

ITEM	STCSC2 (1) SALISBURY TOWN CENTRE SUB-COMMITTEE
DATE	9 July 2012
HEADING	STC: Transport Assessment Report
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SUMMARY

This report is summarising the traffic assessment carried out by Aurecon on the three structure plan scenarios proposed as part of the revitalisation of the Salisbury Town Centre. The report then identifies a number of recommendations based on delivering the transport objectives of the preferred structure plan scenario.

This report should be read in conjunction with the Consultation Report and Structure Plan Report, which are also on this agenda.

BACKGROUND

1. As part of the Salisbury Town Centre Renewal Project, Aurecon was engaged to undertake Traffic Modelling and Local Network Strategy study in partnership with the Department of Planning, Transport and Infrastructure.
2. The transport planning and traffic modelling inputs of the master planning process provide a level of confidence that an integrated solution is tailored to meet the objectives of the Renewal Project.
3. A key component of a successful and robust Structure Plan is an accessible transport network with reduced levels of congestion, improved permeability and integration into the broader redevelopment of the Town Centre.
4. The key transport objectives for the development of the Structure Plan include:
 - Improving and simplifying public transport access within the Town Centre
 - Improving access to all areas within the Town Centre for vehicular traffic
 - Improving pedestrian and cycle links within and external to the Town Centre
 - Identifying a parking strategy to support the proposed development

REPORT

Parking Strategy

5. Car parking is a critical component of the Structure Plan and future redevelopment of the Town Centre. A parking strategy will aim to utilise car parking as a tool to activate the distinctive precincts of the Town Centre whilst providing a safe, connected, economically viable and integrated car parking outcome.
6. Key principles to be used in formulating the car parking strategy include:
 - Concentrating longer term parking to the periphery of the Town Centre
 - Parking within the core of the Town Centre to be predominantly short-term, visitor parking including on-street parking.
 - Improved pedestrian linkages to ensure ease and convenience of pedestrian travel between car park areas and key destinations with higher amenity.
 - Review carpark requirements in line with updated parking standards for Activity Centres.

Saints Road Extension

7. As previously reported to the Salisbury Town Centre Sub-Committee, the modelling of a possible extension of Saints Road was also undertaken, in order to gauge any possible benefits to access into and through the Salisbury Town Centre.
8. The Department of Planning, Transport and Infrastructures MASTEM strategic model has been used to identify the traffic demands for this proposed road Extension. The review was undertaken based on existing (2011) and a future year (2031).
9. The modelling indicates that the proposed Saints Road Extension would cater for traffic travelling to the Salisbury Town Centre (40%) and Edinburgh Parks / Elizabeth South (60%) from Salisbury East / Golden Grove. The traffic on the proposed extension would be primarily traffic diverted from Ponton Street and Park Terrace, and to a lesser extent from John Rice Avenue. The review of traffic patterns indicates that the provision of the Saints Road Extension does not increase traffic flow into the Town Centre.
10. The strategic modelling has highlighted that Saints Road Extension does not increase traffic volumes into the Town Centre but provides more of a bypass for movement to Edinburgh Parks and Elizabeth South.

Public Transport

11. Public Transport is a key component of the Town Centre, and its integration into the Structure Plan is critical. DPTI's Public Transport Services Division provided input into the preferred treatments for bus movement and connectivity to the town centre. Modelling of future traffic and public transport movements was undertaken and were done so based on three future scenarios:

- Scenario 1 – John Street one way with bus travel focussed on Wiltshire Street
- Scenario 2 – John Street two way with bus travel focussed on Wiltshire Street
- Scenario 3 – John Street two way with bus travel focussed on John Street

12. Key recommendations to come out of this modelling included:

- There is congestion along Park Terrace as a result of the rail crossing. However it typically clears within 5 to 10 minutes. The longer periods result from when passenger trains stop at the interchange. The major intersections with Salisbury Highway at Park Terrace and Commercial Road show high level of congestion during peak periods, primarily due to high turn volumes.
- In addition there are short periods of high congestion at the Commercial Road / Ponton Street intersection and the Park Terrace / Fendon Road roundabout in both periods.
- The proposed road improvements within the Town Centre such as the Church Street extension, Ring Road and Ann Street are expected to improve traffic flow through the Town Centre.
- There are times during the modelling periods when there are significant levels of congestions at the Gawler Street / Church Street / Ring Road roundabout. Although this is also attributed to queues extending back from Gawler Street / Salisbury Highway junction.
- For each scenarios there are between 110 and 120 buses travelling in both directions in the peak hour that use either Wiltshire Street or John Street. It is acknowledged that outside of the peak hour the number of buses would reduce by approximately half.
- It was concluded that the bus route along Wiltshire Street provided on acceptable solution recognising the importance of retaining John Street in its current configuration.

Road Improvements

13. In order to support the proposed Structure Plan, recommended road improvements are outlined below.

14. DPTI Roads:

- Commercial Road – modify to provide single lane in each direction with a painted median and widen the bridge over the Little Para River
- Park Terrace – Provide new traffic signals at junction with Church Street and modify junction with Gawler Street to restrict right turn to bus only movements. Consider modifying the junction with Commercial Road to prioritise movement to Commercial Road.

15. City of Salisbury Roads

- Provide a Ring Road between Gawler Street and Commercial Road, which will act as a bus route from the west.
- Consider possible two-way traffic in John Street in the long term.

- Extend Church Street to Gawler Street and provide new intersection with the Ring Road and Gawler Street.
- Extend Ann Street to the new Ring Road, which will cater for buses from the Ring Road.

Public Transport

- Use Wiltshire Street as predominant bus route based on amenity principles
 - Locate a super stop between Church and Mary Streets
 - Extra stops located on Commercial Road and Ann Street to facilitate access to Parabanks Shopping Centre.
16. The above directions are supported by the Public Transport Services Division of DPTI given the other urban design outcomes sought for John Street. Detailed design work is still required in order to upgrade Park Terrace and Gawler Street intersections in order to facilitate improved and more efficient bus movements.

CONCLUSION / PROPOSAL

17. The detailed assessment by Aurecon of the existing and future traffic conditions has enabled the proposed Structure Plan to be supported by a robust transport network, which will improve legibility and permeability through the Town Centre.
18. It is proposed that this assessment be used as the basis for more detailed design and consultation regarding future upgrade and amendments to transport infrastructure in the Town Centre, in line with the proposed Structure Plan.

RECOMMENDATION

1. The Salisbury Town Centre Revitalisation Transport Assessment Report dated 28th June 2012 be received.
2. The recommendations contained within the Aurecon report be adopted in principle, and be the subject of further investigations, consultation and reports to Council.

CO-ORDINATION

Officer:	GMCiD	GMCD	GMAS	GMBE	GMCP	CEO
Date:	02.07.12	04.07.12	04.07.12	04.07.12	N/A	04.07.12

This document should be read in conjunction with the following attachments:

1. Transport Assessment Report: Aurecon