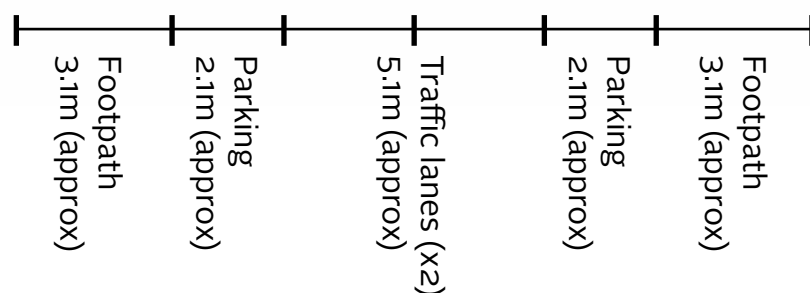
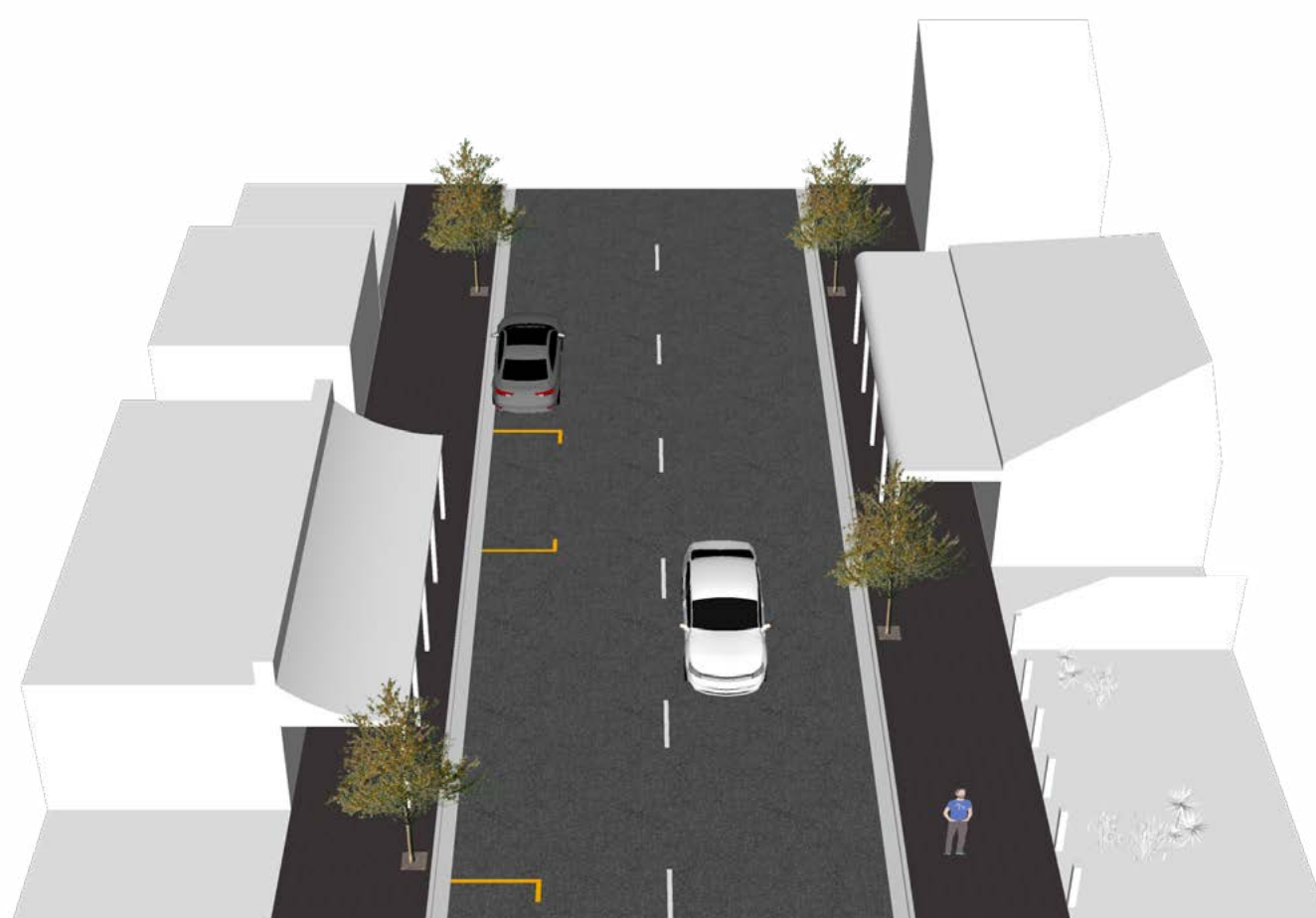




Re-imagining The Strand

Concept Design Options for enhanced amenity, experience, access + parking



Existing conditions

- _ Narrow road reserve (15 - 15.5m approx) creates cramped street, with vehicle and pedestrian safety issues, particularly in peak times
- _ Street becomes difficult to use for both vehicles and pedestrians
- _ Minimal greening and shade
- _ Beautiful character and heritage buildings, however awnings limit opportunities for greening in existing footpath
- _ Road and footpath conditions feel tired and worn
- _ The street is one of the main destinations in Port Elliot, highlighted by its shopping, cafes, and sense of character and charm
- _ The current condition of the public realm is tired and lacklustre. There is minimal greening - the existing trees are small and there is no low level landscaping.
- _ The footpaths and road are all bitumen, contributing to how the street feels.
- _ There are a few benches, bins and other street furniture elements





Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking



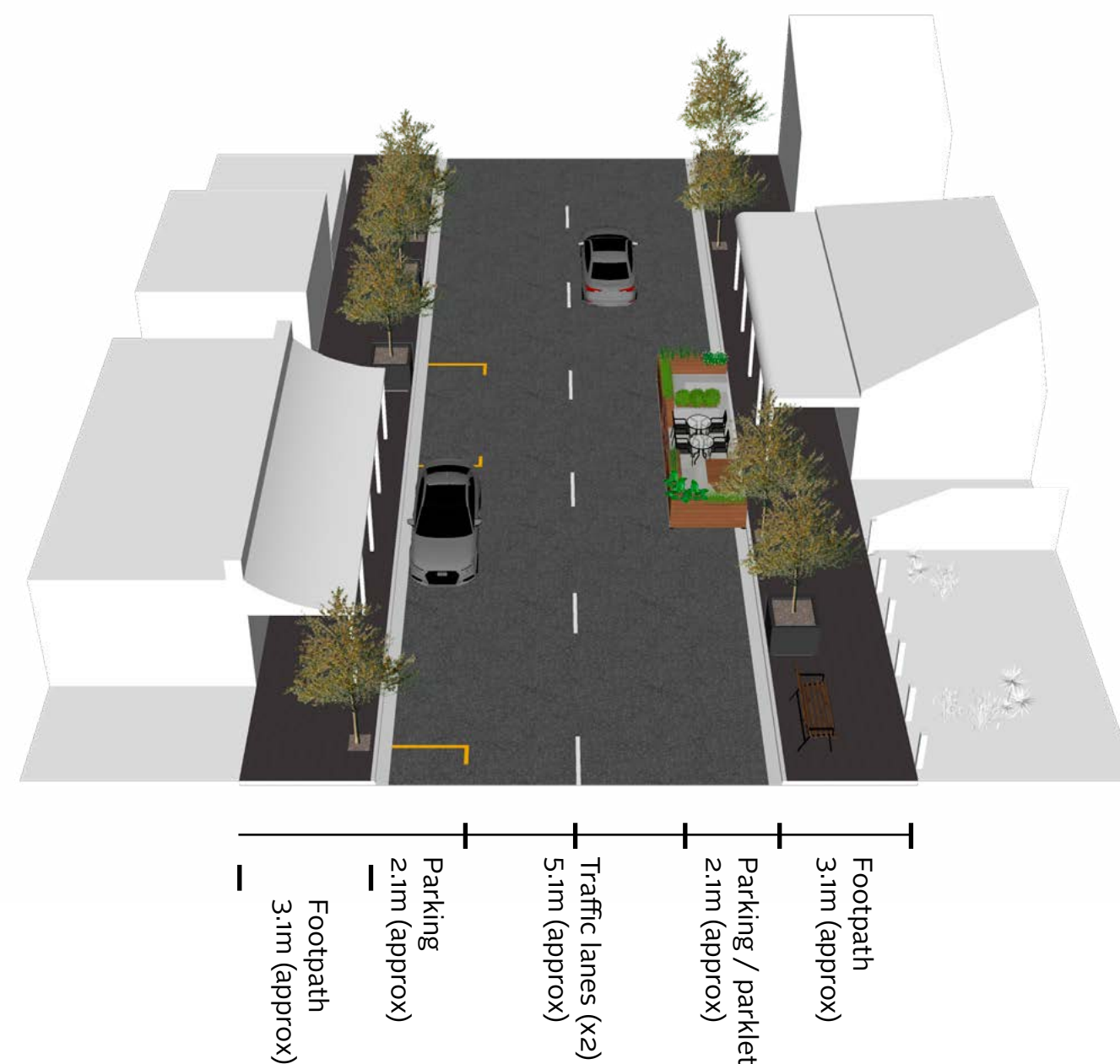
A parklet with outdoor dining, King William Road, Unley



City of Adelaide planter boxes on North Terrace. They can be an effective way to quickly and affordably increase greenery.

Option 1 _ Placemaking Approach

- _ Lower cost interventions to improve look and feel and add vibrancy to the streetscape.
- _ Could include parklets for increased outdoor dining and seating opportunities, trees in planter boxes, additional furniture and public art such as sculpture or murals.
- _ Improved street crossing points could be included using semi-permanent treatments.
- _ No major or permanent changes to kerb lines, stormwater and other infrastructure.
- _ Allows ideas to be tested against community expectations with potential for a more significant upgrade in the future.
- _ **A variation of this option could explore parking on one side only, creating more space for placemaking and reducing congestion.**





Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 2A _ Flexible Street

_ Parking lanes become flexible space for use as either outdoor dining, temporary activation space, or remain as parking (use can change over time).

_ Paint, line marking, artwork, planter boxes

and street furniture are used to delineate the space and how its used Lower cost option to reconfigure how the street works - while existing kerbs and footpath remain in place.



Footpath 3.1m (approx)
Flexible zone 2.1m
Traffic lanes (x2) 5.1m
Flexible zone 2.1m
Footpath 3.1m (approx)

Option 2B _ Flexible Street

_ As Option 2A, parking lanes become flexible space for use as either outdoor dining, temporary activation space, or remain as parking (use can change over time).

_ Flexible lane space redeveloped with new

paving treatments, kerbs, trees and greening.

_ Flexible space can be raised to footpath level, with potential for all of street to be designed as a shared street with flush surface.



Footpath 3.1m (approx)
Parking / parklet 2.1m (approx)
Traffic lanes (x2) 5.1m (approx)
Parking 2.1m (approx)
Footpath 3.1m (approx)



Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 3A _Pedestrian Boulevard

- _ Reconfigured street with generous pedestrian promenade on one side, incorporating space for outdoor dining, seating, greening and public art.
- _ Traffic lanes reduced from two to one, creating a one-way street.
- _ Parallel parking lanes reduced from two to one.
- _ New kerbs, stormwater, footpaths greening and road.
- _ Potential to be designed as shared space



6.5m Pedestrian boulevard
3.3m Traffic lane
2.5m Parking
3.1m (approx) Footpath

Option 3B _ Pedestrian Boulevard

- _ As Option 3A, but with some variation in the location of the pedestrian promenade on each side (and variation in roadway location)



6.5m Pedestrian boulevard
3.3m Traffic lane
2.5m Parking
3.1m (approx) Footpath



Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 4A _ Angled Parking

- _ Reconfigured street with angled parking replacing parallel parking.
- _ Public realm nodes + crossing points.
- _ Traffic lanes reduced from two to one, to create a one-way street, existing kerbs remain

- _ Angled parking is more user friendly, and coupled with one way street creates a safer environment, however reduces total number of car parks by approx. 20% and may make it harder for pedestrians to cross the street.



Footpath
3.1m (approx)

Angled Parking
4.8m

Traffic lane
4.5m

Footpath
3.1m (approx)

Option 4B _ Angled Parking

- _ As Option 4a, with shared street design with flush surface, new footpaths, stormwater, kerbs, paving, road surface and greening.

- _ More opportunity for flexible use of space over time, or closing street for events.



Footpath
3.1m (approx)

Angled Parking
4.8m

Traffic lane
4.5m

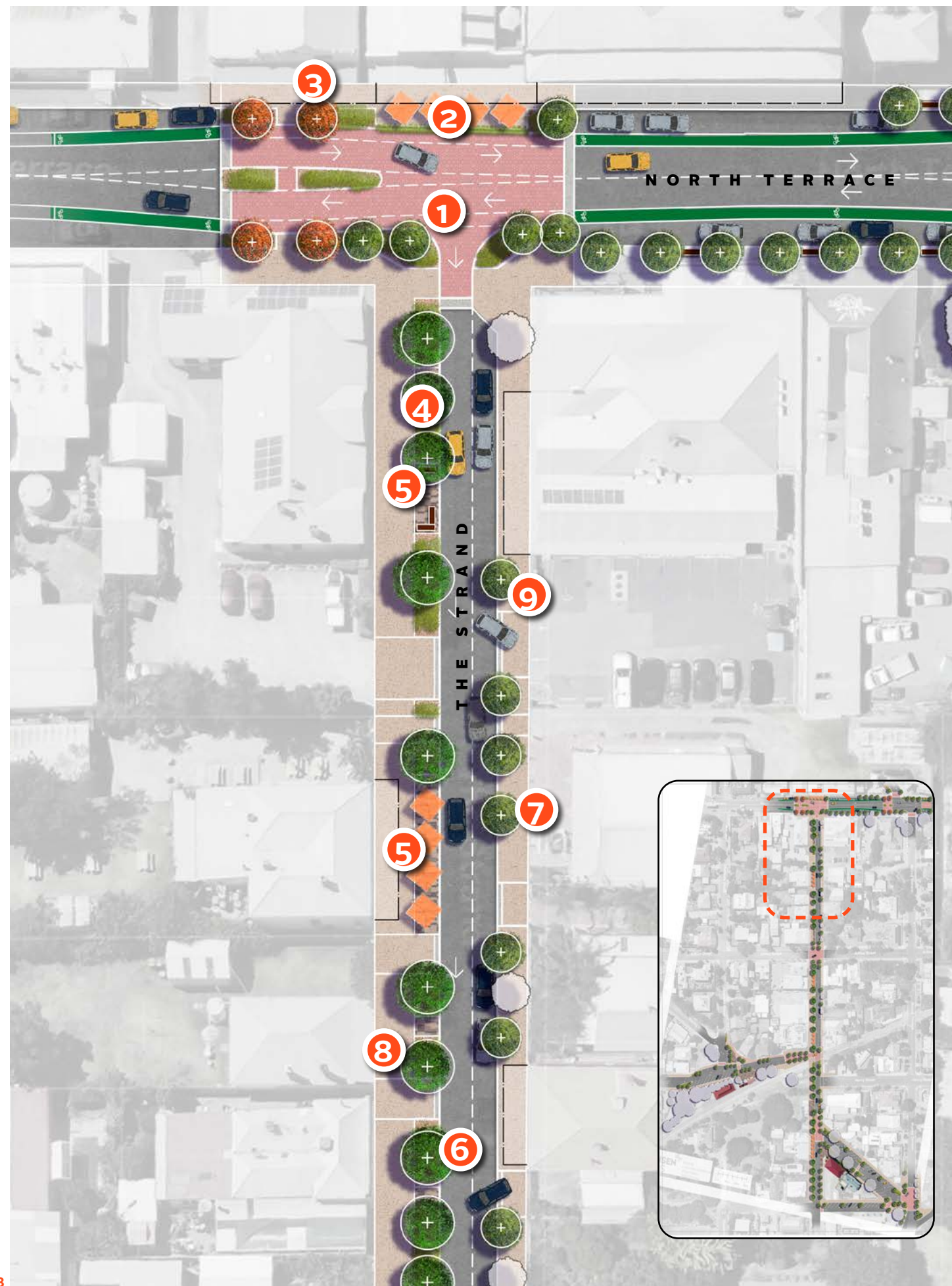
Footpath
3.1m (approx)



Re-imagining The Strand (cont.)

Concept plan illustrating Pedestrian Promenade Option

1. North Terrace / The Strand raised intersection with distinctive pavement treatment. Slower traffic speeds and improved pedestrian amenity.
2. Outdoor dining space at key locations.
3. Mix of tree species creates seasonal colour.
4. New, large trees in the proposed pedestrian promenade.
5. Nodes featuring distinctive paving treatment and opportunities for outdoor dining, seating and public art reflecting both Ngarrindjeri people and Anglo settlers stories. Also opportunities for active play elements.
6. Road layout changed to one-way street to reduce congestion, improve safety and increase public space.
7. Parallel parking at one side.
8. 4m wide clear footpath as part of pedestrian promenade.
9. Additional trees in eastern footpath.



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Re-imagining The Strand (cont.)

Concept plan illustrating Pedestrian Promenade Option

1. Outdoor dining space at key locations.
2. Raised pedestrian crossing with continuous paving treatments prioritising pedestrian movement.
3. New, large trees in the proposed pedestrian promenade.
4. Nodes featuring distinctive paving treatment and opportunities for outdoor dining, seating and public art reflecting both Ngarrindjeri people and Anglo settlers stories. Also opportunities for active play elements.
5. Road layout changed to one-way street to reduce congestion, improve safety and increase public space.
6. One lane of parallel parking retained.
7. 4m wide clear footpath as part of pedestrian promenade.
8. Additional trees in eastern footpath. Opportunities for a mix of tree species to create seasonal colour.
9. New section of shared street with greening and better amenity strengthens connections to Railway Station.



Parking

Transforming The Strand into a pedestrian promenade will see a reduction in how the street accommodates vehicles, with a reduction in both a lane of traffic and parking spaces. High level estimates suggest that this concept would see about half of the existing 72 on-street car parking spaces on the Strand, be relocated to near by on-street and off-street locations (upgraded).

As part of a detailed design phase for this project, it is recommended that detailed parking and traffic analysis that focuses on future car parking locations quality and connectivity, be undertaken and mitigating potential effects on neighbouring streets.

Perspective of Pedestrian Promenade Option

