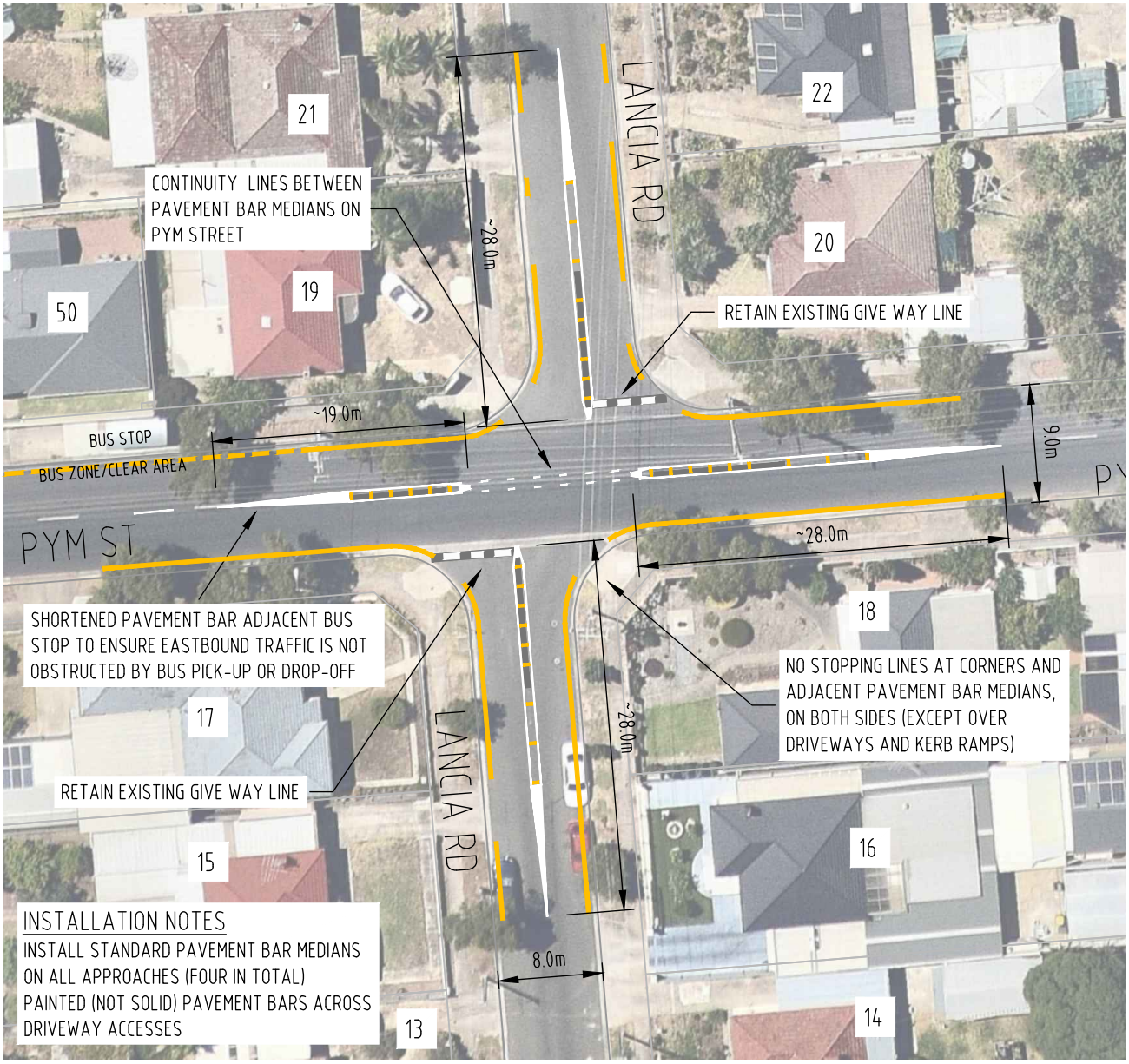


# CONCEPTUAL DESIGN

0 5 10 15 20m

1 : 500

## IMPORTANT NOTES

- THE PRIMARY BENEFITS OF THIS PROPOSAL ARE IMPROVED TURNING CONTROL, IMPROVED SIGHT LINES AND ENSURING THE SEPARATION OF OPPOSING TRAFFIC FLOWS AT THE INTERSECTION. INTRODUCTION OF MEDIANS ALSO HAS SPEED REDUCING EFFECT THROUGH THE PERCEIVED NARROWING OF ROADWAY.
- INSTALLATION OF PAVEMENT BAR MEDIANS REQUIRES ADJACENT 'NO STOPPING' LINES TO CLARIFY LEGAL ON-STREET PARKING AREAS - 3m OF CLEAR ROADWAY IS REQUIRED ALONGSIDE A PAINTED MEDIAN OR DIVIDING STRIP IN ORDER FOR THE DEVICE TO FUNCTION SAFELY AND EFFICIENTLY (REFER AUSTRALIAN ROAD RULES - REG 208).
- A NET LOSS OF 16 ON-STREET PARKING SPACES IS REQUIRED FOR THESE INTERSECTION IMPROVEMENTS TO FUNCTION SAFELY AND EFFECTIVELY.
- AN ANALYSIS OF AERIAL PHOTOGRAPHY IN THIS LOCATION OVER THE LAST 5 YEARS SHOWS THAT ON-STREET PARKING NEAR THE INTERSECTION IS GENERALLY NOT RELIED UPON. HOWEVER, THERE IS A HIGHER RELIANCE OF ON-STREET PARKING ON THE SOUTHERN SECTION OF LANCIA STREET (AS SHOWN). IN SAYING THAT, COUNCIL BELIEVES THE OVERALL SAFETY BENEFITS JUSTIFY THE LOSS OF ON-STREET PARKING OPPORTUNITIES NEAR THE INTERSECTION.

PYM / LANCIA
T-JUNCTION IMPROVEMENTS
CROYDON PARK

CITY OF Port Adelaide Enfield

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| | |
|---|---|
| DATE | 05/08/2020 |
| SCALE | 1:500 |
| REFERENCE | CITY ASSETS |
| REVISION | CONCEPTUAL DESIGN |
| DESIGNER | B.WALLACE |