

Virginia Main Street Upgrade

Frequently Asked Questions

As at 27 May 2020

1. Why is the Virginia Main Street being upgraded?

The main street is being upgraded to address issues with stormwater ponding, poor quality footpaths, concerns around safety and the need to improve the town centre business environment, particularly with a growing population.

The upgrade of the street, undergrounding of power lines and development of Institute Park were initially identified as projects in the [Virginia Blueprint](#) (2010) which was developed in consultation with the local community.

2. What will the upgrade involve?

The project involves the upgrade of the streetscape between the Virginia Oval and the Sheedy/Penfield Roads intersection and will include:

- A shared walking and cycle path along both sides of the road
- Stormwater infrastructure
- New street trees
- Street furniture such as bins and seating
- Pedestrian crossings

The upgrade will also include the development of Institute Park into a community destination that incorporates:

- Play equipment
- Seating
- BBQs
- Toilet
- Fencing
- Entry feature

The land adjacent to the Gawler Road intersection will be upgraded into an Entry Statement and will include:

- Formalised car/truck parking
- Formalised and safer vehicle access arrangements
- Landscaping
- Entry Feature

3. Where there any changes between the draft concept that was put out for community consultation and the final concept that was endorsed by Council?

Yes there were. The changes responded to concerns raised by the community and are as follows:

- The width of the shared paths were reduced from 4 metres to 3.9 metres and the additional space was returned to the car parking bays.
- The car parking bays were widened from 2.5 metres to 2.6 metres, which meet the minimum Australian Standards for truck and bus parking and will ensure that all types of vehicles can comfortably park within the main street. The car parking bays are now 0.3 metres wider than the Australian Standard for standard and light commercial bay widths of 2.3 metres.
- The car parking space at the Gawler Road Entry Statement was increased to better service the post office as a key community destination.
- The car park in the Institute Park has been retained where it currently is (identified as Option B in the Concept document). This was in response to concerns about loss of car parking and access to the Institute building.

4. Will the final design be exactly the same as what is depicted in the concept?

The concept forms the basis of detailed design and the detailed detail will aim to align as closely as possible to the concept.

5. What is detailed design?

This phase of the project works out exactly where everything will be, the type of materials to be used and ensures that all of the engineering and traffic requirements are met. It will include identifying the street tree species and where they will be sited, location of accessible (disability) car parking spaces, location of signage and much more.

6. When will the works commence?

Council works are due to commence in December 2020 and are expected to be completed by December 2021.

7. Will the works be staged?

The works will occur after the undergrounding of the power lines. Council's works will be undertaken as one stage and will include the streetscape improvements, Institute Park development and creation of an entry statement at the Gawler Road intersection.

8. Why isn't the improvement of the Sheedy Road/Penfield intersection included in the upgrade?

The State Government (Department of Planning, Transport and Infrastructure) will upgrade this intersection, which has been earmarked for signalisation.

DPTI collect funding contributions from developers in the Virginia Growth Areas in accordance with deed agreements with land owners. The money collected will fund a range of traffic improvements which include the intersection works.

The timing of the works will be based on the rate of growth and are currently anticipated to be at least five years away.

9. Will trucks be allowed to use the main street?

The State Government have care and control of the main street. Currently, trucks up to 19 metres are permitted to travel along the street. The concept allows for continued access for trucks of this size with lane widths of 3.5 metres which is similar to the existing lane widths.

Larger vehicles such as B Doubles are not authorized by the State Government to use this route.

10. Why doesn't the project include improving connections to the main street (i.e. along Sheedy Road and Old Port Wakefield Road)?

The development of cycling and walking connections between households and the main street is important to improving access to the main street and providing opportunities for healthy lifestyles.

However, these works are outside of the project scope and will need to occur in future years. Council will need to fund these upgrades through its Annual Business Planning process in consideration of other competing transport priorities across the Council area.

11. Will on-street car parking be retained?

The project will retain as much on-street car parking as possible. Some car parking space will be lost to provide for compliant setbacks from driveways and intersections and installation of pedestrian crossings.

However, the line marking of the on-street car parks will provide for more efficient use of car parking space and the use of bus zones outside of service times for car parking will also help to offset lost on-street car parking space.

12. Will the on-street car parking spaces be wide enough to cater for larger vehicles that are more commonly used in rural areas?

Yes. The car parking bay widths will be 2.6 metres which meets the minimum standard for truck and bus parking, meaning there will be plenty of room for all types of vehicles.

13. Why is the speed limit being reduced to 40kms?

Vehicles speeding through the main street is a key issue that was raised during the first consultation phase. The urban design treatments and implementation of pedestrian crossings will slow traffic and will be complemented by a lower speed limit.

14. Will the project address the ponding in the main street?

Yes. The concept contemplates capture of stormwater to help irrigate the street trees. Stormwater not captured for this purpose will drain into the Park Road drain or into the Virginia Grove stormwater network to the south.

15. What will happen to the existing street trees?

All efforts will be made to relocate as many of the existing bottle trees as possible. A range of factors need to be considered, such as tree health, ability to excavate the tree with roots intact, likelihood of survival and costs of replanting.

However, the presence of a high pressure gas main along the eastern side of the road will place these trees at a higher risk of not being able to be successfully excavated.

Further investigations will be undertaken to determine which trees can be saved and replanted.

16. What tree species will be planted in the street?

The tree species is yet to be determined and will occur during the detailed design phase.

The community's preference for native trees is reflected in the concept but the selected tree species will need to consider a range of factors:

- Trees with tall trunks and good canopies for shade
- Type and extent of the root system in consideration of underground services
- Location of trees to provide appropriate sight-lines
- Suitability to the soil and climate
- Maintenance and watering needs
- Tendency to drop leaves, branches etc (recognising that all trees will drop these to some degree)

17. Can there be an increase in bus services?

The provision and management of public transport is a State Government responsibility and outside of Council's control.

18. Will sewer be included in the upgrade works?

Council recognises that sewer in the town centre will be a catalyst for development and support existing and future businesses.

The provision of sewer is the responsibility of SA Water. Council has been in discussions with SA Water about incorporating sewer infrastructure into the project.

If a solution cannot be identified within the project timeframe then this element of the project will not be included. However, Council will continue to advocate for the sewerage of Virginia.