

Salisbury Town Centre Renewal: *Youth Council Workshop*

Overview

Following on from a presentation to the Youth Council Sub-Committee on Tuesday 8 November 2011, a workshop was conducted on Monday 28 November to present and seek feedback on design options for:

- Salisbury Town Centre – 3 options
- traffic movement on John Street – 4 options

Council staff was on hand to explain the series of options as well as to discuss people's ideas.

There were 7 participants and were invited to indicate which of the 2 sets of options they would award 1st prize, 2nd prize etc. Reasons why people like or didn't like a particular option were recorded on sticky labels.

Participants commented the options for Salisbury Town Centre independently of the traffic movement options for John Street, noting that all four options for John Street could be overlaid on all three options for Salisbury Town Centre.

A pattern of responses emerged with:

- all favouring Option 2 for the STC of extending Church Street to create a high street, with many of these respondents also preferring Option D of transforming John Street into a pedestrian mall;
- as the second preference, participants supported the retention of both the current layout of the STC and traffic movement on John Street (Option 1 and Option A respectively);
- Option 3 for the STC – of focusing new development at the interchange – received opposition to the relocating the heart as well as proposed 8-12 storey heights;
- Options B and C for creating two-way movement on John Street were perceived to improve vehicle access while making it unsafe and too busy.

Irrespective of which of the STC options they support, participants are keen to see the STC given a good 'make-over' and more opportunities for development. Many of the comments received echoed those from the First Stage consultation, with people suggesting a range of initiatives including better use of the Civic Square, Pitman Park / river environment and public realm for entertainment and activities, encouragement of more outdoor cafés, improved safety initiatives and increased access to community facilities and services given anticipated population growth.

Views gathered from *Youth Council Workshop* will be considered by Council along with an analysis of Street Talk Two and responses to the feedback sheet included in latest Bulletin which also outlined the various options for STC and traffic movements.

STC OPTIONS: SUMMARY OF COMMENTS

Three options were presented about how the Salisbury Town Centre could develop:

- Option 1 – to revitalise the current heart of the STC
- Option 2 – to reinforce and extend the heart of the STC by extending Church Street to create a high street
- Option 3 – to relocate the centre to the interchange.

For each option, a visual diagram was displayed together with a description of the proposed, heart of the centre, height of buildings, road layout and key gateways/entry statements.

As shown in Table 1, all participants tended to have similar views with:

- Everyone (100.0%) preferring Option 2
- Option 2 was their second preference, followed by Option 3.

Table 1: Preferences for STC Options

Options	1st	2nd	3rd
1: Revitalise the current heart of the STC	0	5	2
2: Reinforce and extend the heart of the STC	7	0	0
3: Relocate the heart of the Centre to the Interchange	0	2	5
TOTAL	7	7	7

Key reasons underpinning participants' view points related to:

The height of buildings

- Some people expressed opposition to development of 8-12 storeys for Option 3 although everyone supported for increased development activities and associated activities

Character

- Options 1 and 2 were seen as more in keeping with the current character of the STC with people valuing its 'village like' atmosphere.
- Following on from the above point, people thought Option 1 and 2 strengthen the existing structure of the STC ie John Street and the assets of the whole centre (eg shops, banks, community facilities, improved access to the Pitman Park/river environment).

Access

- Access to car parks featured heavily in discussions. Participants suggested balancing the need to retain the existing parking provision while promoting pedestrian friendly environment.
- Although many of the participants had driven to STC and were predominantly in favour of providing easy vehicular access and more parking, the importance of adjacent public transport and an enhanced pedestrian experience in STC was acknowledged.
- Re difficulties accessing STC from Park Terrace, especially from Salisbury Highway, due to long traffic light waits at the both intersection of Park Tce/Salisbury Hwy and railway crossing into Park Tce,

suggestion was made to place a measure to encourage traffic to use new Church Street extension as a main entrance (eg by narrowing Park Terrace).

OPTION 1: REVITALISE THE CURRENT HEART OF THE STC

<p>What do you like?</p> <ul style="list-style-type: none"> • Improved development opportunities along John Street • Updating of the existing John Street would make it easier for adapting for existing residence 	<p>What don't you like?</p> <ul style="list-style-type: none"> • John Street is already busy with limited car parking • Not enough of a major difference for a renewal • Not as much development for getting other existing spaces being promoted 	<p>What's missing?</p> <ul style="list-style-type: none"> • Car parking • Development opportunities (will be limited with this option) • Focus on the wider area – Marketing Strategy to promote the whole STC
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OPTION 2: REINFORCE AND EXTEND THE HEART OF THE STC

<p>What do you like?</p> <ul style="list-style-type: none"> • Improved access to the Pitman Park and the river • More development opportunities provide more opportunities for access to shops and better use of the Pitman Park / river environment (eg cafes, businesses and residential development facing onto park) • Increased use of the Pitman Park would also make the river environment safer • Retains the essential atmosphere and character of STC while strengthening John Street as mainstreet 	<p>What don't you like?</p>	<p>What's missing?</p> <ul style="list-style-type: none"> • Car parking • Need a measure to encourage traffic to use new Church Street extension as a main entrance (eg by narrowing Park Terrace) • More activities at the Pitman Park
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OPTION 3: RELOCATE THE HEART OF THE CENTRE TO THE INTERCHANGE

<p>What do you like?</p> <ul style="list-style-type: none"> • Like the idea of building things around this very used space • Would upgrade the interchange and improve safety 	<p>What don't you like?</p> <ul style="list-style-type: none"> • Will increase congestion at the interchange as well as the railway line crossing • Proposed building heights are too high • Too much of a change • Heart should remain in John Street • Building in this location will be detrimental to not only shops in John Street but also for the STC 	<p>What's missing?</p> <ul style="list-style-type: none"> • Does not take the other underutilised spaces into consideration
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TRAFFIC MOVEMENT: SUMMARY OF COMMENTS

Four options were presented regarding traffic movement in John Street:

- Option A – leave as is with one-way traffic only (with on-street parking)
- Option B – make John Street two-way without buses (no on-street parking)
- Option C – make John Street two-way with buses (no on-street parking)
- Option D – remove vehicles and create a mall (no on-street parking)

As shown in Table 2, there were mixed views amongst participants with:

- 28.6% preferring Option A
- 14.3% preferring Option B
- 57.1% preferring Option D
- Option C was the least preferred option

Table 2: Preferences for Traffic Movement Options

Traffic Movement Options	1st	2nd	3rd	4th
A: One way traffic	2	2	3	0
B: Two way traffic no buses	1	2	3	1
C: Two way traffic with buses	0	1	0	6
D: No Vehicles	4	2	1	0
TOTAL	7	7	7	7

The qualitative comments recorded indicate that these differing preferences reflect different priorities with regard to transport modes – ie vehicular, pedestrian or public transport – as well as access to car parking.

Option A

- Those preferring Option A, consider the current situation is working well (ie movement and atmosphere), familiar with it; therefore any change would be unnecessary. They also value the opportunity for on-street car parking.

Option B

- In contrast, those preferring Option B believe this option would increase convenience for drivers.

Option D

- Those preferring Option D placing greater emphasis on both pedestrian safety and amenity. They also thought that this option would only work with STC Option 2.
- However, people also thought that the mall would only work well with increased activities eg shops, cafes being open even at night time and more people using throughout the day and evening to provide a greater sense of security.

Irrespective of which option, more car parking is required. This needs to be conveniently located to John Street or immediately adjacent to John Street. A number of participants re-iterated comments about the need to brighten up John Street, especially the Town Square to create a more attractive and vibrant area. They also wanted to see the Interchange being upgraded.

TRAFFIC MOVEMENT: OPTION A – ONE WAY TRAFFIC

<p>What do you like?</p> <ul style="list-style-type: none"> • Maintains on street car parking - good for business • Works well now – not too busy and good atmosphere • Good atmosphere 	<p>What don't you like?</p>	<p>What's missing?</p>
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TRAFFIC MOVEMENT: OPTION B – TWO WAY TRAFFIC NO BUSES

<p>What do you like?</p> <ul style="list-style-type: none"> • Easier to get around by car • Better for businesses – shops would thrive 	<p>What don't you like?</p> <ul style="list-style-type: none"> • No on street car parking • Reduced amenity from heavier traffic 	<p>What's missing?</p> <ul style="list-style-type: none"> • Car parking
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TRAFFIC MOVEMENT: OPTION C – TWO WAY TRAFFIC WITH BUSES

<p>What do you like?</p> <ul style="list-style-type: none"> • Easier for people to come to STC by car as well as bus 	<p>What don't you like?</p> <ul style="list-style-type: none"> • Too dangerous especially for children and older people • Too busy – need a pedestrian friendly environment to businesses to thrive • No on street car parking 	<p>What's missing?</p> <ul style="list-style-type: none"> • Car parking
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TRAFFIC MOVEMENT: OPTION D – NO VEHICLES

<p>What do you like?</p> <ul style="list-style-type: none"> • Idea of being able to stroll up and down a mall – like Rundle Mall • More pleasant and relaxing experience • Allows opportunities for alfresco eating areas • Encourages walking – healthier • It would work really well if the Church Street gets extended (Option 2) 	<p>What don't you like?</p> <ul style="list-style-type: none"> • The area (ie John Street, Civic Square, interchange) would need upgrade to create more inviting public realm 	<p>What's missing?</p> <ul style="list-style-type: none"> • Need to ensure there is adequate car park immediately adjacent to mall • Possibility of kiss and ride sections? • Consider only with Option 2 • It would only work with an increase of shops and attractions to draw residence towards the street for use
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