

CITY OF SALISBURY

**SALISBURY TOWN CENTRE RENEWAL PROJECT
COMMUNITY ENGAGEMENT OUTCOMES**

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EXECUTIVE SUMMARY

The Salisbury Town Centre (STC) is earmarked to become one of Adelaide's major activity centres by 2040 in accordance with the *30 Year Plan for Greater Adelaide*. To this end, the City of Salisbury has embarked on an 18-month process to develop a Structure Plan to revitalise the STC.

Development of the draft Structure Plan for the STC has drawn heavily on input from key stakeholders and the wider community.

A comprehensive community engagement process, undertaken by the City of Salisbury with support from Natalie Fuller and Associates Pty Ltd in partnership with URPS, provided opportunities for community members to contribute their ideas at each stage of the following stages:

- Stage 1: Developing a Vision for the STC and ideas for how this could be achieved to improve the STC now and into the future;
- Stage 2: Developing design options;
- Stage 3: Seeking feedback on design options for both STC and John Street traffic management.

Following the announcement of the project in May 2011, each stage was promoted utilising a number of tools including:

- the distribution of a Bulletin to properties within 800m of Town Centre (4,200 letterbox drop) and 450 non-resident property owners; people participating in consultation activities (continuously updated); and via the Salisbury library database (11,000 recipients);
- letters sent to key community groups and organisations;
- a dedicated webpage;
- posters and flyers displayed in local businesses, electronic notice boards and advertisements / articles in the local Messenger, and Facebook blasts (Stage 3 only) promoting specific events.

Opportunities for community members to contribute their ideas were provided via:

- a range of activities in Stage 1, to identify what people like/dislike about the STC and their vision for the STC, including:
 - a questionnaire (139 respondents)
 - a major 'Street Talk' event in front of Len Beadell Library attracting over 500 participants
 - internal workshops with Council staff and Elected Members
 - specific purpose meetings / workshops involving over 100 people a diverse range of interests including local residents, property owners, traders, local and region service providers, community groups and state government departments.
- two workshops, attended by 35 participants, to explore design options in Stage 2;

- a second 'Street Talk' event attracting over 300 participants, a workshop with the Youth Council and 128 questionnaire respondents providing feedback on design options in Stage 3.

A VISION FOR THE STC

While the STC is currently valued for its country 'look and feel' and friendly atmosphere, most respondents think the centre is 'tired' and needs a 'facelift'. Several consistent key themes emerged about the type of Town Centre the community wants to see, as well as ideas for how this could be achieved.

- There is a desire to modernize the Centre while celebrating the area's history to create a complimentary mix of new and older historic buildings. Retaining the human scale is seen as paramount, with maximum heights of 4 to 6 stories.
- Making it safer and easier to get to and around the STC by addressing the barrier created by the railway line, improving safety at the interchange and providing more car parking as well as safe and convenient cycling and pedestrian pathways.
- Enhancing John Street to reinforce its role as the 'main street' as well as improving connections to Parabanks would assist in making the Centre more integrated.
- Providing safe, vibrant community spaces and places together with a range of activities and events would facilitate interaction and increase patronage. In particular the Civic Square and Pitman Park could be better utilized.
- Improved quality and variety of retail, cafes and restaurants reflecting the rich cultural diversity of the area as well as more entertainment day and night would add much needed life to the Centre.
- Increased use of the Centre requires improvements to safety as well as appearance, with a major cleanup including the removal of graffiti identified as a priority action. More trees for shade and adding colour and creative street art would add to the Centre's appeal.
- More people living in and around the Centre by providing shop-top housing, apartments and conventional housing was supported and seen as an opportunity to increase activity and surveillance.

DESIGN OPTIONS

The above key elements of a vision for a revitalised STC informed the development of preliminary design principles, which were presented for feedback to the community at Stage 2 workshops. Opportunities to translate these principles into design concepts were explored at these workshops.

Community ideas were considered by Hames Sharley in developing:

- Three options for a revitalised STC:
 - 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 heart of the STC to the interchange.
- Four options 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)

Community feedback on these options in Stage 3 resulted in mixed views being expressed with approximately:

- 30% support for Option 1 of revitalizing the current heart of the STC;
- 55% support for Option 2 of reinforcing and extending the heart of the STC;
- 15% support for Option 3 of relocating the heart of the centre to the interchange.

In relation to John Street, while there was consistent support for making STC more pedestrian friendly as well as improving car parking and public transport access, mixed views were expressed regarding the four options with:

- 30% support for Option A of retaining the current one way traffic layout (with on-street parking);
- 11% support for Option B of two way traffic with no buses (no on-street parking);
- 16% support for Option C of two way traffic with buses (no on-street parking);
- 42% support for Option D of removing vehicles and creating a mall (no on-street parking).

Despite differences in preferences regarding the options, there is a strong desire to see STC revitalized to achieve the desired outcomes identified in Stage 1 of the engagement process.

1. INTRODUCTION

1.1 BACKGROUND

The Salisbury Town Centre (STC) is earmarked to become one of Adelaide's major activity centres by 2040 in accordance with the *30 Year Plan for Greater Adelaide*. To this end, the City of Salisbury has embarked on an 18-month process to develop a Structure Plan to revitalise the STC.

The aim of the Master Planning process is to develop a Structure Plan for the Salisbury Town Centre, bounded by Park Terrace, Salisbury Highway and Commercial Road, which:

- Incorporates residential, retail, commercial, civic / community land uses within walking distance of the Salisbury Interchange;
- Reflects the community's vision and aspirations for the STC in functioning as a major activity centre / TOD;
- Enhances the economic vitality of the STC;
- Provides positive opportunities for social interaction and healthy activity; and
- Creates a more attractive and sustainable environment.

A critical component of the Master Planning process is to ensure that the local community – residents, traders, property owners and users of the STC – as well as other interested parties have opportunities to contribute their ideas in developing the Master Plan.

Natalie Fuller and Associates Pty Ltd, in partnership with URPS, was engaged by Council to assist in designing and implementing a comprehensive community engagement program which mirrored the four stages of developing the Master Plan, namely:

- Stage 1: Identifying opportunities for improving the STC now and into the future
- Stage 2: Developing design options
- Stage 3: Exploring design options
- Stage 4: Finalising the Structure Plan.

1.2 OVERVIEW OF COMMUNITY ENGAGEMENT AIMS AND PROCESSES

The overall aims of the community and stakeholder engagement process were to:

- Ensure stakeholders and the community are well informed about the STC Renewal Project through the provision of accurate, accessible and timely information explaining:
 - What the Master Planning process aims to achieve and how it is being undertaken;

- How the Master Planning process fits within the wider context of the *30 Year Plan for Greater Adelaide* in developing the STC into a major activity centre or TOD, and associated State Government works such as upgrading of the Salisbury Interchange and electrification of the rail corridor;
- Actively involve stakeholders and the community in developing a shared vision for the future development of the STC into a major activity centre by:
 - Initially seeking their views on opportunities to develop the STC;
 - Inviting their input and feedback into the development and exploration of options for the Structure Plan;
 - Seeking their feedback on the draft Structure Plan.
- Gain the commitment and 'buy-in' from key stakeholders to get involved and support the Renewal Project;
- Build relationships with stakeholders and the broader community as a strong foundation for ongoing involvement in implementing the Structure Plan;
- Monitor community perceptions and proactively manage and address competing views regarding perceived impacts and benefits of the project.

The emphasis of the community engagement was on commencement of the project, with Stage 1 (from May to June 2011) setting the scene for the project by announcing the project objectives as well as providing extensive opportunities for community involvement in identifying a Vision for the Salisbury Town Centre and ideas for how this could be achieved. Ideas for improvement were used to inform the development of design criteria and the generation of options to revitalise the STC.

Stage 2 (from August to September 2011) involved input from Elected Members as well as representatives of key stakeholder groups to assist in developing design options. Two workshops were facilitated by Natalie Fuller & Associates with input from the design consultants, Hames Sharley. Additional research undertaken by Leedwell regarding niche business and market opportunities were also considered by Hames Sharley in developing design options.

Stage 3 (from November 2011 to January 2012) involved going back to the wider community to present, and get feedback on, design options for the STC as well as movement along John Street. Community feedback was used by Hames Sharley, along with other inputs including the findings of further traffic modelling, to develop a preferred Structure Plan.

Stage 4, of finalising the Structure Plan, is still in process at the time of writing this report. The draft final Structure Plan is being presented for consideration to Elected Members at a workshop on 30 May 2012. Council will inform the community once final decisions are made.

1.3 OUTLINE OF REPORT

The following chapters report on Stages 1 to 3 (respectively) of the community engagement process, outlining the aims and engagement activities undertaken together with key outcomes.

2. STAGE 1: IDENTIFYING OPPORTUNITIES

2.1 STAGE 1 COMMUNITY ENGAGEMENT AIMS AND PROCESSES

The specific aims of Stage 1 were to engage with members of the community to:

- identify how the STC currently operates (what works and what doesn't);
- develop a vision for the STC and generate ideas for how the STC could look / feel like in 2040 operating as a major activity centre;
- identify key issues, opportunities and constraints for revitalisation of the STC.

The outputs of Stage 1 were used to inform the development of draft criteria to guide the revitalisation of the STC.

2.1.1 PRELIMINARY ENGAGEMENT ACTIVITIES

Prior to commencing Stage 1, meetings were held with representatives of key stakeholder groups to seek their support in promoting the community engagement process by linking into existing community networks. Advice from these groups was used to finalise the engagement program.

As a result of these initial meetings, a number of key community groups actively promoted and supported Stage 1 engagement activities. In particular:

- The Salisbury Town Centre Association (STCA) actively promoted the project and engagement activities to STC traders and key property owners;
- City of Salisbury staff, in addition to promoting and assisting with the key Stage 1 public events, conducted additional consultation sessions with existing community groups and customers.

2.1.2 INFORMING THE COMMUNITY

Announcement of the project and Stage 1 community engagement activities were well promoted using a number of communication modes. These are summarised below and further documented in Appendix 1.

Bulletin and Flyers

A bulletin, outlining the aim of the STC Renewal Project and the engagement process, was distributed between mid to late May 2011 to:

- 4,200 owners and/or occupiers of properties located within 800m radius from the Salisbury Interchange and a further 450 non-resident property owners;
- Key stakeholder groups with an accompanying letter inviting them to participate in the key stakeholder workshop.

Bulletins together with flyers promoting Stage 1 activities were available at the following locations:

- Council Office
- Len Beadell Library
- Jack Young Centre
- Twelve25 Youth Enterprise Centre
- St Jays Recreation Centre
- Salisbury Recreation Precinct
- Bagster Road Community Centre
- Salisbury East Community Centre
- City of Salisbury Reconciliation Event on Monday 30 May

In addition:

- Posters, flyers and bulletins were also distributed to traders by Salisbury Town Centre Association between Friday 20 and 27 May 2011;
- Project bulletins, questionnaires and flyers were distributed to City of Salisbury Youth Council members;
- Flyers were distributed to Salisbury TAFE for their 160 new arrival students currently studying at TAFE;
- An email was sent to all Council staff to forward the information to their contacts;
- The project was also promoted through the Library newsletter, disseminated to approximately 11,000 people.

Messenger Press

A full-page colour advertisement appeared in the *News Review Messenger* on Wednesday 18 May 2011.

On-line

All material was available on the City of Salisbury website and was also promoted on the City of Salisbury Facebook page.

Electronic notice boards

Electronic notice boards promoting *Street Talk* and the Community Workshop were displayed at the Len Beadell Library, Para Hills Library, Salisbury West Library, Ingle Farm Library, Mawson Lakes Library and Council Office.

2.1.3 SEEKING COMMUNITY VIEWS

A variety of engagement techniques were used to gather community views on how the STC currently operates as well as how it could be improved, now and into the future.

Questionnaire

A questionnaire, included in the newsletter as well as available on-line, invited respondents to identify:

- How frequently and why they use the STC;
- What they like about the STC and what could be done to improve it so they would spend more time there;
- Imagine what has changed by the year 2040 to make the STC 'buzzing and alive – both day and night – with people living, working, shopping and playing in the Centre';
- Three key things that could happen now to achieve their vision.

An opportunity to be in the draw for 3 \$100 vouchers was offered as an incentive to complete the questionnaire.

A total of 139 completed questionnaires were received by Monday 20 June 2011. Addresses were provided by 120 respondents, of which three quarters (89 persons) live in Salisbury Council across 15 suburbs:

- Salisbury – 33
- Salisbury East – 7
- Salisbury Downs – 4
- Salisbury Plains – 2
- Burton – 3
- Mawson Lakes – 3
- Para Hills – 3
- Pooraka – 1
- Salisbury North – 11
- Salisbury Heights – 5
- Salisbury Park – 3
- Brahma Lodge – 3
- Parafield Gardens – 7
- Paralowie – 3
- Para Vista – 1

The remaining respondents mainly live in surrounding Council areas:

- Playford – 9
- Port Adelaide Enfield – 9
- Tea Tree Gully – 5
- Gawler – 1
- Adelaide Hills – 2
- Norwood, Payneham and St Peters – 2
- West Torrens – 1
- Unley – 1
- Onkaparinga – 1

Respondents were asked to identify how often they use the STC and for what purposes. As summarized in Table 1, most respondents visit on a daily or weekly basis primarily for shopping or to use commercial or Council services or catch public transport.

Table 1: Purpose and Frequency of Visits to STC by Residency Location of Respondent

	Reside in Salisbury n=89	Reside outside of Salisbury Council n=31	Address not stated n=19	Total n=139
Frequency of visits				
Daily	44	15	11	50%
Weekly	34	7	2	31%
Fortnightly	4	5	1	7%
Monthly	2	1	2	4%
Rarely	4	1	3	6%
Not stated	1	2		2%
Purpose for visit (multiple responses allowed)				
Shopping	79	24	10	25%
Use Services (e.g. banks)	59	14	4	17%
Use Council facilities	53	11	5	15%
Work	15	12	12	9%
Play sport	4		2	1%
Entertainment	59	9	9	17%
Use public transport	40	8	6	12%
Other	10	4	1	3%

Workshops

Four workshops were conducted in Stage 1:

- Internal workshops involving Council staff and Elected Members were held on 25 May 2011.
- A 'Key Stakeholder' Workshop was held on the afternoon of Tuesday 14 June 2011, and was attended by 19 participants representing a diverse range of interests including property owners, traders, local and region service providers, community groups and state government departments.
- A Community Workshop was held in the evening of Tuesday 14 June 2011, attended by 16 people.

While different techniques were used at the workshops, the format was essentially the same, commencing with a presentation from the project manager to set the scene about what the master planning process aims to achieve, followed by interactive activities reflecting back on how the STC has changed over the years, how it currently operates and a vision for how it might look like in 2040 if the were operating as a vibrant activity centre.

Appendix 2 contains a summary of each workshop.

'Street Talk'

On Thursday 2 June 2011, an interactive display was set up on the corner of John and Church Streets utilising the external windows of the Salisbury Library.

People walking past were engaged and invited to talk about what they like about the STC and how they think it could be improved. A series of photographs of the STC were displayed under key themes and people were encouraged to use sticky dots to identify aspects of the STC they like (green dot) and those they don't (red dot).

Staff were on hand to discuss and record people's opinions and ideas. These were posted on sticky notes under the headings of *What do you like?*; *What don't you like?* and *What's missing?* A series of photographs of new or revitalised activity centres from around the world were also displayed as conversation starters and thought provokers about how they might (or might not) want to see the STC developed by 2040. Participants were again encouraged to identify those images they liked and those they didn't together with their reasons why.

A free sausage sizzle run by Northern Volunteers and children's activities including a face painter assisted in making *Street Talk* a great success, with input from over 500 people.

Appendix 3 summarizes the outcomes of *Street Talk*.

Additional activities

Council staff provided valuable assistance in running additional sessions with their own community networks. Appendix 4 summarizes activities conducted with:

- Salisbury Probus Club on 11 June 2011 involving 20 residents.
- Salisbury East Neighbourhood Centre users during the week of 14 June 2011 using a modified *Street Talk* technique.
- 15 parents attending Salisbury Library Children's Programs: *Giggletime* on 7 June and *ABC 30 & 3* on 8 June 2011.
- 20 people including new arrivals, government service providers and real estate agencies at a New Arrivals Forum held on 12 May 2011.

2.2 A VISION FOR STC IN 2040

At all of the Stage 1 activities, participants were invited to comment on what they like and don't like about the STC now, and how they would like to see it developed by 2040 in order to function as a major activity centre as envisaged by the *30 Year Plan for Greater Adelaide*. Many participants stressed they want to see changes now ... not wait until 2040!

2.2.1 STC AS A PERSON

At some of the workshops, participants were invited to describe the STC as if it were a person – both now and their preferred future vision. The two 'word clouds' below capture the essence of these depictions, with STC now seen as outdated, disjointed and in need of a major face lift. In contrast, a preferred STC is one that is safe, modern, confident and proud.

Salisbury Town Centre Now



Salisbury Town Centre 2040



2.2.2 VISIONARY IMAGES

At other events including *Street Talk* and the Community Workshop, photographs of buildings, streetscapes, open spaces, street furniture and public art from around the world were displayed to stimulate thinking about what the STC could become and gather feedback on those elements that people particularly liked or disliked.

The following key themes emerged from these visionary images:

- Overall support for higher (medium) density housing, providing it is well designed, is of a human scale and can provide a sense of character and authenticity
- There were some concerns relating to higher density housing including the need to ensure that accessibility is provided for the elderly, families and people with disabilities and that specific housing needs should be catered for such as emergency and affordable housing
- Support for the integration of housing with other activities such as shopping, cafés and public spaces
- The desire to create vibrant, active streets where people meet and feel safe

- The use of interactive public art in streetscapes
- The need for greenery and natural shade and the creation of gardens not just street tree planting
- The use of water in public spaces
- Integration of public transport and creation of car free zones
- The development of modern spaces and sustainable buildings.

2.2.3 VISION STATEMENTS

People completing the questionnaire were also asked about their vision for STC by the year 2040. Many created wonderful descriptions of how they envisage STC in the future, as demonstrated by the following selection:

People are living in the town centre, some buildings with history have been kept. Old John Street has been revived with thriving businesses and Parabanks modernised

Luxury apartments, high rise over shops. The Fountain of water expression of wealth, relaxation, shade areas, seats, cars prohibited, pedestrians, moving footpaths to car parks to shops. Lighting ... creating subtle changing colours on the water.

A vibrant eco-city, with local food production supplying cafés and restaurants, local arts and crafts being sold in markets, organised sport and ad-hoc recreational activities within the shopping/market precincts

Excellent transport, music, great food smells – very diverse, outside eating areas, shade from sun, protection from rain and wind, places for kids to play (inside and out), places and entertainment and facilities for families ... massive chess game or snakes & ladders, outside movie screen and bands playing, lots of cafés open at night and eating places.

More plaza and small gardens with seats, trees and flowers. A civic centre with theatre and dance facilities. A lot more shops, with car free streets for dining and relaxation. A light-rail system linking the Town Centre to surrounding suburbs.

The Centre is now completely 'eco-friendly' with renewable energy being used such as solar lighting and 100% recycling of stormwater. The City Centre mall has been transformed into a 'green belt', shops have been ungraded and very aesthetically pleasing and constructed totally with renewable materials.

John Street has a blended façade – the arcades have been renewed, tenants are long term with a sense of continuity and ownership. Parabanks has cafés facing and overlooking the Park with restaurants.

Multi-storey apartments, 24 hour shopping, good lighting. Night entertainment, food shops outdoors and covered in winter.

... student apartments, more bicycle pathways and less pollution by having pedestrian only streets. The square is better lit up at night with open restaurants and music to attract people to the area

.. there is great community pride, people walk about smiling and happy ... there are more people on the streets than cars. The Town Centre has been developed with a unique "Salisbury style" ... there is a water feature, interactive artwork, a big grass area

and lovely shady trees ... regular events and activities. John Street is a busy pedestrian area with lots of food and fresh produce shops, which source their goods from the Pooraka markets ... there are lots of small cafés specialising in locally sourced produce. ... people ride their bikes about the Little Para Trail right into the town centre and leave them at the Civic Square bike racks to then wander the main street

Community life, fresh, vibrant and inviting feel once you enter the complex

Abuzz with shoppers ... Parabanks and John Street are updated. Restaurants with alfresco dining to make people want to stay for dinner after work and especially weekends

Vibrant, inviting. John Street has been made into a mall which flows into the city square. The variety of interesting shops and cafes draw people to the square ...

The centre would be vibrant, and have built upon the multicultural feel that it already has. Loads more people would be getting about on bikes and using public transport ... putting an end to people complaining about lack of car parks. There's a greater variety of shopping and activities to keep everyone busy

The place would be colourful, bright, clean, shop fronts enticing people in. Quality clothing, quality meat, veg and fish. Raised shopping experienced – less cheap and nasty rubbish.

... a beautiful Salisbury – with flower beds on the street, coffee shops where people sit and chat, a shopping centres with playground and waterslide ... people are friendly and welcoming

2.3 IDEAS TO IMPROVE STC

At all of the events, most of the discussion focused around opportunities to create a preferred future by either:

- **Retaining** and enhancing valued aspects of the STC as it is now
- **Changing** and improving aspects of the STC that do not currently work well
- **Creating** new aspects and dimensions to the STC.

Similarly questionnaire respondents were asked to identify what aspects of the STC they like as well as what they would like to change and how.

What people most like about the STC is its human scale: that it is friendly place, easy to get around and has most of the retail, commercial and civic necessities all in one place. People value and want to retain the 'village like atmosphere' and sense of history embodied by the character buildings and cemeteries. However, of concern is the overwhelming view that people do not feel safe (for some this has resulted in them no longer coming to the STC) and that the place is rundown and in need of a major upgrade.

Participants were very supportive of STC being developed as a major activity centre incorporating residential development, a greater mix of retail, commercial, entertainment and civic activities.

The community engagement process yielded a number of consistent messages about how the STC could be improved both now and into the future. These were grouped into the following eight themes:

1. Getting to and around the STC
2. Buildings
3. Community spaces
4. Streetscapes
5. Shops and services
6. Housing
7. The overall 'look and feel' of STC
8. Economic viability.

Their ideas about what needs to be achieved are summarized below as key dot points with sub-points suggesting how these could be achieved.

Of note, is that most of the comments relate to the area bounded by Wiltshire Street, the railway line Little Para River and Commercial Road.

2.3.1 GETTING TO AND AROUND THE STC

Improve legibility and access to STC

- Well defined entry statements and better directional signage to the STC
 - Improve appearance and signage branding
 - Elevate the profile of STC with major signage at Main North Road and Salisbury Highway
- Traffic congestion and the barrier created by the rail crossing is resolved
 - Build an over or underpass
 - Open Spains Road over railway line
- A clear and functional road hierarchy
 - Improve entrance to STC from Gawler Street and Salisbury Highway, with secondary entrance for Commercial Road into Parabanks carpark
 - Improve linkages between Commercial Road and Salisbury Highway; Commercial Road and Gawler Street
 - Close Gawler Street from Park Terrace to take traffic around STC not through it
- Safe pedestrian and cycle links from other areas to the STC
- Interchange is a safe and attractive environment
 - Improve lighting and security – in Interchange and adjacent car park
 - Substantially upgrade and / or relocate hotels adjacent to Interchange
 - Install weekly tickets dispenser and ability to purchase with credit card

Improve access within STC

- Safe traffic management on Old John and John Streets

- Mixed views about whether to leave Old John Street one-way, open up for two way traffic or remove all traffic to create a pedestrian mall
- Other options include removing gazebos and making John Street one way for entire length
- Easy and convenient car parking that doesn't dominate the landscape
 - Rationalise existing car parks – eg make James Street car park multi-storey; better utilization of Parabanks car park; locate multi-deck car parks at periphery of STC at key access points
 - Provide car parking for STC staff
 - More and better designed disability car parks
 - Charge for car parking (eg after first 2 hours free)
- Safe and efficient traffic movement within the STC
 - Traffic management is needed to calm traffic speeds in residential areas within the STC (eg in Mary, Ann and Church Streets)
 - Retain current road network
 - Extend Church Street to Gawler Street vs close Church Street to traffic (other than service vehicles)
- Safe and attractive pedestrian and cycle movement within the STC
 - Shared use zones to cater for pedestrians, cyclists, gophers
 - Relocate bus route from Church Street to Wiltshire Street
 - Better enforce motorists stopping at Church Street pedestrian crossing
 - Rationalize and improve signage
 - Use CPTED principles in streetscape design
 - Consider options for cashless transactions
- Stronger linkages between key activities and destination points
 - Create stronger links with the Interchange eg run a shuttle bus (electric or solar powered) doing a loop from station to Parabanks and other key destinations
 - Connect Little Para River

2.3.2 BUILDINGS

- Historical and character buildings are retained and valued (eg churches, cemeteries)
 - Facilitate retention of older buildings within STC through reuse and adaptation (eg convert to commercial use)
 - Enhance landscape setting of older buildings
- Create landmark buildings
 - Better utilize land adjacent to Interchange to create iconic entry statement
 - Create new landmark Council building

- Improved appearance and diversity of buildings
 - Modernise and add colour and character to building façades
 - Interesting, vibrant, inviting shop fronts
 - New buildings could reflect the multicultural diversity of the area
 - Encourage owners/operators to upgrade and better maintain shop front appearance
- Blend modern design with older character style buildings
 - Not 'too modern' – mixed views about Mawson Lakes with some liking this style and others seeing it as too harsh
- Mixed use development
 - Increase height and scale – but still within human scale (eg 2-4 storey buildings)
 - Shops with active street frontage, with housing / retail / commercial above
- Incorporate easy and convenient access for people with disabilities
- Incorporate sustainability principles in building design
- Reduce vacancy rates

2.3.3 VIBRANT COMMUNITY PLACES AND SPACES

- More places to sit, relax, enjoy
- More after hours activities to increase patronage and make the STC safer
- Civic Square is revitalized and redesigned into an attractive and functional space
 - Increase green to paved areas; incorporate more seating and shelter (trees and built structures)
 - Create attractors – eg regular live music and entertainment, children and youth play activities, large movie screen
 - Incorporate water features
 - Mixed views re cemetery – with some suggesting it be removed and others wanting to retain / provide public access
- Pitman Park is safe to use, better utilized and a focal point for community activities
 - Address current safety problems (make a dry zone, improve lighting and security)
 - Create activities / built form facing onto Pitman Park and integrated with the STC (eg cafés, restaurants overlooking the river' activities on the park)
 - Improve trails along the river and improve picnic facilities
 - Install public art to create interest
- More green space and passive recreation areas within the STC
- Celebrate and capitalize on cultural diversity
 - Establish cultural market places

- Encourage culturally diverse restaurants and entertainment venues
- Establish an Arts and Cultural Centre, performing arts space and gallery
- Better access to and maintenance of public toilets

2.3.4 STREETSAPES

- A connected, legible and inviting streetscape
 - Improve maintenance of public realm; remove graffiti, clean the area
 - Install planter boxes to add colour
 - Additional seating
 - Shelter at bus stops
- John Street is upgraded and enhanced to truly function as the 'Main Street'
 - Relocate services off main street to consolidate shopping area
 - Restore and renovate shop fronts, incorporate awnings
- Increased use of greenery to moderate climate and soften built form
 - Plant more trees that provide shade canopy
 - Rooftop gardens
 - Community garden
 - Mixed views re gum trees: beautiful but messy and dangerous
 - More trees in car park to provide shade and reduce harshness of vast areas of asphalt
- Design facilitates outdoor oriented activities
 - Link buildings with outdoor uses
 - Outdoor eating / dining: encourage shops to have verandahs
- Street Art is used to create interest and colour
 - Graffiti wall
 - Aboriginal Art display

2.3.5 SHOPS AND SERVICES

- Better quality and variety of retail outlets
 - Major upgrade of Parabanks – more specialty shops
 - More major shops available: eg Foodland, Target or K-Mart
 - Current shops (and street side markets) reflect low socio-economic status of area; need to reduce the number of outlets selling cheap goods
 - Improve hotels – make them safe and family friendly
 - Expand after hours activities
 - Stricter shop type policy to facilitate the right mix of shops

- Fresh food farmer markets
- Strike a balance between franchises and independent retail
- More hospitality and entertainment outlets
 - Better range of dining experiences, capitalizing on multi-cultural nature of area
 - Develop a gymnasium, fitness centre, swimming pool
 - Range of affordable activities
- Services to meet existing and future needs
 - Need to increase GP and medical specialist services to overcome current waiting lists
 - Establish better linkages between services
 - Retain library and cinema
 - Provide recreation and sporting facilities within STC
 - Relocate Council offices and redevelop or utilize current Council building for other uses.

2.3.6 HOUSING

- A range of housing styles and tenures to cater for differing needs
 - Mix of housing styles and densities recognizing differing needs (people who are: aged, young, have disabilities, large and/or extended families, come from different cultural backgrounds); mix tenures and affordability
- Appropriately designed housing that blends with the existing character of area
 - Opportunities for medium density housing in mixed development – eg shops on ground floor / apartments on top; residential development overlooking Little Para River)
 - Concern that if density is too high then may create future slum
- Adequate provision of infrastructure and open space
 - New housing will require additional services / infrastructure
 - Provision of shared / common space and / or access to public open space will be particularly important as the tradeoff for medium density housing in the city (luxury of space vs convenience of proximity) will not have the same draw out in the suburbs
- Sustainable housing design and construction
 - Utilise what is already there; retain façades and augment rather than demolish
 - Incorporate solar energy and orientation of buildings, create roof gardens etc

2.3.7 THE OVERALL 'LOOK AND FEEL' OF STC

- Sense of community and pride is strengthened
 - Retain / reinstate the country look and feel

- Retain friendly atmosphere
- Create more family friendly spaces and facilities – eg playgrounds, spots for eating lunch
- Recognize our past and those who have contributed to our town (eg John Harvey)
- Create a place where our business and community leasers want to live
- Improved safety and amenity of area
 - Increase surveillance of area eg cameras, police presence
 - Remove 'eye sores' – especially Old Sizzler Building
 - Remove pub
 - Remove dark alleyways / corners
 - Remove graffiti, improve maintenance of area
 - Rebrand Parabanks
- Reduced visual dominance of the car park – create a people scale rather than a car scale
- Natural environment is retained and enhanced
 - Green the area (refer streetscape)
- An integrated shopping precinct
 - Integrate Parabanks in to the John St frontage to give the impression of a connected main street by utilising the small car park that fronts the centre
 - Create East Rundle St atmosphere

2.3.8 ECONOMICALLY VIABLE

- A greater mix of employment opportunities across cultures
 - facilitate training / learning opportunities catering to diverse cultural groups and linking to employment outcomes
- Diversity of investments to create the right mix of services attracting a diverse range of consumers
- Better utilization of vacant / underutilised spaces
 - Redevelop car park areas
 - Reduce vacancy rates and activate underutilized spaces
- Improved access to and around the STC to attract more users
- Greater cultural / ethnic diversity investing and providing services in John Street
- Identify niche areas that STC could leverage off eg:
 - Health industry sector
 - Skilled migration centres
 - Multi-cultural centre

- University accommodation for Mawson Lakes
- Residential housing for Defence personnel
- Integration of Civic Centre with regional state and federal government services
- Training centre for mining industry
- Northern region hub for commercial and professional offices

2.4 IMMEDIATE PRIORITIES TO IMPROVE THE STC NOW

Survey respondents were asked to identify 'three key things' that could happen now to create their vision for the STC.

The following key themes emerged:

Improving the appearance of the STC

A major clean up of the area – by removing graffiti, rubbish and bird droppings – is needed to improve the image and experience of coming to the STC.

Modernizing the shop fronts, adding colour and increasing the amount of greenery with more lawns and established trees is also needed.

Making the STC safe

Numerous participants highlighted how unsafe they feel – both day and night – using the STC. The Interchange and adjoining car park were specifically highlighted as being very unsafe.

Increased police presence, more lighting, use of surveillance cameras and relocating or substantially upgrading the hotels adjacent to the Interchange were suggested.

Improving the shopping experience

Participants think that Parabanks is in dire need of a major overhaul along with greater diversity of retail outlets in John Street. Many people suggested the need to remove or reduce the number of cheap '\$2 shops' as this lowers the tone of the area.

More car parking is also required, preferably multi-storey to make best use of space.

Activating the Centre

People want to come to the STC for more than shopping. They want inviting spaces where they can relax, socialize, and have quality experiences. There was an emphasis on embracing the outdoors: making better use of Pitman Park, having more alfresco eating areas as well as grassed and shaded seating areas in a revitalized Civic Square which hosts monthly markets, concerts, music / movies and children's play areas.

Residential development in the STC is supported as this is seen as helping to activate the Centre and facilitate more after hours activities. The rich cultural diversity of the area could be celebrated and featured through more restaurants and cultural activities.

Improving traffic flows

Reducing traffic congestion, and in particular addressing the Park Terrace / railway line crossing, to make it easier to get into the STC is also seen as a priority.

3. STAGE 2: DEVELOPING DESIGN OPTIONS

3.1 STAGE 2 COMMUNITY ENGAGEMENT AIMS AND PROCESSES

The second stage of engagement focused on involving key stakeholders in developing design options based on the outputs of stage 1.

By the commencement of Stage 2, Hames Sharley had been appointed by Council as the design consultants. They were fully briefed by Natalie Fuller & Associates regarding the outputs of Stage 1, which were used to inform the development of draft design criteria.

3.1.1 INFORMING THE COMMUNITY

Bulletin

A second bulletin, summarising the outcomes of stage 1 and inviting participation in stage 2, was distributed in August and September 2011 to:

- 4,200 owners and/or occupiers of properties located within 800m radius from the Salisbury Interchange and a further 450 non-resident property owners;
- Key stakeholder groups with an accompanying letter inviting them to participate in the key stakeholder workshop;
- Individuals who completed a questionnaire in Stage 1 who expressed a desire to stay involved in the process;
- the general community via bulletins being available at the Council Office as well as libraries, community and recreation centres.

Assistance was again provided by the STC Association in disseminating information to local traders.

On-line, Social Media and Electronic notice boards

Production of the second bulletin occurred at the same time as Council launched their new website. A dedicated webpage on the STC Renewal project provided a platform for posting background information, outcomes of stage 1, the bulletins and up-to-date information on upcoming workshops.

Council also utilised electronic notice boards at Council facilities and Facebook blasts to promote the project and opportunities for involvement.

3.1.2 SEEKING COMMUNITY VIEWS

Council Staff and Elected Member Workshop

A design workshop was conducted with Council staff and Elected Members on 23 August 2011.

Hames Sharley consultants set the scene for the workshop by introducing their approach to urban design, and more specifically, contrasting the differences between shopping centres and town centres.

Draft design principles incorporating ideas from Stage 1 engagement were presented and critiqued in small groups. Small group discussions then focused on exploring design options for the three key design elements of:

- Movement
- Built form and land use
- Open space and public realm

Stakeholder and Community Workshop

A second design workshop, utilizing the same format as above, was conducted on 7 September 2011. Key stakeholders were invited to attend and also open to members of the public.

Eighteen people comprising residents, traders and representatives of community organisations together with 2 Elected Members participated in the workshop.

Summaries of both workshops are attached in Appendix 5.

Meetings with Targeted Stakeholders

Concurrent with the above engagement processes, Council staff met with key land owners and tenants of the Town Centre as well as relevant state government departments.

3.2 FEEDBACK ON DRAFT PRINCIPLES

The following draft principles or guidelines were presented at the workshops for feedback:

- Celebrate the area's history and traditions
- Make it easier and safer getting into and around the Town Centre
- Create attractive, safe, vibrant community places and public space
- Modernise the Town Centre with a mix of land use activities
- Enhance 'Main Street' appeal
- Provide housing opportunities within and near the Town Centre
- Enhance open space connections

Whilst several 'word-smithing' suggestions were received, the general intent of the principles were supported with the exception of 'Modernise the Town Centre'. Feedback from both groups identified that the emphasis should be on 'revitalizing' rather than 'modernising' the STC in a way that enhances and builds on the existing character.

It was noted that there was no specific mention in the draft design guidelines relating to the environment or use of technology. The following additional principle was therefore suggested: Promote cutting edge environmental design and technology.

3.3 SUGGESTIONS FOR SPECIFIC DESIGN ELEMENTS

Both workshops generated considerable discussion regarding creative ways to address key issues. Many of these suggestions built on ideas generated in Stage 1.

3.3.1 MOVEMENT

In relation to the design element of 'Movement', key ideas included:

- Better defining the road hierarchy specifically in relation to Park Terrace, Commercial Road and John Street.
- Creating new road connections including:
 - extending Church Street in a northerly direction to connect with Salisbury Highway
 - creating a ring route in an easterly arc behind Parabanks parallel to the Little Para River
 - Extending Saints Road to STC.
- Addressing the Park Terrace / rail crossing intersection by:
 - constructing a vehicular overpass/ underpass
 - closing Park Terrace at the rail crossing to allow only one way traffic either way.
- Maximising car parking by:
 - increasing car parking at the interchange – for instance constructing a multi-deck car park at the as part of a TOD
 - replacing existing expanses of at-ground car parking with either underground or roof top parking
 - locating car parking on the outskirts of STC and utilizing shuttle buses to bring people into the centre.
- Improving cycle and pedestrian access by constructing a pedestrian / cycle links along the rail corridor as well as the Little Para River.
- Improving public transport by locating a bus drop-off closer to Parabanks Shopping Centre.
- Consideration of changing movement patterns in John Street – to either two-way or pedestrian only.

3.3.2 BUILT FORM AND LAND USE

In relation to the design element of 'Built form and land use', key ideas included:

- Creating a new 'high street' by extending Church Street north to the river.
- Revitalising John Street as the 'main street' with retail / commercial on ground level and housing above.
- Creating more housing in and around the STC with suggestions including:
 - increasing housing density in triangle bounded by Commercial Road, Park terrace and John Street

- high rise housing on top of Parabanks Shopping Centre
- incorporating housing in a TOD around the station
- relocating or redeveloping Council owned facilities (e.g. Salisbury Oval, Jack Young Centre) to incorporate housing
- increasing density of housing on north-eastern side of Little Para River (over Bridge Street).
- Capitalizing on ambience of Little Para River by facing restaurants / cafés with roof top housing onto the river
- Setting a height limit for new development to ensure retention of a 'human scale'.
- Creating more iconic gateways to STC e.g. on Park Terrace and Waterloo Corner.

3.3.3 OPEN SPACE AND PUBLIC REALM

In relation to the design element of 'Open space and public realm', key ideas included:

- Reactivating the civic area by:
 - relocating the focus of the civic area further north to better connect with the Little Para River (e.g. could re-route the river to create a lake / wetland)
 - relocating the focus of the civic area to the interchange
 - retaining the current location of the civic centre and improving links to both the interchange and the river
 - re-designing the civic area to facilitate community interaction.
- Increasing the amount of quality open spaces within and surrounding the STC, including:
 - incorporating more play space for children
 - better utilizing the Little Para linear park, Pitman Park, Pioneer Park and Happy Home Reserve
 - creating a park in the Commercial / Park Terrace . John Street triangle close to the TAFE.
- Improving the visual appearance of the public realm through removal of graffiti and general maintenance program.

4. STAGE 3: EXPLORING DESIGN OPTIONS

4.1 STAGE 3 COMMUNITY ENGAGEMENT AIMS AND PROCESS

The outputs of the workshops in Stage 2 were considered by Hames Sharley in preparing design options for revitalising STC as well as improving traffic movement on John Street.

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 heart of the STC to the interchange.

Four options were presented regarding traffic movement on 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)

The aim of this stage of the engagement process was to inform the community about these various options and seek their feedback as to the respective merits of each option. Outcomes of stage 3 were reported back to Elected Members and representatives of the Northern Economic Leaders at a workshop held in January 2012 to identify preferred Council directions for developing the draft Structure Plan.

4.1.1 INFORMING THE COMMUNITY

Bulletin

A third bulletin, summarising the above options and inviting participation in stage 3, was distributed in November 2011 to:

- 4,200 owners and/or occupiers of properties located within 800m radius from the Salisbury Interchange, and a further 450 non-resident property owners;
- Key stakeholder groups with an accompanying letter inviting them to participate in the key stakeholder workshop;
- Individuals who had participated in previous stages of the engagement;
- the general community via bulletins being available at the Council Office as well as libraries, community and recreation centres.

Assistance was again provided by the STC Association in disseminating information to local traders.

Information Displays

Council staff promoted the STC project at an information stall on Saturday 19th November 2011 as part of the Salisbury Christmas Pageant celebrations. A static display was also erected for two weeks in December 2011 in the foyer of the Council offices.

Articles

Articles about the STC project appeared in Council's November 2011 edition of *Salisbury Aware* as well as full page coverage in the 16th November edition of the local Messenger press.

The October and November 2011 editions of the Library Newsletter, circulated to approximately 11,000 people, featured articles on the project and promoted the engagement activities.

On-line, Social Media and Electronic notice boards

Council's website was updated to incorporate the outcomes of stage 2 and promote stage 3. In addition, Council also utilised electronic notice boards at Council facilities and Facebook blasts to promote the project and opportunities for involvement.

4.1.2 SEEKING COMMUNITY VIEWS

A range of engagement techniques were used to gather community views on the options for both Salisbury Town Centre and traffic movement on John Street. In total, approximately 430 people contributed their views on the design options.

'Street Talk'

Continuing on from the success of the *Street Talk* held as part of the stage 1 engagement activities, a second *Street Talk* was held on Thursday 24 November 2011 once again utilising the external windows of the Salisbury Library on the corner of John and Church Streets.

Each option was shown graphically together with descriptive words. Options for the STC identified the proposed heart of the centre, height of buildings, road layout and key gateways/entry statements.

In addition to a visual display, participants were attracted by the sausage sizzle (staffed by Northern Volunteers) as well as a face painter. 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.

Appendix 6 summarizes the outcomes of *Street Talk Two*.

Youth Council workshop

Council staff conducted a workshop with the Youth Council on Monday 28 November 2011 regarding the various design options. After explaining the options, views were sought from the 7 participants about the respective merits of each option. These views are summarized in Appendix 7.

Questionnaire

A questionnaire, inserted into the third Bulletin as well as available on-line and at a number of Council facilities, invited respondents to provide feedback on:

- Which of the 3 Salisbury Town Centre design options they most/least like in order of their preference and what they like/dislike about each option;
- Which of the 4 traffic movement options for John Street they most/least like in order of their preference and what they like/dislike about each option;
- Other ideas that they would like Council to consider in developing a Structure Plan to renew the Salisbury Town Centre.

An opportunity to be in the draw for three \$100 vouchers was offered as an incentive to complete the questionnaire.

A total of 128 completed questionnaires were received by Friday 9 December 2011. Addresses were provided by 124 respondents, of which 99 live in Salisbury Council across 17 suburbs:

- | | |
|-------------------------|-------------------------|
| • Brahma Lodge – 2 | • Paralowie – 11 |
| • Burton – 4 | • Pooraka – 1 |
| • Direk – 2 | • Salisbury – 38 |
| • Gulfview Heights – 1 | • Salisbury East – 4 |
| • Mawson Lakes – 3 | • Salisbury Downs – 3 |
| • Para Hills West – 1 | • Salisbury Heights – 1 |
| • Para Vista – 1 | • Salisbury North – 16 |
| • Parafield Gardens – 8 | • Salisbury Plains – 2 |
| | • Waterloo Corner – 1 |

The remaining respondents (25) mainly live in surrounding Council areas:

- | | |
|-----------------------------|----------------------|
| • Playford – 10 | • Adelaide Hills – 1 |
| • Port Adelaide Enfield – 4 | • Burnside – 1 |
| • Tea Tree Gully – 3 | • Light – 1 |
| • Adelaide City Council – 2 | • Mallala – 1 |
| • Prospect – 1 | • Interstate – 1 |

Of the respondents who provided details about them:

- 95 were City of Salisbury residents
- 25 were property owners within the City of Salisbury outside the Salisbury Town Centre
- 5 were property owners located in the Salisbury Town Centre

- 6 were traders in the Salisbury Town Centre
- 15 worked in the Salisbury Town Centre
- Other – 37

A detailed summary of questionnaire responses is contained in Appendix 8.

4.2 FEEDBACK ON DESIGN OPTIONS

4.2.1 KEY FINDINGS

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.

Tables 2 and 3 show the total number of responses from participants who provided their views either through Street Talk Two, the questionnaire or the Youth Council workshop. The majority of participants tended to only nominate a first preference except for when they specifically did not like an option, rating it as their last preference.

Table 2: Preferences for STC Options

Options	Preference			Mean*
	1st	2nd	3rd	
1: Revitalise the current heart of the STC	95	68	19	1.6
2: Reinforce and extend the heart of the STC	169	52	16	1.4
3: Relocate the heart of the centre to the Interchange	48	21	105	2.3
TOTAL	312	141	140	

Note: * a lower score indicates a stronger preference

Table 3: Preferences for John Street Traffic Movement Options

Options	Preference				Mean*
	1st	2nd	3rd	4th	
A: One way traffic	109	35	24	14	1.7
B: Two way traffic no buses	41	46	48	14	2.2
C: Two way traffic with buses	57	19	33	66	2.6
D: No Vehicles	151	26	19	38	1.8
TOTAL	358	126	124	132	

Note: * a lower score indicates a stronger preference

While mixed views were expressed, a pattern of responses emerged with:

- Nearly a third of the participants (30%) supporting the retention of both the current layout of the STC and traffic movement on John Street (Option 1 and Option A respectively);
- Just over half (55%) favouring Option 2 for the STC of extending Church Street to create a high street, with many of these respondents also preferring Option D (42%) of transforming John Street into a pedestrian mall;
- Option 3 for the STC – of focusing new development at the interchange – receiving the least support (15%);
- Options B and C for creating two-way movement on John Street increasing vehicle access collectively receiving about a third support (27%), but with Option C being the least popular of the traffic movement options due to inclusion of buses.

In addition to indicating their preferred option for the STC and John Street, many participants provided comments on why they liked or disliked specific aspects. These comments are detailed in Appendices 6 and 7.

Irrespective of which of the STC options they supported, participants were keen to see the STC given a good 'make-over' and become more activated. Many of the comments received echoed those expressed during stage 1 consultations, with people suggesting a range of initiatives including:

- Better use of the Civic Square and public realm including the river area for entertainment and activities such as bands, more family friendly activities (e.g. play café, grassed area), street markets, outdoor cafés;
- Upgrading of Parabanks;
- Improved access to car parking;
- Improved safety initiatives;
- Increased access to community facilities and services.

4.2.2 DESIGN OPTIONS FOR STC

In summary, key reasons underpinning participants' views in relation to their preference for STC design options related to:

The height of buildings

- Many people expressed support for increased development opportunities and residential developments. However there was a strong preference for limiting new development to 3 to 4 storeys in height.
- Many people expressed opposition to any development higher than 6 storeys. The proposed height of 8 - 12 storeys for Option 3 was therefore strongly opposed by a number of participants, with comments including: "We don't want a 'Gold Coast'".

- In contrast, people supporting Option 3 expressed a preference for a more 'modern' feel that they believed could be achieved through development of a higher density Transit Oriented Development at the interchange.

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.
- Many people thought Options 1 and 2 would strengthen existing assets (including John Street, Civic Square, Interchange, Parabanks, the Little Para linear park) by creating opportunities for increased residential and retail development as well as opportunities to activate the public realm.
- Some people thought Option 1 would not achieve the level of change required to revitalise the Centre.
- Re Option 2, some people thought there was a risk of 'sprawl' resulting in loss of business associated with increased development opportunities along the new Church Street extension.
- Re Option 3, some people expressed concerns about the possibility of isolating other key anchors (e.g. Parabanks) and the shrinking of the Town Centre.

Access

- Traffic into and around the STC particularly access to car parks featured heavily in responses.
- 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 Terrace /Salisbury Highway and railway crossing into Park Terrace. This results in a preference to access STC from Salisbury Highway 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 and the potential to further increase this. Although many of the participants indicated they drive 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.
- Those who preferred Option 1 like the current balance of being pedestrian friendly while providing traffic flow and access to car parking.
- Some people expressed concerns over further traffic congestion around the Interchange that may result from Option 3.
- Regarding 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.

4.2.3 DESIGN OPTIONS FOR JOHN STREET

Qualitative comments recorded in relation to the four design options for traffic movement in John Street highlighted different priorities with regard to transport modes – 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. They particularly value the opportunity for on-street car parking. Comments also indicated a preference to retain the current layout because people are familiar with how this works. Other suggested that any changes would be a waste of rate-payer money.

Options B and C

- In contrast, those preferring either Option B or C believe these options would increase convenience for drivers by allowing two-way traffic movements without being encumbered by on-street parking.
- In particular, those choosing Option B supported the idea of not having the disturbance or noise of buses.
- Those who 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.
- Dislikes for both Options B and C included concerns about traffic congestion, reduced safety for both cars and pedestrians, and reduced parking. Option C was particularly perceived to be undesirable because of increased safety issues and congestion of adding buses.

Option D

- Those preferring Option D placed greater emphasis on both pedestrian safety and amenity. Many considered that the road is too narrow to safely accommodate both pedestrians and vehicles.
- Dislikes in relation to this option included too drastic a change, inconvenience for shoppers who bring their cars, fears that John Street will 'dry up' and reduce the accessibility to shops / service particularly for the elderly and mobility impaired.
- In addition concerns were expressed that after dark a mall might 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 also suggested that Option D would only work with increased shops and attractions of John Street to draw residence towards the street. A pilot / trial was suggested.

Irrespective of which option was preferred, a key message was the need to ,at a minimum, maintain the number of car parks currently provided in John Street and ideally to increase car parking in the STC.

5. NEXT STEPS

There has been significant community involvement in all stages of the Salisbury Town Centre Master Planning process. This has ensured that the views of a wide range of community members – including local residents, traders, property owners, and representatives of sporting and community groups – have been heard and taken into consideration in developing the draft Structure Plan.

At the time of writing this report, Council was finalising the Structure Plan. Once this is completed, the outcomes will be communicated to the broader community.

Ongoing community engagement in developing more detailed designs will be critical to ensuring ongoing community acceptance about the proposed changes to renew the Salisbury Town Centre. These engagement processes should seek to build on the goodwill already established through the Master Planning engagement processes and utilise similar techniques including Street Talk events, newsletters, social media, questionnaires, workshops and individualised meetings to ensure a wide range of opportunities are available for interested members of the community to be informed and involved.

APPENDIX 1

STAGE 1: PROMOTIONAL MATERIAL

Salisbury Town Centre Renewal: *Promotional Material*

Bulletin



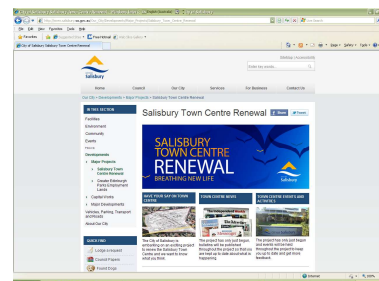
Flyers / Posters



Messenger Press Advertisement



On-line (Project website)



APPENDIX 2

SUMMARY OF STAGE 1 WORKSHOPS

SALISBURY TOWN CENTRE RENEWAL PROJECT

Summary of City of Salisbury Community Workshop, held on 14 June 2011

INTRODUCTION

The City of Salisbury is embarking on an 18 month-long Master Planning process to revitalise the Salisbury Town Centre. Community members were invited to participate in the first stage of the Master Planning process by attending a workshop, held on Tuesday 14 June 2011, to:

- Find out about the Salisbury Town Centre (STC) Renewal Project; and
- Provide initial input into creating a vision for the Salisbury Town Centre by exploring challenges and opportunities to renew the STC.

A total of 16 people participated in the workshop.

Following an overview of the project by Harry Pitrans, participants were invited to contribute their opinions about how the STC is currently operating as well as desired outcomes of the Master Planning process and ideas to achieve these.

The workshop was facilitated by Natalie Fuller and Nicole Halsey.

FIRST IMPRESSIONS

In small groups, participants were asked to comment on their 'first impressions' of the Salisbury Town Centre, whether this occurred relatively recently, or a long time ago. At the end of this exercise, the whole group debriefed and discussion focussed on what had changed for the better, and what had changed for the worse since their first impression. Comments recorded are summarised below.

My first impression of the Salisbury Town Centre:

- Quaint
- 'Great little town'
- Busy
- Ugly and dirty
- Old buildings like the Mill (which are now gone)

Changes for better	Changes for the worse
Underpass on Salisbury Highway	Has become a weigh station-not a destination in itself
Linear Park	Loss of activity in Johns Street
John Street is now one way	Loss of old buildings and character
Town Square (but hasn't reached its full potential)	Lack of change-has 'stagnated'
Village atmosphere	Hard to navigate
Easy to get to	Loss of country feel
'Nothing'	Loss of specialty shops

CHARACTERISTICS OF THE STC – NOW AND INTO THE FUTURE

After reflecting on their first impressions of the STC, participants identified the following 'personality' traits that characterise the STC now and how they would like it to be in the future.

Now

Congested
 Hard to get to know
 Good scrubber (could scrub up well)
 Colourful
 Cosmopolitan
 Dull/boring
 Set in its ways
 Friendly
 Kind



Future

- Proud (leaders live here)
- Many strings to its bow
- Well known-Salisbury identity
- Inclusive
- Helpful of new people
- Employer
- Comfortable in own skin
- Kind
- Outgoing
- Progressive
- Safe

VISION FOR THE FUTURE

The following key points were identified by participants after reflecting on the desired future for the STC and based on this, what they would like to see Retained, Changed and Created.

GETTING TO AND AROUND THE STC

Interchange

- Create a mix of uses at the interchange which will improve safety of passengers
- Underground the railway line
- Create an overpass over the railway line
- Relocate hotels adjacent the interchange
- Remove freight line which divides the centre
- Improve Park Terrace crossing

Access around the centre

- Minimise use of cars and facilitate increased use of public transport-utilise battery/electric vehicles
- Retain existing road networks which work well east of railway line
- Make Johns Street one way for its entire length and remove gazebos
- Connect Little Para with other activities
- Create active laneways
- Provide electric or solar bus to transport people from train station to Parabanks

- Provide bicycle, pedestrian and gopher pathways around the centre
- Provide a safer environment for pedestrians

Parking

- Provide increased parking for people with disabilities
- Charge for car parking
- Consider multi-deck car parks at periphery of STC at key access points

PUBLIC PLACES FOR PEOPLE

Activate public places

- Provide more local events, festivals, live music and entertainment, particularly on weekends
- Monthly Farmers Market

Natural areas

- Retain and improve use of Pitman Park
- Create more activities which face the linear park
- Create connections between river and activities in the centre
- Provide more green space
- Provide water features-eg create a lake near Pitman Park

SHOPS AND SERVICES

Variety and Quality Retail

- Improve the range of better quality retail
- Improve the hotels
- Expand after hours activities

Services to meet existing and future needs

- Establish better linkages between services
- Parabanks and associated car parks are a 'huge barrier' to connecting the STC and Little Para
- Retain the library
- Retain cinema
- Relocate Council offices and utilise site for mixed use development
- Provide a large entertainment venue (eg 600 people)
- Establish a community garden

Employment

- Provide more local employment opportunities

HOUSING

- People living in the STC
- 4-6 storey development close to interchange

- Medium density housing with communal areas
- Sustainable housing eg low energy use

APPEARANCE OF STREETS

- Plant more trees that provide shade canopy and cool the streets and laneways
- Provide street art opportunities including graffiti wall and Aboriginal art display

LOOK OF BUILDINGS

- Retain and improve historic and iconic buildings (eg churches, cemeteries)
- Reuse and adapt old buildings
- Blend modern design with old, character style buildings
- Remove old spotlight building
- Shops and cafes to have verandas and cafe blinds so that people can dine alfresco and 'be on the street'
- Create a landmark building in STC
- Develop multi storey buildings of mixed uses (eg residential, retail, entertainment)

THE OVERALL 'LOOK AND FEEL' OF STC

Built environment / streetscape

- Reduce vehicle use and create 'quieter streets'
- Improve safety
- Reduce numbers of vacant shops
- Clean up the STC by regular rubbish and graffiti removal
- Provide family friendly facilities and activities for families
- Use renewable energy
- Create green roofs

Sense of community, vibrancy and pride

- Create a place where our business and community leaders want to live
- Recognise our past and those who have contributed to our town (eg John Harvey)
- Retain our 'friendly manner'
- Maintain a village feel
- Respect and retain the multicultural diversity of the city
- Make some early improvements and start creating a place where 'word of mouth' will attract increased investment in STC

REVIEW OF IMAGES FOR THE FUTURE STC

A range of images of buildings, streetscapes, spaces and places were provided for review by participants.

Each participant was given a number of red and green dots and asked to assign them to those images they particularly liked (green) or disliked (red) as well as anything that was missing.

Comments recorded by this process are summarised below.

Liked	Disliked
Trees and green spaces that provide shade and relief from heat and soften buildings and paved environment	Buildings that look too modern/harsh
Use of roof gardens	Use of bright colours, glass and plastic in buildings looks too contrived - materials need to be more organic
Green spaces close to where people live and work	Public art that looks out of place eg coloured cow
Clearly defined pedestrian mall/areas with shops and alfresco dining	Hot, reflective surfaces that provide no respite from the elements
Large outdoor meeting spaces that enable people to come together and celebrate	Car dominated design eg large car parks in front of buildings
Activities/places/spaces that look inviting and relaxing	Medium density development that is for residential use only-needs to be mixed use to work well
Use of different textures and materials for streetscaping eg cobbled paving	Buildings that look like 'big boxes'
Use of banners and flags along streets	A 'city' or 'Sydney' look of streets and buildings
Shops on ground floor with housing above	Buildings that look 'exclusive' ie appear to be cut off/segmented from other uses
3-4 story mixed use buildings with balconies	
Shared use streets (eg combined car, bikes and pedestrians)	
Diverse population	
Activities that are open day and night	
Active places with lots of people on the street	
Buildings that have character and are in keeping with the history/culture of the area	
Use of water	

What's missing?

Participants were also asked to comment on what was missing from the images they reviewed.

The following comments were recorded:

- Vibrancy
- A centre or 'hub' of activity
- Lighting
- An anchor point for investment

- Use of water features and frontage to water
- Sustainable development

NEXT STEPS

Outcomes of the workshop will be incorporated with feedback from stakeholders to assist in identifying key desired outcomes in renewing the STC. These will act as criteria to guide the development and exploration of design options in the next phase of the project.

Community members will be invited to participate in the next phase of the project to provide input and feedback on draft design options.

SALISBURY TOWN CENTRE RENEWAL PROJECT

Summary of Key Stakeholder Workshop, held on Tuesday 14 June, 2011

INTRODUCTION

The City of Salisbury is embarking on an 18 month-long Master Planning process to revitalise the Salisbury Town Centre. Key stakeholders were invited to participate in the first stage of the Master Planning process by attending a workshop, held on Tuesday 14 June 2011, to:

- Find out about the Salisbury Town Centre (STC) Renewal Project;
- Provide initial input into creating a vision for the Salisbury Town Centre by exploring challenges and opportunities to renew the STC.

A total of 19 people participated in the workshop representing a diverse range of interests including: property owners, traders, local and region service providers, community groups and state government departments.

Following an overview of the project by Harry Pitrans, participants were invited to contribute their opinions about how the STC is currently operating as well as desired outcomes of the Master Planning process and ideas to achieve these.

The workshop was facilitated by Natalie Fuller and Nicole Halsey.

HOW WELL IS THE STC CURRENTLY OPERATING?

Participants were asked to discuss in small groups how the Salisbury Town Centre is currently operating, and specifically to identify 'what is working well' and 'what is not'? Key points were presented back to the large group.

Working well

- Most essential services are available – a 'one stop shop' / village feel
- Mix of services and retail – making it a stronger commercial centre
- Scale is right – not too big
- Opportunities to leverage off state and local government investment in the area (eg Salisbury North Area Improvement Project)
- The cultural diversity of the community
- Diversity of retail and the number of independent business owners
- Volume of people who come to the STC
- Community is engaged and connected (although opposite also conveyed in that some people are blasé)

Not working well

- Poor legibility / confusing to get to and around the STC
- Not a destination place – no 'draw card' or activity core to attract families / children

- STC is 'tired' – especially compared to other centres which have invested money in upgrading
- Traffic flow and parking – particularly on John St
- Lack of car parking for retail as taken up by people using Interchange
- Security and safety are of concern – especially at the Interchange
- John St is dead on weekends and evening; lack of nearby residential development to support
- Civic Square is not well utilised – poor design (too hot in summer and insufficient shelter in winter); limited activities held
- Council building is not well situated or designed – could better utilise this building as a community facility and relocate Council to 2nd floor of Parabanks
- Services are disjointed
- Retail mix in Parabanks is not right
- Doesn't capitalise on green areas
- Sizzler site is an eyesore
- Strategic projects are not having flow-on benefits locally

WHAT ARE WE AIMING TO ACHIEVE? HOW WOULD WE KNOW IF WE GOT IT 'RIGHT'?

Participants were asked to identify the desired outcomes of renewing the STC – and to develop a 'check list' that could be used to assess design options.

Key themes emerged, namely:

- Safe and accessible
- Vibrant / Key destination place
- More people / greater diversity
- Economically viable
- Good governance
- Sustainability

WHAT CAN WE DO TO ACHIEVE THESE OUTCOMES?

Each of these themes was considered in more detail to explore what needs to be done to achieve them.

Safe and accessible (STC has a sense of order)

Improve access to and within STC

- Make Gawler St and Salisbury Highway a main entry point; with secondary entry from Commercial Road into Parabanks carpark
- Improve intersections at Salisbury Highway/Park Tce / Waterloo Corner and Park Tce/railway
- Improve Interchange: improve security, upgrade, change feel and perception of Interchange

- Improve signage into and around STC (including making shop numbers legible)
- Keep central bus stops and create circular bus loop – into Parabanks and around centre
- Improve traffic flow within STC: slow traffic in Church St
- Make John St two-way OR a mall
- Improve safety
- Establish a cashless centre, reliant on technology
- Upgrade John Street streetscape using CPTED principles
- Increase activities in and around STC

Vibrant / Key destination place (STC has found its market position)

Create a vibrant destination by:

- Increased and improved marketing of the STC – this is critical to developing it as a 'place of interest' within the northern region
- Revitalising community spaces and holding community events (eg markets)
- Having a balance between franchises and independent retail
- Encouraging afterhours activities
- Integrating Pitman Park into the town centre
- Integrating land uses

More people / greater diversity

Attract more people from a greater diversity of backgrounds by:

- Creating a greater mix of employment opportunities across cultures as employment structure influences who is attracted to the area. Need to facilitate training / learning opportunities catering to diverse cultural groups and linking to employment outcomes.
- Capitalising on cultural diversity of community: encourage diverse eating and entertainment venues; cultural marketplaces (eg African markets)
- Revitalising the Civic Square - currently not well designed or situated to be an activity centre; consider integrating cemetery into Civic Square
- Retaining diverse retail base to attract and retain diverse customer base
- Providing inspirational housing opportunities / affordable housing opportunities

Economically viable

To improve economic viability of the STC, need to:

- Integrate Parabanks in to the John St frontage to give the impression of a connected main street by utilising the small car park that fronts the centre.
- Better utilise vacant spaces and activate underutilised spaces
- Ensure a diversity of investment and the right mix of services in order to attract diversity of consumers
- Improve access to and around the STC to attract more users

- Reinforce John Street as a traditional 'mainstreet' and the focus of activity: needs to be easy to access (via friendly public transport), be pedestrian friendly and have diversity of retail
- Encourage cultural / ethnic diversity to invest and provide services in John Street to improve the mix

Good governance (good leadership to implement the STC Master Plan)

- Ensure that the renewal of STC fits within an overall strategy to vitalise the northern region
- Review the demographic profile of Salisbury to ensure services at STC respond to the community needs

Sustainability

Sustainability can be achieved through:

- Built form: utilise what is already there; retain façades and augment rather than demolish
- Encourage better use of public transport
 - Make John Street bus use only and run a new bus service from the Interchange along John St
 - Consider relocation of Interchange to other side of the rail line to free up land for redevelopment and make interchange more accessible to adjoining residents – would require overpass. However it is too costly to relocate
 - Potential to relocate pub and improve Park Tce intersection
- Install a cycling path along Para River
- Most rail commuters come from Kings Road catchment; query how many shop after parking at Interchange; park and ride at Parafield?
- What is attracting people to STC: is it a desired destination? Salisbury is known for sustainability eg water – is this going to attract people?

NEXT STEPS

Outcomes of the workshop will be incorporated with feedback from the community to assist in identifying key desired outcomes in renewing the STC. These will act as criteria to guide the development and exploration of design options in the next phase of the project.

Stakeholders will be invited to participate in the next phase of the project to provide input and feedback on draft design options.

APPENDIX 3

SUMMARY OF *STREET TALK*

Salisbury Town Centre Renewal: *Street Talk*

Overview

On Thursday 2 June 2011, over 500 people contributed their ideas about how the Salisbury Town Centre (STC) could be improved – now and into the future.

The STC is earmarked to become one of Adelaide's major activity centres by 2040 in accordance with the *30 Year Plan for Metropolitan Adelaide*. To this end, the City of Salisbury has embarked on an 18-month process to develop a Master Plan to revitalise the STC. A critical component of this process is to ensure that the local community – residents, traders, property owners and users of the STC – as well as other interested parties have opportunities to contribute their ideas in developing the Master Plan.

Street Talk was designed to provide opportunities for members of the public to contribute their ideas about how the STC currently works (what works well and what doesn't) as well as how the STC might look and feel like in 2040 if it were functioning as a major activity centre.

An interactive display was set up on the corner of John and Church Streets utilising the external windows of the Salisbury Library. People walking past were engaged and invited to talk about what they like about the STC and how they think it could be improved. A series of photographs of the STC were displayed under key themes and people were encouraged to use sticky dots to identify aspects of the STC they like (green dot) and those they don't (red dot). These themes were:

- Getting to and around the STC (by car, bike, walking)
- Buildings (eg what do they look like? how are they designed?)
- Community spaces (eg how are they designed and used?)
- Streetscapes (what is the look and feel when you are walking / travelling through the STC)
- Shops and services (what type of services are available)
- Housing
- The overall 'look and feel' of STC

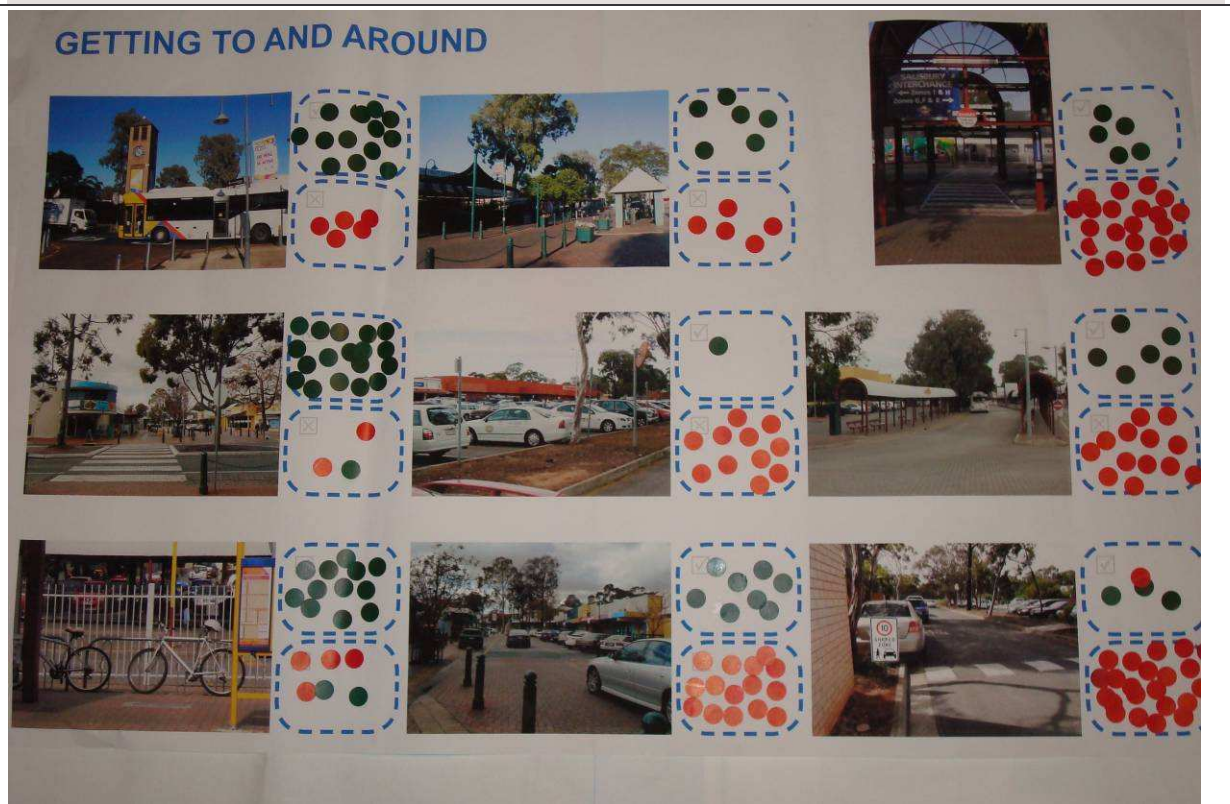
Staff were on hand to discuss and record people's opinions and ideas. These were posted on sticky notes under the headings of *What do you like?*; *What don't you like?* and *What's missing?*

A series of photographs of new or revitalised activity centres from around the world were also displayed as conversation starters and thought provokers about how they might (or might not) want to see the STC developed by 2040. Participants were again encouraged to identify those images they liked and those they didn't together with their reasons why.

Street Talk was a fun community event, enhanced by children's activities including a face painter and a free sausage sizzle. Northern Volunteers served over 800 sausages!

This document summarises the ideas contributed by the community and will be used to develop design criteria to guide the development of options to revitalise the STC. These options will be presented to the community later this year to again seek their input into the development of the Master Plan.

STC NOW GETTING TO AND AROUND THE CENTRE



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Convenient public transport close by • Easy to walk around • New pedestrian crossing on Church Street • Availability of carparks 	<ul style="list-style-type: none"> • Feel unsafe at Interchange and on public transport; appearance of Interchange • Lack of carparking; esp for disabled people – need more and better located • Time delays at Park Tce raiiling crossing – over or underpass needed • Congested traffic network; open Spains Rd over trainline • Bollards, car dominance and bottleneck on John St: should be more pedestrian friendly (eg a mall) OR just use for cars with more parking • Cars and buses go too fast and don't stop at 	<ul style="list-style-type: none"> • Upgrade appearance and improve safety of Interchange • Increase frequency of public transport esp weekends • Improve carparking: Multi-level / underground parking; carpark for STC employees • Upgrade footpaths; more crossings; wheelchair/gopher friendly • Take traffic around STC not through it – close Gawler St from Park Tce / remove lights • Better signage / direct access to STC – improve connection from Commercial Rd to Gawler St

	<p>pedestrian crossings – very dangerous</p> <ul style="list-style-type: none"> • Hard to navigate to main street 	<ul style="list-style-type: none"> • More bike lanes • Provide shuttle bus from station to shops • Main bus route on Wiltshire St not Church St
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STC NOW BUILDINGS



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Historic and character buildings – eg Institute Police Station. Retain and enhance while moving forward • Living Legend Wall – celebration of the community • Single storey rather than multi-story buildings as don't need lifts • Colourful panelling on Cinema building • Council Civic Building – don't demolish! 	<ul style="list-style-type: none"> • Rundown empty shops • All looks outdated: buildings need to be upgraded and better maintained • Buildings are not accessible for elderly • Better pubs needed; too scummy now • Demolish Rock Pool building and hotel opposite to make a 'WOW' factor entrance to STC • Salisbury isn't 'The Living City' • Loss of character – eg old 	<ul style="list-style-type: none"> • Interesting façades to buildings • Colourful and character buildings • Diversity in buildings • New buildings could reflect the multicultural nature of the area • Local beer garden

	train station building lost • CentreLink building is ugly	
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STC NOW COMMUNITY SPACES



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Great library • Dry zone • Pitman Park; beautiful trees • Community spaces • Blue non-smoking lines / zones • Local career centre 	<ul style="list-style-type: none"> • Too dangerous to use Pitman Park cos of people drinking; needs to be a dry zone, cleaned up, bet lit • Town Square – a disappointment, aesthetically poor, unfriendly, too much hard surface, not enough shade or greenery; and no activities • More grass to sit and relax • More public toilets and better quality and frequency of cleaning public toilets / parent facilities • Disability toilets are hard to access in a gopher – door springs are too heavy 	<ul style="list-style-type: none"> • Integrate new development with Pitman Park to make better use - eg develop car park into restaurants / cafés • Make better use of the Town Square: hold regular activities and entertainment (buskers, bands); children's playground • More youth outdoor facilities – skate board, netball court • More community spaces: grass, seating, shelter for people to meet / hang out • Shade structure over St Jays playground • New library


	<ul style="list-style-type: none"> • Ugly great expanses of car parks 	<ul style="list-style-type: none"> • Information booth at Police Station • Cultural centre for shows
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STC NOW STREETSCAPES



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Key landmarks like the clock tower and library • Character and colour of the cinema • Public artwork – gives soul to the area • Character of John St 	<ul style="list-style-type: none"> • Get rid of the bollards – feels like the 'crime capital' • Uneven paving • Too much paving that reflects the heat: more trees needed • Wider footpaths • No snakes in table designs • More modern looking main street • Remove graffiti: install cameras for increased surveillance (and promote they are there) • Danger that gum trees will drop limbs – very dangerous in public 	<ul style="list-style-type: none"> • Tree, trees, trees! • Need more greenery and shade; natural areas to sit and eat lunch / relax • Water features in landscaping (could feature use of recycled water) • Install planter boxes to add colour and provide seating • Better maintain streetscape: trees, rubbish bins • Add interest – local art / photography

	place	
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STC NOW SHOPS AND SERVICES



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Shops are convenient and easy to get to • Good variety; every service is provided • Like the small businesses and friendly staff • Late night shopping • Quiet cafés • Cinema – colourful and fun • Parabanks esp for food shopping 	<ul style="list-style-type: none"> • Centre looks dull; facades of shops need to be done up • Too many empty shops • Parabanks has no character • Too many employment related services • Shops reflect low socio-economic status of area (eg Cash Converters, Easybeat Loan, op shops) • Too much like a country centre – needs to be more like TTP / Parabanks needs to be upgraded • Not enough competition between big retail shops • Theft from shops • Improve publicity about what's available 	<ul style="list-style-type: none"> • Better quality and variety of shops eg clothing for larger people, shoe shop, electrical • Speciality shops in Parabanks • Foodland; Target; K-Mart • More cafés and restaurants in 'Norwood Parade' ambience • Fresh food (farmers) market • Conference centre; catering for businesses • Entertainment places like Tunz Fun or community centre with pool tables; affordable activities • More street activities / entertainment • Relocate service type businesses off main street so focus is shops

		<ul style="list-style-type: none"> • More ATMs
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STC NOW HOUSING



<p>What do you like?</p>	<p>What don't you like?</p>	<p>What's missing?</p>
<ul style="list-style-type: none"> • Character of older style housing • Housing is more affordable for larger families • 	<ul style="list-style-type: none"> • Flats are ugly • Small apartments are not good for families • Real estate undersold • People going through recycle and garbage bins 	<ul style="list-style-type: none"> • Nicer apartments/units • More housing options eg apartments with shops on top; residential development overlooking Little Para Linear Park • More emergency housing • New housing will require increased infrastructure and social services • New housing should be environmentally sustainable • New housing should not too modern / 'box like' as this will date • Higher density housing needs to be balanced by more public open space • Potential to create a slum if housing is too dense

STC NOW

LOOK AND FEEL



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Rural, country feel and atmosphere • Welcoming and friendly • Scale and compactness – that it is not big shopping centre like Elizabeth or like Mawson Lakes • Mainstreet character of Old John Street eg old buildings • Historic features of the area are well maintained and valued eg cemetery • Potential of Town Square 	<ul style="list-style-type: none"> • Rundown appearance: dirty and graffiti – STC needs a major facelift • Do not feel safe particularly at night or down by river – too much drinking on the street; need to make a dry zone and police • Huge carpark – waste of space and ugly – make better use of this space • Poor perception and reputation of area • Cemetery being in the heart of the STC; need to relocate • Too many cars and pollutants • No-one around on Sundays 	<ul style="list-style-type: none"> • Restore and renovate the shop fronts in Old John Street; shops with awnings for appearance and shade • Clean up area (eg Clock Tower bird droppings) • Central meeting places for people to meet / stay longer; increase community spirit and a 'hummm' along John St • Improve safety – cameras, lights, additional security, friendly police beat • More trees in the car parks to improve appearance and provide shade • More greenery generally: on streets, trees and lawn in Town Square; more seating

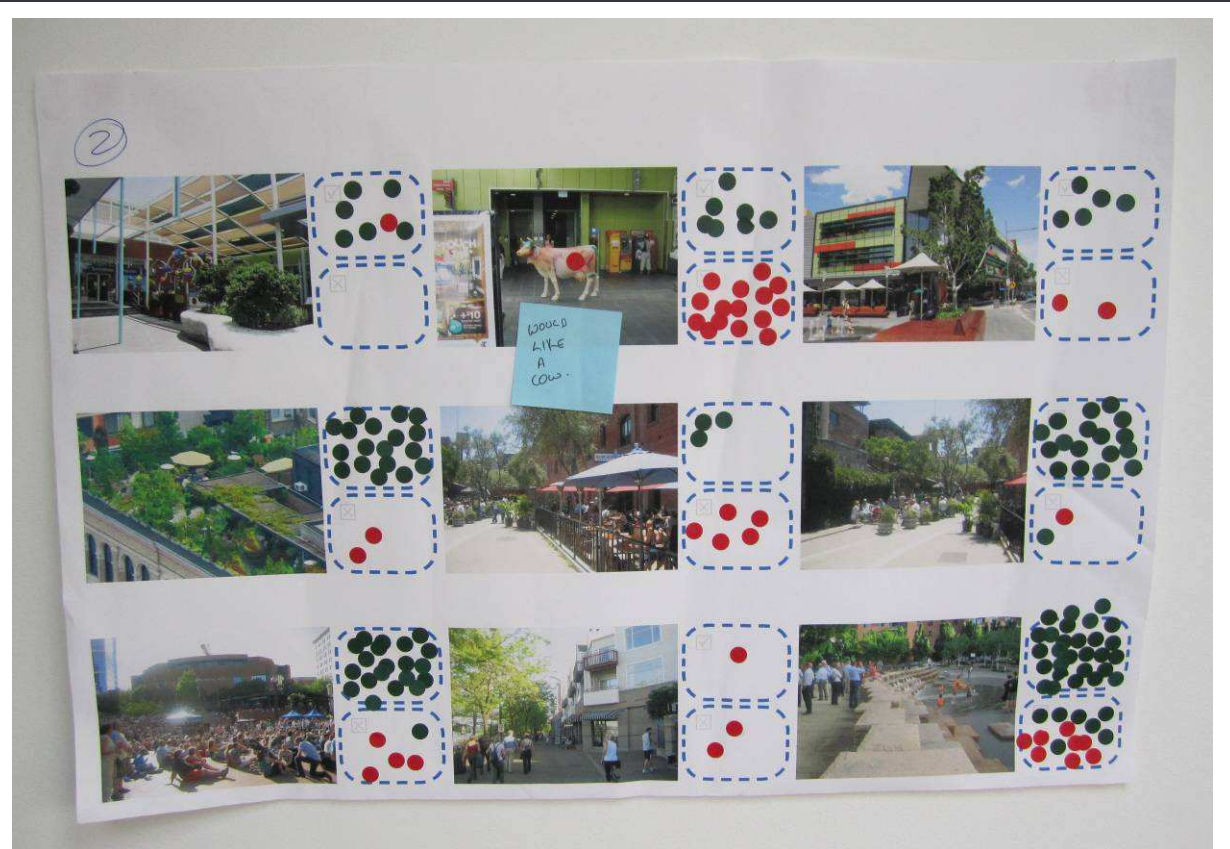
		<ul style="list-style-type: none"> Entry statement to STC
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STC IN THE YEAR 2040 IMAGINE ...



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> Housing above shops Places for people to meet such as outdoor cafes, markets Vibrancy and interaction of everyday life The buzz Modern look and feel High density housing Greenery Opportunities for interaction eg over the water 	<ul style="list-style-type: none"> Buildings are too city like 	<ul style="list-style-type: none"> Housing for people with particular needs eg elderly, affordable, people with disabilities Development needs to be sustainable eg water and energy use More activities/places for young people How make new housing look and feel authentic rather than manufactured? Housing along the Para River Stage for performing

STC IN THE YEAR 2040 IMAGINE ...



<p>What do you like?</p>	<p>What don't you like?</p>	<p>What's missing?</p>
<ul style="list-style-type: none"> • Outdoor spaces for children to play • Public art that is colourful, different, 'out there' • Local festivals/events • Use of water in public spaces • Opportunities for people to interact with public art/streetscape features • Street planting is not just trees but gardens 	<ul style="list-style-type: none"> • Cow sculpture 	<ul style="list-style-type: none"> • Integrate commercial uses with housing so is easy to access • Family friendly environments that cater to all eg elderly, children, people with disabilities • Any high rise housing needs to be accessible for all

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STC IN THE YEAR 2040 IMAGINE ...



What do you like?

- Housing (but don't wait until 2040)
- Modern look and feel
- Respecting the human scale
- Public spaces where people can come together safely

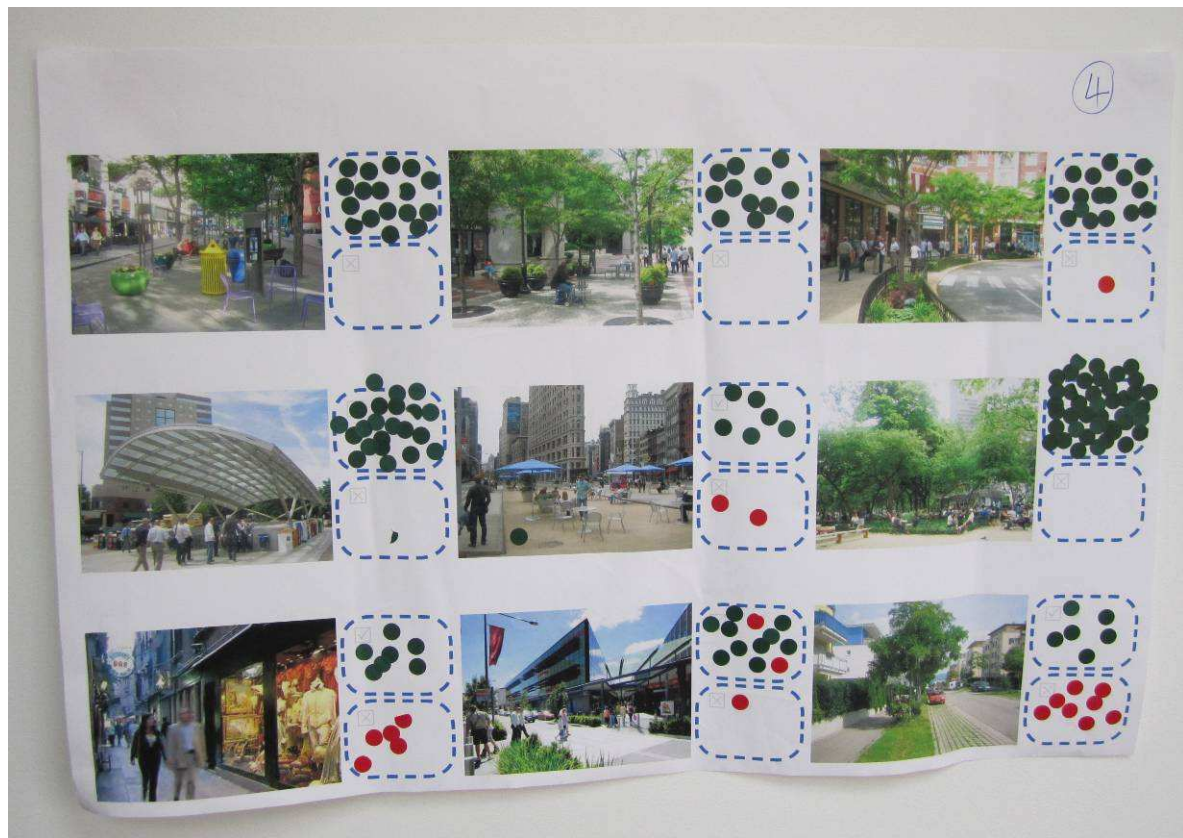
What don't you like?

- High rise buildings

What's missing?

- Emergency housing
- Affordable housing
- Apartments need to be well designed eg for noise attenuation
- All buildings, public spaces, paved areas need to be accessible for all

STC IN THE YEAR 2040 IMAGINE ...



What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • 3-4 storey housing • Housing above shops • Activity in the street-more people, safer • Streets and public spaces for people • Colourful, vibrant street furniture • Underground train station • Multiple access points for transport interchange • Al fresco dining • No closed in malls • Modern park areas 	<ul style="list-style-type: none"> • Don't want manufactured space-we still need character even if we do high rise housing • Big box indoor shopping complexes • Housing looks like shoeboxes and will become low income housing in the future 	<ul style="list-style-type: none"> • Greenery at lower levels not just big trees • Need to attract more tourists

STC IN THE YEAR 2040 IMAGINE ...



What do you like?

- Intimate enclosed spaces eg undercover mall/laneway
- Modern main streets
- Shops above housing
- Public ownership of space
- Shade
- Car free zones
- Activity at night

What don't you like?

- High rise housing- particularly concerned about access in emergency situations

What's missing?

- Footpaths which provide good access for the elderly

APPENDIX 4

SUMMARY OF ADDITIONAL COMMUNITY SESSIONS

Salisbury Town Centre Visioning: 'If Salisbury Town Centre was a person'

Sessions conducted by Janine Harding involving approximately 15 parents of the children attending Library Children's Programs:

- Giggletime held on 7th June 2011
- ABC 30 & 3 held on 8th June 2011

NOW	FUTURE
Rough diamond Disjointed Renovators dream! Family friendly Down to earth Getting on a bit Nice to visit, but only for a little while Dysfunctional Old fashioned x 3 Established Neglected Sprit personality Confused Poor Careless Insecure Dirty x 2 Dull Boring Not particularly friendly Lack of fashion sense Outdated Holds graffiti Too rough Unsafe Scary	Confident Safe x 3 Fashionable x 2 Clean In Artistic Rejuvenated Younger More diverse Has an identifiable 'heart' Community spirited Sense of belonging Modern x 4 Attractive Classy Colourful Friendly x 2 Beautiful Secure x 2 Clean x 2 Entertaining x 2 Enjoyable Trendy Likes / good with kids x 2 Relaxed Pretty Comfortable (climate proof) Buzzing Playful Inventive

Salisbury Town Centre Visioning: Retain, Change and Create

Session conducted by Brian Pledger with the Salisbury Probus Club on 11th June.

Retain <i>(what they like)</i>	Change <i>(what they don't like)</i>	Create <i>(what's missing that they'd like to see included)</i>
Getting to and around the STC (by car, bike, walking)		
	<ul style="list-style-type: none"> • Remove cars from John Street except disabled access (ie pedestrianise John Street) • Solve the railway crossing issue (as a physical barrier to cross Park Terrace for pedestrians as well as traffic congestion caused by the crossing along Park Terrace) • Church Street should be extended to Gawler Street • No cars from Church Street except service vehicles 	<ul style="list-style-type: none"> • More shelter in Church Street eg at the bus stops • James Street Car Park to be multi-storey • Better lighting and security at the interchange • 2hrs free parks then charge \$ • Underpass under railway
Buildings (eg what do they look like? how are they designed?)		
Community spaces (eg how are they designed and used?)		
		<ul style="list-style-type: none"> • More water features, trees and green spaces • Improve trails along the river and improve picnic facilities
Streetscapes (what is the look and feel when you are walking / travelling through the STC)		
<ul style="list-style-type: none"> • Keep trees 		<ul style="list-style-type: none"> • More shelter in Church Street eg at the bus stops

Shops and services (what type of services are available)		
<ul style="list-style-type: none"> • Shopping is easy to access • Keep the library where it is 		<ul style="list-style-type: none"> • More cafes – outdoor and indoors with better food choices • Brand new shopping centre • More good quality relaxed dining
Housing (density and styles)		
		<ul style="list-style-type: none"> • Multi-storey buildings with accommodation that has recreation areas at ground level.
The overall 'look and feel' of STC (retaining heritage, cultural diversity, art, safety aspects etc)		
		<ul style="list-style-type: none"> • Improve security in Town Centre
Other		

Salisbury Town Centre Visioning: Retain, Change, Create

Forum conducted by Julie Douglas and Julie Fyfe on 12th May 2011 with approx 20 people (in small groups of 5 people) involving new arrivals, government service providers, real estate agencies).

Retain <i>(what they like)</i>	Change <i>(what they don't like)</i>	Create <i>(what's missing that they'd like to see included)</i>
Getting to and around the STC (by car, bike, walking)		
Public transport is good Disabled car parking Able to walk around easily	Signs are confusing Difficulties finding places and getting around	
Buildings (eg what do they look like? how are they designed?)		
Community spaces (eg how are they designed and used?)		
Streetscapes (what is the look and feel when you are walking / travelling through the STC)		
Happy Welcome Fine Many trees Good Cleaner and greener than expected	Too crowded Difficulties finding car parks Hard to find destination due to lots of signs and buildings Hard to find Council building because of so many City of Salisbury signs Lots of little streets makes it confusing Crowded and not much parking	
Shops and services (what type of services are available)		
Information Centre is good Good schools available locally	Not enough events, entertainment and cafes open in the evenings	
Housing (density and styles)		
Rental affordability House price affordability More new arrival people purchasing housing		
The overall 'look and feel' of STC (retaining heritage, cultural diversity, art, safety aspects etc)		
Welcoming Supportive of new arrival	More car parking needed	

<p>people Tidy Very busy Neat Well presented The STC was not what was expected</p>		
Other		
<p>Many options to form friendships and communities with other newly arrived migrants</p>	<p>Familiarity with the STC increases the functionality of the STC and the ease of use for people visiting – implies better signage may be necessary</p>	

Salisbury Town Centre Visioning: Retain, Change, Create

Interactive session conducted by Jane Laws at the Salisbury East Neighbourhood Centre during the week of 14th June, 2011: information used for *Street Talk* was improvised and a variety of responses were received from approximately 16 people coming to the community centre.

Retain <i>(what they like)</i>	Change <i>(what they don't like)</i>	Create <i>(what's missing that they'd like to see included)</i>
Getting to and around the STC (by car, bike, walking)		
<ul style="list-style-type: none"> • Not a lot..... 	<ul style="list-style-type: none"> • Unsafe public transport • Train/bus terminal access and getting passed • Increased amount of "traffic slowing devices" - local residents getting annoyed with all the roundabouts, speed humps, and three way roundabouts at t-junctions down local streets that are too small to have them in the first place. • Diment Road - widen it and make it 2 lane to take pressure off Waterloo Corner Road. 	<ul style="list-style-type: none"> • It was commented emphatically by a number of people - People making the planning decisions don't live and use the roads every day otherwise they wouldn't make half the planning decisions they have.
Buildings (eg what do they look like? how are they designed?)		
<ul style="list-style-type: none"> • Many liked the clean lines of new buildings but felt more trees/nature would enhance even more. They felt the library had got a nice mix happening. • Traditional/classic buildings - when they were well-kept in traditional styled gardens, everyone thought they were some of the best and most beautiful scenes Salisbury has to offer. • Many liked the TAFE, police headquarters, church and surrounding streets as being a good mix. 	<ul style="list-style-type: none"> • The loss of traditional/classic style buildings to make way for new development. Park Terrace has some beautiful bungalows and villas and residents felt they weren't valued enough. They did like when these buildings were used commercially as this often meant they were repaired and maintained. • Newer Mawson Lakes - too much house and not enough yard/trees/space/roads.... 	<ul style="list-style-type: none"> • Many would like to see a greater variety of buildings - more multi-storey...

<ul style="list-style-type: none"> • Mawson lakes business precinct – many felt council planning worked well here. 		
Community spaces (eg how are they designed and used?)		
<ul style="list-style-type: none"> • Lots of positive comments on the evolving sporting hubs (e.g combining tennis courts & pool & bike track) – families can have children with different interests can pursue them in the same location. • Open green grassy areas, barbecues, playgrounds, that have activity areas alongside (e.g. tennis/basketball courts) • Carisbrooke was regularly mentioned as being a favourite • Many liked the sun shelters popping up in many community parks and were grateful for the practicality and also thought it enhanced the image. 	<ul style="list-style-type: none"> • Lots of paving and no purpose – many saw Salisbury Town Centre paved area as being a waste of space and ugly. Not enough regular usage and usage meant not cheap market stalls – residents would like to see better use or change the space to something that can be used. It was commented even carparking would be better usage than what’s happening now. • Many residents didn’t feel safe in some community spaces (e.g. Pitman Park which they felt a shame as it has so much potential). 	<ul style="list-style-type: none"> • More amenities within community spaces – more outdoor recreational activities with cafes or seated areas nearby so both the active and sedentary can have a day out. • Some suggested better use of the creek next to Parabanks as being a cafe/restaurant area with something like Sferras in Modbury overlooking grass & greenery. They liked the idea of more outdoor entertainment/eating areas like other suburbs have to offer..e.g TeeTreeGully Hotel area, Prospect, Lyndoch & the Barossa. • Open parklands with activities such as tai chi, walking, fountains, pathways with quirky statues, people reading on park benches surrounded by cafes, ice-creameries, dessert shops, libraries that overlook & become a part of the scene...
Streetscapes (what is the look and feel when you are walking / travelling through the STC)		
<ul style="list-style-type: none"> • Mawson Lakes and the open, natural design and clean lines. • Well-kept kerbs, greenery, nature blending with man-made environment – 	<ul style="list-style-type: none"> • Kerbside dumping • Unkempt/dead council land...vandalism....graffiti...broken bottles/syringes etc • Many commented Salisbury town centre to look cheap – low quality retailers amongst endless 	<ul style="list-style-type: none"> • Good planning • Some would like to see a mix of old & new but all with lots of nature mixed in...some who didn’t like the modern buildings of Mawson Lakes commented

<p>not just paving, or walls, or buildings – lots of nature in between.</p> <ul style="list-style-type: none"> • Most want nature watered during hot summer regardless of water restrictions. • Most had issues with councils protection of gum trees on privately owned land or on kerbsides where the tree was obviously a nuisance (leaves dropping) or even dangerous. Lots had stories of not being able to chop down a tree that was a hazard because Council deemed they could only get it trimmed by an expert at an exorbitant cost to them (after paying Council for the privilege to be told this). • Many liked stobie pole painting & decorating, street art. Some found the advertising of locals & their thoughts/facilities “nice but corny” – not what you would find in “better suburbs”. 	<p>paving, brickwork, second class markets (lots found the holding of market stalls along john st as degrading the town centre). In comparison, they saw streets in the vicinity of the TAFE, through to St Augustines as well thought out with a good mix of modern & traditional buildings, wide streets & nicely kept.</p>	<p>they liked how nature was blended (in the older areas) with lots of trees, water etc.</p>
<p>Shops and services (what type of services are available)</p>		
<ul style="list-style-type: none"> • Many prefer to shop at Hollywood Plaza or go to Golden Grove, TTP, Elizabeth for ease of parking, variety of shops, undercover shopping. • Salisbury has most major retailers within easy driving distance – the available variety of goods & services was extremely good. 	<ul style="list-style-type: none"> • ALL dislike the plans to stop funding RDNS and see it as detrimental to the community in the long run. • Salisbury Town Centre shopping..... Many were outraged that town centre traders were seen to influence the Council to stopping the development of shopping centre near Salisbury Plains area. Most considered it was up to the town centre traders to lift 	<ul style="list-style-type: none"> • Better parking..... better design....

<ul style="list-style-type: none"> • Lots of GP & medical specialists are based in Salisbury but the demand means there is delays in being seen. Many residents would like to see more health/medical services available locally so there wasn't long waiting to be seen. • Recycling & garbage collection services are seen as superior to many other councils. 	<p>their service/business to a level that would make people want to go to them over another business.</p>	
<p>Housing (density and styles)</p>		
<ul style="list-style-type: none"> • Opinions were evenly divided between house styles & suburbs... It was commented that personal choice determined what type of house, but price and amenities suiting lifestyle determined suburb choice. For example, a sporting family looks for nearby clubs to suit their needs; a couple who likes to walk each day will look for easily accessible walking trails. All said shops & services such as medical facilities were important to have within a reasonable distance. • The overall consensus was that high rise and multi-storey living was only practical for a certain demographic, and all commented that what was growing in Mawson Lakes was tasteful and innovative. • Some would like to 	<ul style="list-style-type: none"> • Most like more traditional building land sizes – there were lots of comments about how the newer housing estates have little or no yard or privacy from neighbours. They saw this as being a problem in later years as children grew up, became noisier – conflict between neighbours would increase if there is no escaping noise and intrusion due to being in too close proximity. They also saw this as contributing to childhood obesity – kids have no yard to play in and even though parks may be nearby, it's not safe to let them go there without an adult. In past years they would have sent the kids outside in the backyard, now there's no room for them to do anything in the backyard. By the time kids are old enough to go to the park on their own, patterns & habits are set and computer games are their first choice. • Lots commented on the need for more affordable retirement housing. Cost to buy into private retirement estates are excessive and the cost to sell once you want to get out are even worse. Some commented as much as 40% of selling price went to the retirement home company. 	<ul style="list-style-type: none"> • Trees and vegetation in new suburbs.

<p>somehow have housing making better scenic use of Salisbury council's water saving innovations – some said they would pay extra for their home to have water views that were also practical in a community water-saving scheme.</p>		
<p>The overall 'look and feel' of STC (retaining heritage, cultural diversity, art, safety aspects etc)</p>		
<ul style="list-style-type: none"> • Mawson Lakes, Springbank Waters, & new suburbs • Parklands – especially Para Wirra, Carisbrooke, linear park through Salisbury Downs • The Salisbury Recreation Precinct at Waterloo Corner Road – tennis & the pool etc • Most suburbs are well kept and there's continuous improvement in those that need it – e.g. Salisbury North. • Lots of shopping centres within a short driving distance – Hollywood Plaza big favourite out of Salisbury shopping centres. • The people – lots of people commented on how helpful & friendly most people in Salisbury are. A lot of people know & are friends with their neighbours. • Good selection of schools, sporting clubs • The airport 	<ul style="list-style-type: none"> • Salisbury Town Centre – John Street – not one person had a positive comment on the design, look or practicality of this area. All felt sorry for traders as they rarely went there as it looked so bad, parking was terrible, looked unsafe and was "a nightmare to drive". • Train/bus terminal & getting in around town centre was often only ever ventured if absolutely necessary. Some people felt it "a shame the library & council chambers was in Salisbury otherwise they wouldn't have to go there at all". • Complaints from Salisbury North/Paralowie residents on the state on Waterloo Corner Road & the proposed "slowing down" of Diment road – Waterloo Corner Road was described as a disaster being single lane, with too many bus stops, traffic islands put awkwardly near turning lanes so traffic builds up, during busy periods people take risks to turn onto Waterloo corner road & roundabouts on side roads are being driven over or treated as a T-junction because they're too tight. Lots of complaints here – residents were not impressed at planning here at all! Information given out that Diment Road should be further slowed down had people in an outrage, saying it would be better to make it double lane & take the pressure of the disaster 	<ul style="list-style-type: none"> • Better planning for the city centre – straight lines, easy parking, trees and beautiful buildings. Many cite Mawson Lakes as an example for planning & ease to drive around. • Better nightlife – good quality restaurants, entertainment venues (for concerts, plays, cabarets) high quality & unique that brings in people from out of town as well as keeps locals going out local.

	<p>that is Waterloo Corner Road. Many had suggestions on what they would like to do with whoever was planning all this. – Not one positive comment available.</p> <ul style="list-style-type: none"> • Many felt the open land behind Salisbury East, Hillbank etc was being lost with development and more needed to be left as open land. • The airport. 	
Other		
		<ul style="list-style-type: none"> • When asked to imagine it's the year 2040, many thought we'd still be dealing with the same issues as they can't see Council taking a firm stand and redesigning the "shambles" that is currently Salisbury Town Centre. Most thought that Council continued to throw good money away to build upon what is already there, when they saw the issue as being a bigger job – new roads, new blocks, better layout rather than working with what's there now.

APPENDIX 5

SUMMARY OF STAGE 2 WORKSHOPS

SALISBURY TOWN CENTRE RENEWAL PROJECT

Summary of City of Salisbury Elected Member & Staff Workshop,
held on Tuesday 23 August 2011

INTRODUCTION

Approximately 25 City of Salisbury staff and Elected Members, together with Chris McDonald from the STC Association, participated in a workshop held on Tuesday 23 August 2011 to discuss the renewal of the Salisbury Town Centre (STC).

The aims of the workshop were to:

- To provide an update on the project
- To introduce the approach to urban design
- To get feedback on draft design principles to guide the development of options for the draft Structure Plan for STC
- Discuss the following design elements to identify opportunities re:
 - Movement
 - Built form and land use
 - Open space and public realm

After a welcome from John Harry and an update on the project by Greg Waller, Damien Ellis and David Cooke from Hames Sharley presented on:

- the regional context for STC
- differences between shopping centres and town centres
- draft urban design guidelines
- prompt questions for the three design elements.

In small groups, participants discussed each design element – identifying what is working well / not working well as well as design opportunities. The outputs of the small group discussions are summarised in this document.

The workshop was facilitated by Natalie Fuller.

MOVEMENT

DISCUSSION PROMPTS

- *What are the current movement patterns (vehicle, freight, cycling and pedestrian)?*
- *What are the current destinations?*
- *How efficient is the existing networks?*
- *What are the possible movement networks?*

WORKING WELL

- Salisbury Train Station – easy access / close to STC
- Multiple access points for vehicles from Park Tce
- Housing – easy walking to STC
- Salisbury Highway through traffic
- Pedestrian trail along Little Para River
- Pedestrian overpass (over Salisbury Highway)
- Pedestrian movement on John St

NOT WORKING WELL

- Centre Link / Parabanks roundabout during peak hours along Gawler Street
- John Street
- Interchange / all of STC not pedestrian friendly
- Lengthy wait at railway crossing due to boom gates and traffic lights
- Buses going through town centre
- Vehicular traffic to Seniors RSL / Bowling club (right hand turn at RSL difficult)
- Commercial Road being used as a through road / bypasses STC
- Staff entry to Council / Parabanks is too indirect
- Too many exits from Park Tce to STC – no clear / obvious route
- Church St / John St intersection (new pedestrian crossing on Church St not working)
- Not cycle friendly
- Lack of signage
- Not disability friendly
- Bottle neck at lights and roundabout at rear of STC
- Right onto Commercial from Park Tec – confusing line marking
- DTEI car park

IDEAS

Better define road hierarchy

- Clarify the roles of various roads in relation to STC eg
 - Commercial Road for commercial
 - Park Tce as the gateway to STC
 - John St – pedestrian only

New connector road

- Several groups suggested constructing a new road as a northern extension of Church Street (going through current Civic Centre site). This would create a 'high street' with opportunities for new civic buildings (refer next section).
- This new road could then either:
 - Connect to Salisbury Highway – thereby creating a direct link from Salisbury Highway to the STC (currently Salisbury Highway by-passes STC)
 - Connect to Commercial Road via a continuation of a new road in an easterly arc behind Parabanks – thereby creating a ring route.
- It was noted that if Church Street was extended to the current location of the roundabout along Gawler Street, it would be difficult for vehicles to access Salisbury Highway and that the extension would not necessarily improve access for vehicles travelling in a NE direction.

Park Tce / railway crossing

- Construct an overpass / underpass at Park Tce / railway crossing

John Street / James Street

- Improve pedestrian / cycle access from Interchange Block – so there is a visual connection from railway line to main street

Access from Park Tce

- Differing views:
 - current multiple access routes from Park Tce works well
 - vs create a more obvious direct route (eg potential for new road from corner of Park Tce and Commercial Road through to John St, re-enforce Church Street as a main access route with a view of northern extension)

Little Para River

- Cyclist/pedestrian trail along river to STC

Car parking

- Create a multi deck park – potential to locate this at Interchange as part of a TOD
- Locate a car park further out of STC

Rail corridor

- Improve the pedestrian/cyclist link along the rail corridor connecting both north (to Little Para River) and south (to oval)

Bus

- Potential to have a bus drop-off in the town centre / hub – located at the intersection of John St and Church St (with northern extension of Church St)
- Relocate primary bus movements on Commercial Road – could have new terminal

Other

- Locate an Emergency Services building in north-west corner for easy access to Salisbury Highway

BUILT FORM AND LAND USE

DISCUSSION PROMPTS

- *What is the current land use and built form character?*
- *What are the good / bad elements of this character?*
- *Where are the strategic opportunities for: Residential development; Commercial development and Mixed use development*

WORKING WELL

- Diverse and varied built form and land use
- Historical connections to churches / cemeteries
- Oval – retain
- Cemetery
- Location of Civic Square and Clocktower
- Location of train station
- Schools
- Car park behind library and Spaceland
- ‘Seniors precinct’ (Jack Young Centre, RSL)
- Location of retail strip

NOT WORKING WELL

- Mixed, confused land-use
- Poor legibility (eg residential frontages are now commercial properties)
- Fast food outlets as gateway to STC
- Under-utilised car parks
- Old 70s style facades
- Council chambers
- Parabanks
- Poor streetscape amenity near interchange where the rear of retail fronts onto street
- Interface between Civic Sq and Parabanks
- Disconnect created by railway line of area to the west

IDEAS

Rail Line / Interchange

- TOD / mixed-use development over the rail line
- Develop ‘dead pockets’ between rail line and Salisbury Highway for mixed use
- Develop interchange as more of an entertainment recreation precinct

New High Street (Church Street to the Little Para / Salisbury Highway)

- Develop civic precinct along new street with bigger/better facilities – eg integrate Council offices, library, Jack Young Centre and link with entertainment facilities
- Focus more activities around the Civic Square / civic centre
- New Town Square could be located at northern end to abut Little Para which could provide better north-south linkages

John Street / James Street

- Retain focus as a 'Main Street' with retail / commercial on ground level and housing above (particularly at western end)
- Opportunity of one owner of James St properties to have a major redevelopment of this area; eg have a commercial / retail buffer adjacent to train line moving into mixed use development

Parabanks

- Potential for high rise housing on top of Parabanks
- Retail with housing on top on southern side of Parabanks facing onto John St

Little Para River

- Restaurants / cafés facing out over river with residential development above (similar to Holdfast Shores altho low level)

Triangle bounded by Commercial / Park / John

- More housing and intensity / density
- Leverage onto TAFE / Education sectors to consider opportunities for more residential and commercial development

Car parking

- Retain car parking at Spaceland, Judd and adjacent Civic Centre – but potential for combined residential / retail / car parking
- Convert DTEI car park into multi-deck car park
- Underground car parking

Salisbury Oval

- Develop as a recreational precinct with a day-time functions and convention centre; use by clubs
- Relocate oval to recreation precinct (east of Commercial Road) and use site for either residential or mixed use development
- Counter view – retain oval

Other

- Redirect the river through Town Centre to create major water feature
- Housing to cater for variety of groups but especially to target students and older people
- Move seniors precinct (eg Jack Young Centre) closer to Parabanks and redevelop the Jack Young Centre site for medium density residential development

PUBLIC REALM / OPEN SPACE

DISCUSSION PROMPTS

- *What are the prevailing networks of open space?*
- *Where are the key areas of public realm space?*
- *What are the strategic opportunities for usable public realm and open space, acknowledging that integration with the Town Square is vital?*

NOT WORKING WELL

- Civic Square – not people friendly
- Salisbury Oval / St Jays – underutilised
- Linear Park / Para Trail / Pitman Park
- Parabanks car park
- Shop front building – retail focus not service provision
- War memorial / cemetery
- Poor safety at interchange
- Disconnect to pool and Happy Home reserve

IDEAS

Civic Area

- Re-route the Little Para River to create a lake / wetland to capitalize on City of Salisbury as the 'wetland city'
- New town square could be located at northern end to abut Little Para
- Activate activity in and around Civic Square
- Develop an auditorium / amphitheatre for larger community events
- Ensure the new 'High Street' is attractively landscaped with opportunities for parking
- Link Interchange with Civic Centre

Interchange – Major New Town Square

- Create a new major civic area / town square at the Interchange with connection down John St to current Civic Square. This would provide safety at the interchange, create a café area and become a main entrance to the STC linking to civic area
- Linked to this proposal are the following ideas
 - Extend Church street into a new High Street and close Gawler St
 - Close Park Tce off at railway line – so this is only pedestrian accessible
 - Build multi-storey car park over railway station
 - Build entertainment facilities around the Interchange to link into cinema complex
 - Make John Street pedestrian only (or just during the day time and open at night)

- Retain car parks at the back of John St
- First section of John St restricted car access only
- Remove buses at interchange while maintaining the access to bus services near the Civic Square

Little Para / Pitman Park / Pioneer Park / Happy Home Reserve

- Make better use of area overlooking Pitman Park (ie Parabanks as well as potential new development)
- Link Para trail / Pitman Park to STC
- New road between Parabanks and river would create better linkages to Pitman Park / Pioneer Park. Formalise open space / square entry point where new High Street connects to Pitman Park.
- Improve links to connect Happy Home reserve with Salisbury oval

Salisbury Oval / St Jays

- Extend Church Road southwards to create better link to oval / St Jays
- Move Salisbury oval to Happy Home reserve

Triangle bounded by Commercial / Park / John

- Create an open space / park near TAFE

Other

- Greening to soften built form (trees, rooftop gardens, green walls)
- Shared use of school open space
- Create a heritage trail eg Institute building, Memorial Ave, cemetery, church, RSL memorial, Pitman Park, water wheel etc
- High quality spaces in high density resident areas
- Pathways between activity generators
- Strategic linking of all open spaces
- Enhance public realm along key streets

DRAFT URBAN DESIGN GUIDELINES

Participants were invited to comment on the draft urban design guidelines. It was emphasised that these are very initial thoughts as Hames Sharley has just commenced work on the project. The guidelines were based on the outputs of the first stage of the community engagement process.

Refer over page for summary of comments.

NEXT STEPS

A public workshop is being held on Tuesday 7 September from 6-8pm. The output of both workshops will be considered by Hames Sharley in developing design options. It is envisaged that these will be presented to the community for feedback in mid – late November 2011.

DRAFT URBAN DESIGN GUIDELINES

Draft Guideline	Comment
Celebrate the area's history and traditions	<i>Recognise and reinvigorate</i> the area's history and traditions Celebrate the <i>village</i> history and traditions
Make it easier and safer getting into and around the Town Centre	more logical for this to be #1 Make it easier and safer getting into and around the Town Centre <i>linking key areas</i> Notes: cultural diversity, meet and greet, social
Create attractive, safe, vibrant community places and public space	Create <i>functional, connected</i> , safe, vibrant community places and public space Create attractive, safe, vibrant and <i>versatile</i> community places and public space
Modernise the Town Centre with a mix of land use activities	Strong dislike for the word 'modernise' (from all groups) <i>Revitalise / Enhance / Create</i> the Town Centre with a mix of land use activities Notes: create old and new / rejuvenate
Enhance 'Main Street' appeal	Enhance <i>18 hour</i> appeal <i>Embrace</i> 'Main Street' appeal
Provide housing opportunities within and near the Town Centre	Provide <i>new</i> housing <i>business</i> opportunities within and near the Town Centre
Enhance open space connections	<i>Activate</i> open space connections <i>Activate</i> open space <i>and</i> connections Enhance <i>and develop new</i> open space connections
Additional Suggestions Quality built form (activate and connect) Promote cutting edge environmental design and technology	

SALISBURY TOWN CENTRE RENEWAL PROJECT

Summary of Community Workshop,
held on 7 September 2011

INTRODUCTION

Approximately 18 people, comprising residents, traders and representatives of community organisations together with 2 Elected Members, participated in a workshop held on 7 September 2011 to discuss the renewal of the Salisbury Town Centre (STC).

The aims of the workshop were to:

- To provide an update on the project
- To introduce the approach to urban design
- To get feedback on draft design principles to guide the development of options for the draft Structure Plan for STC
- Discuss the following design elements to identify opportunities re:
 - Movement
 - Built form and land use
 - Open space and public realm

The facilitator, Natalie Fuller, welcomed people. After a project update by Grazio Maiorano, Damien Ellis from Hames Sharley presented on:

- the regional context for STC
- differences between shopping centres and town centres
- draft urban design guidelines

In small groups, participants identified what is working well / not working well as well as opportunities in relation to the key design elements. The outputs of the small group discussions are summarised in this document.

MOVEMENT

WORKING WELL

- Zebra crossing on Church Street
- STC quite well serviced by public transport
- Car parking in close proximity to some businesses eg banks
- Good accessible path for visually impaired or mobility impaired at western end of John Street (close to the interchange)
- Parks are accessible - within close proximity

NOT WORKING WELL

Pedestrian/cycle access

- Not pedestrian friendly; difficult for to cross roads due to high speeds; bus stop on Church street has no pedestrian access
- Shared space in John Street not working; too many bollards and street furniture, bollards with chains between them, signage and footpath displays (not good for visually impaired or mobility impaired)
- No access to library from Wiltshire Street car park
- Footbridge linkage over Salisbury Highway to STC is a long walk

Vehicular access

- Railway crossing – blocks traffic flows
- Mary St / Wiltshire St – access not available for all turning movements
- Shortcut of vehicles from Wiltshire Street to John Street via car parks (travelling at speed)
- Dangerous intersection at Stanbel and Main North Roads
- Poor connections to STC by road from east as well as west / north (due to railway)

Car parking

- Car parking at Parabanks is a waste of space

Public transport

- Safety concerns using public transport and interchange
- Lack of frequency of public transport

IDEAS

Pedestrian/cycle access

- Shared use zone: – install treatment such as tactile tiles to assist movement on footpaths and roads
- Improve pedestrian access to Little Para
- Move interchange north away from road links
- Remove buildings between John St and interchange to create better link
- Create a car-free zone in area bounded by Commercial Road / Park Tce / Salisbury Highway (except for essential / emergency services) linked with bus drop-off services

Vehicular access

- Create a new road link from Church Street to Little Para (also for pedestrians)
- Extend Saints Road to STC
- Do not allow heavy vehicles during shopping hours
- Upgrade roads and enlarge car parks
- Improve access (both vehicular and pedestrian) to/from STC to/from Salisbury oval and St Jays

- Near railway crossing, close Park Terrace or reduce carriageways to one way either way to discourage through traffic

Car parking

- Locate car parks on outskirts and use shuttle buses to bring people into centre
- Increase car parking near interchange
- Move car parking to rear of businesses on John Street
- Remove large ground level slabs of car parking and replace with either underground or roof top car parking

Public transport

- Also use shuttle bus to bring people from interchange
- Emphasis should be on use of public transport rather than private vehicles
- More efficient public transport routes
- Better co-ordination of bus / rail services

BUILT FORM AND LAND USE

WORKING WELL

- John Lane cottages
- Council buildings
- Generally happy with status quo

NOT WORKING WELL

- No historical reference of the past eg no orange trees left; flour mill etc
- Buildings/facilities are too far apart – centre needs to be more compact

IDEAS

Design

- Period style buildings, well designed to be user friendly
- Height limit required – make use of the space available
- Bring back the vines
- Capitalise on opportunities provided by Edinburgh Park

Commercial

- Designate Centre area – consolidate uses; soften with open space
- John Street doesn't need to be the only focus for activity
- Better mix of shops – not proliferation of similar uses (eg employment agencies, loan sharks)
- Extend John Street and provide opportunities for mixed use development
- Shops above and around interchange

Housing

- Well designed and managed apartments – shared by elderly and students
- Housing with shops underneath would be OK but prefer residential on outer area but still in close proximity
- Residential development on top of shops / Parabanks
- Increase concentration of housing on north-eastern side of Little Para (over Bridge St)

Community Services

- New / bigger library (possibly multi-storey), with better internal facilities to make it a place where people want to spend time
- Multi-purpose community centres and child care centres in STC, linked with recreation facilities and cafes / small boutiques located near river
- Link Jack Young centre with residential development on top of shops

Mixed use

- Park Tce / DTEI car park and Sizzler site – provide good opportunity for mixed use

Gateways

- Develop iconic building on Park Tce/ Waterloo Corner Rd

PUBLIC REALM / OPEN SPACE

WORKING WELL

- Green trees
- Proximity to river and oval
- Retain areas of open space
- Bowling / croquet facilities are well utilised
- Grassed areas of STC are popular
- Retain cemetery – provide more information to recognise Salisbury's pioneers
- Outdoor cafés
- Retain country feel and village like atmosphere

NOT WORKING WELL

- Little Para and Pitman Park is not well utilised – due to perceptions / actual lack of safety
- Pitman Park is divided from Town Centre – not accessible or integrated; STC turns its back on park
- Poor legibility and access to open space
- STC Town Square
- Happy Home reserve is underutilised

IDEAS

Increased vibrancy

- More activities eg gala days to better utilise Little Para and Pitman Park
- More people / activities on John Street
- Better use / activate Town Square – needs to be covered, more grass, activities, markets etc – to assist in activating area after hours
- Flags in street

Cleaner

- General tidy up / remove graffiti

Better integration

- Better signage
- Integrate Little Para River open space to STC with playground
- Create more playspace for children of all ages and adults
- Enhance cemetery in STC

DRAFT URBAN DESIGN GUIDELINES

Participants were invited to comment on the draft urban design guidelines. It was emphasised that these are very initial thoughts as Hames Sharley has just commenced work on the project. The guidelines were based on the outputs of the first stage of the community engagement process.

Refer over page for summary of comments.

NEXT STEPS

The output of this workshop will be considered by Hames Sharley in developing design options. It is envisaged that these will be presented to the community for feedback in mid – late November 2011.

DRAFT URBAN DESIGN GUIDELINES

Draft Guideline	Comment
Celebrate the area's history and traditions	
Make it easier and safer getting into and around the Town Centre	Make it easier, safer and <i>accessible</i> getting into and around the Town Centre <i>for all</i>
Create attractive, safe, vibrant community places and public space	
Modernise the Town Centre with a mix of land use activities	Remove word 'modernise' – replace with 'Revitalise' Modernise the Town Centre with a mix of land use activities <i>including entertainment, recreation etc</i>
Enhance 'Main Street' appeal	Remove word 'enhance' – replace with 'Create' Enhance ' <i>Town Centre</i> ' appeal
Provide housing opportunities within and near the Town Centre	'universal design'
Enhance open space connections	
Additional Suggestions Retain heritage buildings Provide opportunities for social interaction and community buildings Involve and reward community volunteers Improve cyclist / pedestrian access Cultural arts hub Internet hub (app for STC – eg what's on, where to go)	

APPENDIX 6

SUMMARY OF STREET TALK TWO

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 overlaid 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

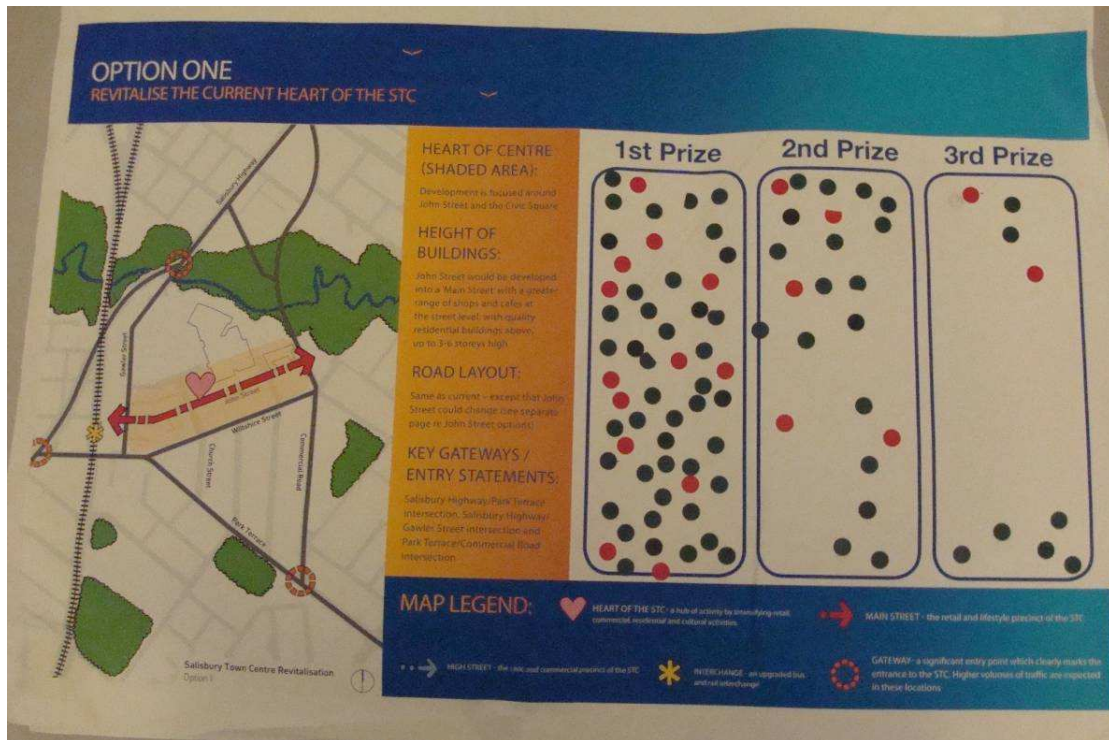
- Following on from the above point, Options 1 and 2 were seen as more in keeping with the current character of the STC with people valuing its 'village like' atmosphere.

- 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)

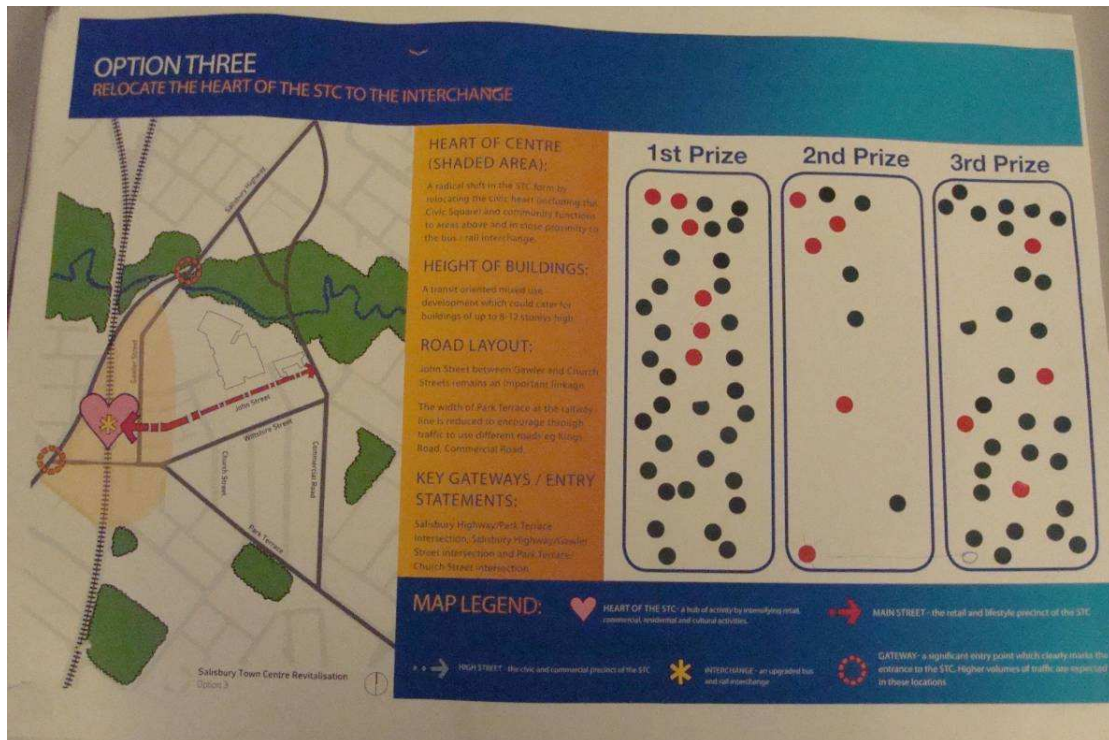
What don't you like?

- 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.

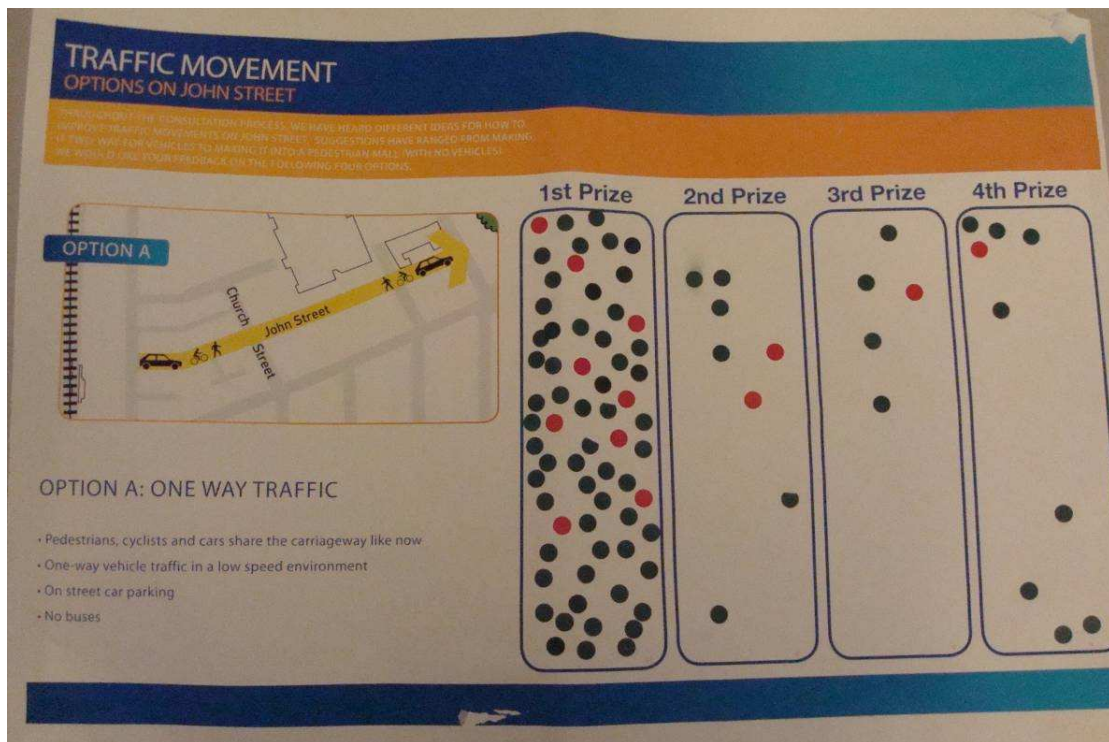
- However, when asked what a mall might feel like at night, responses indicated that it would not feel safe and that it would be essential to provide adequate lighting, regular police patrols and to have a shorter section of no vehicle space so that there would be clear sight lines through the proposed '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



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**

FOR THE LAST PRESENTATION (OPTION B) WE HAVE HEARD DIFFERENT IDEAS FOR HOW TO IMPROVE TRAFFIC MOVEMENT ON JOHN STREET - SOME SUGGEST HAVING BANDED FOOTWAYS ALONG WITH CYCLES TO MAKE IT INTO A PEDESTRIAN MALL (WITH NO VEHICLES). WE WOULD LOVE YOUR FEEDBACK 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 DESIGN PROCESS WE HAVE HEARD ONE GREAT IDEA FOR HOW TO IMPROVE TRAFFIC MOVEMENT ON JOHN STREET. SUGGESTIONS HAVE RANGED FROM MAKING IT TWO-WAY FOR VEHICLES TO MAKING IT INTO A PEDESTRIAN MALL WITH NO VEHICLES. WE WOULD LIKE 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?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	

TRAFFIC MOVEMENT: OPTION D – NO VEHICLES

**TRAFFIC MOVEMENT
OPTIONS ON JOHN STREET**

THROUGHOUT 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 FOR VEHICLES TO MAKING IT INTO A PEDESTRIAN MALL (WITH NO VEHICLES). WE WOULD LIKE YOUR FEEDBACK ON THE FOLLOWING FOUR OPTIONS.

OPTION D

OPTION D: NO VEHICLES

- John Street is restricted to pedestrian and cyclist only – no cars or buses except emergency and service vehicles
- No on street car parking
- Public pedestrian links created from John Street directly to the interchange

1st Prize

2nd Prize

3rd Prize

4th Prize

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 encourage 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

APPENDIX 7

SUMMARY OF YOUTH COUNCIL WORKSHOP

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.

APPENDIX 8

SUMMARY OF QUESTIONNAIRE RESPONSES RE DESIGN OPTIONS

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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Salisbury Town Centre Renewal: *Stage 3 Survey*

Overview

A questionnaire, included in the newsletter as well as available on-line and a number of Council facilities, invited respondents to provide feedback on:

- Which of the 3 Salisbury Town Centre design options they most/least like in order of their preference
- What do they like/dislike about each design option
- Which of the 4 traffic movement options for John Street they most/least like in order of their preference
- What do they like/dislike about each traffic movement option
- Other ideas that they would like Council to consider in developing a Structure Plan to renew the Salisbury Town Centre.

An opportunity to be in the draw for 3 \$100 vouchers was offered as an incentive to complete the questionnaire.

A total of 128 completed questionnaires were received by Friday 9 December. While some people chose not to prioritise their preferences on options provided, the majority of respondents indicated their preferences and provided comments, which are summarised in this document.

Addresses were provided by 124 respondents, of which 99 live in Salisbury Council across 17 suburbs:

- Brahma Lodge – 2
- Burton – 4
- Direk – 2
- Gulfview Heights – 1
- Mawson Lakes – 3
- Para Hills West – 1
- Para Vista – 1
- Parafield Gardens – 8
- Paralowie – 11
- Pooraka - 1
- Salisbury – 38
- Salisbury East – 4
- Salisbury Downs – 3
- Salisbury Heights – 1
- Salisbury North – 16
- Salisbury Plains – 2
- Waterloo Corner – 1

The remaining respondents (25) mainly live in surrounding Council areas:

- Playford – 10
- Port Adelaide Enfield – 4
- Tea Tree Gully – 3
- Adelaide City Council – 2

- Prospect – 1
- Adelaide Hills – 1
- Burnside – 1
- Light – 1
- Mallala – 1
- Interstate – 1

Of the respondents who provided details about them,

- 95 were City of Salisbury residents
- 25 were property owners within the City of Salisbury outside the Salisbury Town Centre
- 5 were property owners located in the Salisbury Town Centre
- 6 were traders in the Salisbury Town Centre
- 15 worked in the Salisbury Town Centre
- Other – 37
 - Regular shoppers to John Street – 9
 - Voluntary work in area – 4
 - Family / friends reside in Salisbury area – 4
 - School / study in area – 3
 - Used to live / go to school in area – 1
 - Retired – 1
 - No response - 15

Respondents 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 overlaid on all three options for Salisbury Town Centre. While mixed views were expressed, a pattern of responses emerged with:

- about 40% of the respondents supporting the retention of the current layout of the STC (Option 1), with 66.7% favouring Option A of retaining one way traffic movement on John Street;
- about a half favouring Option 2 for the STC of extending Church Street to create a high street, with 35% of the respondents also preferring Option A of retaining the current John Street traffic movement, with 10% preferring Options B of two way without buses and D of transforming John Street into a pedestrian mall;
- Option 3 for the STC – of focusing new development at the interchange – receiving the least support from those supportive of the idea of TOD or opposition to the proposed 8-12 storey heights;
- Option D received the most mixed views – while 27.8% respondents supported this as their most preferred option while it was also one of the most unpopular options, next to the most unpopular Option C (two-way with buses).

Irrespective of which of the STC options they support, participants are keen to see the STC given a good ‘make-over’ and activation. Many of the comments received echoed those at the first Stage consultation, with people suggesting a range of initiatives including better use of the Town Square and

public realm including the river area for entertainment and activities such as bands, more family / kids friendly activities (eg play café, grassed area), improved access to car parking, improved safety initiatives and increased access to community facilities and services.

Feedback received from *Stage 3 Surveys* will be considered by Council along with an analysis of views gathered from the Street Talk Two and Youth Council Workshop 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 respondents with:

- 41.1% preferring Option 1
- nearly a half (48.4%) preferring Option 2
- Only 10.5% preferring Option 3

It should be noted that the above breakdowns are indicative only of preferences, as 33 respondents did not respond and 9 gave a first preference only.

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 STC Options

Options	1st	2nd	3rd
1: Revitalise the current heart of the STC	39	40	8
2: Reinforce and extend the heart of the STC	46	36	10
3: Relocate the heart of the Centre to the Interchange	10	10	68
TOTAL	95	86	86

Key reasons underpinning participants' view points related to:

The height of buildings

- Many people expressed great support for increased development opportunities and residential developments but opposition to any development higher than 6 storeys.
- The proposed height of 8-12 storeys for Option 3 was therefore opposed by a number of participants, while in contrast those who supported this option liking the idea of TOD.

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.

- Many people thought Options 1 and 2 would strengthen the existing assets (eg John Street, Civic Square, Interchange, Parabanks, the Little Para linear park) by bringing in more residential and other development and potential opportunities to activate public realm
- Some people thought there will not be much change with Option 1.
- Re Option 2, some people thought there was a risk of 'sprawl' resulting in loss of business associated with increased development opportunities along the new Church Street extension.
- Re Option 3, some expressed concerns over the possibility of isolating other key anchors (eg Parabanks) and the shrinking of the Town Centre.

Access

- Traffic into and around the STC particularly access to car parks featured heavily in responses.
- Those who preferred Option 1 supported pedestrian friendliness of the existing John Street while providing traffic flow and access to car parking.
- 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. Even those who supported Option 1 expressed the need to improve the situation.
- Conversely Option 3 was preferred by some because of its utilisation of public transport and potential to encourage it further. 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.
- Some expressed concerns over further traffic congestion around the Interchange that may be resulting from Option 3.

OPTION 1: REVITALISE THE CURRENT HEART OF THE STC

What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Like residences above buildings • Revitalising is good to create a friendly atmosphere • Most cost efficient and sensible • Keeps things central • Improves retail options in John St. • Is the simplest option • Most affordable option. Least disruptive. Quickest to implement. • I like the extension of John St to the Interchange and building up the activity around Civic Sq. • Is the obvious choice • Opportunity to create a mall • Like low level traffic coupled with good trade • Practical, people-friendly • Open and relaxing • Space is already contained and/community friendly • Better access and traffic flow • Like café strip • Like getting rid of shopping centre parking • Keeps heart of Salisbury where it should be • It already handles car and pedestrian traffic well • Like contained, traffic-safe village style shopping 	<ul style="list-style-type: none"> • Plan will not create as much change as there should be • Railway crossing stops us coming into town centre • This option too difficult • I don't like confining the town centre to the current length of Church St. ie between Park Tce and James St, because this both limits the footprint of the Town Centre shop-top residences and continues to turn the Town Centre's back on the waterway of Little Para River with its potential as a water feature • Feels like original area will stay the same • Parabanks parking is still too far for older people to walk • Too small for growing community • Traffic too congested at present • John St upgrade needs to go further • Cannot see what will change • Limits room to expand for traders as only one street • Will need inducements to encourage „social“ type traders on John St (cafes eateries) • No improvement until overpass is made similar to Mawson Lakes • Lesser of 3 evils • Leave it alone! Keep it quaint and historic 	<ul style="list-style-type: none"> • Needs total change • Need to cater for improved entry by pedestrians and cyclists by clearly defined travel routes from all directions with safe crossings of arterial roads, especially via the Little Para Trails in both directions; this is relevant for all three options. • Bridge over train line for cars • Already nice, just needs to be modernised

OPTION 2: REINFORCE AND EXTEND THE HEART OF THE STC

What do you like?	What don't you like?	What's missing?
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<ul style="list-style-type: none"> • Will be a great addition to shopping and living in Salisbury • Like Park Terrace / Church Street Entry Statement • It adds an extra roadway to divert traffic from John St. • This new road may create the opportunity to remove buses from inside the town centre by creating an anticlockwise loop route • The Church St extension is an opportunity to focus a significant part of the Town Centre to face the Little Para linear park and water feature • This will make it more accessible for people catching public transport and increase housing near the Parabanks shopping centre • This will make the traffic flow quicker and easy for shopping • A more user friendly modern answer, allowing for continual growth • I like the residential buildings • It looks to be more affordable and sensible option • Good as it keeps existing parts of town centre and makes most of park/creek outlook 	<ul style="list-style-type: none"> • Church Street extension would require relocation / reconstruction of the Civic Centre and would thus be far too expensive to implement • 6 storey buildings would be too high • The loss of multi-story development around the Interchange can leave the Interchange unsafe • Reinforce yes, but extend no. Too big and it will dilute the activity • De-emphasises John St and will cause traffic bottleneck at Gawler St roundabout • Traffic going in and out of the main street could cause problems • Extension looks good but the worry is the extension coming too close to existing housing and the then increased traffic at entry ways already chaotic and dangerous • Height of buildings too high • The spread of shops can possibly create active and dead areas of the town fringes. • Avoid spreading out like Gawler's businesses • To me this would make it too much of a "sprawling" area! 	<ul style="list-style-type: none"> • John St. could be revitalised as art centres and specialty shops with cheap rent until real renters can be attracted back to the area • Extending would provide for new businesses to come into Salisbury. • Would like to see more of the cafes, restaurants, entertainment places being included more in the town centre, feels like it is a separate place (between pedestrianised area and the interchange) • Takes in some more areas where people may gather to eat at night and opens new space for speciality areas other (new) end of Church St • Leave it alone. No buildings. Our historical Salisbury is wrecked certainly don't want a modern one. Can go to Munno Para for that • Only if there is no change to interchange, park, oval, green or sporting areas • Needs a facelift badly. One way traffic had lost a lot of business. People can't be bothered to go around in circles to obtain what they want it"s all about easy access
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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"> • I am a supporter of transit orientated development (TOD) so this should be the centre of Salisbury • I like the idea of bringing buses back through John St 	<p>What don't you like?</p> <ul style="list-style-type: none"> • Disaster! Without fixing Park Tce. Maybe close Park Tce. for good and find another way of getting over railway line • Tends to isolate Parabanks and the eastern end of John Street, similar to what 	<p>What's missing?</p> <ul style="list-style-type: none"> • Should also include complete streetscape of Wiltshire Street, including undergrounding of powerlines and improvements to open car parking areas by changing to
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<ul style="list-style-type: none"> • Like the Park Terrace / Church Street Entry Statement. The Interchange is a competitive advantage and should be exploited, so this is a good option to consider • Safer for public transport users/easy to access • Great for transport access and businesses • Main infrastructure already in place. Main attraction railway buses and two way traffic back into John St with parking • Good as it would encourage more public transport use • More convenient for commuters/shoppers being close to bus and train interchange 	<p>happened with the western end of John Street post Parabanks, therefore John Street would need to be included in the heart to provide the link between the two</p> <ul style="list-style-type: none"> • I think this option shrinks the Town Centre too much, and continues to turn the Town Centre's back on the Little Para park • Loss of the current, historical heart of the town, waste of resources • Salisbury isn't known for high 8-12 storey buildings • I fear the existing STC will be left to deteriorate if this option goes ahead • I feel it would be far too congested having the heart at the interchange • Will take the heart out of city centre to two hotels and pokie venues • Seems to completely isolate the main shopping area - disjointed separate areas • the two areas should be kept separate: transport and public areas • TOD's are stupid in Australia our small business can't use them 	<p>below or above new developments</p> <ul style="list-style-type: none"> • I don't understand how the interchange can become a civic town centre. Would the railway line be moved? • I like the idea of greater connections to the interchange, but I feel density of 8-12 storeys is not right for Salisbury. • I think it would only be asking for more trouble being close to the interchange. Unsavoury types would easily spill over to the shops etc. • 12 storey buildings - aviation problem surely. Narrowing railway crossing would be very disadvantageous to Salisbury residents in Central Zone. Would not be able to exit area to Salisbury businesses over railway line • NO! Drag people up John St. from the station to the city centre where the entertainment on Friday- Sat nights will generate economy for the businesses and foodmall!
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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:

- 44.4% preferring Option A
- less than 15% preferring either Option B (14.4%) or C (13.3%)
- just over a quarter (27.8%) preferring Option D.

It should be noted that the above breakdowns are indicative only of preferences, as 38 respondents did not respond and 4 gave a first preference only.

Table 2: Preferences for Traffic Movement Options

Traffic Movement Options	1st	2nd	3rd	4th
A: One way traffic	40	25	16	5
B: Two way traffic no buses	13	32	33	9
C: Two way traffic with buses	12	13	23	39
D: No Vehicles	25	16	14	33
TOTAL	90	86	86	86

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 and pedestrian friendly atmosphere.
- Some dislikes included concerns about traffic congestion and access that are not working well now.

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 B supported the idea of not having noises of buses and no on-street parking.
- Those that chose Option C overwhelmingly did so with idea of strengthening links between the Salisbury Interchange and that would encourage use of public transport to travel to STC. They also liked the idea of no on-street parking.
- Dislikes for both Options B and C included concerns about traffic congestion, reduced safety for both cars and pedestrians, and reduced parking. Option C was particularly perceived to be undesirable.

Option D

- Those preferring Option D placing greater emphasis on both pedestrian safety and amenity.
- Dislikes included too drastic change, inconvenience for shoppers who bring their cars, fears that John Street will 'dry up' and reduce the accessibility to shops / service particularly for the elderly and those with mobility impairment.
- Some also suggested that Option D would only work with increased shops and attractions of John Street to draw residence towards the street. A pilot / trial was suggested.

Irrespective of which option, more car parking is required or at least the existing car parking numbers should be retained. This needs to be conveniently located or immediately adjacent to John Street.

TRAFFIC MOVEMENT: OPTION A – ONE WAY TRAFFIC

What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Least expensive to implement. • Maintain flow in safer way for pedestrians • Safer • Good to leave traffic option as it is. People like to park close to where they shop. • Perfect option because parking still available and not too much traffic. • One way traffic suits the width of this street. • Easier for pedestrians to look only one way • Allows people to move through by car, but keeps a restriction on it. Allows pedestrians to move more freely, reduces congestion and environmental pollution • This works and provides access to the entire area, particularly to those with limited mobility and also provides short term, handy access to businesses 	<ul style="list-style-type: none"> • This will cause confusion for drivers and will still have heavy traffic flows during peak times. • It makes it difficult to get around • Possible access concerns • Just makes it more difficult getting around the one way street • This option does not work well with congestion noise and pollution • Too restricted • Dislike no additional link to interchange • It makes it harder to get out and in Salisbury Town Centre • Doesn't work well now 	<ul style="list-style-type: none"> • We own National Pharmacy and find clients use Cash Converters carpark but always full. More John St carparks • Remove the sheds and allow more parking • No buses means limited noise so is good for outdoor dining area, but one-way traffic makes vehicle flow difficult in the town centre

TRAFFIC MOVEMENT: OPTION B – TWO WAY TRAFFIC NO BUSES

What do you like?	What don't you like?	What's missing?
<ul style="list-style-type: none"> • Traffic would flow better • This is my most preferred option. Traffic congestion will be reduced and buses will use alternative routes to/from the interchange. Better access to street stores with walkways being updated will also help • Allows traffic to flow through with easy accessibility to shops etc. • Like no on-street parking and no buses and link to interchange • Like shared zones to slow vehicles • Good as it will improve access to town centre without noise of buses, e.g. promenade at Mawson Lakes • This is a great option. Buses would be a nuisance in such a narrow street • John St. definitely would benefit from being a two way street 	<ul style="list-style-type: none"> • Don't see the point of allowing traffic if there is no parking • Expensive to implement • Parking would be a problem with two way traffic • It increases congestion and reduces safety • Not public transport/pedestrian friendly • John St not wide enough for two-way traffic • Two way too busy regarding intersection • Very hectic for older and disabled residents as well as mums with children and prams. Accidents/injuries will result 	<ul style="list-style-type: none"> • Make the place like Semaphore but it needs a natural or interesting feature (beach, structure) • This option okay, but I think the buses need to stop in John St. • I would like to see a landscaped median for ease of pedestrian crossing • There should be no bus stop in front of 91 John St. The bus stop used should be around the corner on Ann St. to allow for carparking on John St. • If we are going to have two way traffic - might as well go the whole hog and have buses • I prefer short term parking to be available rather than 2 way traffic.
TRAFFIC MOVEMENT: OPTION C – TWO WAY TRAFFIC WITH BUSES		

<p>What do you like?</p> <ul style="list-style-type: none"> • Public transport is included • The best option for public, transport and people. • Easy to get around. Get off buses where you want • Like no on-street parking • Because buses can service the public and less walking distance • Good for elderly and public transport • I like the slow speed idea, people who find it hard or impossible to walk can use motorised transport, private or public, and those who can walk are still able to do so 	<p>What don't you like?</p> <ul style="list-style-type: none"> • No parking, no point and buses would add to traffic problems • Most expensive to implement • This could become congested and dangerous • Will create a total gridlock plus pedestrian safety issues • No way!!! Shocking bottleneck already at Gawler St/Salisbury Hwy intersection • Dislike buses on John St. • Don't like two way - removes pedestrian focus • Noise and smell! Risk of accidents higher. Who would even think of enjoying cafes etc in John st with noise and fumes 	<p>What's missing?</p> <ul style="list-style-type: none"> • Keeping this option along with other streets will feel like minimal changes have occurred. Reduced 40 km/ph areas as an option will help • Worry there would not be enough room for indented bus bays and walking areas • Fits in better with Option 2, for a better modern future to expand
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TRAFFIC MOVEMENT: OPTION D – NO VEHICLES

<p>What do you like?</p> <ul style="list-style-type: none"> • A safer option and could allow for a mall type area • Pedestrian friendly! • Relaxed and walkable safe street allow for street events • Less fumes safer for everyone great idea. • Pedestrian safety • It would make it a lot safer for pedestrians, exceptions would be workplace vehicles. • No pollution in Salisbury from cars or buses. • Provided carparks are improved this has to be the most people friendly option 	<p>What don't you like?</p> <ul style="list-style-type: none"> • Does Adelaide need another Rundle Mall? • Possible access concerns • Will upset shoppers who come with their car • Dislike no vehicles - will limit connectivity in town centre • Option D is rather drastic • Boring no-one will be there. People like being seen • Disaster for retail. Reduces access to shops and banks • Makes it difficult for some, such as elderly to access services/shops in the street. • Distance for elderly, disabled and very young from one end of John st, eg Doctors too far and too great for waking in emergencies • I feel John St will 'dry up' 	<p>What's missing?</p> <ul style="list-style-type: none"> • We need to design an environmentally friendly, sustainable, Town Centre for the 21st century and beyond and we shouldn't be dictated to by the motor vehicle, which dominated the latter half of the 20th century • Outer streets will become more congested with parking - many commercial people in John St do not have rear entrance - lost business - compensation to relocate? • If you want a mall affect great idea, not sure it will work. Do a 6 month trial - fence off with flags at railway end
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OTHER IDEAS: SUMMARY OF COMMENTS

Respondents were asked to provide comments on any other ideas they would like Council to consider in developing a Structure Plan to renew the Salisbury Town Centre.

Respondents made a variety of comments, mainly in the themes of: security, green spaces, easier access for disabled and elderly, traffic congestion, changes to railway intersection, bikeways and bus lanes. A number of participants re-iterated comments about the need to brighten up John Street, especially the Civic Square, to create a more attractive and vibrant area. They wanted more security, parks, toilets, pedestrian crossings, more colour and modern buildings, shops, offices, clothing and entertainment stores. They wanted less traffic congestion, fewer obstacles to planning permits for local traders and developers, also less cheap shops and traffic lights.

Comments made include:

- **More:** security, parks, toilets, pedestrian crossings, more colour and modern buildings, shops, clothing and entertainment stores.
- Lobby the State and Australian Governments to commit to establishing / relocating some of their offices to the Salisbury Town Centre for a long period of time
- Totally renovate 'Coles' building, Parabanks shops, and demolish rock pool centre. Enforce rules for shop fronts to be neat and clean on John Street. Bring families in perhaps create a play cafe or kid's art cafe. Bring bands (youth) to the civic square every week
- Consider aged and disabled when making your decision. Safety is an important factor.
- Create dedicated bus lanes while closing streets to cars. Build a new Salisbury Railway Station and Interchange as the current interchange is old and tired, build something modern
- Too many traffic lights - especially on Park Tce. Consistency in speed limits. Good signage for speed limits
- Enhance and develop the area around the river
- Bit of green grass in the square - encourage people to meet, lunch, meet after school. Keep cheap shops to a minimum and money lenders
- It needs a ring road like Elizabeth and TTG- Park terrace is a disaster
- If motor vehicles are restricted from John St or elsewhere, vehicle access must be maintained for taxis and vehicles with disability parking permits, esp. if buses are taken out of Church and John St
- I hope that "green" measures are taken strongly into account, such as solar power for as many options as possible! Consideration be given to accessibility, of buildings, ease of travel with continuous paths of travel, clear areas for people to travel along footpaths, a minimum of uneven footpaths
- Narrowing the railway traffic is unbelievable! The area is bad enough to cross now it will be heaps worse if this happens. An overpass or similar should be an option.
- Bikepath under Commercial Rd to improve cycling/walking activities (Pitman Park bridge)
- I would like to see traffic into and out of Gawler St from Park Tce restricted to left turn into Gawler Street from west side and left turn only out of Gawler St to east side of Park Tce. This would do away with the traffic lights at Gawler St/Park Tce intersection and help alleviate some of the congestion between Salisbury Hwy and Park Tce/Wiltshire St junction

- Council to make it easier for developing, planning and give owner and develop easier approvals so we can get builder and owners to develop shops and apartments (great idea).
- There is no late night shopping and the shops there don't appear to want it, due to security risks.