

» Streetscape Design A - two way (parallel parking) **lennox village vision**



THE FUTURE OF LENNOX HEAD VILLAGE CENTRE

Two way traffic flow option with parallel parking

This streetscape design retains the current two way traffic flow along Ballina Street and Park Lane. Ballina Street has mostly parallel vehicle parking with some angle parking at the northern section adjacent to Lennox Park Reserve.

» **benefits**

- Provides around 95 parking spaces
- Capacity to widen footpath at Ross Park and at new traffic blister areas (up to 2.5m)
- Increased opportunities for new shade tree planting
- Provide additional area to utilise for footpath dining and public gathering spaces
- Direct vehicle access to all parts of village main street
- Pavement treatment upgraded to improve mobility and access
- Landscaping to provide separation between traffic and pedestrian zones
- Less adverse effects to traffic network and reduced driver confusion (especially when first implemented).

» **constraints**

- Less additional area for footpath dining and public gathering spaces than one way option
- More vehicle exhaust fumes emitted towards pavements and footpath dining areas with parallel parking configuration
- Parallel parking can cause safety concerns with opening vehicle doors into oncoming traffic
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- Shared zone near Ross Park/Rayner Lane not practical in two way.

» Streetscape Design B - one way (angle parking) **lennox village vision**

THE FUTURE OF LENNOX HEAD VILLAGE CENTRE



One way traffic flow option with angle parking

This streetscape design is based on a one way traffic flow with Ballina Street one way south bound and Park Lane one way northbound. Ballina Street has angle parking on west side and parallel parking on east side. For access convenience Rayner Lane proposed to change to one way northbound.

» **benefits**

- Provides around 124 parking spaces
- Increased traffic calming
- Capacity to widen footpath at Ross Park shared zone and at new traffic blister areas (up to 5.4m)
- Increased opportunities for new shade tree planting
- Provision of additional areas for footpath dining and public gathering spaces
- Improved pedestrian safety around Ross Park at shared zone in the village centre
- Pavement treatment upgraded to improve mobility and access
- Landscaping to provide separation between traffic and pedestrian zones
- Vehicle exhaust fumes emitted towards street (rather than pavements and footpath dining areas)
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road).
- Improved traffic/pedestrian safety in Park Lane.

» **constraints**

- Possible adverse effects to traffic network
 - o Slower moving traffic possibly leading to more congestion
 - o Possible driver confusion (especially when first implemented)
 - o Longer time for vehicles to access some destinations due to one way traffic route
- Trial period 3-6 months required (with associated budget implications)
- Increase in the number of vehicles interfacing with pedestrian zone
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- A shared zone in Ballina Street could slow travel times for southbound traffic
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road)
- Possible driver non-compliance with one way traffic flow system.

» Streetscape Design C - one way (parallel parking) **lennox village vision**



THE FUTURE OF LENNOX HEAD VILLAGE CENTRE

One way traffic flow option with parallel parking

This streetscape design provides one way traffic flow along Ballina Street and Park Lane. This streetscape design is based on a one way traffic flow with Ballina Street one way south bound and Park Lane one way northbound. Ballina Street has mostly parallel vehicle parking with some angle parking at the northern section adjacent to Lennox Park Reserve.

» **benefits**

- Provides around 93 parking spaces
- Increased capacity to widen meandering footpath up to 6 metres in areas
- Increased traffic calming
- Increased opportunities for new shade tree planting
- Provide additional area to utilise for footpath dining and public gathering spaces
- Improved pedestrian safety around Ross Park at shared zone in the village centre
- Improved traffic and pedestrian safety in Park Lane
- Pavement treatment upgraded to improve mobility and access
- Landscaping opportunities to provide separation between traffic and pedestrian zones
- Landscaping opportunities to provide screening plantings to soften existing residential buildings
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road).

» **constraints**

- Possible adverse effects to traffic network
 - Slower moving traffic possibly leading to more congestion
 - Possible driver confusion (especially when first implemented)
 - Longer time for vehicles to access some destinations due to one way traffic route
- Trial period 3-6 months required (with associated budget implications)
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- A shared zone in Ballina Street could slow travel times for southbound traffic
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road)
- Possible driver non-compliance with one way traffic flow system
- Parallel parking on the right hand side of a one-way street could be a challenge for drivers.