



1.0 OPTION 1 - WIDE VERGE Master Plan

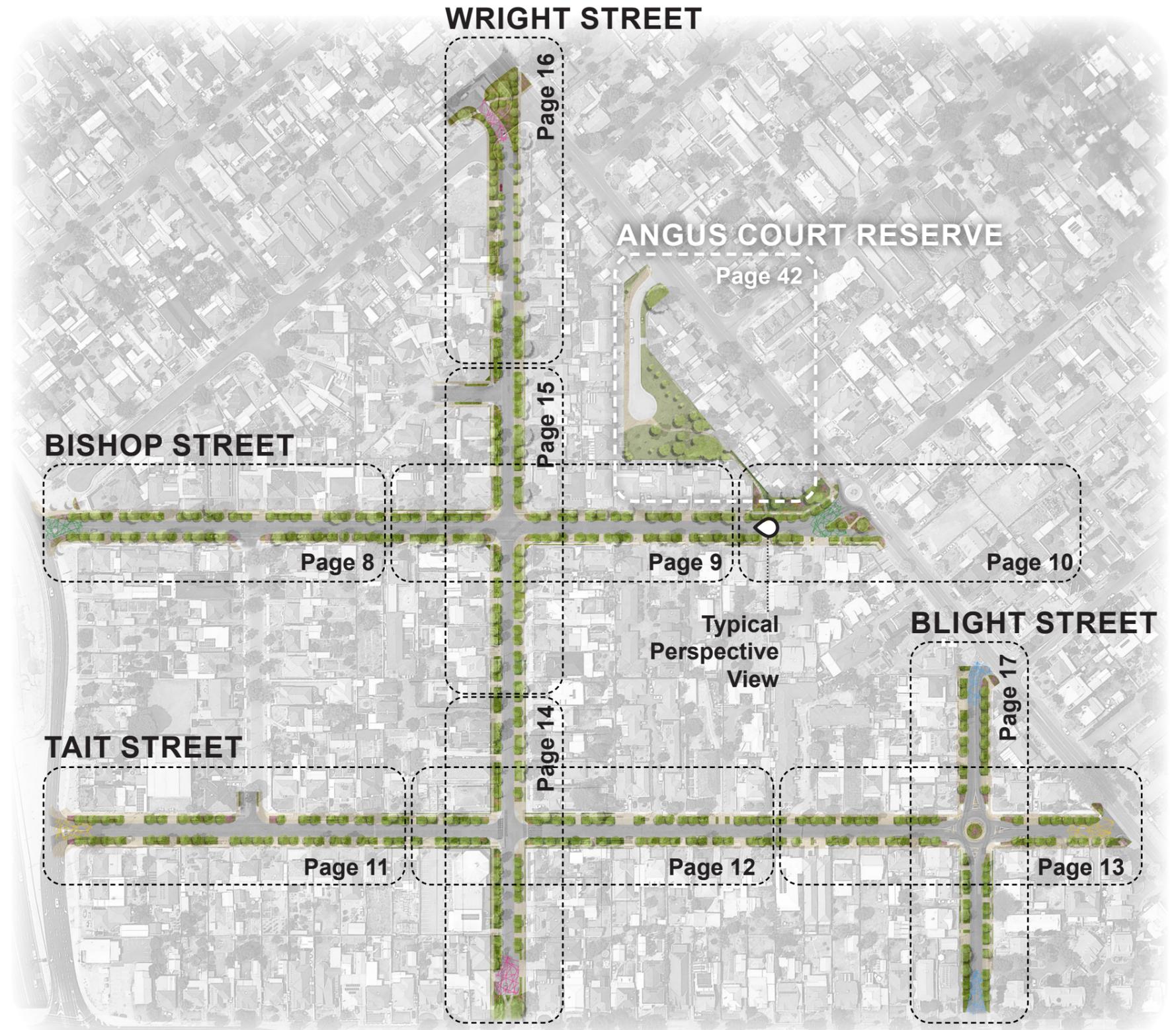
The first option proposes a narrowed 7.5m roadway with on-street car parking and large green verges.

Pros

- Wide verge/footpath area on both sides of the road
- No impact on on-street parking
- Footpath could be widened in future

Cons

- Barrel straight road alignment and 7.5m wide road unlikely to significantly reduce vehicle speeds
- Traditional road design approach prioritises vehicle movements over pedestrian movements.





2.0 OPTION 2 - MEDIAN Master Plan

The second option proposes a large vegetated central median island with indented car parking bays. This option requires roundabouts at intersections to provide turn-around points.

Pros

- Side friction resulting from design elements either side of the 3m lane width will reduce vehicle speeds
- Greater areas dedicated to WSUD landscaping
- Median provides opportunity for continuous tree canopy.
- Opportunity to use permeable pavers to create a broken median, to provide access to properties. canopy.

Cons

- Solid median restricts movements to and from drive ways to left turn only with roundabouts facilitating U-turns to provide access.
- Traditional road design approach prioritises vehicle movements over pedestrian movements.



3.0 OPTION 3 - MEANDERING ROADWAY Master Plan

The third option proposes a narrowed roadway with a shifting centre line. Resulting in a large green verge to one side of the road.

Pros

- Meandering road alignment reduced vehicle speeds.
- Unequal verge/footpath widths allow for very wide verge on one side, providing opportunity for civic/play spaces.

Cons

- In wide verge area parking footpaths are needed, reducing soft landscaping areas.
- Traditional road design approach prioritises vehicle movements over pedestrian movements.

