

# Adelaide Aquatic Centre

## Code Amendment

### Traffic Analysis

PREPARED FOR THE DEPARTMENT FOR INFRASTRUCTURE AND  
TRANSPORT | 12 JANUARY 2023

carpark



50 metre pool • waterplay & splash pads  
fitness centre • personal training  
speedo swim shop • café fusion



# Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0	16 Nov 2022	Final	John Devney	David Kwong	David Kwong	John Devney
1	23 Nov 2022	Final	John Devney	David Kwong	David Kwong	John Devney
2	12 Jan 2023	Final amended	John Devney	David Kwong	David Kwong	John Devney

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# Executive summary

The Department for Infrastructure and Transport (the Department) has lodged a proposal seeking the approval of the Minister for Planning (the Minister) to initiate the Adelaide Aquatic Centre Code Amendment under section 73(2)(b)(ii) of the Planning, Development and Infrastructure Act 2016 (the Act). The Code Amendment will be used to support the South Australian Government's commitment of \$80 million to rebuild a new Adelaide Aquatic Centre in the Adelaide City northern Park Lands at Pardipardinyilla / Denise Norton Park (Park 2). The Code Amendment will build on the extensive community consultation and site analysis undertaken to-date and support the development of the new centre immediately south of the existing facility.

Since the Aquatic Centre is in the early stages of design development, this report was prepared primarily to identify the access and parking issues that should be considered through a rezoning process. Further detailed analysis will be undertaken to inform a future development application for the Adelaide Aquatic Centre. This analysis will include further benchmarking and operational consultation.

## Traffic Assessment

While the proposed new Aquatic Centre is largely a like for like replacement, the traffic generation is expected to increase marginally due to the additional attraction of a new and improved facility that has a wider community appeal. This increase is expected to be within the capacity of the existing road network, which is designed for these traffic volumes.

The busiest traffic occurred during the AM weekday peak period heading southbound from 7:30 am to 9:00 am and during the PM weekday peak period heading northbound from 5:00 pm to 6:00 pm. These time periods are not necessarily the busiest for activity to the Aquatic Centre as the traffic generated by patrons to the swimming centre are likely early mornings, evenings and on weekends. Therefore, the traffic impacts with the new Aquatic Centre can be managed with the existing road network and signalised intersections.

The existing access points are well located and could accommodate additional vehicle movements. The impacts on residential streets to the south are likely be minimal as traffic generally continues to use the sub-arterial roads of Jeffcott Road and Jeffcott Street.

## Parking Requirements

Many of the areas within the current centre are not used by staff or the public (plant areas, storage rooms) and therefore utilising the total floor area is likely to overestimate the realistic parking provision required from a desktop analysis using the Code. However, operational consultation and benchmarking would inform the final requirements. The site is also readily accessible via the Adelaide Park Lands bicycle and shared use paths which would be expected to complement the recreational use of the site for many local residents and is considered further in Section 3.4. The current site provides approximately 266 spaces, which with a more detailed analysis of the final building design and internal floor areas and the wider transport access options may require further validation when all of the facility purposes and use of the space is more fully understood.

The exact site area is currently being determined, however based on the functional requirements with a site area of 11,350 m<sup>2</sup>, a total of 56 bicycle parks are estimated for visitors. Exact staff numbers are not known, but they are expected to be in the order of 50 and therefore would require around 12 bicycle parks. Staff bicycle parks should be more secure than visitor bicycle parks reflecting the longer duration of stay.

As the Aquatic Centre could be expected to be a popular destination for cycling access, consideration should be given to increasing the bicycle parking provision for visitors. The Aquatic Centre could also act as a node point for cyclists riding around the Park Lands trail and using the café and restaurant as a stopping point on their ride, providing a supporting facility for cyclists and additional trade for the café and restaurant.

## Access for Walking, Cycling and Public Transport

The access routes to the car park from Jeffcott Road, the bus stops in Jeffcott Street south of Barton Terrace West and the footpath and cycling network is shown in Figure 1.

## Conclusions and Recommendations

The traffic and transport analysis at the proposed site for the new Aquatic Centre has the following conclusions:

- Traffic at the intersections on Fitzroy Terrace and Prospect Road is likely to increase marginally when compared to the existing situation at the Aquatic Centre with the access locations for entry and exit to the car park remaining on Jeffcott Road. However, this increase will be within the capacity of the existing road network.



- Parking could potentially be provided with the existing car park, but the drop-off zone would need to be relocated to the southern end of the car park closer to the entrance of the Aquatic Centre. The assumptions for the car parking demand would be confirmed during the design development stage.
- The bus stops in Jeffcott Street south of Barton Terrace West are serviced by Go Zone bus routes that are the closest and most convenient public transport to the new Aquatic Centre with a traffic signal for pedestrians to cross.
- The City Connector bus route could potentially be extended to service the Aquatic Centre via Buxton Street, Jeffcott Street, Barton Terrace West, O'Connell Street and Tynte Street using the existing bus stop 6 in Jeffcott Street.
- Walk access is convenient with and safer along Barton Terrace West on the south side and Jeffcott Street from the south and the internal paths in Park 2.
- Cycling access is well catered for with the bicycle network along Jeffcott Road, Jeffcott Street and around Park 2 with the off-road shared paths.
- It minimises the impact on vegetation, trees and sporting reserves in the south-west corner of Park 2.

**Figure 1: Access and Parking at the Proposed Site for the new Adelaide Aquatic Centre**



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# Abbreviations

Abbreviation	Full Name
<b>ABS</b>	Australian Bureau of Statistics
<b>Code</b>	Planning and Design Code, South Australia
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DIT</b>	Department for Infrastructure and Transport

# Glossary

Term	Definition
<b>Shared Path</b>	<ul style="list-style-type: none"><li>• Off-road pathway for pedestrians and cyclists</li></ul>
<b>Go Zone</b>	<p>A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating:</p> <ul style="list-style-type: none"><li>• every 15 minutes between 7.30am and 6.30pm, Monday–Friday</li><li>• every 30 minutes between 6.30pm and 10pm, Monday–Friday</li><li>• every 30 minutes on Saturday, Sunday and South Australian public holidays.</li></ul>



# 1 Introduction

## 1.1 Background

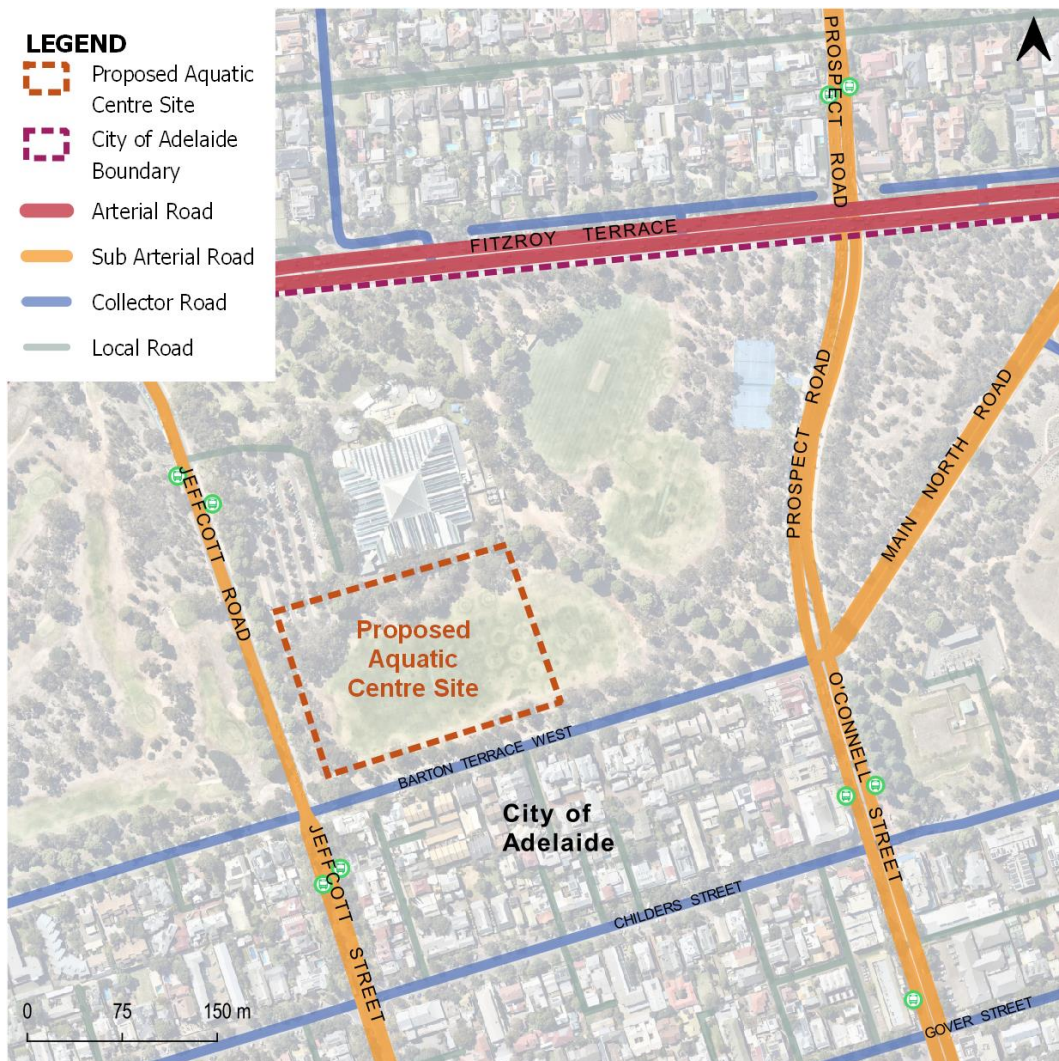
The Adelaide Swimming Centre was built as an outdoor pool in the Adelaide Park Lands in Pardipardinyilla as part of the North Park Lands precinct in 1969 and was redeveloped in 1985 as the indoor state based aquatic facility and renamed Adelaide Aquatic Centre (AAC). To meet the community needs, the ACC was further redeveloped in 1990 with the addition of some shallow water spaces. In 2018/19 (pre-COVID), the AAC had 714K visitations with revenue of \$6.2M, as cited in the Aquatic and Leisure Centre Needs Analysis Study prepared by Warren Green Consulting in 2019.

Mr Jon Whelan, Chief Executive of the Department for Infrastructure and Transport (the Department) has lodged a proposal seeking the approval of the Minister for Planning (the Minister) to initiate the Adelaide Aquatic Centre Code Amendment under section 73(2)(b)(ii) of the Planning, Development and Infrastructure Act 2016 (the Act). The Code Amendment will be used to support the South Australian Government's commitment of \$80 million to rebuild a new Adelaide Aquatic Centre in the Adelaide City northern Park Lands at Pardipardinyilla / Denise Norton Park (Park 2). The Code Amendment will build on the extensive community consultation and site analysis undertaken to-date and support the development of the new centre immediately south of the existing facility.

## 1.2 Report scope and purpose

The scope of this report is to inform the Aquatic Centre Code Amendment process. The design of the new Aquatic Centre is in the early stages, but it will include facilities at Park 2 in the Adelaide Park Lands is to be a fit-for purpose centre to provide a facility at a regional facility level that will include an undercover 50m pool to ensure this centre can be utilised year-round by schools, learn to swim programs, sporting clubs and recreation swimmers. The existing Aquatic Centre needs to be removed from the proposed site as it will be returned to the Park Lands as shown in Figure 1.1.

**Figure 1.1: Proposed Site for the new Adelaide Aquatic Centre**





This report provides information to support the planning code amendment to build the new Aquatic Centre at the proposed location in the Adelaide Park Lands. It comprises an overview of the existing conditions, the requirements for traffic access and the impacts on the road network and surrounding residential suburbs, the parking requirements for cars and bicycles at the new site and a review of the access routes for sustainable transport modes, such as walking, cycling and public transport.

## 1.3 Report structure

- **Section 2:** Existing conditions with a description of all transport modes for access to the existing Aquatic Centre, for patrons, workers and servicing purposes. This includes car parking, public transport, walking and cycling.
- **Section 3:** Traffic access to the car parking area at the proposed site and the impacts from traffic on the local streets in the adjacent suburbs of North Adelaide, Fitzroy and Prospect.
- **Section 4:** Parking demand review and requirements for on-site car parking and bicycle parking at the proposed site for the new Adelaide Aquatic Centre.
- **Section 5:** Analysis of the access to the proposed location for the new Adelaide Aquatic Centre via walking along the footpath network, for cyclists via the cycling routes and walk access to the closest bus stops.
- **Section 6:** Conclusions and recommendations.

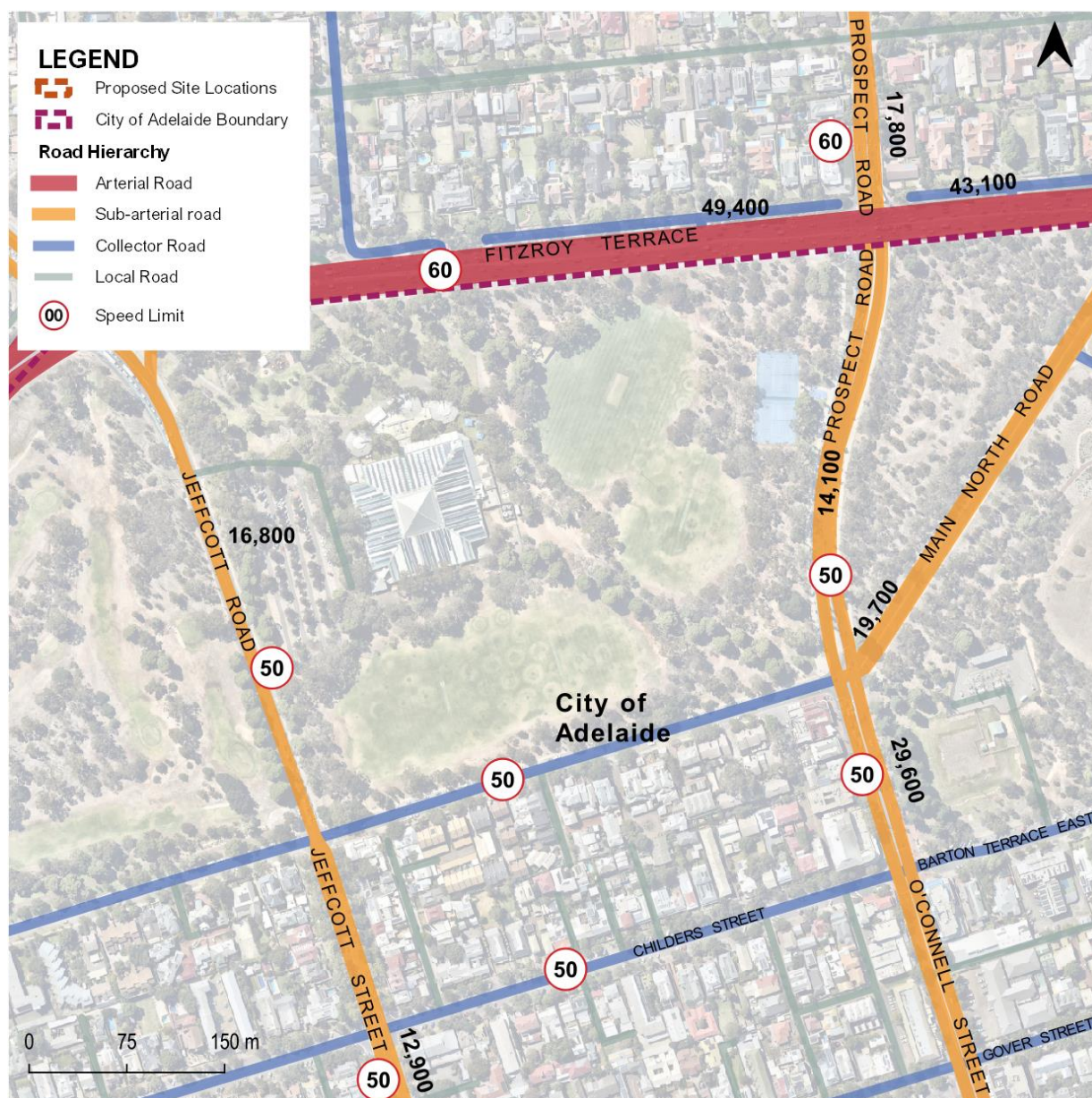
## 2 Existing Conditions

The existing conditions for traffic and transport access to the Adelaide Aquatic Centre in Park 2 are provided in this section. All transport modes are covered including traffic access to the road network and car parking, bus services, walking and cycling.

### 2.1 Traffic

The existing road network surrounding Park 2 with the Adelaide Aquatic Centre is shown in Figure 2.1. Fitzroy Terrace is an Arterial Road with an estimated AADT of 49,400 between Prospect Road and Jeffcott Road. Prospect Road is a sub-arterial road with an estimated AADT of 14,100 vehicles between Barton Terrace West and Fitzroy Terrace. Jeffcott Road has an estimated AADT of 16,800 between Fitzroy Terrace and Barton Terrace West and it is a sub-arterial road. The existing access to the car park is on Jeffcott Road with one entry-only crossover and one exit-only crossover. Loading and delivery access is via a service road on Fitzroy Terrace with left in and left out movements only.

**Figure 2.1: Existing Road Network with Traffic Volumes**



Traffic access to the service entrance for delivers from Fitzroy Terrace and to the existing car park from Jeffcott Road is shown in Figure 2.2.

**Figure 2.2: Access Roads to the Adelaide Aquatic Centre**



Left in and left out only access from Fitzroy Terrace to the service entrance to the Aquatic Centre

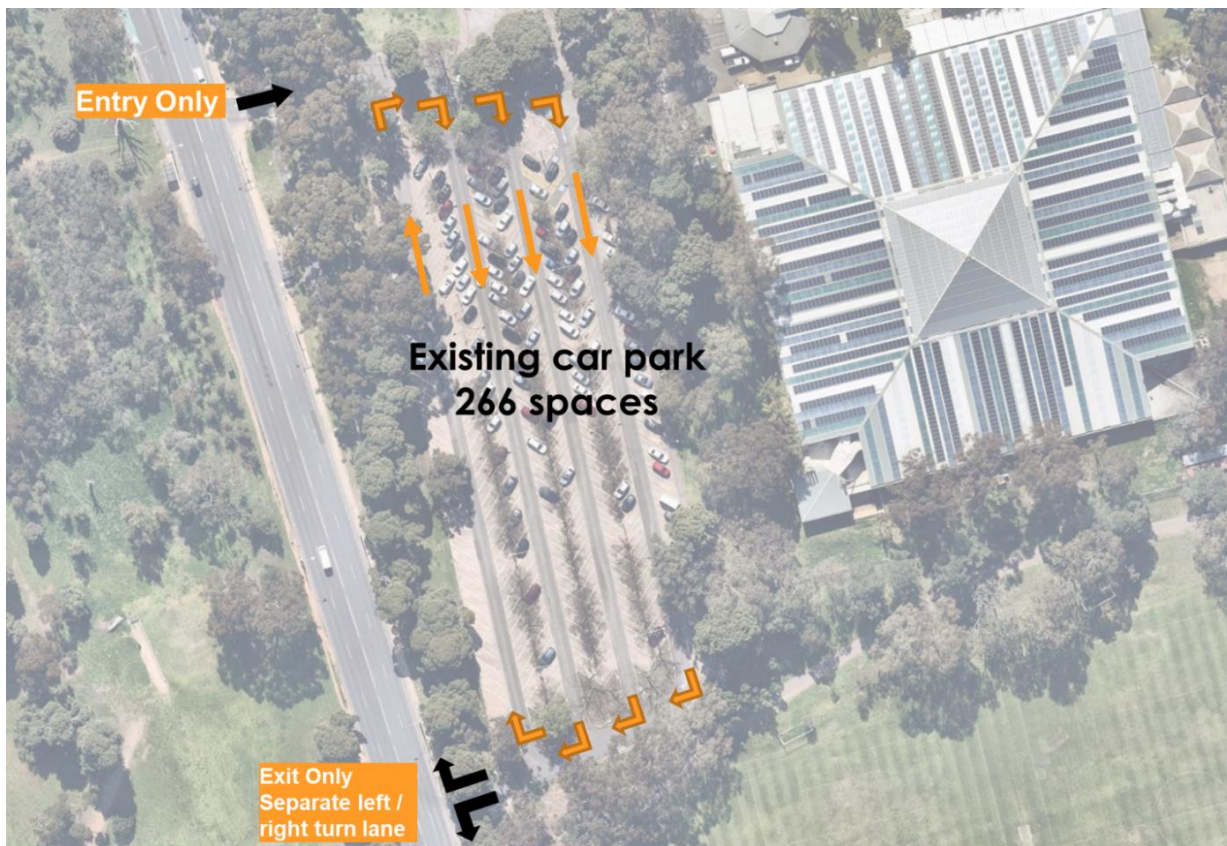


Jeffcott Road looking south at the entrance to the Aquatic Centre car park

## 2.2 Car parking

The entry and exit locations from Jeffcott Road to the existing car park is shown in Figure 2.3. The 266-space 45-degree car park features an entry only access and an exit only access with one-way circulation in the parking aisles. There are a total of 10 disabled parking spaces, located close to the entrance of the swimming centre.

**Figure 2.3: Existing Car Parking in Park 2**



The existing car park at the Adelaide Aquatic Centre with the angled spaces and disabled bays is shown in Figure 2.4.

**Figure 2.4: Existing Adelaide Aquatic Centre Car Park**



Car parking looking south with disabled access spaces

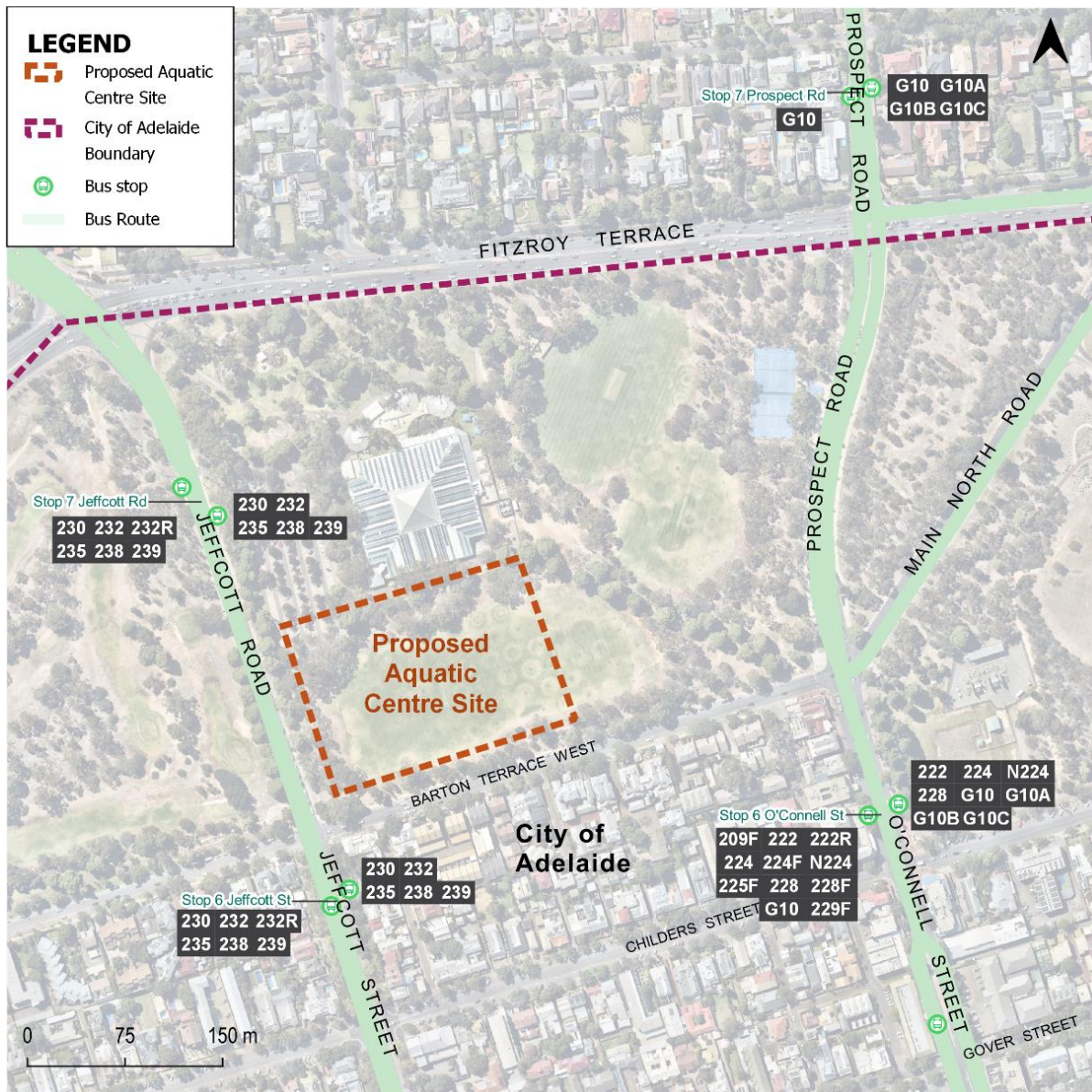


Car park looking south with disabled access spaces

## 2.3 Public transport

Existing bus stops near Park 2 are shown in Figure 2.5. All of the bus stops are on designated Go Zone bus routes.

**Figure 2.5: Existing Bus Stops near Park 2**



Average daily bus boardings from April to June 2019 is shown in Table 2.1. Stop 6 on O’Connell Street has the most daily boardings.

**Table 2.1: Average Daily Boardings (2019) at Bus Stops near the Adelaide Aquatic Centre**

Stop Name	Bus Routes	Average Daily Boarding (April to June 2019)
Stop 7 Jeffcott Rd – West side	230, 232, 232R, 235, 238, 239	6
Stop 7 Jeffcott Rd – East side	230, 232, 235, 238, 239	23
Stop 6 O’Connell St – West side	209F, 222, 222R, 224, 224F, N224, 225F, 228, 228F, 229F, G10	13
Stop 6 O’Connell St – East side	222, 224, N224, 228, G10, G10A, G10B, G10C	47
Stop 6 Jeffcott St – East side	230, 232, 232R, 235, 238, 239	13
Stop 6 Jeffcott St – West side	230, 232, 235, 238, 239	3
Stop 7 Prospect Road – East side	G10	Not available
Stop 7 Prospect Road – West side	G10, G10A, G10B, G10C	Not available

Source: Adelaide Metro boardings from 2019

Bus stops 7 in Jeffcott Road which are the closest to the Adelaide Aquatic Centre are shown in Figure 2.6. Both stops have shelters. Access to the bus stop on the west side of Jeffcott Road requires passengers to wait for a gap in the traffic. The bus stop on the east side of Jeffcott Road does not have a direct footpath from the stop to the entrance to the Aquatic Centre and passengers may walk through the car park. A slightly longer route is via the footpath that exists along the northern side of the car park entrance from Jeffcott Road.

**Figure 2.6: Existing Bus Stop 7 in Jeffcott Road**



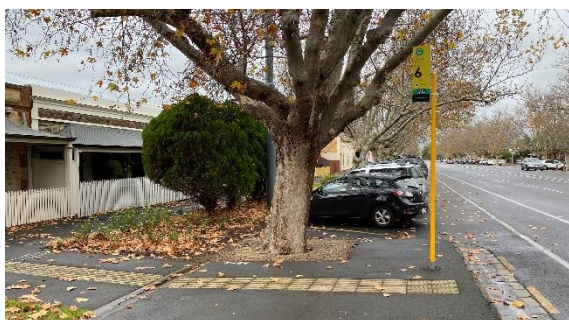
Bus stop on eastside of Jeffcott Road adjacent to the car park



Bus stop on the westside of Jeffcott Road

Bus stops 7 in Jeffcott Street immediately south of Barton Terrace West are shown in Figure 2.7. Both bus stops do not have shelters, but the northbound bus stop on the west side of Jeffcott Street has a bench.

**Figure 2.7: Existing Bus Stop 6 in Jeffcott Street**



Bus stop on eastside of Jeffcott Street looking south



Bus stop on westside of Jeffcott Street looking north

Bus stops 6 in O'Connell Street are shown in Figure 2.8. The bus stop on the west side is located under an awning from the shops and Piccadilly movie theatre. The bus stop on the east side of O'Connell Street has a bus shelter.

**Figure 2.8: Existing Bus Stop 6 in O'Connell Street**



Bus stop on the eastside of O'Connell Street

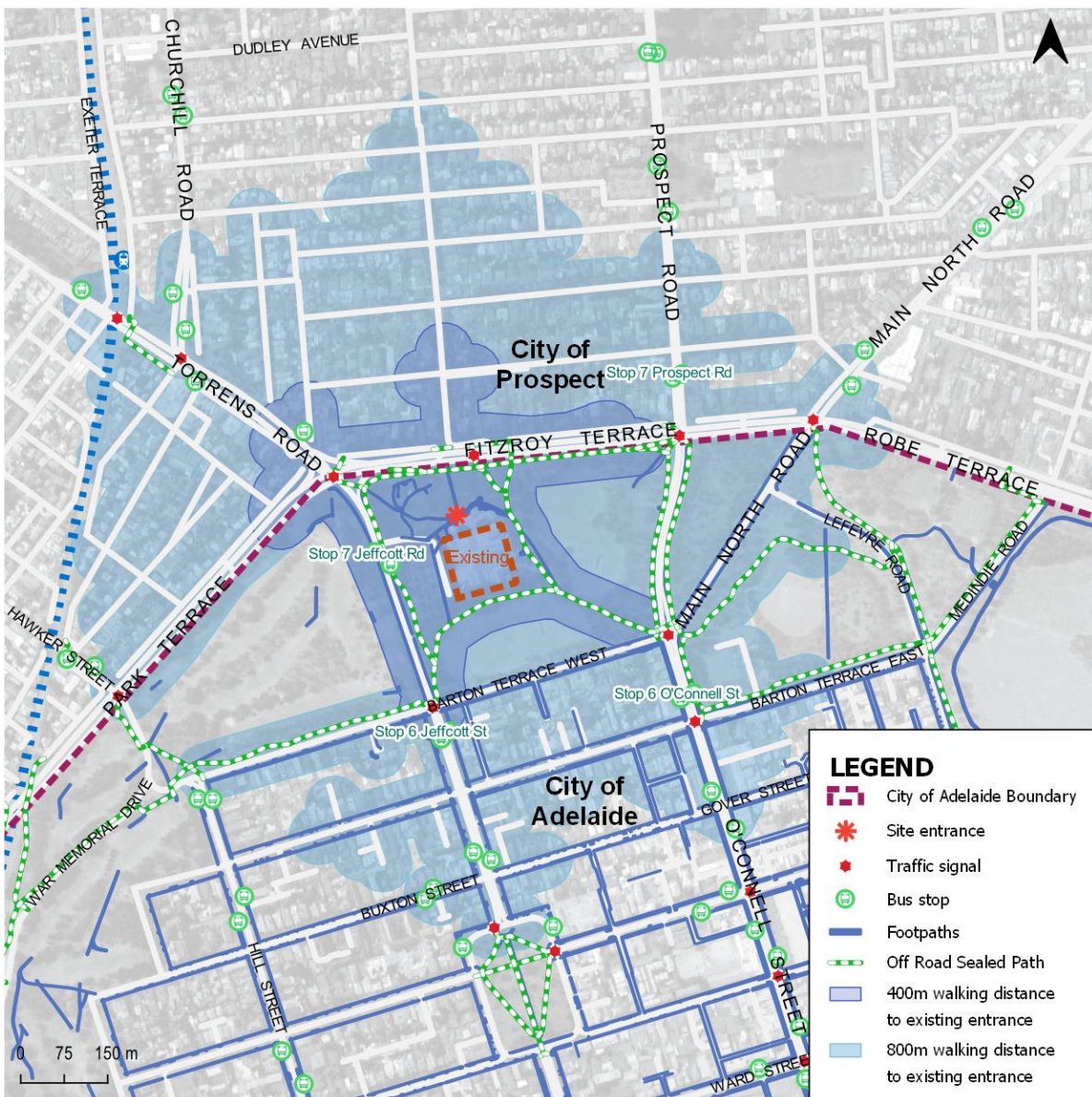


Bus stop on the westside of O'Connell Street

## 2.4 Walk

The walk access to the entrance of the existing Aquatic Centre and the closest bus stops are shown in Figure 2.9.

**Figure 2.9: Existing Walk Accessibility to the Existing Adelaide Aquatic Centre Entrance**

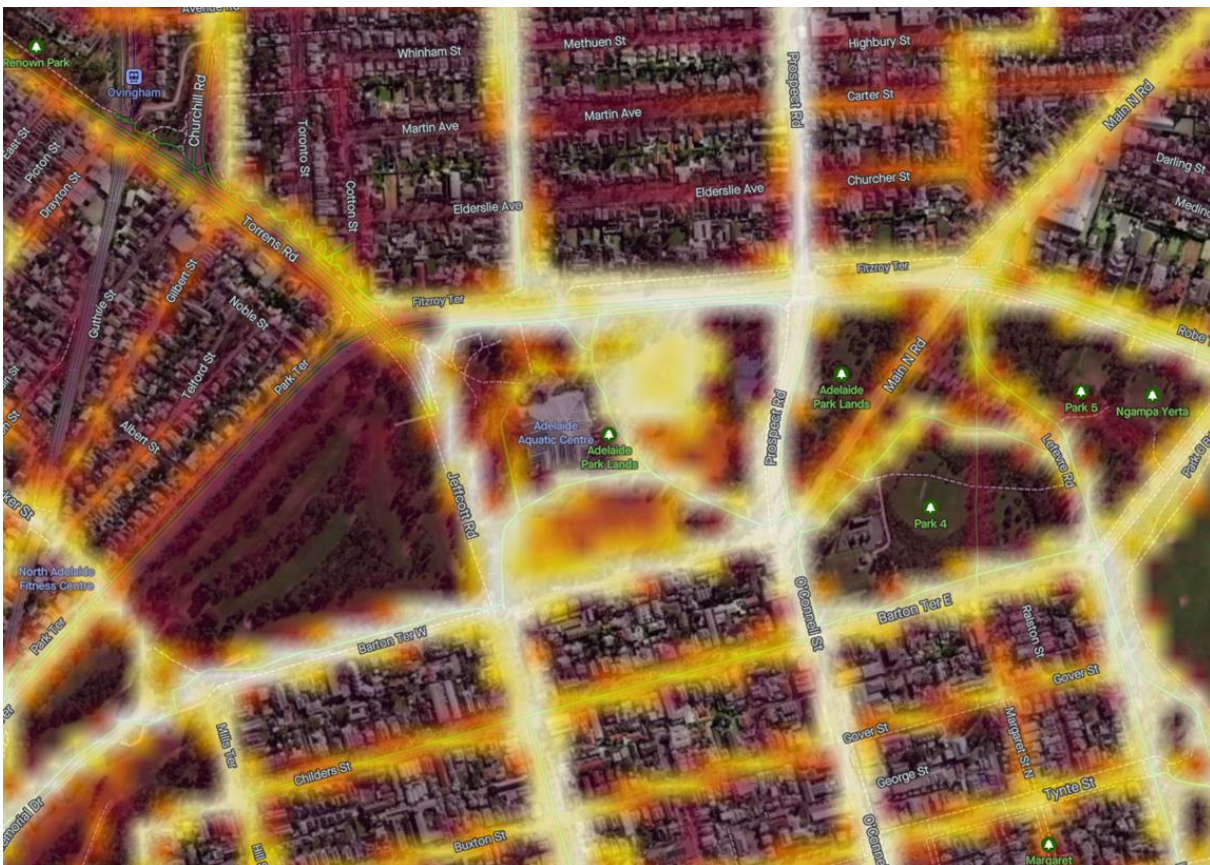


A 400m walking distance is typically equivalent to a 5-minute walk at a speed of 4.8 km/h. It is estimated that about 212 people are within the 400m walking distance of the existing entrance, mainly includes residents along Fitzroy Terrace, Elderslie Avenue and Park Terrace. Stop 7 Jeffcott Road on both sides are within a 200m walk, whereas Stop 7A Torrens Road (Northeast Side) and Stop 6 Jeffcott Street (both sides) are just within a 400m walk.

Within an 800m walk, the catchment reaches the northern end of Wellington Square to the south, Clifton Street in Prospect to the north, the Gawler Railway Line to the west and Park 3 to the east. It is estimated the 800m catchment would include approximately 2,700 residents.

The Strava heatmap for walking is shown in Figure 2.10. It reflects the amount of activity that Strava users do in the vicinity of the Aquatic Centre. Most walking/running activities are within the football oval, along the shared paths within the park and along Prospect Road/Jeffcott Road/Baron Terrace West and Fitzroy Terrace.

**Figure 2.10: Strava Heatmap for Walking near and through Park 2**



Source: <https://www.strava.com/heatmap>

The existing footpaths leading to the Adelaide Aquatic Centre are shown in Figure 2.11.

**Figure 2.11: Footpaths leading to the Adelaide Aquatic Centre**



Path leading to the Aquatic Centre from the corner of Barton Terrace West and Prospect Road



Shared path along Jeffcott Road on the western side of Leroy Oval north of Barton Terrace West

Other footpaths within Park 2 that may be used by patrons to the Adelaide Aquatic Centre are shown in Figure 2.12.

**Figure 2.12: Other Footpaths within Park 2**



Path between the entrance of the Aquatic Centre and Fitzroy Terrace that connects to the Bush Magic Playspace (looking north)



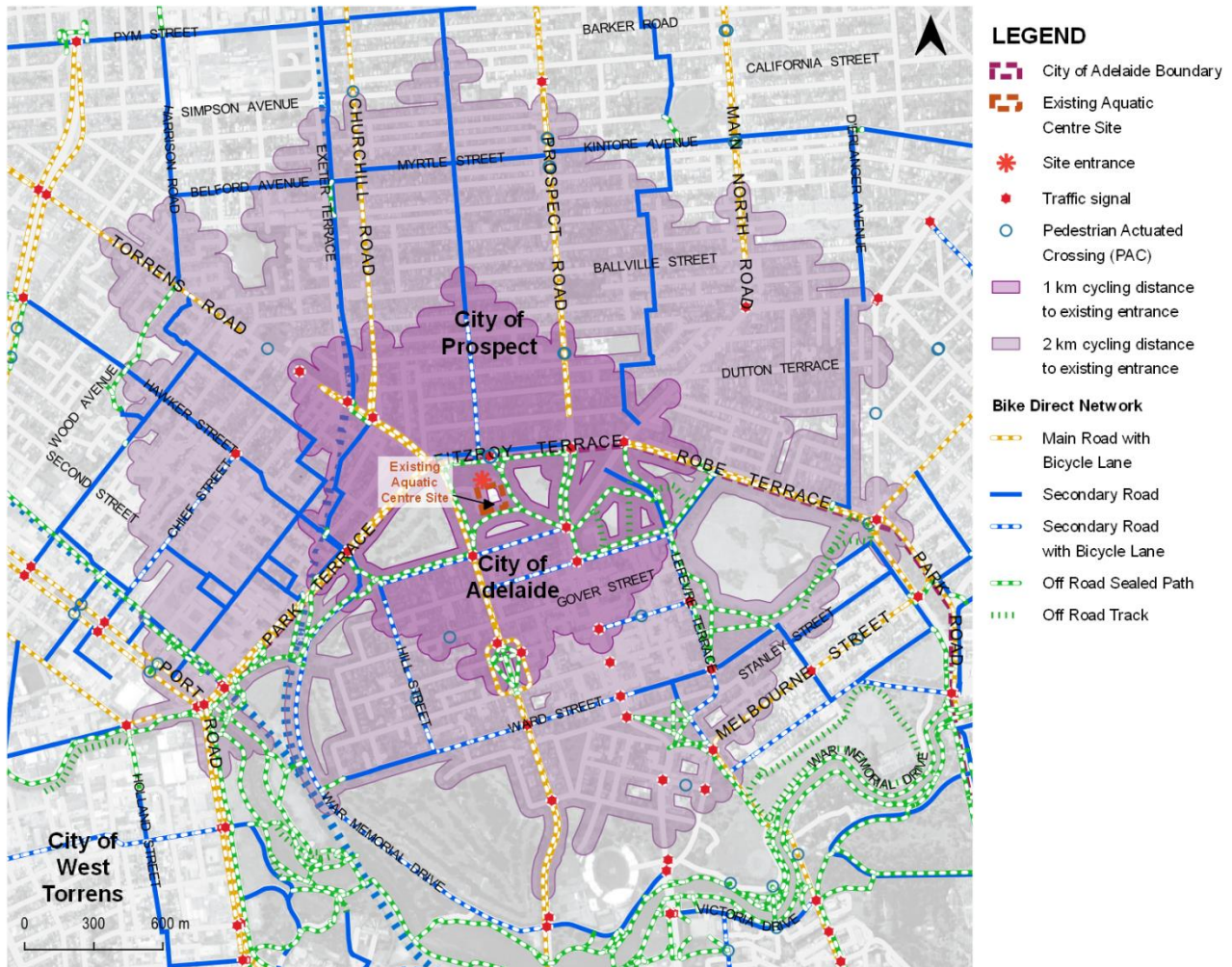
Footpath on the southern side of the Aquatic Centre that connects the central section of Park 2 to Jeffcott Road north of Leroy Oval



## 2.5 Cycling

The existing cycling accessibility to the existing Adelaide Aquatic Centre Entrance is shown in Figure 2.13. There are shared paths within Park 2 and along eastern side of Jeffcott Road and both sides on Prospect Road. There are an estimated number of 4,600 people living in the 1km cycling catchment (equivalent to approximately 10 minutes cycling time). A total of 18,400 people are within a 2km cycling distance to the existing entrance.

**Figure 2.13: Existing Cycling Accessibility to the Existing Adelaide Aquatic Centre Entrance**



The Strava heatmap for cycling is shown in Figure 2.14. Most cycling activities are along Fitzroy Terrace, the shared paths within the park and along Prospect Road/Jeffcott Road and Baron Terrace West.

**Figure 2.14: Strava Heatmap for Cycling near and through Park 2**



(source: <https://www.strava.com/heatmap>)

Bus stop 7 in Jeffcott Street selected streets in Vale Park in the AM and PM periods are shown in Figure 2.15.

**Figure 2.15: Cycle Paths to the Adelaide Aquatic Centre**



Shared path along the west side of Prospect Road between Barton Terrace West and Fitzroy Terrace



On-road bicycle lane along the west side of Jeffcott Road heading to the entrance of the Aquatic Centre

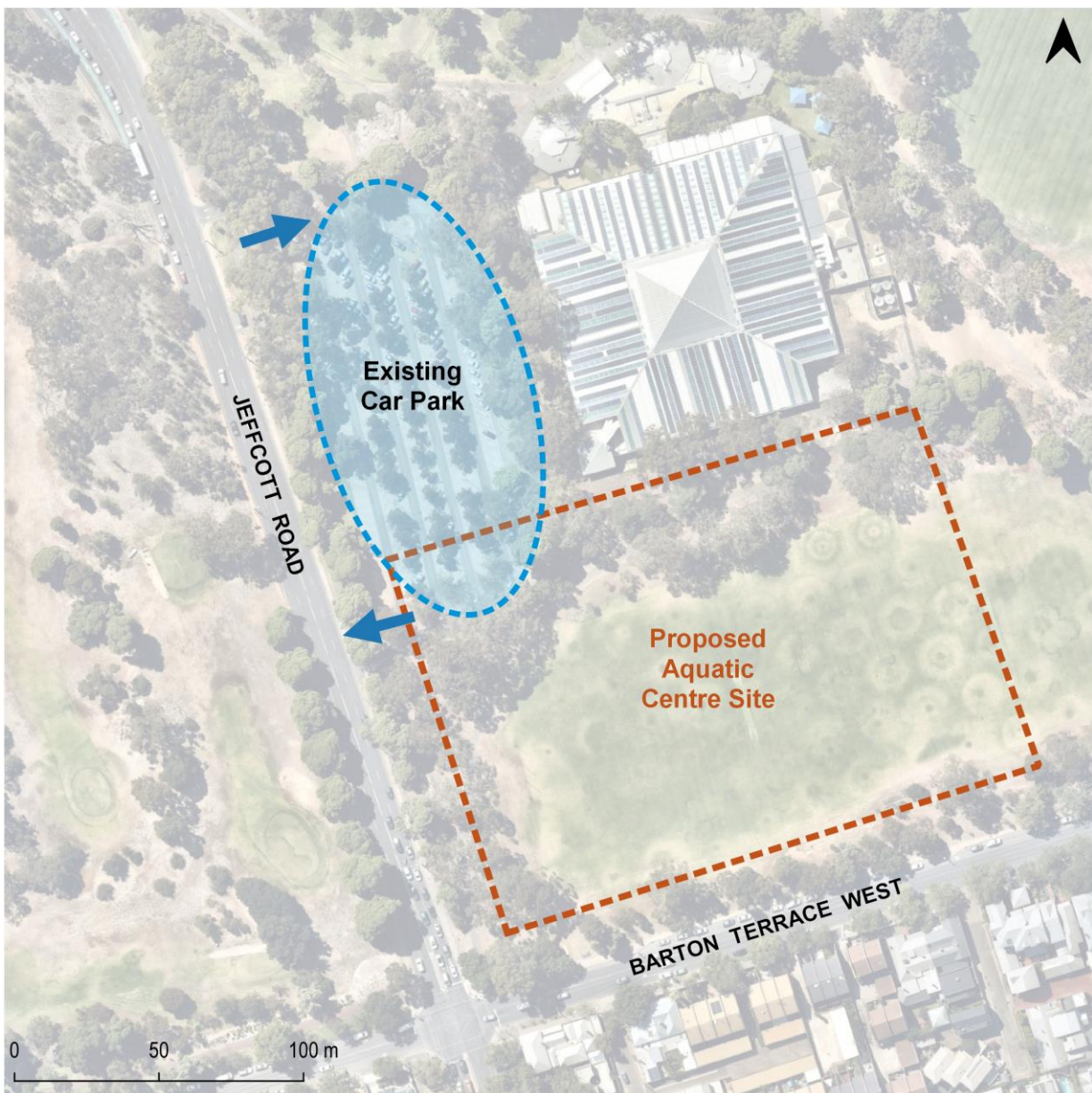
# 3 Traffic

The traffic access to the car park at the proposed location for the new Adelaide Aquatic Centre and the impacts to traffic on the local streets in adjacent residential suburbs of North Adelaide, Fitzroy and Prospect are provided in this section.

## 3.1 Vehicle access

The vehicle access entry and exit locations are expected to remain in the current locations as the existing car park will be repurposed to support the proposed location. The existing site has separate access and egress points to the car park, with a one-way circulation system in operation between the access and egress through the car park. The location of the existing car park and access points in relation to the proposed site is shown in Figure 3.1.

**Figure 3.1: Vehicle Access to the Car Parks for the Proposed Location**



## 3.2 Traffic impacts

While the proposed new Aquatic Centre is largely a like for like replacement, the traffic generation is expected to increase marginally due to the additional attraction of a new and improved facility that has a wider community appeal. This increase is expected to be within the capacity of the existing road network, which is designed for these traffic volumes.

The busiest traffic occurred during the AM weekday peak period heading southbound from 7:30 am to 9:00 am and during the PM weekday peak period heading northbound from 5:00 pm to 6:00 pm. These time periods are not necessarily the busiest for activity to the Aquatic Centre as the traffic generated by patrons to the swimming centre are likely early mornings, evenings and on weekends. Therefore, the traffic impacts with the new Aquatic Centre can be managed with the existing road network and signalised intersections.

The existing access points are well located and could accommodate additional vehicle movements. The impacts on residential streets to the south are likely be minimal as traffic generally continues to use the sub-arterial roads of Jeffcott Road and Jeffcott Street.

While the existing car parking area is likely to continue to be used for parking, the design response could include different configurations of parking. The parking numbers in the Code are sufficient to deal with a future aquatic centre. Bicycle parking is also required under the Code. Both can be suitably accommodated on site.

The area proposed to accommodate an aquatic centre is well located and can be accessed by public transport, cycle connection and pedestrian links. Patrons, visitors and workers of the Aquatic Centre who live in the inner north suburbs and the City of Adelaide.

# 4 Parking Review and Requirements

## 4.1 Car parking provision

Car parking guidelines for developments are set out in the Planning and Design Code. The site is located in the Adelaide Park Lands Zone where lower parking rates are envisaged and prescriptive requirements do not apply.

Parking rates within a Designated Zone are set out in Table 2 within the Transport, Access and Parking section of the General Development Policies in the SA Planning Code. This identifies that there is no minimum or maximum parking provision for non-residential development with the parking provision being considered on the merits of the site use and site location.

General parking rates outside designated zones are set out in Table 1 within the Transport, Access and Parking section of the General Development Policies in the SA Planning Code. For an Indoor Recreation Facility the following rates apply:

- *6.5 spaces per 100 m<sup>2</sup> of total floor area for a Fitness Centre*
- *4.5 spaces per 100 m<sup>2</sup> of total floor area for all other Indoor recreation facilities.*

As the site is not primarily a Fitness Centre, the rate of 4.5 spaces per 100 m<sup>2</sup> is the relevant guideline. The exact size of the proposed new facility is not currently known so the estimate of parking provision has been based on the current facility which occupies a floor area of approximately 11,350 m<sup>2</sup>. This may require in the order of 400 parking spaces.

The new facility is likely to include a provision for general Fitness Centre facilities, as well as small retail and café/ restaurant functions. These uses would very much be expected to function as ancillary uses to the main aquatic centre and would not therefore generate an additional parking demand based on those land uses. This will be confirmed as the building design is developed and the nature and size of those uses is confirmed.

Many of the areas within the current centre are not used by staff or the public (plant areas, storage rooms) and therefore utilising the total floor area is likely to overestimate the realistic parking provision required from a desktop analysis using the Code. However, operational consultation and benchmarking would inform the final requirements. The site is also readily accessible via the Adelaide Park Lands bicycle and shared use paths which would be expected to complement the recreational use of the site for many local residents and is considered further in Section 3.4. The current site provides approximately 266 spaces, which with a more detailed analysis of the final building design and internal floor areas and the wider transport access options may require further validation when all of the facility purposes and use of the space is more fully understood.

### 4.1.1 Bicycle parking provision

Bicycle parking provision for development sites is also defined in the SA Planning Code. Requirements for bicycle parking only apply to Designated Zones, which includes all zones within the City of Adelaide, and are set out in Table 3 within the Transport, Access and Parking section of the General Development Policies in the SA Planning Code. For an Indoor Recreation Facility the following rates apply:

- *1 space per 4 employees plus 1 space per 200 m<sup>2</sup> of gross leasable floor area for visitors*

The exact site area is currently being determined, however based on the functional requirements with a site area of 11,350 m<sup>2</sup>, a total of 56 bicycle parks are estimated for visitors. Exact staff numbers are not known, but they are expected to be in the order of 50 and therefore would require around 12 bicycle parks. Staff bicycle parks should be more secure than visitor bicycle parks reflecting the longer duration of stay.

As the Aquatic Centre could be expected to be a popular destination for cycling access, consideration should be given to increasing the bicycle parking provision for visitors. The Aquatic Centre could also act as a node point for cyclists riding around the Park Lands trail and using the café and restaurant as a stopping point on their ride, providing a supporting facility for cyclists and additional trade for the café and restaurant.



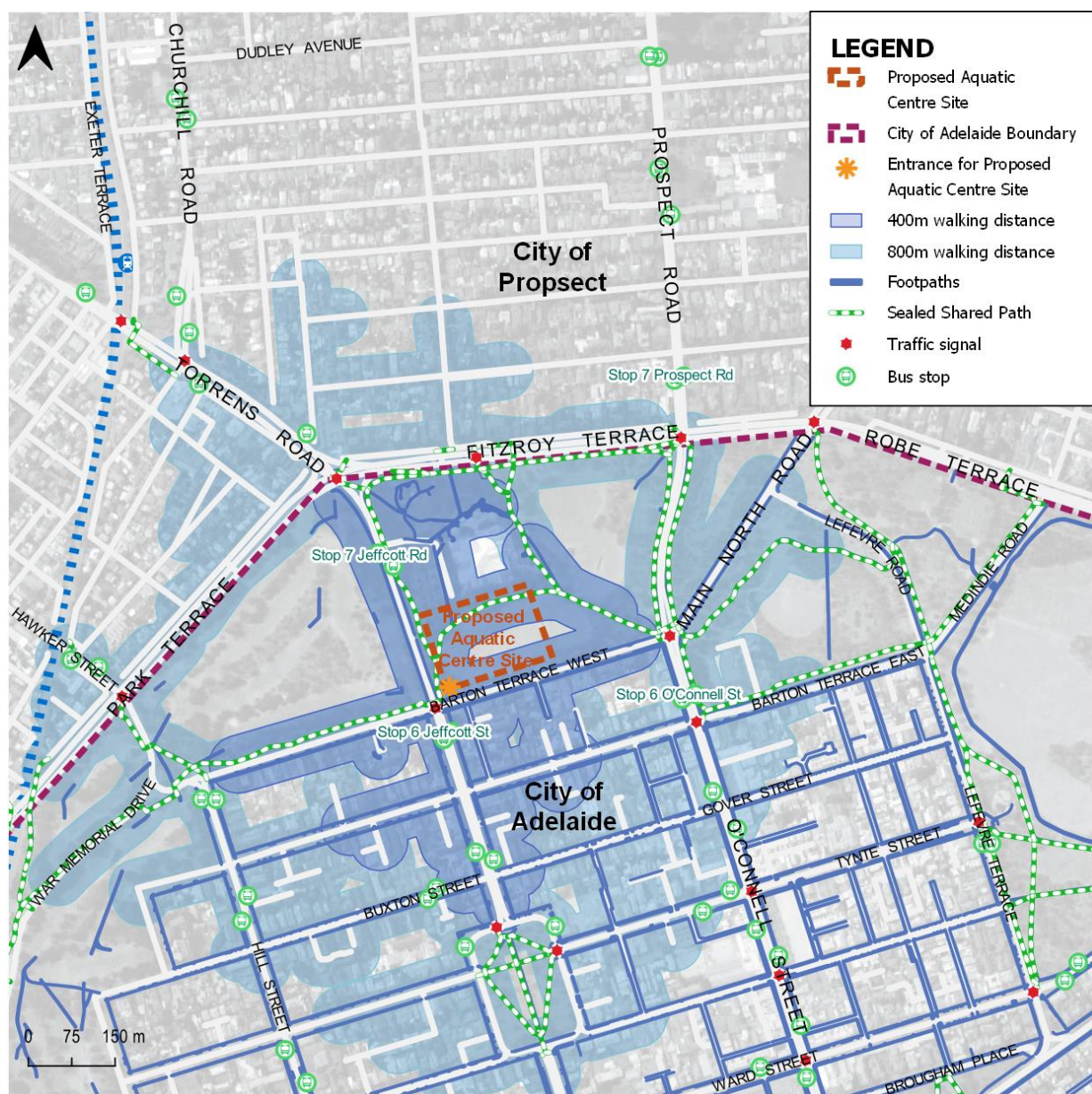
# 5 Access Review for Walking, Cycling and Public Transport

Analysis of the access to the proposed location for the new Adelaide Aquatic Centre via walking along the footpath network, for cyclists via the cycling routes and walk access to the closest bus stops is provided in this section.

## 5.1 Walk access

The comparison of walking accessibility for the 400m and 800m catchment areas for the existing Aquatic Centre and the three proposed site options are shown in Figure 5.1. The walk accessibility catchment maps are also included in Appendix A at a larger size.

**Figure 5.1: Walking Accessibility to the Proposed Site for the Adelaide Aquatic Centre**



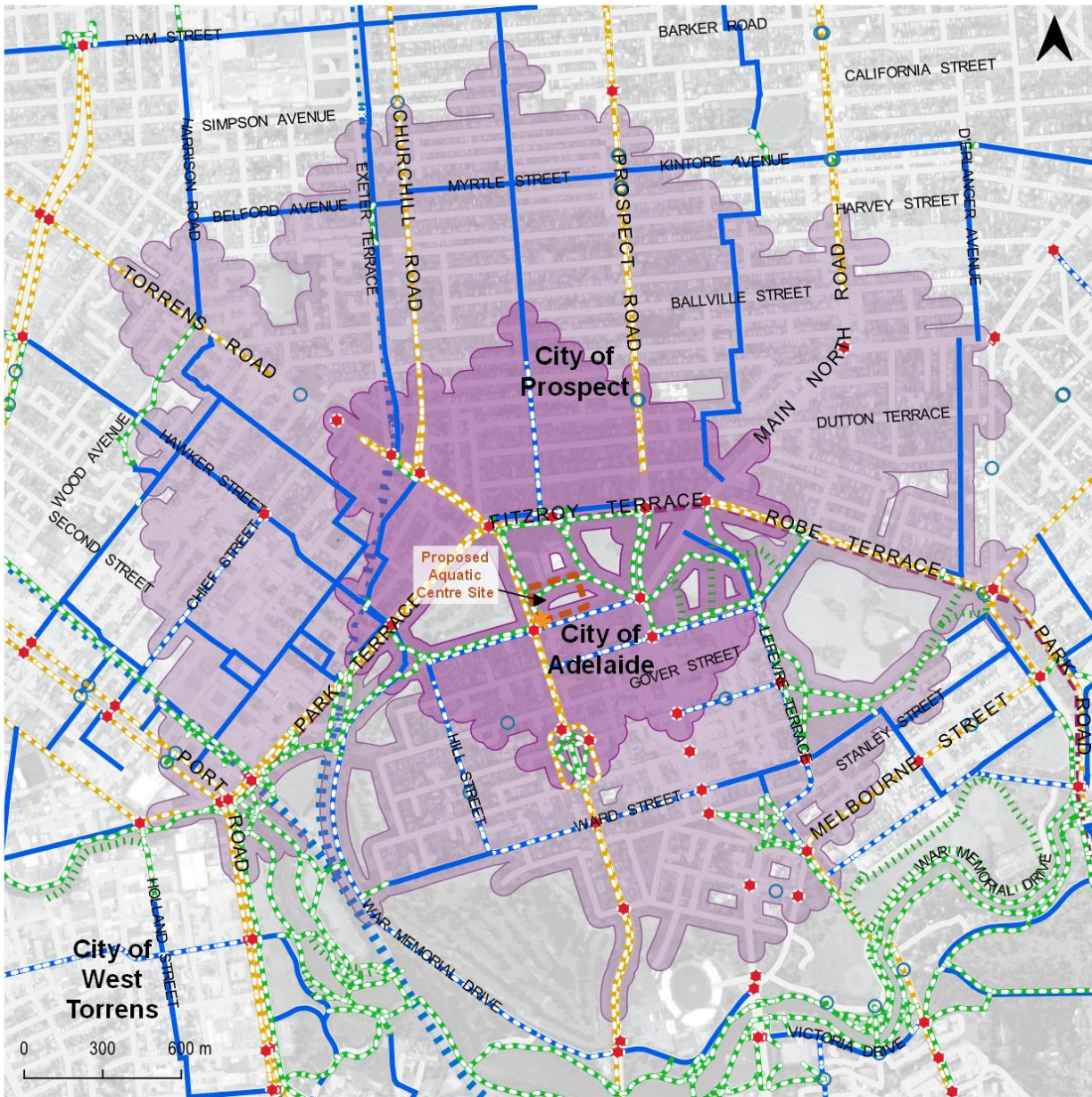
The population based on the 2016 census data within 400m and 800m of the entrance of the proposed site for the new Adelaide Aquatic Centre that is assumed to be at the corner of Jeffcott Road/Barton Terrace West is:

- 713 residents within a 400m walkable catchment
- 2,730 residents within a 800m walkable catchment

## 5.2 Bicycle access

The comparison of cycling network accessibility with 1km and 2km catchments for the existing Aquatic Centre and the proposed site are shown in Figure 5.2. The cycling accessibility catchment maps are also included in Appendix A at a larger size.

**Figure 5.2: Cycling Accessibility for the Proposed Site of the new Adelaide Aquatic Centre**



The population based on the 2016 ABS census within 1- and 2-kilometre cycling distance to the proposed site for the new Adelaide Aquatic Centre at the corner of Jeffcott Road/Barton Terrace West is:

- 4,429 residents within a 1-kilometre cycling distance
- 16,635 residents within a 2-kilometre cycling distance

## 5.3 Public transport

The safe pedestrian routes with the number of traffic signal crossings required for bus passengers to and from the closest bus stops for the four site options are shown in Figure 5.3. The existing site has bus stops in Jeffcott Road west of the Aquatic Centre that require northbound passengers to cross Jeffcott Road without a crossing facility.

Figure 5.3: Public Transport Access to the Bus Stops at the Proposed Site





## 6 Conclusions and Recommendations

From the traffic and transport assessment, the proposed location for the new Aquatic Centre because:

- Traffic at the intersections on Fitzroy Terrace and Prospect Road is likely to increase marginally when compared to the existing situation at the Aquatic Centre with the access locations for entry and exit to the car park remaining on Jeffcott Road. However, this increase will be within the capacity of the existing road network.
- Parking could potentially be provided with the existing car park, but the drop-off zone would need to be relocated to the southern end of the car park closer to the entrance of the Aquatic Centre. The assumptions for the car parking demand would be confirmed during the design development stage.
- The bus stops in Jeffcott Street south of Barton Terrace West are serviced by Go Zone bus routes that are the closest and most convenient public transport to the new Aquatic Centre with a traffic signal for pedestrians to cross.
- The City Connector bus route could potentially be extended to service the Aquatic Centre via Buxton Street, Jeffcott Street, Barton Terrace West, O'Connell Street and Tynite Street using the existing bus stop 6 in Jeffcott Street.
- Walk access is convenient with and safer along Barton Terrace West on the south side and Jeffcott Street from the south and the internal paths in Park 2.
- Cycling access is well catered for with the bicycle network along Jeffcott Road, Jeffcott Street and around Park 2 with the off-road shared paths.
- It minimises the impact on vegetation, trees and sporting reserves in the south-west corner of Park 2.

The access routes to the car park from Jeffcott Road, the bus stops in Jeffcott Street south of Barton Terrace West and the footpath and cycling network is shown in Figure 6.1.

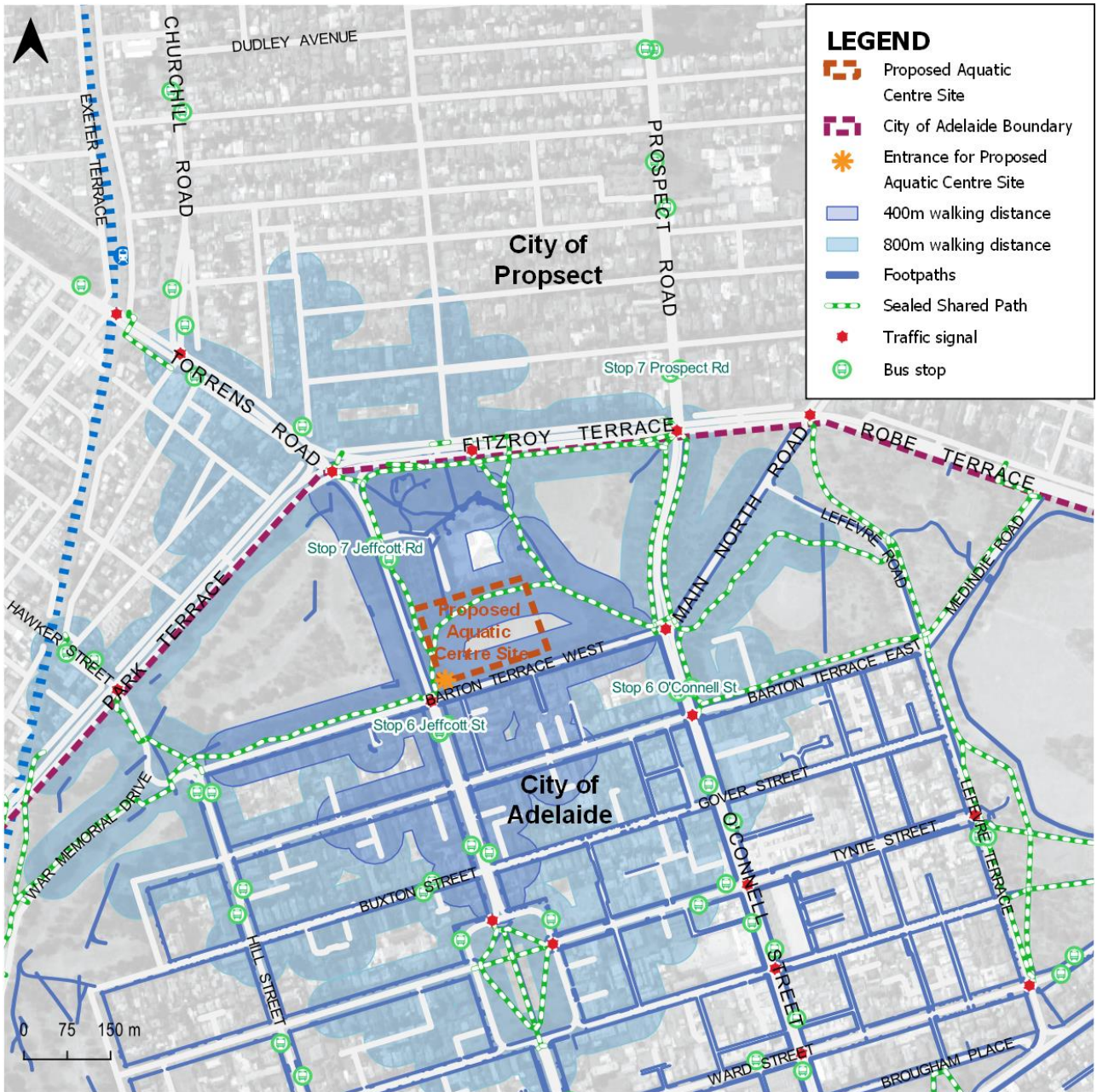
**Figure 6.1: Access Routes to the Proposed Site for the new Adelaide Aquatic Centre**



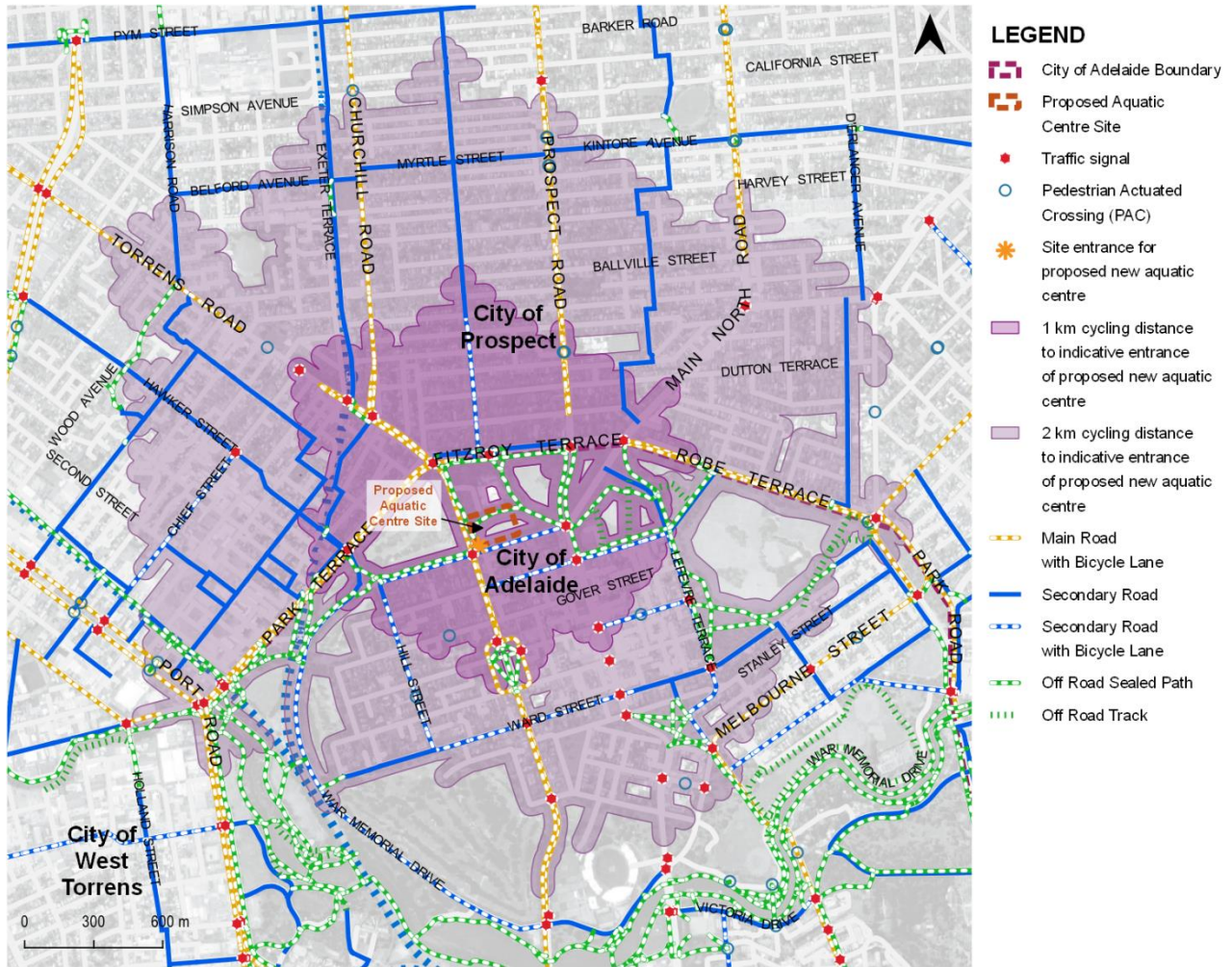
# Appendix A Walking and Cycling Catchment Analysis



Walk Accessibility Catchment Analysis to the Proposed Site at the South-West Corner of Park 2



Cycling Accessibility Catchment Analysis to the Proposed Site at the South-West Corner of Park 2



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