

Salisbury Town Centre Renewal: *Street Talk TWO*

Overview

Continuing on from the success of the first *Street Talk* held in June 2011, Salisbury Council held a second *Street Talk* on Thursday 24 November 2011 on the corner of John and Church Streets utilising the external windows of the Salisbury Library. In addition to the visual display, participants were attracted by the sausage sizzle (staffed by Northern Volunteers) as well as a face painter.

The aim of *Street Talk TWO* was:

- To report back on what community members have told us so far about what they like/don't like about the STC now as well as ideas of how they would like it to be improved.
- To present and seek feedback on design options for:
 - Salisbury Town Centre – 3 options
 - traffic movement on John Street – 4 options

Council staff and consultants, Natalie Fuller and Associates, were on hand to explain the series of options as well as to discuss people's ideas.

Under a banner of '**You be the Judge**', participants 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.

It is estimated that over 300 people stopped to view the displays. While some people chose not to 'award a prize' (generally because they did not understand or did not have time to study the proposals), the majority of participants indicated their preferences and provided comments, which are summarised in this document.

Participants were invited to comment 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 overlayed on all three options for Salisbury Town Centre. While mixed views were expressed, a pattern of responses emerged with:

- about a quarter of the participants supporting the retention of both the current layout of the STC and traffic movement on John Street (Option 1 and Option A respectively);
- about a half 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;
- Option 3 for the STC – of focusing new development at the interchange – receiving the most variable views of either support from those keen to really modernise the STC or opposition to the proposed 8-12 storey heights;
- Options B and C for creating two-way movement on John Street increasing vehicle access.

Irrespective of which of the STC options they support, participants are keen to see the STC given a good clean up and 'make-over'. Many of the comments received echoed those at the first *Street Talk*, with people suggesting a range of initiatives including better use of the Town Square and public realm for entertainment and activities such as street markets, encouragement of more outdoor cafés, upgrading of Parabanks, improved access to car parking, improved safety initiatives and increased access to community facilities and services given anticipated population growth.

Views gathered from *Street Talk Two* will be considered by Council along with an analysis of 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, there were mixed views amongst participants with:

- Just over a quarter (26.6%) preferring Option 1
- Just over a half (55%) preferring either Option 2
- Only 18% preferring Option 3

It should be noted that the above breakdowns are indicative only of preferences, as some participants put more than one sticker on their preferred option.

While the majority of participants tended to only award a first prize, where they didn't like an option they awarded this the last prize. Of note is that Option 3 attracted significantly more 'third prize' nominations.

Table 1: Preferences for Traffic Movement Options

Options	1st	2nd	3rd
1: Revitalise the current heart of the STC	56	23	9
2: Reinforce and extend the heart of the STC	116	16	6
3: Relocate the heart of the Centre to the Interchange	38	9	32
TOTAL	210	48	47

Key reasons underpinning participants' view points related to:

The height of buildings

- Many people expressed opposition to any development higher than 3-4 storeys. Comments such as "We don't want a 'Goldcoast'" and "Mawson Lakes design is ugly" were recorded.
- The proposed height of 8-10 storeys for Option 3 was therefore strongly opposed by a number of participants, while in contrast those who supported this option like its 'modern' approach.

Character

- Following on from the above point, Options 1 and 2 were seen as more in keeping with the current character of the STC with people valuing its 'village like' atmosphere.

- It was noted that many people had difficulty imagining proposed changes in building stock without images to guide them. In drilling down to a more detailed plan, it would be useful to provide artist's impressions of how the Centre could look like.

Access

- Traffic into and around the STC particularly access to car parks featured heavily in discussions.
- As highlighted in stage 1 consultations, many participants identified 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. This results in a preference to access STC from Salisbury Hwy turn off north of the underpass (near Pitman Park).
- Based on the above, Option 2 was seen as a preferred option by many.
- Conversely Option 3 was preferred by some because of its utilisation of public transport. 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 access to parking: suggestions included exploring opportunities for park'n'ride with a free shuttle bus to make the whole of STC car-free to increased free or subsidised car-parking.

OPTION 1: REVITALISE THE CURRENT HEART OF THE STC



What do you like?

- Working OK now – so leave it as is

What don't you like?

- Proposed maximum height of 6 storeys is too high

What's missing?

- Modern shopping complex – improve Parabanks – could make this multi-storey rather than increase height of shops in John Street
- Car parking
- Cafés open at night
- More entertainment
- Bus stop closer to Parabanks

OPTION 2: REINFORCE AND EXTEND THE HEART OF THE STC



What do you like?

- Still convenient and easy to get around plus provides opportunities to make better use of the Pitman Park / river environment (eg cafés, businesses and residential development facing onto park)
- Retains the essential atmosphere and character of STC
- Will ease pressures on John Street (option 1) and not as concentrated as option 3
- Newer / higher buildings will add more vibrancy / excitement
- Opportunities to create a pleasant setting for new affordable office spaces that build onto existing assets (eg interchange, shops, offices)

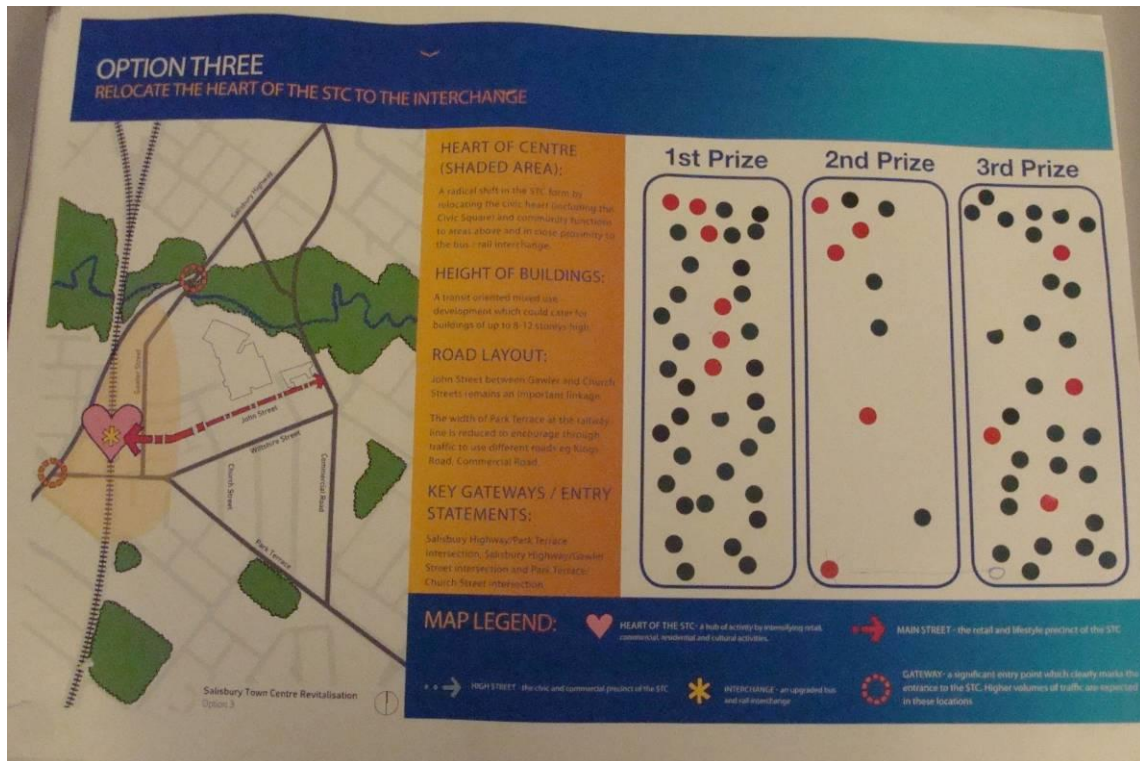
What don't you like?

- Proposed maximum height of 6 storeys is too high
- Current activities on Pitman Park do not make it suitable for family fun

What's missing?

- Church Street extension to only be one way OR a mall
- New library closer to civic square with grassed areas for sitting – to relax / enjoy
- Play spaces for children – opportunities to create water feature (eg pond / lake / ducks) as well as playgrounds, picnic areas/BBQs, walking trail
- Rebuild and modernise Council offices
- Under this option could still have some shops at interchange

OPTION 3: RELOCATE THE HEART OF THE CENTRE TO THE INTERCHANGE



What do you like?

- Like the idea of a much more modern design
- Centre would be much more core convenient for public transport users
- In particular allows people living in Salisbury who commute to Adelaide for work the opportunity to better access shops
- Would upgrade the interchange and improve safety

What don't you like?

- Heart should remain in John Street
- Proposed building heights are too high – should not be more than 3-4 storeys
- Will increase congestion at interchanges as well as the railway line crossing
- Building in this location will be detrimental to shops in John Street

What's missing?

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:

- a quarter (25.5%) preferring Option A
- just over a quarter (27.5%) preferring either Option B or C
- nearly a half (47%) preferring Option D.\

It should be noted that the above breakdowns are indicative only of preferences, as some participants put more than one sticker on their preferred option.

Table 2: Preferences for Traffic Movement Options

Traffic Movement Options	1st	2nd	3rd	4th
A: One way traffic	67	8	5	9
B: Two way traffic no buses	27	12	12	4
C: Two way traffic with buses	45	5	10	21
D: No Vehicles	122	8	4	5
TOTAL	261	33	31	39

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, familiar with it; therefore any change would be a waste of money. They particularly value the opportunity for on-street car parking.

Options B and C

- In contrast, those preferring either Option B or C believe these options would increase convenience for drivers.
- Those that chose Option C overwhelmingly did so with idea of strengthening links between the Salisbury Interchange and that a bus to stop at Parabanks would encourage use of public transport to travel to STC, especially for people with mobility issues and heavy shopping.

Option D

- Those preferring Option D placing greater emphasis on both pedestrian safety and amenity. Many considered that the road is too narrow to safely accommodate both pedestrians and vehicles.

- However, when asked what a mall might feel like at night, responses indicated that it would not feel safe and that it would be essential to provide adequate lighting, regular police patrols and to have a shorter section of no vehicle space so that there would be clear sight lines through the proposed 'mall'. Despite these negatives, a number of community members who liked the idea of a 'mall' said the pedestrian safety during the day would outweigh the night-time negatives.

Some participants suggested variations to the options, namely:

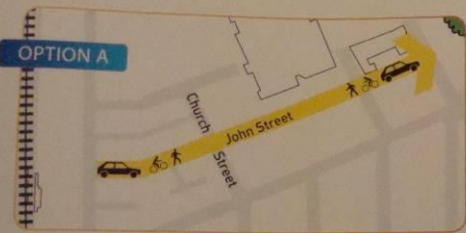
- For Option A: changing the direction of one-way travel to go west from Church Street to interchange and east from Church Street to Commercial Road
- For Options B and C: Removing shops to widen the road carriageway to better allow for two-way traffic
- For Option D: Only create a mall along John Street east of Church Street, and continue to allow traffic between Church and Gawler Streets.

Irrespective of which option, more car parking is required. This needs to be conveniently located to John Street. In particular, more disability parking is required. 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.

TRAFFIC MOVEMENT: OPTION A – ONE WAY TRAFFIC

**TRAFFIC MOVEMENT
OPTIONS ON JOHN STREET**


THROUGHOUT THE CONSULTATION PERIOD, WE HAVE HEARD DIFFERENT IDEAS FOR HOW TO IMPROVE TRAFFIC MOVEMENTS ON JOHN STREET. SOME OF THESE HAVE RANGED FROM MAKING IT ONE-WAY FOR VEHICLES TO MAKING IT INTO A PEDESTRIAN MALL (WITH NO VEHICLES). WE NOW LIST YOUR PREFERENCE ON THE FOLLOWING FOUR OPTIONS.




OPTION A: ONE WAY TRAFFIC

- Pedestrians, cyclists and cars share the carriageway like now
- One-way vehicle traffic in a low speed environment
- On street car parking
- No buses

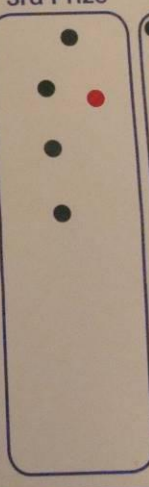
1st Prize



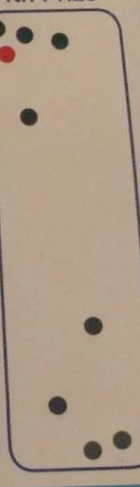
2nd Prize



3rd Prize



4th Prize



What do you like?

- Works well now
- Maintains access to on-street car parking
- People are already familiar with this (especially older people)
- Cheaper – don't waste money on changes
- Insufficient space for 2 lanes of traffic

What don't you like?

- Area needs an upgrade
- Current street is too busy with vehicle movement, car parking and pedestrians
- Currently situation is congested with insufficient width for on-street car parking (eg people park on yellow lines)
- Limited space results in car accidents
- People are too lazy to park and then walk
- Minimizes space for pedestrians as well as on-street activities

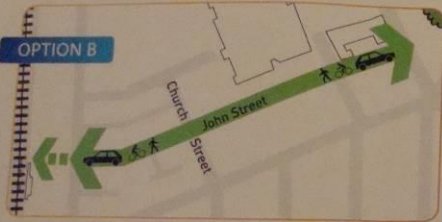
What's missing?

- Could consider one-way travelling west from Church Street and travelling east from Church St

TRAFFIC MOVEMENT: OPTION B – TWO WAY TRAFFIC NO BUSES

TRAFFIC MOVEMENT OPTIONS ON JOHN STREET

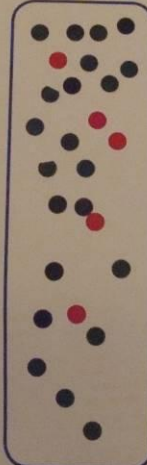
DURING THE CONSULTATION PROCESS, WE HAVE HEARD DIFFERENT IDEAS FOR HOW TO IMPROVE TRAFFIC MOVEMENTS ON JOHN STREET. SUGGESTIONS HAVE RANGED FROM MAKING IT TWO WAY BUT EXCEPTED MAKING IT INTO A PEDESTRIAN ATALL (WITH NO VEHICLES). WE WANT TO HEAR YOUR PREFERENCE ON THE FOLLOWING FOUR OPTIONS.




OPTION B: TWO WAY TRAFFIC WITH NO BUSES

- The carriageway will be redesigned to cater for pedestrians, cyclists and cars
- Two-way vehicle traffic in a low speed environment
- Increased traffic volumes
- No on street car parking
- No buses
- Link into interchange by extending John Street carriage way to the intersection

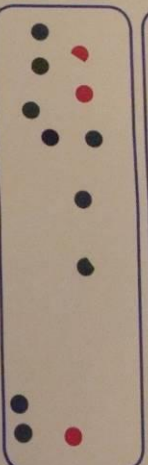
1st Prize



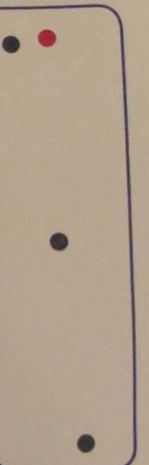
2nd Prize



3rd Prize



4th Prize



What do you like?

- Easier to get around by car
- Better for businesses – shops would thrive
-

What don't you like?

- Focuses all buses at interchange not in and around STC
- Too busy – would reduce pedestrian amenity

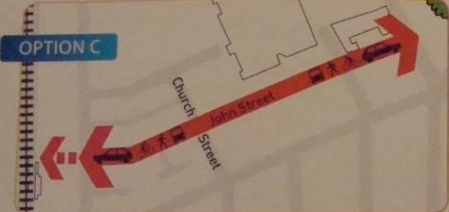
What's missing?

- Could move shops to make street wider – as currently not enough space for two-way traffic

TRAFFIC MOVEMENT: OPTION C – TWO WAY TRAFFIC WITH BUSES

**TRAFFIC MOVEMENT
OPTIONS ON JOHN STREET**


THROUGHOUT THE CONSULTATION PROCESS, WE HAVE HEARD DIFFERENT IDEAS FOR HOW TO IMPROVE TRAFFIC MOVEMENT ON JOHN STREET. SUGGESTIONS HAVE RANGED FROM MAKING IT ONE-WAY FOR BUSES TO MAKING IT INTO A PEDESTRIAN MALL (WITH NO VEHICLES). WE WOULD LOVE YOUR FEEDBACK ON THE FOLLOWING FOUR OPTIONS.



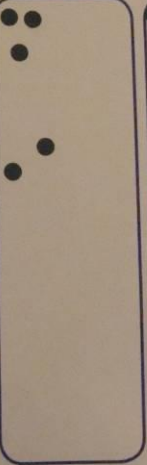
OPTION C: TWO WAY TRAFFIC WITH BUSES

- The carriageway will be redesigned to cater for pedestrians, cyclists, cars and buses
- Two-way vehicle traffic in a low speed environment
- Increased traffic volumes
- No on street car parking
- Link into interchange by extending John Street carriage way to the intersection.


1st Prize




2nd Prize



3rd Prize



4th Prize



What do you like?

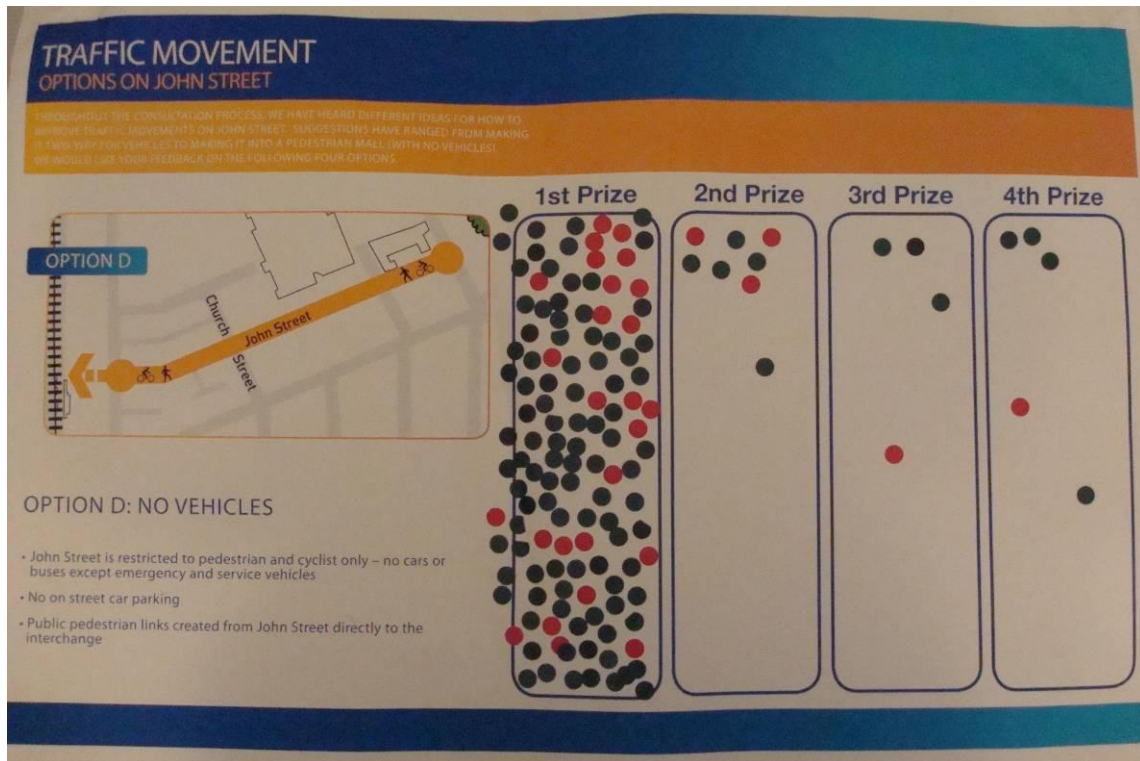
- Easier for people to come to STC by car as well as bus
- Bus needs to stop outside of Parabanks
- Bus along John Street provides more convenience especially for elderly or mobility impaired people

What don't you like?

- Insufficient space for two-way traffic
- Too dangerous especially for children and older people
- Too busy – need a pedestrian friendly environment to businesses to thrive

What's missing?

TRAFFIC MOVEMENT: OPTION D – NO VEHICLES



What do you like?

- Idea of being able to stroll up and down a mall – like Rundle Mall
- Much safer for pedestrians – especially for children and elderly people
- More pleasant and relaxing experience
- Allows opportunities for alfresco eating areas
- Need an inviting public realm – eg seats / especially outside of library – to encouraging people to stay (not all can afford to go to a café)
- Better environment should be good for businesses
- Encourages walking – healthier

What don't you like?

What's missing?

- Need to ensure there is adequate car park immediately adjacent to mall
- Need to ensure access for delivery etc to businesses as some don't have rear access
- Need for good signage
- Need to consider how to make the pedestrian crossing at Church Street safer – as currently some drivers do not slow down / stop
- Consider only on eastern side – ie allow traffic on John Street from Interchange to Church St

