

Ebenezer Place: Options for Future Vehicle Access Consultation Summary

Your Say
Adelaide

Purpose summary

The purpose of this report is to:

- Provide a summary of the consultation responses received, and
- Inform the community of the next steps.

Consultation summary

Consultation on options for future vehicle access to Ebenezer Place was conducted from 12 November to 1 December, 2015 focusing on those who would be directly affected by any changes and in order to gain an insight into the level of local support and any concerns.

All residents, businesses and property owners on Ebenezer Place, Union Street, Vardon Avenue and the southern side of Rundle Street (between Union Street and East Terrace) as well as the East End Co-ordination Group were invited to provide feedback on their preference for one of four options regarding future vehicle access to Ebenezer Place. Respondents also had the opportunity to provide reasons for their choice and any further comments or ideas about the future of Ebenezer Place.

Submissions could be made online via Adelaide City Council's Your Say Adelaide web page: <http://yoursay.adelaidecitycouncil.com/Ebenezer-Place> or mailed back using the feedback form and reply-paid envelope included in the Consultation Pack.

A summary of the options selected by the 60 respondents to the consultation is provided below.

Option	Number of Respondents	%
<i>Option 1:</i> Do not support either a timed closure or a permanent road closure	27	45%
<i>Option 2:</i> Support a regular timed closure, Thurs- Sun 10am -4pm	9	15%
<i>Option 3:</i> Support a timed closure at other times (as suggested by the respondent)	7	12%
<i>Option 4:</i> Support a permanent road closure (removal of parking and closure to all vehicles)	17	28%
TOTAL	60	100%

Comments made by respondents

A list of the comments included in each submission can be viewed in Appendix A.

The comments provided by the 27 (45%) respondents who selected option 1 indicate that many residents, business and property owners believe the arrangements in the street are already working well and see no reason for change. A number make reference to the existing road closures for the Ebenezer Place Night Markets and occasional events and see no need to close the street on a more permanent basis.

Other respondents who selected option 1 expressed concern about the potential negative impacts that additional closures would bring such as loss of parking, access issues for deliveries and waste collection, and noise from additional events and other activities in the street.

The option of permanently closing Ebenezer Place to all vehicles was selected by 17 (28%) of all respondents. The reasons given for this choice included the manner in which it would attract foot traffic, enhance the local community feel, and help to create an atmosphere conducive to increasing trade by making pedestrians feel safer on the street. A permanent closure was also seen as a more consistent approach that would avoid the confusion of closing the street at different times on different days.

Although the consultation materials advised that a shared zone with a continuous paved surface was not anticipated in the foreseeable future, almost half of all respondents who selected option 4 mentioned this as their preferred option for the street.

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The respondents who favoured a timed closure of Ebenezer Place saw this option as a good compromise that would allow some of the safety and amenity benefits of a permanent closure without comprising the daily operation of the street. A number of alternative arrangements were put forward including a closure each evening; closing the street 7 days a week (10 am-4 pm); and Monday to Friday (9 am-5 pm).

Although a number of respondents were satisfied with the current arrangements for the Ebenezer Night Markets others submitted comments in relation to its:

- impact on existing businesses;
- access by residents to the lower car park at the western end of Ebenezer Place; and
- amplified music and other noise associated with the market and other street events.

Progress

Council has been advised of the results of the consultation.

No immediate changes to the present arrangements for vehicle access to Ebenezer Place are proposed by administration as an outcome of this consultation.

Further information

For further information on the project please contact Michele Williams (Senior Consultant, Urban Policy), City Design & Transport.

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Appendices

Appendix A: Comments Submitted by Respondents

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APPENDIX A

Comments Submitted by Respondents

Comments by those who selected option 1: <i>'Do not support either a timed closure or a permanent road closure'</i>	Who
Try to bring this place a bigger area for people who can shop around and have a coffee break at the place.	PO ¹
<p>The permanent closure of Ebenezer Place appears unnecessary for daily trade. The footpaths on both sides of the street are deep and provide adequate out-door dining space and pedestrian thoroughfare.</p> <p>A permanent or regular timed closure, would impact significantly on daily waste collection (7 days per week) and deliveries to businesses who operate in Ebenezer Place. Loading Bays are already at a premium in this area, and removing the option to utilise those in Ebenezer Place would have further impact on suppliers who support the local businesses. The loading bays and short-term parking bays not only service those businesses in Ebenezer Place, but also those on Rundle and Union Streets. The short term parking in Ebenezer Place also encourages more people to utilise Ebenezer Place - even if just for parking, which raises awareness of the entire precinct - hopefully promoting return visits.</p> <p>Over the last 5 years, Ebenezer Place has been shut down on certain days for various festival and special events, including the Ebenezer Night Markets, and this has all worked extremely well. We see no reason to make any further changes, and certainly not look to permanently shut down Ebenezer Place to vehicles.</p>	Other
<p>I would prefer the street (and Vardon) were re-constructed to become a shared zone like Charlick Circuit and Lieberman Close. Remove gutters and pave to one level - giving more fluid use of the space - Do not close to traffic.</p> <p>Businesses ('Hey Jupiter' in particular) already take a liberty of the space they have and how much they spread out their tables and impeded the general flow of the street and sidewalks.</p>	PO, Res
<p>I support (1) Closure for specific events (2) Insertion of pop up bollards for easy management of closures. (3) Stricter parking/loading controls to prevent those who park for hours from doing so.</p> <p>Unless Council considers removing gutters and upgrading the street I think the status quo should remain. With remodelling to a winding (?) street, maintaining some loading and short term parking, revegetating (?), the street can be significantly improved.</p>	Res
<p>Ebenezer Place is designated 'Mixed Use', however the businesses appear to be listened to by Council, to the exclusion of residents. There 8 businesses in Ebenezer Place and 40 residents. I am a rate payer. In many cases, businesses are tenants - not rate payers.</p> <p>I am concerned that trucks and cars will use the lower carpark entry as a temporary park, thus preventing my exit and egress. This happens frequently during 'bump-in', 'bump-out' for Night Market. I would lose the ability for a removal van to load/unload. 'Mixed use!' I'm afraid not.</p>	Res
Lack of access for deliveries and collections an increase in noise for residents.	PO
There area is already very busy. Cars need access and places to park. The harder it is to access the city centre, the less desirable those in the suburbs find it is. And they choose to stay in the suburbs to eat/drink/socialise.	PO
<p>Strongly opposed to both a timed closure or permanent closure. We need Ebenezer open for daily waste collection, short term customer parking & importantly deliveries to the multiple businesses on Ebenezer and immediate area. There is plenty of space on the existing footpaths for outdoor dining.</p> <p>There have been many temporary closures of Ebenezer Place for special events and the Friday night markets using the moveable bollards at the western end of Ebenezer. I personally see this as having worked well and see no reason to alter it. Would be very interested in Council, doing some work on the merits and</p>	BO/Mgr, PO

¹ PO: Property Owner; BO/Mgr: Business Owner/ Manager; Res: Resident; Prop Mgr: Property Manager

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Comments by those who selected option 1:	Who
'Do not support either a timed closure or a permanent road closure'	
benefits of a true shared use zone.	
Loading for business on Rundle St. Through road to get to Rundle St. Closing for events and markets etc. is fine but not permanent closure.	BO/Mgr
Query entry for emergency/ support vehicles? If removing existing parking where will parking be provided for this very busy precinct? One assumes it will not revert to Liberman Close which is "No Standing" Refer to Cllr Houssam Abiad and Rachel Sanderson MP regarding this matter.	Res
I'd like to state my strong opposition to the closure of Ebenezer Place. Both Vardon Ave and Ebenezer Place are valuable avenues to bring goods and services into the East End. Cutting off one of its arms by closing Ebenezer place would only increase pressure on the remaining parking spaces. These loading zones are well used by delivery drivers and couriers taking business in and out of the East End as well as customers of the local businesses.	BO/Mgr
The street needs to be open for local businesses to make deliveries. The loading zone is popular for deliveries to Vardon Ave. I like the idea of 'pop up' bollards to close the street for special events.	BO/Mgr
The road is often closed to through traffic anyway! People ABUSE the allocated parks and there is TOO MANY street cafes with bikes and seats ALREADY! CLEAN IT UP! WALKWAYS ARE CROWDED. NO ONE ADHERES TO THE PARKING SIGNS DISGRACEFUL MANAGEMENT!!	BO/Mgr
My replies to Q4 & Q5 are a bit more comprehensive than could have fit on the allocated space, so I typed them up below. Please also note the attached photos, to support my comments re Q5. (ADMIN: refer Appendix 1). When apartment block No 9 was built in 2000, Ebenezer Place was a quiet laneway in the city, which was highly attractive for most buyers of units. Over the past 6-8 years it has gradually been transformed into an events and party zone, completely disregarding the needs of the residents. ACC is not giving credit to the fact that there are 40 units being seriously affected by all this revitalisation craze: mostly by noise, but also access / egress issues from the lower car park. This laneway MUST NOT be compared with Leigh or Peel St, where no-one lives and has their personal quality of life impacted day in, day out like it is for us. If anything, we need to QUIETEN this area down again, not create more so called 'vibrancy'. During event times = road closures there are plenty of problems with foreign vehicles blocking the section under the archway and residents have been having to put up with it for way too long. Traffic flow needs to be IMPROVED, not complicated even more by any more closures and bottlenecks. Furthermore, deliveries to existing businesses and access for removal vans will become impossible. Furthermore, losing the car parks is also an issue as these are very important for traders during the day and visitors to residents after business hours. A proposal in 2014 to allow users of the lower car park permanent egress via Union St (based on the fact that during peak hours it can be extremely stressful and challenging to turn right on Rundle St), was voted out because it was apparently deemed 'too dangerous'. Why now all of a sudden is this point (in case of more closures and egress via Union St) now not considered dangerous anymore? Each time it suits traders, it suddenly seems to be fine to put residents of the lower car park at risk, but not when it would actually assist them....these double standards are totally unacceptable. The laneway needs to remain open like it is, and any 'vibrancy' activities (occasional events as well as spreading out of current hospitality businesses) REDUCED, not increased. Also, closing of the laneway will invariably mean more infrastructure of various kinds, which will only attract more late night disturbances as night owls keep hanging around using them, as well as noisy skateboarders who seem to be on the increase	PO, Res

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<p>'Do not support either a timed closure or a permanent road closure'</p> <p>again of late. In this narrow tunnel the sound bounces off the walls and amplifies quite dramatically as it rises (to an almost unbearable level when loud amplified music is being played during events, so much so that one has to either lock all doors and windows or leave the house altogether), and every time a skateboard rattles past, it is extremely unpleasant, by day and especially during the night with no ambient noise to balance it out. The sound wave bounce effect even amplifies voices, and quite regularly one becomes involuntary witness to patron conversations from the cafes downstairs as they travel up, let alone screaming kids or rowdy youths (e.g. after school crowds at Burger Theory). If café/restaurant seating is to spill out beyond the kerb, such noise impact will also get much worse.</p> <p>This lane needs to stay as it is! Thank you.</p> <p>Q5: Do I have any comments or ideas for the future of Ebenezer Place?</p> <p>I simply can't understand WHY these 'vibrancy' events aren't being held in the 'Market Square' (between the Belgian Beer Café & Café Nano) and Liberman Close just around the corner: the existing businesses would still benefit from the additional foot traffic, and other parties (notably (9 Ebenezer residents as well as ACC who has to provide considerable resources each time, as there is no vehicle traffic in this area anyway) wouldn't be inconvenienced. Can this PLEASE be considered instead?</p> <p>Also, can ACC please install a considerable amount of additional bike racks in 'Market Square' near the brick planter boxes between Café Nano and the Belgian Beer Café, as Hey Jupiter keeps being heavily frequented by cyclists, who all lean their bikes on our building walls (photos attached). Needless to say that this is causing undue wear and tear, as well as access hazards to our door bells and letterboxes and should not need to happen. If there were plenty of bike racks in the nearby vicinity, it would greatly assist the upkeep of our walls. But please ensure that bike racks need to be of the very plain type so they don't encourage people using them as seating during the night when they are not ready to go home after the pubs close. Noisy lingering has been an issue for many years, as Ebenezer Place is a thoroughfare and there should not be anything created to exacerbate the problem. Thank you.</p> <p>If you could please confirm receipt of this email I would greatly appreciate it.</p> <p>(ADMIN: the following comments were later submitted via a further email.)</p> <p>I also just remembered that I failed to mention that a road closure would prohibit effective rubbish collection from the public ACC bins as well as the commercial waste stored inside the Maras building exactly half way of the lane.</p> <p>Obviously, with increased foot and patron traffic, there will be even more rubbish that needs to be removed, so reducing access to the bins is extremely counterproductive.</p> <p>Can you please confirm that this point will be added to my submission.</p>	
<p>I simply do not think we need to shut-down a perfectly well operating street. The street already hosts several events without the need for future closures. Absolutely NO to permanent road closure.</p>	PO/Other
<p>Operates well as is. Provision already in place for street closure for special purpose events.</p> <p>Improve public realm infrastructure and investigate options for shared use by aligning footpath and street on one plain.</p>	PO
<p>We have considerable problems with delivery trucks and vans parking in Liberman Close for many years. The problem has now eased but if commercial vehicles can't get access to Ebenezer Place loading zones it is highly likely they will return to Liberman Close again which is dangerous and not suited to commercial vans and large delivery trucks.</p>	PO/ Res
<p>Option is already there for occasional closures (e.g. Friday Markets) - Anything more permanent interferes with parking/traffic flow.</p>	BO/Mgr

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Comments by those who selected option 1:	Who
'Do not support either a timed closure or a permanent road closure'	
<p>Small retailers and businesses need to have access for clients & deliveries close to their shops/businesses. This area and the Rundle St precinct has lost many carparks that have direct impact on retailing. The balance is working as is and no further changes are required. Parking and retailing actually work together!</p> <p>This area has been well managed up to now.</p>	BO/Mgr, PO
<p>Any alteration to the existing use of Ebenezer Place affects access to the apartment carpark off this roadway. This will result in the other access points to the carpark (particularly at 18 Union St) having to deal with considerably more traffic than was initially envisaged and designed for, and this will create a situation that is both dangerous (because of limited sightline distances in Union Street) and potentially detrimental to the integrity of the heritage building at this entrance.</p> <p>Ebenezer place was initially designed to accommodate short term parking, loading and access to carparks. All of these functions still need to be accommodated today to meet the needs of businesses and residences in this location. Permanent or temporary closing of the road will be restrictive on access and this is likely to be detrimental to the current retail and business environment.</p> <p>Vehicle, cyclist and pedestrian movement is available in most streets in the East End without restrictions on use. This works well and is a key ingredient in the success of this location.</p> <p>The combination of vehicle, cyclist and pedestrian traffic movement along the roads in the East End also makes it interesting, accessible and vibrant during the less well populated parts of each day, and this is vitally important for all businesses in the area.</p> <p>Closing the road for parts of the day or for some days of the week is confusing and frustrating for users, and requires considerably more signage to be added into the street environment. Dangerous conditions for users can also result from having to read complicated signs/ misinterpreting hours of opening or closing/ dealing with changeover times during the day and the unexpected conditions that occur etc.</p> <p>Shared vehicle/cyclist/pedestrian environments still remain in most of the best cities in the world. They make a positive contribution to these cities, work successfully, and are supported by the majority of users.</p> <p>The occasional closure of Ebenezer Place for special street events is an appropriate use for this street and is supported.</p> <p>Ebenezer Place needs to function as a shared environment at all times of the day, and there may be further changes to the street environment that could be implemented by ACC to improve the current situation.</p>	PO

Comments by those who selected option 2:	Who
'Support a regular timed closure, Thursday – Sunday 10am – 4pm'	
<p>Purely for access vehicles, that come in the morning for deliveries and rubbish collections.</p> <p>I think it's a great idea, and the same concept should be looked into union street.</p>	BO/Mgr, Res
<p>We think there cafes may be able to draw a larger crowd at these times, thereby pulling more people into the area which could also have a positive flow on effect for our retail store sales.</p> <p>Our only concern is having easy access to our store for courier pickups and delivery throughout normal business hours, 9am-5pm, Monday - Friday. We also run our online store via this retail space and speed of delivery is essential for us to remain competitive. Parking for couriers is already difficult in the area, with Union St being cleared in late afternoons, and if Ebenezer was to be permanently closed we feel this would become even more of a problem.</p> <p>We think it would be best to trial a regular timed closure to test whether the projected outcomes are realistic, before taking the drastic step of closing the street permanently. It is a very low traffic area anyway and if the</p>	BO/Mgr

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Comments by those who selected option 2:	Who
'Support a regular timed closure, Thursday – Sunday 10am – 4pm'	
boost in business doesn't eventuate, it would be a waste of time and money.	
More of the same please! We love it - it's a unique area for Adelaide with a lot of charm and personality :-)	
Will allow some benefits of closure without compromising street.	Res
Either option 2 or 4 would be great. If I could only choose one it would be option 2, just for the ease of unloading. I'm all for creating a better atmosphere on the street.	BO/Mgr
Because it will bring more people into the area.	PO
Improved amenity and safety.	BO/Mgr
It allows free access AND enjoyment of the precinct at the time of the week when most non-residents visit to eat, drink etc.	PO, Res
It is important to ensure access for RESIDENTS: e.g. for deliveries (furniture removals, etc) taxis.	
Option 2 seems a good comprise between all 4 options. There will be traffic build-up at the Union St exit on Thursdays & Sundays when cars usually using Ebenezer Place to exit will not be able to do so. It is good that they will be able to exit on Monday - Wednesday from Ebenezer Place car park exit.	PO
I am concerned that cyclists are allowed to cycle on the footpath when Ebenezer Place is closed to traffic. Surely they will be in the way of dining tables which will be put on pavements during days of closure? They will need to dismount and push their bikes or they will cause chaos to dinners and pedestrians.	

Comments by those who selected option 3:	Who
'Support a timed closure at other times (as suggested by the respondent)'	
Would love to see the timed closure from 10am-4pm every day of the week (Monday-Sunday).	PO
Can't see why any day should be different. From my observations, Ebenezer Place is busy every day.	
Love the current vibrancy of the Place. Keep up the good work.	
Regular timed closure: Monday-Sunday, 9am-5pm, however I know that some businesses are not open on Sundays, so in the case that the majority of businesses are closed on Sundays, I would support a Monday-Saturday closure from 9am-5pm.	Res
I selected Option 3 because I understand full closure would restrict businesses in some ways, for example rubbish collection. However since living here for a few months I have noticed the popularity of the cafe's and businesses along Ebenezer Place and I am one to walk along the road anyway. Because all of the businesses flow onto the footpaths, there isn't much room to walk around them. I also find walking down the Rundle street end, the footpaths are not big enough for 2 people to pass by, so that is why I walk on the road anyway. When looking at Vardon Avenue, it has a lot more pathway space. I think that by supporting a timed closure it will be a much easier option than having to widen the footpaths, which could be a real pain for residents, business owners, and the general public!	
I think it is great that this matter has come up and the council is recognising the popularity of the area as well.	
Option 2 could be extended further, Thursday- Sunday, 10am-7pm.	PO
Basically allowing maximum time on the days when increased pedestrian activity is most likely, but without disrupting the tenants further, by increase noise level beyond a respectable hour. Part closure also allows continued access by businesses if required for business purposes.	

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Comments by those who selected option 3: 'Support a timed closure at other times (as suggested by the respondent)'	Who
<p>For event related activities only.</p> <p>The parking in Ebenezer Place is utilised a great deal by those dropping into the retails businesses - and closing the street would make it difficult for them.</p> <p>I also think road closures make the event a bit more special as it is not a normal occurrence.</p>	BO/Mgr
<p>Closed at all times; exception of deliveries for businesses (10 - 4pm).</p> <p>It is an unnecessary road for general traffic. This area should be mall-like; regular markets/more space for cafes and shops.</p> <p>Also strongly believe Union should be a one way street.</p>	PO, Res
<p>Every day from 10am - 4pm.</p> <p>Avoids confusion when Ebenezer Place is open. Provides freedom of movement during busier hours of the day.</p> <p>Events planned for Fridays and a few Saturdays provide excitement and entertainment enjoyed by many from all over Adelaide.</p>	Not given
<p>Leave open for service vehicles daytime.</p> <p>Turn into pedestrian only in evenings (+ maybe all weekends).</p> <p>This option of evening pedestrian only in evenings works all over Europe where laneways turn into eating areas from late afternoon it is essential that service vehicles (delivery, taxi, removalists, rubbish removal, etc.) have set times of usage otherwise small business will die.</p> <p>This mixed use option should not be variable i.e. not turn into a permanent closure to vehicles (expect perhaps weekends). Parking inspectors must remain vigilant to stop illegal parking across Garden East, especially after resident's conducted a 5 year battle to remove delivery trucks from using Liberman Close as a parking lot for the whole East End and beyond.</p>	Res

Comments by those who selected option 4: 'Support a permanent road closure (removal of parking and closure to all vehicles)'	Who
<p>I think closure of the street will help further the close community feel of the area. It would create a point of difference, an attraction and a calm environment currently not available in the East end.</p> <p>Up to 1/2 of the car parks are used by retail store owners and workers anyway so I don't see it being a restriction on my customers, rather it will create a far nicer environment for them to come and spend more time. The road is also dangerous, with cars speeding and often driving the wrong way.</p> <p>No more markets.</p> <p>When I first moved into the street nearly 3 years ago I fully supported the markets. I could see that they brought a lot of people into the street, which I thought would increase sales. However after carefully watching and learning about our customers I believe the opposite to be true. Yes more people come into our street, but it also puts people off. During non-market times Ebenezer is a cool place to be. Great cafe's and interesting, high quality retail stores. During the market it's a mess of far lower quality goods, this is not a high quality market that matches our street. The market stall owners are benefiting from the hard work we put into the street, and we are losing out as they bring the tone of the street down. Our customers are purchasing engagement and wedding rings at price points that are completely at odds with what is sold during the market. Many of our customers like the "complete experience" of Ebenezer, coming in for dinner and a drink either before or after their purchase. The high end cafe's in the street are perfect for a romantic</p>	BO/Mgr

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Comments by those who selected option 4: 'Support a permanent road closure (removal of parking and closure to all vehicles)'	Who
dinner, unless the market is on. Trade in the street pretty much ceases as soon as set up starts as the street begins to look untidy. This loses us many hours during what would normally be peak time for us. The Market just doesn't work for our street.	
We definitely support closure of Ebenezer Place to create an atmosphere conducive to increasing trade and making pedestrians feel safer on the street. We support Option 4 as this would create the most consistency and continuity in the experience of customers who come to Ebenezer Place and would maximise opportunities to increase trade on the street. Option 2 or 3 would probably create confusion (or be less effective than full closure) in creating the atmosphere necessary for street closure to be effective. We think it would be a good idea if the street was paved level to the curb, as this would enable all traders to maximise the space outside of their businesses and would best create an environment that encourages use of Ebenezer Place. However, we understand that this requires dedicated budget and further consultation. We also feel that Ebenezer Place could become a destination that is used more for community events and that evening events could be undertaken which take existing traders into greater consideration. The final suggestion we would have is that Ebenezer PI could be a prime Fringe time destination (given its proximity to the Garden and Fringe foot traffic), with acts on the street or using existing businesses as venues.	BO/Mgr
Because the option of a shared zone with a fully paved road matching the footpaths and no car parking is not available. Shared zone! No Car Parking!!!!	BO/Mgr
A permanent closure (except for emergency vehicles & service vehicles - rubbish collection) will enable us to get the most out of the trial closure and see the benefits it will provide. It will enable businesses to establish regular routines in regards to spreading out their outdoor dining areas. We also feel that the public can get easily confused when it comes to "different rules - different days". Closing the street will stimulate pedestrian access which is what we desperately need - more foot traffic! But if people can only utilise the street in that way on certain days, they will be less likely to use it that way at all. The latter part of the week is already the busiest time, we need to stimulate early week with solutions! Just doing Thursday - Sunday seems counterproductive to achieving real growth across the board. Closing the street to traffic is just one part of it - we also need to establish the area as something beautiful and different (the east end doesn't really have this) where people want to come and hang out. We also strongly endorse levelling and paving the street. It is the only way to properly beautify the area and encourage it as a pedestrian friendly zone. We want more greenery and seating! We would also like to reiterate the parking spaces are rarely used as a loading zone. Mostly they are used as "staff" car parks or by regular people (it's the same cars all the time) in the area visiting others. I don't find the car parks helpful to my business at all. Let's promote cycling! Put more bike racks in, instead of taking them out!	BO/Mgr
The road is and has been for a long time far too small to accommodate regular vehicle access.	Res
To create a more people friendly environment. Create a similar feel to Leigh Street. Re-pave and create a similar finish and lighting to Leigh Street Adelaide.	PO
I feel that it would make the street much more vibrant. Cafes and restaurants could have tables and chairs out on the street, and I feel it would draw more people to the area for food and shopping. At the moment I feel it is not one thing or another. There is 15min parking, a road that is basically a 'rat run' and not enough space on the footpath for pedestrians & tables/chairs or clothes racks (for the retailers).	PO

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Comments by those who selected option 4: 'Support a permanent road closure (removal of parking and closure to all vehicles)'	Who
We don't see any need for vehicle access. Need to create loading zones in Union Street for all deliveries. Close it off.	BO/Mgr
Any less than full closure creates too much consumer confusion as to closure times/days. Full closure would provide opportunity for the traders to thrive in an attractive vibrant space, and assist residents to enjoy the same. Would love to see it paved or grassed at some point. What an iconic space it could be that ACC could be proud of.	BO/Mgr, PO
Ebenezer has the potential to be a great place for dining and shopping. It could be unique in Adelaide. Now it is something and nothing. Remove kerbs and tile the whole lane from wall to wall like an Italian piazza. Planter boxes and umbrellas.	PO, Res
I am disabled and since Ebenezer pedestrian way to Rundle St are too narrow I have to use ³ the motorway. Therefore I feel threatened when a car or vehicle wants to pass me. There are exhaust noise and fumes that (are) bothering the residents. Best would be if it is turned into a mall type area where people could enjoy a cup of coffee or a meal without a vehicle crossing by so closely.	Res
As a rate payer don't we deserve a good night sleep without 100DB of noise of a motorbike passing through Ebenezer in middle of the night disturbing us. We really are more than thankful if you closed Ebenezer to vehicles passing letting us to have a coffee or a meal in Ebenezer without disturbance. The other trouble is narrowness of the pedestrian way to Rundle Street in which two can't pass each other unless one steps into the street. And the danger of stepping in to the street will show when your back is to the traffic and you step down without looking. With Ebenezer closure to vehicles, you stop noise fumes and danger to the residents and non-residents alike.	Res
Greater space/safety surrounding cafes, less fumes from running cars stopped roadside. Decrease in noise pollution particularly from loud motorcycles.	PO, Res
There is very little purpose for vehicles to access the street. The only driveway (to lower carpark) in the street will remain accessible. No cars adds to the retail/dining/market experience. Less traffic noise for residents. The rubbish bins from shops are on view most of the time and are often overflowing and smelly. Better bin storage is required.	PO
Road closure would enhance the amenity of the precinct. Ebenezer Place is narrow, has significant pedestrian traffic and outdoor eating places. It would become more vibrant and appealing if it were free of vehicular traffic. Perhaps a modest meandering bike track from Union St to East Tce via Ebenezer and Vardon? More urban garden experiments? Probably deliveries will be sited as an issue. There are possibilities for these at no great distance and delivery people can do this using trolleys.	PO, Res
The closure would enhance the area and add to its appeal.	Res

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APPENDIX 1

Photos submitted by respondent who selected option 1 to demonstrate the need for additional bike racks in Ebenezer Place.

