the heavy vehicles from the adjacent Edinburgh Park at its northern end. To limit this, the network was altered with the closure of Bolivar Road at the northern end so that it does not form a direct link into Edinburgh Park.
- Nelson Road (14,500vpd) - Provides a natural default alternative to Bridge road for most of its length. This road like Commercial road has a split in responsibility with the section south of Montague Road being a State road. The road continues to experience growth despite a strongly undulating section between Murrell Road and Miller Road which is not conducive to primary safety.
- Shepherdson Road (7,500 vpd Salisbury Hwy to Martins Road) - This is a major link between Salisbury Highway and Port Wakefield Road and provides an important service to a number of schools in the section between Martins Road and Salisbury Highway. During these peak periods heavy congestion, associated with the school travel, is experienced.
- Cross Keys Road (11,000vpd) - This, in conjunction with Saints Road and Fenden Road, provides an important north-south link through Salisbury on the eastern side of the Salisbury City Centre. The southern end, between Kings Rd and Frost Road, serves the industrial/commercial precinct of Salisbury South

The Local Road network – future issues

With the exception of Shepherdson Road all of the above roads carry traffic volumes in excess of 10,000 vehicles per day and they continue to experience growth. It is imperative that the development plans relative to these roads be reviewed to ensure their corridors will be able to accommodate future upgrade and that future intervention is timely.

The Cycling / Walkway network

The City of Salisbury has approximately 1,000 kilometres of dedicated cycle ways and walkways (874 kilometres of footpaths and 173 kilometres of park paths). The City of Salisbury has the advantage of creek corridors that provide numerous off-road trails for walking and cycling. These provide enjoyable recreational routes for many residents, however the winding alignment and varying surface quality are not conducive as alternative transport routes from between locations.

Current planning and design is underway to upgrade and connect these trails which will create an iconic continuous off-road spine that covers a wide section of the City of Salisbury. This spine has the potential to work together with on-road routes to create a fine-grain network for recreation as well as transport.

The existing on-road cycling network is made up of on-road bicycle lanes (arterial and connector roads) and residential streets with mixed traffic. There are a number of major arterial roads and rail lines that cross through the City that are often difficult or intimidating to cross and significantly reduce permeability in an east-west direction.

The cycling and walking network is not always continuous, can be intimidating to cautious cyclists and often terminates at road intersections without safe crossing points. Newer developments such as Edinburgh Parks has included high quality cyclist infrastructure as an integral part of the road network, and demonstrates that good design principles are in action. The city has multiple bus routes as well as a rail line, and major public transport interchanges. This provides an excellent basis for dual-mode transport (walk/train or bus; or cycle/train or bus).

The existing cycling network is a combination of the City of Salisbury Bicycle Network Plan and the Department of Planning, Transport and Infrastructure BikeDirect Network, which are described below, and illustrated.

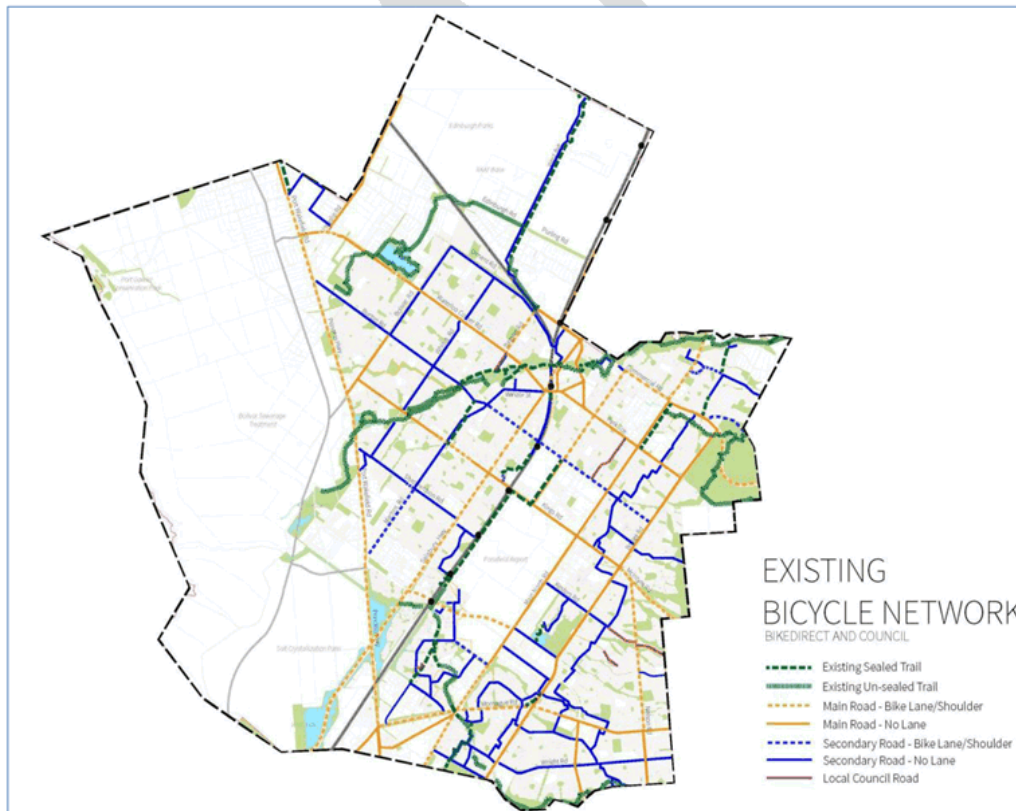


Figure 5: Existing Bicycle network within the City of Salisbury Council is in the process of designing and constructing the 'Green Trails Project' along the Little Para River and Dry Creek. This project aims to connect the trails and form a recreational loop around the municipality. Works include underpasses at Salisbury Highway, Port Wakefield Road and Commercial Road. In addition, these trails

will connect to the future Gawler Greenway (DPTI), providing an extensive off-road cycling and walking network.

City Parking

Throughout the City of Salisbury there is a mix of Council owned and private car parks that service commercial and recreational destinations. The City of Salisbury manages some 155 car parks. Within the major centres of Salisbury and Mawson Lakes, the provision and management of parking has been an issue for businesses and patrons. The expectation of businesses in these areas is that the provision of parking and the need to manage its turnover is paramount to the operation and viability of these centres.

Within the Salisbury City Centre surveys have indicated parking numbers to be sufficient. However due to a number of issues there are insufficient “prime” car parks and a perceived lack of a secure alternative for employees and commuters.

At Mawson Lakes there are a number of issues including:

- The competition for parking spaces with business needs created by the nature of the mixed use development.
- Over utilisation of the park and ride facility by local residents.
- The lack of a secure long term car park facility.
- The potential role of UniSA as a parking provider.
- The strategic role and placement of park n ride facilities (integrating with public transport facilities).
- Exploration of the role of public transport and its interaction with parking needs and other modes of travel.

It is apparent that the most critical areas where this needs to be addressed is within the Salisbury City Centre and at Mawson Lakes. At both locations but particularly at Salisbury there is a need to differentiate and provide for the long term parking associated with commuters and employees.

There needs to be a recognition of the value and purpose of parking and the role this plays in sustaining a vibrant centre and to implement the appropriate measures to deliver this. Parking management can vary from areas of low activity to areas where safety and high activity demand an effective management regime. These need to be developed further.

There is a need to develop and implement of policy around the value and provision of parking, relative to specific uses, and to determine selection of prospective sites for long term car parking which is safe secure and within reasonable distance of needs. This should also include a review of the needs for sporting clubs, particularly within Council reserves, and the manner in which parking provision is addressed.

Good quality public transport with walking and cycling provision can reduce the need for car park spaces but clearly the proper management of the parking asset is a key factor in maximising social environmental and economic benefits for all.

Public Transport

Public transport faces an increasingly intense conflict between patronage goals and coverage goals. Broadly speaking, patronage goals seek to maximize patronage of all types, while coverage goals lead to the provision of service. The City is currently traversed in a north-south direction by the National freight line located within the same corridor as the commuter rail lines servicing the Adelaide to Gawler route. This line is complemented by a very comprehensive range of bus routes which link to major interchanges at the Mawson Lakes and Salisbury City Centre sites.



Figure 6: Indicative coverage of bus and rail services within the City of Salisbury. Based on current data (Profile Id) the level of utilisation of public transport by Salisbury residents travelling to and from work from and within the City could be much improved. Of the Salisbury residents employed 4% travel to and from work by bus and 3% by train.

Potential Public Transport Indicators that contribute to poor take up include:

- Service frequency and (relative) travel times.
- Connectivity to major centres
- Density of urban structure
- Role of buses in complementing rail modes
- Pedestrian access to stops and stations.
- Activity nodes – 800m diameter for rail stations, 500m to nearest bus route.

Based on the mapping of services to the criteria of proximity to bus and rail services, the City appears to be well served. The areas of exception are the lack of services to the St Kilda area and Edinburgh Parks. Improvements to the network were proposed through the State's Integrated Transport and Land Use Plan and implemented via the Passenger Transport Board and these are reviewed and changed on a relatively frequent basis.

Improvements to the public rail network (Adelaide to Gawler line), were commenced a few years ago with upgrades to certain interchanges and the re-sleeping of the line. Federal funding of this project was cut and the electrification of the line and upgrades to other interchanges stopped. The completion of this work remains a priority of the State Government and subject to future funding from the Federal Government. When this upgrade will be complete and new electric rail stock purchased and operating, the frequency of services along this line is intended to increase. The aim of this is to improve the level of service and its uptake.

Improvements to lateral bus services and/or park and ride facilities will need to be considered and the accessibility to these facilities by the road and path network.

The future consequence of increased public rail services along this line will increase the congestion of road traffic moving east west across the City along its major east-west links, increasing the demand on improving these roads by grade separation.

Freight

Transportation and its function of mobility is one of the most fundamental and important characteristics of economic activity. It satisfies the basic need of movement shared by passengers, freight and information leading to better development opportunities. Transportation in alliance with Logistics is an industry that offers services to its customers, employs people and disburses wages, invests capital, and generates income underlining their economic importance.

Within the last (20) years or so there has been an enormous change in the way that freight is delivered or distributed across the City. In the past there was a greater reliance on rail freight combined with smaller vehicles for local distribution. While the latter still occurs road freight now has much a wider National perspective with travel patterns traversing many jurisdictions. The pursuit of more efficient and economic effectiveness has driven a demand for utilization of B-Double and road train transport from “the farm to the shop”. These serve the many industrial and commercial precincts within the City along with the daily demands created by the major supermarket and commercial outlets. Productivity and competitiveness, which are vital to meet the challenges of the future, are inhibited by constraints to freight. These constraints include a lack of planning for freight activities, a lack of clarity about the capacity for growth, and poor connectivity across infrastructure networks, all of which lead to congestion, low reliability and unexploited opportunities for investment.

Within the City we currently have approximately 105 km of roads utilized for B-Double travel and 22km utilized by Road Trains. All other roads are subject to use by smaller vehicles at any time. In addition to the above the City is traversed by the National rail freight line predominantly located within the same corridor as the commuter rail lines servicing the Adelaide to Gawler route.

The respective freight modes within the City are as follows:

Road

Salisbury is home to a number of major freight precincts including Pooraka, Dry Creek, Parafield, Salisbury South and Edinburgh Parks servicing the needs of major manufacturing and distribution centres.

These are well serviced by the existing networks however the level of service can be greatly improved through infrastructure improvements such as the Northern Connector.

Rail

Adjoining the City of Salisbury is the Dry Creek to Port Adelaide railway linking Salisbury to the major interstate routes. In addition there is the Adelaide to Perth freight rail which passes through the centre of Salisbury on the same alignment as the Adelaide to Gawler commuter route. Rail servicing facilities also exist at Cavan.

Air

While air is currently a moderate contributor to the transport mode within Salisbury there is certainly a potential for growth via the facilities currently available which include the airfields at Parafield, Edinburgh and strong links to the Adelaide airport.

Intermodal facilities and Logistics

Transportation is the movement of materials and products while logistics involves the movement and transport of materials and products, as well as their storage and packaging. Within Salisbury there is a significant logistics industry built around the large number of manufacturers, suppliers and distribution centres. Supporting the freight requirements for the City, are Inter modal facilities located to the south at the Regency Park facility and to the north within Penfield at the recently upgraded SCT facility. These play a vital role in linking the road and rail freight modes particularly.

Issues

- The application to existing and future provision of Higher Mass Limits (HML) routes
- Increasing demands for “farm to store” deliveries.
- Correlation between land use and transport needs are extremely important to avoid compromises in road safety, damage to infrastructure, and connectivity issues
- The need for greater industry consultation in future infrastructure and land use planning decisions adjoining the Northern Connector

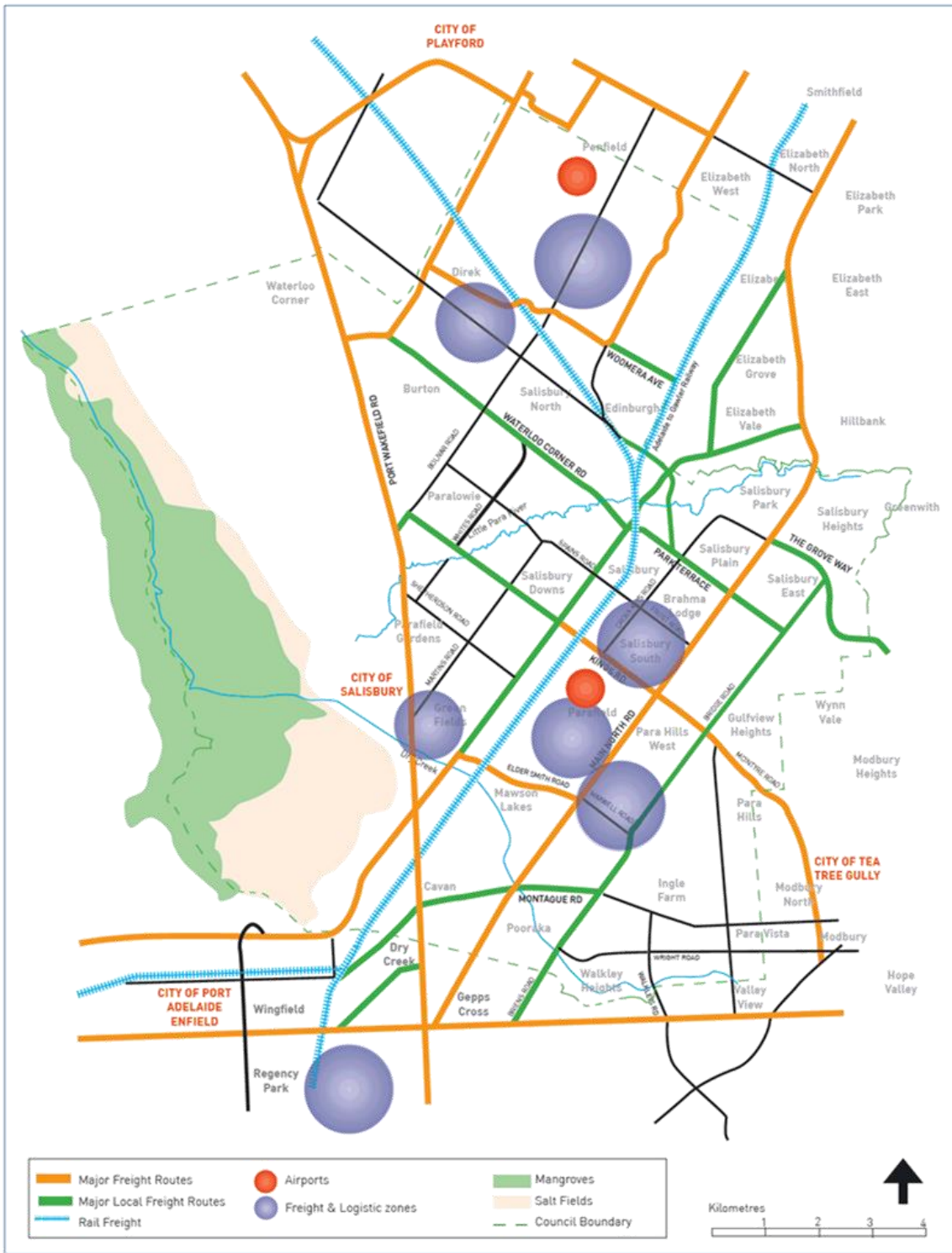


Figure 7: Key Freight corridors and economic centres within and adjacent to the City of Salisbury

Road Safety

On average, four people are killed and 90 are seriously injured every day on Australia's roads. Almost everyone has, at some stage, been affected by a road crash. Road safety is important, so that all drivers use roads safely and cautiously to help keep themselves, passengers, motorists and pedestrians safe. Traffic accidents can, in many instances, needlessly lead to significant social and economic consequences including death or injury. The application of Road safety measures are the means by which these can be greatly reduced. Traditionally this has been monitored and addressed via an annual review of data. Funds to address sites with a poor safety record are then sought within a collaborative process of shared funding with State and Federal authorities. This program is best known as the Black spot program and this process has been applied to Council roads over a long period of time.

The other program which has been applied to the City over many years has been the Local Area Traffic Management Program (LATM) and this has resulted in the many traffic control devices implemented across the City. Currently we have 157 roundabouts, 144 speed humps and another 54 other devices which all contribute to achieving road safety and suburban amenity.

Based on data received from DPTI for the period from 2009-13 inclusive, the worst accident intersections within the City are as follows:

DPTI intersections with highest collision rate

Location		Severity				Total (5yrs)
		Fatal	Serious Injury	Minor Injury	Property Damage	
1.	MN Road/ McIntyre	0	1	39	112	152
2.	MN Rd/ Montague	0	0	33	99	132
3.	Sal Hwy / Kings	0	1	39	81	121
4.	Sal Hwy/ Elder Smith	0	1	26	90	117
5.	Montague/ Bridge	0	2	21	75	98
6.	Bolivar /Pt Wakefield	2	1	20	73	96
7.	Salisbury/ Park	0	2	26	63	91
8.	Churchill Rd Nth. /Pt Wakefield	1	3	18	65	87
9.	Main Nth/ Smith	0	0	26	54	80
10.	Waterloo Cnr /Pt Wakefield	0	0	30	46	76
Total		3	11	278	758	1050

DPTI / Council intersections with highest collision rate

Location		Severity				Total (5yrs)
		Fatal	Serious Injury	Minor Injury	Property Damage	
1.	MN Road/ Saints	0	0	25	82	107
2.	MN Rd/ Maxwell	0	1	29	63	93
3.	MN Road/ Frost	0	1	13	53	67
4.	Kings / Martins	0	0	12	52	64
5.	MN Road/ Research	0	2	9	38	49
6.	Bridge/ Maxwell	0	0	17	28	45
7.	Waterloo Cr/ Bagster	0	0	11	32	43
8.	Montague/Henderson	0	0	15	24	39
9.	Park Tce/ CrossKeys	0	1	7	29	37
10.	Waterloo Cr/Bolivar	0	0	6	30	36
Total		0	5	144	431	580

Council intersections with highest collision rate

Location		Severity				Total (5yrs)
		Fatal	Serious Injury	Minor Injury	Property Damage	
1.	Martins/Shepherdson	0	0	7	22	29
2.	Commercial/Purling	0	0	9	11	20
3.	Ryans /Martins	0	0	7	11	18
4.	Wright/RM Williams	0	1	8	9	18
5.	Martins/Burton	1	1	3	8	13
6.	Bolivar /Burton	0	0	2	8	10
7.	Frost/ Cross Keys	0	0	3	6	9
8.	Edinburgh/ Sturton	0	1	6	2	9
9.	Edinburgh/ West	0	0	2	7	9
10.	Burton/ Whites	0	0	5	4	9
Total		1	3	52	88	144

Based on the above it is clear that of all the collisions that occur at intersections within the City:

- 59% occur on State Government Roads.
- 33% occur on roads with joint State /Local responsibility.
- 8% only occur on Council roads.

This would suggest that an appropriate strategy for Council is to pursue those Council intersections where they interface with State roads. Complementary to this would be the lobby for improvements on the solely maintained State Roads. An analysis of road collisions resulting in injury or fatalities for the Salisbury(2009-2013) in the context of Metropolitan Adelaide that:

- The City of Salisbury is ranked equal second with Playford (16% of all fatal crashes).
- The City of Salisbury is ranked 4th (8% of all serious injury crashes).

Road Safety is a complex issue covering education, legislation enforcement and infrastructure. Accordingly initiatives can reside in a number of areas. Within the City and based on the above data there is an opportunity to address road safety through a number of avenues. These include a continued focus on infrastructure and support/participation within programs of an awareness raising and behavioural change nature.

Issues

- Continuation of funding for State and Federal Black Spot programs and the provision of resources required to provide ongoing monitoring and implementation of projects.
- A focus on those interface (Council / State) intersections, rather than simply Council roads, as a way of achieving greater overall benefit.
- Pedestrians and cyclists are our most vulnerable road users. In this regard we need to influence the provision of pedestrian protection facilities along major road corridors as a proactive road safety measure and an adjunct to public transport.
- Support for the existing Community Road Safety Group.
- The integration of Road Safety measures within Neighbourhood Amenity and the "Streets for People" process.
- Obvious need to ensure that the community focus on road safety is established as a more prominent feature.



Figure 8: Pictorial representation of collision statistics in the City of Salisbury (2009 – 2013)

Neighbourhood Amenity – Local Area Traffic Management

Under the LATM process many of the City's (31) suburbs were treated progressively either as part of planning initiatives such as neighbourhood planning, in line with development occurring such as the Salisbury North Renewal, or simply as poorly performing suburbs. The last area to be treated under this process was Parafield Gardens which was a project spanning approximately (10) years from inception.

Streets for People is seen as a major tool in facilitating neighbourhood amenity. This approach that takes the focus away from simply being on the motor vehicle and promotes the other sustainable modes by creating pedestrian and cycle friendly environments. These in turn will make our communities more liveable, vibrant and healthy. This approach can be applied not only within existing precincts but also to new developments where the focus on higher density and mixed use creates the opportunity for developments that are walkable and better connected. In determining potential projects and the setting of priorities consideration should include:

- Major activity centres (Salisbury City Centre, Ingle Farm etc.)
- Areas that have a strong public transport focus and support (Salisbury City Centre, Mawson Lakes etc.).
- Areas that are being redeveloped or the subject of urban infill (major transit corridors, Ingle Farm etc).
- Roads exhibiting a poor road safety record within precincts.
- Precincts which due to mixed land use are producing inappropriate outcomes. i.e. there is a need for mitigation of competing activities.
- Expected outcomes include:
 - accessibility for a range of users;
 - the street as a destination for social and economic activity, and as a conduit providing accessibility elsewhere;
 - promotion of 'greener' modes - considering not only immediate emissions but also longer term environmental consequences;
- Minimisation of the environmental impacts (including accident risk and loss of amenity) due to motor traffic.

Salisbury City Centre

As part of the City Centre revitalisation Council has, in consultation with the Community and key stakeholders, developed a structure plan which has as major features the following:

- Improved pedestrian movement in and around the City Centre
- Changes to the road network for improved traffic movement
- Consolidation of bus movements and linkages to an upgraded transport interchange
- Development of a parking strategy that will enhance the vitality and viability of the City Centre.
- Opportunity to establish residential and mixed use developments that increase resident population of the Centre.
- Issues/ comment
- Acceptance of the necessity to adopt a more balanced holistic approach that caters for all modes rather than simply the car.
- Reliance on development and renewal to provide the opportunities throughout the City.
- Funding resources required to implement changes.
- DDA requirements and legislation to pursue accessible precincts.
- Integration with "Cycling and Walking", Road Safety and Public Transport elements of this plan.

The Transport Asset Management Plan

A significant proportion of the City's infrastructure assets have been in existence for many years. These assets have originated from a combination of Council, State and Federally funded construction programs and development approvals. Managing services from ageing infrastructure is a challenge for many Councils and the asset management plan focuses on the needs, challenges and risks attributed to Transport assets at the City of Salisbury. These include the following:

- 802 km of Roads.
- 30,450 Traffic Devices
- 1,751 km of Kerb and Channelling
- 222 Footbridges and Boardwalks
- 34 Major Culverts
- 301 Bus Shelters
- 874 km of Footpaths
- 173 km of Park Paths
- 155 Car Parks

These infrastructure assets have a replacement value of \$765.75M as reported in Councils audited Financial Statements as at 30th June 2014. The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is \$215.1M or \$21.5M on average per year.

The Transport Plan and the Transport Asset Management Plan will inform future investment for the renewal / replacement or upgrade of transport infrastructure throughout the City.

Within the report there is also a "Transport Risk Management Plan". This identifies those areas of potential risk levels as they relate to certain items of infrastructure and the proposed actions in forthcoming years.

Currently these have been identified as follows:

Item	Issue	Solution
Land Use changes	Increase in heavy vehicle traffic on roads not structurally suitable	Can be dealt with as part of the strategic and development assessment process
Bus routes and Bus Stop infrastructure including DDA compliance	Changes in bus routes can impact on resources for the relocation of facilities and the road pavement	Continued liaison and communication with Passenger Transport Division to ensure changes are addressed.
Roads Diment Road St Kilda Road Maxwell Road Martins Road	These have been identified as significant within the road network and requiring some form of upgrade.	Many of these have been already been discussed for their strategic significance in the previous part of this report
Interface between DPTI / Council roads	Competing priority differences may postpone desirable improvements	Has been picked up within the Road Safety and Actions section of this report
Little Para and Dry Creek underpasses	Part of the Walking and Cycling trails currently being established	This particular issue is currently being pursued in liaison with DPTI
Pauls Drive road bridge	Identified as inadequate during local flooding events	Operational in nature and identified with a low priority.
Street and reserve lighting	Areas of poor lighting have the propensity for unsafe environments	Areas need to be identified as part of operations and addressed. Identified as a medium priority.
City Centre	General Upgrades to existing infrastructure	Will be addressed by the City Centre Renewal process.

Potential Issues of Asset Management Planning

- Maintaining a planning system that ensures integrated transport and land use. It should also ensure that developments do not compromise effective public transport opportunities. Precincts like Para Hills West are experiencing growth in industrial properties but with an infrastructure that is old and not supportive of current heavy transport modes. This is also occurring within a residential mix. A similar situation occurs with the South Salisbury precinct and the adequacy of Cross Keys Road. Other precincts like Cavan have limitations of access issues and old infrastructure that does not support safe access for heavy vehicles. Consequently there is a need to provide appropriate infrastructure to meet the demands of future growth areas such as identified within the Growth Action Plan or renewal as in the Salisbury City Centre.
- The road network is resilient to future weather and extreme event impacts due to a changing climate. With the majority of roads within the City being a Council responsibility it is imperative that all roads are part of an asset preservation process and that technological changes which improve the operating performance of the road surface be absorbed into our regimes. It is also imperative that an operational strategy be developed to examine issues that may arise due to climate change and the manner in which these may be addressed. This needs to be addressed within the Asset Management Plan.
- The necessity to ensure roads are well maintained and that those with strategic significance have their corridors protected due to a number of factors including growth, changing technology and the manner in which road space will be utilized due to the advancement of sustainable transport modes.

DRAFT

Drivers of Change

The demands of our environment are such that we cannot afford to be complacent about the manner in which we conduct our daily lives. This brings a constant evolution to everything we do. The transportation medium is an integral part of this demanding that a proactive approach is needed if we are to embrace our future needs. Change is and will continue to be a major catalyst. Within the “Moving Australia 2030” report it has been stated that:

- By 2030 we will have an extra 5 million people living in Australia
- Transport and Logistics currently cost 9% of Australia’s GDP.
- Outer metropolitan households spend up to 27.5% of their income on a second car.
- By 2020 congestion will cost Australia \$20 billion.
- The role of public transport in reducing congestion - A full bus can take up to 50 cars off the road while a full train can take up to 500 cars off the road.
- Physical Inactivity costs Australia \$13.8 billion per year.

Population Growth

Australia, and indeed Adelaide is no different, has coped with the effects of population growth by adopting the “urban sprawl”. This has created a greater focus on transport networks not only from a local perspective but also more broadly across the Region.

The population of South Australia and in particular Salisbury, is showing growth with Salisbury having a current population of around 137,000. This is expected to increase to around 150,000 by 2031 and is exclusive of any predicted growth from the “30 Year Plan” target.

Transport systems are critical for communities and economies, not only on a monetary level but also socially and environmentally. So if we assume population growth, we need to adapt our transport systems to it.

One of the natural consequences of population growth is that it leads to other attributes including delays, increased fuel and vehicle operating costs and increased business costs. Congestion also increases noise and air pollution and contributes significantly to greenhouse gas emissions, all undesirable outcomes.

However traffic congestion can be reduced by better investment in public transport, the encouragement of people to use it regularly, and its integration with bicycle friendly cities. Sustainable medium to high density residential and business districts along public transport corridors will also reduce the reliance on the motor vehicle, thus alleviating road congestion whilst also reducing pollution and emissions.

Rail networks can also contribute to achieve an effective reduction in congestion the frequency and capacity of our services, through electrification, can be significantly improved.

The key strategic directions within the State 30 Year Plan, specific to Salisbury and the Northern Region include:

- Densification of residential development and a mix of land uses particularly surrounding high activity centres and public transport interchanges including the Salisbury City Centre, Mawson Lakes and along the Adelaide – Gawler rail corridor.
- Regeneration of older suburban areas including Ingle Farm, Pooraka, Para Hills and Salisbury.
- Continued provision and protection of areas that generate employment activities including Technology Park, Edinburgh Parks and other industrially zoned precincts.
- The opportunity for development west of Port Wakefield Road and provision of the Northern Connector.

Age and Health of the population

In South Australia 14.9% of the population are older than 65 while in Salisbury this figure is approximately 12.3% (based on the 2011 census). A further 5.8% of the population in Salisbury reported needing help in their day-to-day lives due to disability. At the other end of the scale 7.2% of our population are in the 0-4 age group. These represent a significant segment of the population that create their own demands if mobility, equitable access and social inclusion are to be maintained. This creates obvious changes in modes of travel and the associated infrastructure facilities that need to be provided for. As an example there are only approximately 30% of bus stops that are accessible to the disabled and only a single bus route that provides for disabled access on a regular basis.

If there is then a focus on the younger element it adds further support to the development of the sustainable modes of cycling walking and public transport. Current health trends reveal obesity as a major health problem. When linked to transport choices the provision of active transport modes such as walking, cycling, and public transport can be a key factor in improving the levels of physical activity and therefore general health.

The provision of these choices can play a significant part in enabling access for the disabled, promoting social inclusion and generally adding to the vitality of our City.

Economic Growth and the evolving freight demands

Historically improved transport technology and transport networks, through effects on transport costs access and connectivity, have been major factors underpinning economic growth and opening up formerly isolated areas to people and economic activity. Access and transport infrastructure also impact upon economic growth through affecting the views of those considering investing, living, working, visiting or studying in the area.

The recent announcement to deliver the Northern Connector project provides a very significant opportunity to achieve the greatest level of economic and development growth currently not available. The project brings with it not only the opportunity for development within the corridor created but also to the whole business and freight sector within Salisbury through better connectivity to our neighbours and across the region.

The nature of the freight task is constantly changing as living standards rise and consumer expectations are more demanding. Retailers are cost cutting by reducing stock and are therefore more reliant on frequent deliveries. In addition people are seeking greater choice and variety in the products they purchase with many of these coming from interstate or overseas. This has led to a more responsive delivery mode for which road transport is ideally suited through its ability to service "door to door". This has further driven the development of large scale distribution and warehousing facilities and the development of performance based vehicles with greatly increased carrying capacities in an effort to reduce the growing cost of transport and logistics.

Collectively these activities are major contributors of economic health and within Salisbury it is clear that the group of activities supporting this including business manufacturing freight and logistics operators are significant by their presence. We need to build further on this with good connectivity to the Northern Connector and the establishment of well-defined east west-links to service their needs.

Urban Development and Land Use

These elements have a very obvious important contribution to transport provision none more significant than the recent announcement to deliver the Northern Connector project. This not only has the potential to provide the corridor growth but, if well connected, will potentially contribute to the development of

employment lands and commercial industrial facilities within close proximity such as the Waterloo Corner, Direk and Edinburgh Parks precincts and even further across the City.

The intensification of residential and mixed-use development can provide improved opportunities for utilisation of existing infrastructure, including public transport. This enables more people to live and work within an area that was previously lower density which in turn ameliorates the travel demand needs. It is intended to pursue this within the following:

- Those areas surrounding the Adelaide–Gawler rail line and proposed Greenway. There will also be a focus on the promotion of higher density residential and mixed use development in close proximity to public transport, particularly along the higher frequency bus routes such as Waterloo Corner Road and the rail corridor. These can be further supplemented by providing facilities that enable integration with the active transport modes of cycling and walking.
- The establishment of Transport Oriented Developments as walkable, mixed-use connected communities within the City Centre and at Salisbury and Mawson Lakes as identified within State Government Plans (30 year plan and ITLUP). Within this context is also the opportunity to create true accessibility for all.
- Improved links between employment areas and the areas where employees live.
- Urban consolidation will be pursued within established areas like Ingle Farm, Brahma Lodge, Para Hills, Para Vista, Parafield Gardens and Salisbury Downs. Other areas will also include the Salisbury City Centre, Mawson Lakes. There is also a further residential expansion opportunity within Paralowie and Salisbury where currently vacant parcels of land could produce a further 500 dwellings.
- External to the City of Salisbury, there is very extensive residential development occurring within the City of Playford and significant urban infill for inner Adelaide.

Clearly from the above there will be increased pressure placed on our transport networks not only for our own needs but in a wider sense from regional needs as they demand both uncongested thoroughfare and good accessibility to our services and facilities. The challenge will be to better than adequately deal with these needs. The Northern Connector provides a very strong opportunity to clearly define the major network to service the City, from within and without, and further development of the local road network to complement these needs.

Climate Change

The automobile was thought of as an environmental improvement over horses when it was first introduced in the 1890s. Today, the automobile is recognized as one of the primary sources of world-wide air pollution and a cause of substantial noise pollution and adverse health effects.

In South Australia Transport is a major contributor to greenhouse gas emissions and the movement of people and goods amounts to 14% of the States total emissions. While power generation and land uses are the major source of greenhouse gases, transport is the fastest growing contributor. Better integration of transport facilities with land use planning will assist in reducing this trend by reducing the demand for travel and increasing the access to public transport.

The predicted changes to our climate will be a significant factor for transport systems into the future. Their ability to adapt to these predicted climate variables and become resilient will be imperative to ensure a fully effective and functioning transport system.

Predicted climate changes including extreme heat events, rainfall intensity, sea level rise and wind conditions all have the propensity to push environmental conditions beyond the range for which transport systems and infrastructure were designed to handle. This in turn could necessitate changes in design, materials, operating and maintenance practices. The relatively long term design life of transport infrastructure means that the infrastructure designed today will need to be able to resist climatic pressures and extremes 50-100 years hence. However, adaptation of infrastructure is likely to only occur as structures reach the end of their design life. As such maintenance and operations impacts on existing infrastructure will become more critical.

Developing Technology and Legislative changes

Currently developing issues include Information and Communication Systems.

Information and communications technologies have already changed the nature of society and will certainly have further far-reaching effects on business, industry, and personal travel. The changes, opportunities and potential impacts provided by Intelligent Transport systems and telecommuting are still developing.

Personal travel, commercial travel, and information will flow in vastly different ways as a result of new technologies. Through a combination of information, navigation, safety, monitoring, and control devices the accessibility of places can be drastically altered. Similarly the impacts of artificial intelligence and the online ordering for goods and services also has the potential to significantly change the transport landscape.

Hybrid Vehicles / Driverless Cars

These are fast becoming a commercial reality with Google currently undergoing trials with a driverless vehicle (the first trials in Australia are due to occur in SA in November 2015). There are many possibilities emanating from this including:

- Fuel cost savings (hybrid vehicles) and the development of solar powered battery charging stations.
- Greatly reduced emissions
- Reduced noise pollution
- Accident cost savings (safer vehicles to reduce accident numbers and severity)
- Productivity gains (time in vehicles can be utilized)
- Transport available to the elderly or disabled and blind.
- Greater benefits from fleet use (vehicles called up by smartphone)
- New opportunities for software and mapping specialists.

As can be appreciated from this there is a real potential to produce a quantum change from such vehicles which in turn will generate the evolution of other industries and practices.

UBER Vehicles, Taxis and chauffeured vehicles

Uber Taxi is not a taxi service per se. The company doesn't employ taxi drivers nor does it own a fleet of cars. What Uber Taxi does is connect drivers with customers using a smartphone GPS-based app. With a simple "e-hail," a passenger notifies Uber the moment he or she wants a cab. The system then replies to the passenger, indicating when he or she can expect a taxi to arrive, complete with the driver's name, contact information, GPS location and customer performance rating immediately made available. Payment with Uber is via credit card, with the information automatically retrieved from the customer's online profile.

This avenue provides a further support to the transport sector aimed at reducing congestion on our roads. In Salisbury only 0.1% of workers (0.2 % nationally) travel to work by taxi however there may be a greater scope to develop ways in which such services could be better linked to public transport.

Legislative changes

These can arise either to support current practices or to support the development of new initiatives. As a developing initiative it can be seen that the introduction of driverless vehicles will necessitate a raft of

legislation to support it. The enhancement or improvement of current practice also requires appropriate legislation and this can have significant consequences.

In South Australia there is a current proposal to allow cyclists to use the footpath. The concept has merit but it also has consequences. Within Salisbury the majority of footpaths (83%) are between 900-1200mm and a further (13%) 1300-1900 mm wide. Effectively this means that (96% or 825km) of our footpaths would be inadequate for shared use. This suggests a huge injection of funds (installation of signs and widening of footpaths where possible) and changes to development practices to accommodate this.

DRAFT

Strategic Context

The following Federal, State and Local Government policies identify the key strategies and actions that influence the formulation of critical actions within the Transport Action Plan.

Federal Government

Infrastructure Plan

State Government

Integrated Transport and Land Use Plan

30 yr Plan for Greater Metropolitan Adelaide

Modern Transport System for Agriculture

Look North – Northern Economic Plan

City of Salisbury

City Plan 2030

Growth Action Plan 2016

A summary of each of the documents and its potential impact upon the critical actions within the Transport Action Plan is provided.

DRAFT

Federal Government Policy Direction

Australian Infrastructure Plan

The Australian Government through Infrastructure Australia had released the Australian Infrastructure Plan in February 2016.

The priority list of projects within South Australia is identified below and is based upon the status of the project. The list identifies as to whether the priority is an ‘Initiative’ or a ‘Project’.

Priorities are flagged as being either near term (within 5 years), medium term (5-10years), longer term (10-15years) or future (beyond 15years).

An ‘Initiative’ is a priority that has been identified to address nationally significant needs, but requires further development and rigorous assessment to determine and evaluate the appropriate option for delivery.

A ‘Project’ is defined as a priority that has undergone a full business case assessment by Infrastructure Australia, will address nationally significant problems and deliver robust economic, social and environmental outcomes.



There are no priority ‘Projects’ currently identified for the state of South Australia.

There are however, a number of ‘Initiatives’ identified for South Australia that will require assessment in the immediate future.

Key Initiatives	Time Frame			
	(0-5year)	(5-10year)	(10-15year)	(15+years)
Gawler Rail Line Upgrade (Upgrade and Electrification of the line)				
Adelaide North – South Corridor upgrade (Remaining Sections)				
Melbourne – Adelaide – Perth rail upgrade (between Melbourne and Tarcoola)				
Northern Adelaide Irrigation Scheme (Water Infrastructure development)				
AdeLINK Tram network (Tram network extension)				

State Government Policy Direction

The Integrated Transport and Land Use Plan

The Department of Planning, Transport and Infrastructure released the Integrated Transport and Land Use Plan in July 2015. Responding to the State Strategic Plan, its strategic and economic priorities, the Plan has identified six key transport challenges that face South Australia and proposes solutions to these challenges. These challenges include:

1. Growing the role of public transport in servicing our city and regional centres
2. Providing efficient connections to export / import gateways
3. Prioritising transport infrastructure and services to encourage mixed-use development in inner and middle Adelaide
4. Support lively communities by encouraging active travel modes
5. Fine-tuning, maintaining and better utilising our existing transport assets
6. Developing and maintaining a planning system that ensure integrated transport and land use.

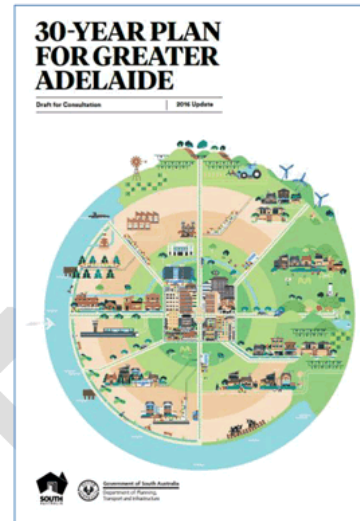


For each of the challenges the Plan has identified key actions for inner and Middle Adelaide, for Greater Adelaide and for Regional and Remote South Australia. The following table identifies the key actions / projects that for the City of Salisbury (which is predominately in the middle what is defined as 'middle' Adelaide. These actions are represented on the adjoining map.

Key Projects Identified in the Northern Region	Time Frame		
	0-5 yr	5-15yr	15+yr
Public Transport			
1. Electrifying the Gawler Rail Line, staged upgrade of stations			
2. Providing more park and ride at key locations			
Roads			
3. Northern Connector (rail and freight)			
4. Duplication of Elder Smith Rd including extension to Pt Wakefield Rd			
5. Upgrade Main North Rd, 3 lanes each way (Montague to Grove Way)			
6. Duplication of Kings Road (Paralowie)			
Cycling and Walking			
7. Complete Gawler Greenways (cycle / walkway) networks			
8. Complete Dry Creek trail from Golden Grove to Mawson Lakes			
9. Complete the Little Para Trail and expand cycling and walking catchment of the Salisbury City Centre			
Other			
10. Prepare a Freight Strategy and Ports Strategy			
11. Work with Salisbury Council to facilitate freight access from state route to Greater Edinburgh Parks			

30 year Plan for Greater Metropolitan Adelaide (2016 Review)

“The update seeks to strengthen our focus on Greater Adelaide’s new urban form reinforcing and enhancing Adelaide’s reputation as a liveable and vibrant place facilitating good design outcomes that ensure new development positively contributes to existing neighbourhoods protecting and recognising our heritage providing affordable and diverse housing choices for our different household types and lifestyles creating healthy neighbourhoods that promote cycling, walking and public life delivering a more connected and accessible Greater Adelaide supporting economic development and unlocking investment maximising the efficient use of infrastructure valuing our natural environment and enhancing biodiversity ensuring a diverse range of quality public open space and places mitigating against and adapting to our changing climate protecting and securing our water resources; and building resilience to hazards and disasters.”



The review has consolidated the number of targets to six high level targets. The targets that relate to transport are as follows:

Smarter Travel – 60% of all new housing will be built within close proximity to quality public transport (rail, tram, O’Bahn and bus) by 2045

Getting Active – Increase the share of work trips made by active transport modes by 25% by 2045

Walkable neighbourhoods – Increase the percentage of residents living in walkable neighbourhoods by 25% to 2045

Along with the targets, eight policy directions have been included in the review relating to Transport.

P70. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets	P74. Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport.
P71. Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a ‘link and place’ approach.	P75. Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through provision of incentives.
P72. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development, encouraging mixed use development and housing diversity in close proximity.	P76. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.
P73. Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.	P77. Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities.

Modern Transport System for Agriculture (May 2015)

These issues all relate to road access limitations affecting the efficient movement of agricultural equipment and machinery. The survey sought opportunities to improve the efficiency of road freight transport, especially addressing “last mile” access constraints. Opening up the road access network to agricultural vehicles by addressing these issues has the potential to allow more agricultural produce to be moved more safely and with less road wear and at a lower cost to the operator and other businesses. It is estimated, for example, that the cost of road freight services from the farm gate to market may account for up to 21 per cent of the indicative farm gate value of products¹

Those parts of the South Australian road network that are under the care and control of the State Government have mostly been assessed for their suitability for use by a range of high productivity RAVs. The published RAV network, which is constantly being refined and upgraded, is displayed on DPTI’s RAVNET online mapping system, along with the conditions of access that apply to each class of heavy vehicle. In addition to the network, specific types of heavy vehicles are able to operate on some routes under a permit issued by the NHVR. For local roads to be included in a published RAV network the relevant local government authority, as the Road Manager, must, after carrying out a road assessment, declare the road suitable for use by particular types of vehicles. There are longstanding concerns raised by industry in dealing with this system. A large number of the route extension issues raised in the survey concerned B-Double class heavy vehicles (“B-Doubles”) being denied access to local government roads.. The following are extracts from survey proponents identifying their key issues of access that apply to the Adelaide Metro Region, in the area of Salisbury.



ROUTE EXTENSIONS / LAST MILE - MEDIUM TERM (UP TO 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Ensure high productivity restricted access vehicles are entitled to access the SA Water site at Boliver from St Kilda Rd to the Boliver Bio-solids site.	Adelaide Metro
Upgrade access to Jarmyn Rd & Pellew Rd Penfield SA to permit Road trains.	Adelaide Metro
Approve Double Road trains access between Ryans Rd, Salisbury Highway and Greenfields Drive George St.	Adelaide Metro
Upgrade the access level to HML for all restricted access vehicles travelling on local government roads	All RDA Regions
Permit B Double heavy vehicle access to the Main North Rd Slip lane, Corner of Main North Rd and Burma Rd.	Adelaide Metro
Upgrade Maxwell Rd, Main North Rd Para Hills to allow Road train access	Adelaide Metro

Regional Plan Look North – Northern Economic Plan (February 2016)

The Northern Economic Plan responds to the priorities contained in the State Government’s Economic Statement 2015 and in related strategies of partner local governments: Playford, Salisbury, and Port Adelaide Enfield. It builds on recently announced State Government initiatives, including \$93 million in the 2015–16 State Budget, to improve housing, roads and schools in northern Adelaide. The State Government has also embarked on the most significant tax reform in its history in order to create and maintain jobs. This includes abolishing share duty, stamp duty on non-real property transfers and other reforms aimed at lowering the cost of doing business in South Australia. This will make South Australia the best place to do business in Australia. A new Food Park will also be located in northern Adelaide. The 40-hectare site will be located at Parafield Airport and will bring together food manufacturers, packaging and transport companies. Co-locating services will improve efficiencies and cost competitiveness. Under the Northern Economic Plan, businesses and all levels of government are committed to working together on immediate projects to counter the job losses caused by the end of automotive manufacturing at the end of 2017, and to sustainably transform the region’s industrial base over the longer term. All partners are working together on common priorities to accelerate job and investment opportunities. These common priorities, or Strategic Directions, are focused on industry growth, thriving communities, and responsive government.



Projects	Summary Description
Agriculture, food and beverage	
Northern Adelaide Food Park Lead: Primary Industries and Regions SA Status: In progress	\$7 million to attract anchor tenants to the Northern Adelaide Food Park and to promote the use of renewable energy and energy storage solutions at the Food Park. This initiative will help create opportunities and incentives to attract businesses to the Food Park and contribute to carbon neutral and clean green priorities.
Northern Adelaide Plains Agribusiness Initiative Lead: Primary Industries and Regions SA Status: Commencing January 2016	Development of three key projects to expand the region's agriculture, food and beverage sectors: Northern Adelaide Irrigation Scheme to provide an additional 20 gigalitres of recycled water; optimisation and production efficiency to implement best practice irrigation technology and improved management techniques; market access and development project to get South Australian food and beverage into global markets.

Projects	Summary Description
Defence	
Future Submarines (SEA 1000) Lead: Defence SA Status: Attraction campaign underway	The SEA 1000 Future Submarine program has been established by the Australian Government to manage the delivery of the next generation of submarines for the Royal Australian Navy. The State Government is liaising with all three Competitive Evaluation Process bidders to secure a local build solution. The Commonwealth is expected to make an announcement in the first quarter of 2016. This program will be a critical component of the future State and regional economy.
RAAF Base Edinburgh Capital Works - Air 7000 Phase 2B Lead: Lend Lease Status: Construction commencing June 2016	The Air 7000 Phase 2B project will upgrade facilities and infrastructure at the Edinburgh base to support the new P-8A maritime surveillance aircraft, systems and crew. The upgrade will cost \$350-500 million and include building of new facilities and car parking as well as the expansion of base logistics facilities and an extension to the existing runways.

CITY OF SALISBURY

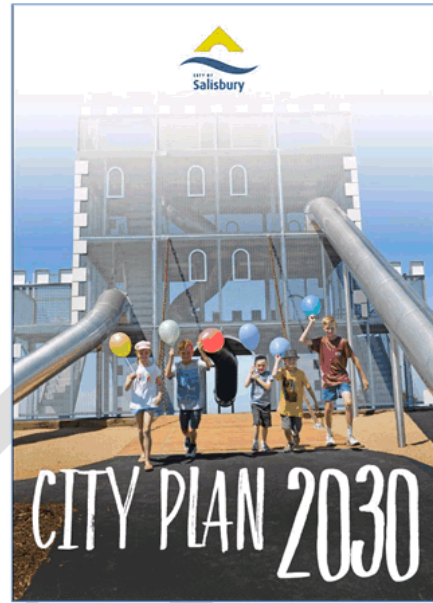
City Plan 2030

The City Plan provides practical strategies and actions to build upon the City’s existing assets and make the most of opportunities that have the potential to be transformative not only for the City of Salisbury, but also for the northern Adelaide region.

The Plan identifies key opportunities of infrastructure projects, environmental assets, economic strengths and liveability that through the delivery of its critical actions will assist in achieving the Council vision of ‘Salisbury – A flourishing City with opportunity for all’. The outcomes envisaged in capturing these opportunities that relate to Council’s Transport Action Plan include;

- Well designed and maintained neighbourhoods and places that are inclusive and accessible
- A transport network that enables people to move easily around the City and supports freight movement.

The City Plan contains four key directions which define objectives and actions over the coming years and identify critical actions that need to be progressed in the first five years of the City Plan if Council is to achieve its vision.



Key Direction	Relevant Objective	Relevant Action
The Prosperous City	Be the place of choice for businesses to invest and grow within South Australia, nationally and internationally Have well planned urban growth that stimulates investment and facilities greater housing and employment choice	Partner and advocate to maximise the economic and social benefits of major infrastructure projects. Encourage well designed infill development and unlock new urban development opportunities.
The Liveable City	Be a connected city where all people have opportunities to participate.	Enhance our neighbourhoods, streets and public spaces so they are welcoming and connected. Work with key partners to ensure transport options efficiently link people to jobs, services, recreation and social activities
Enabling Excellence	Strengthen partnerships that enable us to better address our community’s priorities. Have robust processes that support consistent service delivery and informed decision making	Work with neighbouring councils to address issues of regional importance. Work with State and Federal Governments to influence policy and investment decisions. Develop stronger partnerships with business and industry to address challenges facing our nation.
Critical Actions		
Progress the revitalisation of the Salisbury City Centre including; <ul style="list-style-type: none"> • Upgrade of the Salisbury Interchange • Improve traffic flow and safety on Park Terrace 		
Secure the extension and duplication of Elder Smith and Kings Road to Port Wakefield Road and the Northern Connector		
Unlock opportunities arising from the construction of the Northern Connector including: <ul style="list-style-type: none"> • Identifying and promoting economic development opportunities along the corridor • Ensuring the Northern Connector facilitates integrated east-west transport across the City 		
Maximise future urban development opportunities at the Dry Creek Salt pans through local participation to ensure this development progresses, is well connected with local communities and has access to the rest of the City.		

Growth Action Plan

The Growth Action Plan enables Council decision makers, the general community and stakeholders to gain an appreciation of where growth is likely to occur and what needs to be done to support that growth. It provides a mechanism to guide, from a spatial perspective, an integrated approach to planning across Council. The recommendations will help inform Council’s program for infrastructure delivery, transport planning, policy development, community facilities, open space and precinct planning and rezoning processes.

The plan identifies priority areas for growth in the following categories that reflect the State Government’s policy direction in its revision of the 30 year Plan for Greater Metropolitan Adelaide.

The priority areas are:

Priority Area 1: Activity Centre and Transit Node Development

- Salisbury City Centre
- Mawson Lakes
- Elizabeth West

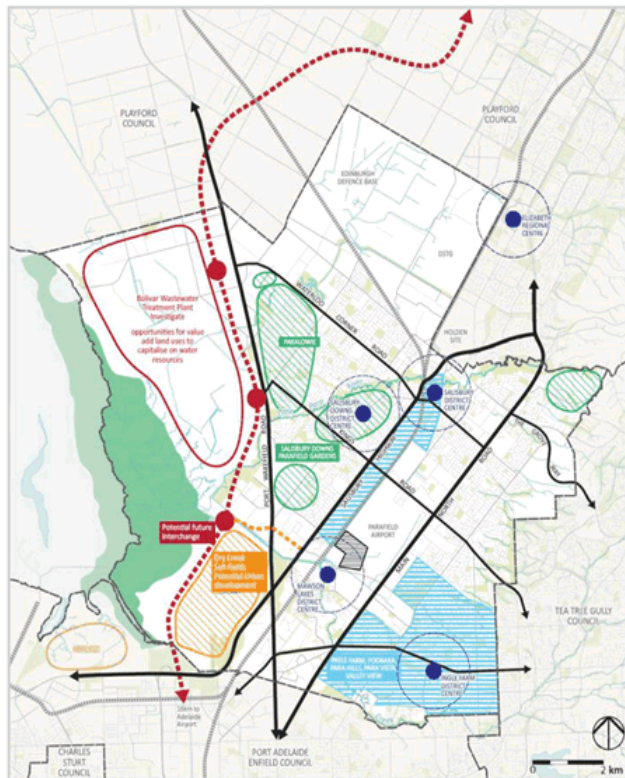
Priority Area 2: Urban Consolidation

Priority Area 3: Infill and Regeneration

- Ingle Farm/Pooraka/Para Vista/Valley View
- Rail Corridor/Salisbury City Centre surrounds

Priority Area 4: Long Term Growth Areas

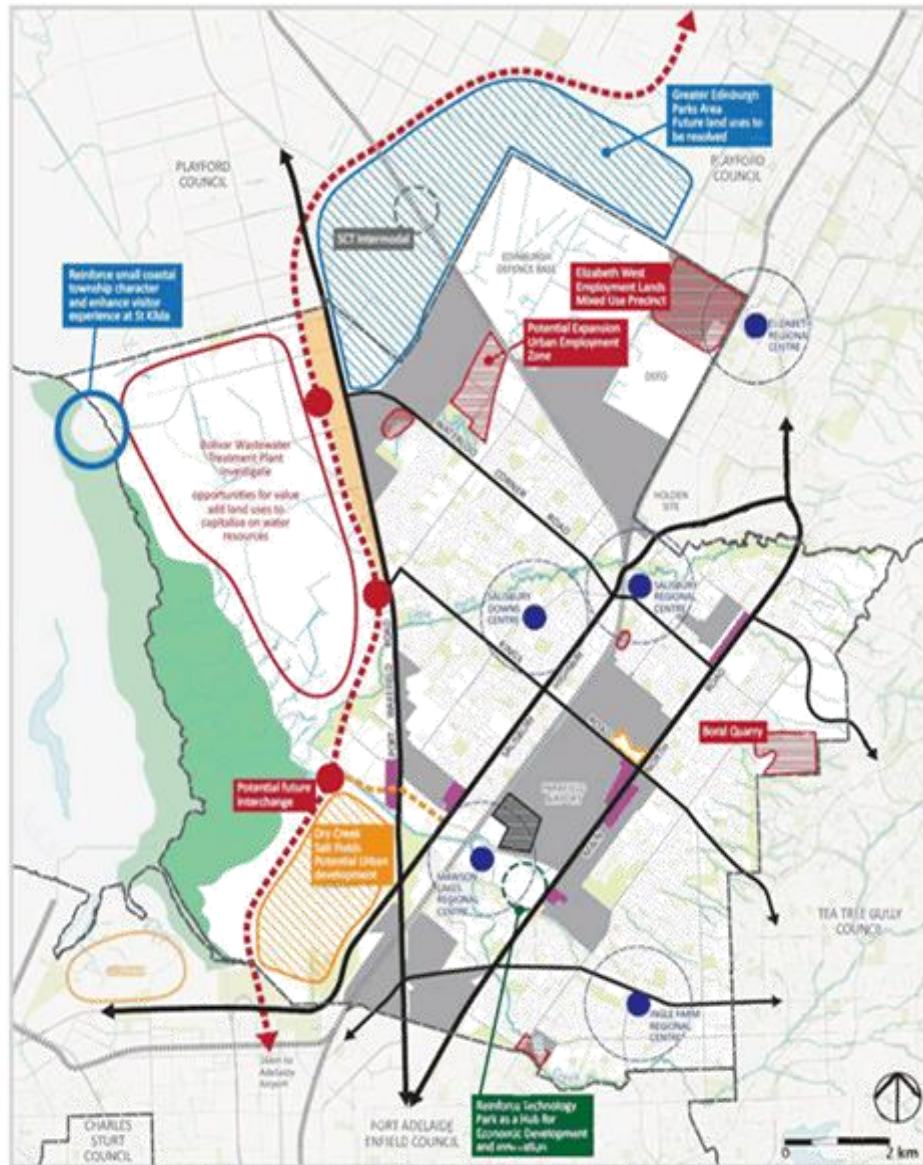
- Dry Creek Salt field site



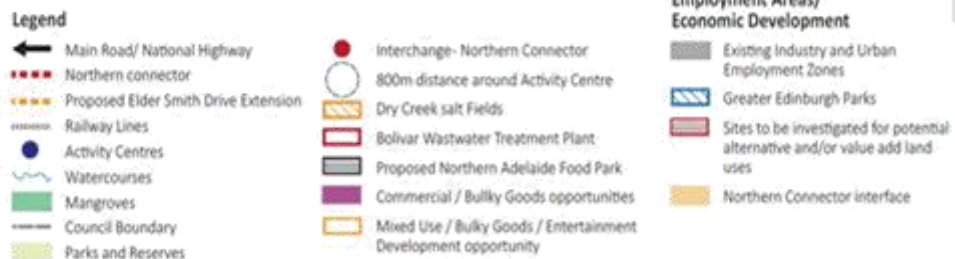
RESIDENTIAL DEVELOPMENT OPPORTUNITIES



Priority Area 5: Employment Lands



EMPLOYMENT & ECONOMIC DEVELOPMENT OPPORTUNITIES



Item 1.3.1 - Attachment 2 - Draft - Integrated Transport Plan Technical and Background Papers

Developing the Transport Plan Framework

The following section looks at how this transport plan framework responds to the issues and opportunities outlined in the background and technical papers and the overarching policy direction to key strategic actions that inform the development of an implementation plan.

Key Assertions from the Technical and Background Papers

The transport network layout

- The City of Salisbury has well defined north-south transport corridors that will be further emphasized by the construction of the Northern Connector and the electrification of the Adelaide – Gawler Rail line.
- The east – west corridors are not as predominant as the north-south corridors and not as contiguous.
- This may have been influenced by the geography of the Northern Adelaide Plains and the hills escarpments on the eastern side of the Council boundary. This reflects the north-east / north-west grid pattern of roads throughout the City that emanate from the north-south / east west framework of Grand Junction Road and Port Wakefield Road.

Management responsibility and planning of the transport network

- Management responsibility of the road network is shared between State and Local Governments.
- The indicative grid spacing of state managed roads is about 2.2 kilometres apart (1.5 miles) with Local Government Collector roads dissecting this broader grid down to the local road level.
- Future Planning / modeling of the State Road network is carried out by the Department of Transport at a metropolitan scale that will attempt to replicate the existing conditions and enable prediction of future interventions / investments required at this network scale to accommodate future growth in urbanization and trends in transport.
- Local Road network planning has often been at the Local Area level, often defined by suburb extent or physical boundary that identifies investments in transport infrastructure to improve amenity and safety within the neighbourhood or to improve local access for freight movements from the regional network to industry destinations.
- The integration and management between planning at the State level (metropolitan) and the Local Level (neighbourhood) requires a better understanding of how these networks interface with each other through the network hierarchy.
- Understanding this will better inform decision making processes by both levels of Government (State and Local) on future management of the whole of the network and future investments. This can be improved between the levels of Government.
- Information sharing on predictive models, without prejudice, can provide informed and co-ordinated investment decisions on the overall transport network.

Funding of transport improvements

- The Federal Government provides funding to State and Local Governments for transport improvements by various mechanisms.
- Federal funding for construction / improvement of the national road network and public transport networks is provided to the State that reflect Federal Government Policy direction.
- Federal funding is provided to Local Councils either directly or indirectly via the State Government through initiatives such as 'Roads to Recovery', Black spot programs or Strategic Local Roads grants. These programs have been relatively constant over the past 10 years.
- Attracting additional funding beyond these programs over the next 10 years will be increasingly difficult given the financial outlook of both levels of Government (Federal and State).
- Greater justification / cost sharing / outcomes will be required to attract any future funding sources.
- The State Government priorities include the completion of the north- south corridor and investments of TramLink and completion of the electrification of the rail network. This will only be done with assistance funding from the Federal Government.

- Future network improvements that connect to the north-south corridor will likely only occur upon completion of the north-south corridor.

Future transport modes

- Travel by private vehicle remains the dominant mode of transport
- Public transport use may increase is sensitive to the 'cost of energy' as demonstrated by its increase in patronage when petrol prices were above \$1.60 per litre. Public transport use may increase in future especially with improvement in services and access to public transport.
- There is increased demand for walking and cycling paths / tracks for a number of reasons including health / fitness and an ageing demographic that will see increases in the use of mobility scooters as an alternative to cars.
- Freight transport will continue to grow and the mode of transport will be sensitive to its destination / distribution. There is a demand for enabling access for differing mass configuration of vehicles to destination points within the urban area that can improve efficiencies of freight transport.

Future Urban Growth

- Government policy for urban consolidation / renewal will result in greater traffic congestion unless people change their mode of transport from private vehicle use. This shift may occur progressively in time depending upon a number of factors such as cost of energy, accessibility to employment and services via efficient alternate transport means.
- Residential growth is being encouraged within centres and along major public transport corridors.
- Industrial areas / employment lands in the north will continue to require good transport access and access to a suitable workforce.
- There is an increasing trend of transport / logistics firms, advanced horticulture / manufacturing and service based industries in the north. These industries are somewhat 'clustered' in the north.

Understanding our network / future Planning

The spatial configuration of the transport network, its hierarchy and the demands that are placed upon it through current and future urban growth requires an approach in planning that considers the challenges of future demand in the context of the responsibility of the network. The State Government manages the metropolitan / regional network and Councils then manage from the interface of the regional network down to the local level. The development of a transport strategy for Council should consider this network hierarchy and how it contributes / advocates to the planning by the State Government on the regional network and reflects this at the local level of the management of its underlying transport network.

A transport strategy framework that can reflect the management responsibility and drivers of future planning and investment is needed. The Strategic Planning Framework adopted by the City of Salisbury provides for this by identifying the key strategic actions required at the high level (regional network) and implementation at the local level.

The two plans emanating from this 'Technical and Background investigations' as outlined in the City of Salisbury's Strategic and Operational Policy framework are;

- Transport Action Plan
- Transport Implementation Plan.

Transport Strategic Action Plan

The proposed structure of the Plan is as follows;

- High Level Overview
- City Plan Linkage
- Define Council's Role
- Identify Priority Actions and Resourcing

The **City Plan linkages** have been identified in the Policy section of this Background Report. These are as follows:

1. Partner and advocate to maximise the economic and social benefits of major infrastructure projects.
2. Encourage well designed infill development and unlock new urban development opportunities.
3. Enhance our neighbourhoods, streets and public spaces so they are welcoming and connected.
4. Work with key partners to ensure transport options efficiently link people to jobs, services, recreation and social activities
5. Work with neighbouring councils to address issues of regional importance.
6. Work with State and Federal Governments to influence policy and investment decisions.
7. Develop stronger partnerships with business and industry to address challenges facing our nation.

Within the following Transport Action Plan it is proposed to have 4 linkages that will be the first 3 links as identified above, and the fourth will consolidate the last four links as they primarily relate to engagement with key stakeholders to achieve the outcomes of the first 3 City Plan linkages.

Councils Role within the Transport Action Plan will be defined using the following table of Role and Function.

Councils Role	Function
Leadership/ Initiator (A)	<ul style="list-style-type: none"> • Council leading the community by example • Council setting directions to meet current and future needs, usually through policy, strategies, plans or reviews
Information Provider (B)	<ul style="list-style-type: none"> • Council distributing or displaying community information produced by other agencies • Council providing information to the public that Council has commissioned through Council reports and studies to promote a common understanding
Partnerships and Regional Collaboration (C)	<ul style="list-style-type: none"> • Council bringing together stakeholders, or joining with other stakeholders, to collectively pursue a shared interest or service or to deliver to the community • Regional collaborations may include adjoining councils to pursue a regional interest.
Legislating (D)	<ul style="list-style-type: none"> • Council predominantly legislates on town planning matters. Council has legislative powers independent of State and Federal Government (legislated by the Local Government Act, 1999).
Part Funder (E)	<ul style="list-style-type: none"> • Council contributing funds or resources, as one of a number of parties that contribute towards an initiative, service or infrastructure.
Direct Service Provider (F)	<ul style="list-style-type: none"> • Council funding and providing a service.
Owner/ Custodian (G)	<ul style="list-style-type: none"> • Council fulfilling its obligations to manage the community's assets including footpaths, trails, public space, reserves and local roads.
Advocate (H)	<ul style="list-style-type: none"> • Council making representations on behalf of the community to one or more parties that has a direct role or influence with regard to the matter under consideration.

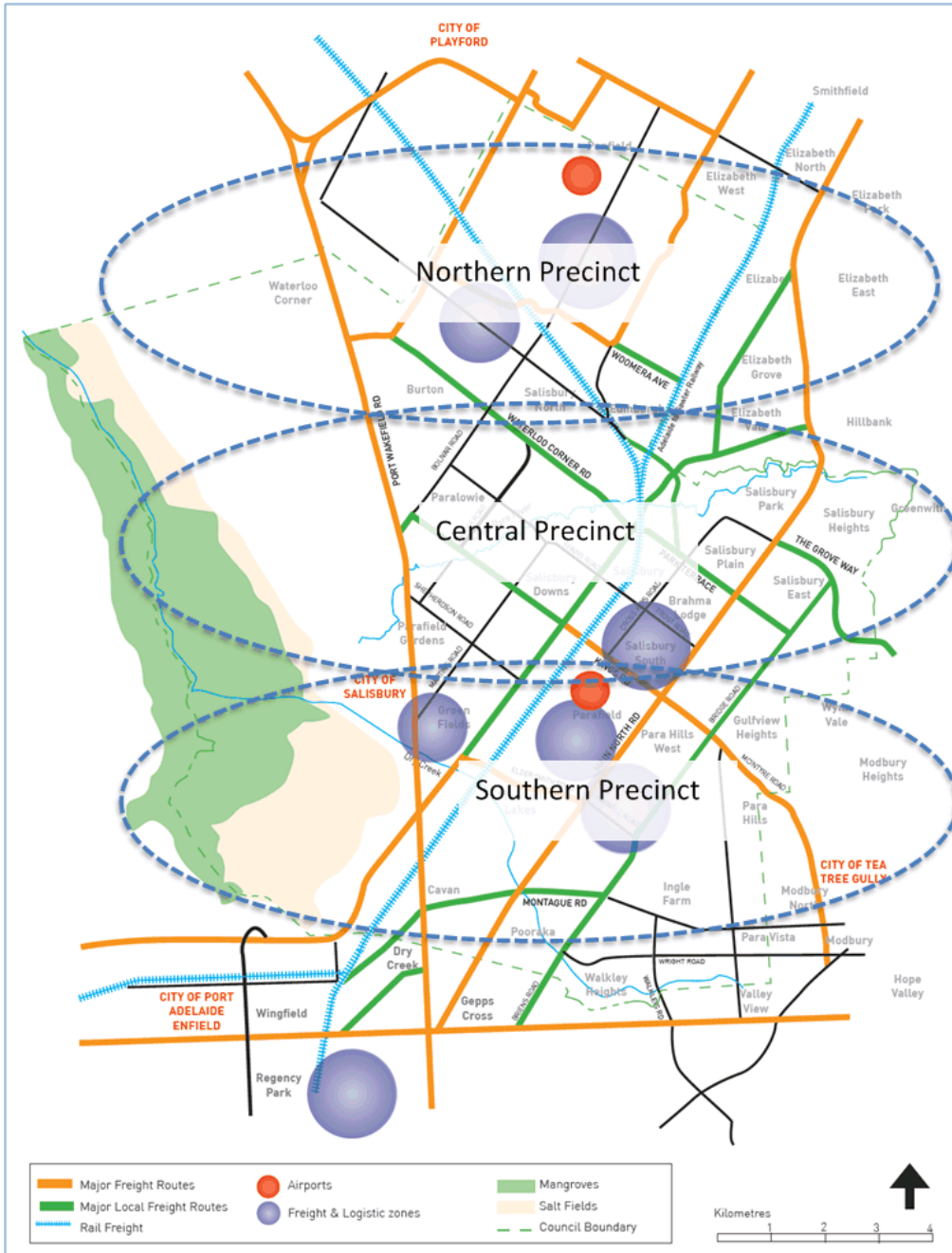
The **Priority Actions** will be drawn from Council's City Plan and any other high level actions that has been identified from the Technical and Background Papers investigation.

Transport Implementation Plan

The proposed structure of the Transport Implementation Plan is as follows:

- 3 year Implementation Plan
- Identification of accountabilities and funding sources

The structure of the Implementation Plan is proposed to be reflective of the key drivers that drive future investment of initiatives and capital works within the City. These drivers are generally spatially orientated as outlined in the map below.



The Implementation Plan will be structured geographically as follows:

- **City Wide** initiatives and Capital works – these are key investments that will impact the whole of the City and across potentially two or more of the precincts identified below
- **Northern Precinct** – includes areas of St Kilda township, Waterloo Corner horticulture area, the employment lands of Greater Edinburgh Parks, Edinburgh Parks, Vicinity and Direk, and, the Elizabeth Regional Centre
- **Central Precinct** - includes the Salisbury City Centre and the employment lands of Salisbury South
- **Southern Precinct** – Includes the future urban development of the Dry Creek Salt field, the urban infill of Ingle Farm, Parafield Airport, Mawson Lakes Centre, Technology Park and the employment lands of Pooraka, Dry Creek and Para Hills West.

Within the geographic structure of the Implementation Plan will be actions that relate to achieving the outcomes of the transport network and functions outlined below;

Road Networks – Regional and Local

- Provision of an efficient integrated road network that provides for all transport modes and capitalizes on changing technology to best meets the needs of our community.
- Transport networks that retain their flexibility of function and planned capacity with corridors protected for the future.
- Land use is matched to the transport corridors provided to ensure efficiency connectivity and amenity
- Integration with environmental outcomes through the adoption of cycling, walking and public transport as a means of reducing road congestion.

Cycling and Walking

- Increased participation in cycling and walking through infrastructure improvements.
- Sustainable and resilient urban environments that promote safe and enjoyable cycling and walking.
- Integrated cycling walking and public transport facilities
- Cycling and walking embraced as a way for the community to participate in healthy and active lifestyles
- Raise the profile of cycling and walking as safe and enjoyable travel modes

Parking

- Enhancement of the vitality of major activity centres through proper management of parking.
- Statutory planning policy and objectives appropriately address parking needs
- Parking maximums for development, commercial residential and high density living, not just minimums.
- Parking provision is duly provided for, relative to transport and land use applications
- A system that addresses the economic efficiency and consequences of parking provision
- Ensure the integration of parking needs with public transport provision

Freight

- An integrated and multi-modal transport system that will safely and efficiently move our people and our goods.
- A freight network that is able to meet current and evolving trends in freight transport that supports the economic growth and development of the City
- A well-developed collaboration and partnership with Industry to develop and implement efficient effective transport logistics.
- A well utilised existing transport infrastructure

Public Transport

- Increased frequency of services and ability to redesign bus routes.
- Equitable transport and access choices that are safe and convenient to use.
- Improved permeability of the rail lines and major roads, particularly the arterial corridors, providing safe access for pedestrian traffic.
- Improved service frequency and connectivity to major activity centres, employment zones and facilities within the City.
- Increased utilization of public transport.

Safety

- A transport system that provides for the safest possible conditions for all road users.
- To establish and maintain a high profile for road safety in the local community.
- To develop community awareness, participation and support, in the process of improving road safety.
- The promotion of safe and responsible road user behaviour.

Neighbourhood Amenity

- A system that is people oriented contributing to the economic and social activity within its streets.
- To have sustainable and resilient environments that contribute to quality amenity
- Accessibility for a wide range of users
- Integration of Neighbourhood Amenity with Public Transport and Road Safety objectives.

Asset Management

- Infrastructure that is well maintained and utilised to the best possible degree.
- Within the City Centre Renewal process ensure the effective integration of cycling and walking with Public Transport.