



## **AGENDA**

**FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON**

**17 JUNE 2019 AT 6:30 PM**

**IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Cr C Buchanan (Chairman)  
Mayor G Aldridge  
Cr M Blackmore  
Cr L Braun  
Cr B Brug  
Cr A Duncan (Deputy Chairman)  
Cr K Grenfell  
Cr N Henningsen  
Cr D Hood  
Cr P Jensen  
Cr S Ouk  
Cr D Proleta  
Cr S Reardon  
Cr G Reynolds  
Cr J Woodman

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager Community Development, Ms P Webb  
General Manager City Infrastructure, Mr J Devine  
Manager Governance, Mr M Petrovski  
Governance Support Officer, Ms K Boyd

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**APOLOGIES**

**LEAVE OF ABSENCE**

**PRESENTATION OF MINUTES**

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 20 May 2019.

**REPORTS**

*Administration*

1.0.1 Future Reports for the Policy and Planning Committee..... 9

*Community Development*

1.1.1 Minutes of the Youth Council Sub Committee meeting held on Tuesday 11 June 2019..... 13

*Urban Development*

1.3.1 Public Consultation on 'Civic Square' Renaming..... 19

1.3.2 Salisbury Community Hub - Project and Construction Progress Report ..... 27

1.3.3 Salisbury Car Parking Scenarios Study..... 111

**OTHER BUSINESS**

**CLOSE**



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

**20 MAY 2019**

**MEMBERS PRESENT**

Cr C Buchanan (Chairman)  
Mayor G Aldridge  
Cr M Blackmore  
Cr L Braun  
Cr B Brug  
Cr A Duncan (Deputy Chairman)  
Cr K Grenfell  
Cr D Hood  
Cr P Jensen  
Cr S Ouk  
Cr D Proleta  
Cr S Reardon  
Cr G Reynolds  
Cr J Woodman

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager Community Development, Ms P Webb  
General Manager City Infrastructure, Mr J Devine  
Manager Governance, Mr M Petrovski  
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**

An apology was received from Cr N Henningsen.

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**LEAVE OF ABSENCE**

Nil

**PRESENTATION OF MINUTES**

Moved Cr L Braun  
Seconded Cr M Blackmore

The Minutes of the Policy and Planning Committee Meeting held on 15 April 2019, be taken and read as confirmed.

**CARRIED**

**REPORTS**

*Administration*

**1.0.1 Future Reports for the Policy and Planning Committee**

Moved Cr D Proleta  
Seconded Mayor G Aldridge

1. The information be received.

**CARRIED**

**1.0.2 Minutes of the Tourism and Visitor Sub Committee meeting held on Tuesday 14 May 2019**

Moved Cr J Woodman  
Seconded Cr M Blackmore

The information contained in the Tourism and Visitor Sub Committee of the meeting held on 14 May 2019 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

**CARRIED**

**1.0.2-TVSC1 Presentation of the Minutes of the Tourism and Visitor Sub Committee Meeting held on 12 June 2018**

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. The Minutes of the Tourism and Visitor Sub Committee Meeting held on 12 June 2018, be taken and read as confirmed.

**CARRIED**

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**1.0.2-TVSC2 Future Reports for the Tourism and Visitor Sub Committee**

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. The information be received.

**CARRIED**

**1.0.2-TVSC3 Tourism and Visitor Strategy - Actions Status and Project Focus**

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. That the information be received.
2. That the proposed approach for the Digital Visitor Information Kiosks, as the key action under the priority actions of “Explore options to provide visitor information services throughout the area at key locations”, be endorsed.

**CARRIED**

**1.0.2-TVSC4 Aboriginal Tourism and Cultural Centre Consultation Workshop**

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. That this report be received.
2. That Council note the input provided by the Tourism and Visitor Sub-committee included in the minutes of the meeting (TVSC 14/05/2019), to identify guiding principles, values as per attachment 2 and further feedback from the sub-committee and potential locations for the Aboriginal Tourism and Cultural Centre as per Resolution No. 2510/2018, May 2018.

**CARRIED**

**1.0.2-TVSC5 Augmented Reality Gaming**

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. Information be received
2. Staff report back on opportunities with Augmented Reality Gaming and linkages to other Council run events.

**CARRIED**

## 1.0.2 TVSC-OB1 - Meeting Schedule

Moved Cr J Woodman  
Seconded Cr M Blackmore

1. That meetings of the Tourism and Visitor Sub Committee be scheduled bi monthly as required.
2. Administration communicate with Sub Committee Members to seek feedback on suggested topics for consideration by the Sub-Committee and a schedule of agenda topics be presented to the sub-committee for consideration.

**CARRIED**

### *Community Development*

#### 1.1.1 Intercultural Strategic Implementation Year 1 Report

Moved Cr D Proleta  
Seconded Cr K Grenfell

1. The information within the report be received and noted.
2. The Salisbury Intercultural Community Alliance Terms of Reference as contained in Attachment 3 to this report (Item 1.1.1, Policy and Planning, 20/05/2019) be endorsed.
3. The Intercultural Strategic Alliance Terms of Reference as contained in Attachment 4 to this report (Item 1.1.1, Policy and Planning, 20/05/2019) be endorsed.
4. Cr C Buchanan and Cr S Ouk be appointed to the Intercultural Strategic Alliance.
5. Mayor G Aldridge be appointed as ex-officio member of the Intercultural Strategic Alliance.

**CARRIED**

#### 1.1.2 Public Art Framework

Moved Cr L Braun  
Seconded Cr G Reynolds

It is recommended that:

1. The Public Art Framework be endorsed.
2. Elected Members Cr M Blackmore and Cr K Grenfell to be appointed to a Public Art Panel to assist with guiding public art development consistent with the Public Art Framework.
3. Public Art Panel Terms of Reference in Attachment 7 of this report be endorsed.

4. Endorse staff to:
  - Prepare a budget bid for 2020/21 for maintenance and upgrade of existing public art works across the City
  - Scope a piece of major work for consideration as part of the 2020/21 budget process
  - Scope a Salisbury Art trail with the Public Art Panel and develop a budget for consideration as a part of the 2020/21 budget process
5. Endorse the following projects as part of the Public Art Program (Create a Place):
  - a. John Street laneway public artwork
  - b. Salisbury North Skate Park public artwork to be developed in consultation with the Youth Council
  - c. Salisbury Recreation Precinct public artwork to be developed in consultation with Belgravia Leisure
6. Note that the administration will further develop projects through the Public Art Program (Create a Place) in consultation with the Public Art Panel.
7. Mayor G Aldridge be appointed as ex-officio member of the Public Art Panel.

**CARRIED**

*Strategic Asset Management*

**1.5.1 The John Street Improvement Plan Scope**

Moved Cr G Reynolds  
 Seconded Cr D Hood

1. That the information be received.

**CARRIED**

**OTHER BUSINESS**

Nil

The meeting closed at 6.34 pm.

CHAIRMAN.....

DATE.....





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<b>ITEM</b>	1.0.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 June 2019
<b>HEADING</b>	Future Reports for the Policy and Planning Committee
<b>AUTHOR</b>	Joy Rowett, Governance Coordinator, CEO and Governance
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	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 table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

<b>Meeting Item</b>	<b>Heading and Resolution</b>	<b>Officer</b>
19/12/2016 P&P-OB1	<b>RAAF AP-3C Tailfin for Purposes of Display</b> 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. <b>Due:</b> June 2020	Adam Trottman
23/07/2018 MON1	<b>Basketball Court - Cascade Estate, Mawson Lakes</b> 1. That a report be brought forward, which investigates the appropriateness and feasibility of establishing a 'half court or full court' basketball court in the Cascade Estate at Mawson Lakes, and other suitable locations within the City of Salisbury. <b>Due:</b> December 2019	Adam Trottman / Craig Johansen
28/05/2018 1.1.3	<b>Reconciliation Action Plan Status Report and Next Iteration Draft</b> 4. That Council investigate and report back by February 2019 on possible costs and suitable sites/venues for a tourism and cultural centre in Salisbury showcasing the culture and heritage of Indigenous people of the Northern Adelaide Plains. <b>Due:</b> July 2019	Julie Kalms
28/05/2018 1.2.1	<b>Cities Power Partnership Program</b> 1. That Council re-consider becoming a partner of the Cities Power Partnership program once the City of Salisbury's Energy Management Plan has been finalised and endorsed during 2018/19. <b>Due:</b> October 2019	Andrew Le Grand
23/07/2018 1.5.1	<b>The Paddocks Masterplan</b> 3. That a scoping study of works be brought back to Council with an implementation plan for year three onward. <b>Due:</b> October 2019	Craig Johansen
25/02/2019 1.3.1	<b>Salisbury Community Hub - Civic Square Placemaking Lighting and Methodist Historical Cemetery Improvements</b> 3. That staff explore options and report back for reducing the annual maintenance costs for the cemetery. <b>Due:</b> July 2019	Mark Purdie

25/03/2019 1.3.2	<b>Abandoned Shopping Trolleys</b> 1. Staff bring back a report examining the viability of introducing policy to regulate abandoned shopping trolleys. 2. The report to include the success of other Councils who have already implemented similar policies and various options that may be considered for Salisbury.	John Darzanos
<b>Due:</b>	July 2019	
23/04/2019 2.5.3 SPDSC2	<b>Salisbury Oval Recreation and Open Space Needs</b> – 5. That staff bring back detailed design of recreation facilities and landscaping for Brown Terrace, including play equipment, nature play space and adult exercise equipment. Detailed design to go out for public consultation and subject to public consultation with local residents, ratepayers and community groups, then be incorporated into the Salisbury Oval Master Plan.	John Devine
<b>Due:</b>	July 2019	
23/04/2019 2.5.3 SPDSC2	<b>Salisbury Oval Recreation and Open Space Needs</b> – 9. That staff bring back a further report to the Policy and Planning Committee about public consultation process to be undertaken and revised draft Salisbury Oval Master Plan incorporating changes outlined in part 2, 5 and 6 of this Motion. Council also considers a revised budget for this project.	John Devine
<b>Due:</b>	July 2019	

#### 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: 11.06.19



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<b>ITEM</b>	1.1.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>HEADING</b>	Minutes of the Youth Council Sub Committee meeting held on Tuesday 11 June 2019
<b>AUTHOR</b>	Bronwyn Hatswell, PA to General Manager, Community Development
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	The minutes and recommendations of the Youth Council Sub Committee meeting held on Tuesday 11 June 2019 are presented for Policy and Planning Committee's consideration.

### RECOMMENDATION

- The information contained in the Youth Council Sub Committee Minutes of the meeting held on 11 June 2019 be received and noted and that the following recommendations contained therein be adopted by Council:

**YC1 Future Reports for the Youth Council Sub Committee**

- The information be received.

**YC2 Youth Council Membership**

- That the youth member application from Netra Dulal for the balance of a two year term until December 2020 be accepted.

**YC3 Youth Council Project Teams Update**

- That the information be received and noted.

**YC4 Youth Programs and Events Update June 2019**

- That the information be received and noted.

**YC-OB1 Council Reporting Workshop for Youth Council Members**

- That a workshop be designed for Youth Council Members to gain a better understanding of how the structure of Council reports are written.

### ATTACHMENTS

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

- Minutes Youth Council Sub Committee - 11 June 2019

**CO-ORDINATION**

Officer:	GC	GMCD
Date:	12/06/2019	12/06/2019



**MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE  
COMMITTEE ROOMS, 12 JAMES STREET, SALISBURY ON**

**11 JUNE 2019**

**MEMBERS PRESENT**

Rebecca Etienne (Chairman)  
Megan Anderson  
Mon-Maya Chamlagai (Deputy Chairman)  
Luke Hall  
Nicollette Nedelcev  
Rahmatullah Tawassoli  
Hayley Williams  
Stacey Williams  
James Wood  
Thomas Wood  
Cr M Blackmore  
Cr G Reynolds  
Damien Walker (Mentor)

**OBSERVERS**

Nil.

**STAFF**

Manager Community Capacity and Learning, Ms J Cooper  
PA to General Manager Community Development, Mrs B Hatswell  
Community Planner Youth Participation, Ms J Brett

The meeting commenced at 5.42 pm

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

**APOLOGIES**

Apologies have been received from Mayor G Aldridge, T Rutka-Hudson, P Hyde, J van der Zee and M Verdini.

## **LEAVE OF ABSENCE**

Leave of absence for this meeting was previously granted to Cr S Ouk.

## **PRESENTATION OF MINUTES**

Moved M Chamlagai  
Seconded T Wood

The Minutes of the Youth Council Sub Committee Meeting held on 09 April 2019, be taken and read as confirmed.

**CARRIED**

## **REPORTS**

### **YC1 Future Reports for the Youth Council Sub Committee**

Moved L Hall  
Seconded J Wood

1. The information be received.

**CARRIED**

### **YC2 Youth Council Membership**

Moved M Chamlagai  
Seconded N Nedelcev

1. That the youth member application from Netra Dulal for the balance of a two year term until December 2020 be accepted.

**CARRIED**

### **YC3 Youth Council Project Teams Update**

Moved L Hall  
Seconded N Nedelcev

1. That the information be received and noted.

**CARRIED**



**YC4 Youth Programs and Events Update June 2019**

Moved N Nedelcev  
Seconded M Chamlagai

1. That the information be received and noted.

**CARRIED**

**OTHER BUSINESS**

**OB1 Council Reporting Workshop for Youth Council Members**

Moved R Etienne  
Seconded M Chamlagai

1. That a workshop be designed for Youth Council Members to gain a better understanding of how the structure of Council reports are written.

**CARRIED**

**CLOSE**

The meeting closed at 6.30 pm.

CHAIRMAN.....

DATE.....



<b>ITEM</b>	1.3.1		
	<b>POLICY AND PLANNING COMMITTEE</b>		
<b>DATE</b>	17 June 2019		
<b>PREV REFS</b>	Policy and Planning Committee	1.3.3	21/05/2018
	Policy and Planning Committee	1.3.3FI	18/06/2018
	Council	NOM2	25/03/2019
<b>HEADING</b>	Public Consultation on 'Civic Square' Renaming		
<b>AUTHOR</b>	Hiroe Terao, Strategic Planning, Policy & Development Planner, City Development		
<b>CITY PLAN LINKS</b>	<p>1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.</p> <p>3.2 Have interesting places where people want to be.</p> <p>3.4 Be a proud, accessible and welcoming community.</p>		
<b>SUMMARY</b>	<p>Council had endorsed the name ‘Salisbury Community Hub’ to apply to both the building and the Civic Square after considering a range of options at its meeting in May 2018. In March 2019, Council resolved to undertake a public consultation seeking a public response for a preferred name for the existing Civic Square.</p> <p>138 responses were received over the four weeks. The most preferred name was Inparrinthe Kumangka (31 responses/22%) meaning "meeting together" in Kaurna, followed by Civic Plaza (20 responses/14%) and Salisbury Community Hub (18 responses/13%). The number of responses relative to the population of the Council area was very low. However should Council decide to rename the existing Civic Square on the basis of responses received, it is suggested using dual naming to enable a Kaurna name and a name that identifies its location in Salisbury. On the basis of responses received this name could be ‘Inparrinthe Kumangka/Salisbury Civic Plaza’.</p> <p>Should Council ultimately adopt this alternative name, the ‘Salisbury Community Hub’ name would apply to the building only. In any event, existing wayfinding signage in Salisbury City Centre will need to be updated upon completion of the Salisbury Community Hub to reflect the new name and location for both the building and Civic Square.</p>		

**RECOMMENDATION**

1. That the information be received.
2. That pursuant to Section 219 (1) of the *Local Government Act 1999*, the Salisbury Civic Square to be named:  
*(Council to insert preference)*  
and that the necessary statutory notifications take place.
3. People who participated in the public consultation be advised of Council's decision, and this also be advised through the social media channels used for the consultation.

**ATTACHMENTS**

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

1. Public consultation on 'Civic Square' renaming responses

**1. BACKGROUND**

- 1.1 Council endorsed the name 'Salisbury Community Hub' to apply to both the building and the Civic Square after considering a range of options at its meeting in May 2018 (Item 1.3.3, Policy and Planning, 21/05/2018) as follows:
  - 1.1.1 *"That 'Salisbury Community Hub' be endorsed as the name to be applied to the precinct incorporating the Community Hub Building and Civic Square."*
- 1.2 The name 'Salisbury Community Hub' refers to the combined building and adjacent open space (Civic Square) reflecting that the building has been designed to fully integrate with the adjacent Civic Square and vice versa. Council subsequently approved the signage and wayfinding package for the Hub at its June 2018 meeting, with signage reflecting the endorsed name for the building and square.
- 1.3 In March 2019, Council resolved that:
  - 1.3.1 *"Council commence a four week Council social media and Council website campaign asking for a public response for a preferred name for the existing 'Civic Square' in Salisbury City Centre, from the following suggestions:*
    - *Salisbury Plaza*
    - *John Street Plaza*
    - *Hub Plaza*
    - *Civic Plaza*
    - *Salisbury Community Hub"*
  - 1.3.2 *"The administration consults with the Reconciliation Action Plan working group for a Kurna language word to be included for naming the Square, and to be included on the list for a public response."*
  - 1.3.3 *"Public responses, including additional suggestions from the public, be compiled into a report and submitted for Council consideration at the June 2019 meeting." (Item: 7.2 Motion on Notice – Civic Square, 25/03/2019, Resolution No. 0126/2019)*

## 2. CITY PLAN CRITICAL ACTION

2.1 Progress the revitalisation of the Salisbury City Centre including:

- Resourcing place management and activation, and
- Encouraging and supporting private sector investment

2.2 Deliver a new community hub in the Salisbury City Centre incorporating learning centre, enhanced community spaces, civic facilities, offices and commercial space to stimulate investment opportunities.

## 3. CONSULTATION / COMMUNICATION

3.1 Internal

3.1.1 Communications & Customer Relations: Business Excellence

3.1.2 Development Services: City Development

3.1.3 Social Policy, Community Planning & Vitality: Community Development

3.2 External

3.2.1 Kurna Warra Karrpanthi (KWK) has provided cultural permission to use the Kurna word 'Inparrinthe Kumangka – Meeting together' as one of the naming options for the consultation, and this was included in the consultation material.

3.2.2 The community consultation was undertaken from 16 April until 10 May 2019 over a four week period, inviting the community to nominate their preferred name for the existing Civic Square in Salisbury City Centre. The following six naming options were provided for voting with an option of suggesting an alternative name:

- Civic Plaza
- Hub Plaza
- Inparrinthe Kumangka ("meeting together" in Kurna)
- John Street Plaza
- Salisbury Community Hub
- Salisbury Plaza
- Other

3.2.3 An electronic survey was set up on the Salisbury City Centre website with social media posts promoting the consultation. Over the four weeks,

- The content was posted on: Facebook and Twitter twice, and LinkedIn and Instagram once.
- The post had a reach of at least 7,131 people and 771 engagements, with 25 comments/likes, and 20 shares on the posts.
- The content was reposted to promote the consultation one week after the commencement of the consultation and before the closing date.

## 4. REPORT

### Public Consultation Outcomes

- 4.1 138 responses were received during the four week public consultation. The top five responses received are shown in the below table.

Preferred Name	Responses	
	(n)	(%)
<b>Inparrinthe Kumangka ("meeting together" in Kurna)</b>	31	22
<b>Civic Plaza</b>	20	14
<b>Salisbury Community Hub</b>	18	13
<b>Salisbury Plaza</b>	17	12
<b>John Street Plaza</b>	12	9
<b>Other</b>	40	29
<b>Total</b>	<b>138</b>	<b>100</b>

- 4.1 A complete list of responses including suggestions from the community is included in Attachment 1.
- 4.2 The Kurna word 'Inparrinthe Kumangka' received the highest number of responses in favour (n=31, 22%), followed by Civic Plaza (n=20, 14%); which in turn was closely followed by Salisbury Community Hub (n=18, 13%) and Salisbury Plaza (n=17, 12%).
- 4.3 Whilst it is pleasing to see a level of engagement by the community in this issue, the response rate as a percentage of Council's population of 136,635 (source: ABS) is very low at 0.1%.

### Naming of Public Places

- 4.4 The naming of geographical places in South Australia is regulated by the *Geographical Names Act 1991* and all proposals must comply with the Geographical Names Guidelines. Council also has a Naming of Roads and Public Places Policy which outlines the process involved and principles to be adhered to when renaming public places, in line with the Geographical Names Guidelines and *Local Government Act 1999*.
- 4.5 One of the principles is about uniqueness, and using names already used in the region are discouraged. Based on this principle, the name 'Civic Plaza' on its own, as the second preference in responses received, is not recommended and it is suggested to use 'Salisbury Civic Plaza', instead. Whilst the term 'plaza' is commonly used in relation to commercial shopping centres, the use of 'Salisbury' and 'Civic' in the name provides some differentiation and identifies the location of the place. Similarly, the formal name for the existing 'Civic Square' is 'Salisbury Civic Square' for these reasons. The other top five names by responses are also considered to be acceptable under the naming principles should Council decide to consider other options.

**5. CONCLUSION / PROPOSAL**

- 5.1 A four week public consultation process inviting the community to nominate their preferred name for the existing Salisbury Civic Square in Salisbury City Centre showed that, from the 138 responses received the highest number of respondents preferred the Kaurna name 'Inparrinthe Kumangka', followed by Civic Plaza.
- 5.2 Should Council decide to rename the existing Civic Square, it is suggested using dual naming to enable a Kaurna name and a name that identifies its location in Salisbury. Based on these principles and the names receiving the highest number of responses, a suggested name could be 'Inparrinthe Kumangka/Salisbury Civic Plaza'.
- 5.3 It is also noted the public consultation had a low response rate of 0.1% of the Salisbury population, and on this basis it is unclear whether renaming of the Civic Square is warranted on the basis of broad community opinion and support.
- 5.4 Should Council decide to endorse using the name 'Inparrinthe Kumangka', Council will be required to seek formal approval / confirmation from KWK prior to formalising, as KWK has provided approval for consultation purposes only for the use of the word 'Inparrinthe Kumangka – meeting together'.
- 5.5 Should Council ultimately adopt this alternative name, the 'Salisbury Community Hub' name would continue to apply to the building only. In any event, existing wayfinding signage in Salisbury City Centre will need to be updated upon completion of the Salisbury Community Hub to reflect the new name and location for both the building and Civic Square. The building however has extensive signage internally and on new wayfinding signs within the Civic Square referencing 'Salisbury Community Hub' which is being produced and supplied by the builder.
- 5.6 The impact of any name change to the Civic Square upon the Hub signage and wayfinding package is minor, limited to signs within the Civic Square. Signs in the broader Salisbury City Centre precinct will require changes irrespective of a Council decision to change the name of the Civic Square, with the name change creating an incremental increase in the number of changes required to existing signage.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 11.06.2019





## Public Consultation on 'Civic Square' renaming - Responses

Preferred Name	Reponses n	Column1 %
Inparrinthe Kumangka ("meeting together" in Kaurna)	31	22%
Civic Plaza	20	14%
Salisbury Community Hub	18	13%
Salisbury Plaza	17	12%
John Street Plaza	12	9%
Other: Squarey McSquareFace	6	4%
Other: Harvey Plaza	3	2%
Other: John Harvey Centre	2	1%
Other: Hub Plaza	1	1%
Other: Barmah Plaza (Barmah is indigenous name for meeting place)	1	1%
Other: Both Civic Plaza and Kaurna name	1	1%
Other: Broadstock square	1	1%
Other: Civic Square	1	1%
Other: Connexion	1	1%
Other: Cooina. (happy place - Aboriginal language)	1	1%
Other: Inner Northern Plaza	1	1%
Other: It should be named after a Salisbury war hero, recognised through RSL. My 2 great uncles for instance killed in action but they were from Gawler, Scott Brothers so Scott square just an example. Civic square is a generic name, if it's named after someone it encourages conversations of history	1	1%
Other: John Smith Square - it should reference a war hero	1	1%
Other: John Street Community Hub	1	1%
Other: Kaurna plaza	1	1%
Other: Kaurna Square	1	1%
Other: Len Beadell Plaza	1	1%
Other: Little Para Plaza	1	1%
Other: Rick Henke square	1	1%
Other: Rort Court	1	1%
Other: Salisbury Central	1	1%
Other: Salisbury Civic Centre	1	1%
Other: Salisbury Civic Plaza	1	1%
Other: Salisbury Heart Hub	1	1%
Other: Salisbury Square	1	1%
Other: Salisbury war hero, recognised through RSL using the term 'Square' after the name (i.e. John Smith Square)	1	1%
Other: Something unique - ie Persons name plaza/promenade. I like the Kaurna name but it may be difficult to remember.	1	1%
Other: Stephen's Place - after Kaurna elder, Uncle Stephen Goldsmith	1	1%
Other: The Ruby Davy Civic Centre - "The Jewel in the crown of Salisbury"	1	1%
Other: The Square	1	1%
Other: Victoria cross winner or war hero, eg Mark Donaldson Square	1	1%
Other: Wasted money	1	1%
<b>Grand Total</b>	<b>138</b>	<b>100%</b>



<b>ITEM</b>	1.3.2		
	<b>POLICY AND PLANNING COMMITTEE</b>		
<b>DATE</b>	17 June 2019		
<b>PREV REFS</b>	Salisbury Town Centre Sub-Committee	STCSC3	09/07/2012
	Salisbury Town Centre Sub-Committee	STCSC1	13/08/2012
	Program Review Sub Committee	PRSC3	10/02/2014
	Policy and Planning Committee	1.3.3	20/04/2015
	Policy and Planning Committee	1.10.2	20/07/2015
	Policy and Planning Committee	1.10.1	21/09/2015
	Policy and Planning Committee	1.10.1	20/06/2016
	Policy and Planning Committee	1.10.2	18/07/2016
	Policy and Planning Committee	1.3.1	15/08/2016
	Policy and Planning Committee	1.10.1	12/12/2016
	Policy and Planning Committee	1.10.1	20/02/2017
	Policy and Planning Committee	1.10.1	17/07/2017
	Policy and Planning Committee	1.10.2	17/07/2017
	Policy and Planning Committee	1.3.4	18/09/2017
	Policy and Planning Committee	1.3.1	16/10/2017
	Policy and Planning Committee	1.3.1	11/12/2017
	Policy and Planning Committee	1.10.1	11/12/2017
	Resources and Governance Committee	3.6.1	16/04/2018
	Council	GB01	23/04/2018

Policy and Planning Committee	1.7.1	21/08/2017
Policy and Planning Committee	1.3.4	18/09/2017
Policy and Planning Committee	1.3.1	16/10/2017
Policy and Planning Committee	1.3.3	21/05/2018
Council	GB6.1	28/05/2018
Council	GB13.2	28/05/2018
Policy and Planning Committee	1.3.3	18/06/2018
Policy and Planning Committee	1.3.4	20/08/2018
Policy and Planning Committee	1.3.3	10/12/2018
Policy and Planning Committee	1.3.3	21/01/2019
Policy and Planning Committee	1.3.1	18/02/2019
Policy and Planning Committee	1.1.1	18/03/2019
Works and Services Committee	2.9.1	18/03/2019
Works and Services Committee	2.9.2	20/05/2019
Works and Services Committee	2.1.1	20/05/2019

**HEADING**

Salisbury Community Hub - Project and Construction Progress Report

**AUTHORS**

Chantal Milton, Manager Strategic Development Projects, City Development  
Pippa Webb, General Manager Community Development, Community Development

**CITY PLAN LINKS**

1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.  
3.2 Have interesting places where people want to be.  
4.4 Embed long term thinking, planning and innovation across the organisation.

## **SUMMARY**

The Salisbury Community Hub is a significant strategic project that will redefine how we provide services and interact with our community, while also contributing towards the delivery of Council's endorsed Salisbury City Centre renewal agenda.

The final Community Hub Council decision point at approximately 50% design completion was achieved in December 2017 with the decision to proceed to tender and construction. Hansen Yuncken were confirmed as the Principal Contractor following a competitive tender process in May 2018, under a Design & Construct procurement model.

This report seeks a Council decision regarding the permanent display of items within the Community Hub and provides a brief in relation to the Curation Strategy for the volumes of cultural and historical materials held by the City of Salisbury.

This report provides the fourth quarterly construction progress report through the Salisbury Community Hub construction period as per Recommendation 2 (Item 1.3.3, Policy and Planning, 21/05/2018):

*Recommendation 2: That quarterly information and status reports be provided to Council through the Salisbury Community construction period.*

## **RECOMMENDATION**

1. That the report be received, and the current status of the Salisbury Community Hub project be noted.
2. That the items proposed in Attachment 1 be endorsed in relation to the display of permanent cultural historical items within the Salisbury Community Hub.
3. That staff will source suitable works for the balance of the rooms where the current collection does not contain works that suitably reflect the room name and/or are suitable for display be noted.

## **ATTACHMENTS**

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

1. Mandatory Cultural Items List as included in Hansen Yuncken Contract for installation
2. Room Naming & Civic - Permanent Cultural Asset Display Plan

## 1. BACKGROUND

- 1.1 A regional community hub in the Salisbury City Centre is a strategic opportunity for Council to deliver on multiple strategic objectives including:
- Deliver improved community and civic services and facilities to meet the needs of Salisbury's existing and future community and support increased community use and interactions.
  - Offers opportunity for rationalisation of Council's existing facilities to:
    - secure improved service and operational efficiencies;
    - optimise floor space usage; and
    - free up Council owned sites within the Salisbury City Centre for strategic outcomes aligned with Council's objectives for the City Centre and return revenue, through new development and/or re-use on these sites.
  - Address the forecast costs associated with the need, in the absence of an alternative, to upgrade the existing Civic Centre to ensure building code compliance in a financially sustainable manner that optimises community benefit from the investment.
  - Act as a catalyst for the Salisbury City Centre Renewal Project through attraction of private and government investment into the city centre.
- 1.2 The project is a critical action in the Salisbury City Plan 2030 and a design and delivery total capital budget of \$43.82 million was included in the 2017/18 Annual Plan for delivery of this project by 2019. The total capital budget for the Salisbury Community Hub project includes demolition and site preparation, site infrastructure and servicing, building works and fit-out, decanting and relocation, open space and streetscape upgrades, demolition of the existing 12 James Street Civic Centre and replacement carparking, and professional fees and project contingencies. Noting this is a total project cost and not just the building construction cost.
- 1.3 Council has previously endorsed:
- the project independent Prudential Report (Item 1.10.1, Policy and Planning, 17/07/2017).
  - a preferred four storey concept for the Community Hub (Item 1.10.2, Policy and Planning, 17/07/2017).
  - 30% Design Development drawings and outcomes of the concurrent design development community engagement process for the project (Item 1.3.4, Policy and Planning Committee, 18/09/2017).
  - 50% Detailed Design drawings and concurrent community engagement outcomes for the project to proceed to a select tender and execution of a Principal Contract for construction of the Salisbury Community Hub, subject to the final negotiated tender being within the total capital budget of \$43.82 million. (18 December 2017 Resolution 2218/2017 and 2247/2017).

- 1.4 Development Plan Consent for the Salisbury Community Hub project was issued by the Council Assessment Panel 23 January 2018. Building Rules Consent is complete with the final Development Consent for the building issued on 17 December 2018.
- 1.5 Concurrent with the transition to the Salisbury Community Hub, the organisation is undertaking an operational readiness project which aligns our operational practices with the objectives and intended function of the Salisbury Community Hub, particularly in terms of how the Hub is used, promoted and activated.

## 2. CITY PLAN CRITICAL ACTION

- 2.1 The Salisbury City Centre Community Hub project relates directly to the following City Plan critical actions:
  - 2.1.1 Progress the revitalisation of the Salisbury City Centre including:
    - resourcing place management and activation; and
    - encouraging and supporting private sector investment.
  - 2.1.2 Deliver a new community hub in the Salisbury City Centre incorporating library, civic facilities, offices and commercial space to stimulate investment opportunities.

## 3. CONSULTATION / COMMUNICATION

- 3.1 Internal
  - 3.1.1 The Executive Group, key Divisional Managers and specialist disciplines across Council continue to be closely involved in this project. Broader engagement has occurred with staff as part of a change management program. Further consultation will be undertaken with employees as required, consistent with Council's commitment as an employer in the Enterprise Agreement and obligations under the Work Health & Safety Act.
  - 3.1.2 A site walk-around for Elected Members to view project progress to date was held on 15 April 2019, attended by a small group of Elected Members.
  - 3.1.3 An Elected Member Informal Strategy session was held on 4 June 2019, in respect to the cultural assets and exhibition displays. The type and location of cultural assets was discussed, and a summary of key commentary is provided below:
    - A combination of permanent and rotating (curated) cultural assets displays will be provided in the Hub building
    - Permanent displays will include Civic memorabilia such as Honour Boards, the Council shield, and significant artwork etc.
    - The curation strategy for cultural assets also extends to other Council facilities, enabling the increased display and utilisation of cultural assets which are currently in storage, or in fixed locations both within the Hub and across other Council facilities

- Curation of displays of cultural assets is a critical element of the vibrancy of the Hub, providing regular new experiences for visitors to the Hub as the displays change
- In addition to physical cultural assets, the Hub will also feature numerous screens on which digital images of cultural assets and/or digital art will be able to be displayed in a rotating and dynamic form.

### 3.2 External

- 3.2.1 Community interest and expectations around this project are high. This reflects the potential of the Community Hub to change how our communities use and access services in the Salisbury City Centre, in addition to the quantum of the required financial investment.
- 3.2.2 A Project Control Group (PCG) involving two Elected Member representatives from the Audit Committee, Executive and senior staff, and external specialists, was established in October 2016. The external memberships include community facilities and project specialist, a legal/probity advisor, Project Client Representative, Design Team representative, Contractor representative and Project Cost Manager. Given the volume of activity on the project over the last three months both in closing out the design and monitoring the status of construction on site, PCG has met on a monthly basis across the last quarter.
- 3.2.3 An external communication and media plan is in place guiding messaging and timing of project communication to external audiences at varying levels of detail. Fuller Brand and Communication have prepared the Salisbury City Centre Renewal – Marketing Communications Strategy 2017-2020. This plan was endorsed by Council on 26 June 2017, with the Salisbury Community Hub a key destination and project within the overall Salisbury City Centre renewal strategy communication plan.
- 3.2.4 As part of the Hansen Yuncken project management plan, a Communications Working Group has been established involving Hansen Yuncken and Council representatives that meet regularly to coordinate communication relating to site activities. A stakeholder Communications and Engagement Plan has been produced, owned by Hansen Yuncken, which sets out the communication protocols, responsibility for communication with all key stakeholders, construction milestone points and news story opportunities. To date seven trader information notices have been distributed to immediately affected landowners and tenants by the Hansen Yuncken Site Manager. The latest notice was distributed 25 March 2019. The next community notice will be distributed in mid-June, with information relating to the continuation of service trenching works to adjacent streets and commencement of works relating to the building façade to make the building weather tight.
- 3.2.5 Ongoing engagement sessions have continued with Council’s Reference Groups (Salisbury Seniors Alliance, Disability, Access and Inclusion Network (DAIN), Youth Council and Reconciliation Action Plan Working Group). The reference groups provided community feedback



throughout the project design program since early conceptual work began. Across the last three months, an update was provided to Salisbury Seniors Alliance on 16 April 2019 and RAP updated in respect to the signage and wayfinding works relating to the Kaurna Acknowledgements and other related signage content. A meeting will be scheduled in the next month with DAIN to close the loop on the disability access design solutions adopted in the building with HY, Hassell, Able Access (project access consultant) and representative members from relevant groups such as the Royal Society for the Blind.

- 3.2.6 A topping out celebration timed with the completion of the steel roof structure was held in conjunction with Hansen Yuncken on 2 April 2019. This signified a major milestone for the project, and the Community Reference Groups and multicultural leaders participated in the event representing the Salisbury community. A steel beam was signed and then lifted into place post the event. Concurrent with the topping out ceremony, interim professional time-lapse photography was released via Council's websites and social media, which can be viewed at the following link [Eyesky - Interim Salisbury Community Hub Time-lapse March 2019](#)

#### **4. CONSTRUCTION PROGRAMME & PROGRESS**

- 4.1 This report provides the fourth quarterly construction progress report through the Salisbury Community Hub construction period as previously resolved by Council. The progress update report is provided as an overview of the current status of the project against key milestones and commentary relating to the project's performance against Key Result Areas including Northern Adelaide Economic Benefit outcomes. Overall the project is currently proceeding within established budget contingencies.
- 4.2 During the last quarter of 2018 and first quarter of 2019, the construction of the Salisbury Community Hub incurred delays due to inclement weather, as defined within the Design & Construct Contract with Hansen Yuncken, and under which the contractor can only claim time, not costs. All inclement weather claims are assessed by the Project Superintendent. As a result of both the inclement weather claims and the need for the contractor and Council to apply more time to resolve design detail prior to construction to preserve project quality, Hansen Yuncken and Council negotiated a one month extension to the original Contract Practical Completion date of 12 July 2019. This extension was agreed on the basis that neither Hansen Yuncken nor Council would claim costs from either party due to the mutual benefit the negotiated extension provided. As a result of the above, the current revised contract Practical Completion date, including further inclement weather since the above extension was agreed, is now end August 2019.
- 4.3 There have been a significant number of detail design and construction matters, and functional clarifications regarding services, Audio Visual and ICT services that have taken time to be resolved in order to preserve project quality objectives, and minimise the risk of re-work and rectification work post-occupancy. In addition, further inclement weather has been experienced and a program extension is currently under negotiation with Hansen Yuncken to agree a revised practical completion date that seeks to preserve the overall project quality, and is realistic and achievable. Subject to the outcomes of these negotiations, the revised

practical completion date could extend to the end of September, noting however that an extended practical completion date will not impact upon the opening event timing, which commences on 29 November 2019 as previously reported to Council (Item 2.1.1, Works & Services Committee, 20/05/19). It is a normal process to plan for time contingencies in a project of this scale and complexity, and the program is being actively managed by both the contractor and Council as Principal throughout the construction phase.

- 4.4 The project achievements against key milestones are reflected in the summary table below, noting that key construction milestones will be added as project construction proceeds, with the next immediate milestone provided for information.

Key Milestones	Achieved Date	Forecast Date
Site Possession	12 June 2018	
Site Establishment	16 June 2018	
Groundbreaking Ceremony	2 July 2018	
Hard Demolition Works	26 July 2018	
Civil Works (including remediation and excavation)	18 August 2018	
Footing Construction, In-ground Services and Ground Floor Slab	25 October 2018	
Completion of Super-structure (Mezzanine, Level 1, 2, 3 and Roof Plant)	April 2019	
Wall Framing, Lift installation, First Fix services & masonry brickwork commencement	May - June 2019	
Façade installation	June- July 2019	
Practical Completion (Current Contract Position) – <i>noting that the final handover date will be subject to any further claims available under the Contract including but not limited to inclement weather.</i>		August 2019

- 4.5 Separate to the Hansen Yuncken contract program, the Council administration has commenced the Operational Readiness project which aims to ensure that the Salisbury Community Hub operates from opening as intended, and puts in place a detailed process for decanting and hub-set-up. The Operational Readiness project is working to the current contract Practical Completion Date, but is able to be adjusted as required in the event that this date changes.

- 4.6 As part of the Operational Readiness project and concurrent with the transition to the Salisbury Community Hub we are implementing a number of business transformation programs, such as our customer service interface. Some of these business transformation programs are not directly reliant upon our move to the Salisbury Community Hub but it is appropriate that they be coordinated with the move.
- 4.7 Council supported the preparation of a new initiative bid for the Salisbury City Centre Methodist Cemetery Improvement Project, with a proposed capital value of \$75k to be considered as part of the 19/20 Annual Plan (Item 1.3.1, Policy and Planning, 18/02/19). Since this recommendation, concurrent with the budget deliberations, staff has sought to refine this landscape concept with the Uniting Church and negotiate the terms of a draft license agreement for ongoing maintenance of the new landscape works. As part of this design refinement staff have also explored an approach to reduce the annual maintenance costs for the cemetery from the original estimates of \$14,290 per annum in response to Item 1.3.1, Policy and Planning, 18/02/19 (Recommendation 3 *“That staff explore options and report back for reducing the annual maintenance costs for the cemetery.”*). Clarification of the maintenance obligations between City of Salisbury and the Church that will sit within the draft license agreement has been negotiated that will reduce the forecast annual maintenance cost to an estimated \$9,800 per annum. This has primarily been achieved through negotiation with the church that they retain maintenance responsibility for the fence and routine inspection and maintenance of the mature trees within the site. It is estimated that the license agreement will be resolved between the parties within the next four weeks to support completion of works in August /September 2019 subject to the final budget decision.
- 4.8 Design Completion Status
- 4.8.1 At the point of Council signing the contract with Hansen Yuncken the design drawings for the Salisbury Community Hub were notionally 50% complete, noting that some elements of the design package were more or less advanced than the notional 50%at that time. The Design Team led by HASSELL was novated to Hansen Yuncken under the adopted Design and Construct project delivery model.
- 4.8.2 Since contract signing in May 2018, significant progress has been made to complete the detailed design documentation for the building, concurrent with Hansen Yuncken commencing construction on-site and finalising their sub-contractor engagement. This concurrent design and delivery process is achieved through separating the project documentation into discrete drawing packages which in turn supports sub-contractor involvement in the design process. This approach is fundamental to realising the benefits of a Design and Construct procurement model.

- 4.8.3 Hansen Yuncken has opted to break the Salisbury Community Hub into five design packages, with packages submitted for staged Building Rules Consent. The packages and current status of design and approvals is summarised below:
- Package #1 – Demolition and Civil - completed with Building Rules Consent issued 2 July 2018, final items being closed out for Issue for Construction Drawings.
  - Package #2 – Sub-structure, Super-structure and Vertical Transportation (Lift) – 100% drawings complete with Building Rules Consent issued 17 August 2018, final items being closed out for Issue for Construction Drawings.
  - Package #3 – Façade – 75% and 100% drawings complete and hold point drawing reviews completed. Building Rules Consent issued 17 December 2018, final items being closed out for Issue for Construction Drawings.
  - Package #4 – Building Services – 75% and 100% drawings completed and hold points drawing reviews completed. Building Rules Consent issued 17 December 2018, final items being closed out for Issue for Construction Drawings.
  - Package#5 – Finishes /Joinery – 75% and 100% drawings completed and hold points drawing reviews completed. Building Rules Consent issued 17 December 2018, final items being closed out for Issue for Construction Drawings.
- 4.8.4 The design documentation and Council review process was completed in line with the negotiated Hansen Yuncken revised construction program for all five hold points. As part of the City of Salisbury review process, Third Party Quality Consultants were used specifically, for the building services and for the purpose of assisting staff with the documentation review given the technical nature of the drawings.
- 4.8.5 Signage & Wayfinding final content documentation for the building signage was returned to Hansen Yuncken in early February for completion of the signage tender and signage shop drawings, incorporating the feedback on room naming as endorsed by Council (Item 1.3.3, Policy and Planning, 21/01/19). Final signage proofs are progressively being provided to Council administration for sign-off concurrent with commencement of signage manufacture.
- 4.8.6 Council endorsed additional placemaking lighting to the Civic Square in February 2019 (Item 1.3.1, Policy and Planning, 18/02/19). The placemaking lighting was included in Hansen Yuncken's original contract scope of works by way of a provisional sum, and this is now being finalised for delivery to the established budget following Council's approval.

#### 4.9 Construction Progress

A time-lapse camera was installed in the clock tower on the corner of John and Church Street on 3 May 2018. Key construction activity photographs across the last six months are provided below for information.



Photo 1: Roof Plant Slab complete, Steel Roof Structure Installation, formwork stripping commenced on John Street (Photo: 21 January 2019)



Photo 2: Roof Plant Slab upstands complete, Steel Roof Structure complete, Formwork stripping complete (Photo: 22 April 2019)



Photo 3: Roof Plant Slab upstands complete, Steel Roof Structure complete, Formwork stripping complete, Slab Edge fascia cladding and Ground Floor Glazing (Photo: 7 June 2019)

#### 4.10 Project Risks & Opportunities

##### 4.10.1 Northern Adelaide Economic Benefit

Hansen Yuncken has contractual obligations in respect to the return of Northern Adelaide Economic Benefit, both in respect to labour hours and materials. The contractor's performances against the measures are monitored on a monthly basis via the Project Control Group:

- A minimum target set for the project of 15% total labour hours to be undertaken by apprentices, trainees, Aboriginal and Torres Strait Islander people, local people with barriers to employment and for upskilling.
- Maximising local labour hours, with a minimum of 40% of total labour hours (including sub-contractor labour) being sourced from the Northern Adelaide Region. Hansen Yuncken are currently tracking above the target for both people with barriers to employment and local labour hours, noting that this will fluctuate over the life of the project.
- The minimum target is for 20% of the value of the materials supply component of the construction contract to be via Northern Adelaide suppliers with an objective to exceed this target.
- Commitment to Australian steel comprising 90% of the steel to be used in the construction of the Hub.

- 4.10.2 Hansen Yuncken is significantly advanced in engaging their sub-contractors and have confirmed they are receiving strong commitment towards the Northern Adelaide Economic Benefit targets. To date the following trade packages have been identified from the Northern Adelaide region: Site Labour, Formwork, Reinforcement, Demolition, Earthworks, Post Tensioning, Structural Steelwork & Fabrication, Electrical Services, Fire Services, Ceilings and Partitions, Brickwork, Carpentry, Ceramic Tiling, Waterproofing, Metalwork and Timber Flooring.
- 4.10.3 Whilst not all business and associated trade packages are located in the identified Northern Region, the labour commitments required to be achieved as part of the contract have been passed onto the sub-contractors who are also obligated to reach the minimum commitment. Further, where available, trades are seeking material supplies from within the northern region. Hansen Yuncken compliance reporting is based on progress claims and to date are tracking above the required targets.

## 5. SALISBURY COMMUNITY HUB - CULTURAL ARTWORK CURATION

- 5.1 The Salisbury Community Hub 50% design endorsed by Council in December 2017 (18 December 2017 Resolution 2218/2017 and 2247/2017) included the provision of display areas for the curation of cultural and historical items. In addition to these physical display areas there is increased capacity for digital content to be displayed and the use of both internal and external screens to support curated exhibitions.
- 5.2 Council reference groups have been providing community feedback throughout the project design program since early conceptual work began as set out in Section 3. Critically this feedback has led to the design of the building focusing on modern flexible spaces that can adapt to community needs and provide interesting, engaging areas which change and adapt in look and feel so that there is always something of interest for people to keep them coming back to use the facility. One design feature which was adopted to ensure that this was delivered was to design areas for displays that could be regularly changed and adapted to allow the building to reflect the sorts of things which interest people over the year, and to allow staff to curate programs, displays and art works to be reflective of the topics of conversation, important events and celebrations.
- 5.3 The design of the building and the subsequent display areas has been predicated on the “surprise and delight” design principle adopted for the Salisbury Community Hub design. It allows for changes to be made to areas and displays to maximise impact and interest. The concept relates to ensuring that the Salisbury Community Hub is a destination as there is always something new and different to be experienced. This is further enhanced by the use of extensive digital displays on screens throughout the building.
- 5.4 For the first time residents of Salisbury will be able to enjoy art works that were previously only on display within the administration areas or located in storage, historical artifacts properly supplemented with historical documents and supported by resources (books maps, documents), and digital content on variable signage to support events both inside and outside in the square.

- 5.5 In addition our existing Community Centres, Libraries, Seniors Centres will have access to display cabinetry through the asset disposal strategy for 12 James Street. This will facilitate the ongoing display of important cultural and historical information across many community sites not previously available. Staff are also working on the provision of suitable hanging space and hangers for paintings across the Community facilities to allow for the displays to take place across as many sites as practicable. This will be a staged roll out over the months after the Community Hub opening.
- 5.6 In October 2017 an Informal Strategy session was held with Elected Members to seek initial feedback on the permanent display of a number of culturally important items to be transferred to the Salisbury Community Hub with the final location to be confirmed through design finalisation by Hansen Yuncken. Permanent display refers to items which are fixed and are not a part of the curation of the building as they are on permanent display.
- 5.7 In addition to the cultural items listed in Attachment 1, Local History as part of Community Capacity & Learning, manages and stores a large collection which includes:
- Photographs – 6,000+ (of which 2,500 are digitised)
  - Original photographs – 1000+
  - Papers (eg text only) – 16-20 archive boxes
  - Maps – 300+
  - Framed certificates – 40+
  - Slides – 500+
  - Plaques – 50+
  - Artwork and framed photographs (both original and copies) – 50+
- As these existing historical items are acquired into the collection they are assessed in relation to the following;
- Suitable content for public display (e.g picture with no descriptions or ability to describe their contents are not suitable for display)
  - Value (some high value items need to be in enclosed display cabinets for example)
  - Duplication (Some low value items may be held elsewhere and are accessible to COS on request)
  - Condition (some items of low value may not be in good condition and may be gifted to other organisations or returned to the owner)
  - Relevance (some items acquired have little relevance to the Cultural, historical social economic and political history of Salisbury and may be returned to their owner.
  - Copyright clarifications (sometime if ownership of items in in doubt it is not possible to display and/or reproduce in case of breach of copyright.
  - Need and suitability for digitisation



- 5.8 Staff are currently working through a backlog of items to ascertain provenance permissions and assess condition in collaboration where necessary with SA Museums, SA Library and SA Art Gallery as well as donators, families and Local History groups.
- 5.9 As previously reported to Council, all reference groups were provided the opportunity to put forward ideas relating to City of Salisbury historical/important community members/places, which could be considered by Council for recognition in room naming of key spaces in the Salisbury Community Hub (Item 1.3.3, Policy and Planning, 21/01/2019). Across October and November 2018 the Reconciliation Action Plan (RAP) Working Group, worked to refine the acknowledgement to country statement at the building entry incorporating the use of the Kurna shield graphic, and worked with an artistic consultant to produce the “super-graphic” Kurna concept for the Community Hall glass operable wall, and in part telling the Kurna story of Salisbury, being delivered as part of the project Signage & Wayfinding Package.
- 5.10 A decision on naming for key rooms within the building, to recognise City of Salisbury historical features / person(s) was endorsed as part of Item 1.3.3, Policy and Planning agenda, 21/01/2019. As a result of the decision of Council in January 2019 the following room names have been adopted for the Salisbury Community Hub and the associated signage included within the building:
- John Harvey Community Hall (1 & 2);
  - Little Para Conference Rooms (1 & 2);
  - Phoebe Wanganeen Room - Multi-Purpose Room 1;
  - The Pedler Room –Multi-Purpose Room 2;
  - Helen Barnes Training Room;
  - The Wittber Room - Meeting Room 6 (Committee Room);
  - Dr Ruby Davy Room - Meeting Room 7 (Committee Room);
  - Len Beadell Innovation Corner – Local History Area;
  - Kurna Rooms (1 & 2) – Flex Rooms 1 & 2; and
  - Settlers Terrace – Community Terrace.
- 5.11 Building on the room naming decision, it is proposed to give life to the to the room names through the identification of cultural items being permanently affixed within or near-by the rooms that directly relate to the room naming. These include those items which are considered by the Elected Members to be of significance to the Salisbury Community as captured within an Informal Strategy held 4 June 2019, and are set out in Attachment 2 for Council noting.
- 5.12 The potential permanent cultural items for consideration to be relocated to the Salisbury Community hub are provided for information within Attachment 1, suggested locations of items are included within Attachment 2. Attachment 2 also highlights those areas where suitable works would need to be sourced, as per Recommendation 2 of this report.

### 5.13 Curation Concept for rotating display of cultural and historical materials

- 5.13.1 In order to achieve a well organised ongoing program of integrated elements, a Curation Strategy is being developed and will be brought to Council for endorsement as part of a future report. The purpose of the Curation Strategy is to bring together disparate elements (such as information learning programming, exhibitions, events) to be designed in a way that has core identifiable thematic which is integrated across the Salisbury Community Hub. The reference groups and local historical experts, SA Museum, SA State Library and families of prominent residents have been engaged to facilitate a scoping of the possibilities for the curation of integrated displays through the Salisbury Community Hub.
- 5.13.2 A possible practical example of the approach has been described below in relation to a single commemoration event for Anzac Day.

Ground floor	Display books and resources regarding the ANZAC experience, programs such as story-time and activities, about Salisbury during war time including contemporary war experiences.
1 <sup>st</sup> floor Community Meeting Rooms	Talks would be conducted relating to themes such as Salisbury's connections to the defence industry, Salisbury at war, contemporary war participants, United Nations Conventions on the war.
John Harvey Community Hall	Military museum displays and talks
John Harvey Community Hall and display cases throughout the building	Historical information would be displayed regarding the contributions life and what it was like to be an ANZAC, pictures artefact.
John Harvey Community Hall	Art exhibitions would reflect the ANZAC experience, including visiting exhibitions. Possible travelling exhibition from external organisation.
1 <sup>st</sup> floor Rooms and John Harvey Community Hall	Workshops would be run on how to learn resilience from war time experiences
Civic Square, military vehicle display.	A big screen night time event which celebrates the contribution those who have defended Australia

- 5.13.3 The Curation Strategy will consist of elements which integrate across the building (inside and out) divided into key thematic. The purpose of the overall curation strategy would be to provide future direction, coordination to promote and support cultural activities, exhibition and display in the Salisbury Community Hub and would align closely with other relevant City of Salisbury strategic plans. The plan will incorporate

the display and ongoing rotation of works through community facilities and identify a budget for this work to take place.

- 5.13.4 Activities, exhibition and celebrations may consist of the following;
- Australian National observances (Australia Day Anzac Day, NAIDOC week)
  - City of Salisbury significant activities related to strategic plans (Economic Development, Sustainability, Water, Interculturalism, Inclusion, White Ribbon, NAIDOC, Community Learning)
  - Core Events - Watershed Art Prize, SALA, Salisbury Secret Garden, Writers Week
  - Significant observances for our communities - religious (e.g Diwali, Ramadan), and others (e.g AFL Grand finals, St Patrick's Day)
  - Historical events and people that shaped Salisbury (e.g Len Beadell, Ruby Davy)
  - Topical targeted themes– Men's health week, R U OK?, Budget consultations
  - Exhibition and tour – Adelaide Symphony Orchestra community concert series, Art Gallery of SA touring exhibitions
- 5.13.5 Touring exhibitions and opportunities align to the key theme of partnership. With the Salisbury Community Hub being a cultural destination of the Northern region staff has initiated talks with the SA State Library, SA Museum and Art Gallery. Apart from the Salisbury Community Hub, there are options for such exhibition and programs at all other City of Salisbury sites.

## 6. CONCLUSION / NEXT STEPS






- 6.1 This report provides the fourth quarterly construction progress report through the Salisbury Community Hub construction period as per Recommendation 2 of Item 1.3.3, Policy and Planning agenda, 21/05/2018, and a general project update for information.
- 6.2 An integrated Curation Strategy for the display and rotation of items with the Hub is currently being prepared for Council endorsement. This strategy is based on the premise that much of the cultural and historical material held by the City has not been previously available to the public and there is an opportunity to have these available at other locations across the city as well as curated within the Hub. Ahead of the broader strategy, a decision is required in relation to the items which will be on permanent display and to enhance the room naming meaning and to allow signage, reframing and fixings to be delivered prior to facility opening.

## CO-ORDINATION



Officer: EXECUTIVE GROUP

Date: 11.06.2019




Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Aboriginal Art 'Dawn & Remembrance' by Marra Dreaming Artists 2009.	Painting	Fair	Partnership between Cos & Marra Dreaming "Indigenous Arts Project 2008"		Height: 122.5cm x Length: 152.5cm
Aboriginal Art 'This is Me' Artist Trudy Staker 2012		Good	Unknown		Height: 48.5cm x Length: 60.5cm
Aboriginal Art 'Walking to the Future' Artist Missy B		Good	Unknown		Height: 48.5cm x Length: 60.5cm
Aboriginal Art 'Home and Beyond' Artist Joy Makepeace 2012		Good	Unknown		Height: 48.5cm x Length: 60.5cm
Aboriginal Art 'Unsung Heroes' Marra Dreaming Artists	Painting	Good	Commissioned by the City of Salisbury for 2010 NAIDOC		Height: 101.5cm x Length: 152.5cm



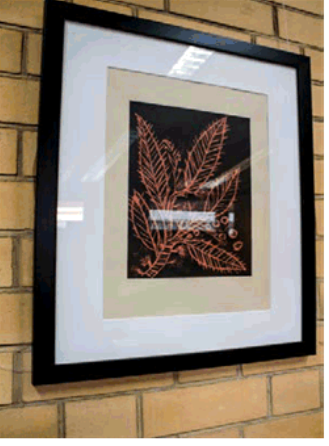


Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Aboriginal Art 'My Relationship' Artist Lynn Walker		Good	Unknown		Height: 60.5cm x Length: 48.5cm
Aboriginal Art 'Working Together', Artist Missy B	Lino Print	Good	Unknown		Height: 48.5cm x Length: 60.5cm
Aboriginal Art 'Bush Plum' Artist R Snow 2012	Lino Print	Good	Unknown		Height: 48.5cm x Length: 60.5cm









Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Aboriginal Art -- The 2008 NAIDOC Community project. Titled 'Wakwakkunnaitya' (meaning 'with children' in Kurna language).	Painting	Fair	Community Project -2 Panels 2.2m x 1.6m produced by Community Groups, Northern Carers network group from Daveron Park, Kids and You Group from Elizabeth, Salisbury High Parent Group, students from Salisbury Primary & St Augustine Primary, and members from Marra Dreaming facilitated by Marra Dreaming.		Height: 168cm x Length: 211cm
Aboriginal Art -- The 2008 NAIDOC Community project. Titled 'Wakwakkunnaitya' (meaning 'with children' in Kurna language).	Painting	Fair	Community Project - 2 Panels 2.2m x 1.6m produced by Community Groups, Northern Carers network group from Daveron Park, Kids and You Group from Elizabeth, Salisbury High Parent Group, students from Salisbury Primary & St Augustine Primary, and members from Marra Dreaming facilitated by Marra Dreaming.		Height: 168cm x Length: 211cm
Aboriginal Art 'Looking at Nature 1 Artist Suzie Braun 2012		Good	Unknown		Height: 60.5cm x Length: 48.5cm


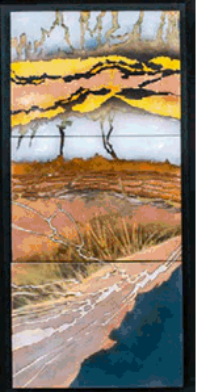




Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Art - Aboriginal Art 'Bush Plum 2' Artist Re Snow 2012		Good	Unknown		Height: 60.5cm x Length: 48.5cm
Aboriginal Art 'Looking at Nature 2' Artist Suzie Braun 2012		Good	Unknown		Height: 60.5cm x Length: 48.5cm
Aboriginal Art	Painting	Fair	Community Project - Marra Dreaming & St Augustine Primary School 2008 - Complete artwork		Each panel - Height: 99.5cm x Length: 75cm







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Aboriginal Art	Painting	Fair	Community Project - Marra Dreaming & St Augustine Primary School 2008 - panel 1		Each panel - Height: 99.5cm x Length: 75cm
Aboriginal Art	Painting	Fair	Community Project - Marra Dreaming & St Augustine Primary School 2008 - panel 2		Each panel - Height: 99.5cm x Length: 75cm
Aboriginal Art	Painting	Fair	Community Project - Marra Dreaming & St Augustine Primary School 2008 - panel 3		Each panel - Height: 99.5cm x Length: 75cm
Aboriginal Art	Painting	Fair	Community Project - Marra Dreaming & St Augustine Primary School 2008 - panel 4		Each panel - Height: 99.5cm x Length: 75cm






Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Aboriginal Art 'Wetlands' Artist R. Venon 2016	Painting	Good	Unknown		Height: 120cm x Length: 89cm
Landscape Artist Jenny Gone 1982	Painted Ceramic tile	Good	Unknown		Height:84cm X Length: 39cm
Landscape - Artist C.A Knightly	Oil on Canvas Painting	Good	Unknown		Height: 53.5cm x Length: 63.5cm
"Down to Salisbury from Golden Grove" Artist - Margery Hann - 1991	Painting	Good	Donated to the City of Salisbury by Stephen Hains, City Manager of Salisbury, 1991-2011		Height: 43.5cm x Length: 58.5cm









Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Landscape Created 1989 artist possibly S. Schneider	Painting	Good	Left behind from artists in previous years		Height: 33cm x Length: 43cm
Untitled (written in Japanese) 2010 Kimibo Usabuza.		Good	Believed to be a gift given to Salisbury from Mobarra, Japan		Height: 39.5cm X Length: 51.5cm
'Point of Entry' Artist: Liz Butler	Painting	Good	Gifted/donated/purchased - 2014 Watershed Art Prize - second place		Height: 133cm x Length: 103cm
Landscape Artist - J.K Van Dokkung 1986	Painting	Good	Unknown		Height: 55.5cm x Length: 71cm







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
'Greenfields' The Magazines Artist Milan 2007	Painting	Good	Unknown		Height: 76cm x Length: 102cm
'Balance' by Roland Weight	Painting	Good	Gifted : rotating artwork, Watershed Art Prize 2015, second prize		Height: 120cm x Length: 150cm
'Pioneer Relic' 'A' Artist S Johns 1983	Painting/Print	Good	Unknown		Height: 51cm x Length: 77cm







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
'John Street, Salisbury' Artist: Peter Van Hoof 18/12/1995	Painting	Good	Salisbury Art Exhibition - winning Salisbury Section		Height: 60cm x Length: 85cm
Artist D. Rooh 1986	Painting	Good	Unknown		Height: 28cm x Length: 36cm
'Ibises' Artist : Roland Weight	Painting	Good	Watershed Art Prize 2018, second prize		Height: 120cm x Length: 140cm
Floral Reflections' Artist Hazel Harding 1986	Painting	Good	Unknown		Height: 92cm x Length: 74.5cm







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
"Black Ridge" Artist Terrence Martin	Painting	Good	Unknown		Height: 64.5cm x Length: 79.5cm
Limited edition photo 'untitled' by Liam Rodger	Photograph	Good	Unknown		Height: 33.5cm x Length: 43.5cm
'Wetlands' by Yvonne Ashby	Photograph	Good	Unknown		Height: 55cm x Length: 49cm
St Kilda Boardwalk , no other information found	Photograph	Good			Height: 125cm x Length: 235cm








Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Art - Poster	Poster	Good	<p><b>Gifted</b> - presented to the City of Salisbury in 1988 by Mrs Joyce Thurgood national President of the Association of civilian Widows of Australia</p>		Height: 102.5cm x Length: 72.5cm
Nature photographs	Photograph	Good	<p><b>Gifted</b> - To the City of Salisbury - in appreciation Northern Adelaide State Schools alliance 2014.</p>		Height: 54cm x Length: 28cm
Title unkown : Artist Hans Koppan	Painting	Good	<p>From 2018 Salisbury SALA Trail exhibition</p>		Height: 76cm x Length: 152cm
Art - Wetlands - no other information found	Photograph	Good	<p>From 2018 Salisbury SALA Trail exhibition</p>		Height: 115.5cm x Length: 260.5cm



Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Art - Wood Carving	Wood	Fair	Unknown		Height: 30cm
Award - Display Cabinets - containing Commemorative stamp for 100th anniversary of postal services dept. (Brunei Darassalam)		Good	Unknown		Height: , Width: , Length:
Cultural - Display Cabinets - Mobara Sister City items - <b>SHELF 1</b> - 1 porcelain tea set ; <b>SHELF 2</b> - 1 metal pagoda on wooden stand ; <b>SHELF 3</b> - 1 ceramic vase, 1 photograph ; <b>SHELF 4</b> - 1 Japanese samurai outfit, 1 metal etching of a horse	Various	Good			
Cultural - Display Cabinets - Mobara Sister City items - <b>SHELF 1</b> - 1 porcelain tea set ; <b>SHELF 2</b> - 1 metal pagoda on wooden stand ; <b>SHELF 3</b> - 1 ceramic vase, 1 photograph ; <b>SHELF 4</b> - 1 Japanese samurai outfit, 1 metal etching of a horse	Various	Good			






Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Mobara Sister City items - <b>SHELF 1</b> - 1 porcelain tea set ; <b>SHELF 2</b> - 1 metal pagoda on wooden stand ; <b>SHELF 3</b> - 1 ceramic vase, 1 photograph ; <b>SHELF 4</b> - 1 Japanese samurai outfit, 1 metal etching of a horse	Various	Good			
Cultural - Display Cabinets - Mobara Sister City items - <b>SHELF 1</b> - 1 porcelain tea set ; <b>SHELF 2</b> - 1 metal pagoda on wooden stand ; <b>SHELF 3</b> - 1 ceramic vase, 1 photograph ; <b>SHELF 4</b> - 1 Japanese samurai outfit, 1 metal etching of a horse	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			photograph each item individually




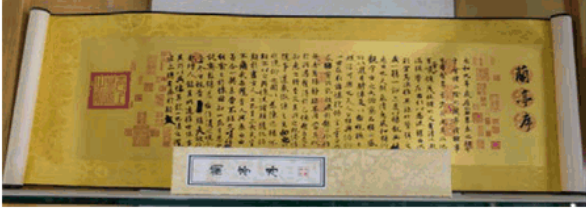

Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			
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Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> - 3 wooden plaques (writing, tree, horse) ; <b>SHELF 2</b> - 2 figures :: 1 artificial orchid ; <b>SHELF 3</b> - 2 painted shells ; <b>SHELF 4</b> - 1 metal pagoda on wooden stand ; <b>SHELF 5</b> - 1 metal sculpture :: 1 framed origami :: 1 etched picture (temple) ; <b>SHELF 6</b> - 2 fans :: 1 japanese figure	Various	Good			






Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Linyi Sister City - <b>SHELF 1</b> - scroll ; <b>SHELF 2</b> - wall hanging, fan, book ; <b>SHELF 3</b> - fan	Various	Good			photograph each item individually
Cultural - Display Cabinets - Linyi Sister City - <b>SHELF 1</b> - scroll ; <b>SHELF 2</b> - wall hanging, fan, book ; <b>SHELF 3</b> - fan	Various	Good			
Cultural - Display Cabinets - Linyi Sister City - <b>SHELF 1</b> - scroll ; <b>SHELF 2</b> - wall hanging, fan, book ; <b>SHELF 3</b> - fan	Various	Good			





Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Linyi Sister City - <b>SHELF 1</b> - scroll ; <b>SHELF 2</b> - wall hanging, fan, book ; <b>SHELF 3</b> - fan	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> -Soft toy, umbrella, cloth bag ; <b>SHELF 2</b> - papier mache figure, wooden plaque (tree), wooden sticks, small plate ; <b>SHELF 3</b> - calligraphy box, origami picture, japanese helmet (underneath material banner with Rencong ACEH, small Texas flag)	Various	Good			photograph each item individually
Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> -Soft toy, umbrella, cloth bag ; <b>SHELF 2</b> - papier mache figure, wooden plaque (tree), wooden sticks, small plate ; <b>SHELF 3</b> - calligraphy box, origami picture, japanese helmet (underneath material banner with Rencong ACEH, small Texas flag)	Various	Good			







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
<p>Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> -Soft toy, umbrella, cloth bag ; <b>SHELF 2</b> - papier mache figure, wooden plaque (tree), wooden sticks, small plate ; <b>SHELF 3</b> - calligraphy box, origami picture, japanese helmet (underneath material banner with Rencong ACEH, small Texas flag)</p>	<p>Various</p>	<p>Good</p>			
<p>Cultural - Display Cabinets - Mobara Sister City - <b>SHELF 1</b> -Soft toy, umbrella, cloth bag ; <b>SHELF 2</b> - papier mache figure, wooden plaque (tree), wooden sticks, small plate ; <b>SHELF 3</b> - calligraphy box, origami picture, japanese helmet (underneath material banner with Rencong ACEH, small Texas flag)</p>	<p>Various</p>	<p>Good</p>			
<p>Cultural - Display Cabinets - Mobara Sister City - 2 Japanese figures</p>	<p>Various</p>	<p>Good</p>			<p>photograph each item individually</p>









Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural - Display Cabinets - Mobara Sister City - 2 Japanese figures	Various	Good			
Cultural - Display Cabinets - Mobara Sister City - 2 fans, 4 plates, 1 book, 1 photograph (underneath 2 Thai dolls, 1 plate with Amsterdam written on)	Various	Good			photograph each item individually
Cultural - Display Cabinets - Mobara Sister City - 2 fans, 4 plates, 1 book, 1 photograph (underneath 2 Thai dolls, 1 plate with Amsterdam written on)	Various	Good			



Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Cultural Item - Japanese artefact in glass display case	Metal, material	Good			Height: 40cm x Width: 30cm x Length: 37.5cm
Cultural Item - Piano 'untitled', Marra Dreaming Artists - Raelene Snow & Samantha Snow, commissioned in 2014 Fringe		Fair			Height: , Width: , Length:
Soccer Guernsey		Good	gifted to the Mayor from the Pontian Eagles Sports & Social Club 2018		Height: 109cm , Width: 88cm
Historic - Brass Plaques		Good			







Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Historic - Brass Plaques		Good			
Historic - Brass Plaques		Good			
Mural - Len Beadell Memorial Artwork - date 1998. Artists Martin Corbin, Jan Aspinall & Berin Behn (Architectural Stained Glass Studio), Dataworks doc: 3446247 (information brochure)	Stained Glass	Good			
Mural - Len Beadell Memorial Artwork - date 1998. Artists Martin Corbin, Jan Aspinall & Berin Behn (Architectural Stained Glass Studio), Dataworks doc: 3446247 (information brochure)	Stained Glass	Good			Height: , Width: , Length:



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Mural - Len Beadell Memorial Artwork - date 1998. Artists Martin Corbin, Jan Aspinall & Berin Behn (Architectural Stained Glass Studio), Dataworks doc: 3446247 (information brochure)	Stained Glass	Good			









Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Historic - 8 x photos from Local history collection and aerial photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland	Photograph	Fair			Aerial photograph - Height: 200cm x Length: 200cm, Individual photographs - Height 39.5cm x Length: 51cm
Historic - 8 x photos from Local history collection and aerial photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland	Photograph	Good			Aerial photograph - Height: 200cm x Length: 200cm, Individual photographs - Height 39.5cm x Length: 51cm
Historic - 8 x photos from Local history collection and aerial photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland	Photograph	Good			Aerial photograph - Height: 200cm x Length: 200cm, Individual photographs - Height 39.5cm x Length: 51cm
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Historic - 8 x photos from Local history collection and aerial photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland	Photograph	Fair			Aerial photograph - Height: 200cm x Length: 200cm, Individual photographs - Height 39.5cm x Length: 51cm
Historic - Aerial Photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland, same as aerial photograph in upstairs foyer near council chambers		Fair			Aerial photograph - Height: 200cm x Length: 200cm
Historic - Aerial Photograph Dec 1999 to scale requested by Greg Waller of entire Cos by Mapland, same as aerial photograph in upstairs foyer near council chambers		Fair			Aerial photograph - Height: 200cm x Length: 200cm




Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Historic - Portrait of Jack Bormann Town Clerk/City Manager 1952 - 1981	Photograph	Good			Height: 26cm x Length: 31cm
Historic - Queen's Portrait	Photograph	Good			Height: 59cm x Length: 51cm
Historic - Quilt - 150 Years	Textile	Fair	Donated 2002 by the Salisbury Stitches Club to celebrate the City of Salisbury first 150 years		Height: 243cm x Length: 165cm





Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Historic - Salisbury Historic Logo	Metal on wood	Good			Height: 66cm x Length: 58cm
Historic - Spirit of Salisbury Poem by Christopher 'Knocka' Price 1998	Paper	Good	Unknown		Height: 42.5cm x Length: 35cm
Aboriginal art plate	Ceramic	Good	Unknown		
Mayoral Chain in glass and wooden display case	Metal	Good			Height: 57cm x Length: 76cm



Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
		Good			
		Good			
		Good			
Award - Cos & Lions Acknowledgement Board- Donors		Good			Corporate
Mural - 2007	Photographic Wall Panels with Historical Theme	Good	Part of Customer Service Desk -Building Renewal Project		Corporate
Mural - 2007	Photographic Wall Panels with Historical Theme	Good	Part of Customer Service Desk -Building Renewal Project		Corporate
Signed - Port Power photo	Photograph	Good	gifted to Council for being a Key Partner		Miscellaneous






Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
'Monkeying Around' by James	Photograph	Good	Twelve25 digital photography project		Miscellaneous
Historic - Framed photograph of the O'Leary Family - donated by the family		Good			Local History collection
Historic - Framed photograph of Adelheid Bussenshutt, pioneer of Parafield (Airport)		Fair			Local History collection
Historic - Photo Portrait of John Harvey		Fair			Local History collection
Historic - Painting of Doctor John Fisher the 1st Doctor in Salisbury		Poor			Local History collection
Historic - Old Sewing Machine owned by the Jenkins Family, Smoking stand presented to Councillor J.S. Jenkins		Poor			Local History collection
Historic - Framed painting of the bridge on Mill Road (now Gawler Street) Artist unknown		Fair			Local History collection



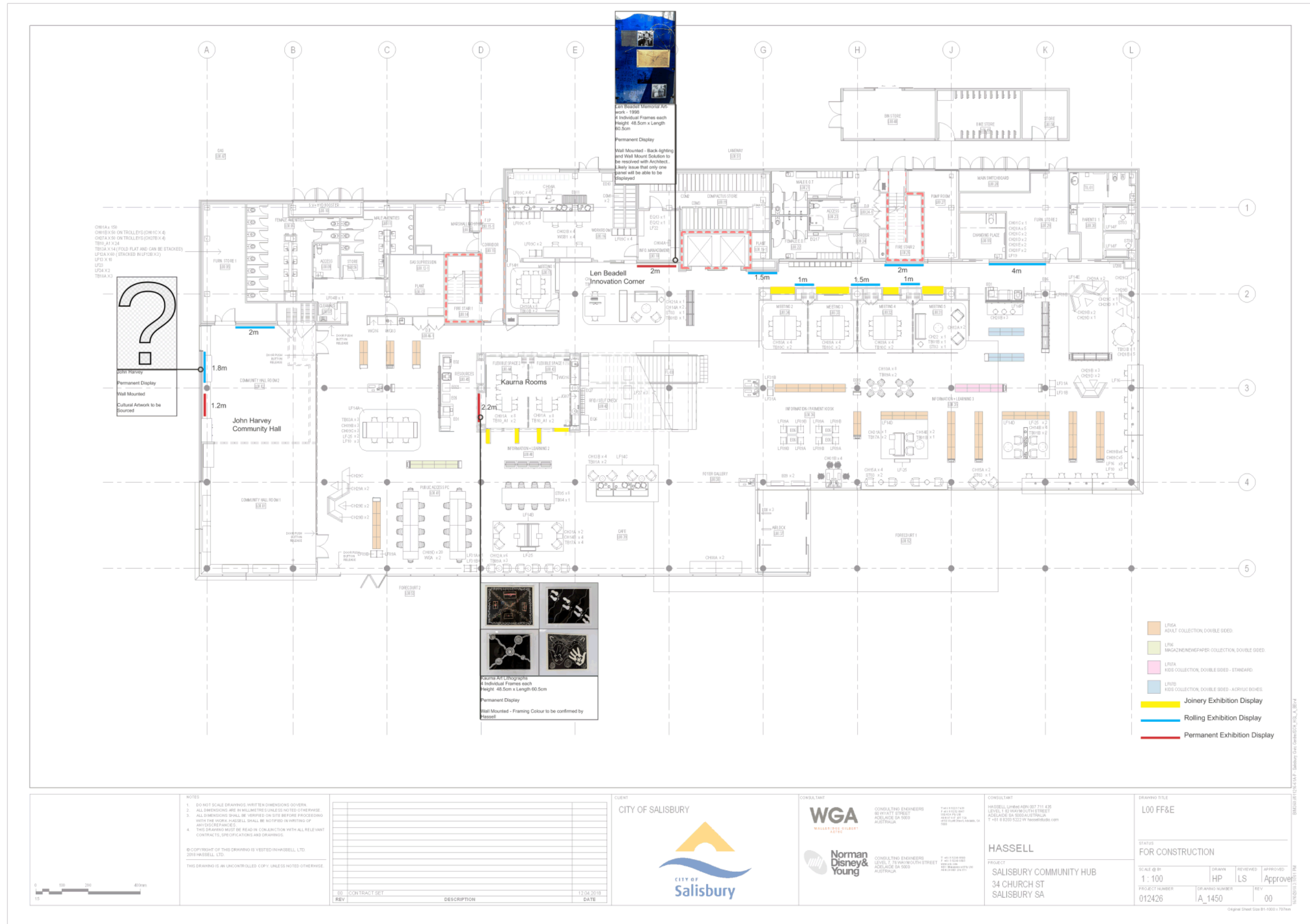
Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
Historic - Framed photo of Albert Bussenshutt, pioneer of Parafield (Airport)		Fair			Local History collection
Historic - Framed coloured sketch of "Proposed Salisbury War Memorial Institute" Architect - Harold T. Griggs		Fair			Local History collection
<p>The Ruby Davy Cabinet</p> <p>Item is in two pieces – main cabinet and stand</p> <p>Make of wood and glass</p> <p>Inscription on the top of the cabinet reads: "In honour of Rd. Ruby C. E. Davy Musician and composer Australia's first Lady Doctor of Music"</p> <p>The cabinet contains:</p> <ul style="list-style-type: none"> <li>Framed photographs of bouquets X 10</li> <li>Framed list of musical records</li> <li>Framed photograph of some of her press releases</li> <li>Wooden stand containing two glass ink wells and pen stand</li> <li>Metal bell</li> <li>Blue "Welcome Home" sash</li> <li>Framed certificates X10</li> <li>A Ruby Davy biography</li> <li>Framed biographical details X 2</li> <li>Black metal canister containing her original University of Adelaide certificate</li> <li>Framed family photographs and family history</li> <li>Framed photograph of the first organ she was taught to play by her mother</li> <li>Several music magazines with articles on Ruby</li> <li>Several sheets of music</li> </ul>		Fair			Local History collection
Historic - Framed aerial photograph Parabanks Shopping Centre June 1974		Good			Local History collection



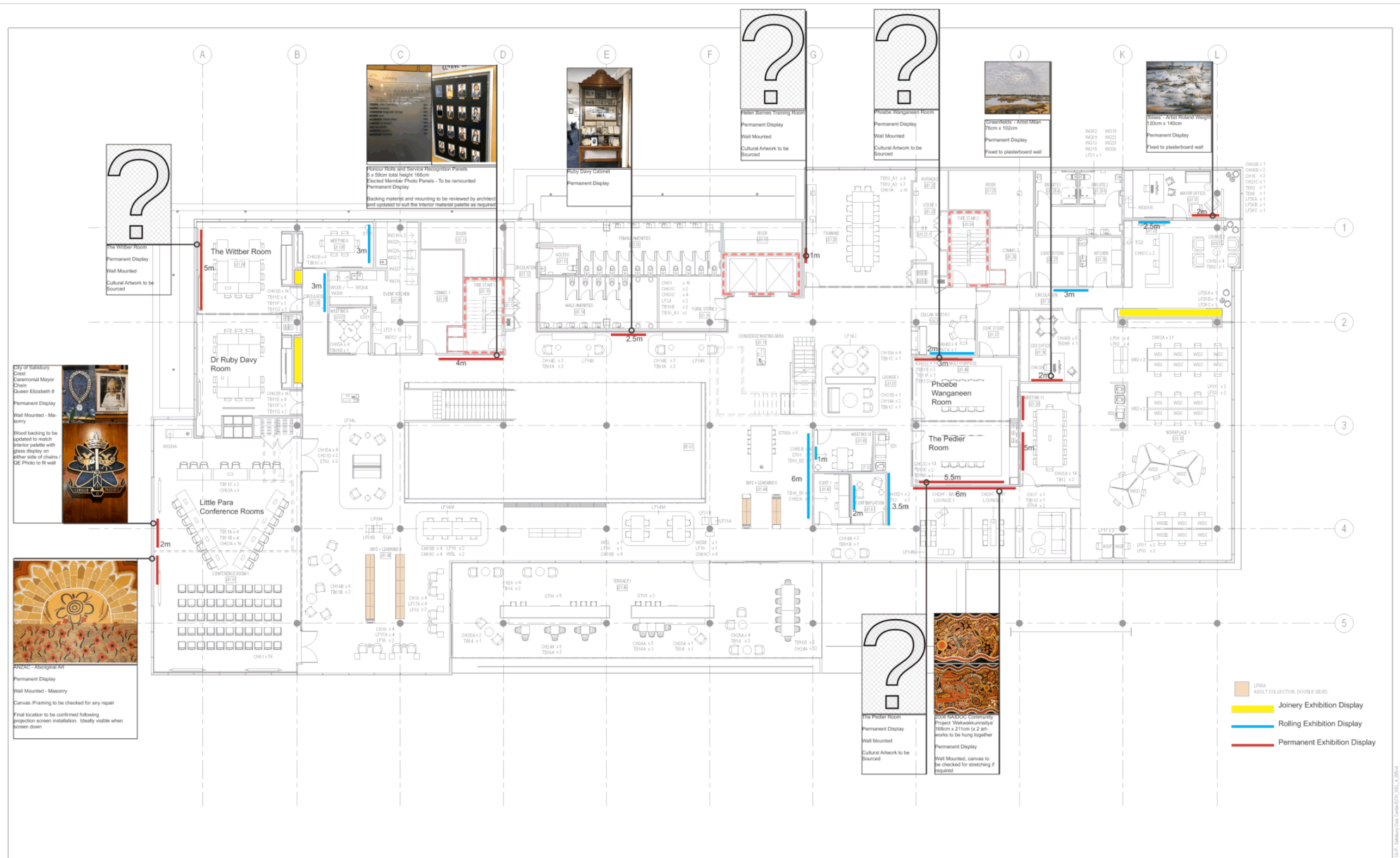


Description/Artist	Medium	Condition	Connection to CoS	Photograph	Measurements
<p>Historic - Small Wall Mounted Bookcase</p> <p>Make of wood with a glass fronted door. It has a side hook and eye latch on the left side.</p> <p>On the top it has a metal plaque which reads:                      "Presented to Salisbury Institute by Salisbury Sub Branch                      R.S.S.I.L. 3.9.23"</p>		Fair			Local History collection
<p>Historic - Framed Building Plan of the St John's C of E Parsonage.</p>		Good			Local History collection
<p>Historic - Framed colour picture of the Coach and Horses Hotel which was the meeting place of the Loyal Wellington Lodge (original in the Masonic Lodge in Adelaide)</p>		Good			Local History collection









**NOTES**

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**CLIENT:** CITY OF SALISBURY

**CONSULTANT:** WGA WALLABEE BELMONT ARTS  
NORMAN DISNEY & YOUNG

**CONSULTANT:** HASSELL  
SALISBURY COMMUNITY HUB  
34 CHURCH ST  
SALISBURY SA

**DRAWING TITLE:** L01 FF&E

**STATUS:** FOR CONSTRUCTION

**SCALE @ 1:100**

PROJECT NUMBER	DRAWING NUMBER	REV
012426	A_1451	00

Original Sheet Size B1-1050 x 707mm



<b>ITEM</b>	1.3.3		
	<b>POLICY AND PLANNING COMMITTEE</b>		
<b>DATE</b>	17 June 2019		
<b>PREV REFS</b>	Policy and Planning Committee	1.3.1	18/04/2017
	Policy and Planning Committee	1.3.2	18/02/2019
	EG	4.1	05/03/2019
	SEG	5.5	22/01/2019
	EG	5.1	09/04/2019
<b>HEADING</b>	Salisbury Car Parking Scenarios Study		
<b>AUTHOR</b>	Peter Jansen, Strategic Planner, City Development		
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.		
<b>SUMMARY</b>	<p>A car parking study of the Salisbury City Centre and the Mawson Lakes Interchange has considered a range of scenarios that seek to inform future car parking needs and its impacts on the development potential of these two centres.</p> <p>The key findings are that sufficient parking in total exists for the Salisbury City Centre, but changed time limit controls in some parking areas have put pressure on all day parking. The proposed policy direction is to optimise use of the existing car parking capacity before progressing to deck car park options.</p> <p>The DPTI Mawson Interchange parking area is at capacity and Council should advocate for its increase in capacity through a mixed use development outcome.</p> <p>Allied consideration of the current exemption for small business in the Salisbury City Centre from the car parking contribution under the Development Act is that the exemption should be retained until further information on the Planning and Design Code planning policies are known.</p> <p>Permit parking is not recommended except for disabled and similar high needs users.</p>		

**RECOMMENDATION**

1. That the report be received.
2. That time limit parking controls at Salisbury and Mawson Lakes Interchange surrounds continue to be monitored and managed to optimise efficient use of the available public parking areas.
3. That Council advocate to DPTI for improved train services such as express services and frequency to Parafield Station to enhance its patronage and optimise use of park and ride facilities.
4. That Council continue to advocate to DPTI on the need for and benefits of providing a mixed use development incorporating expanded parking provision in deck car parking for commuters at the Mawson Lakes Interchange site.
5. That usage of the untimed parking area at the Commercial Road Waterwheel area be monitored for consideration of the future need for expansion.
6. That market interest in the development of parking in conjunction with development on Council sites in Salisbury City Centre be explored as part of the forthcoming SCC Council land disposal strategy, and including consideration of options for provision of long term trader and employee parking to service Salisbury City Centre.
7. Subject to the outcomes of the SCC Council land disposal strategy, when other lower cost carpark supply options are exhausted, consideration be given by Council to proceed with investigation of deck parking options, either stand-alone or as part of a mixed use development, including the promotion of private investment into parking within Salisbury City Centre.
8. That the current exemption for small businesses in the Salisbury City Centre from car parking contributions under the Development Act be retained, with a further review in one year.
9. That permit parking within Salisbury City Centre and Mawson Lakes not be pursued at this time, other than for people with disabilities and similar high needs users.

**ATTACHMENTS**

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

1. Salisbury Car Parking Scenarios by GTA

**1. BACKGROUND**

- 1.1 Car parking provision and its relationship with business prosperity in town and city centres is often at conflicting positions in terms of the needs of the multiple stakeholders and strategies. Local authorities are required to balance the various needs of customers, traders and residents; costs of maintaining and servicing carparks, access and transport flow; land costs; the needs of pedestrians and cyclists; existing physical limitations of a centre; multiple land ownerships, and consideration of the role of Council, State Government and private owners in the provision of parking. Changing Government strategies and policies for car parking provision are further overlays, and combined with activation strategies also add to the disparity of views and interests in managing the situation.



- 1.2 Council has been considering carparking policy through:
  - 1.2.1 A submission to the Parliamentary Inquiry into the Regulation of Parking and Traffic Movement in South Australia, and investigations into parking;
  - 1.2.2 The Salisbury, Mawson Lakes and Ingle Farm Car Park Review; and
  - 1.2.3 A submission to the Local Government Association on changes to the Australian Road Rules.
- 1.3 This *Salisbury Car Park Scenarios Report* is building on the previous Car Park Review and seeks to identify a balanced strategy for the Park and Ride commuters, workers and visitors at Mawson Lakes Centre in the proximity of the Interchange, and the Salisbury City Centre.

## **2. CITY PLAN CRITICAL ACTION**

- 2.1 Progress the revitalisation of the Salisbury City Centre including: upgrade of Salisbury Interchange; improving traffic flow and safety on Park Terrace; resourcing place management and activation; encourage and support private sector investment

## **3. CONSULTATION / COMMUNICATION**

### **3.1 Internal**

- 3.1.1 Workshops and briefing sessions with General Manager City Development, Manager Development Services Manager Infrastructure, Management, Team Leader Parks and Open Space Assets, Manager Environmental Health & Safety, Manager Strategic Development Projects, Coordinator Urban Policy and Senior Policy Planner, Coordinator Economic Growth, Manager Urban Policy and Economic Development, CEO.

- 3.1.2 4<sup>th</sup> June 2019 Informal Strategy presentation to Elected Members

### **3.2 External**

- 3.2.1 Salisbury Business Association (a more structured consultation process is proposed building on informal discussions to date, following preparation of a communications strategy)

## **4. REPORT**

- 4.1 The Salisbury Car Parking Scenarios Study has:
  - 4.1.1 investigated the existing conditions of parking supply and demand of the two areas;
  - 4.1.2 assessed changes since the 2017 study to parking provision and arrangements;
  - 4.1.3 considered the influence and usage of the train stations through user intercept surveys;
  - 4.1.4 considered the impact of bus services on parking demand;

- 4.1.5 prepared a range of scenarios for parking at both Salisbury and the Mawson Lakes Interchange area; and
- 4.1.6 assessed the scenarios to rank the options, and identify preferred actions.
- 4.2 Train Station and Interchange usage
- 4.2.1 The usage levels and travel modes of the stations and interchanges was investigated as it can be a significant factor in traffic and pedestrian movement and parking at the Mawson Interchange area and Salisbury City Centre.
- 4.2.2 Mawson Lakes has 1900 users per day with the user access being 33% walking, 26% bus, and 32% car. The user catchment mostly comes from Mawson Lakes, Parafield Gardens and Paralowie. The Interchange Car Park has 418 spaces and has been operating at over capacity for some time.
- 4.2.3 Salisbury has 2000 users per day with the user access split being 60% walking, 21% bus, and 14% car. The user catchment mostly comes from the central area around Salisbury, and the northwestern sector of Paralowie, Salisbury North and Burton. The three Interchange Car Parks have 390 spaces, and are at 70% capacity. The high level of users walking to the interchange is a positive.
- 4.2.4 Data is not available on the patterns of car users of the interchanges on whether they also shop in Mawson Lakes or Salisbury on the way to or from work, or whether once they are in their car they shop closer to their home. There is a balance between the need to make parking within the centres convenient and accessible with the potential benefit that those commuters bring to the centres through this incidental activity.
- 4.2.5 Parafield Station at Kings Road was reviewed for its potential to alleviate parking demand particularly at Mawson Lakes. Parking capacity at Parafield has increased from 60 spaces in 2016 to 253 and improved in quality with hard seal, linemarking and CCTV coverage. At the time of the GTA survey it was considered that Parafield had a potentially significant role in alleviating commuter parking demands on Salisbury and, particularly, Mawson Lakes, in that it had the potential to shift upwards of 15% of car users from Mawson Lakes and upwards 10% of car users from Salisbury. Observations show that car park usage at this station has already increased from approximately 50% capacity in December 2018 to 90% in April 2019. Greater patronage of Parafield Station would be anticipated through an improvement to train services times (such as more frequent express trains) to this station. There is also the potential for further expansion by the State Government of the Parafield Park and Ride facility at low cost relative to other options at Salisbury and Mawson Lakes.
- 4.3 Salisbury City Centre
- 4.3.1 The 2017 study found that there were almost 5000 car park spaces comprised of public off street, on street, and private parking areas. Parking demand showed Thursdays had a 70% average occupancy with hot spots of 80% for on street parking in John Street and in Council car parks (Sexton and Judd). Saturdays had an average of 40% occupancy and

on street parking of 70%. The occupancy rate across the three interchange car parks was 70%.

- 4.3.2 The occupancy rate across the three DPTI interchange car parks was 70%. Parabanks is the largest private parking area in SCC and retained significant capacity at the times of surveys.
- 4.3.3 The current car park demand and supply comparison shows an excess of supply over demand of 1600 spaces, noting however that this is spread across Salisbury City Centre and there are areas of high demand and turnover.
- 4.3.4 At Salisbury there are three main car park user groups – commuter, all day staff and trader, and short stay shopper
- 4.3.5 Changes since 2017 have been an additional Park n Ride carpark (52 more spaces), the Hub development (less 70 spaces during construction), the provision of an unrestricted car park area at the Waterwheel on Commercial Road (23 more spaces with potential for 50), and time controls imposed by owners at Parabanks, Eureka and Stockade Hotels ranging between 2 hours and 4 hours.
- 4.3.6 The addition of these time controls at these car parks has increased demand for all day parking spaces which meets worker preferences for security and proximity. It is considered the impact of these changes have not changed the provision of spaces, but rather the requirement for users to modify usage behaviours and location of parking.
- 4.3.7 It is anticipated that other private car parks in the area are likely to also become controlled either through time limits or pay parking which would put further pressure on all day users seeking free parking.

#### 4.4 Mawson Interchange

- 4.4.1 The 2017 study considered the Mawson Central area and found that there were almost 4700 car park spaces including the University. Parking demand analysis showed Thursdays have a 65% average occupancy with hot spots at and around the Interchange. Saturdays had an average 40%.
- 4.4.2 This 2019 study is focused on the 418 spaces provided at the Interchange as it has been operating at overcapacity. It is predominantly used by commuters.
- 4.4.3 A pedestrian overpass construction has been completed for improved pedestrian access to the Mawson Lakes Interchange area, and additional street parking management time controls and restrictions have been applied to assist in controlling the overflow parking. The Foodland supermarket and apartment building on Capital Street has been completed which has removed the construction worker parking and access restrictions that affected the surrounding area in the 2017 study. However development of the vacant sites along Capital Street has also removed a significant area of informal parking in this locality. This parking was not a formalised use of the land, and may not have been supported by the property owners.

- 4.4.4 A Sensor Parking Trial has been operating along Metro Parade between the Interchange and Main Street for the period March to May 2019. Results show an average weekday turnover of 4,000 vehicles at a utilisation rate of 53%, and an 8 % overstay of the time controls. This shows that on street parking now has adequate capacity at most times.
- 4.4.5 On the northern side of the railway adjacent the Interchange at Augustine Street, there have been 17 parking infringements for the 2018 period, seven of which were for parking in the restricted area.

#### 4.5 Scenarios

- 4.5.1 The Study prepared 10 scenarios for the Salisbury City Centre, and 7 scenarios for the Mawson Interchange. They ranged between
- reducing parking and redirecting demand to other transport options and Park n Ride stations in order to have more sustainable outcomes and provide more development activity and vibrancy, particularly in the Salisbury Centre
  - managing parking in order to make use of existing supply and minimise cost for additional parking infrastructure, and
  - providing more parking for commuters or all users at ground level or in deck parking supplied by Council or private operators.
- 4.5.2 The scenarios were assessed against 10 criteria. The Salisbury results were that the three highest ranked scenarios were Time Management, a Paid Parking Strategy, and Reduced Park n Ride which includes redirecting parking demand to other travel modes and repurposing car parking with other uses or short term parking. Deck parking scenarios were ranked as the fourth grouping.
- 4.5.3 The Study also considered five options for preferred locations of either deck parking or ground level parking in the City Centre. These were assessed against eleven criteria including capacity, cost, traffic, pedestrian accessibility, maintenance, revenue, and land restrictions.
- 4.5.4 The highest ranking option for Salisbury City Centre was an at-grade area adjacent the Salisbury Waterwheel which was an immediate and simple solution. This has now been paved and linemarked providing an additional 23 spaces with potential for 50 spaces. A longer term at grade option is identified at Pioneer Park which is owned by the Minister for Environment and Water and may be suitable for event or overflow parking at high demand times.
- 4.5.5 Potential Deck parking sites includes the current Council office rear car park site, Judd Street car park, and Sexton Street car park. The Council rear car park site was the highest ranking location due to the opportunities for a partnership with the private sector to build, fund, maintain and operate a deck car park, leaving the main building site available for commercial use and additional activation.
- 4.5.6 Sexton Street ranked low for a deck car park because it is considered a prime central site for future mixed use development including residential.

- 4.5.7 The Mawson Interchange scenarios criteria assessment results was that the highest ranking scenario was to increase parking for all users through a combination of mixed use development at the Interchange which includes the Park n Ride, improved public transport and walking and cycling, closely followed by the scenario of a Paid Parking Strategy which applies parking management with upgrades to access and services.
- 4.6 Consideration of Deck parking shows that it is expensive to provide and requires a significant change in user acceptance to a user pays model unless Council is willing to provide free or subsidised access. There is the potential for private operators to pursue deck parking, or partner with Council. Deck parking may be the sole use of the site, or take the form of a mixed use development which provides further economic benefits and activity to the area.
- 4.7 The benefit of a deck park is that it frees up land for development opportunities that is otherwise used for at grade parking. Viable deck parking will require parking supply to be managed in such a manner that the deck facility is the most preferred option to use.
- 4.8 Deck parking comparative Adelaide construction costings range between \$15,000 and \$28,000 per space depending on the number of levels and access arrangements. Deck parks are difficult to repurpose to alternative uses in the future should the car park demand and acceptance change. Construction should incorporate adaptable designs that would also allow additional levels to be added should it be required, or conversion of the building to alternative uses should parking demand decrease. This design flexibility will, however, add to the initial cost of construction.
- 4.9 Preliminary consideration into investment attraction for the Salisbury Centre identifies that it will be linked to the reinvestment by existing land owners, new investors when commercial opportunities arise, general developer interest in sites, and potential land disposal by Council. This will be explored further in the forthcoming Council land disposal strategy for the Salisbury City Centre. It should also be noted that new developments will require assessment in accordance with the Development Plan policies for car parking provision.
- 4.10 There is capacity in the Salisbury Interchange parking areas and therefore there is insufficient justification at this time for DPTI to upgrade the Interchange parking areas. The role of Council in providing commuter parking for DPTI facilities needs to be considered in the context of Council priorities and budget – ideally DPTI should be providing adequate parking for commuters, and Council's focus can then be on providing visitor parking and long-term parking for traders and their staff to support the City Centre, recognising that new developments will be required to meet parking provision as required in the Development Plan.
- 4.11 Currently it is considered there is not sufficient rationale for investment into a deck car park. However, should opportunities arise such as an investor requiring a significant fleet and staff presence, then Council may wish to consider the feasibility at that time.
- 4.12 An Investment Attraction Strategy requires detailed investigation into the feasibility and opportunities to identify and facilitate development and consideration of its implications on the long term financial plan of Council.

- 4.13 The recommended responses to the issues are structured around a rising level of cost and investment within a time framework for the relevant options.
- 4.14 For Mawson Lakes it is recommended to continue to manage the parking areas around the interchange and advocate for the State Government to provide additional parking at the Interchange, ideally in a mixed use development outcome that includes deck parking.
- 4.15 For Salisbury City Centre it is recommended to seek solutions for long term car parking which firstly involves improving the pedestrian and cycling movement and access to and from the Centre and Interchanges, monitoring and promoting the new untimed car park at the Waterwheel area as an all-day parking option., using improved time management parking controls, consider parking options for James St and Judd St when required, and continue to promote mixed use developments incorporating parking through development assessment.
- 4.16 It is considered the priorities are :
- 4.16.1 Continue to investigate improved management of time limit parking controls at Salisbury and Mawson Lakes Interchange surrounds, particularly through the use of digital technologies such as Licence Plate Recognition and Sensor systems which will provide turnover data and usage rates.
- 4.16.2 Advocate to DPTI for improved train service times such as express services and frequency to Parafield Station to enhance its attractiveness to commuters and result in further shifting of commuters from Mawson Lakes Interchange and Salisbury Interchange. Noting however that dislocation of commuter parking to Parafield may represent a missed opportunity for traders in both centres, and that this may trigger the need for an expansion of the Park and Ride facility at Parafield.
- 4.16.3 Continue to advocate to DPTI on the need for, and benefits of, providing a mixed use development incorporating deck car parking for commuters at the Mawson Lakes Interchange site, particularly with the anticipated increased patronage from the Gawler rail line electrification.
- 4.16.4 Monitor the untimed parking area at the Commercial Road Waterwheel area to assess need for expansion.
- 4.16.5 Market interest in the development of parking in conjunction with development on Council sites in Salisbury City Centre be explored as part of the forthcoming SCC Council land disposal strategy, and including consideration of options for provision of long term trader and employee parking to service Salisbury City Centre.
- 4.16.6 When other carpark supply options are exhausted, proceed with a mixed use deck carpark, or promote private investment at the current Council building site or Judd Street to provide parking and development potential.
- 4.17 Exemption from Car Park contribution for small business
- 4.18 At the 24<sup>th</sup> April 2017 Council meeting (item 1.3.1 Salisbury, Mawson Lakes and Ingle Farm Car Parking Review, minute 1703/2019) it was endorsed that
- 4.18.1 *Salisbury City Centre Study Area :*
- d) retain the current exemption from car park contribution for small business with a further review in two years*

4.19 The draft metropolitan Planning and Design Code is anticipated to be released for consideration in the third quarter of 2019. This may have relevance to the planning policy for centres and car parking. It is considered that the current exemption for small businesses to the parking contribution under the Development Act should continue until any implications are identified in the Code.

4.20 Permit Parking

4.20.1 At the 25<sup>th</sup> February 2019 Council meeting (item 1.3.2 Mawson Lakes Indented Car Parking Bays and Trader Car Parking, minute 89/2019 ) it was endorsed that:

*Staff provide information regarding permit parking in the further report on parking scenarios*

4.20.2 Some traders have on occasion raised concerns regarding perceived safety and nuisance for staff while walking to their vehicles in order to move them to comply with parking time limits or after work in the evenings, and have raised the potential for a Permit system to be created. Their intention is to use permits to allow staff to park longer than the posted time limits and/or in parking spaces located closer to their work premises, thereby overcoming the need to move their vehicles.

4.20.3 SAPOL statistics for the month of April 2019 shows that for the suburb of Salisbury there were a total of 96 offences. The suburb area extends beyond the City Centre. There was one offence against the person, and 18 thefts from shops. It is not known what offences occurred in the Salisbury City Centre.

4.20.4 Permits are generally used in situations where there is major conflict between users. This is usually for situations such as when residents with no off street parking in areas are competing with high demand from commercial and retail users and staff which continues throughout the day and into the evenings.

4.20.5 Permits require an assessment of a hierarchy of importance of users. This then requires an administration of the permits including consideration of fees and their collection, allocation rights and number of permits to be issued, links to vehicle identification and number of vehicles, costs of implementation, enforcement and revenue, and increased expectation that the permit system should be expanded to other areas and users. Digital software applications may simplify the administration burden on Council.

4.20.6 In the case of Salisbury Centre, there are no residents being impacted by parking in the Centre in either working or evening hours. Mawson Lakes Interchange is similarly not impacted, but there is an upswing in evening usage by residents in the surrounding streets when returning from work.

4.20.7 The calls for permits have come from existing businesses in the areas for the use of their staff to be allowed to park close to the business. This conflicts with the rationale that the most convenient parking spaces should be used for customer parking.

4.20.8 A staff parking permit system applied to the higher demand parking areas would remove premium car park spaces for customer availability, being counterproductive to the general philosophy of parking management in retail areas.

- 4.20.9 It is considered that there is sufficient capacity within the Centres to accommodate staff and trader car parking, but not always located optimally and in the areas of highest demand. The Waterwheel car park may offer some relief for long term parking, including the overflow Council staff parking and could be expanded if monitoring results show a need. Options for further long term parking areas will also be explored.

## **5. CONCLUSION / PROPOSAL**

- 5.1 Sufficient parking in total exists for the Salisbury City Centre, but changed conditions have put pressure on all day parking. Mawson Interchange parking is at capacity. The improved and increased car parking capacity at the Parafield Station is relocating demand from the Salisbury and Mawson Lakes Interchanges. Additional untimed parking has been provided at the Waterwheel on Commercial Road.
- 5.2 The exemption for small businesses in the Salisbury City Centre from the current car park contribution should continue with a further review in one year to allow consideration of the implications of the Planning and Design Code for Salisbury.
- 5.3 The calls for permit parking would remove general parking availability for customers in the business and retail areas and should not be pursued at this time.

## **CO-ORDINATION**

Officer: EXECUTIVE GROUP

Date: 11.06.2019



# Salisbury Car Parking Scenarios

Car Parking Scenario Development and Assessment  
Draft Report



Prepared by: GTA Consultants (SA) Pty Ltd for the City of Salisbury  
on 14/02/19  
Reference: S151920  
Issue #: A-Dr4



# Salisbury Car Parking Scenarios

## Car Parking Scenario Development and Assessment Draft Report

Client: the City of Salisbury

on 14/02/19

Reference: S151920

Issue #: A-Dr4

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	19/12/2018	Draft	John Devney, Lydia Kairl	Paul Froggatt	Paul Froggatt	
A-Dr2	16/01/2019	Draft amended	John Devney, Lydia Kairl	Paul Froggatt	Paul Froggatt	
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# EXECUTIVE SUMMARY

## Overview

The City of Salisbury is developing a balanced strategy to plan for the future provision of car parking within the centres of Salisbury and Mawson Lakes to manage the needs for Park n Ride commuters at the train stations with the parking for workers, businesses and visitors. These two centres are the main commercial and retail centres for the City of Salisbury and are hubs for the public transport networks with development around the two major train stations in the City of Salisbury.

In the Salisbury City Centre, the development of the new Community Hub is expected to influence travel patterns and drive future development opportunities within the city centre. At Mawson Lakes, the Interchange car park is unable to meet the current Park n Ride demand for train commuters, without considering any future development near the Interchange.

This report provides the local and planning context for both centres, and an assessment of existing conditions separately for both the Salisbury City Centre, including the transport interchange, and the Mawson Lakes Interchange.

## Salisbury City Centre

The highest ranked scenario options support the vision of a vibrant business and town centre in the Salisbury City Centre with more emphasis on sustainable transport modes, such as public transport, walking and cycling, and a lesser focus on commuter car parking. The top three options are:

- Scenario 2B Time Management Parking Strategy - Apply parking management with a time management parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
- Scenario 2A Paid Parking Strategy - Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
- Scenario 1 Reduced Park n Ride Capacity - Repurpose commuter parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking

If additional car parking spaces are required to support future development and activity in the Salisbury City Centre, other sites for either surface or deck car parking can be considered. This additional car parking would be used for all day parking for workers, including Council staff and other businesses, and for short-term car parking for visitors, shoppers and businesses in potentially a consolidated decked car park that would support the wider city centre development and access strategy. The option for a surface car park on the southern part of Pioneer Park east of Commercial Road provides a n alternative solution for all day car parking.

Sites for Additional City Centre all day parking for workers and visitors

The Community Hub was approved by Council on the basis that the number of car park spaces would not be reduced from what was provided at 12 James Street and the old town square car park. No additional car park spaces will be provided as part of the development. In order to increase the all-day parking supply, in particular to cater for workers on the eastern side of the Salisbury City Centre, a high-level assessment of potential off-street car parking locations was conducted.

The easiest way to increase the all-day car parking supply and provide employees who work on the eastern side of the Salisbury City Centre is to formalise the existing bitumen layover area in Pioneer Park north on the eastern side of Commercial Road and north of the Little Para River next to the Salisbury Waterwheel Museum. In its current form with new line marking, this area would accommodate 23 spaces. With a minor redesign, some additional bitumen surface and line



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marking it is estimated this area could provide up to 50 spaces. It is difficult to determine what the current short fall is and if these would bridge the gap, but as a pilot this would allow Council to monitor the car parking demand at this site.

A longer-term option is to establish a car park at the Pioneer Park south site, east of Commercial Road, behind the OTR service station. It is preferred with the highest score because it:

- Has lower capital and operational and maintenance costs
- Aligns with the strategic plans for more development in the city centre as it is located on the city centre fringe
- Could be implemented in a relatively short time frame, pending the approvals from the State Government
- Has enough land to build a car park for an initial estimate of at least 300 spaces.

The greatest negative for the Pioneer Park south location is the land is owned by the State Government and it has been classified as public open space as part of the Metropolitan Open Space System (MOSS). Any changes to the use of the land will require Ministerial approvals and public consultation.

For the decked car parking options, the preferred locations are at James Street, which is the site of the former Council offices, and at the existing Judd Street surface car park with access from Wiltshire Street. For both of these locations, the opportunity exists for the private sector to partner with Council to fund, build, operate and maintain these decked car parks that would likely have parking charges and could allow for a proportion of all-day parking for workers and short-stay parking for visitors, shoppers and businesses.

The Sexton car park is not recommended for a multi-deck car park development for the following reasons:

- The site is a prime central site for mixed use with residential, as it has views and connection to the town square.
- Decked car parking would increase the number of cars in the heart of the centre, which may have a negative impact on pedestrian amenity.
- The Salisbury City Centre Renewal Strategy and Urban Design Framework provide clear recommendations that decked parking should be on the periphery of the Salisbury City Centre, which enables sites in the heart to be used for mixed use with residential.

The expansion of surface car parking at the Salisbury Oval for city centre users is not recommended because it has the lowest estimate of potential car spaces and is located over 800 m away which is considered too far to walk from the city centre for workers and businesses. The parking at this site would only be required for activities and events at the Oval or as additional overflow parking to support major events in the city centre.

#### Implications on the Car Parking Fund

The analysis presented in this study and the proposed recommendations would still support the retention of the car parking fund for Salisbury. Seeking contributions from developments towards consolidated parking provision for the city centre would encourage a higher level of development on city centre sites and support a rationalised traffic movement strategy for the city centre. Contributions could be used towards the provision of the long-term parking recommended for the Pioneer Park south site, on the basis that it would assist with employee parking, or towards the potential city centre decked car park facility in the longer term.

The car park contribution rate is recommended to remain in the \$5,000 to \$7,000 range which are the values recommended from the previous car parking fund study. This would ensure that the contribution is at or below the likely cost for a development to provide on-site surface car parking, encouraging the contribution towards consolidated parking provision and additional development, rather than providing piecemeal and small-scale car parks that will create additional traffic movement demands in the city centre. However, if the Council decides to remove the car parking contribution fund to encourage more development, all new funds for future car park projects would need to come from other sources.



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## Mawson Lakes Interchange

The highest ranked scenario options support the development vision around Mawson Lakes Interchange with mixed use development and more emphasis on sustainable transport modes, such as public transport, walking and cycling, and a lesser focus on commuter car parking. The top three options are:

- Scenario 5 Increasing Parking for All Users - Build a mixed-use development adjacent to the train station over the existing Park and Ride car park
- Scenario 2A Paid Parking Strategy - Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
- Scenario 1 Reduced Park n Ride Capacity - Repurpose commuter parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking

### Implications on the Car Parking Fund

The previous recommendation to discontinue the car parking fund for Mawson Lakes would remain, with the proposed mixed-use development around the interchange providing parking to support the proposed uses and retained interchange car parking. The balance of the car parking fund could be used to support the publicly available and interchange car parking provided as part of the development.

## Parafield Station Park n Ride

The Parafield Station Park n Ride facility is located on Kings Road with good access for Park n Ride commuters to access from the suburbs west of the railway line, such as Parafield Gardens, Paralowie, Burton and Salisbury North. Some of the commuters from these suburbs who currently use the Park n Ride facilities at Salisbury or Mawson Lakes could be expected to shift to use the Parafield Park n Ride facility. If this higher Park n Ride commuter demand occurs, the Parafield Park n Ride facility has the land for further expansion that would relieve demand at Salisbury and Mawson Lakes.

Based on the origins of the Park n Ride activity at Salisbury, some 25 to 65 vehicles (10 to 25 per cent of the commuters intercepted) could shift to Parafield Park n Ride as a more convenient option. A high proportion of drivers from Paralowie, Burton, Parafield, Parafield Gardens, as well as Salisbury Downs, Salisbury Park, Salisbury East, and Brahma Lodge will find using Parafield Park n Ride a more convenient station to access. Since this represents under a quarter of those parked at Salisbury that may relocate, the Parafield Park n Ride increase will likely have a small to moderate impact on the parking demand at Salisbury interchange.

However, at Mawson Lakes a significant number of commuters from Parafield and Parafield Gardens were parking at Mawson Lakes interchange, representing 25 per cent of the Park n Ride commuters. Parkers also travelled from further north and east, including from Paralowie, Burton and Salisbury, as well as Ingle Farm and Para Hills. It is likely that a large portion of those from Parafield and Parafield Gardens, as well as further north, would transfer to the more convenient and closer Parafield Park n Ride provided the station offers sufficient parking capacity. It is estimated that some 55 to 250 commuters could transfer from Mawson Lakes to Parafield station, (some 15 to 64 per cent of the commuters), and thus indicates that the new Parafield Park n Ride could have a significant impact on the parking demand at Mawson Lakes.

It is recommended that:

- Parafield Station Park n Ride be promoted as a major Park n Ride facility for the residents of the suburbs west and north west of the railway line.
- Council lobby DPTI to further expand the Park n Ride capacity at Parafield as it reaches capacity, instead of providing more commuter parking at the Mawson Lakes and Salisbury Interchange stations.

- Council lobby DPTI to provide the same peak train services stopping at Parafield as at the Salisbury and Mawson Lakes Interchange stations.
- Council lobby DPTI to improve the local bus network with more frequent peak period services to the Salisbury Interchange and Mawson Lakes Interchange, in particular from the suburbs west of the railway line that have a high proportion of Park n Ride commuters. This would encourage more train commuters to use the buses to transfer to the train stations and help alleviate the Park n Ride demand at both the Salisbury and Mawson Lakes Interchanges.



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# 1. INTRODUCTION

## 1.1. Study Background

The City of Salisbury wishes to develop a strategy to plan for the future provision of car parking within the centres of Salisbury and Mawson Lakes. These two centres are the main commercial and retail centres for the City of Salisbury and are the focus for the public transport networks around the two major train stations in the City of Salisbury. Both stations incorporate Park n Ride facilities adjacent to the stations and public parking in the wider precinct.

The current car parking provision in both centres is mostly surface car parking, with most of the parking associated with individual land uses. All car parking spaces, other than a small car park in Mawson Lakes, are currently free with some spaces time limited as documented in the previous Salisbury car park study completed by GTA Consultants in 2016. In this study, the analysis showed an overall adequate car parking capacity exists in the Salisbury City Centre and at Mawson Lakes.

In the Salisbury City Centre, the development of the new Community Hub is expected to influence travel patterns and drive future development opportunities within the city centre. At Mawson Lakes, the Interchange car park is unable to meet the current Park and Ride demand for train commuters, without considering any future development near the Interchange.

This study was commissioned to develop a range of car parking scenarios for the Salisbury City Centre and Mawson Lakes Interchange precincts and assess the scenario options with a particular emphasis on the issues and opportunities associated with the development of multi-deck car parks. For both centres, the car park scenarios include a multi-deck car park option to cater for the parking requirements of Park and Ride commuters, local centre workers, shoppers and visitors. In developing and considering these scenarios, the cost of developing and operating the car park will be critical to determining the financial viability and to identify the potential funding sources.

## 1.2. Local Context

### 1.2.1. Salisbury City Centre

The Salisbury City Centre has the main civic functions for the City of Salisbury, including the main civic centre as well as library, Centrelink offices, TAFE and a wide range of commercial and retail operations with the retail anchored by Parabanks Shopping Centre. The transport interchange is located on the western side of the city centre with the train station and bus interchange. The study area for the Salisbury City Centre is shown in Figure 1.1.



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Figure 1.1: Salisbury City Centre Study Area



In the Salisbury City Centre, the development of the new Community Hub is expected to influence travel patterns and future development opportunities within the city centre. Elsewhere within the city centre, the car parking associated with Parabanks Shopping Centre provides the focus for much of the retail-based parking demand. Even through these parking spaces are limited to three and four hours, these limits are sufficiently long enough for most visits to the city centre for shopping or business activity. Many of the smaller commercial premises and self-standing retail units have their own car parks, accommodating varying combinations of staff and customer parking according to their individual operations and preferences.

A number of potential development sites exist within the Salisbury City Centre in addition to Community Hub. These developments have the potential to increase the demand for car parking in the city centre. This study provides an opportunity to plan for these sites in an integrated way, maximising opportunities both for shared parking provision and encouraging increased travel other than by private car, with a particular emphasis on the opportunities given with the electrification of the Gawler railway line.

The current car parking provision in Salisbury centre is mostly surface car parking associated with individual land uses. All car parking areas are currently free with some spaces time limited as documented in the previous Salisbury car park study completed by GTA Consultants in 2016. In this study, the analysis showed an overall adequate car parking capacity exists in the Salisbury City Centre.



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1.2.2. Mawson Lakes

Mawson Lakes has been developed as a new commercial, retail and residential area for the northern suburbs. Although it was originally conceived as a Transit Oriented Development (TOD), the main town centre is remote from the train station and consequently the Interchange operates largely independently of the town centre. The Interchange has become very popular for Park n Ride commuters. The study area for Mawson Lakes is shown in Figure 1.2.

Figure 1.2: Mawson Lakes Study Area



The main focus of this study for Mawson Lakes is to develop an evidence base for the future planning of car parking and potentially wider development around the interchange. The original development plans for Mawson Lakes envisaged a much higher level of development around the interchange. This is the only area within the centre where significant future development opportunities exist. As identified in the 2011 Mawson Central Car Parking Strategy, development around the station, integrated with the Park n Ride facility and wider parking provision within a multi-deck format was anticipated. Developing an understanding of the parking demand around the Interchange is critical to achieving the objective for this study within Mawson Lakes.

The current car parking provision in Mawson Lakes is mostly surface car parking associated with individual land uses. There is also significant on-street parking provision in the town centre, with most streets designed to accommodate angle parking. While most parking is time restricted, the only paid parking is located near the University of South Australia, or on private land. As documented in the previous Salisbury car park study completed by GTA Consultants in 2016, the analysis showed an overall adequate car parking capacity exists in Mawson Lakes centre.



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## 2. PLANNING CONTEXT

A high-level review of the State Government and Council's Strategic Directions documents was conducted with summaries of the key relevant documents provided in this section.

### 2.1. State Government

A summary of the key State Government planning documents and policies is provided below, with a discussion of the relevance to transport and land use in the study areas. The key policy documents include The 30-Year Plan for Greater Adelaide and The Integrated Transport and Land Use Plan (ITLUP) that were both prepared by the Department of Planning Transport and Infrastructure (DPTI).

#### 2.1.1. The 30-Year Plan for Greater Adelaide (2017 update)

The 30 Year Plan for Greater Adelaide sets out the fundamental principles to manage the growth and change that is forecast to occur in the Greater Adelaide region. The plan, that was updated by DPTI in May 2017, provides a framework to create walkable neighbourhoods with housing located close to jobs, transport and services and a connected transport network which would be the backbone of the urban environment. It comprises 14 principles and six targets in relation to the environment, housing, transport, compact city, active lifestyle, community, and economy. It proposes a new urban form, which will focus jobs and services in accessible locations and provide more housing options close to public transport.

The 2017 update has a revised population growth target of 545,000 people with 258,000 new dwellings by 2045. The six revised targets are described as follows:

##### Target 1: Containing our urban footprint and protecting our resources

- 85 per cent of all new housing in metropolitan Adelaide will be built in established urban areas by 2045
- 90 per cent of all new housing in Outer Greater Adelaide will be built in established townships and designated urban development areas

##### Target 2: More ways to get around

- 60 per cent of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045

##### Target 3: Getting active

- Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30 per cent by 2045 (This is relevant for the City of Salisbury)

##### Target 4: Walkable neighbourhoods

- Increase the percentage of residents living in walkable neighbourhoods by 25 per cent by 2045

##### Target 5: A green liveable city

- Urban green cover is increased by 20 per cent in metropolitan Adelaide by 2045

##### Target 6: Greater housing choice

- Increase housing choice by 25 per cent to meet changing household needs in Greater Adelaide by 2045

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Some of the relevant policies for this study from the 30-Year Plan update are:

- Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.
- Increase residential and mixed-use development in the walking catchment of:
  - strategic activity centres
  - appropriate transit corridors
  - strategic railway stations.
- Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.
- Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport.
- Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through incentives.
- Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.
- Review car parking rates in Greater Adelaide and develop policies in the Planning and Design Code that allow a reduced minimum car parking provision for mixed-use development located within easy access to high frequency public transport and for development that demonstrates a reduced reliance on private car use such as student housing.
- Investigate potential funding options, including from the private sector, that can be utilised to fund new mass transit services and enhance the surrounding public realm.
- Investigate the impact of driverless cars on our future urban form, in particular car parking requirements, and develop a policy framework to respond to this technology.

### 2.1.2. Integrated Transport and Land Use Plan

The *Integrated Transport and Land Use Plan* (ITLUP) was released in July 2015 to respond to the land use changes of the 30-Year Plan for Greater Adelaide by providing an integrated transport network. This plan fits with the strategic framework of planning documents as shown in Figure 2.1. The plan provides specific transport solutions and actions for all parts of the State, with timeframes for short (next 5 years), medium (5–10 years) and long term (15+ years) durations.

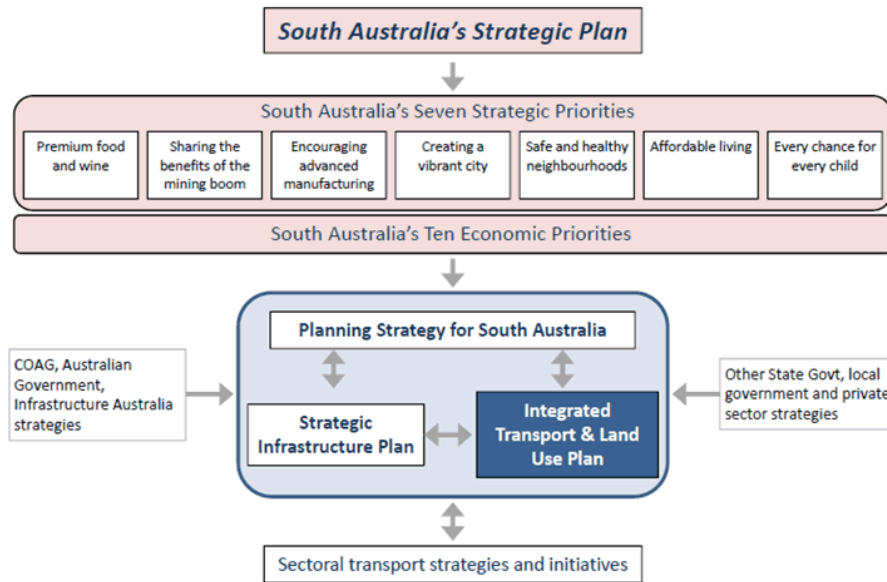


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Figure 2.1: Planning Context for the Integrated Transport and Land Use Plan



Source: ITLUP, DPTI, 2015.

2.1.3. State Government major infrastructure projects

State Government infrastructure projects that may relevant in this study are:

- Northern Connector Road is under construction with completion scheduled for 2019
- Electrification of the Gawler rail line in detailed programming and for construction and completion in 2020

2.2. City of Salisbury

A summary of the key City of Salisbury planning documents and policies is provided as follows.

2.2.1. City of Salisbury Development Plan

The Development Plan, consolidated 15 December 2016, sets out the planning zones of land in the Council area and sets out the objectives, desired characters and principles of development control for each planning zone. It also sets out the criteria on which development applications will be assessed.

The majority of the study areas are located within an Urban Core Zone. The Development Plan encourages a mix of business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.



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2.2.2. City of Salisbury City Plan 2030

City Plan 2030 is The City of Salisbury's blueprint for achieving their vision for the Council area: "Salisbury - a flourishing City with opportunity for all." The City Plan contains the following four key directions:

	<p><b>The Prosperous City</b></p> <p><i>Driving economic growth in South Australia, creating more jobs, providing people with the skills and knowledge to connect to those jobs and sustainably increasing our population.</i></p>
	<p><b>The Sustainable City</b></p> <p><i>A place where people actively experience and care for their natural environment, where green industries thrive and our urban and natural spaces are adaptive to future changes in climate.</i></p>
	<p><b>The Liveable City</b></p> <p><i>A welcoming community that celebrates its diversity, embraces change and where people are able to participate in community life. It is a City with interesting places and experiences.</i></p>
	<p><b>Enabling Excellence</b></p> <p><i>A Council where people work because they can make a difference, an organisation that anticipates, understands and meets community needs, a Council with a positive attitude.</i></p>

2.2.3. Age Friendly Salisbury Strategy 2015 to 2020

The City of Salisbury is committed to ensuring that older residents can age well within Salisbury and the ageing strategy is intended to guide this work. The focus of this strategy is to create an age-friendly city that will support seniors to achieve an active and engaged life. The strategy was developed with extensive input from older people in Salisbury.

2.2.4. Building City Pride

The Building City Pride Strategy aims to deliver one of four key directions of the Salisbury City Plan 2020 of "encouraging and supporting a thriving and connected community". It contributes to Objective 2 of the Living City Strategy: To have an engaged community with a strong sense of vitality, pride and belonging.

Council's role is to:

- Promote and celebrate the human and physical assets of their community;
- Demonstrate the type of actions they would like others in the community to adopt in caring for and improving their city; and
- Encourage and support individuals and organisations to take action in shaping and improving their community.

This document outlines key strategies and actions to build and strengthen city pride. Many are already being undertaken across the City and the plan identifies new opportunities to be rolled out over the next few years.

2.2.5. Tourism and Visitor Strategy

The strategy is closely aligned to the City of Salisbury Living City Identity brand, the Building City Pride Strategy and the new City Plan 2030 and will focus on achieving the following aims:

- Increasing city pride throughout the community;



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- Increasing appeal as both a tourism and visitor destination;
- Increasing the number of visitors to the area and encouraging them to spend more in the City of Salisbury;
- Encouraging investment in new tourism businesses, visitor experiences and infrastructure; and
- Guiding Council in its investment of resources that support tourism and visitor growth over the next five years.

## 2.2.6. City of Salisbury Annual Plan 2018-19

The Annual Plan has a description of Council's services, including new services and projects with financial impacts. The purpose is to provide all information so that the community can judge the budget and how it aligns to the City Plan 2030.

## 2.3. Relevant Case Studies

## 2.3.1. Examples of Park n Ride at Outer Metropolitan Centres in Other States

A selection of relevant case studies for parking policies at train and bus interchanges adjacent to town or city centres in outer suburban metropolitan areas are summarised in Table 2.1. Additional case study details with locality plans and photo examples are included in Appendix A.

Table 2.1: Relevant Case Study Examples of Car Parking in Outer Metropolitan Centres

Station	Distance to CBD	Distance to nearest station	Number of Parking Spaces	Relevance to the City of Salisbury
Coomera, QLD	60 km south of Brisbane CBD in the City of Gold Coast	6.9 km to Ormeau	561 spaces	This is an emerging town centre in an outer urban area of South East Queensland. The surrounding land use is generally Greenfield low-density residential with some commercial developments. The Park n Ride role is currently similar to Parafield with a high proportion of Park n Ride commuters and with a small walk access mode. However, the long-term planning objective is for Coomera be a town centre station as a transit-oriented development.
Sutherland, NSW	24.7 km south of Sydney CBD in the Sutherland Shire	2.0 km to Jannali	940 spaces	Adjacent to an existing mixed-use town centre with main street shopping, Civic government facilities and high and medium density residential buildings within walking distance of the train station. The Park n Ride facilities are located in multideck facilities on the western side of the railway line, mostly away from the town centre parking on the eastern side of the station. This station has a high frequency of direct train services to Sydney CBD and is very attractive for Park n Ride commuters.
Clarkson, WA	33.2 km north of Perth CBD in the City of Wanneroo	4.0 km to Currabine	1,070 spaces	The Park n Ride facility is adjacent to the station on the western side of the railway line. The district town centre is located about 1 km west of the station with low and medium density housing between the station and the shopping centre.
Gosnells, WA	21.0 km southeast of Perth CBD	1.6 km to Seaforth	143 spaces	The Park n Ride spaces are located on the opposite side of the railway line to the shopping precinct and Council offices and library and civic park. The level crossing at Dorothy Street adjacent to the station is similar to Park Terrace in Salisbury. It is planned to be removed as part of a level crossing removal project by the State Government. Gosnells is located about the same distance from Perth CBD as Salisbury is to Adelaide railway station.

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2.3.2. Decked Car Park Benchmarking

Examples of the attributes and capital costs for decked car park facilities for Park n Ride commuters in Adelaide, Perth and Sydney are given in Table 2.2. The cost per space ranges from \$18,000 in Adelaide to over \$41,000 in Sydney. These costs are indicative and are included only to show the range of costs.

Table 2.2: Comparison of Decked Car Park Attributes and Costs

City	Location	Public Transport Service	Type of Car Park	Year of Opening	Paid or Free	Number of Spaces	Capital Cost (\$)	Cost per Space (\$)
Adelaide	Entertainment Centre	Adelaide Tram line	Decked (5 levels)	2013	Paid	600	\$11,000,000	\$18,333
Perth	Edgewater station	Joondalup railway line	Decked (3 levels)	2017	SmartParker charges	1,450	\$29,500,000	\$20,345
Sydney	Sutherland station	Cronulla/Waterfall railway line	Decked (5 levels)	2015	Free	472	\$19,600,000	\$41,525

Rider Levett Bucknall (RLB) prepared a Riders Digest of construction cost estimates for buildings with Fourth Quarter 2016 costs in 2017. The low and high cost estimates for an open deck multi-storey Car Park for the Australian capital cities are given in Table 2.3. The construction costs for multi-level Car Parks in Adelaide are about 20 per cent lower than in Sydney and 10 per cent lower than in Perth at the high end of the range.

Table 2.3: Multi-Level Car Park Construction Cost Estimates

City	Low (\$/m2)	High (\$/m2)
Adelaide	\$610	\$925
Brisbane	\$800	\$1,200
Canberra	\$747	\$1,034
Darwin	\$750	\$1,250
Melbourne	\$670	\$1,080
Perth	\$750	\$1,000
Sydney	\$730	\$1,110

Source: Riders Digest, RLB, 2017.



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# 3. DEVELOPMENT OF THE CAR PARK SCENARIOS

## 3.1. Parking Overview

### 3.1.1. Parking customers

The car parking provision in Salisbury and Mawson Lakes town centres needs to cater for a variety of patrons including:

- Short term visitors to shops or for business appointments (up to one hour)
- Parking for shoppers and leisure/entertainment (less than 3 to 4 hours)
- All day parking for Council staff or workers in the area
- Residents in the area (on-street and off-street)
- Park n Ride commuters (all day)
- Parking for special events in the city centre

### 3.1.2. Existing Park n Ride Locations

The attributes at the existing Park n Ride facilities in the Salisbury – Mawson Lakes study area, such as the distance from Adelaide station, the interstation spacing, the number of car spaces, the daily patronage from the 2014 station counts, and the adjacent land use, are given in Table 3.1. The major Park n Ride facilities in the study area are located at Salisbury, Parafield and Mawson Lakes and are shown in Figure 3.1.

Table 3.1: Existing Park n Ride Facilities in the Salisbury – Mawson Lakes Study Area

Station	Distance from Adelaide Station (km)	Distance between stations (km)	Number of Car Spaces	2014 Patronage	Adjacent People Activity (Land Use)
Salisbury	20.2	1.6	240	1,956	Town Centre
Chidda	18.6	0.9	17	139	Cemetery
Parafield	17.7	1.1	50	448	Residential/Airfield
Parafield Gardens	16.6	1.1	22	110	Residential/Airfield
Greenfields	15.5	1.2	14	105	Residential/Airfield
Mawson Lakes	14.3	3.8	550	1,877	Town Centre/Residential

In October 2018, the Parafield Railway Station Park 'n' Ride was upgraded as shown in Figure 3.1 to include:

- Increased capacity of the car park to approximately 250 car parks
- Installation of a 'Kiss & Go' zone, accessible car parks, and motorcycle parking.
- Extension of the storage capacity of the existing U-turn entry for vehicles travelling from the west.
- Installation of CCTV security system with improved lighting across the car park and the station precinct.



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Figure 3.1: Park n Ride Facilities in the Salisbury – Mawson Lakes Study Area



Mawson Lakes Interchange Park n Ride



Parafield Park n Ride was expanded to 250 spaces in 2018



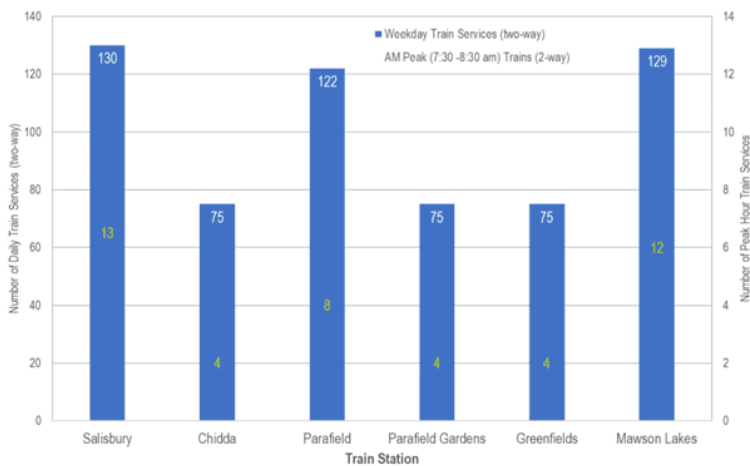
Salisbury Interchange Park n Ride on the westside of the station that was expanded in 2017



Salisbury Interchange Park n Ride on the east side of the railway line

The number of daily and peak hour train services on a weekday in both directions for the stations in the study area are shown in Figure 3.2. Salisbury Interchange, Parafield and Mawson Lakes Interchange stations have the highest number of services and are branded as "Hi Frequency Stations". The number of services at Parafield is slightly less than the other two high frequency stations and for consistency, as a small number (4 AM and 3 PM) of peak hour services do not stop at Parafield. As a result of the increased parking provision, it is recommended that all three stations are provided with the same stopping pattern, which will have limited impact on the travel time to Adelaide CBD.

Figure 3.2: Number of Daily and Peak Hour Train Services at the Stations in the Study Area



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The AM peak hour bus services to the Park n Ride facilities in the Salisbury – Mawson Lakes study area as at December 2018 are shown in Figure 3.3. Most of the higher frequency bus stops with 7 or more bus services per hour are located at or close to the interchanges, along Bridge Road in Salisbury East or within the town centres. The suburbs with the lower frequency bus services have the higher Park n Ride activity, based on the suburb origins from the survey results shown in Figure 4.5 for the Salisbury Interchange and in Figure 5.4 for the Mawson Lakes Interchange.

Figure 3.3: AM Peak Hour Bus Services to the Park n Rides in the Salisbury – Mawson Lakes Study Area



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3.2. Scenario Development

Scenarios have been developed based on the impact to the net parking supply. The scenarios will either reduce parking supply, maintain the status quo of supply, or increase parking supply, which is shown on the scale in Figure 3.4. This scale provides the framework to develop a range of scenarios with different transport, planning and development outcomes for the train station with commuters and the town centre with shoppers, local residents and business.

Figure 3.4: Scenario Concept Development



Five broad car parking scenarios were developed on this car parking supply spectrum as given in Table 3.2. These scenarios are based on the following rationale:

- Scenario 1 represents the far left with a reduction in parking supply allowing for reuse of the existing car parking for alternative land uses and increased development closer to the station.
- Scenario 2 in the middle of the range proposes to manage the existing supply and demand without increasing the car parking supply. This is the status quo scenario, and it allows for repurposing and redistribution of the existing car parking. It does not consider any decked car parking facilities.
- Scenarios 3, 4 and 5 are developed with various models that would increase the car parking supply including options for multi-decked parking structures.

Table 3.2: Scenario Development and Rationale

Scenario	1	2	3	4	5
	Reduced number of Park and Ride Spaces	Managed Parking Demand with Existing Parking Supply	Increased Park and Ride Supply	Increased parking supply for non-commuters	Increased parking supply for all users
Action	to redirect the parking demand to other modes and other Park and Ride stations	to manage the parking demand with the capped number of spaces; additional parking demand needs to use other modes or stations or higher vehicle occupancy	to build more spaces with decked parking to accommodate growth in parking demand	to build more parking for town centre workers, shoppers and visitors (likely to be paid parking or with short term parking restrictions; ie, not for all day commuters)	combination of Scenarios 3 and 4
Rationale	more sustainable transport outcomes and more vibrant activity centre	minimise cost for additional parking infrastructure	predict and provide to cater to the demand	predict and provide to cater to the demand	predict and provide to cater to the demand



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# 4. SALISBURY CITY CENTRE

## 4.1. Existing Conditions

Statistics to describe the existing Salisbury Interchange are summarised in Table 4.1. More detailed analysis of the car parking supply and existing demand as part of the assessment of existing conditions in the Salisbury City Centre and at the transport interchange is included in Appendix B.

Table 4.1: Salisbury City Centre Existing Conditions

Station	Distance to Adelaide CBD	Distance to nearest station	Average Weekday Boarding (2017)	Number of Parking Spaces	Avg. Parking Occupancy <sup>1</sup>
Salisbury	20 km	<ul style="list-style-type: none"> <li>• 1.3 km to Nurlutta to the south</li> <li>• 1.6 km to Chidda to the north</li> </ul>	1,982 boardings	390 spaces	62 per cent

Salisbury Railway Station is on the Gawler Line that operates between Adelaide CBD and Gawler Central with regular train services operating every 15 minutes during the daytime and it is identified as a High Frequency Station. Weekend and evening services are every half hour. The Salisbury interchange comprises Salisbury Station and a bus interchange with eight bus stands on the eastern side of the railway line. The interchange has bus routes that operate to Adelaide CBD, Salisbury North, Golden Grove, Elizabeth, Tea Tree Plaza and Mawson Lakes as well as other local suburbs.

### 4.1.1. Car parking supply and demand

Car parking occupancy surveys in the Salisbury City Centre were conducted within the key car parking areas as part of the *Salisbury, Mawson Lakes & Ingle Farm Car Parking Fund Review Study* (GTA, 2017). The study identified a total of 2,550 off street car parking spaces available in the city centre area, with 1,297 spaces part of the Parabanks Shopping Centre Car Park. Since the Car Parking Fund Review Study, an additional interchange car park has been constructed to the west of Salisbury Station (included in total provision), providing an additional 52 spaces for commuters, adding to the 98 spaces in the interchange car park (located on the east side of the railway line to the north of the station), and the 240 spaces in the more remote feeling southern interchange car park. The total interchange car parking supply is 390 spaces split between the three car parking areas.

Since the Car Parking Fund Review Study, the City of Salisbury (Council) has approved some changes to the provision of parking within the city centre. In particular, the redevelopment of the Civic Centre and Town Square has resulted in at least 72 parking spaces being relocated to elsewhere in the city centre. The Sexton car park that provides 148 spaces will also be subject to future redevelopment, potentially as a Civic Square as recommended in the Structure Plan prepared in 2012. Council has identified potential locations for replacement car parking that are identified and assessed in Section 4.4.

Based on these surveys and subsequent observations, the parking supply and demand requirements of the Salisbury City Centre are shown in Figure 4.1 and Figure 4.2 respectively with a demand to supply comparison in a chart and map respectively. These statistics show the capacity issues in and around the town centre. In particular, the Parabanks car park has significant spare parking capacity, whereas in the areas to the south of Wiltshire Street, for both on-street and off-street parking, and near the interchange Car Park, the car parking is well used. Further details of the car parking occupancy observations and results are provided in Appendix B.

<sup>1</sup> Based on Thursday 2016 survey data + aerial imagery of new Interchange car park (not surveyed in 2016 as not yet constructed)



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Figure 4.1: Salisbury City Centre Car Parking Supply and Demand Comparison<sup>2</sup>

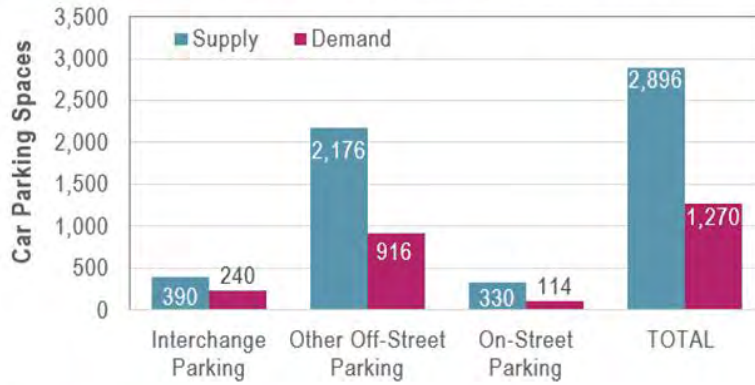
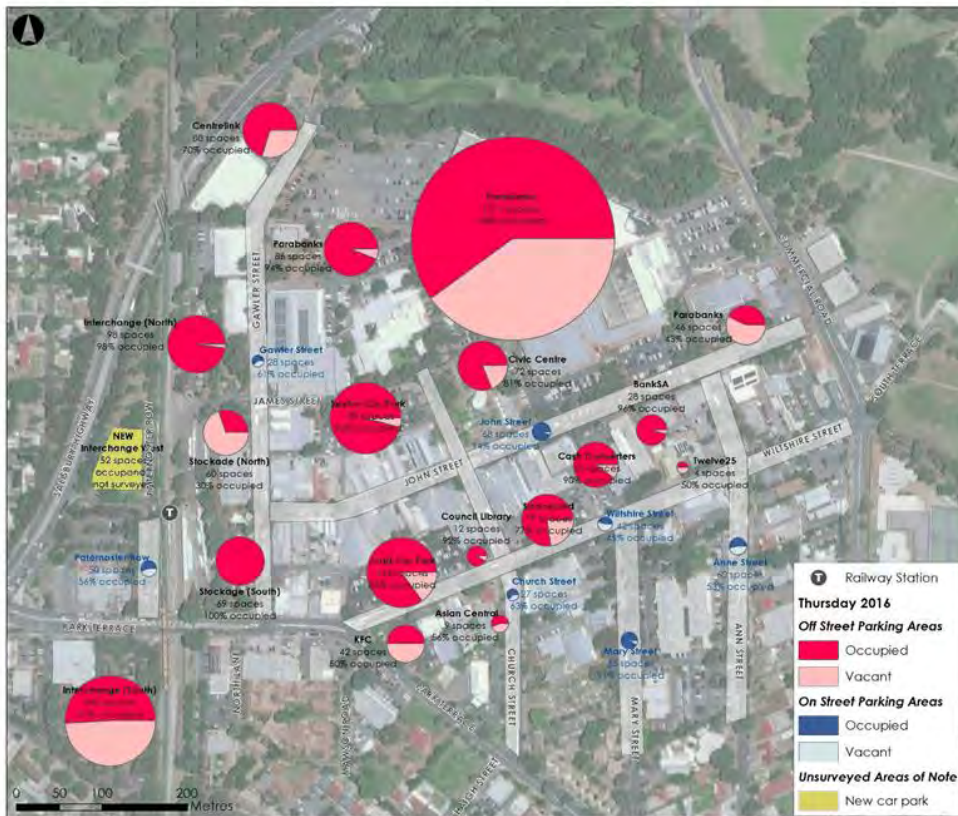


Figure 4.2: Salisbury City Centre Car Parking Occupancy (Thursday 2016)



<sup>2</sup> Based on Thursday 2016 survey data + aerial imagery of new Interchange car park (not surveyed in 2016 as not yet constructed)



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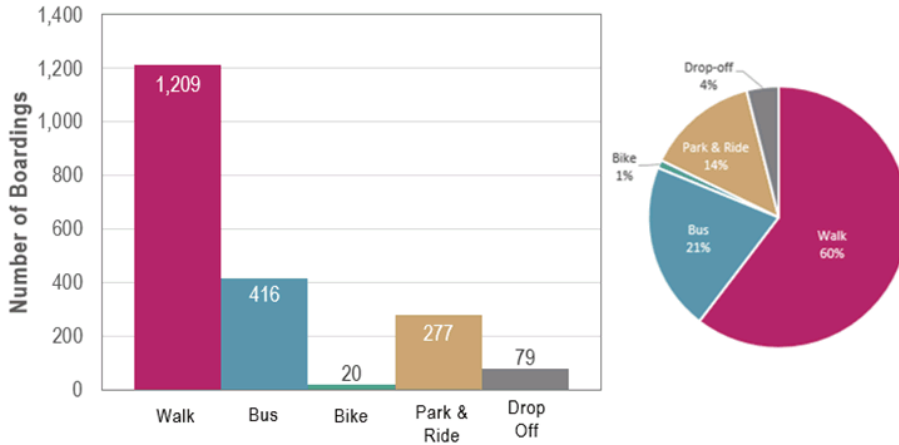




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Figure 4.4: Salisbury Interchange Access Mode<sup>3</sup>



These access mode statistics show a significant proportion (60 per cent) of people who catch the train at Salisbury walk to the station. There is also a noticeable proportion of bus-rail interchange, equating to around 400 passengers per day. The 14 per cent Park n Ride is not surprising when considering the underutilisation of the interchange car parking, although this still equates to more than 250 passengers.

In order to understand the use of the interchange car park, a simple intercept survey with car park users was conducted as they left their cars and the car park. The survey indicated that 22 per cent of people intercepted had come from within Salisbury, with 19 per cent from Parolowie and 14 per cent from Salisbury North. The origins of those surveyed in close proximity to Salisbury are shown in Figure 4.5. More details of these surveys are provided in Appendix B.

The survey indicated that 22 per cent of people intercepted were from origins from within Salisbury. Given such a high proportion (60 per cent) of people that catch the train at Salisbury interchange, it is likely that a lot of the local residents walk to the station. Improvements to walking amenity would benefit many commuters in the local area, although would not be likely to significantly impact the number of Park n Ride commuters which is already fairly low. The survey indicated that 96 per cent of the people intercepted were using the interchange for a train or bus, indicating a small number of parkers that should be catered for elsewhere in the town centre.

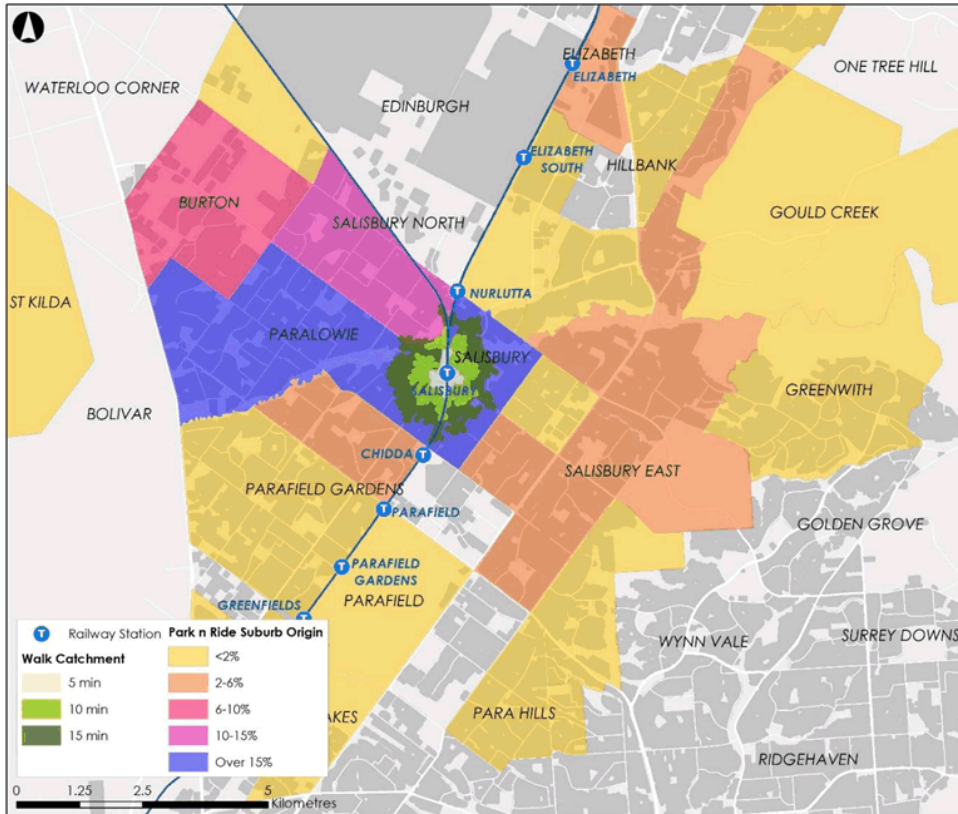
<sup>3</sup> Based on May 2017 average weekday boarding of 1,982 people, with 2014 interchange access mode split (DPTI)



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Figure 4.5: Salisbury Park n Ride Suburb Origin



4.1.3. Salisbury City Centre bus network

The bus routes to the Salisbury interchange with the AM peak hour bus services are shown in Figure 4.6. Most of the higher frequency bus stops with 7 or more bus services per hour are located at or close to the interchange and the town centre that are within walking distance of the train station. The suburbs with the lower frequency bus services in Parolowie, Burton and Salisbury North have the higher Park n Ride activity, based on the suburb origins from the survey results shown in Figure 4.5. This suggests that an improved frequency of bus services with extended hours of services from these suburbs to Salisbury would potentially reduce the Park n Ride demand at Salisbury.



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Figure 4.6: AM Peak Hour Bus Services to the Salisbury Interchange



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4.1.4. Parafield Park n Ride

Parafield station is located mid-way between Mawson Lakes and Salisbury and generally enjoys the same service frequency as Mawson Lakes and Salisbury. An extended Park n Ride facility at Parafield was built and opened in August 2018. With the significant parking increase, the Parafield Park n Ride facility would be more attractive for commuters from suburbs to the north-west of the railway line and this would potentially reduce the demand for Park n Ride spaces at Mawson Lakes and Salisbury.

Based on the origins of the Park n Ride activity at Salisbury, some 25 to 65 vehicles (10 to 25 per cent of the commuters intercepted) could shift to Parafield Park n Ride as a more convenient option. A high proportion of drivers from Paralowie, Burton, Parafield, Parafield Gardens, as well as Salisbury Downs, Salisbury Park, Salisbury East, and Brahma Lodge will find using Parafield Park n Ride a more convenient station to access. Since this represents under a quarter of those parked at Salisbury that may relocate, the Parafield Park n Ride increase will likely have a small to moderate impact on the parking demand at Salisbury interchange.

**4.2. Car Park Scenarios**

A total of nine car park scenario options were developed for assessment of the Salisbury City Centre based on the scenario framework provided in Table 3.2. The car park scenario options that were developed for the Salisbury City Centre are described in Table 4.2.

Table 4.2: Car Park Scenario Options for the Salisbury City Centre

Scenario	Option Name	Description
1	Reduced Park n Ride Capacity	Repurpose parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking
2A	Paid Parking Strategy	Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
2B	Time Management Parking Strategy	Apply parking management with a time management parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
3A	New Park n Ride provided by Council	Build a decked car park on the site south of Park Terrace that is built and funded by Council
3B	New Park n Ride provided by private sector	Build a decked car park on the site south of Park Terrace that is built and funded by the private sector
3C	New Park n Ride provided by DPTI	Build a decked car park on the site south of Park Terrace that is built and funded by DPTI
4A	Free Decked Car Park in city centre	Build new free decked car park in the city centre
4B	Decked Mixed Paid/Timed Car Park in city centre	Build new mixed paid long time/time managed short-term decked car park in the city centre
4C	Decked Paid Car Park in city centre	Build new paid decked car park in the city centre
5	Increasing Parking for All Users	Build a mixed-use development adjacent to the train station at the interchange north car park with other future developments providing on site car parking as per Development Plan rates



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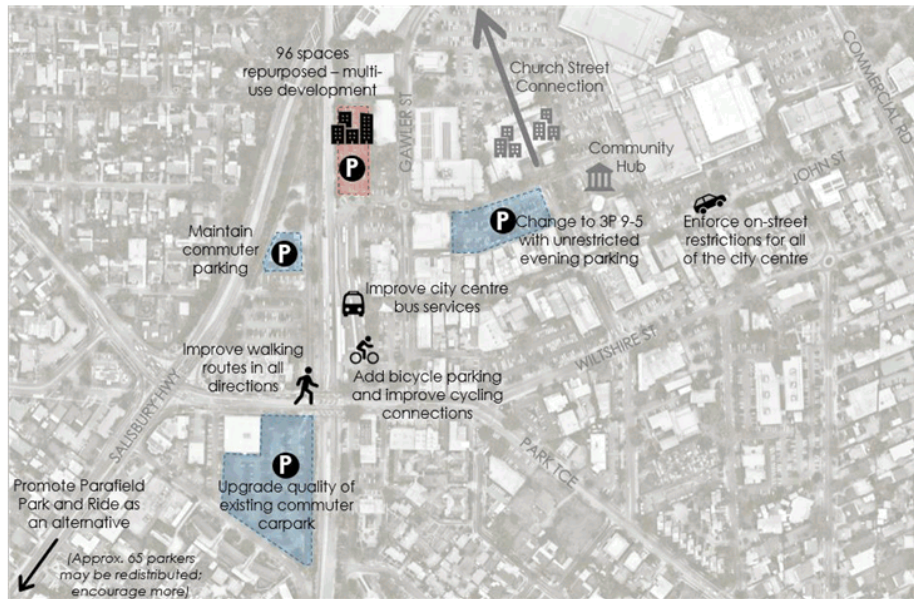
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4.2.1. Salisbury City Centre Scenario 1

Reduced number of Park n Ride Spaces

Scenario 1 has a reduction in the number of Park n Ride spaces by repurposing spaces for other uses. This scenario allows for the site redevelopment with other land uses, such as mixed-use/commercial/retail, for bicycle parking or short-term car parking in the city centre. An overview of the key features proposed for Scenario 1 is shown in Figure 4.7.

Figure 4.7: Salisbury City Centre Scenario 1



4.2.2. Salisbury City Centre Scenario 2

Managed Parking Demand with Existing Parking Supply

Scenario 2 is developed to manage the existing number of Park n Ride and city centre parking spaces without changing the car parking supply. This would require parking management to be applied, which could be by way of a paid parking strategy or a time management parking strategy. Furthermore, upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities is required to support population growth and the use of active transport options to access the station, without relying on further car parking.

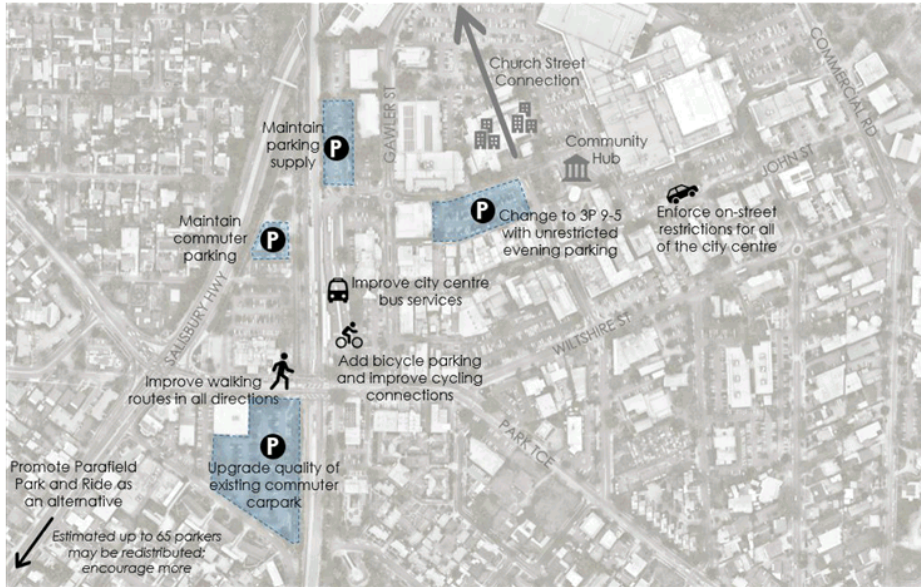
An overview plan with the key actions for Scenario 2 is shown in Figure 4.8.



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Figure 4.8: Salisbury City Centre Scenario 2



4.2.3. Salisbury City Centre Scenario 3

Increased Park n Ride Supply

Scenario 3 has an increase in the Park n Ride car parking supply, by building a deck on the southern interchange car park (south of Park Terrace). This location is the only feasible site for a decked car park specifically intended for only Park n Ride use. The Park n Ride could be built and funded by Council, the private sector or DPTI.

An overview plan with the key actions for Scenario 3 is shown in Figure 4.9.

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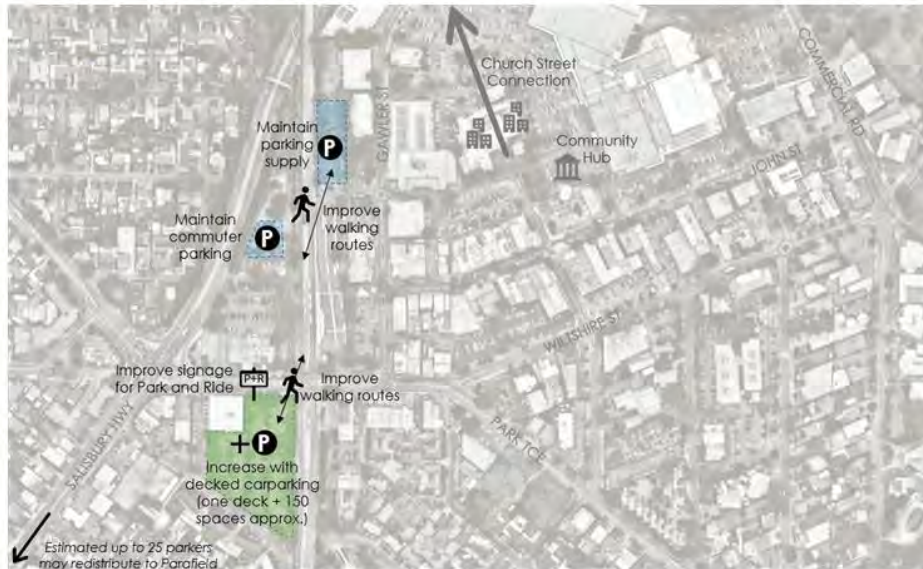


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Figure 4.9: Salisbury City Centre Scenario 3

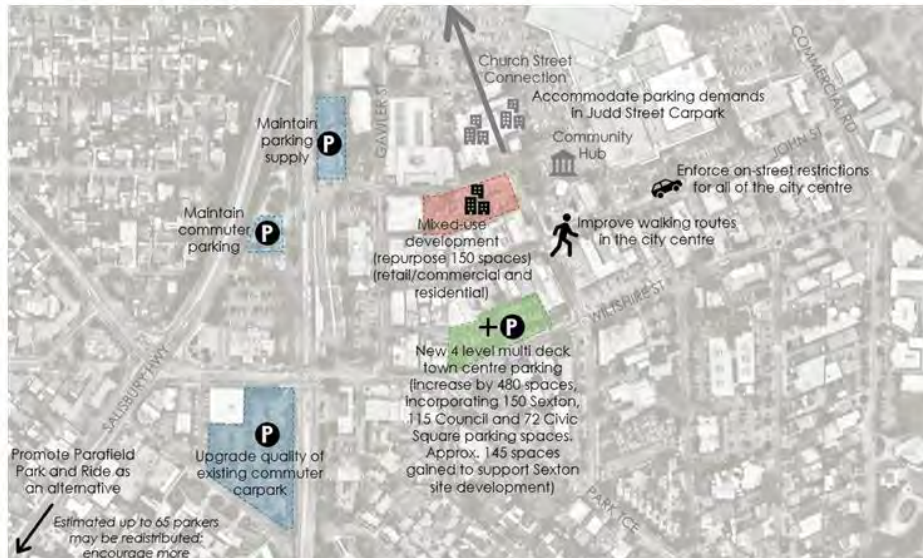


4.2.4. Salisbury City Centre Scenario 4

Increasing parking for non-commuters

Scenario 4 has an increase in the town centre car parking supply by building a decked car park close to the town centre/Community Hub. An overview plan with the key actions for Scenario 4 is shown in Figure 4.10.

Figure 4.10: Salisbury City Centre Scenario 4



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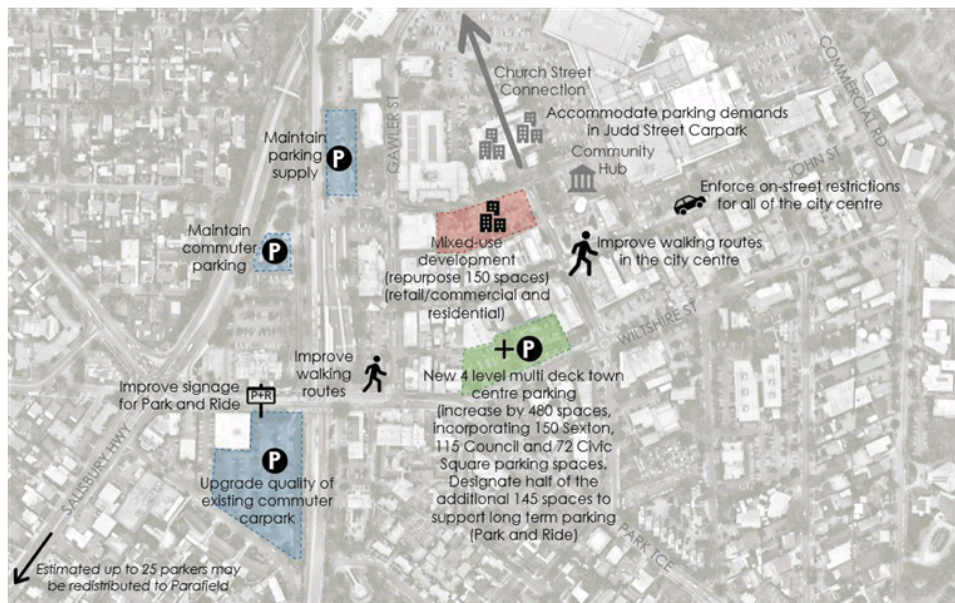
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**4.2.5. Salisbury City Centre Scenario 5**

Increasing parking for all users

Scenario 5 has an increase in the parking supply for all users, which could include a strategically placed multi-use car parking facility. Some parking would be designated for Park n Ride, while some would be Council worker designated parking and some available for other uses in the town centre. Other development sites would continue to provide their own on-site parking based on Development Plan rates. An overview plan with the key actions for Scenario 5 is shown in Figure 4.11.

**Figure 4.11: Salisbury City Centre Scenario 5**



**4.3. Scenario Assessment**

A multi-criteria analysis (MCA) framework was developed to assess the car park scenario options at the Salisbury City Centre. The criteria developed and their assessment measures are presented in Table 4.3.

**Table 4.3: Assessment Criteria for the Salisbury City Centre Car Park Scenario Options**

Criterion Number	Criterion Description	Criterion Objective	Suggested Assessment Measure
1	Peak parking demand / supply	Future parking demand / supply	Ratio of future parking demand / supply of spaces in the entire precinct
2	Capital cost	Capital cost for all proposed new infrastructure	Indicative capital costs (\$)
3	Operation and maintenance costs	Type of car parking to operate and maintain	Higher for more complex car parking infrastructure
4	Funding source	State, Private or Council or shared funding options	Likelihood of funding



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Criterion Number	Criterion Description	Criterion Objective	Suggested Assessment Measure
5	Revenue from parking charges	Potential revenue from parking charges	Estimated parking revenue (\$)
6	Supporting more visitors to the city centre	Number of visitors to the city centre	Land area for car parking / total precinct area
7	Encouraging business growth	Encouraging more businesses in the city centre	Vacancy rates
8	Promoting alternative transport modes	More active transport measures in the precinct	Number of measures to improve active transport
9	Risk for investment and delivery certainty	Likelihood of development flexibility with decked car park or for redevelopment of existing surface car parking	Location and configuration of decked car park or future developments
10	Future proofing for mixed use development	Opportunity for long term use of the land for car parking	Future development opportunities

The scoring values for the MCA from 1 to 5 with 1 for Strongly Negative to 5 for Strongly Positive are given in Table 4.4.

Table 4.4: Scoring Values for the Multi-Criteria Analysis

Score Value	Score Description
● 5	Strong Positive
● 4	Weak Positive
● 3	Neutral
● 2	Weak Negative
● 1	Strong Negative



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The 10 scenario options for the Salisbury City Centre were scored for the ten assessment criteria with the values from 1 to 5. The scores for each scenario option are provided in Table 4.5.

Table 4.5: Multi-Criteria Analysis Scoring of the Salisbury City Centre Car Park Scenario Options

Criterion Number	Criterion Description	Salisbury City Centre Car Park Scenario Options									
		1 Reduced Park n Ride Capacity	2A Paid Parking Strategy	2B Time Management Parking Strategy	3A New Park n Ride provided by Council	3B New Park n Ride provided by private sector	3C New Park n Ride provided by DPTI	4A Free Decked Car Park in city centre	4B Decked Mixed Paid/Time Car Park in city centre	4C Decked Paid Car Park in city centre	5 Increasing Parking for All Users
1	Peak parking demand / supply	●1	●4	●4	●3	●3	●3	●4	●4	●4	●5
2	Capital cost	●5	●5	●5	●1	●1	●1	●1	●1	●1	●2
3	Operation and maintenance costs	●3	●2	●2	●2	●3	●3	●1	●2	●2	●3
4	Funding source	●5	●4	●4	●1	●5	●4	●3	●3	●3	●5
5	Revenue from parking charges	●3	●5	●2	●1	●2	●2	●1	●4	●5	●1
6	Supporting more visitors to the city centre	●4	●2	●4	●2	●2	●2	●5	●4	●2	●2
7	Encouraging business growth	●3	●2	●4	●2	●2	●2	●5	●4	●3	●3
8	Promoting alternative transport modes	●4	●5	●4	●3	●3	●3	●1	●4	●5	●2
9	Risk for investment and delivery certainty	●2	●3	●4	●2	●1	●1	●4	●4	●4	●4
10	Future proofing for mixed use development	●5	●4	●4	●3	●3	●3	●5	●4	●4	●2

The results of the assessment of the Salisbury City Centre scenario options are shown with the non-weighted MCA scores in Figure 4.12.

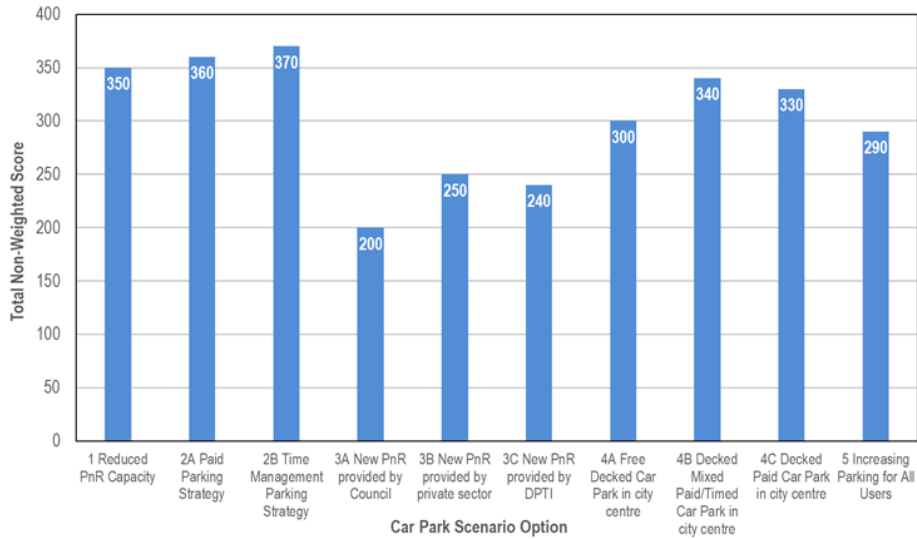


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Figure 4.12: Results of the Assessment of the Salisbury City Centre Car Park Scenarios



The results of the assessment of the Salisbury City Centre scenario options are shown with the non-weighted MCA scores in Table 4.6. The highest ranked options support the Salisbury City Centre vision for a more vibrant centre with a lesser reliance on car parking and more emphasis on sustainable transport modes, such as public transport, walking and cycling.

Table 4.6: Ranking of the Salisbury City Centre Scenario Options

Ranking	Scenario	Salisbury City Centre Scenario Option	Percentage Score
1	2B	Time Management Parking Strategy	74%
2	2A	Paid Parking Strategy	72%
3	1	Reduced Park n Ride Capacity	70%
4	4B	Decked Mixed Paid/Timed Car Park in the city centre	68%
5	4C	Decked Paid Car Park in city centre	66%
6	4A	Free Decked Car Park in city centre	60%
7	5	Increasing Parking for All Users	58%
8	3B	New Park n Ride provided by private sector	50%
9	3C	New Park n Ride provided by DPTI	48%
10	3A	New Park n Ride provided by Council	40%



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4.4. Salisbury City Centre Car Park Location Options

The Community Hub was approved by Council on the basis that the number of car park spaces would not be reduced from what was provided at 12 James Street and the old town square car park. No additional car park spaces will be provided as part of the development. In order to increase the all-day parking supply, in particular to cater for workers on the eastern side of the Salisbury City Centre, a high-level assessment of potential off-street car parking locations was conducted.

Within the Salisbury City Centre, five off-street car park location options were identified and have been assessed with a simplified multi-criteria analysis to determine the preferred locations for the provision of additional off-street parking for workers all day and short-term parking for visitors to businesses and community facilities, such as the Community Hub. These car park sites include three decked car park locations and two surface car park options as described in Table 4.7.

Table 4.7: Options for Additional Off-street Car Parking in the Salisbury City Centre

Location Option	Location Name	Location Description
1	Judd Street	Decked car park north of Wiltshire Street and west of Church Street south of the businesses in John Street
2	Sexton	Decked car park south of James Street and west of Church Street
3	James Street	Decked car park north of James Street and west of Church Street on the site of the former Council offices
4	Pioneer Park south	Surface car park east of Commercial Road and north of South Terrace
5	Salisbury Oval	Surface car park surrounding the Salisbury Oval

The five off-street car park location options to provide additional all day for workers with short-term parking for visitors and businesses are shown in Figure 4.13.

Figure 4.13: Salisbury City Centre Off-street Car Park Location Options



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A multi-criteria analysis (MCA) framework was developed to assess the car park location options in the Salisbury City Centre with the criteria and their assessment measures shown in Table 4.8.

Table 4.8: Assessment Criteria for the City Centre Car Park Location Options

Criterion Number	Criterion Description	Criterion Objective	Suggested Assessment Measure
1	Parking capacity	Maximise car parking capacity on the available site	Estimated number of parking spaces
2	Walk accessibility	Maximise walk accessibility to the city centre	Distance to the Community Hub
3	Traffic movements	Minimise traffic impacts from through movements in the city centre	Likelihood of more car traffic through or in the city centre
4	Strategic alignment	Support the vision for a vibrant, people-focussed city centre	Consistency with the City of Salisbury strategic plans
5	Future proofing for city centre development	Maximise the opportunity for the car park site to be used for new developments in the city centre	Potential for future redevelopment and land use opportunities in the city centre
6	Capital cost	Minimise capital cost for the car park facility	Indicative capital costs (\$)
7	Operation and maintenance costs	Minimise costs for car parking operations and maintenance	Number of features in the car park to operate and maintain
8	Revenue from parking charges	Maximise the potential revenue from parking charges	Estimated potential parking revenue (\$)
9	Delivery model	Supportive of private, Council or shared funding options	Likelihood of private sector or shared Council and private partnership
10	Delivery timing	Minimise the time implement to obtain a business case to support the construction of the car park	Estimated time to obtain funding and Council approval
11	Land ownership and zoning	Minimise the complexity for planning and environmental approvals and to address land ownership issues	Estimated time to obtain State Government planning approvals

For each of the five off-street car parking location options, the indicative land area and an estimate of number of car parks to represent the potential car park capacity was calculated based on 25 m<sup>2</sup> per car park. These car park capacity estimates are provided in Table 4.9 and were used to determine the scores for the multi-criteria analysis assessment.

Table 4.9: Potential Car Park Capacity at the Five Off-street Car Park Location Options

Location Option	Car Park Name	Land Area (m <sup>2</sup> )	Assumed Number of Levels	Estimate of Parking Spaces	Score for the MCA Assessment
1	Judd Street	5,500	2 with one deck	440	●5 Strong positive
2	Sexton	3,500	2 with one deck	280	●4 Weak positive
3	James Street (former Council offices)	8,700	2 with one deck	696	●5 Strong positive
4	Pioneer Park south (east of Commercial Road)	8,000	1 (surface only)	320	●4 Weak positive
5	Salisbury Oval	3,000	1 (surface only)	120	●3 Neutral

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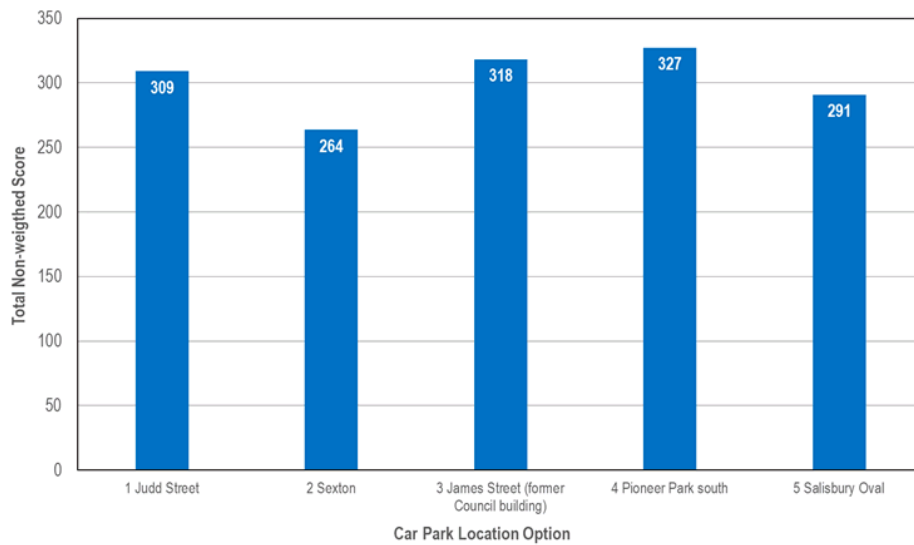
The five car park location options were scored for the criteria based on the values from 1 to 5 as explained in Table 4.4. The scores for the MCA assessment of the city centre car park location options are given in Table 4.10.

**Table 4.10: Multi-Criteria Analysis Scoring of the Salisbury City Centre Car Park Location Options**

Criterion Number	Criterion Description	1 Judd Street	2 Sexton	3 James Street	4 Pioneer Park south	5 Salisbury Oval
1	Parking capacity	●5	●4	●5	●4	●3
2	Walk accessibility	●5	●5	●5	●2	●1
3	Traffic movements	●2	●1	●2	●5	●4
4	Strategic alignment	●2	●1	●2	●5	●1
5	Future proofing for city centre development	●2	●1	●2	●5	●3
6	Capital cost	●1	●1	●1	●2	●4
7	Operation and maintenance costs	●2	●2	●2	●3	●3
8	Revenue from parking charges	●5	●4	●5	●3	●2
9	Delivery model	●3	●3	●3	●4	●4
10	Delivery timing	●3	●3	●4	●2	●4
11	Land ownership and zoning	●4	●4	●4	●1	●4

The results of the assessment of the Salisbury City Centre car park location options are shown with the non-weighted MCA scores in Figure 4.14. The ranking of the car park location options in the Salisbury City Centre are shown with the non-weighted MCA scores in Table 4.11.

**Figure 4.14: Results of the Assessment of the Salisbury City Centre Car Park Location Options**



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Table 4.11: Ranking of the Salisbury City Centre Car Park Location Options

Ranking	Location Option	Salisbury City Centre Car Park Location Option	Percentage Score
1	4	Pioneer Park south (surface only)	65%
2	3	James Street (former Council building)	64%
3	1	Judd Street	62%
4	5	Salisbury Oval (surface only)	58%
5	2	Sexton	53%

In the immediate short term, the easiest way to increase the all-day car parking supply and provide employees who work on the eastern side of the Salisbury City Centre is to formalise the existing bitumen layover area in Pioneer Park north on the eastern side of Commercial Road and north of the Little Para River next to the Salisbury Waterwheel Museum. In its current form with new line marking, this area would accommodate 23 spaces. With a minor redesign, some additional bitumen surface and line marking it is estimated this area could provide up to 50 spaces. It is difficult to determine what the current short fall is and if these would bridge the gap, but as a pilot this would allow Council to monitor the car parking demand at this site.

A longer-term option is to establish a car park at the Pioneer Park south site, east of Commercial Road, behind the OTR service station. It is preferred with the highest score because it:

- Has lower capital and operational and maintenance costs
- Aligns with the strategic plans for more development in the city centre as it is located on the city centre fringe
- Could be implemented in a relatively short time frame, pending the approvals from the State Government
- The site has enough land to build a car park for an initial estimate of at least 300 spaces.

The greatest negative for the Pioneer Park south location is the land is owned by the State Government and it has been classified as public open space as part of the Metropolitan Open Space System (MOSS). Any changes to the use of the land will require Ministerial approvals and public consultation.

For the decked car parking options, the preferred locations are at James Street, which is the site of the former Council offices, and at the existing Judd Street surface car park with access from Wiltshire Street. For both of these locations, the opportunity exists for the private sector to partner with Council to fund, build, operate and maintain these decked car parks that would likely have parking charges and could allow for a proportion of all-day parking for workers and short-stay parking for visitors, shoppers and businesses.

The Sexton car park is not recommended for a multi-deck car park development for the following reasons:

- The site is a prime central site for mixed use with residential, as it has views and connection to the town square.
- Decked car parking would increase the number of cars in the heart of the centre, which may have a negative impact on pedestrian amenity.
- The Salisbury City Centre Renewal Strategy and Urban Design Framework provide clear recommendations that decked parking should be on the periphery of the Salisbury City Centre, which enables sites in the heart to be used for mixed use with residential.

The expansion of surface car parking at the Salisbury Oval for city centre users is not recommended because it has the lowest estimate of potential car spaces and is located over 800 m away which is consider too far to walk from the city



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centre for workers and businesses. The parking at this site would only be required for activities and events at the Oval or as additional overflow parking to support major events in the city centre.

#### 4.5. Salisbury City Centre Car Parking Fund

The outcome of the Salisbury Car Parking Fund Review study, completed by GTA Consultants in 2017, was to recommend the continuation of the Salisbury City Centre car parking fund, but with a reduced contribution rate. A contribution rate range of \$5,000 to \$7,000 was recommended.

Prior to the 2017 study, the car parking fund contribution level was \$12,000 per space, which is likely to be well below the cost of providing multi-deck parking facilities but higher than the cost of providing at-grade parking as part of a development. The overall car parking fund contained a total of \$760,642.58 as at 30 June 2016, which included no recent contributions or expenditure.

Analysis of the issues identified with parking funds suggested that the level of the contribution rate, and lack of clear parking proposals were likely to be the primary reasons for the recent lack of success of the parking fund. The recommendation was therefore for the car parking fund to be continued with contribution levels in the range of \$5,000 to \$7,000 per space and that Council should provide regular reviews and business/community updates on the parking fund to better demonstrate to owners and developers how the fund operates, how using it can benefit them and Salisbury City Centre and for what schemes the funds are proposed to be used.

The analysis presented in this study and the proposed recommendations would still support the retention of the car parking fund for Salisbury. Seeking contributions from developments towards consolidated parking provision for the city centre would encourage a higher level of development on city centre sites and support a rationalised traffic movement strategy for the city centre. Contributions could be used towards the provision of the long-term parking recommended for the Pioneer Park south located east of Commercial Road, on the basis that it would assist with employee parking, or towards the potential city centre decked car park facility in the longer term.

The car park contribution rate is recommended to remain in the \$5,000 to \$7,000 range which are the values recommended from the previous car parking fund study. This would ensure that the contribution is at or below the likely cost for a development to provide on-site car parking, encouraging the contribution towards the consolidated parking provision and additional development, rather than piecemeal and small-scale car parks that will create additional traffic movement demands throughout the city centre. However, if the Council decides to remove the car parking contribution fund to encourage more development, all new funds for future car park projects would need to come from other sources.

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# 5. MAWSON LAKES INTERCHANGE

## 5.1. Existing Conditions

Statistics to describe the existing Mawson Lakes Interchange are summarised in Table 5.1. More detailed analysis of the car parking supply and existing demand as part of the assessment of existing conditions at the Mawson Lakes interchange is included in Appendix C.

Table 5.1: Mawson Lakes Interchange Existing Conditions

Station	Distance to Adelaide CBD	Distance to nearest station	Average Weekday Boarding (2017)	Number of Parking Spaces	Avg. Parking Occupancy
Mawson Lakes	14.3 km	0.8 km to Greenfields (to the north)	1,963 boardings (1,573 towards Adelaide, 390 towards Gawler)	455 spaces	106 per cent

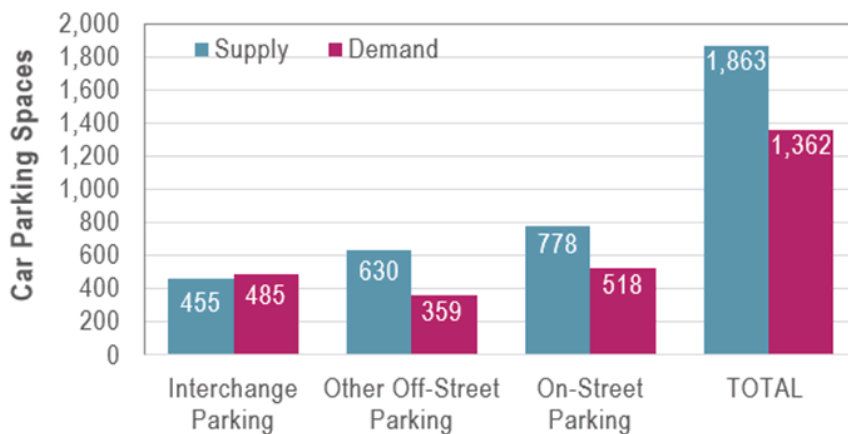
Mawson Lakes Railway Station serves trains between the City and Gawler Central regularly, with services typically at an approximate frequency of 15 minutes across the day as a High Frequency Station. Weekend and evening services are less frequent, with half hourly services in each direction.

### 5.1.1. Car parking supply and demand

Within Mawson Lakes, GTA completed occupancy surveys for all town centre car parks as part of the *Salisbury, Mawson Lakes & Ingle Farm Car Parking Fund Review Study* (GTA, 2017). The study identified 1,048 off-street car parking spaces available in the town centre, with 418 of those part of the Mawson Interchange Car Park. Since the Car Parking Fund Review Study was undertaken there have been no significant changes to parking provision within Mawson Lakes.

Based on these surveys and subsequent observations, the parking supply and demand requirements of Mawson Lakes Town Centre are shown as a chart in Figure 5.1 and on a map in Figure 5.2. These statistics show the issues with parking capacity at and near the interchange Car Park. The observations undertaken in August 2018 indicate similar parking occupancy levels to those recorded in 2016. Further details of the car parking occupancy observations and results are included in Appendix C.

Figure 5.1: Mawson Lakes Car Parking Supply and Demand Comparison

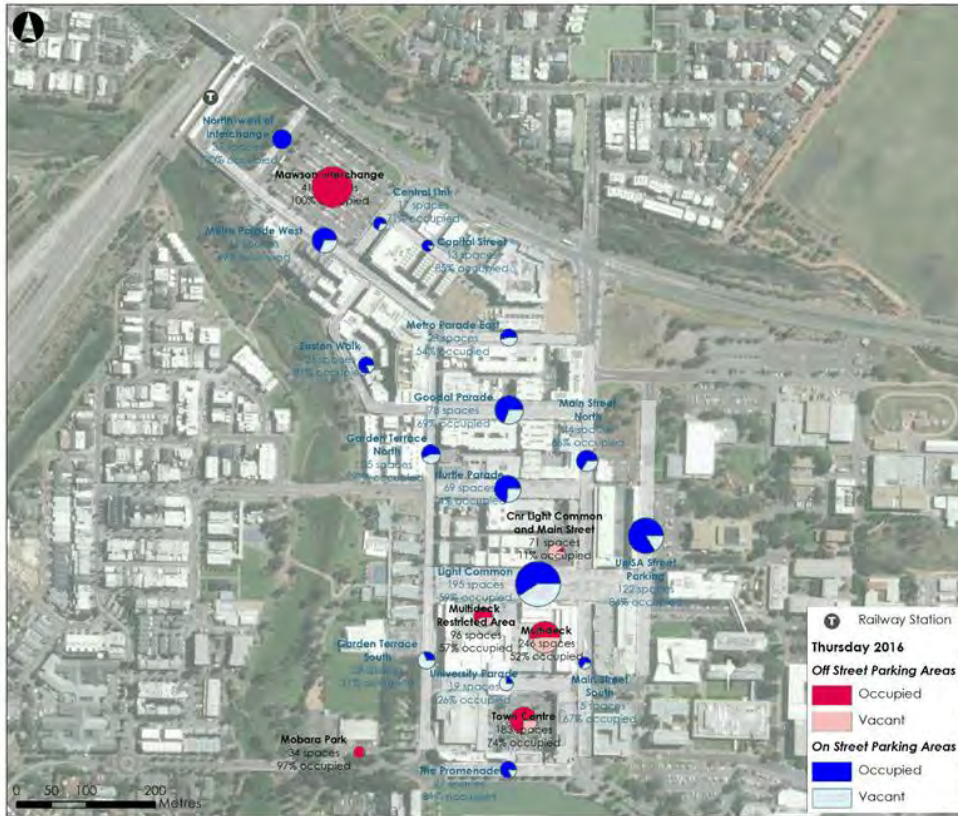


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Figure 5.2: Mawson Lakes Town Centre Car Parking Occupancy (Thursday 2016)



Item 1.3.3 - Attachment 1 - Salisbury Car Parking Scenarios by GTA



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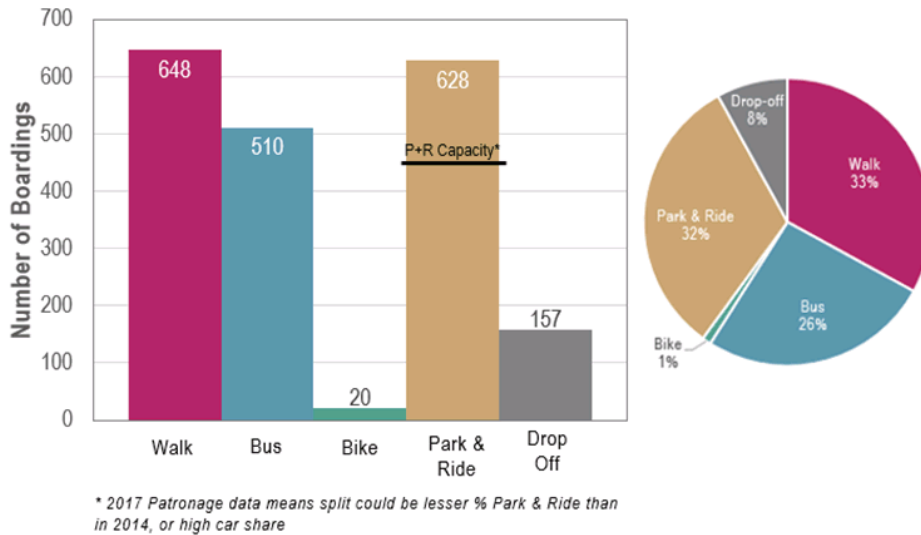
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5.1.2. Mawson Lakes Interchange access mode

The access mode split for Mawson Interchange was sourced from DPTI (dated 2014) and applied to the May 2017 average weekday boarding of 1,963 people for approximate mode split numbers for the interchange, as summarised in Figure 5.3.

Figure 5.3: Mawson Lakes Interchange Access Mode<sup>4</sup>



The proportion of Park n Ride at Mawson Interchange is noticeably higher when compared with Salisbury, with the corresponding reduction being in walk trips to Mawson Lakes. This is likely due to more dispersed nature of development and circuitous walking routes at Mawson Lakes. This issue is discussed in more detail in Appendix C.6.

To understand the use of the interchange car park, a simple intercept survey with car park users was conducted to intercept drivers as they left their cars and the car park. The survey indicated that 32 per cent of people intercepted had come from within Mawson Lakes, with 24 per cent from Parafield Gardens and 7 per cent from Paralowie. The origins of those commuters who were surveyed that live within easy driving distance to Mawson Lakes is shown in Figure 5.4. More in-depth analysis of these surveys is provided in Appendix C.

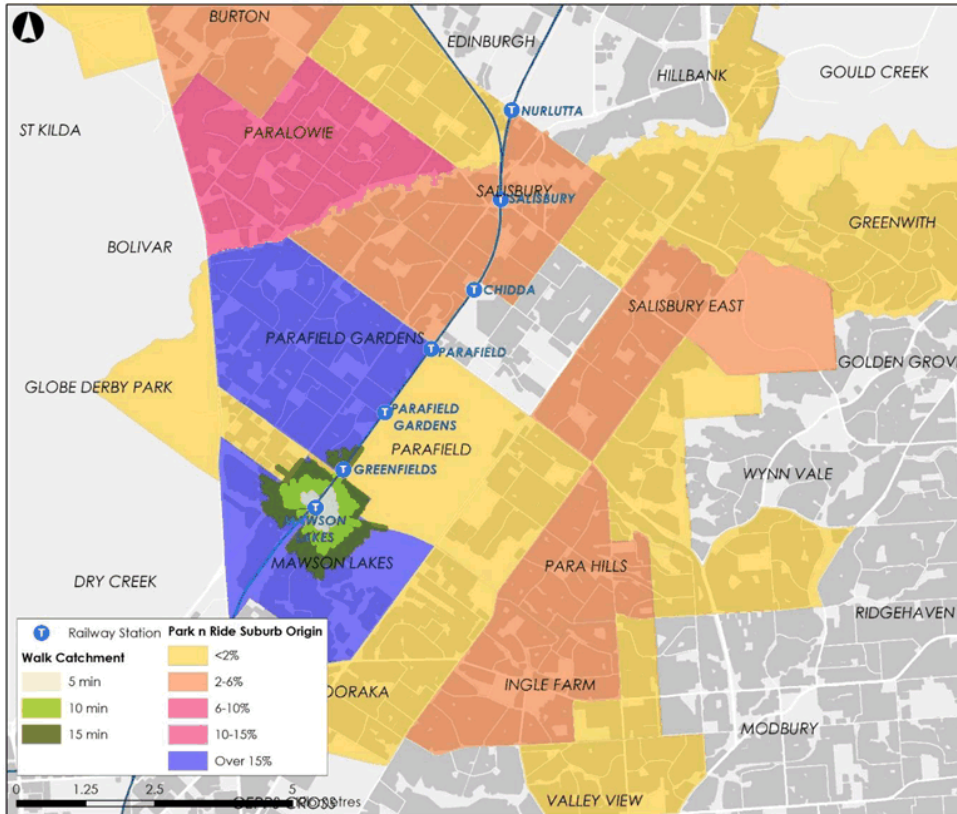
<sup>4</sup> Based on May 2017 average weekday boarding of 1,963 people, with 2014 interchange access mode split (DPTI)



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Figure 5.4: Mawson Lakes Park n Ride Suburb Origin



The survey indicated that 32 per cent of people intercepted were from Mawson Lakes. While Mawson Lakes is a large suburb there is a reasonable catchment within a short walk or cycle of the station. As such it might be possible to reduce the number of very local Park n Ride commuters with improved local walking and cycling connections. The survey also indicated that 96 per cent of the people intercepted were using the interchange for a train or bus, indicating a small number of parkers that should be catered for elsewhere in the town centre.

5.1.3. Mawson Lakes bus network

The AM peak hour bus services to the Mawson Lakes interchange are shown in Figure 5.5. Most of the higher frequency bus stops with 7 or more bus services per hour are located at the interchange or within the town centre. The suburbs with the lower frequency bus services, such as Parafield Gardens and Parafield, have the higher Park n Ride activity, based on the suburb origins from the survey results shown in Figure 4.5. With higher frequency and extended hours of service for the bus routes from these suburbs, the Park n Ride demand at Mawson Lakes could be reduced.



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Figure 5.5: AM Peak Hour Bus Services to the Mawson Lakes Interchange



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5.1.4. Parafield Park n Ride

Parafield station is located mid-way between Mawson Lakes and Salisbury and generally enjoys the same service frequency as Mawson Lakes and Salisbury. An extended Park n Ride facility at Parafield has recently been completed and opened in the second half of 2018. Since the significant increase in provision of the parking supply, the upgrade may make this more attractive as a Park n Ride location from some suburbs, and consequently it may potentially reduce the demand for commuter parking at Mawson Lakes interchange.

The survey identified six people from Parafield and 92 people from Parafield Gardens using the Mawson Lakes interchange for access to a train or bus. This represents 25 per cent of the Park n Ride commuters. A significant number of commuters also travelled from further north and east, including from Paralowie, Burton and Salisbury, as well as Ingle Farm and Para Hills. As a key Park n Ride station, it is likely that a large portion of those from Parafield and Parafield Gardens, as well as further north, would transfer to the more convenient and closer Parafield Park n Ride provided the station offers sufficient parking capacity. Given Mawson Lakes is currently overcapacity the impacts would not be particularly noticeable. It is estimated that some 55 to 250 commuters could transfer to Parafield station, depending on the size and quality of the provision at Parafield compared to Mawson Lakes. This is some 15 to 64 per cent of the commuters, and thus indicates that the new Parafield Park n Ride could have a significant impact on the parking demand at Mawson Lakes, particularly if further Park n Ride was constructed at Parafield in the future should capacity be exceeded.

**5.2. Car Park Scenarios**

A total of seven scenario options were developed for assessment of Mawson Lakes Interchange based on the scenario framework provided in Table 3.2. Scenarios 1, 2, 3 and 5 are relevant for Mawson Lakes interchange for decreasing, maintaining or increasing commuter parking spaces. However, Scenario 4 with "Increasing park for non-commuters" was not considered applicable to Mawson Lakes given the location of the interchange some distance from the town centre. The scenarios that were developed for Mawson Lakes interchange are described in Table 5.2.

Table 5.2: Car Park Scenario Options for the Mawson Lakes Interchange

Scenario	Option Name	Description
1	Reduced Park n Ride Capacity	Repurpose parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking
2A	Paid Parking Strategy	Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
2B	Time Management Parking Strategy	Apply parking management with a time management parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
3A	New Park n Ride provided by Council	Build a decked car park over the existing Park and Ride car park that is built and funded by Council
3B	New Park n Ride provided by private sector	Build a decked car park over the existing Park and Ride car park that is built and funded by the private sector
3C	New Park n Ride provided by DPTI	Build a decked car park over the existing Park and Ride car park that is built and funded by DPTI
5	Increasing Parking for All Users	Build a mixed-use development adjacent to the train station over the existing Park and Ride car park



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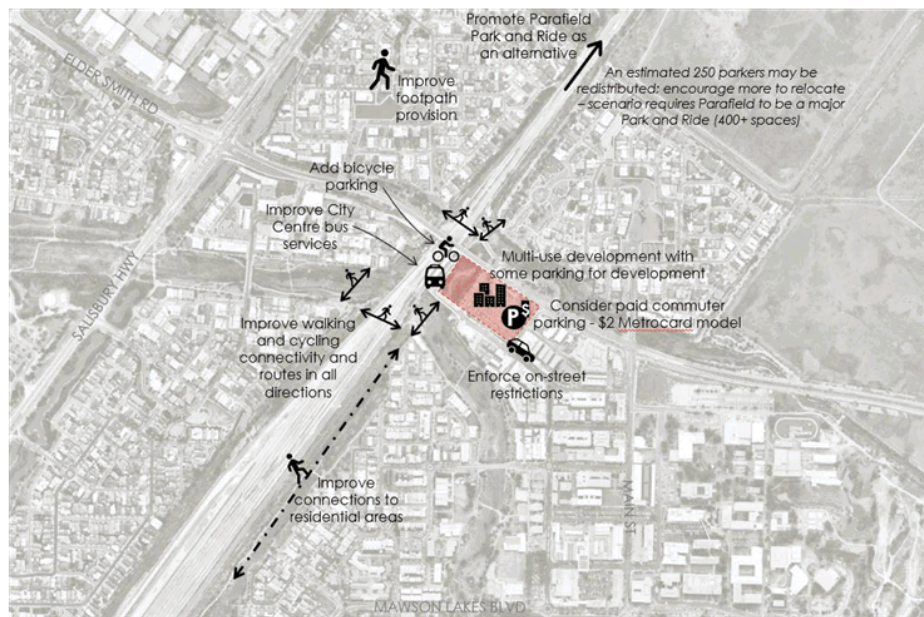
**5.2.1. Mawson Lakes Interchange Scenario 1**

**Reduced number of Park n Ride Spaces**

Scenario 1 involves reducing the number of Park n Ride spaces by repurposing spaces for other uses. Site redevelopment for other land uses, such as mixed-use/commercial/retail, could incorporate a reduced Park n Ride facility.

An overview plan with the key actions for Scenario 1 is shown in Figure 5.6. With this scenario, Parafield Park n Ride would need to be a major Park n Ride station and a significant portion of parkers would need to be encouraged to transfer to Parafield.

**Figure 5.6: Mawson Lakes Interchange Scenario 1**



**5.2.2. Mawson Lakes Interchange Scenario 2**

**Managed Parking Demand with Existing Parking Supply**

Scenario 2 involves managing the existing number of Park n Ride spaces. This would require parking management to be applied, which could be by way of a paid parking strategy and on-street time management parking strategy.

In addition, upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities is required to support population growth and the use of active transport options to access the station, without relying on further car parking at the interchange.

Some parkers would need to relocate to use the Parafield Park n Ride, with the number dependent on the size and attractiveness of the facilities provided.

An overview plan with the key actions for Scenario 2 is shown in Figure 5.7.



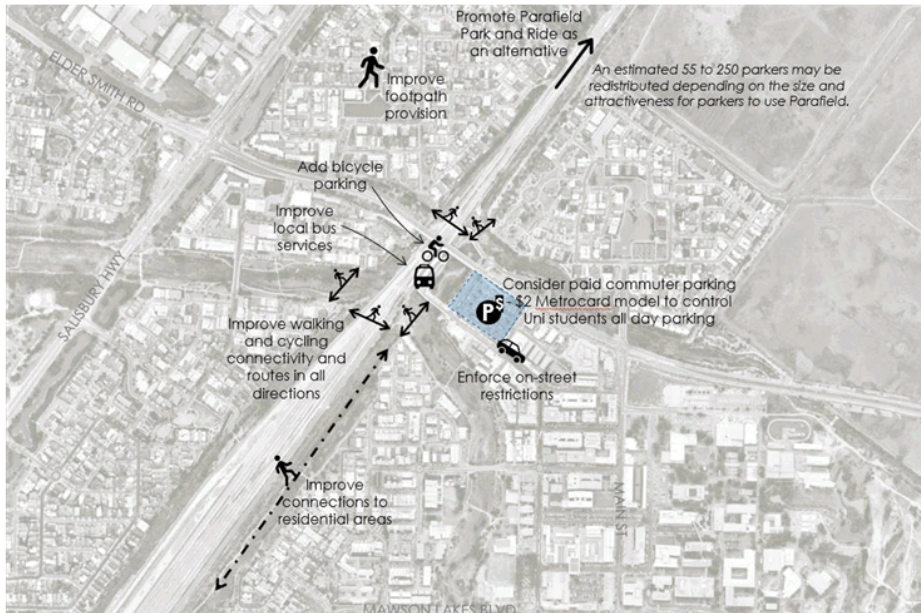
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Figure 5.7: Mawson Lakes Interchange Scenario 2



5.2.3. Mawson Lakes Interchange Scenario 3

Increased Park n Ride Supply

Scenario 3 has an increased Park n Ride car parking supply by building a deck on the interchange car park. This location is the only feasible location for a decked car park specifically intended for only Park n Ride use. The Park n Ride facility could be built and funded by Council, the private sector or DPTI.

If the parking supply was increased at Mawson Lakes, it would discourage some of the commuters to relocate to the Parafield Park n Ride. With this scenario, a risk exists for University students to park at the Park n Ride spaces for free instead of paying for parking on the UniSA spaces.

An overview plan with the key actions for Scenario 3 as shown in Figure 5.8.



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Figure 5.8: Mawson Lakes Interchange Scenario 3



5.2.4. Mawson Lakes Interchange Scenario 5

Increasing parking for all users

Scenario 5 involves increasing the parking supply for all users, which would involve building a mixed-use development adjacent to the train station incorporating the existing Park n Ride facility. Some additional parking would be designated for Park n Ride, while some would be associated with the land uses included in the mixed-use development. An overview plan with the key actions for Scenario 5 as shown in Figure 5.9.

Figure 5.9: Mawson Lakes Interchange Scenario 5



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**5.3. Scenario Assessment**

A multi-criteria analysis (MCA) framework was developed to assess the car park scenario options at the Mawson Lakes Interchange with the criteria as developed with the assessment measure in Table 5.3.

**Table 5.3: Assessment Criteria for the Mawson Lakes Interchange Scenario Options**

Criterion Number	Criterion Description	Criterion Objective	Suggested Assessment Measure
1	Peak parking demand / supply	Future parking demand / supply	Ratio of future parking demand / supply of spaces in the entire precinct
2	Capital cost	Capital cost for all proposed new infrastructure	Indicative capital costs (\$)
3	Operation and maintenance costs	Type of car parking to operate and maintain	Higher for more complex car parking infrastructure
4	Funding source	State, Private or Council or shared funding options	Likelihood of funding
5	Revenue from parking charges	Potential revenue from parking charges	Estimated parking revenue (\$)
6	Supporting more visitors to the city centre	Number of visitors to the city centre	Land area for car parking / total precinct area
7	Encouraging business growth	Encouraging more businesses in the city centre	Vacancy rates
8	Promoting alternative transport modes	More active transport measures in the precinct	Number of measures to improve active transport
9	Risk for investment and delivery certainty	Likelihood of development flexibility with decked car park or for redevelopment of existing surface car parking	Location and configuration of decked car park or future developments
10	Future proofing for mixed use development	Opportunity for long term use of the land for car parking	Future development opportunities

The scoring values for the MCA from 1 to 5 with 1 for Strongly Negative to 5 for Strongly Positive are given in Table 5.4.

**Table 5.4: Scoring Values for the Multi-Criteria Analysis**

Score Value	Score Description
● 5	Strong Positive
● 4	Weak Positive
● 3	Neutral
● 2	Weak Negative
● 1	Strong Negative



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The seven scenario options for Mawson Lakes Interchange were scored for the ten assessment criteria with the scores for each scenario option provided in Table 5.5.

Table 5.5: Multi-Criteria Analysis Scoring of the Mawson Lakes Interchange Car Park Scenario Options

Criterion Number	Criterion Description	Mawson Lakes Interchange Car Park Scenario Option						
		1 Reduced Park n Ride Capacity	2A Paid Parking Strategy	2B Time Management Parking Strategy	3A New Park n Ride provided by Council	3B New Park n Ride provided by private sector	3C New Park n Ride provided by DPTI	5 Increasing Parking for All Users
1	Peak parking demand / supply	●1	●4	●3	●5	●5	●5	●5
2	Capital cost	●5	●5	●5	●1	●1	●1	●1
3	Operation and maintenance costs	●2	●3	●2	●1	●3	●3	●3
4	Funding source	●3	●2	●2	●1	●4	●3	●3
5	Revenue from parking charges	●3	●5	●3	●4	●3	●3	●3
6	Supporting more visitors to the city centre	●3	●3	●3	●3	●3	●3	●5
7	Encouraging business growth	●3	●3	●3	●3	●3	●3	●5
8	Promoting alternative transport modes	●5	●4	●3	●1	●1	●1	●2
9	Risk for investment and delivery certainty	●2	●3	●3	●2	●1	●1	●5
10	Future proofing for mixed use development	●5	●4	●4	●1	●1	●1	●5

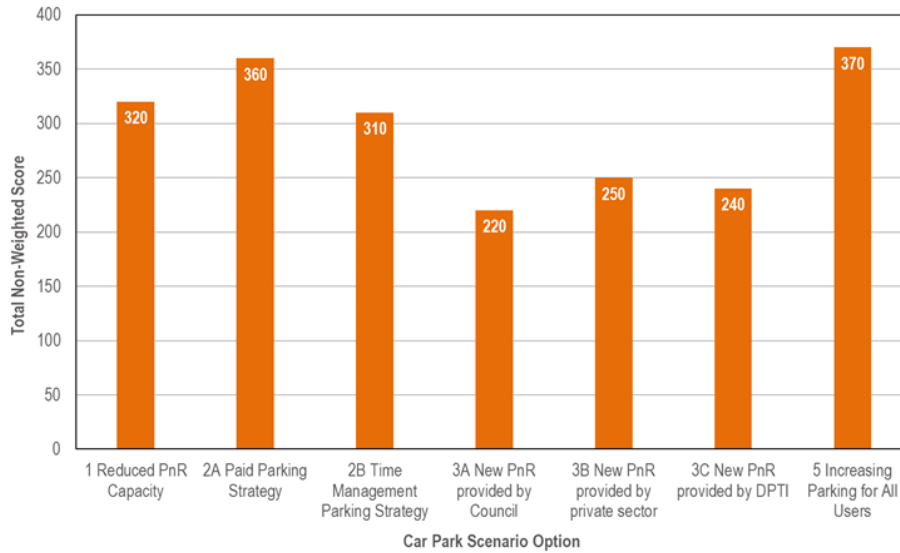
The results of the assessment of the Mawson Lakes interchange scenario options are shown with the non-weighted MCA scores in Figure 5.10.



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**Figure 5.10: Results of the Assessment of the Mawson Lakes Interchange Scenario Options**



The ranking of the Mawson Lakes Interchange Car Park scenario options is provided in Table 5.6. The highest ranked scenario options support the development-based vision for the Mawson Lakes Interchange with more emphasis on mixed use development, sustainable transport modes, such as public transport, walking and cycling, and a lesser focus on commuter car parking.

**Table 5.6: Ranking of the Mawson Lakes Interchange Car Park Scenario Options**

Ranking	Scenario	Mawson Lakes Interchange Car Park Scenario	Percent Score
1	5	Increasing Parking for All Users	74%
2	2A	Paid Parking Strategy	72%
3	1	Reduced Park n Ride Capacity	64%
4	2B	Time Management Parking Strategy	62%
5	3B	New Park n Ride provided by private sector	50%
6	3C	New Park n Ride provided by DPTI	48%
7	3A	New Park n Ride provided by Council	44%



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5.4. Mawson Lakes Car Parking Fund

The outcome of the 2017 Car Parking Fund Review study completed by GTA was a recommendation to discontinue the car parking fund for Mawson Lakes. The analysis of the current and projected parking supply and demand within Mawson Lakes within the 2017 study identified that there is not a major parking demand issue and that car park improvement options should primarily focus on the Interchange area.

The analysis and recommendation from this study would not change the previous recommendation to discontinue the parking fund on the basis that there is little or no development envisaged within Mawson Lakes town centre beyond what may be feasible on the interchange car park site. Any development of the interchange car park site would only be providing car parking to support the proposed uses and the retained interchange parking.

The existing fund balance from the Mawson Lakes car parking fund would still be appropriate to use for the proposed development on the basis that some of the parking would be publicly available and therefore of benefit within the northern part of the town centre.



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## 6. CONCLUSIONS AND RECOMMENDATIONS

### 6.1. Conclusions

#### 6.1.1. Salisbury City Centre

The highest ranked scenario options support the vision of a vibrant business and town centre in Salisbury with more emphasis on future mixed-use development, sustainable transport modes, such as public transport, walking and cycling, and a lesser focus on commuter car parking. The top three options are:

- Scenario 2B Time Management Parking Strategy - Apply parking management with a time management parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving the interchange, local bus services and ride share facilities
- Scenario 2A Paid Parking Strategy - Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving the interchange, local bus services and ride share facilities
- Scenario 1 Reduced Park n Ride Capacity - Repurpose commuter parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking

If additional car parking spaces are required to support future development and activity in the Salisbury City Centre, other sites for either surface or deck car parking can be considered. This additional car parking would be used for all day parking for workers, including Council staff and other businesses, and for short-term car parking for visitors, shoppers and businesses in potentially a consolidated decked car park that would support the wider city centre development and access strategy. The option for a surface car park on the southern part of Pioneer Park east of Commercial Road provides an alternative solution for all day car parking, with the existing car park at Pioneer Park north of the Little Para River providing an immediate solution.

#### 6.1.2. Mawson Lakes Interchange

The highest ranked scenario options support the development vision for Mawson Lakes Interchange with more emphasis on mixed use development, sustainable transport modes, such as public transport, walking and cycling, and a lesser focus on commuter car parking. The top three options are:

- Scenario 5 Increasing Parking for All Users - Build a mixed-use development adjacent to the train station over the existing Park and Ride car park
- Scenario 2A Paid Parking Strategy - Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities
- Scenario 1 Reduced Park n Ride Capacity - Repurpose commuter parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking

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6.2. Recommendations for the Salisbury City Centre

6.2.1. Action Plan

Potential projects to support the preferred car park scenarios for the Salisbury City Centre are proposed in an action plan with the responsibility and an indicative cost range in Table 6.1.

Table 6.1: Actions for the Preferred Car Park Scenarios in the Salisbury City Centre

Scenario	Proposed Project	Responsibility	Indicative Cost
2B Time Management Parking Strategy	Apply parking management with a time management parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities <ul style="list-style-type: none"> <li>Council to define parking restrictions for on and off streets areas</li> <li>Council to seek private parking agreements within the city centre with landowners where possible</li> <li>Council to identify and implement the long-term parking location</li> <li>Council to investigate the parking enforcement approaches (ie, Council parking staff or SmartParking technology)</li> <li>Council to identify the walking and cycling upgrade requirements</li> <li>Council to advocate to DPTI for interchange and public transport improvements</li> </ul>	Council, DPTI	Low to medium cost
2A Paid Parking Strategy	Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities <ul style="list-style-type: none"> <li>Council to determine the locations, pricing policy and payment methods for paid parking</li> <li>Council to purchase and install parking meters</li> <li>Council to identify the long-term parking location</li> <li>Council to identify the walking and cycling upgrade requirements</li> <li>Council to advocate to DPTI for interchange and public transport improvements</li> </ul>	Council, DPTI	Medium cost
1 Reduced Park n Ride Capacity	Repurpose parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking <ul style="list-style-type: none"> <li>Consider the interchange north commuter car park for a development</li> <li>Council to identify the walking and cycling upgrade requirements to improve access to the interchange for train and bus commuters</li> <li>Council to advocate to DPTI for interchange and public transport improvements</li> </ul>	Council, Private developer, DPTI	Higher cost



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6.2.2. Alternative Sites for Off-Street Car Parking

The Community Hub was approved by Council on the basis that the number of car park spaces would not be reduced from what was provided at 12 James Street and the old town square car park. No additional car park spaces will be provided as part of the development. In order to increase the all-day parking supply, in particular to cater for workers on the eastern side of the Salisbury City Centre, a high-level assessment of potential off-street car parking locations was conducted.

In conjunction with the parking management strategy, the easiest way to increase the all-day car parking supply and provide employees who work on the eastern side of the Salisbury City Centre is to formalise the existing bitumen layover area in Pioneer Park north on the eastern side of Commercial Road and north of the Little Para River. This car park, located next to the Salisbury Waterwheel Museum, is underutilised most of the time and is shown in Figure 6.1. In its current form with new line marking, this area would accommodate 23 spaces. With a minor redesign, some additional bitumen surface and line marking it is estimated this area could provide up to 50 spaces. It is difficult to determine what the current short fall is and if these would bridge the gap, but as a pilot this would allow Council to monitor the car parking demand at this site.

Figure 6.1: Existing Car Park in Pioneer Park north of the Little Para River



Looking south at the site on the eastern side of Commercial Road north of the Little Para River



Looking north in the Pioneer Park car park at the Salisbury Waterwheel Museum from north of the Little Para River

Alternative sites for off-street car parking in the Salisbury City Centre were developed and five locations were assessed in a multi-criteria analysis. The recommendation for the short term is to build an all-day surface car parking facility at the Pioneer Park south site east of Commercial Road and north of South Terrace. This site supports the long-term strategy for the city centre with long-term parking located on the periphery of the centre, so that the short-stay parking is located closer to the centre to be available for visitors and shoppers. Furthermore, additional short-term car parking for visitors, shoppers and businesses could be accommodated in a consolidated decked car park that would support the wider city centre development and access strategy.

A longer-term option is to establish a car park at the Pioneer Park south site, east of Commercial Road, behind the OTR service station. It is preferred with the highest score because it:

- Has lower capital and operational and maintenance costs
- Aligns with the strategic plans for more development in the city centre as it is located on the city centre fringe
- Could be implemented in a relatively short time frame, pending the approvals from the State Government
- Has enough land to build a car park capacity for an initial estimate of at least 300 spaces.

The greatest negative for the Pioneer Park south location is the land is owned by the State Government and it has been classified as public open space as part of the Metropolitan Open Space System (MOSS). Any changes to the use of the land will require Ministerial approvals and public consultation.

As shown in Figure 6.2, the Pioneer Park south site is located on the eastern side of the city centre with a 400 to 500 m walk to the Community Hub via John Street. The walk access between this site and the city centre via John Street would



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need to be improved to provide a safe and pleasant route for all users throughout the year, with a particular emphasis on the eastern section of the route beyond the end of John Street. It would also require an improved pedestrian and footpath environment around and approaching the pedestrian crossing of Commercial Road. Furthermore, such improvements to the Commercial Road corridor could attract other upgrades or redevelopment opportunities in this part of the city centre. It would also provide significantly improved access in to the city centre from the Commercial Road bus stops and the Little Para River walking and cycling route, which currently has a very poor quality access route.

Figure 6.2: Recommended Site for All Day Car Parking at Pioneer Park south



For the decked car parking options, the preferred locations are at James Street, which is the site of the former Council offices, and at the existing Judd Street surface car park with access from Wiltshire Street. For both of these locations, the opportunity exists for the private sector to partner with Council to fund, build, operate and maintain these decked car parks that would likely have parking charges and could allow for a proportion of all-day parking for workers and short-stay parking for visitors, shoppers and businesses.

The Sexton car park is not recommended for a multi-deck car park development for the following reasons:

- The site is a prime central site for mixed use with residential, as it has views and connection to the town square.
- Decked car parking would increase the number of cars in the heart of the centre, which may have a negative impact on pedestrian amenity.
- The Salisbury City Centre Renewal Strategy and Urban Design Framework provide clear recommendations that decked parking should be on the periphery of the Salisbury City Centre, which enables sites in the heart to be used for mixed use with residential.

The expansion of surface car parking at the Salisbury Oval for city centre users is not recommended because it has the lowest estimate of potential car spaces and is located over 800 m away which is consider too far to walk from the city centre for workers and businesses. The parking at this site would only be required for activities and events at the Oval or as additional overflow parking to support major events in the city centre.



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**6.2.3. Car Parking Fund**

The car parking fund conditions for the Salisbury City Centre are still recommended as in the previous car parking fund study because it would provide funds for a consolidated parking provision for the city centre. Contributions could be used towards the provision of the long-term parking recommended for Pioneer Park south site, on the basis that it would assist with employee parking, or towards the potential option for the longer term with a city centre decked car park.

The car park contribution rate is recommended to remain in the \$5,000 to \$7,000 range which are the values recommended from the previous car parking fund study. This would ensure that the contribution is at or below the likely cost for a development to provide on-site surface car parking, encouraging the contribution towards the consolidated parking provision and additional development, rather than providing piecemeal and small-scale car parks that will create additional traffic movement demands in the city centre. However, if the Council decides to remove the car parking contribution fund to encourage more development, all new funds for car park projects would need to come from other sources.

**6.3. Recommendations for Mawson Lakes**

**6.3.1. Action Plan**

Potential projects to support the preferred car park scenarios for the Mawson Lakes Interchange are proposed in an action plan with the responsibility and an indicative cost range in Table 6.2.

**Table 6.2: Actions for the Preferred Car Park Scenarios at Mawson Lakes Interchange**

Scenario	Proposed Project	Responsibility	Indicative Cost
5 Increasing Parking for All Users	Build a mixed-use development adjacent to the train station incorporating the existing Park and Ride facility <ul style="list-style-type: none"> <li>Consider the interchange commuter car park for a development</li> <li>Council to identify the walking and cycling upgrade requirements to improve access to the interchange for train and bus commuters</li> <li>Council to advocate to DPTI for interchange and public transport improvements</li> </ul>	DPTI, Renewal SA and private developer with Council providing an advisory role	Higher cost
2A Paid Parking Strategy	Apply parking management with a paid parking policy and upgrading the pedestrian and cyclist access and facilities to the station and improving local bus services, ride share facilities <ul style="list-style-type: none"> <li>Council to determine the locations, pricing policy and payment methods for paid parking</li> <li>Council to purchase and install parking meters</li> <li>Council to identify the walking and cycling upgrade requirements</li> <li>Council to advocate to DPTI for interchange and public transport improvements</li> </ul>	Council, DPTI	Low to medium cost
1 Reduced Park n Ride Capacity	Repurpose parking spaces for other uses, such as site redevelopment for other land uses, for bicycle parking or short-term parking <ul style="list-style-type: none"> <li>Consider a portion of the interchange commuter car park for a development</li> <li>Council to identify the walking and cycling upgrade requirements to improve access to the interchange for train and bus commuters</li> </ul>	DPTI, Council, Private developer	Higher cost



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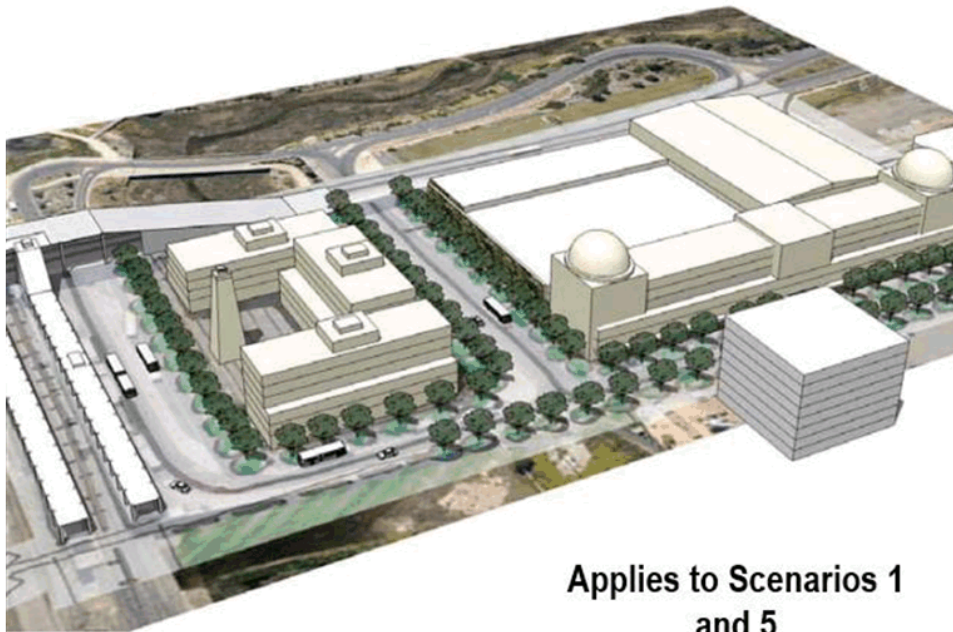
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The development concepts from the 2011 Mawson Lakes Car Parking study that would be considered as an appropriate type of development around the interchange as shown in Figure 6.3. This mixed-used development opportunity that would include some Park n Ride spaces with the parking for retail and commercial uses is relevant for Scenarios 1 and 5.

Figure 6.3: Potential Mixed-Use Development Opportunity at Mawson Lakes Interchange

- |   |   |
|---|---|
| <p><b>Commuter Car Park Site</b><br/>                 Cinema Complex : 1,600 seats<br/>                 Specialty Retail : 1,400 sqm floor area<br/>                 Residential : 70 apartments<br/>                 Parking : 750 spaces replacing 400 spaces</p> | <p><b>Drainage Site</b><br/>                 Retail/Commercial : 2,800 sqm floor area<br/>                 Residential : 116 apartments (senior/affordable)<br/>                 Parking : Nominal staff, say 10 spaces</p> |
|---|---|



**Applies to Scenarios 1 and 5**

*Oblique aerial view from south west*

Source: Mawson Central Car Parking Strategy, Annand & Associates Urban Design + TTM Consulting, 2011

6.3.2. Car Parking Fund

The previous recommendation to discontinue the car parking fund for Mawson Lakes would remain, with the proposed mixed-use development around the interchange providing parking to support the proposed uses and retained interchange car parking. The balance of the car parking fund could be used to support the publicly available and interchange car parking provided as part of the development.



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### 6.4. Recommendations for Parafield Station Park n Ride

The Parafield Station Park n Ride facility is located on Kings Road with good access for Park n Ride commuters to access from the suburbs west of the railway line, such as Parafield Gardens, Paralowie, Burton and Salisbury North. If some of the commuters from these suburbs who currently use the Park n Ride facilities at Salisbury or Mawson Lakes would shift to use the Parafield Park n Ride facility. With this higher Park n Ride commuter demand, the Parafield Park n Ride facility has the land for further expansion that would relieve the demand at Salisbury and Mawson Lakes.

Based on the origins of the Park n Ride activity at Salisbury, some 25 to 65 vehicles (10 to 25 per cent of the commuters intercepted) could shift to Parafield Park n Ride as a more convenient option. A high proportion of drivers from Paralowie, Burton, Parafield, Parafield Gardens, as well as Salisbury Downs, Salisbury Park, Salisbury East, and Brahma Lodge will find using Parafield Park n Ride a more convenient station to access. Since this represents under a quarter of those parked at Salisbury that may relocate, the Parafield Park n Ride increase will likely have a small to moderate impact on the parking demand at Salisbury interchange.

However, at Mawson Lakes it is estimated that some 55 to 250 commuters could transfer to Parafield station, (some 15 to 64 per cent of the commuters), as a significant number of commuters from Parafield and Parafield Gardens and further north and east, including Paralowie, Burton and Salisbury, as well as Ingle Farm and Para Hills currently travel to Mawson Lakes. It is likely that a large portion of those from Parafield and Parafield Gardens, as well as further north, would transfer to the more convenient and closer Parafield Park n Ride provided the station offers sufficient parking capacity. This indicates that the new Parafield Park n Ride could have a significant impact on the parking demand at Mawson Lakes.

It is recommended that:

- Parafield Station Park n Ride be promoted as a major Park n Ride facility for the residents of the suburbs west and north west of the railway line.
- Council lobby DPTI to further expand the Park n Ride capacity at Parafield as capacity is reached, instead of providing more commuter parking at Mawson Lakes Interchange and Salisbury Interchange stations.
- Council lobby DPTI to provide the same peak train services needed for Parafield as at the Salisbury and Mawson Lakes Interchange stations.
- Council lobby DPTI to improve the local bus network with more frequent peak period services to the Salisbury Interchange and Mawson Lakes Interchange, in particular from the suburbs west of the railway line that have high proportion of Park n Ride commuters. This would encourage more train commuters to use the buses to transfer to the train stations and help alleviate the Park n Ride demand at both the Salisbury and Mawson Lakes Interchanges.

RELEVANT CASE STUDIES

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# A. RELEVANT CASE STUDIES



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RELEVANT CASE STUDIES

A.1. Park n Ride Station Locality Plans

The following locality plans show the proximity between the town centre, the Park n Ride facilities and the train stations at several outer suburban train stations in Queensland, NSW and Western Australia.

A.1.1. Coomera Train Station, Gold Coast, Queensland

The Coomera train station on the Gold Coast railway line in Queensland is located 60 km southeast of Brisbane CBD on northern Gold Coast and it is 6.9 km to the nearest station at Ormeau to the north. It is a regional Park n Ride Station with the town centre west of the station with 561 Park n Ride spaces as shown in Figure A.1.

Figure A.1: Coomera Park n Ride, Gold Coast, Queensland



Source: Google maps, 2018 modified by GTA.

The breakdown of the access modes at the Coomera train station is shown in Figure A.2. These statistics show that only two per cent of the access to the station is by walking and cycling and eight per cent by feeder bus.

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Item 1.3.3 - Attachment 1 - Salisbury Car Parking Scenarios by GTA

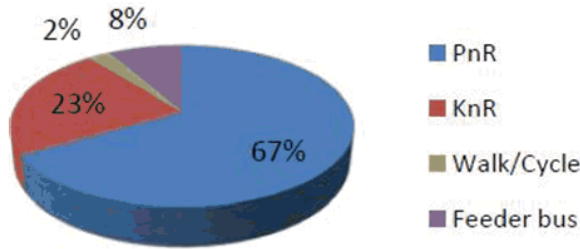


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Figure A.2: Station Access Modes at Coomera Train Station

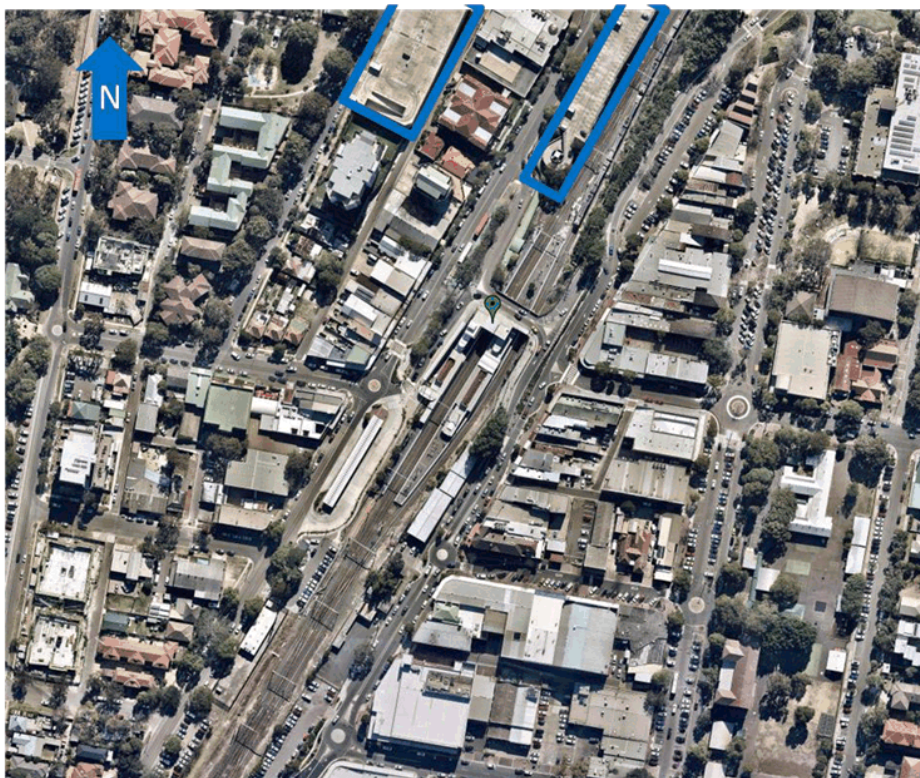


(Source: CRC for Rail Innovation's *Improving Rail Station Access in Australia* by Ronald Galiza and Phil Charles, 23 September 2013)

A.1.2. Sutherland Train Station, Sydney, NSW

The Sutherland train station on the T4 railway line in metropolitan Sydney is located 24.7 km south of Sydney CBD and it is 2.0 km to nearest station at Jannali to the north. It is located next to the Sutherland Shire Council offices and civic arts precinct with a main street shopping village on the east side of station that includes short term parking for visitors, businesses and a limited number of all-day spaces for Council workers. The Park n Ride facilities are provided in two multi-deck car parks and surface car parks with a total of 940 spaces on the west side of the station as shown in Figure A.3.

Figure A.3: Sutherland Station Park n Ride, Sutherland Shire, Sydney, NSW



Source: Google maps, 2018 modified by GTA.

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A.1.3. Clarkson Train Station, Perth, Western Australia

Clarkson train station on the Joondalup Line in Perth is 33.2 km north of Perth CBD and is 4.0 km to nearest station at Currambine. The Ocean Keys shopping centre, which is similar in size to Parabanks shopping centre in Salisbury, is located 1.7 km west of station. Clarkson station has 1,070 Park n Ride spaces on the west side of the railway line as shown in Figure A.4.

Figure A.4: Clarkson Station Park n Ride, Perth, Western Australia



Source: Google maps, 2018 modified by GTA.

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Item 1.3.3 - Attachment 1 - Salisbury Car Parking Scenarios by GTA



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A.1.4. Gosnells Train Station, Gosnells, Western Australia

Gosnells train station on the Armadale Line in Perth is 21.0 km southeast of Perth CBD and the nearest station at Seaforth is 1.6 km to the south. Gosnells station has 143 Park n Ride spaces on the west side of the railway line and the Council offices, library, shopping precinct and riverside park are located on the east side of station as shown in Figure A.5. Gosnells is similar to the Little Para River in Salisbury where the public open green space is located on the far side of the shopping precinct.

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Figure A.5:Gosnells Station Park n Ride, Gosnells, Western Australia



Source: Google maps, 2018 modified by GTA.



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RELEVANT CASE STUDIES

A.2. Park n Ride Facility Examples

The following examples show different configurations for decked Park n Ride facilities at outer suburban train or bus stations in NSW and Western Australia that have been built in recent years.

Figure A.6: Sutherland Train Station Park n Ride Facility, Sutherland Shire, Sydney, NSW



Figure A.7: Northern Beaches BRT Park n Ride Facility, Brookvale, Sydney, NSW



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Figure A.8: Manly Vale Park n Ride, Sydney, NSW



Figure A.9: Warriewood Park n Ride, Sydney, NSW



Figure A.10: Edgewater Station Park n Ride, Perth, Western Australia



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SALISBURY CITY CENTRE  
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## B. SALISBURY CITY CENTRE EXISTING CONDITIONS

Existing conditions:

- Car Parking Supply
- Car Parking Demand
- Car Parking Quality
- Salisbury Car Parking Fund
- Road Network
- Journey to Work
- Walking and Cycling
- Public Transport
  - Interchange Patronage
  - Interchange Access Modes
- Interchange Origin-Destination

# B

**SALISBURY CITY CENTRE  
EXISTING CONDITIONS**

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**B.1. Car Parking Supply**

Key on-street and off-street car parking areas in the Salisbury City Centre are shown in Figure B.1. The area covered by the current car parking fund is identified with the dashed red boundary.

Figure B.1: Salisbury City Centre Car Parking Areas



Within the Salisbury City Centre, car parking occupancy surveys for key town centre car parks were conducted as part of the *Salisbury, Mawson Lakes & Ingle Farm Car Parking Fund Review Study* (GTA, 2017). Since the Car Parking Fund Review Study an additional interchange car park has been constructed to the west of the Salisbury Station, providing an additional 52 spaces for commuters, which has been included in the following total car parking supply.

The study identified a total of 2,550 off street car parking spaces available in the town centre area, with 1,297 spaces part of the Parabanks Shopping Centre Car Park. Approximately 794 of these spaces are public parking spaces and 1,756 private parking spaces. A total of 330 on-street parking spaces were counted in the town centre area.

The existing library car park on the corner of Wiltshire Street and Church Street is identified by Council as a public car park, although the majority of the 12 spaces are reserved for staff use only. Additional private parking areas are located within the town centre area, but were not considered as available for town centre use unless reasonably accessible to customers and the public.

The dedicated transport interchange car park, which is located on the east side of the railway line to the north of the station, has 98 spaces. Additional parking located to the west of the railway on the south side of Park Terrace has 240 spaces that are also shared with the adjoining medical centre and other premises on the western edge of the city centre.



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## SALISBURY CITY CENTRE EXISTING CONDITIONS

Although this second commuter car park is still relatively close to the station, it has a feel of being more remote from the train station and main parts of the city centre. The new at-grade western car park is freshly sealed with quality line marking, including two disability access spaces. The 52 spaces in this new car park provide a total interchange car parking supply of 390 spaces split between the three car parking areas.

Since the Car Parking Fund Review Study, the City of Salisbury (Council) has approved some changes to the provision of parking within the city centre.

As part of the redevelopment of the Civic Centre and Town Square, the City of Salisbury (Council) will be relocating a number of car parking spaces around James Street. In particular the current Civic Square car park comprising 72 car parks will be relocated. Impacts of the car parking changes will be managed as part of the Community Hub development.

The Civic Square car park provides a total of 72 car parking spaces, with vehicle access from James Street and the adjacent shopping centre. This parking area also includes part of the access road from James Street to the adjacent shopping centre car parking area. The Sexton car park provides a total of 148 spaces, with accesses from James Street, Church Street and Gawler Street via James Lane. The current civic centre provides a dedicated staff car park on the north side of the building, with much of the visitor parking accommodated in the Sexton and Civic Square car parks on the southern side of the building. These car parks will be removed with the construction of the new community hub which has recently started construction. Council has however identified potential locations for replacement car parking and these potential options and the format and capacity of any replacement car parking will be a key consideration within this study.

### B.2. Car Parking Demand

Within the Salisbury City Centre, car parking occupancy surveys for all town centre car parks were previously undertaken (GTA, 2016) as part of the car parking fund review study and occupancy and turnover surveys for the Civic Square and Sexton car parks to inform Council on the development of the community hub building.

#### B.2.1. Occupancy Surveys

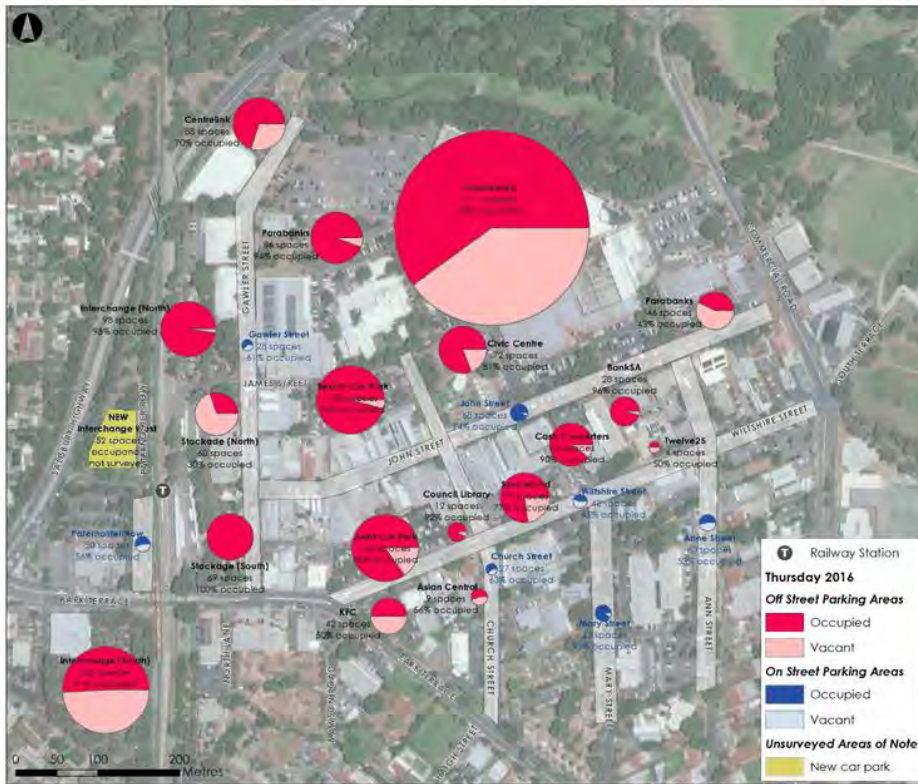
Car parking surveys were conducted on Saturday 29 October and Thursday 10 November 2016. The surveys were conducted as spot counts between 11am and 2:15pm on each day to gauge the level of use of parking areas and the difference between Saturday and Thursday use. The results are shown for the Thursday and Saturday surveys respectively in Figure B.2 and Figure B.3.

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EXISTING CONDITIONS**

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Figure B.2: Thursday 2016 Existing Demand (Salisbury City Centre)



The surveys from Thursday indicated a number of parking areas are close to capacity, in particular:

- along John Street and some of the adjoining car parks,
- Sexton and Civic Square car parks,
- the Interchange north car park,
- Stockade south car park and
- on Mary Street which is likely to be associated with the TAFE.

Significant spare capacity existed in the Parabanks car park and areas to the south of Wiltshire Street, both on street and off street. The overall demand for the Interchange car parks was broadly consistent with the entire city centre precinct.



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## SALISBURY CITY CENTRE EXISTING CONDITIONS

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The results of the Civic Square Car Park survey are provided in Table B.1.

**Table B.1. Civic Square Car Parking Survey Results**

72 spaces	Thursday 01 September 2016						Tuesday 06 September 2016					
	1 pm	1.30 pm	2 pm	2.30 pm	3 pm	3.30 pm	1 pm	1.30 pm	2 pm	2.30 pm	3 pm	3.30 pm
Vacant Spaces	6	7	14	23	22	26	14	15	23	24	39	32
Occupied Spaces	66	65	58	49	50	46	58	57	49	48	33	40
Occupancy (per cent)	92 per cent	90 per cent	81 per cent	68 per cent	69 per cent	64 per cent	81 per cent	79 per cent	68 per cent	67 per cent	46 per cent	56 per cent

Based on these statistics, the peak occupancy on both days was recorded at 1:00pm with 66 of 72 spaces occupied (92 per cent) on the Thursday and 58 of 72 spaces occupied (81 per cent) on the Tuesday. The peak occupancy on the Thursday would be typical of a short stay car park that is largely fully occupied. On average each space was occupied for 77 per cent of the survey time on the Thursday and 66 per cent of the survey time of the Tuesday.

The results of the Sexton Car Park survey are provided in Table B.2.

**Table B.2. Sexton Car Parking Survey Results**

148 spaces	Thursday 01 September 2016						Tuesday 06 September 2016					
	1 pm	1.30 pm	2 pm	2.30 pm	3 pm	3.30 pm	1 pm	1.30 pm	2 pm	2.30 pm	3 pm	3.30 pm
Vacant Spaces	6	15	35	27	38	46	18	22	33	34	57	62
Occupied Spaces	142	133	113	121	110	102	130	126	115	114	91	86
Occupancy (per cent)	96 per cent	90 per cent	76 per cent	82 per cent	74 per cent	69 per cent	88 per cent	85 per cent	78 per cent	77 per cent	61 per cent	58 per cent

Based on the above the peak occupancy on both days was recorded at 1:00pm with 142 of 148 spaces occupied (96 per cent) on the Thursday and 130 of 148 spaces occupied (88 per cent) on the Tuesday. The peak occupancy on the Thursday would be typical of a short stay car park that is largely fully occupied. On average each space was occupied for 81 per cent of the Thursday survey and 74 per cent of the Tuesday survey. Overall, the occupancy levels in the Sexton car park were higher than the Civic Square car park for peak and average occupancy levels.

### B.2.2. Turnover Surveys

The Civic Square car park turnover statistics observed in September 2016 are provided in Table B.3.

**Table B.3. Civic Square Car Park Turnover Statistics**

Number of Times Spaces Turned Over	Number of Spaces	
	Thursday 01 September 2016	Tuesday 06 September 2016
0 (i.e. only ever occupied by one car)	10	11
1	18	32
2	21	19
3	19	9
4	4	1

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The car park had an average turnover of 1.85 during the Thursday survey period and 1.40 during the Tuesday survey period. This is equivalent to each space being occupied by 2.85 vehicles on the Thursday and 2.40 vehicles on the Tuesday.

Based on the half hourly beats the average duration of stay was around an hour. This average however includes those vehicles that were in the car park at the start of the survey or in the car park at the end of the survey, where their total duration of stay cannot be confirmed. The survey observations showed that many vehicles parked for less than half an hour and were therefore not captured in the half hourly survey beats.

During the survey a total of 4 spaces (5.5 per cent) were occupied by a single vehicle, indicating a relatively low level of overstay. A further 3 vehicles were recorded for 2.5 hours and were either parked at the start or end of the survey, indicating a possibility of overstaying the time limit.

The Sexton car park turnover statistics observed in September 2016 are provided in Table B.4.

Table B.4. Sexton Car Park Turnover Statistics

Number of Times Spaces Turned Over	Number of Spaces	
	Thursday 01 September 2016	Tuesday 06 September 2016
0 (i.e. only ever occupied by one car)	23	55
1	47	52
2	47	23
3	25	15
4	5	2
5	1	1

The car park had an average turnover of 1.63 during the Thursday survey period and 1.05 during the Tuesday survey period. This is equivalent to each space being occupied by 2.63 vehicles on the Thursday and 2.05 vehicles on the Tuesday. These are lower turnover rates than the Civic Square car park, with a noticeably lower turnover rate on the Tuesday.

Based on the half hourly beats the average duration of stay was around an hour. This average however includes those vehicles that were in the car park at the start of the survey or in the car park at the end of the survey, where their total duration of stay cannot be confirmed.

During the survey a total of 13 spaces (8.8 per cent) on the Thursday and 31 spaces (21 per cent) on the Tuesday were occupied by a single vehicle. This indicates a higher level of overstay than the Civic Square car park and a particularly high level of overstay on the Tuesday. A further 17 vehicles on the Thursday and 7 vehicles on the Tuesday were recorded for 2.5 hours and were either parked at the start or end of the survey, indicating a possibility of overstaying the time limit. Fewer vehicles were observed in this car park staying for less than half an hour and therefore this was not captured in the half hourly survey beats.

**B.2.3. Quality**

The majority of off-street parking areas within Salisbury City were observed to provide a reasonable level of quality, with sealed surfaces, clear markings, adequate lighting and a generally open aspect that enables passive surveillance.

The significant exception was noted in the Interchange south car park. This car park is located on the opposite side of the railway from the main Salisbury City centre and interchange access and feels remote from the city centre. The poor pedestrian connections from the car park towards the Interchange and city centre, including sections of unsealed footpath, add to the sense of remoteness. The car park surface, line markings and landscape areas are also poor. Lighting is limited due to the presence of significant trees and is more of a roadway style lighting than car park/ pedestrian scale lighting. The intended use of the disabled parking in the north west corner of the car park is unclear.



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The further areas of the Parabanks Shopping Centre car park are some distance from the pedestrian entrances and would therefore not be well used for much of the year. This lack of use may give rise to some personal security concerns in this area. The on-street parking provision within John Street is generally of reasonable quality and well signed although it does detract from the pedestrian amenity and permeability of the street and reduces the opportunity for increased street activation such as outdoor dining and pop-up stalls.

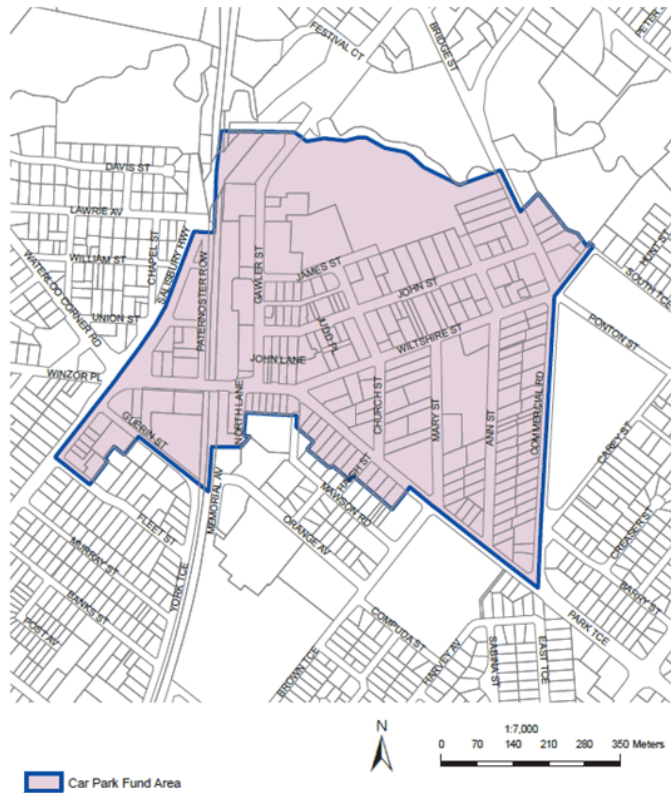
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**B.3. Salisbury Car Parking Fund**

A car parking fund was initially established in 1991 for the Salisbury Town Centre District Centre Zone. The intent of the fund was to allow for payment to be made into the fund in lieu of providing the necessary off-street car parking for new developments and changes of use. The initial contribution rate was \$11,000 per car parking space and was to be reviewed by Council every two years. This original fund secured a number of contributions prior to the wider application of the fund in 2004.

The 2004 car parking fund was initially designated as "all the land zoned District Centre as shown on Maps Sal/26, Sal/27 and Sal/35 in the Salisbury (City) Development Plan." The car parking fund area is now designated as the area shown in Figure B.4 from the Concept Plan Map Sal/28 that is part of the Development Plan.

Figure B.4: Salisbury City Centre Car Parking Fund Area



Source: City of Salisbury Development Plan, Concept Plan Sal/28



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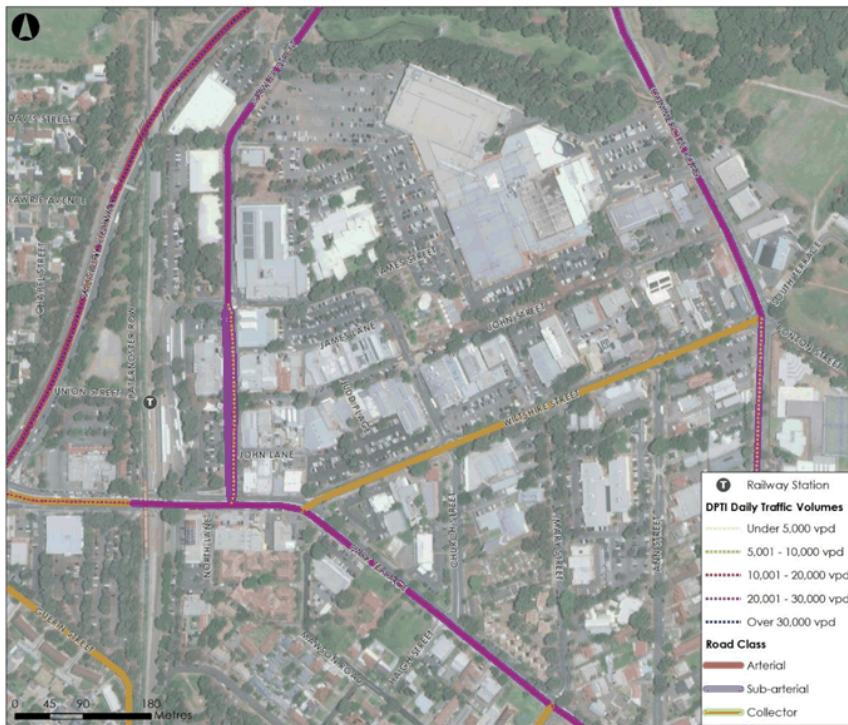
In the Salisbury Car Parking Fund study undertaken by GTA Consultants in 2016, the car parking fund was recommended to be retained with a revised contribution basis and rate.

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**B.4. Road Network**

The Salisbury City Centre is bounded by the Gawler Street (a sub-arterial road) to the west, Wiltshire Street (a collector road) to the south, Commercial Road (a sub-arterial road) to the east, and Little Para River to the north. The road network and available DPTI traffic volumes in the Salisbury City Centre are shown in Figure B.5.

Figure B.5: Salisbury Road Network and Traffic Volumes<sup>5</sup>



**B.5. Journey to Work**

According to 2016 Census data<sup>6</sup> 40,936 or 71.4 per cent of the City of Salisbury's working residents travel outside of the area to work. 17.2 per cent of the City of Salisbury's working residents travel to The City of Port Adelaide Enfield to work, and 12.58 per cent travel to The City of Adelaide.

Of the 45,248 people who work in the City of Salisbury, 36.3 per cent also live in the area. The method of travel to work for the suburb of Salisbury is summarised in Figure B.6.

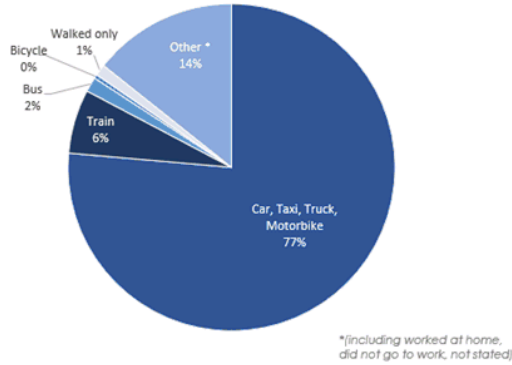
<sup>5</sup> Data sourced from the Department of Planning, Transport and Infrastructure via data.sa.gov.au  
<sup>6</sup> Source: profile.id.com.au from 2016 Census data



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Figure B.6: Method of Travel to Work (Salisbury)



(Source: profile.id.com.au from 2016 Census data)

**B.6. Walking and Cycling**

Pedestrian crossing facilities across the railway line are located at the southern side of the interchange adjacent Park Terrace. This provides good access to the station platforms at the southern end. There are no crossing facilities at the northern end of the platforms, which makes access from the north slightly more circuitous. The eastern platform (for southbound/citybound trains) has additional access points to the east connecting the platform to the bus interchange.

The shared path along the western side of the railway line is shown in Figure B.7. The shared path is typically around 4 metres wide, providing a good width for shared use, and is of good surface quality having only recently been completed to connect the station to additional parking provision on the west side of the station.

Figure B.7: Railway Corridor Shared Path



Source: GoogleMaps Street View



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However, the southern Interchange car park is located on the opposite side of the railway from the main Salisbury City centre and interchange access and feels remote from the city centre. The poor pedestrian connections from the car park towards the Interchange and city centre, including sections of unsealed footpath, add to the sense of remoteness. The primary connecting footpath from the car park towards the station is shown in Figure B.8.

Figure B.8: Pedestrian Access to Interchange South Car Park



The wider footpath network immediately around the interchange and connecting to the city centre is of adequate quality and width. Pedestrian connections through to the town centre are provided by way of a zebra crossing across Gawler Street near John Street and pedestrian crosswalks and phases within the Park Terrace and Gawler Street traffic signals.

Pedestrian connections into the Parabanks Shopping Centre are very good at the main entrance, as shown in Figure B.9, with continuing connections through to James Street and John Street. However other zebra crossings within the car park do not assist pedestrians as they do not provide safe ongoing connectivity as shown in Figure B.10.

Figure B.9: Pedestrian Crossing at Parabanks Shopping Centre main entrance



Figure B.10: Discontinuous Zebra Crossing in Parabanks Car Park



The on-street parking provision within John Street is generally of reasonable quality and well signed although it does detract from the pedestrian amenity and permeability of the street and reduces the opportunity for increased street activation such as outdoor dining and pop-up stalls.

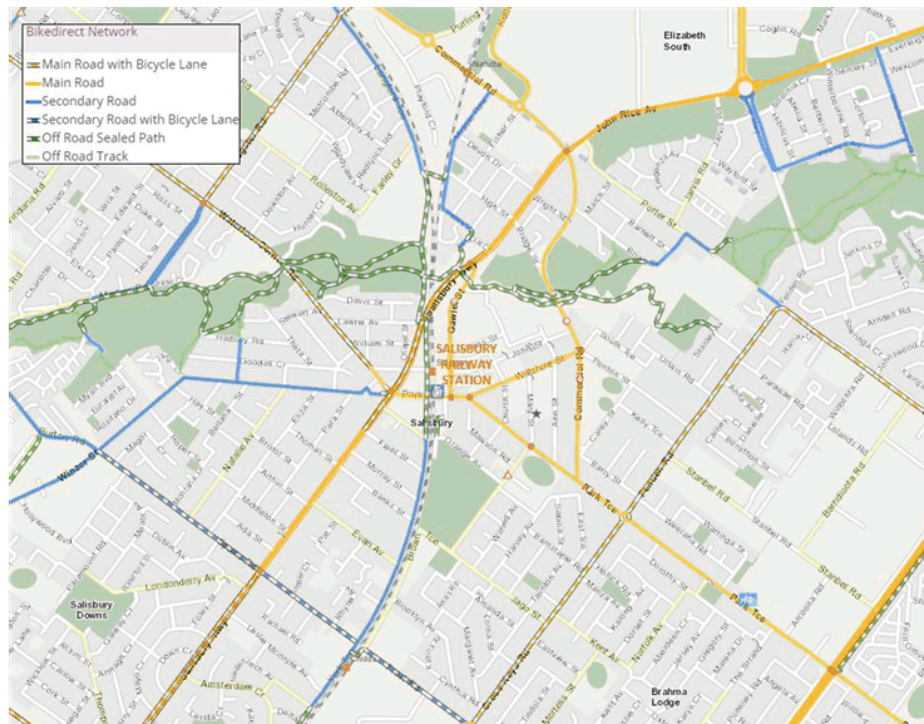
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Other on-street parking is poorly defined and in conjunction with the associated pedestrian facilities creates a poor street environment. Wiltshire Street is particularly unclear with short sections on on-street parking available which are not clearly signed, poor quality and narrow footpaths with adjacent poor-quality verges that could create trip and slip hazards and no pedestrian crossing provision which detracts from the connectivity of potential major city centre pedestrian demands from the various land uses south of Wiltshire Street including the TAFE, police station and numerous office and commercial land uses. The footpaths on Ann Street, Mary Street and Church Street are similarly narrow and of variable quality with generally poor-quality verges.

The cycling routes to Salisbury Railway Station, as designated by the Bikedirect network, are shown in Figure B.11.

Figure B.11: Bikedirect Network around Salisbury



Source: maps.sa.gov.au/cycleinstead/ accessed 21 August 2018

While the existing bicycle network provides for reasonable bicycle routes around the northern side of the city centre, the infrastructure for bicyclists to the Salisbury Interchange and through the city centre is limited. A group of the older style bike box lockers are available, although they are located close to the interchange north car park rather than close to the station platform.



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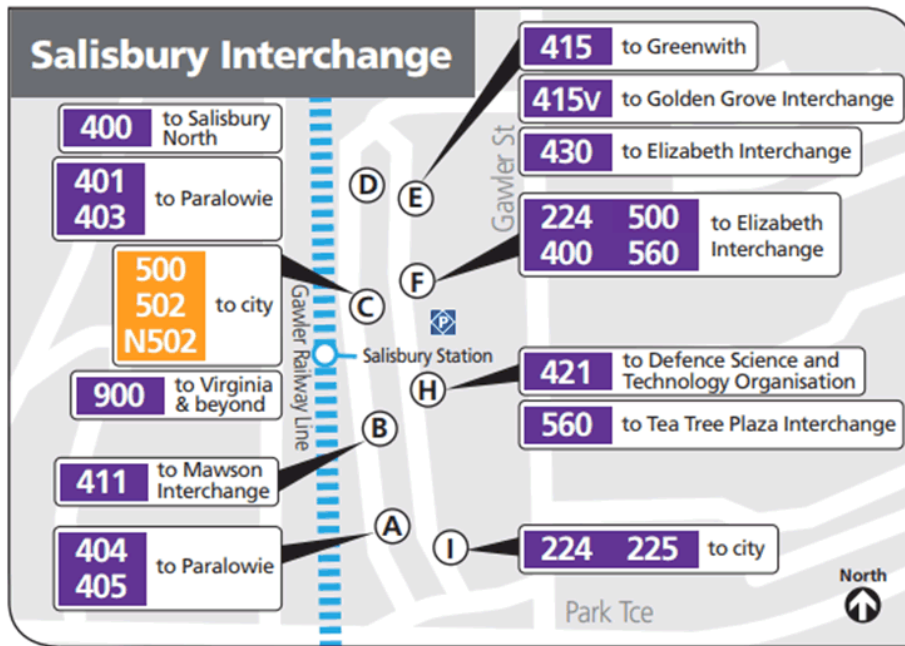


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**B.7. Public Transport**

The Salisbury Interchange consists of the Salisbury Station on the Gawler Railway Line, and eight adjacent bus stands with services including buses to Adelaide CBD, Salisbury North, Golden Grove, Elizabeth, Tea Tree Plaza and Mawson Lakes. The bus routes that service the Salisbury Interchange are shown in Figure B.12.

Figure B.12: Bus Routes at the Salisbury Interchange



Source: www.adelaidemetro.com.au accessed 21 August 2018

The Salisbury Railway Station serves trains between the City and Gawler Central regularly, with services typically operating at approximate frequency of 15 minutes across the day as a "Hi Frequency Station". Weekend and evening services are less frequent, with half hourly services in each direction.

The Salisbury City Centre has a second bus interchange that is known as the "Salisbury Centre Interchange" which provides bus stops in John Street, Church Street and Ann Street as shown in Figure B.13 with the bus routes. All buses that stop at the Salisbury Centre Interchange stop at the Salisbury (station) Interchange.

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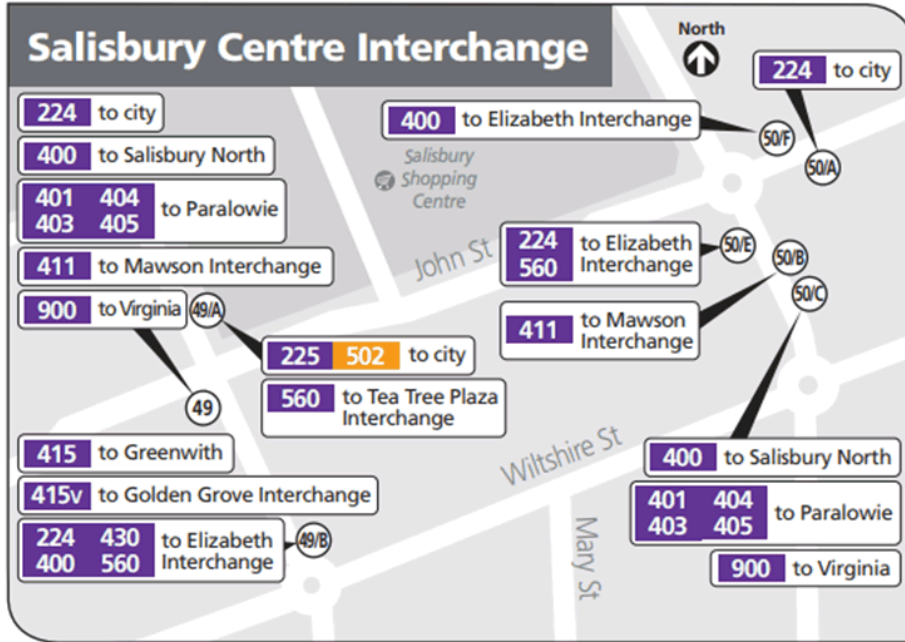


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Figure B.13: Salisbury Centre Interchange



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B.7.1. Salisbury Interchange Patronage

Patronage statistics from May 2017 for train and bus boardings at the Salisbury Interchange are summarised in Table B.5. This is a total of 1,982 train boardings at Salisbury station on a typical weekday.

Table B.5. Salisbury Interchange Patronage

Mode	Average Weekday	
	Towards Adelaide	Towards Gawler
Train	1,427	555
Average Weekday Boardings		
Bus	1,697	

Statistics from the 2014 train station counts, based on boardings and alightings for a typical weekday, for all metropolitan stations has Salisbury as the second busiest station on the rail network with a patronage of 1,960.



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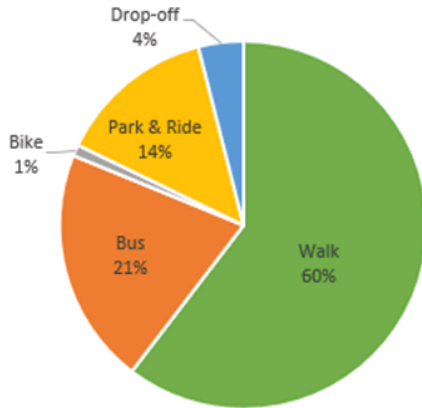
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**B.7.2. Interchange Access Modes**

A percentage breakdown of the access modes at the Salisbury Interchange is shown in Figure B.14. These statistics are based on the most recent passenger intercept surveys conducted by DPTI in 2016.

**Figure B.14: Salisbury Interchange Access Modes**



Source: DPTI from access mode intercept surveys conducted in 2016

These statistics indicate a significant proportion (60 per cent) of people who catch the train at Salisbury train interchange walk to the station. The average number of weekday passengers using the bus-rail interchange is approximately 400 passengers. Only 14 per cent of the commuters to the interchange use the Park n Ride facilities which estimates to be a demand of about 250 passengers.

**B.8. Interchange Origin-Destination Surveys**

**B.8.1. Background and Methodology**

The key outcome from the origin-destination surveys is to understand the users of the interchange car parks, noting the slightly different make up of use anticipated in both centres.

At Salisbury, the closest Interchange car park is signed for train passenger use only, whilst the overflow Interchange car park on the west side of the railway and south side of Park Terrace is not restricted to rail users and is likely to be perceived as somewhat remote from the station and city centre and is therefore less attractive to many potential users.

To understand the use of the interchange car park a simple intercept survey with car park users was conducted. The survey sought to intercept drivers as they left their cars and the car park.

At Salisbury, drivers using the signed Interchange car park were intercepted by the car park pedestrian and vehicle entrance/exit and would all be expected to be rail passengers. At the overflow car park, drivers were intercepted as they exited the car park on foot. Although drivers were intercepted when they were generally heading east from the car park, they may be accessing the rail station, medical centre to the west of the car park or the wider town centre.

A survey was developed to include the following four simple questions:

1. Have you parked in Salisbury today?
2. Where have you parked?
  - at an Interchange car park



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- in a private off-street car park
  - on-street
3. Which suburb have you travelled from?
- Salisbury
  - Salisbury Park
  - Paralowie
  - Salisbury Plain
  - Salisbury Downs
  - Salisbury North
  - Salisbury Heights
  - Salisbury East
  - Elizabeth Vale
  - Burton
  - Braham Lodge
  - Other (please specify)
4. What is your destination in Salisbury?
- The Interchange for a train or bus
  - Employee in a nearby business
  - Visiting a nearby business or residence
  - Other (please specify)

The surveys covered the morning peak period from 6am until 9am on Wednesday 04 July 2018.

**B.8.2. Survey Results**

Question 2 - Where have you parked?

The answers to question 2 "Where have you parked?" have been tabulated and presented in Figure B.15. The survey indicated that 95 per cent of people intercepted had parked at the interchange car park.

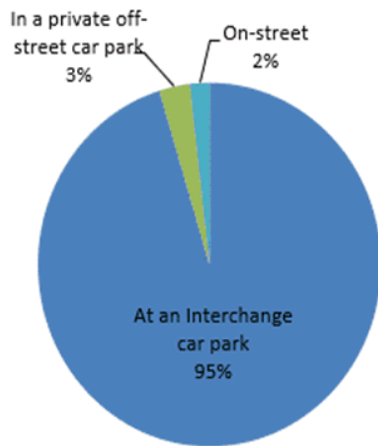


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Figure B.15: Where have you parked?

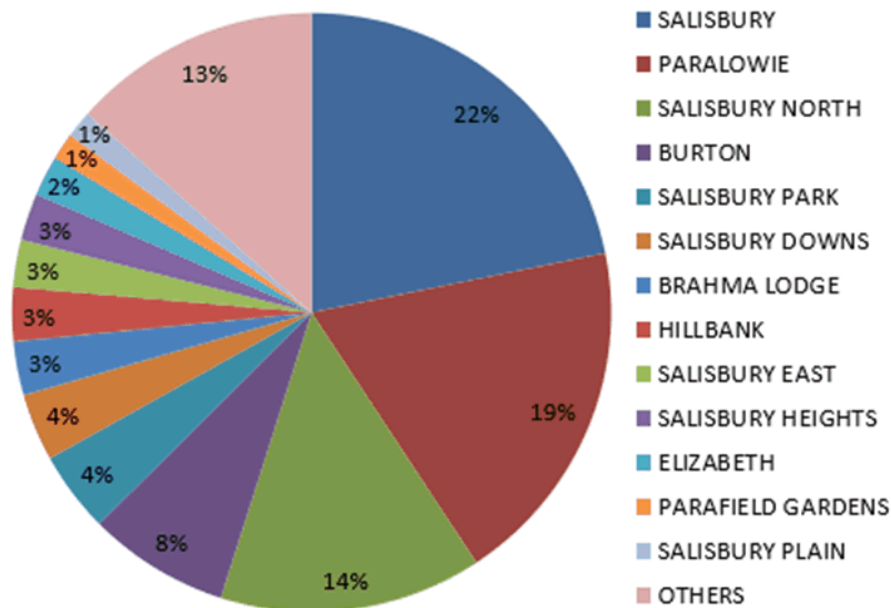


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Question 3 - Which suburb have you travelled from?

The answers to question 3 "Which suburb have you travelled from?" have been tabulated and presented in Figure B.16. The survey indicated that 22 per cent of people intercepted had come from within Salisbury, with 19 per cent from Paralowie and 14 per cent from Salisbury North.

Figure B.16: Which suburb have you travelled from?



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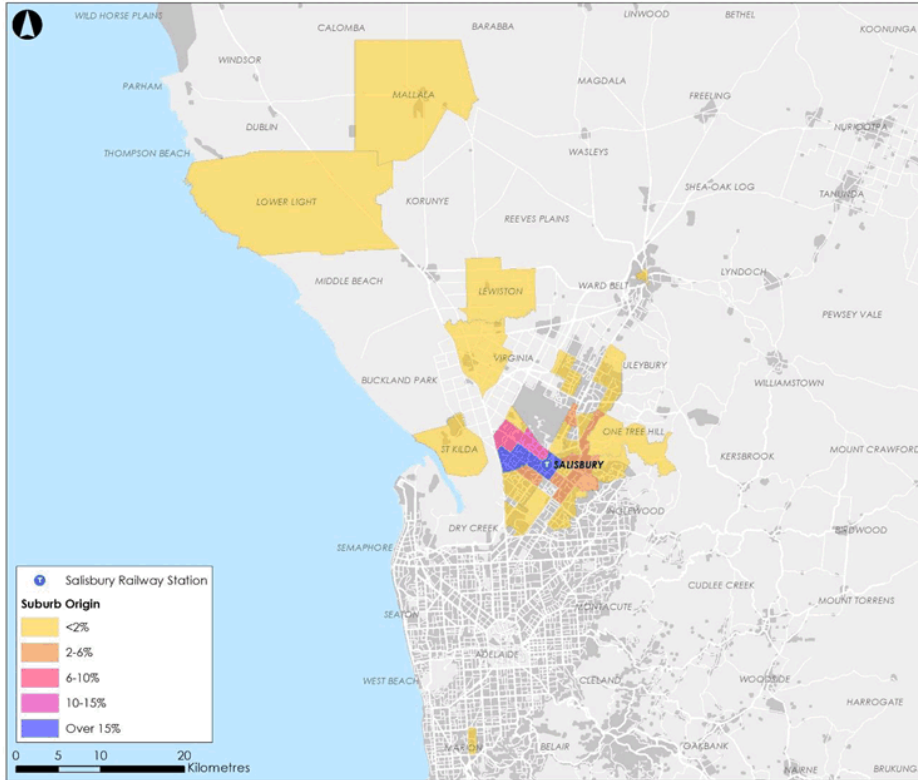
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As shown on Figure B.17, most people intercepted by the survey had travelled from a suburb to the north-west of Salisbury railway station.

Figure B.17: Origin Suburbs for the Salisbury Interchange Park n Ride Commuters



Question 4 - What is your destination in Salisbury?

The answers to question 4 "What is your destination in Salisbury?" have been tabulated and presented in Figure B.18. The survey indicated that 96 per cent of the people intercepted were using the interchange for a train or bus.

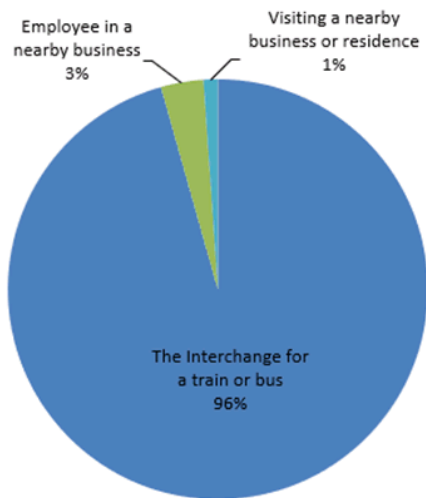


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Figure B.18: What is your destination in Salisbury?



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B.8.3. Discussion

The survey indicated that 22 per cent of people intercepted had come from within Salisbury. Given such a high proportion (60 per cent) of people that catch the train at Salisbury interchange walk from the local area it is likely that a lot of the local population walk to the station. Improvements to walking amenity would benefit a large number of patrons in the local area, although would not be likely to significantly impact the number of Park n Ride commuters (which is already fairly low).

Nine people intercepted (three per cent) were parking at the interchange but were an employee of a nearby business. These parkers should theoretically be accommodated by their place of employment.

Parafield Park n Ride

Parafield station is located mid-way between Mawson Lakes and Salisbury and generally enjoys the same service frequency as Mawson Lakes and Salisbury. An extended Park n Ride facility at Parafield is currently under construction. Whilst the significant increase originally envisaged won't be provided, the extent of upgrade may make this more attractive as a Park n Ride location from some suburbs, potentially reducing the demand at Mawson Lakes and Salisbury.

The survey intercepted 2 people from Parafield and 4 people from Parafield Gardens using the Salisbury interchange (all for access to the interchange for a train or bus). This represents 2 per cent of the parkers intercepted, indicating that Parafield Park n Ride will likely have minimal impact on the parking demands at Salisbury interchange. Particularly as Salisbury does not currently have a large proportion of Park n Ride, and the interchange has significant capacity for further parking.



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## C. MAWSON LAKES INTERCHANGE EXISTING CONDITIONS

Existing conditions:

- Car Parking Supply
- Car Parking Demand
- Car Parking Quality
- Mawson Lakes Car Parking Fund
- Road Network
- Journey to Work
- Walking and Cycling
  - Catchment
- Public Transport
  - Interchange Patronage
  - Interchange Access Modes
- Interchange Origin-Destination

# C



**MAWSON LAKES INTERCHANGE  
EXISTING CONDITIONS**

**C.1. Car Parking Supply**

Key on-street and off-street car parking areas for Mawson Lakes are shown in Figure C.1 as well as the current car parking fund area.

Figure C.1: Mawson Lakes Car Parking Areas



In 2017, GTA Consultants completed occupancy surveys for all town centre car parks in the Mawson Lakes study area as part of the *Salisbury, Mawson Lakes & Ingle Farm Car Parking Fund Review Study* (GTA, 2017). The study identified 1,048 off street car parking spaces available in the town centre, with 418 of those part of the Mawson Interchange Car Park. 167 of the available spaces are subject to paid or permit parking, these being on the rooftop level of the Woolworths multi-deck car park and the at-grade parking area on the corner of Light Common and Main Street. 10 two car stackers are available in the paid/permit area of the Woolworths multi-deck car park.

A total of 815 on-street parking spaces were considered to be in the town centre area. Of these car parks, 122 are paid parking spaces (Monday to Friday) on the street adjacent to the UniSA campus.

Since the Car Parking Fund Review Study was undertaken, no significant changes have been made to parking provision within Mawson Lakes.

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**C.2. Car Parking Demand**

**C.2.1. Interchange and Beyond Occupancy Observations**

Observations were undertaken on Thursday 2 August 2018 between 9:30am and 11:00am in the broad area around the Mawson Lakes interchange to assess the spread of on-street parking around the interchange. The occupancy levels observed are shown in Figure C.2.

Figure C.2: Thursday 2018 Existing Demand (Mawson Lakes)



The interchange car park was fully parked with approximately 20 additional cars parked over yellow lines (i.e. no standing zones) between aisles as well as in motorcycle parking spaces, as shown in Figure C.3 and Figure C.4 respectively.



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Figure C.3: Illegal parking in Mawson Lakes Interchange car park



Figure C.4: Illegal parking in Mawson Lakes Interchange motorcycle parking spaces



From discussions with the City of Salisbury, this illegal parking is typically a regular occurrence once the interchange car park reaches capacity. This is supported by a review of aerial imagery, which indicates multiple occasions where more than one vehicle was parked illegally in the car park, such as the screenshot in Figure C.5 which shows 30 vehicles parked illegally (in the aisles, in a chevroned area and in motorcycle parking).



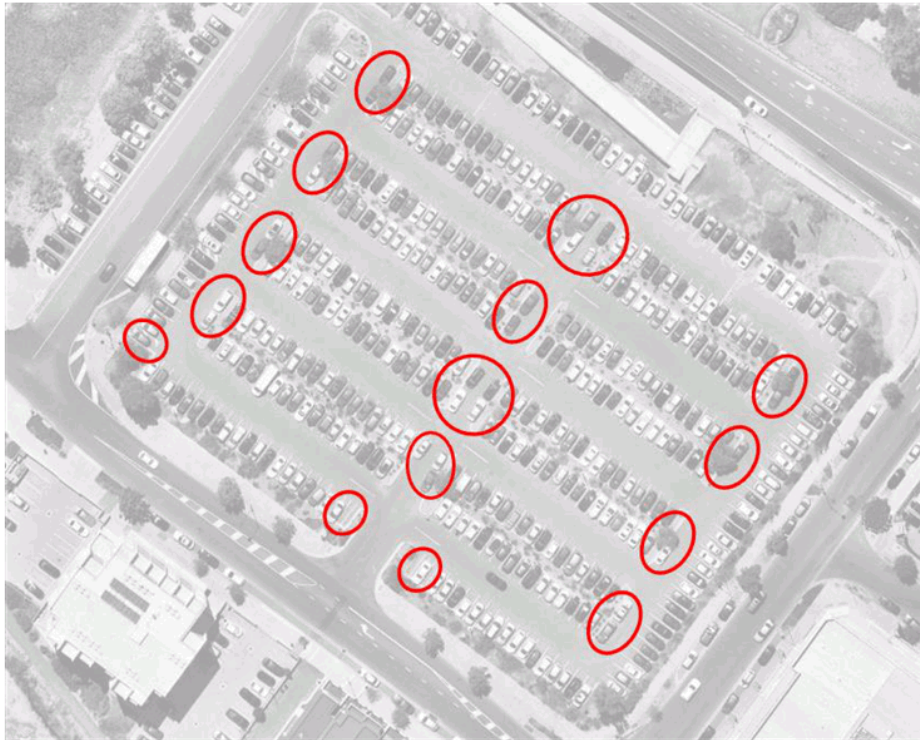
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Figure C.5: Aerial view of Interchange car park with illegal parking highlighted



Source: Nearmap image dated Monday 26 February 2018

As such the high levels of occupancy on the local streets around the interchange car park is unsurprising. The disability parking adjacent the station was half full on the day of observations, and on review of aerial imagery tends to be well used but with some capacity. This indicates the existing supply of disability parking appears to be appropriate for current demand, while general parking demand exceeds capacity. Metro Parade is typically 2-hour restricted parking, which may explain why there is some capacity on this road compared to the other local roads around the interchange which are unrestricted and were fully occupied.

Some of the streets to the west of the train station were also fully parked. Given the proximity to the railway station, and the recent improvements to the quality and directness of the pedestrian access in this location, it is possible that some of this parking is overflow interchange parking. The streets to the west are typically unrestricted, with the exception of parts of Elder Drive.

There was some on-street parking availability on other surveyed roads in the surrounding area, indicating the likely extent of commuter parking is fairly contained to streets within a direct route and short walking distance of the station.



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C.2.2. Occupancy Surveys

Within Mawson Lakes, for the car parking fund study in 2016, GTA conducted occupancy surveys for all town centre car parks as part of the car parking fund review study.

Car parking surveys were conducted on Saturday 29 October and Thursday 10 November 2016. The surveys were conducted as spot counts between 12:10pm and 1:10pm on each day to gauge the level of use of parking areas and the difference between Saturday and Thursday use.

Figure C.6: Thursday 2016 Existing Demand (Mawson Lakes)



The Thursday survey results confirmed the capacity issues associated with the Interchange car park, which has a noticeable effect on the overall parking occupancy within the town centre. Elsewhere only sections of Mawson Lakes Boulevard and the UniSA road network that provided significant amounts of parking were approaching capacity.

Compared to the 2018 survey, these results are very similar for the areas surveyed both times (the areas around the interchange). The interchange car park was full or over capacity during both surveys. Some capacity was available on Metro Parade West (which is restricted to 2-hour parking). Other local streets around the interchange were heavily parked during both surveys but still had some vacancies.



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Figure C.7: Saturday 2016 Existing Demand (Mawson Lakes)



The Saturday survey results identified no parking capacity issues within Mawson Lakes, with the parking associated with the retail areas and shopping centre on the south side of the town centre closest to capacity. The business areas of the town centre showed significant spare capacity, including the Interchange car park, which again has a noticeable effect on the overall parking occupancy.

C.2.3. Quality

In general, the quality of the parking provision within Mawson Lakes is in good condition because it was built in the last 10 to 15 years.

The on-street parking provision is generally well signed and well-marked. It does however detract from the pedestrian amenity of the street substantially as the angle parking creates a very wide roadway and indirect pedestrian crossing desire lines. This may discourage some walking access to the interchange.

**C.3. Mawson Lakes Car Parking Fund**

The car parking fund for Mawson Lakes was originally established from 1 July 2004 under the provisions of section 50A of the Development Act 1993. During the existence of the car parking fund, no contributions were received.

GTA's review of the Mawson Lakes car parking fund recommended its closure as there was little future development anticipated to provide future funding.



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**C.4. Road Network**

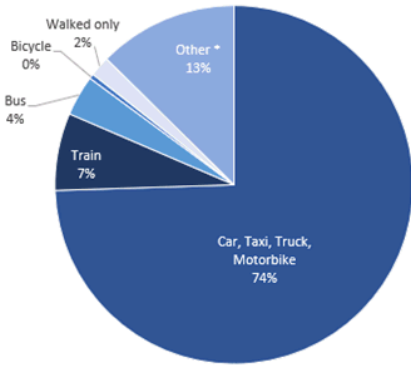
Mawson Lakes town centre is bounded by Elder Smith Road to the north and Mawson Lakes Boulevard to the south. The centre lies between Garden Terrace to the east and Main Street to the west. Mawson Lakes Boulevard provides a connection through to Main North Road to the southeast. Elder Smith Road also connects to Main North Road to the east, and to Salisbury Highway to the northwest.

**C.5. Journey to Work**

According to 2016 Census data<sup>7</sup> 40,936 or 71.4 per cent of the City of Salisbury's working residents travel outside of the area to work. 17.2 per cent of the City of Salisbury's working residents travel to The City of Port Adelaide Enfield to work, and 12.58 per cent travel to The City of Adelaide.

Of the 45,248 people who work in the City of Salisbury, 36.3 per cent also live in the area. The method of travel to work for the suburb of Mawson Lakes is summarised in Figure C.8.

Figure C.8: Method of Travel to Work (Mawson Lakes)



(Source: profile.id.com.au from 2016 Census data)

**C.6. Walking and Cycling**

Since Mawson Lakes is a relatively new suburb, where footpaths are provided, they are generally of good surface quality, although in some locations the width is restricted by signage or street furniture, such as on Metro Parade as shown in Figure C.9. Walking routes are provided to/from the interchange, but they are generally circuitous from all directions. The station platforms are both accessible from Elder Smith Road to the north, with the eastern (southbound) platform is also accessible on foot from the east.

<sup>7</sup> Source: profile.id.com.au from 2016 Census data



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Figure C.9: Footpath on south side of Metro Parade



A walking route is available to the north to the interchange, under Elder Smith Road, with footpath connections into the residential area. The walking route to the north west is restricted due to the configuration of the road network and associated footpaths combined with the creek network and railway line in the Mawson Lakes area.

The railway station provides access to Elder Smith Road bridge with stairs and elevator access (as shown in Figure C.10), utilising the bridge as part of the interchange to get passengers between the two platforms, as well as providing the only quality route across the railway line in the vicinity of the interchange.

The recently constructed ramp and stair access to the Elder Smith Road bridge from Augustine Street improves connectivity for residents immediately west of the train station, although residents to the south west have poor connectivity, with the Dry Creek Drainage Reserve further restricting walking routes to be circuitous. A pedestrian footbridge across Dry Creek to the west of the station has been planned for implementation, but it has not been installed by Council.



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Figure C.10: Mawson Lakes Interchange Bridge on Elder Smith Road



Source: GoogleMaps Street View

The railway line restricts the walkability to the Interchange, due to lack of routes to cross it. Improving permeability across the railway line would allow for shorter walking and cycling routes for residents to the west of the railway line.

At the ends of the streets, the wide roadways result in very long crossing distances for pedestrians, which will detract from the perception of a safe and comfortable walking environment within the town centre. The design of the area around the Mawson Lakes Interchange also creates circuitous walking routes for pedestrians when accessing the car park, town centre or residential areas on the western side of the station.

Approximately 6 bicycle hoops (12 spaces) and 15 individual keyed bike lockers are available at Mawson Lakes Interchange on the eastern side of the railway line. The bicycle hoops are generally not protected from the weather, and only one is located under shelter. Some of the bicycle parking facilities are shown in Figure C.11. The location of these facilities are reasonably easily accessed from the east, but if a cyclist approached from the west they would need to use the elevator or stairs from the bridge above the interchange to access the bicycle parking, which would be inconvenient if patrons then wanted to use the northbound platform (or were disembarking on the northbound platform then wanted to cycle home to the west).

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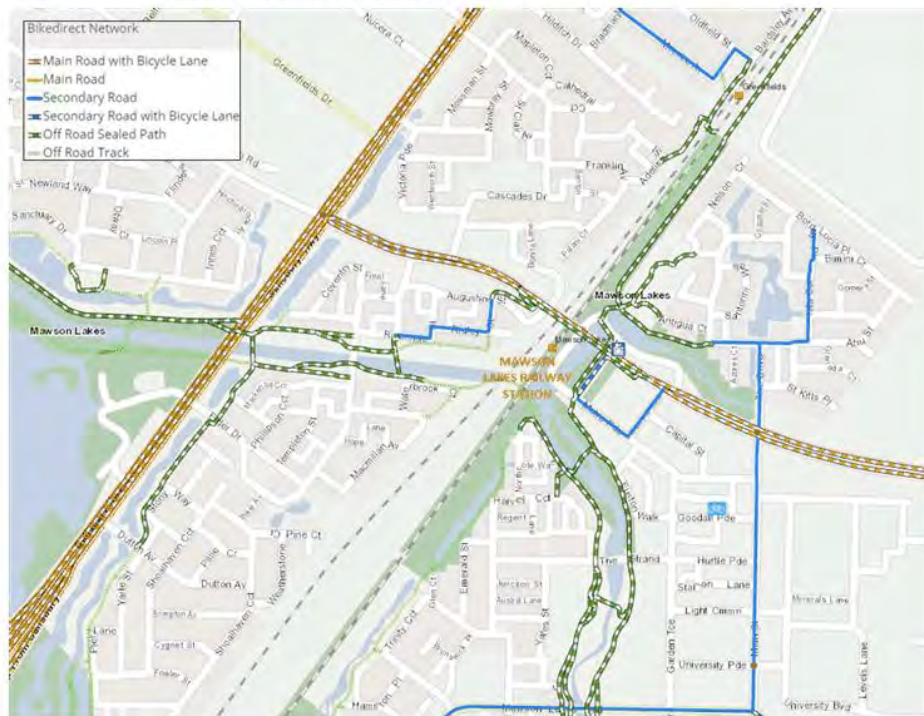
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Figure C.11: Bicycle hoops and bicycle lockers at Mawson Lakes Interchange



The cycling routes around Mawson Lakes Interchange Railway Station, as designated by the Bikedirect network, are shown in Figure C.12.

Figure C.12: Bikedirect Network around Mawson Lakes



Source: maps.sa.gov.au/cycleinstead/ accessed 21 August 2018



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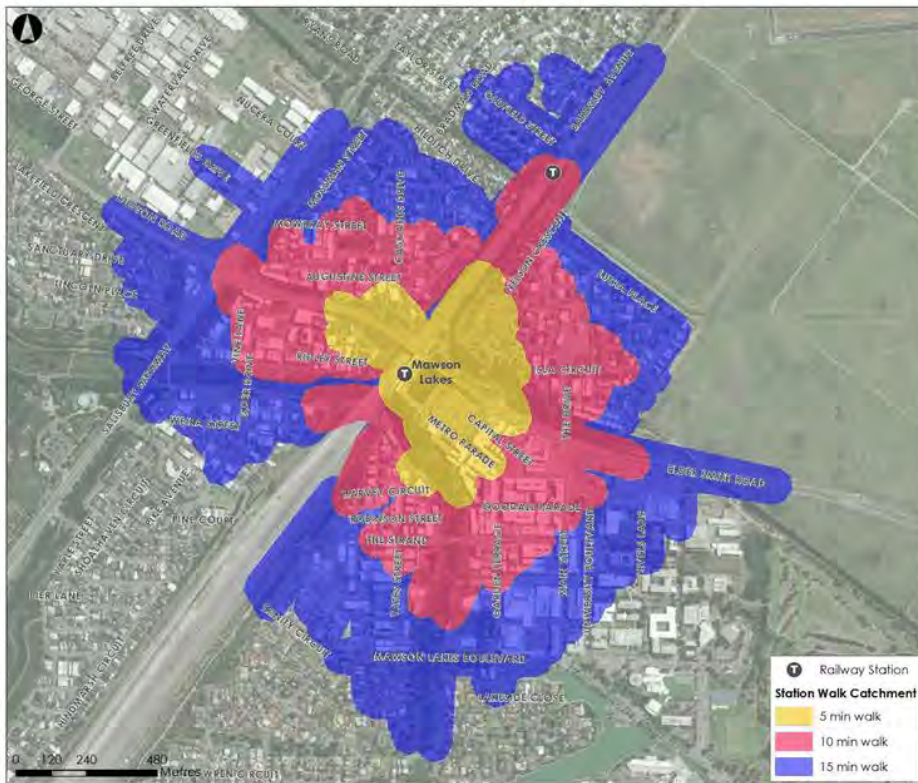
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The cycling network in the Mawson Lakes area are generally more circuitous near the station, due to the creek network and road crossings. No creek crossing exists immediately south of the station, despite an off road track being shown on the plan, with the sealed path route detouring to the east to the closest bridge. This meandering is unlikely to appeal to some local residents as it is not a visually straightforward walking/cycling route and results in significant increases in the distances to be walked or bicycled.

**C.6.1. Catchment**

The walking and cycling catchment areas for the Mawson Lakes Interchange along actual walking routes are shown in Figure C.13 and Figure C.14 respectively. This catchment mapping does not include the additional time for crossing roads, which would be expected to increase the walk and cycle time to and in particular from the north.

**Figure C.13: Mawson Lakes Interchange Walking Catchment Area**



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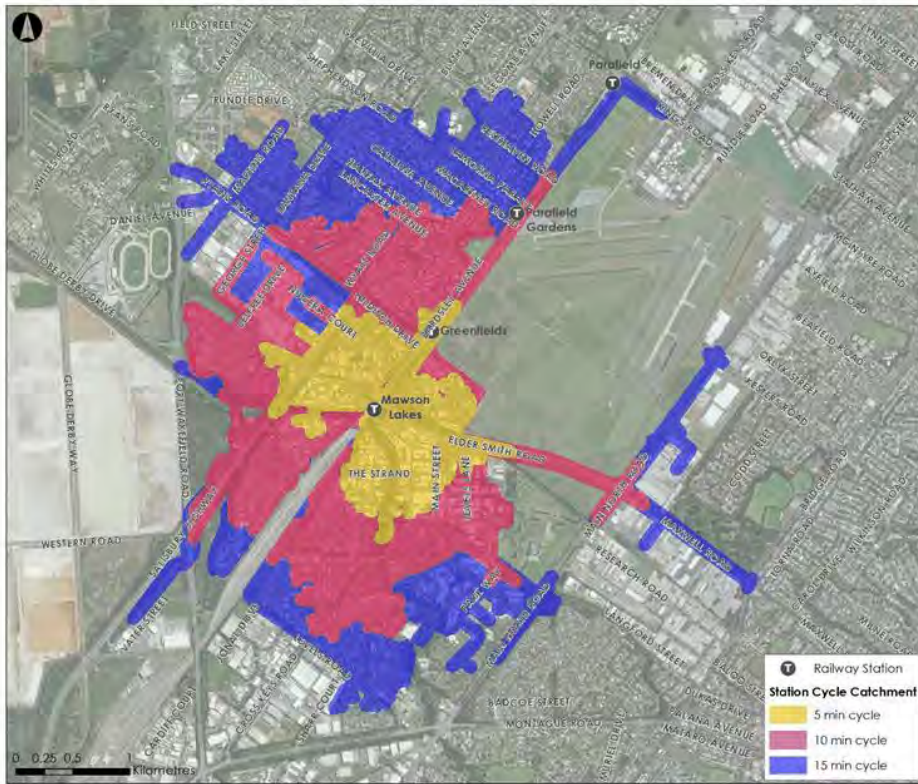
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Figure C.14: Mawson Lakes Cycling Catchment Area



These catchment area maps show that the lack of permeability across the railway line increases the time it takes to access the train station for residents to the southwest of the station. Improving permeability across Dry Creek and the railway line would allow for shorter walking and cycling routes for residents to the west of the train line.

**C.7. Public Transport**

Mawson Interchange consists of the Mawson Lakes Station on the Gawler Railway Line, and four bus stands with bus services to Adelaide CBD, Salisbury, Ingle Farm, Elizabeth, and the Uni SA Mawson Lakes campus. The interchange configuration for the Mawson Interchange is shown in Figure C.15 with the routes that use each bus stand.

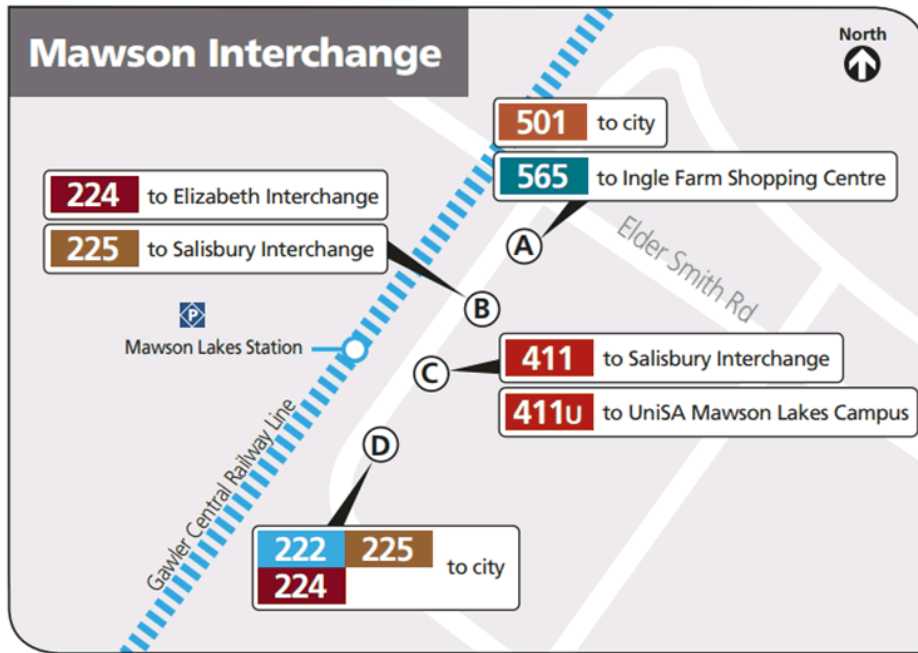


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Figure C.15: Mawson Lakes Interchange



Source: www.adelaidemetro.com.au accessed 21 August 2018

The Mawson Lakes station has trains with a nominal headway of every 15 minutes during the daytime and it is designated as a "Hi Frequency Station". Weekend and evening services are less frequent, with half hourly services in each direction.

**C.7.1. Mawson Lakes Interchange Patronage**

Patronage statistics from May 2017 for train and bus boardings at the Mawson Lakes Interchange are summarised in Table C.1. This shows a total of 1,963 train boardings at the Mawson Lakes Interchange station on a typical weekday.

Table C.1. Mawson Lakes Interchange Patronage

Mode	Average Weekday	
	Towards Adelaide	Towards Gawler
Train	1,573	390
Average Weekday Boardings		
Bus	1,038	

Statistics from the 2014 train station counts, based on boardings and alightings for a typical weekday, for all metropolitan stations has Mawson Lakes Interchange as the third busiest station on the rail network with a patronage of 1,877.

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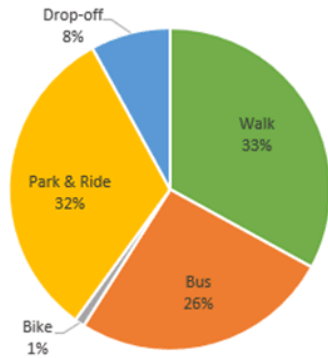
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C.7.2. Interchange Access Modes

A percentage breakdown of the access modes at the Mawson Lakes Interchange is shown in Figure C.16. These statistics are based on the most recent passenger intercept surveys conducted by DPTI in 2016.

Figure C.16: Mawson Lakes Interchange Access Modes



Source: DPTI from access mode intercept surveys conducted in 2016

The proportion of Park n Ride users at Mawson Interchange is noticeably higher than compared with the Salisbury, with the corresponding reduction being in walk trips to Mawson Lakes. This is likely to be reflected by the more dispersed nature of development at Mawson Lakes compared to Salisbury and the circuitous walking routes. The bus and drop-off statistics are both slightly higher than Salisbury, but of a similar size.

**C.8. Interchange Origin-Destination Surveys**

C.8.1. Background and Methodology

The key outcome from the origin-destination surveys is to understand from where users of the interchange car parks are travelling, noting the slightly different make up of use anticipated in both centres.

To understand the use of the interchange car park a simple intercept survey with car park users was conducted. The survey sought to intercept drivers as they left their cars and the car park.

At Mawson Lakes, the car park users will either be heading to the station to catch a train or heading to businesses or UniSA in the town centre. Drivers were intercepted as they left the car park to walk to their onward destination. It was anticipated that station users would exit the car park on the north side on to Elder Smith Drive to access the station from the overbridge or in the south west corner to access the station via Metro Parade. Drivers parking for town centre businesses and UniSA may also use the Elder Smith Drive access, but in general are more likely to be exiting towards the Central Link frontage.

A survey was developed to include the following four simple questions:

1. Have you parked in Mawson Lakes today?
2. Where have you parked?
  - at the interchange
  - in a private off-street car park
  - on-street



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3. Which suburb have you travelled from?
  - Mawson Lakes
  - Green Fields
  - Parafield
  - Parafield Gardens
  - Salisbury Downs
  - Salisbury South
  - Para Hills West
  - Para Hills
  - Ingle Farm
  - Pooraka
  - Other (please specify)
  
4. What is your destination in Mawson Lakes?
  - The Interchange for a train or bus
  - Employee in a nearby business
  - Visiting a nearby business or residence
  - University of SA
  - Other (please specify)

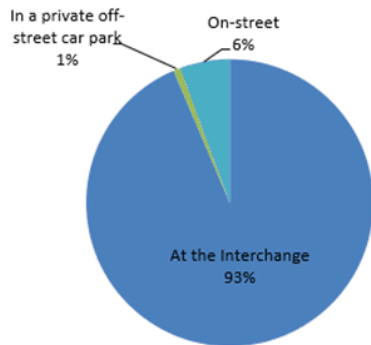
The surveys covered the morning peak period from 6am until 9am on Friday 29 June 2018.

**C.8.2. Survey Results**

Question 2 - Where have you parked?

The answers to question 2 "Where have you parked?" have been tabulated and presented in Figure C.17. The survey indicated that 93 per cent of people intercepted had parked at the interchange car park.

Figure C.17: Where have you parked?



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Question 3 - Which suburb have you travelled from?

The answers to question 3 "Which suburb have you travelled from?" have been tabulated and presented in Figure C.18. The survey indicated that 32 per cent of people intercepted had come from within Mawson Lakes, with 24 per cent from Parafield Gardens and 7 per cent from Paralowie.

Figure C.18: Which suburb have you travelled from?

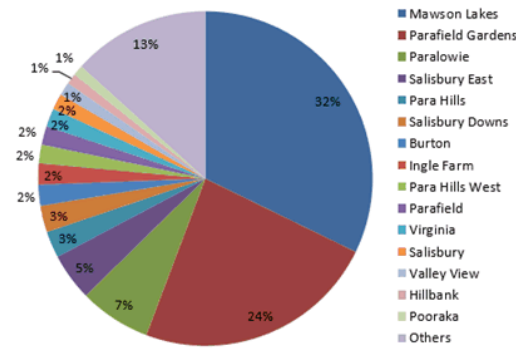


Figure C.19 presents this data on a map, showing that most people intercepted by the survey had travelled from a suburb close to or from the north of Mawson Lakes railway station.



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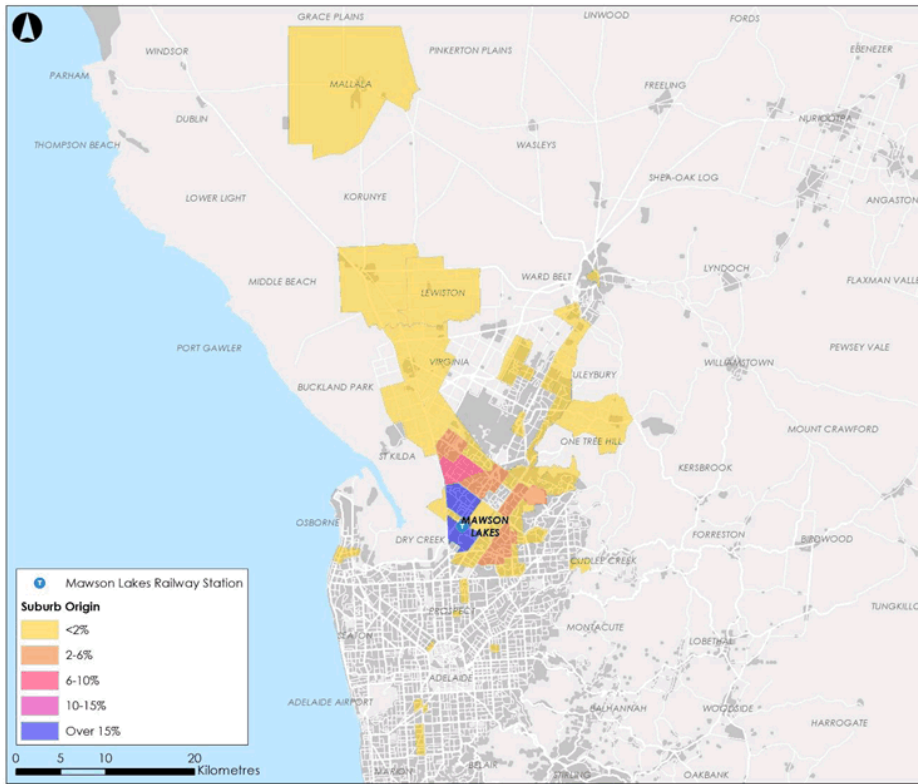
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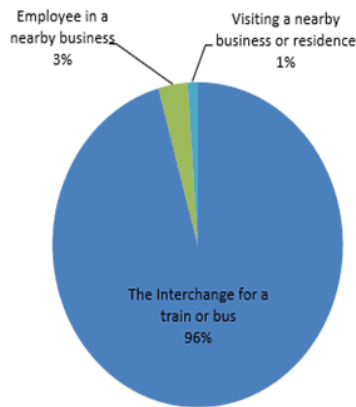
**Figure C.19: Origin Suburbs for the Mawson Lakes Park n Ride Commuters**



Question 4 - What is your destination in Mawson Lakes?

The answers to question 4 "What is your destination in Mawson Lakes?" have been tabulated and presented in Figure C.20. The survey indicated that 96 per cent of the people intercepted were using the interchange for a train or bus.

**Figure C.20: What is your destination in Mawson Lakes?**



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C.8.3. Discussion

The survey indicated that 32 per cent of people intercepted had come from within Mawson Lakes. While Mawson Lakes is a large suburb there is a reasonable catchment within a short walk or cycle of the station. As such it might be possible to reduce the number of very local Park n Ride commuters with improved local walking and cycling connections.

7 people intercepted (2 per cent) were parking at the interchange but were an employee of a nearby business, which indicates a little use of the interchange by local businesses which should be accommodated elsewhere.

GTA notes that during the survey no-one responded that they were going to the University of South Australia (Mawson Lakes Campus). However the survey was undertaken during exam period, meaning that travel patterns to the University would be irregular with many students already on holidays. Anecdotally some students park at the Interchange car park and walk to the University as the Interchange offers free all-day parking.

Parafield Park n Ride

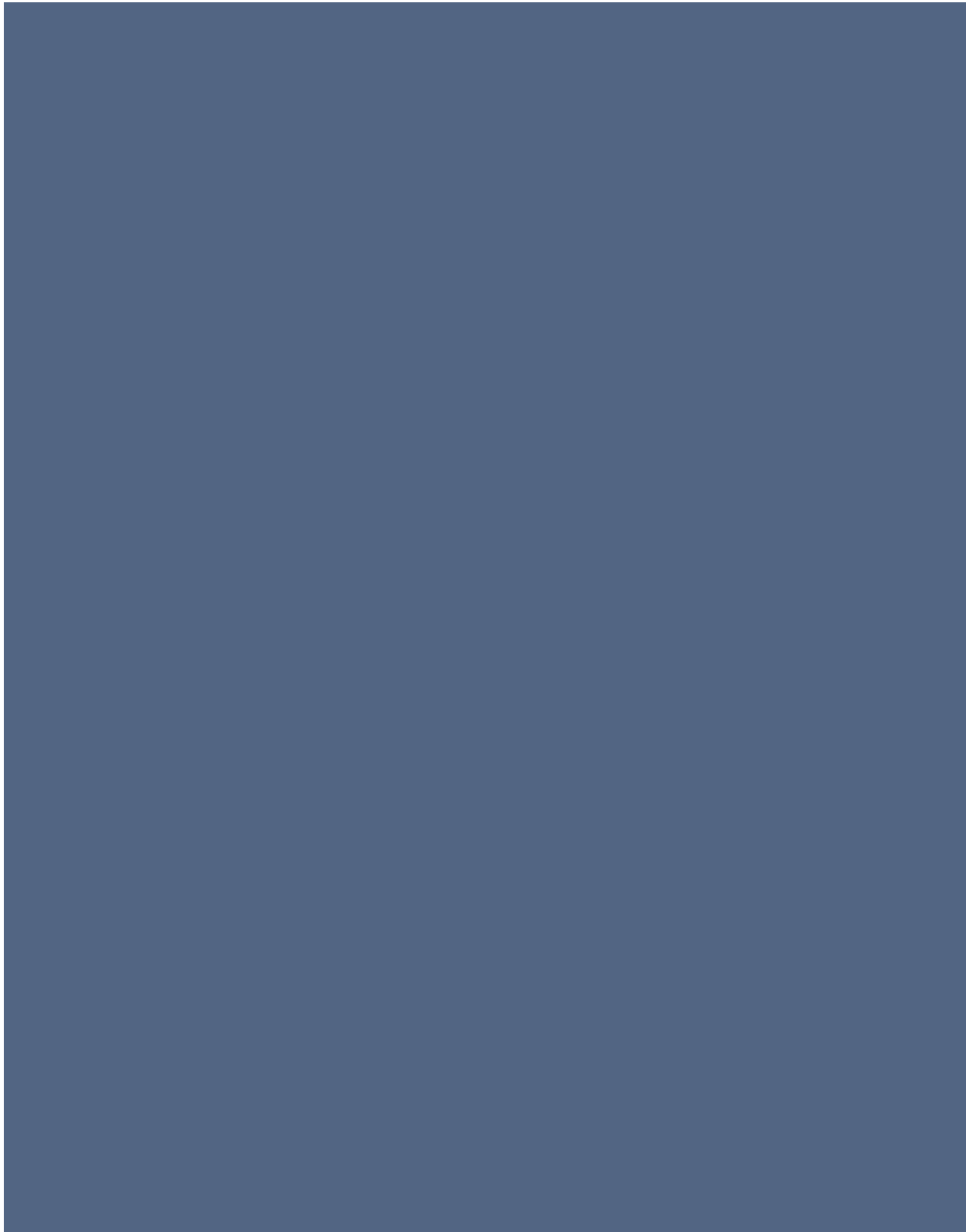
Parafield station is located mid-way between Mawson Lakes and Salisbury and generally enjoys the same service frequency as Mawson Lakes and Salisbury. An extended Park n Ride facility at Parafield is currently under construction. Whilst the significant increase in parking originally envisaged will not be provided, the extent of upgrade may make this more attractive as a Park n Ride location from some suburbs, potentially reducing the demand at Mawson Lakes and Salisbury.

The survey intercepted 6 people from Parafield and 92 people from Parafield Gardens using the Mawson Lakes interchange (for access to a train or bus). This represents 25 per cent of the parkers intercepted. This indicates that the new Parafield Park n Ride may reduce the parking demand at Mawson Lakes as some residents of Parafield Gardens may be closer to Parafield station than Mawson Lakes station.



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