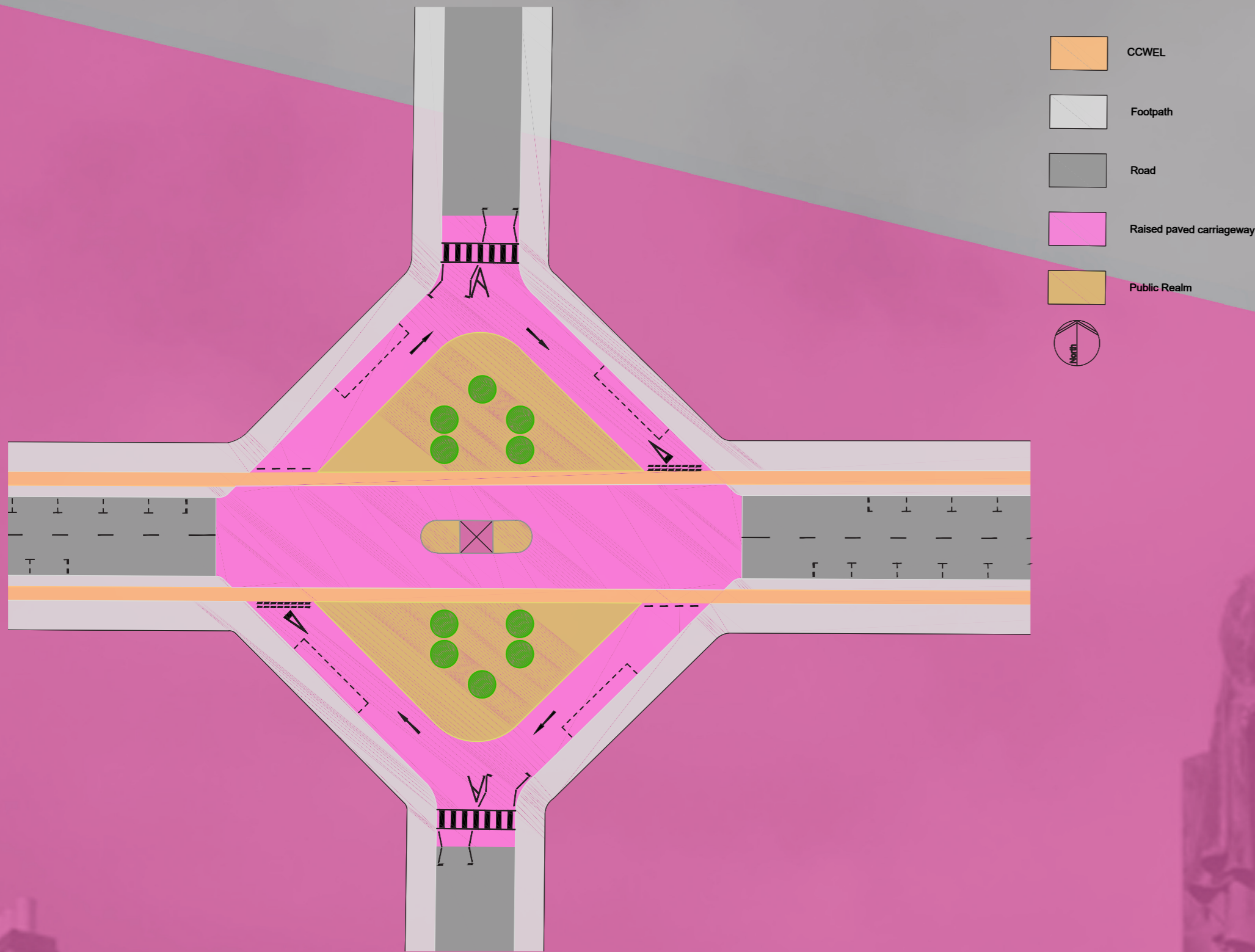




Reimagining Melville Crescent

OPTION A



All designs have been developed through design study with transport engineers and landscape architects. Option A provides a greater balance of dedicated cycle provision and pedestrian public realm compared to option C and B. The design delivers two large central areas of public realm with vehicle speeds being reduced by entering onto a raised table and paved surface and lower road kerb heights. Statutory road signage would alert drivers to the new road layout on approach to Melville Crescent. A one way system for vehicles would be directed through a paved surface. The CCWEL route would be maintained in principle through the space with give way at the junctions of Walker Street and Melville Street. Continuous through traffic would be maintained along Melville Street.

The spaces designed as public realm are more generous in this design option. Landscaping in raised planters could be included to soften the space while providing seasonal interest. These raised planters could have integrated seating and cycle storage to minimise street clutter but provide a meaningful space where local businesses and residents can enjoy the space and light recreation.

This design option has provision for vehicle loading/short stay/residents car parking within the one way paved surfaces, each bay has capacity for two cars.

WALKER STREET

MELVILLE STREET

