Civic Drive Extension and Local Street Connections Access Evaluation Matrix

Figure 1: Proposed Connections

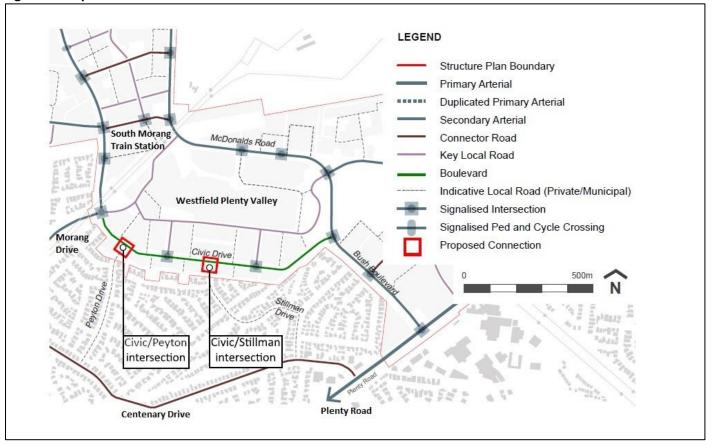


Table 1: Evaluation Matrix

Vehicle Access	Advantages	Disadvantages
Options		
A. Full access at Peyton & Stillman	 Highest level of road network permeability Provides additional options for vehicular traffic to Town Centre Shopping Centre Provides access options for cyclists and pedestrians 	 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: T-intersection: Highest risk for vehicles, cyclists and pedestrians with median break and Stop of Give Way sign High to medium risk without median break Roundabout: Low risk vehicles High risk cyclists and pedestrians Traffic signals: Lowest risk for all
B. Full access Peyton, partial access Stillman	 Peyton 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 Stillman Medium level of road network permeability Provides restricted vehicle access to Town Centre Shopping Centre Provides access options for cyclists and pedestrians 	 Risk – varies dependent on type of intersection and / or pedestrian facility / treatment provided Potential impact on amenity of local residents

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C. Full		<u>Peyton</u>	Low level of road network permeability
1	ton, nil	High level of road network permeability	Stillman
acce	lman	Provides one additional option for vehicular traffic to Town Control Shapping Control	No local road access to Town Centre Routen
30111	iiiiaii	to Town Centre Shopping Centre	Peyton Consentrates local traffic on Poyton Drive
		Provides access options for cyclists and pedestrians Stillman	Concentrates local traffic on Peyton Drive Detential impact on amonity of local residents
		<u>Stillman</u>Provides access options for cyclists and pedestrians	Potential impact on amenity of local residents
D. Part	tial		Risk – varies dependent on type of intersection
acce		 Peyton Medium level of road network permeability 	and / or pedestrian facility / treatment
	ton, full	Provides restricted vehicle access to Town Centre	provided
acce		Shopping Centre	Potential impact on amenity of local residents
	lman	 Provides access options for cyclists and pedestrians 	- Toterital impact on amenity of local residents
		Stillman	
		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 	
E. Part	tial	Medium level of road network permeability	Risk – varies dependent on type of intersection
acce		Provides restricted vehicle access to Town Centre	and / or pedestrian facility/ treatment provided
Peyt	rton,	Shopping Centre	, , , , , , , , , , , , , , , , , , ,
part		 Provides access options for cyclists and pedestrians 	
acce		· · · · · · · · · · · · · · · · · · ·	
Stillı	lman		
F. Part	tial	Provides restricted vehicle access to Town Centre	Low level of road network permeability
acce	ess	Shopping Centre	<u>Stillman</u>
Peyt	rton, nil	• Provides access options for cyclists and pedestrians	No local road access to Town Centre
acce			
	lman		
G. Nil a		Low level of road network permeability	Low level of road network permeability
-	ton, full	Provides restricted vehicle access to Town Centre Chapting Control C	Stillman
acce	lman	Shopping Centre	Concentrates local traffic on Stillman Drive Nagravya and Stillman Drive limits a bility to
301111	iiiiaii	Provides access options for cyclists and pedestrians	Narrowness of Stillman Drive limits ability to cater for increase in traffic
			Potential impact on amenity of local residents Peyton
			No local road access to Town Centre
			No local road access to fown centre
H. Nil a	access	Provides restricted vehicle access to Town Centre	Low level of road network permeability
	ton,	Shopping Centre	Peyton
part		 Provides access options for cyclists and pedestrians 	No local road access to Town Centre
acce		, , , , , , , , , , , , , , , , , , , ,	
Stillı	lman		
	access	Maintains access for cyclists and pedestrians	Lowest level of road network permeability.
Peyt	ton, nil	 Maintains existing amenity of residents 	No local road access to Town Centre
acce		Nil risk for vehicles	
Still	lman	• Level of risk for cyclist and pedestrians dependent	
		on number and standard of crossing facilities	
		provided, eg:	
		 Nil facility – high risk 	
		Pedestrian (zebra) crossing – medium	
		 Pedestrian Operated Signals (red amber green) 	
		- low	

Source: City Design and Transport