

Civic Drive Extension and Local Street Connections Access Evaluation Matrix

Figure 1: Proposed Connections

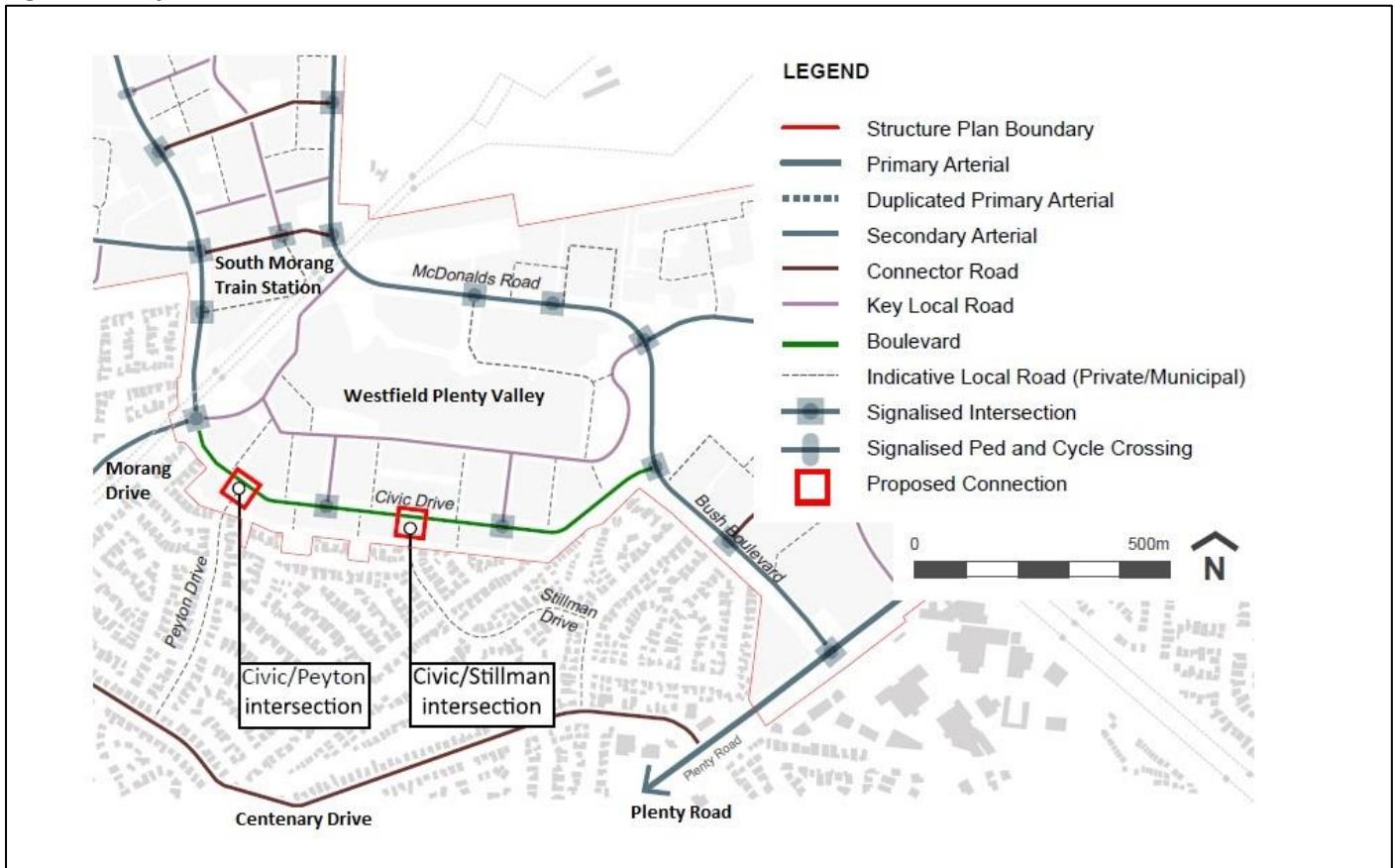


Table 1: Evaluation Matrix

Vehicle Access Options	Advantages	Disadvantages
A. Full access at Peyton & Stillman	<ul style="list-style-type: none"> • Highest level of road network permeability • Provides additional options for vehicular traffic to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Creates two Collector Road / Local Road intersection, and potential crash sites • Potential impact on amenity of local residents • Increased risk at intersection - level dependent on standard of intersection constructed, eg: <ul style="list-style-type: none"> ○ T-intersection: <ul style="list-style-type: none"> ▪ Highest risk for vehicles, cyclists and pedestrians with median break and Stop of Give Way sign ▪ High to medium risk without median break ○ Roundabout: <ul style="list-style-type: none"> ▪ Low risk vehicles ▪ High risk cyclists and pedestrians ○ Traffic signals: <ul style="list-style-type: none"> ▪ Lowest risk for all
B. Full access Peyton, partial access Stillman	<p><u>Peyton</u></p> <ul style="list-style-type: none"> • High level of road network permeability • Provides one additional option for vehicular traffic to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians <p><u>Stillman</u></p> <ul style="list-style-type: none"> • Medium level of road network permeability • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Risk – varies dependent on type of intersection and / or pedestrian facility / treatment provided • Potential impact on amenity of local residents

<p>C. Full access Peyton, nil access Stillman</p>	<p><u>Peyton</u></p> <ul style="list-style-type: none"> • High level of road network permeability • Provides one additional option for vehicular traffic to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians <p><u>Stillman</u></p> <ul style="list-style-type: none"> • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Low level of road network permeability <p><u>Stillman</u></p> <ul style="list-style-type: none"> • No local road access to Town Centre <p><u>Peyton</u></p> <ul style="list-style-type: none"> • Concentrates local traffic on Peyton Drive • Potential impact on amenity of local residents
<p>D. Partial access Peyton, full access Stillman</p>	<p><u>Peyton</u></p> <ul style="list-style-type: none"> • Medium level of road network permeability • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians <p><u>Stillman</u></p> <ul style="list-style-type: none"> • High level of road network permeability • Provides one additional option for vehicular traffic to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Risk – varies dependent on type of intersection and / or pedestrian facility / treatment provided • Potential impact on amenity of local residents
<p>E. Partial access Peyton, partial access Stillman</p>	<ul style="list-style-type: none"> • Medium level of road network permeability • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Risk – varies dependent on type of intersection and / or pedestrian facility/ treatment provided
<p>F. Partial access Peyton, nil access Stillman</p>	<ul style="list-style-type: none"> • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Low level of road network permeability <p><u>Stillman</u></p> <ul style="list-style-type: none"> • No local road access to Town Centre
<p>G. Nil access Peyton, full access Stillman</p>	<ul style="list-style-type: none"> • Low level of road network permeability • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Low level of road network permeability <p><u>Stillman</u></p> <ul style="list-style-type: none"> • Concentrates local traffic on Stillman Drive • Narrowness of Stillman Drive limits ability to cater for increase in traffic • Potential impact on amenity of local residents <p><u>Peyton</u></p> <ul style="list-style-type: none"> • No local road access to Town Centre
<p>H. Nil access Peyton, partial access Stillman</p>	<ul style="list-style-type: none"> • Provides restricted vehicle access to Town Centre Shopping Centre • Provides access options for cyclists and pedestrians 	<ul style="list-style-type: none"> • Low level of road network permeability <p><u>Peyton</u></p> <ul style="list-style-type: none"> • No local road access to Town Centre
<p>I. Nil access Peyton, nil access Stillman</p>	<ul style="list-style-type: none"> • Maintains access for cyclists and pedestrians • Maintains existing amenity of residents • Nil risk for vehicles • Level of risk for cyclist and pedestrians dependent on number and standard of crossing facilities provided, eg: <ul style="list-style-type: none"> ○ Nil facility – high risk ○ Pedestrian (zebra) crossing – medium ○ Pedestrian Operated Signals (red amber green) - low 	<ul style="list-style-type: none"> • Lowest level of road network permeability. • No local road access to Town Centre

Source: City Design and Transport