

northern expressway environmental report

E

Part E. Effects of the Port Wakefield Road Upgrade

25. <u>Social and demographic profile</u>	25-1	33. <u>Visual analysis</u>	33-1
26. <u>Land use and zoning</u>	26-1	34. <u>Geology, soils and site contamination</u>	34-1
27. <u>Property</u>	27-1	35. <u>Surface water and groundwater</u>	35-1
28. <u>Transport</u>	28-1	36. <u>Air quality</u>	36-1
29. <u>Noise</u>	29-1	37. <u>Greenhouse gases</u>	37-1
30. <u>Vibration</u>	30-1	38. <u>Flora</u>	38-1
31. <u>Aboriginal heritage</u>	31-1	39. <u>Fauna</u>	39-1
32. <u>Non-Aboriginal heritage</u>	32-1		

25 Social and demographic profile

25.1 Introduction

This section describes the social and demographic profile for the study area that surrounds the Port Wakefield Road Upgrade.

The social and demographic investigations have included:

- a literature review of documents on demographic and social matters, area planning and community development-related reports by State and local governments
- an analysis of demographic data from the SEIFA Census
- an analysis of data that relates to ABS indexes
- consultation with the local governments of Salisbury and Playford
- consultation with emergency service agencies including the South Australian Police (SAPOL) and South Australian Metropolitan Fire Service (SAMFS).

25.2 Communities of interest

The study area has several significant communities of interest:

25.2.1 The residential suburbs east of Port Wakefield Road

Development by the South Australian Housing Trust began at Parafield Gardens in the 1950s. It extended north of the Little Para River in the 1980s and now almost all available residential land has been subdivided.

25.2.2 Mawson Lakes

Mawson Lakes should be considered as distinct from the other residential areas: it is divided from them by the Salisbury Highway, has a different socio-economic character, and has been designed to be integrated with the University of South Australia campus and Technology Park.

25.2.3 St Kilda

The small seaside settlement of St Kilda dates from the mid-nineteenth century. It has its own township growth boundary and is isolated from other residential areas. It has few local services and no public transport. While it attracts visitors from a wide area, it does not service the hinterland beyond, which is largely devoted to horticultural activities centred on Virginia, on the other side of Port Wakefield Road.

25.2.4 Bolivar

This small area bordered by Port Wakefield Road and the SA Water Wastewater Treatment Plant (WWTP) has significant commercial and accommodation facilities. The Highway One Caravan and Tourist Park is home to about 150 long-stay residents. It is also somewhat isolated by Port Wakefield Road from social and retail facilities in the suburbs to the east.

25.2.5 Globe Derby Park

The trotting track and associated equestrian area were established in the 1970s and many of the 330 residents are located in the area because of the equestrian facilities available. There are no major retail, community or schooling facilities in this area which is somewhat isolated by the boundary of Port Wakefield Road. Residents probably feel the isolation less because of higher levels of car ownership.

25.3 Social and demographic profile

The social and demographic profile drawn from the approximately 1000 residents within the study area can be characterised as follows:

- There are a range of age groups with a significant proportion of children aged 0–4 years.
- The area as a whole has a lower educational attainment level than the rest of South Australia.
- There is a higher proportion of home ownership within horticultural areas.
- A higher proportion of households are purchasing a home in the newer suburbs, such as Paralowie and Mawson Lakes.
- Cars dominate the main transport modes and a large percentage of households have two cars.
- The occupational mix for the study area indicates that manufacturing and agricultural activities are dominant. The area also has a range of tradespersons, professionals, clerical, production and transport workers.
- Mawson Lakes is the most wealthy area, Waterloo Corner and St Kilda are the least affluent.

25.4 Socio-economic indexes

The Australian Bureau of Statistics' Socio-economic Indexes for Areas (SEIFA) use a range of measures to rank areas based on their relative social and economic wellbeing. The Index of Relative Socio-Economic Advantage/Disadvantage, developed by the ABS for the 2001 Census, is a continuum of advantage to disadvantage (see ABS Census *Socio-Economic Indexes for Areas 2001. A comprehensive profile of the Australian people*).

The higher an area's index value for the Index of Relative Socio-Economic Disadvantage, the less disadvantaged that area is compared with other areas. For example, an area that has a Relative Socio-Economic Disadvantage index value of 1200 is less disadvantaged than an area with an index value of 900.

The index shows some contrast for people living in the study area, as is indicated by Table 25.1.

Table 25.1

SEIFA indexes scores for derived suburb level areas, Port Wakefield Road

Derived suburb level areas ¹	Index of Advantage/ Disadvantage ²	Rank Advantage/ Disadvantage
Port Wakefield Road study area	924.4	
Mawson Lakes	1123.5	1
Paralowie	920.8	2
Parafield Gardens, Green Fields	905.3	3
St Kilda	884.9	4
Waterloo Corner	859.7	5
Bolivar, Globe Derby Park	857.7	6
South Australian average	973.0	

Notes:

1. Suburb level areas are derived to indicate communities and may not include whole of suburbs. Data from collector districts (CDs) abutting Port Wakefield Road only have been included and may be only a representative part of the broader suburb distinctions of Parafield Gardens, Green Fields, Mawson Lakes and Paralowie.
2. These indexes have been compiled from individual CDs making up the suburb area and the average taken.

Source: ABS 2001 Census.

25.5 Community and social infrastructure

The study area has access to social infrastructure for education, health, community, emergency and recreation facilities but it is, almost all infrastructure is found on the eastern side of Port Wakefield Road in the suburbs of Paralowie, Parafield Gardens and Mawson Lakes, and in the Salisbury Centre a considerable distance to the east. It therefore becomes critical to ensure that the Port Wakefield Road Upgrade continues to allow access to these services with minimal levels of disruption.

25.6 Effects of the upgrade

25.6.1 Accessibility

The roadworks associated with the Port Wakefield Road Upgrade are not expected to have a dramatic social effect on the study area communities because of the minimal nature of the work within the current road alignment, and little acquisition of privately owned land and buildings. The greatest potential for change comes from the effect on accessibility.

Port Wakefield Road Upgrade has the potential to have a more significant effect on communities to the west of the road than those to the east. For those living to the west, Port Wakefield Road is their only means of access to the rest of Adelaide, and they have little in the way of local facilities. None of the roads meeting Port Wakefield Road from the west are signalised, and an increase in traffic volumes on the road can threaten their access. They would be affected by the access points to the road and, in particular, the ability of intersections to enable them to safely and efficiently join or cross the road.

Those most affected will be those whose properties have direct frontage to the road, some of whom (mainly businesses) have no other access to the road network than their Port Wakefield Road frontage. Some rely on passing trade for business. Service roads will need to be constructed where possible to provide safe alternative access to the road. Where this is not possible, traffic restrictions will need to be sensitive to their needs for access.

Communities to the east of the road will be less affected by the upgrade. They interact with the east and the south, rather than the west. Residents in the suburbs of Green Fields, Parafield Gardens, Paralowie and Burton who use Port Wakefield Road for access to the south will need intersections such as at Martins Road to allow them to safely and conveniently use the road.

The current major sensitivities about accessibility for the communities of interest that will be affected by any upgrade of Port Wakefield Road are discussed below:

Rural and potential industrial uses in the Waterloo Corner area

The signalised intersection at the Waterloo Corner Road–Port Wakefield Road junction is used by local traffic associated with nearby horticultural and other agricultural land uses. Current access to Waterloo Corner Road via Heaslip Road can suffer from traffic congestion and safety issues. The existing signalised intersection at Waterloo Corner–Port Wakefield Road will be upgraded and this will alleviate access problems. Any future development of this area into more intensive activities (including urban development including or industry) may require more refined access to the Northern Expressway and Port Wakefield Road.

Changes on Port Wakefield Road will include restrictions through the median openings by only allowing northbound or southbound U-turns. In the case of the Summer–Jobson roads intersection only left turn in/out will be allowed. Some traffic will thus travel north to the first median opening before executing a south U-turn. This is a safer traffic movement option but somewhat less convenient for rural land users in the Waterloo Corner area.

Residents of the eastern suburb areas

The Bolivar Road intersection, which is the main access to the Paralowie residential area from Port Wakefield Road, will be upgraded. A new signalised junction will be created at Ryans Road and the uncontrolled junction with Martins Road will be modified. The current right-turn access from Port Wakefield Road into Victoria Drive (Parafield Gardens) will be removed and only left turn in/out will remain. The main access to the area will be via right-turn access from Martins Road in the south or Bolivar Road in the north. This will be safer than the current situation, but less convenient for some people in the northern section of Parafield Gardens south from the Little Para River.

The existing median openings opposite Whites Road and between Bolivar Road and Deuter Road will be modified to restrict U-turn movements to southbound and northbound facilities respectively. This will have minor effects on this area.

St Kilda township and surrounding rural areas

There are no plans in the Port Wakefield Road Upgrade to alter the St Kilda Road intersection.

Bolivar – extensive utility area and commercial activities

Access to the Bolivar WWTP is via Hodgson Road off Port Wakefield Road. White Horse Inn is located adjacent to Port Wakefield Road and Hodgson Road. Highway One Caravan and Tourist Park has direct access from Port Wakefield Road. The Caltex Service Station also has direct access from Port Wakefield Road.

There will be an upgrade of the existing signalised intersection at Port Wakefield Road–Bolivar Road, at the southern end of the commercial area. Road widening will be required for Port Wakefield Road on its western side but this will not affect access to the commercial sites or Bolivar WWTP. The deceleration

lane southbound on Port Wakefield Road into the Caltex Service Station and Caravan Park will be extended.

The overall effect will be better access to the area via the Bolivar Road intersection and no loss of access to commercial operations in this area.

Globe Derby – trotting track and associated residential area

Access to the harness racing track and residences from Port Wakefield Road is via Daniel Avenue, Ryans Road West and Globe Derby Drive. Only the last of these is signalised. Some properties within this area currently directly access Port Wakefield Road and use the unmade service road alignment for horse training.

The upgrade will affect the movement of some trotting horses to Globe Derby Park for training. The existing unsealed service road that connects Daniel Avenue through to Whites Road on the western side of Port Wakefield Road will be formalised to remove direct access to Port Wakefield Road for residents of a limited number of properties who currently use this. The Ryans Road West junction will be formalised, right-turn access off Port Wakefield Road will be restricted and access to the area from the north can be obtained via Globe Derby Drive. The outcome of these changes will be loss of direct access to Port Wakefield Road from a small number of properties, but safer overall road access to the area.

It is expected that there will be limited effect on communities of interest, which have grown up with the existing road forming a barrier.

An overall positive outcome is expected to be the increase in the efficiency of accessing the road at the significant junctions and more convenient and safer access to the employment and community/recreation activities of the areas that are south and north of the study area.

25.6.2 Construction effects

Roadworks will be specific to particular parts of the route at intersections and in the closure of median strip openings. For those residents on the western side of Port Wakefield Road, short-term delays/restrictions when travelling to services and facilities on the eastern side of Port Wakefield Road may become an issue.

Globe Derby and the St Kilda area in particular, being reliant on all services accessed from the eastern side of Port Wakefield Road, will be sensitive to delays and restrictions when travelling to those services and facilities and therefore relatively short and frequent local trips may become more difficult.

Specific traffic management measures will be implemented during events held at Globe Derby Park.

There will be short-term effects on the caravan park, Caltex Service Station and White Horse Inn and this will influence business activities and cause inconvenience for patrons.

Properties currently accessing Port Wakefield Road in the St Kilda and Globe Derby areas will have disruptions to access. In the Globe Derby case, their long-term access direct to the road will be removed and the road reserve will no longer be available for training purposes.

The area to the east of Port Wakefield Road will generally be affected by restrictions at major intersections (e.g. Bolivar Road, Waterloo Corner Road, Ryans Road) at the time of construction. This will inconvenience those traffic movements using Port Wakefield Road particularly at peak travel times.

There could be confusion for staff and customers when accessing the commercial properties fronting Port Wakefield Road under changed conditions.

25.7 Measures to minimise construction effects

A community awareness program will be developed to advise the community about any potential delays or access changes during construction.

25.8 Conclusion

The Port Wakefield Road Upgrade alters various points of access and major intersections. However, the overall effects are considered to be minor.

The study area has access to social infrastructure with education, health, community, emergency and recreation facilities, almost all of it on the eastern side of Port Wakefield Road in the suburb areas of Paralowie, Parafield Gardens and Mawson Lakes, and in the Salisbury Centre. It therefore becomes critical to ensure that the Port Wakefield Road Upgrade continues to allow access to these services with minimal levels of disruption.

The effects of the Port Wakefield Road Upgrade on communities and individuals are characterised by:

- minimal effect on land and house acquisition with the main changes being some minor land acquisition to improve sections of the road alignment
- accessibility effects mainly caused by the creation of a new service road at Globe Derby Park, restrictions involving median closures, and left-turn only access on and off Port Wakefield Road
- minimal effects on commercial areas along Port Wakefield Road, particularly the Bolivar area, where current operations of the hotel, caravan park and petrol-filling station are sensitive to changes in access
- improvements to the intersections at Waterloo Corner Road, Bolivar Road, Martins Road and Ryans Road enhancing the overall capacity and safety of Port Wakefield Road
- improvement in accessibility for communities and more convenient and time-saving access to the northern suburbs employment market and the central business district.

The traffic arrangements that will result from the Port Wakefield Road Upgrade will improve access to the road at some points and cause some inconvenience at others. There will be improvements to safety throughout.

Port Wakefield Road Upgrade will require specific management measures at the construction and post-construction phases to keep the community well informed about access disruptions.