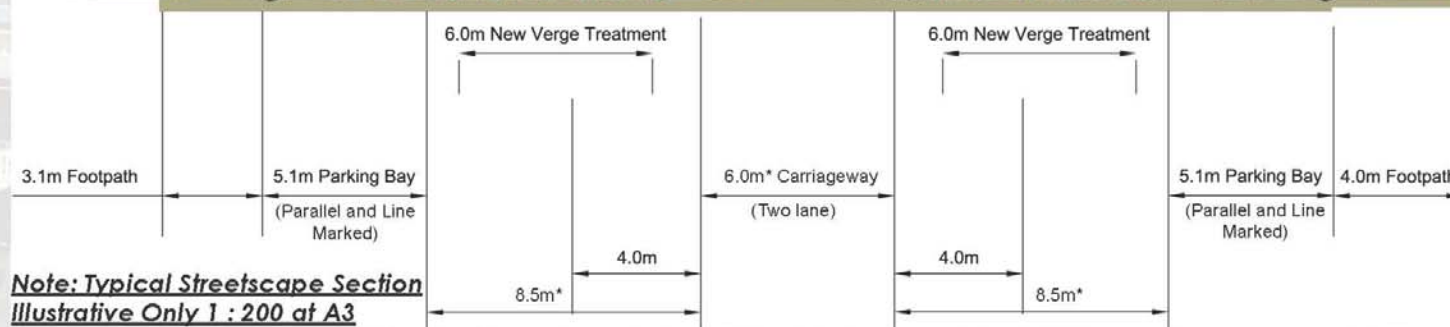


TRAFFIC CONDITIONS



Note: Typical Streetscape Section
Illustrative Only 1 : 200 at A3

Proposed Mainstreet Streetscape

- Wilmington main street gives a wonderful impression of space and linearity
- The proposed section uses design elements and tree planting to enhance this
- Makes the main street safer and more attractive
- New tree planting and landscaping around the trees defines the road, parking and pedestrian areas
- This also assists in slowing vehicles (vehicles go slower when the streetscape has more visual objects in it)

Current

The streetscape section comprises of:

- A 6m wide carriageway
- A 13.6m wide bitumenised area either side for parking and turning movements
- Excessive, unsafe and appears to give priority to vehicles rather than to people in what should be an active local community hub
- Existing trees frame the streetscape but they are sparsely planted and some are unhealthy
- Existing trees give a sense of what was once a 'beautiful valley'

Proposed

- New landscaped verge treatments around the trees installed as a part of the improvements to the main street
- Existing tree planting to be supplemented with new trees equally spaced
- New trees will help frame the streetscape
- Potential for tree pits to include landscaping or compacted quarry rubble to blend with the proposed corner protuberance materials (this depends on how much maintenance the community wants to put in)
- Angled car parking with new painted line marking delineated in the town centre
- Caravan & 4WD parallel parking delineated by new tree planting
- New verge treatments and tree planting to calm traffic without obstructing views to the surrounding hills face, or interfering with the rural theme and character of the town
- Upgraded surface treatment to reduce and soften the existing expansive bitumenised surface
- Angled car parks in the centre of the town would be better defined (but still plentiful to cater for existing and future businesses)
- Movement into and out of the spaces would be clear and logical
- Street lighting could be upgraded as a part of the streetscape upgrade works
- A more cost efficient and "instant impact" approach could be the installation of floodlights or up lights to the base of the eucalypts
- This would provide ambience and activity at dusk/night time and encourage businesses to remain open for longer

LOCATIONS FOR PARKING



1 Showground

- Large truck pull-in area (mainly for checking loads)
- Long term option which would only be considered when the main street becomes more active and busier, and trucks can no longer safely pull into the Rodeo Ground Parking area

2 Rodeo Grounds

- Short term option which would work whilst the town is not very busy
- Large informal truck pull in area - not overly designed but a safe space

3 Public Toilets Area

- Parallel parking for cars, caravans and 4WD's
- Opposite public toilets and close proximity to recreation area and playground
- Shady for vans and cars
- Trees spaced less frequently than the rest of the mainstreet to provide room to easily pull in and out

4 Post Office Area

- Easy to pull in and out
- Vegetation to help define parking area and also capture stormwater run off from road
- Trees spaced less frequently than the rest of the mainstreet to provide room to easily pull in and out
- Shady

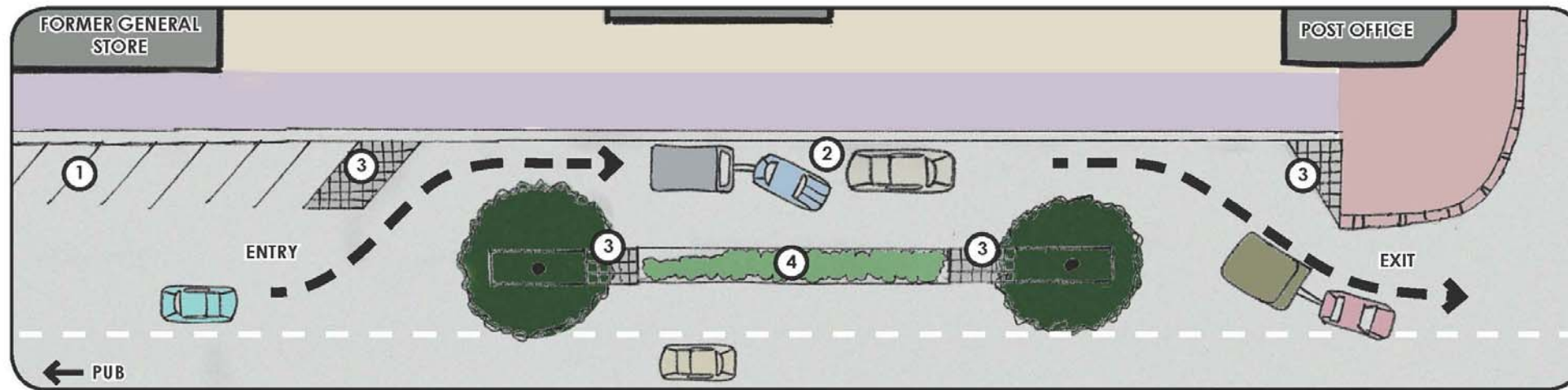
5 Fuel Depot / Centenary Park

- Large truck and caravan pull-in area
- Not overly designed but a safe space

6 Centre of Town

- Angled parking improved through new line marking
- Parking for 4WD and cars but not caravans or trucks

PARKING PLAN



Note: plan not to scale and illustrative only



1 New angled parking lines in the centre of town



2 Defined pull-in area for parallel caravan & truck parking



3 Permeable paving (optional instead of landscaping)



4 landscaping

Defined Parallel Pull-In Area for Caravans and 4WD's

- Allows for flexibility of use - it should not be too tightly delineated
- Easy turning movements in and out for caravans and larger vehicles
- Potential to be marked or sign posted "Caravan & Truck Parking" so that it is clear that this is a designated parking space for them
- Provides for shady parallel parking
- In front of Post Office and in front of public toilets

Landscaping

- New planting bed of native grasses to define pull-in parking area
- Could be planted and designed without a straight edge to capture storm water run off from the road, otherwise a formal pit with compacted quarry rubble to suit the rest of the street
- Could also be permeable paving which allows stormwater to penetrate through and help manage excess water
- Options depend on whether the community wishes to manage the landscaping, or whether a functional, but still attractive, low management option is still desired
- Regular spacing between trees
- Spaces between each tree will be larger than the spaces between those along the rest of the main street to facilitate caravan and 4WD pull in areas

Permeable Paving

- Captures stormwater to help with excess run-off
- Helps to delineate the caravan and truck parking area

Existing Trees

- Existing large Eucalypt trees to be retained
- If mature Eucalypt trees require removal due to the health of the trees replace with new stock to maintain the street character

KERBING & PROTRUBERANCES

Current Trial Protruberance

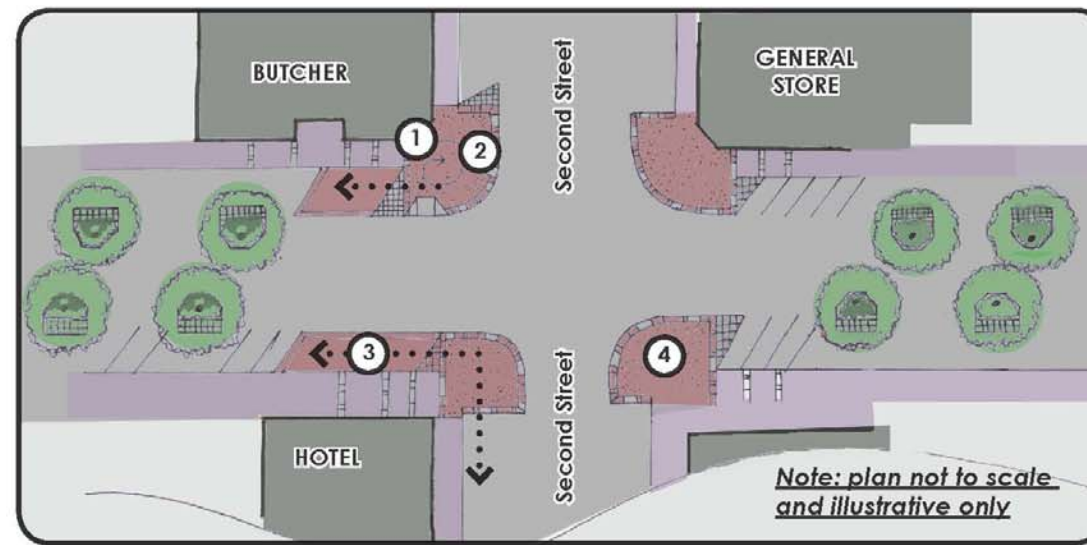
A trial approach has been constructed to provide a short term trial solution for traffic management issues that have been previously raised by the Wilmington community. It has been difficult for the community to appropriately review and respond to because it does not yet contain any landscaping and is therefore relatively unattractive.

Intent of protruberance trialing:

- To see if the trial protruberance improves driver behaviour
- Responds to traffic safety issues as raised by the community
- Minimal use of resources during process
- Potential for improvement of driver behaviour

Findings of protruberance trialing:

- Concern over the visual impact on the town and streetscape
- Considered out of character with Wilmington and look very 'urban' as oppose to the 'rural' or 'country'
- Kerb height deemed excessive, leaving a large space to be in filled or planted
- The shape meets turning circle requirements but does not reflect Wilmington's street grid pattern or 'rural' aesthetic
- Infilling the space with planting could potentially require significant excavation and landscape management
- Community consideration of landscape maintenance requirements in the protruberance infill area



1 Informal Gathering / Entrance Space

- Allows for flexibility of use
- Protruberance can be extended (resulting in loss of a couple of car parks) if the building is developed in the future

2 Redesigned protruberance shape and kerb profile

- Replaces existing concrete kerb that is currently not filled in
- Instead, use a more 'natural' aesthetic created by the potential use of coloured concrete or locally-sourced material in lower, less visually obtrusive kerb heights
- Potential use of a permeable paving material, compacted cement-stabilised quarry rubble or planting with small areas of hardstand paving or concrete

- Redesigned protruberance geometry to appear more balanced and symmetrical

3 Flexible Area

- Protruberances can be expanded where there is more activity allowing more space for pedestrian movements and seating

4 Planting and treatment to be carefully considered

- Planting in the protruberances to be selected so as not to detract from the uniformity of any new design work, limit any future use or require excessive excavation and maintenance work
- Treatment to cater for any overland stormwater flows expected

Potential

Perimeter edge:

- Replace concrete with locally sourced natural-looking material or coloured concrete products to maintain the town aesthetic
- Redesign the geometry of the protruberance kerbing so that it is aligned 90 degrees to the footpath (not curved), and is more symmetrical and uniform in scale. This will improve the overall aesthetic of the Main Street, and minimise the current propensity to have one's vision automatically drawn to a large, out of character, concrete protruberance

Infill:

- For areas closest to the town centre, around the pub, butchers and shops, infill with low ground cover plantings and/or paving to provide a hard steady surface
- For areas further away from the town centre, infill with a cement stabilised, compacted gravel material to form a hard surface that is partially permeable (in certain precinct areas this could be combined with some paving, concrete or hard – stand surface for the location of furniture and café seating). This will provide a contrast to the predominantly bitumen feel of the Main Street.

Tree Planting inside the Infill:

- New trees are not recommended for infill planting except possibly in the town centre such as around the pub where people are more likely to congregate. This is because:
 - The focus of new tree planting should instead be on mature linear indigenous tree plantings along either side of the Main Street
 - For significant tree planting to really flourish, substantial excavation, drainage and preparation works will be required (due to the compacted nature of the carriageway and surrounding bitumen surface)

Maintenance:

- Maintenance of any plantings will be onerous to either Council or the Wilmington community and therefore the location of new landscapes should be where it brings the most visual benefit (i.e. to the town centre)
- Any future tree planting in the central area of the town directly adjacent the footpath or drains should be designed in consideration of the stormwater management plan and in collaboration with the engaged stormwater/civil engineer

