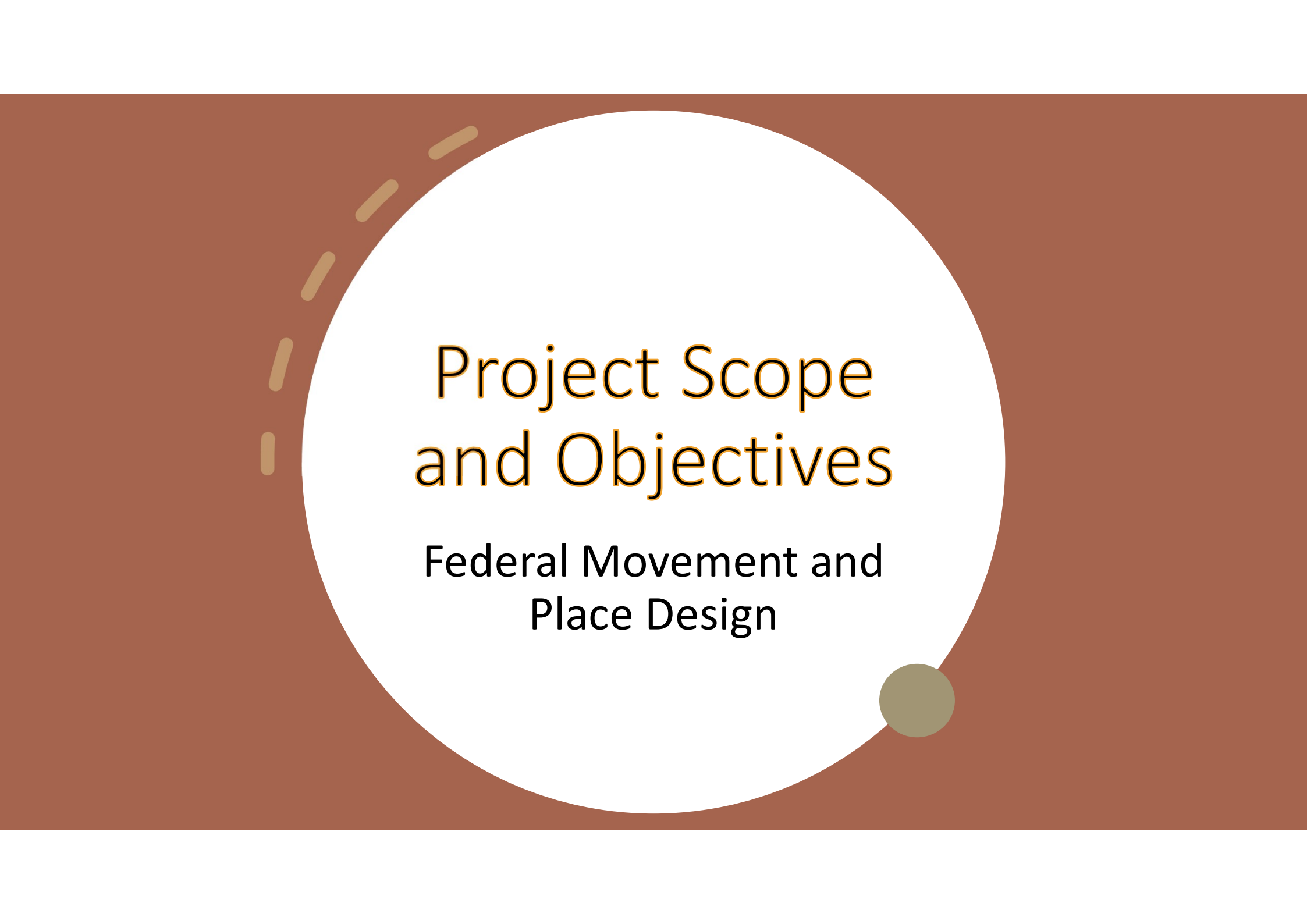
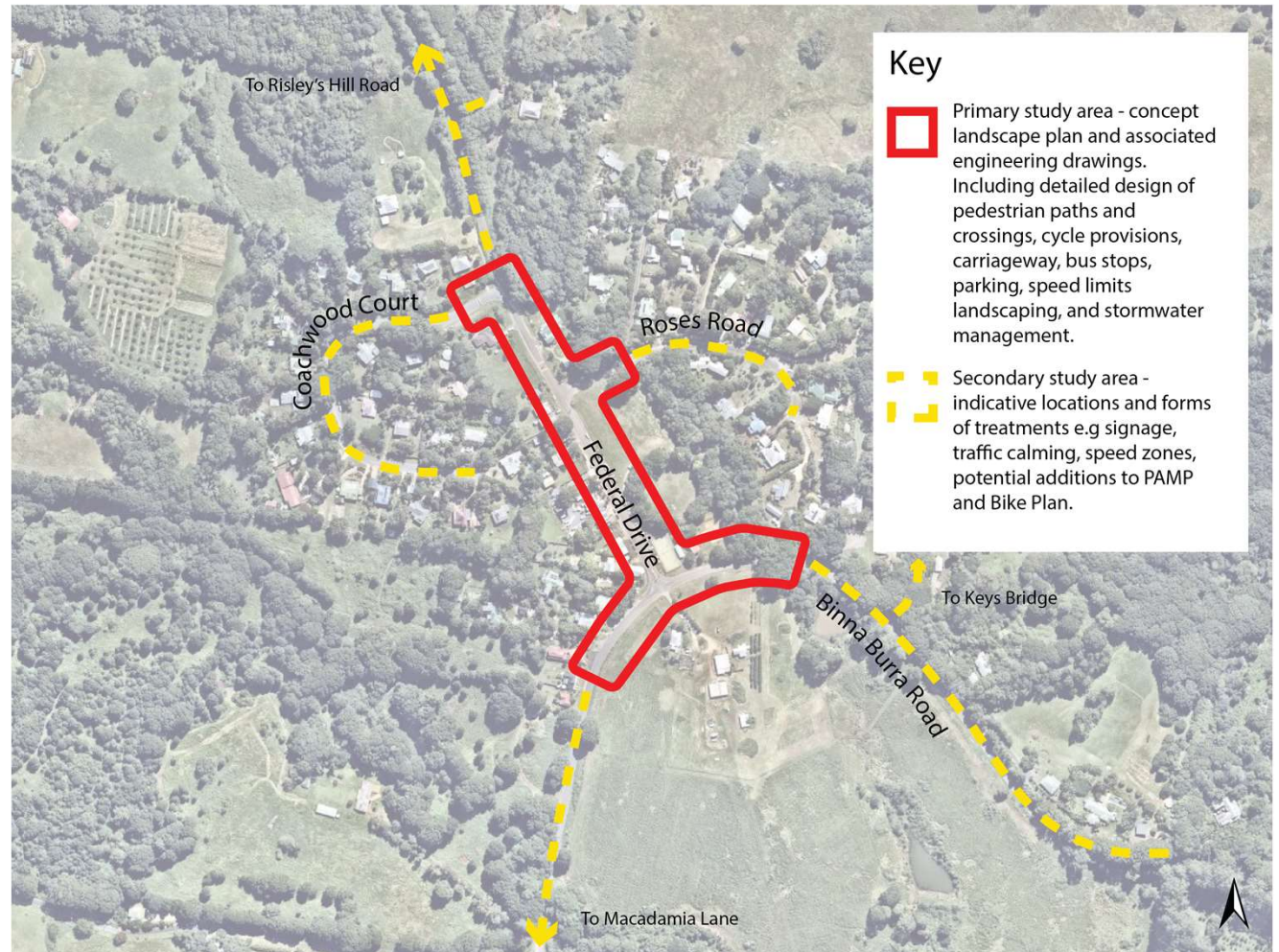




Project Scope and Objectives

Federal Movement and
Place Design

Project area



Situation

1,863 vehicles / day – regional centre + tourist stop

46km/hr average vehicle speed

60-170 people crossing the street per hour on average

14 school buses – some interchanging

Very limited infrastructure investment



Resulting in

Pedestrian safety issues – especially school kids

Equitable access almost non-existent

Locals choosing to drive not walk to the main street

Bus and vehicle conflicts

Informal parking impacts functionality of the street



Project objectives

To improve general pedestrian safety by reducing the overall traffic speed in the main street and on approach roads

To provide priority safe and accessible pedestrian connections between the shop-side and park-side of the main street

Create a safe space for pedestrians on both sides of the main street and reduce the number of people walking on the road

To provide a more formalised bus zone and shelter in an optimal location to improve safety and accessibility

To improve accessibility so that people with a disability or people with mobility restrictions can easily move about the main street and feel safe and included

To provide safer and more legible car parking options with limited net loss of spaces in the village centre

To provide options for safer U-turns at edge of village centre for cars and buses (out of the core area)

To retain and enhance the features that set the look and feel of the main street

To provide a consistent landscape character for the main street that offers shade and amenity

To create informal places for people to socialise in the street.