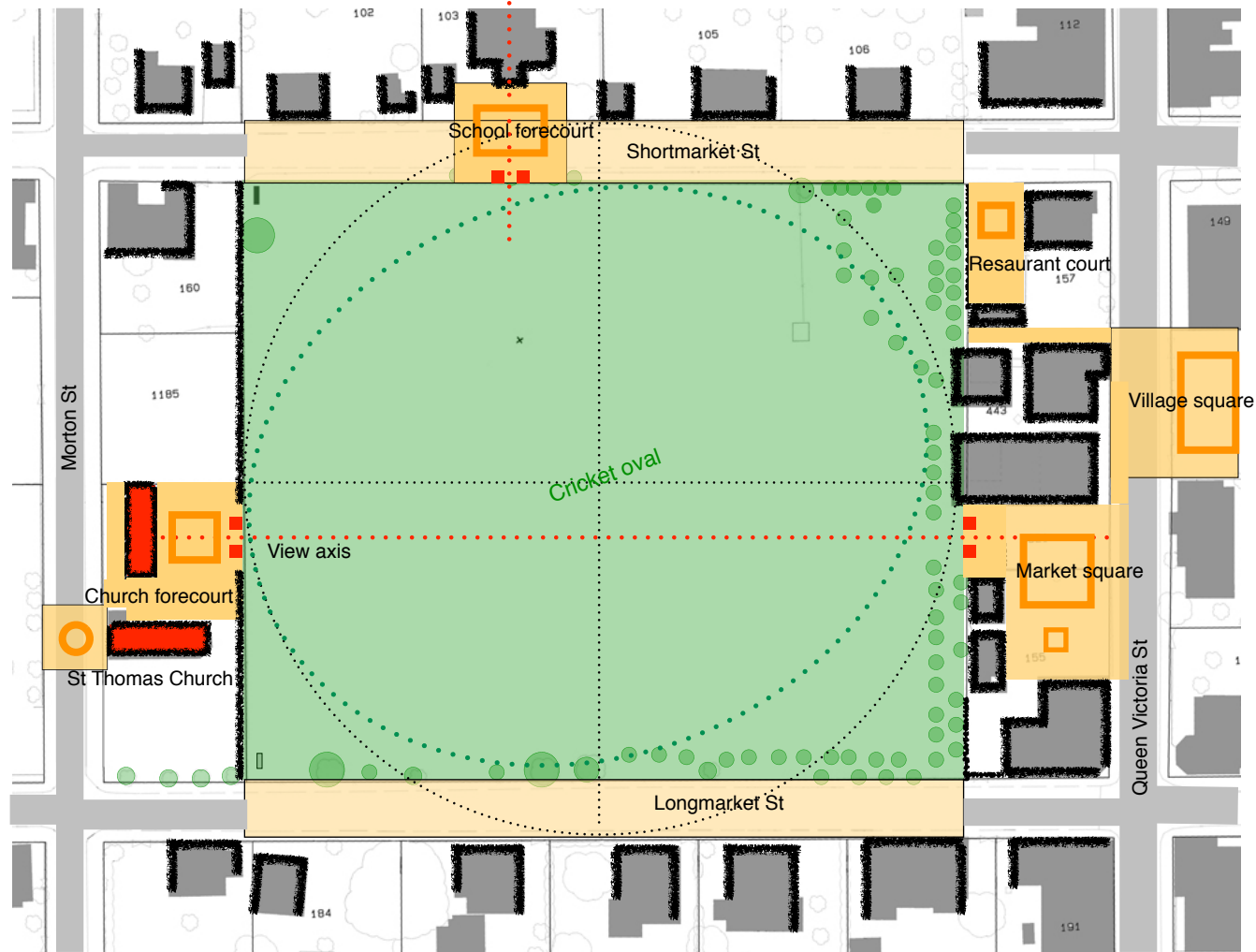


VILLAGE GREEN PRECINCT

Longmarket and Shortmarket Street Options

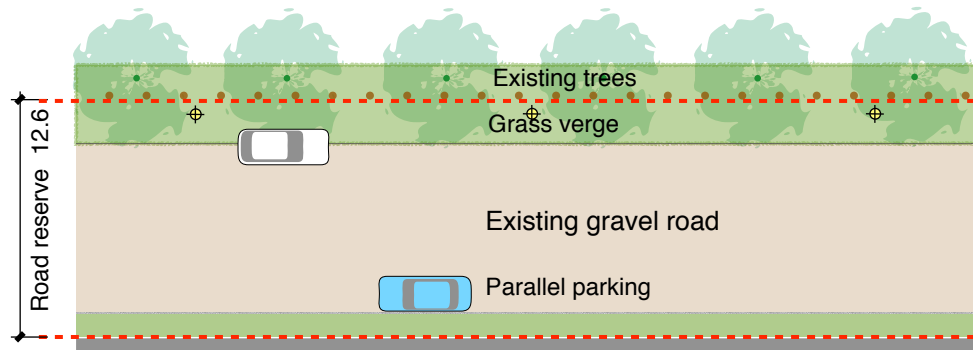
October 2015



Roadway and Parking Options

Existing Road:

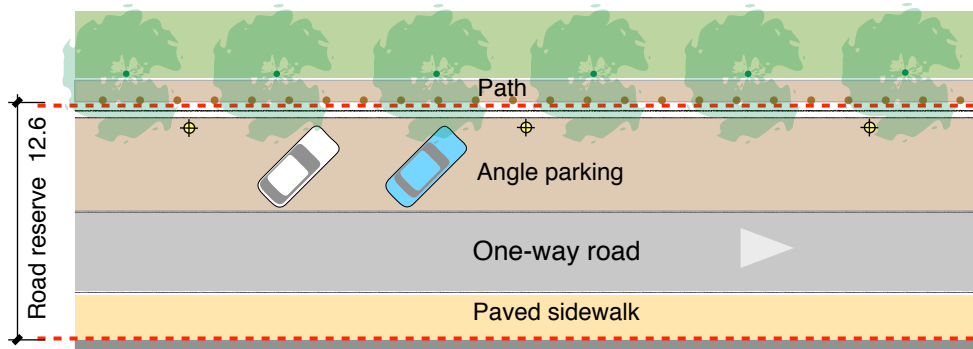
- Gravel surface causes dust in summer / mud in winter.
- Surface requires on-going maintenance.
- Excessive width (8 to 9m) encourages speeding.
- No sidewalk for pedestrians / narrow verge.
- Parallel parking available on grass verge.



Existing road: gravel / parallel parking

Option 1 (One-way road):

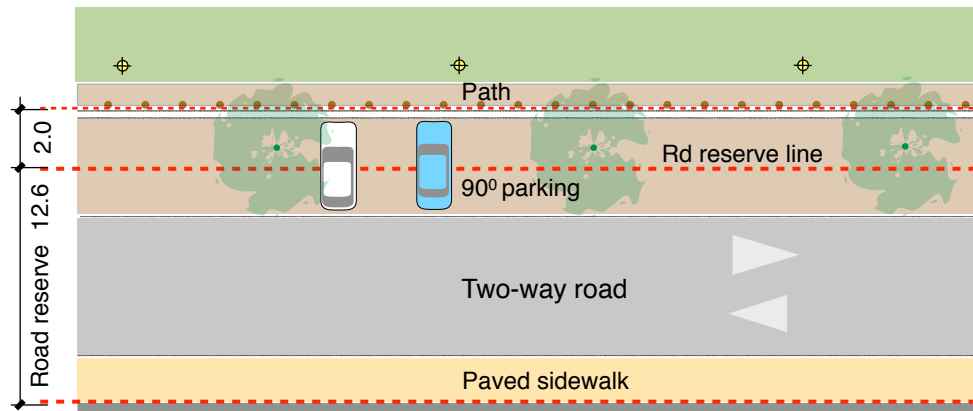
- Narrow one-way road ($\pm 4.5\text{m}$) reduces speeding.
- Widened and paved sidewalk in front of houses.
- Diagonal parking creates additional parking.
- Parking accommodated within existing road reserve.
- Existing stormwater route can be retained.
- Existing trees, bollards and lamp posts can be retained.
- One-way system could compromise access for some owners.



Option 1: one-way road / angle parking

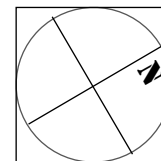
Option 2 (Two-way road):

- Widened and paved sidewalk in front of houses.
- 90 degree parking creates additional parking pool.
- Wide two-way road ($\pm 7.0\text{m}$) encourages speeding.
- More expensive to construct than one-way road.
- Parking encroaches on village green ($\pm 2\text{m}$).
- Some existing trees may be lost.
- Stormwater needs to be re-routed.
- Existing bollards / lamp posts need to be re-located.

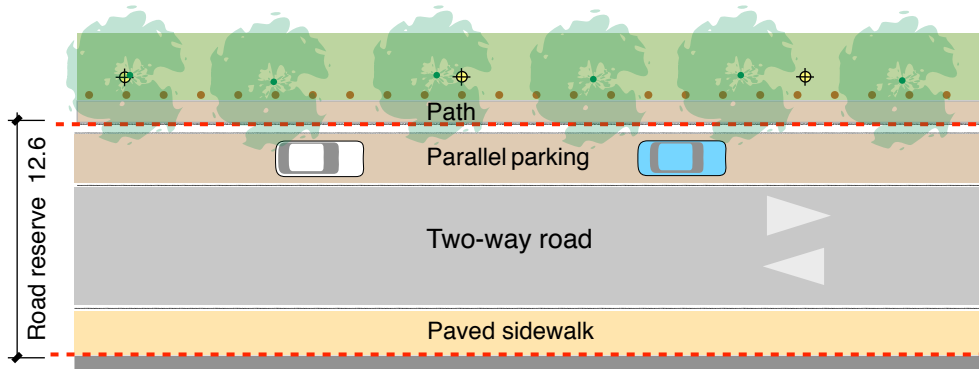


Option 2: two-way road / 90° parking

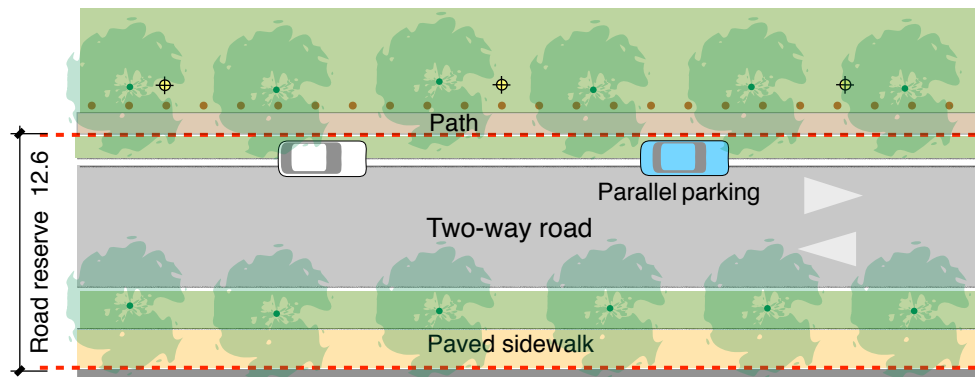
Scale 1:400



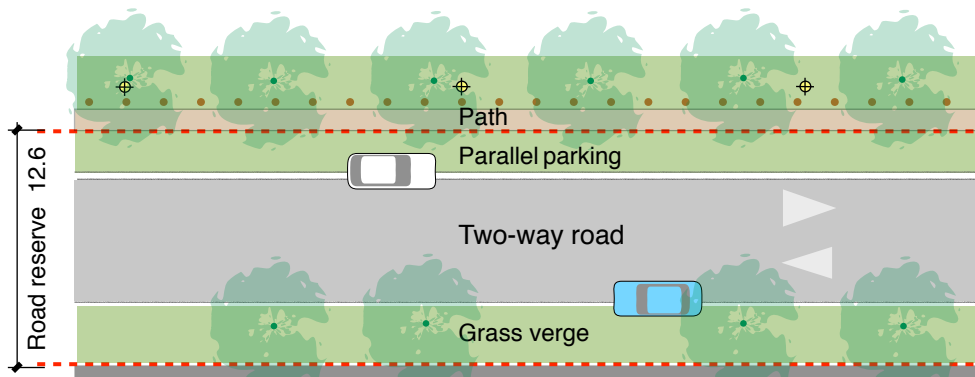
Roadway and Parking Options cont.



Option 3: two-way road / parallel parking

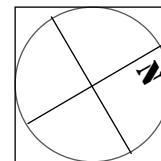


Option 4: two-way road / planting strip



Scale 1:400

Option 5: two-way road / green verges



Option 3 (Two-way road):

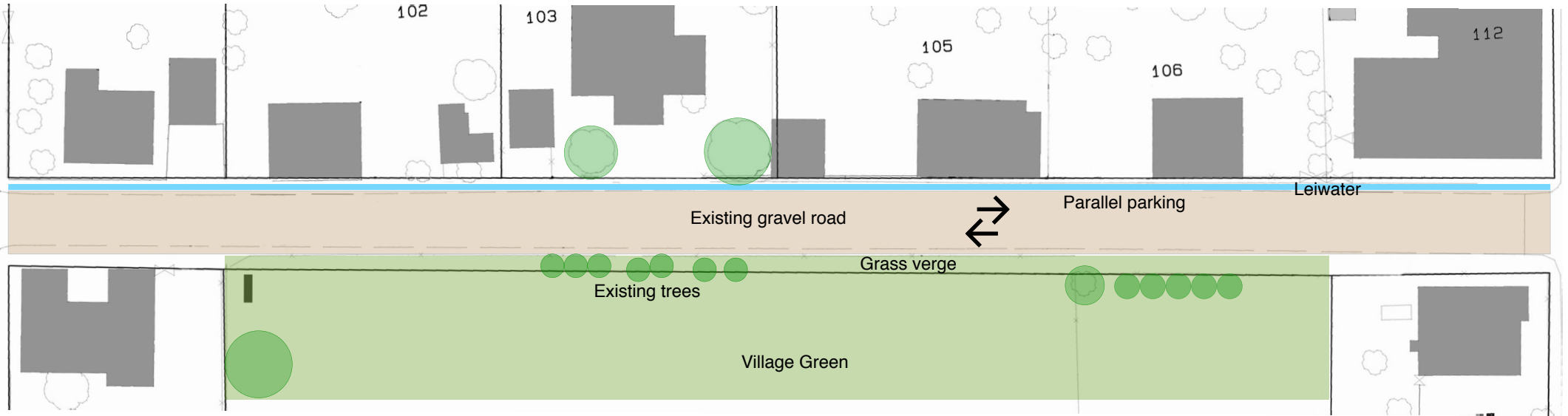
- Widened and paved sidewalk in front of houses.
- Two-way road reduced to 6m width.
- Parallel parking in different material.
- Parking accommodated within existing road reserve.
- Existing stormwater route can be retained.
- Existing trees and bollards can be retained.
- More expensive to construct than one-way road.
- No additional parking.

Option 4 (Two-way road):

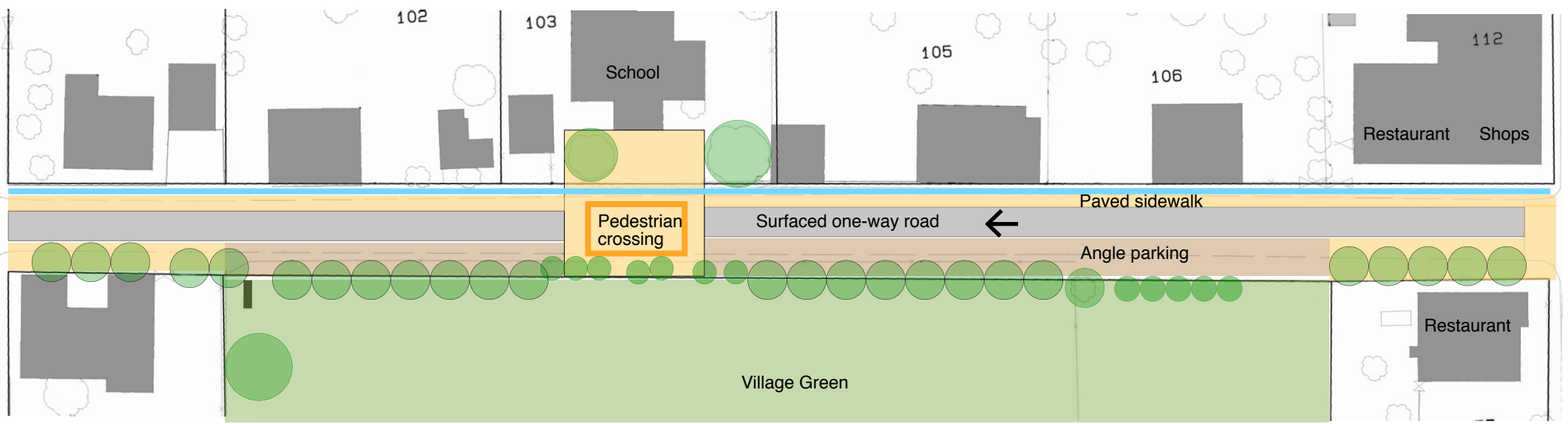
- Widened and paved sidewalk in front of houses.
- Planting strip between roadway and sidewalk.
- Potential for avenue planting.
- Parallel parking on road verge and footpath added.
- Existing stormwater route can be retained.
- Existing trees and bollards can be retained.
- More expensive to construct than one-way road.
- No additional parking.

Option 5 (Two-way road):

- Village Green extended to houses.
- Parallel parking on road verges and footpath added.
- Potential for avenue planting.
- Existing stormwater route can be retained.
- Existing trees and bollards can be retained.
- More expensive to construct than one-way road.
- No additional parking.

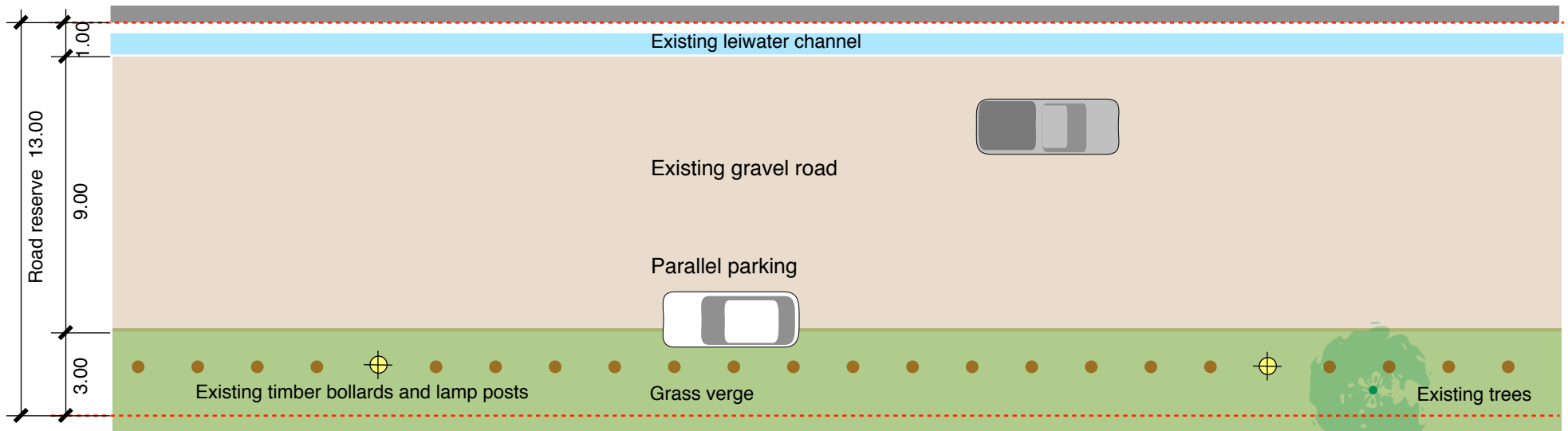


Shortmarket St: Existing

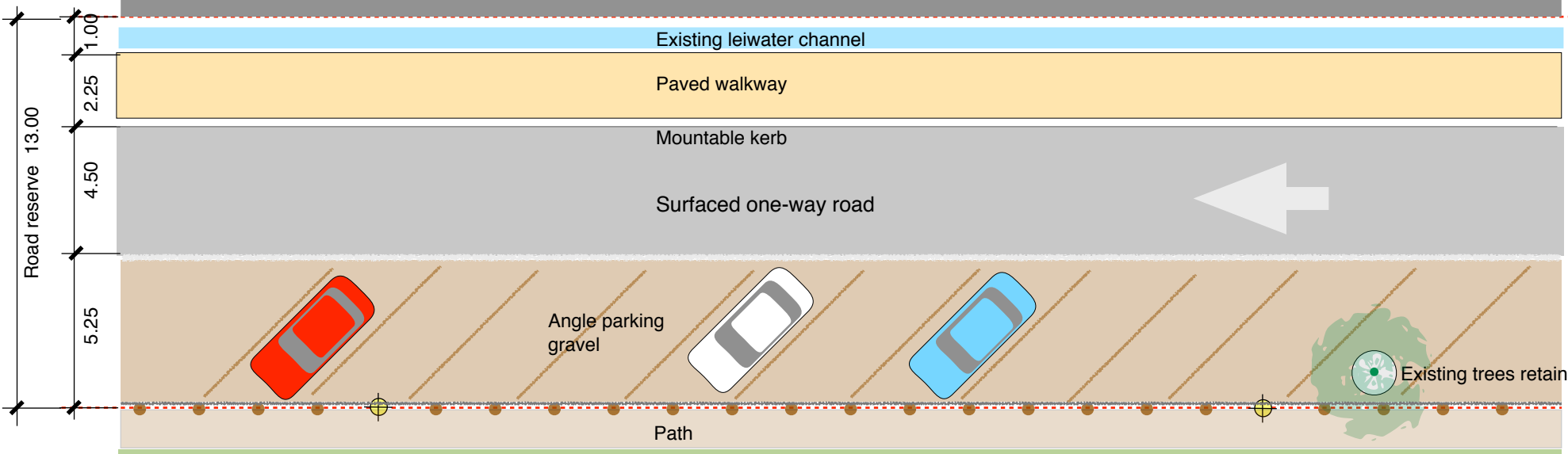
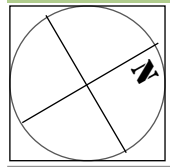


Scale ±1:750

Shortmarket St: One-way



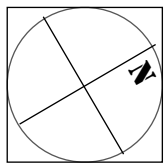
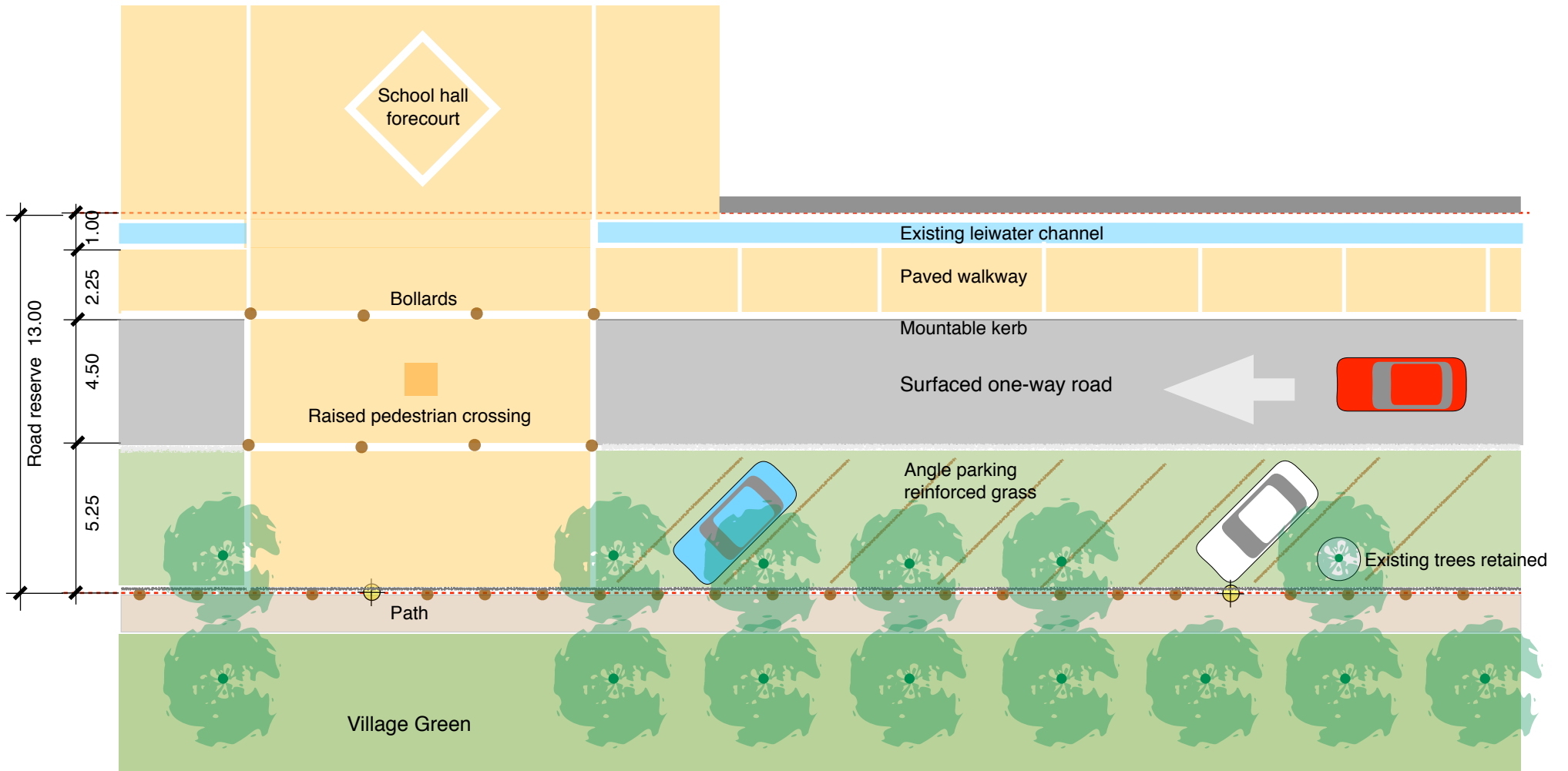
Shortmarket St: Existing



Scale 1:200

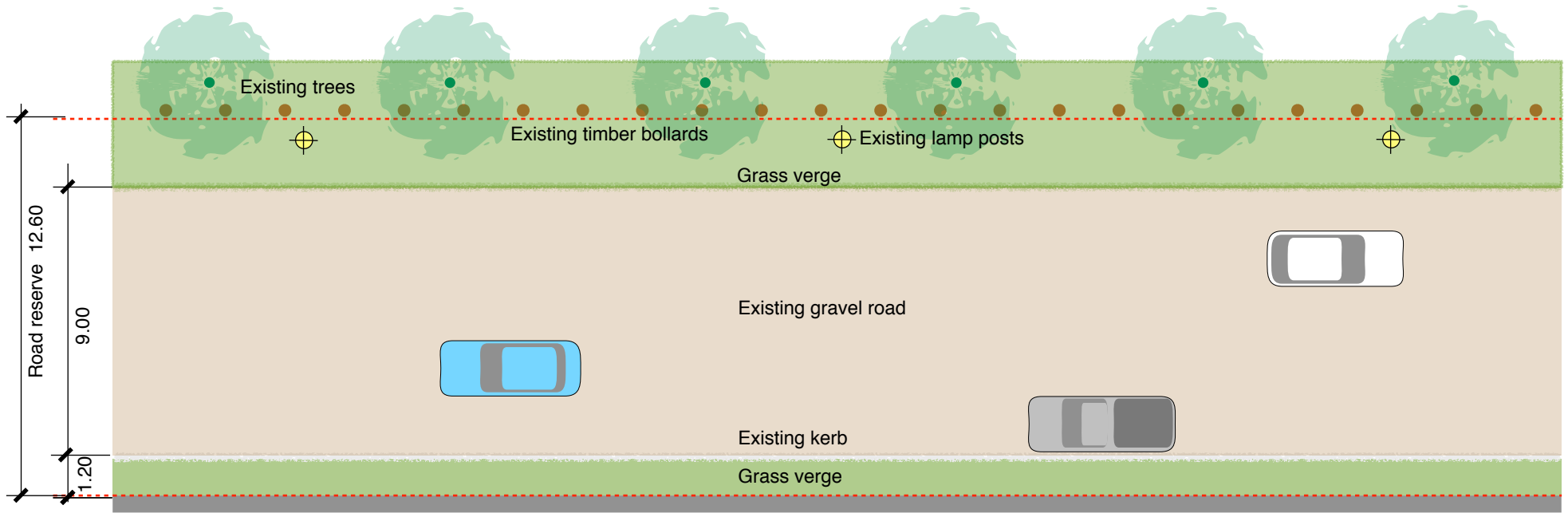
Village Green

Shortmarket St: One-way

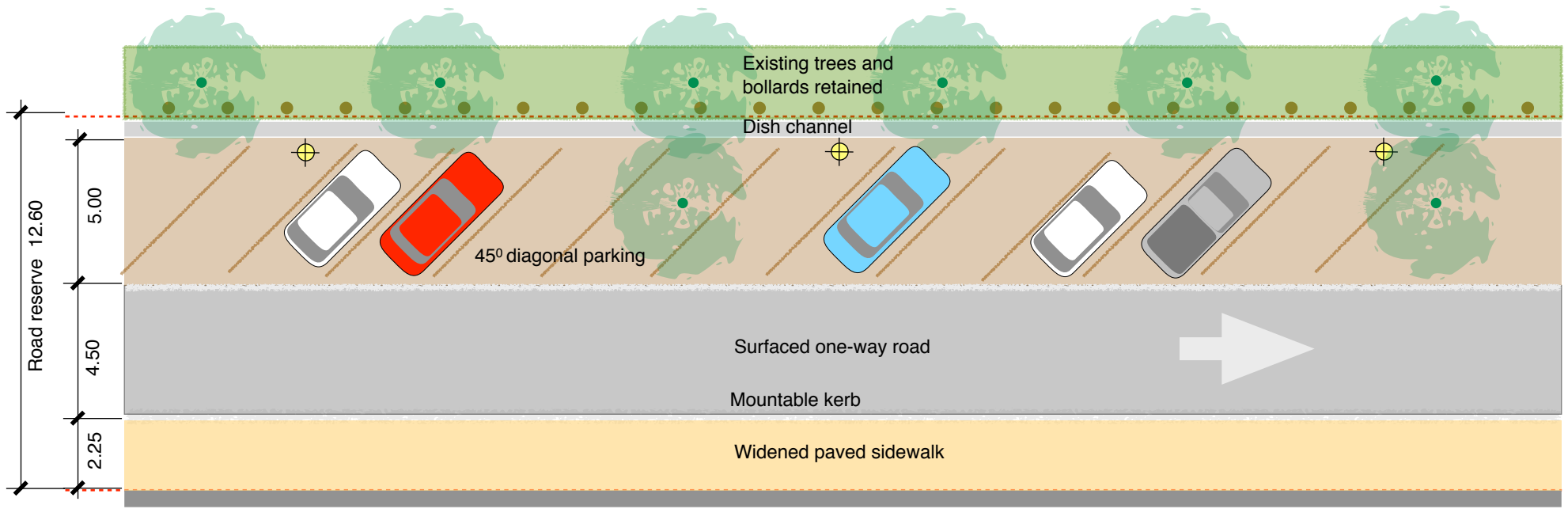


Scale 1:200

Shortmarket St: School pedestrian crossing

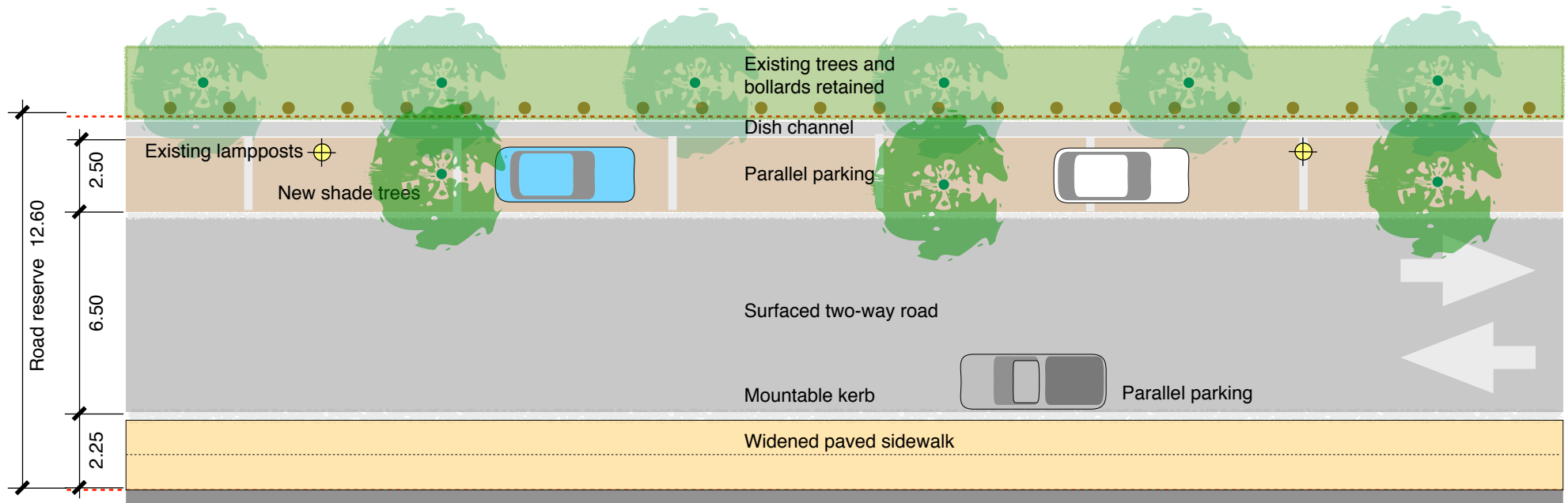


Longmarket St: Existing



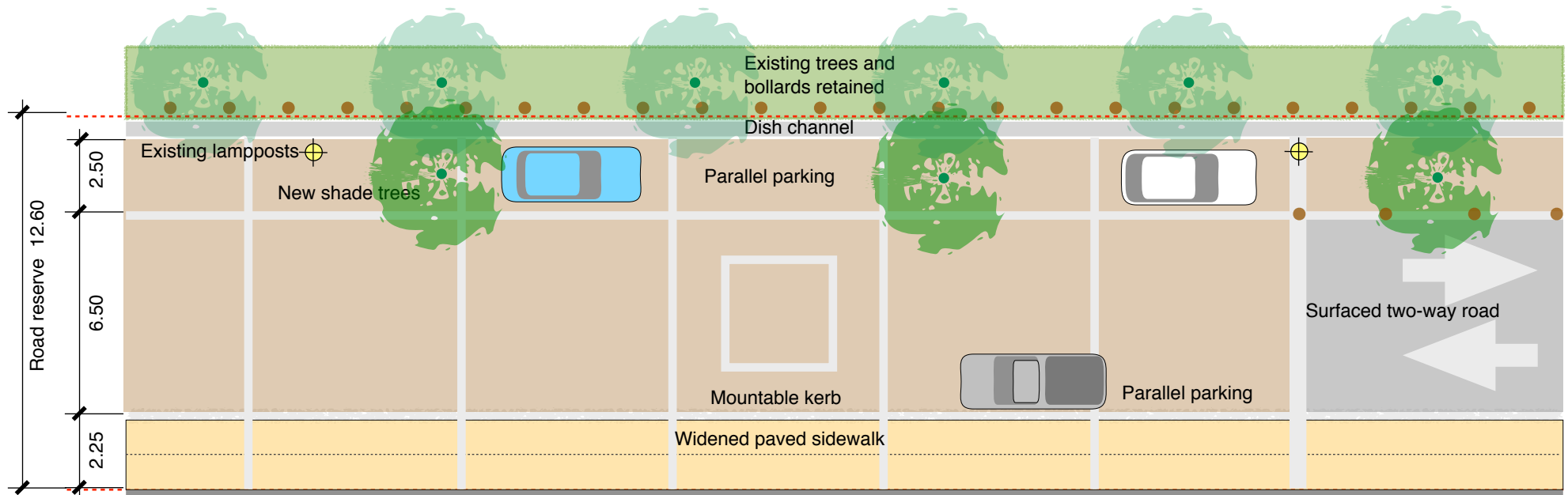
Longmarket St: One-way Road

Scale 1:200



Scale 1:200

Longmarket St: Two-way Roadway (asphalt)



Scale 1:200

Longmarket St: Two-way Roadway (pavers)