# SAFE ACTIVE STREET CONCEPT

STIRLING STREET TO AUSTRAL PARADE

GTA Consultants (WA) Pty Ltd Prepared for: City of Bunbury on 22 September 2020 Reference: W1219437 Revision: B-Draft



# **VERSION CONTROL**

Draft A - 21 August 2020

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Draft B - 22 September 2020

Prepared by: Mitchell Su Checked by: Simon Pedretti Approved by: Tim Judd

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# STIRLING STREET CHARLES STREET TO STANLEY STREET



1. Raised Intersections

2. Angled Slow Points

3. Straight Slow Points

4. CoolSeal



Raised intersection treatments introduce a vertical deflection that slows vehicle speeds on the approach to the intersection. These treatments can be installed in a variety of form which create less impact on the existing drainage systems.



Slow points obstruct forward visibility and provide an opportunity to incorporate street planting into the design and create shade. Angled slow points incorporates additional constraints with the use of deflection and obstructing forward visibility. Reduces the road width on both sides to slow the vehicle speed, forces vehicles to yield to other users and restricts vehicles for overtaking manoeuvres on bike riders due to the limited space.



CoolSeal is a high-performance, waterbased, asphalt emulsion sealcoat designed to achieve lower surface temperatures through its lighter color and reflectivity. CoolSeal can reduce surface temperatures and creates safe and comfortable environments for people and animals.



# **STIRLING STREET** STANLEY STREET TO ALBERT ROAD



**1. Raised Intersections** 

2. Straight Slow Points

3. Kerb Buildouts

4. Parking

5. Chicane



Raised intersection treatments introduce a vertical deflection that slows vehicle speeds on the approach to the intersection. These treatments can be installed in a variety of form which create less impact on the existing drainage systems.



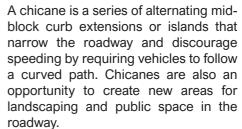
Reduces the road width on both sides to slow the vehicle speed, forces vehicles to yield to other users and restricts vehicles for overtaking manoeuvres on bike riders due to the limited space.



The corner radius can be tightened at the intersection to lower vehicle cornering speed. Tightening of the corner radius also reduces the crossing distance for bike riders and pedestrians crossing at these prime crossing locations from footpath to footpath.



Maintain parking for local access to business and destinations along the Frank Buswell Foreshore Reserve.







# **STIRLING STREET** ALBERT ROAD TO KING ROAD



1. Chicane

2. Raised Intersections



A chicane is a series of alternating midblock curb extensions or islands that narrow the roadway and discourage speeding by requiring vehicles to follow to the intersection. These treatments a curved path. Chicanes are also an opportunity to create new areas for landscaping and public space in the drainage systems. roadway.



Raised intersection treatments introduce a vertical deflection that slows vehicle speeds on the approach can be installed in a variety of form which create less impact on the existing

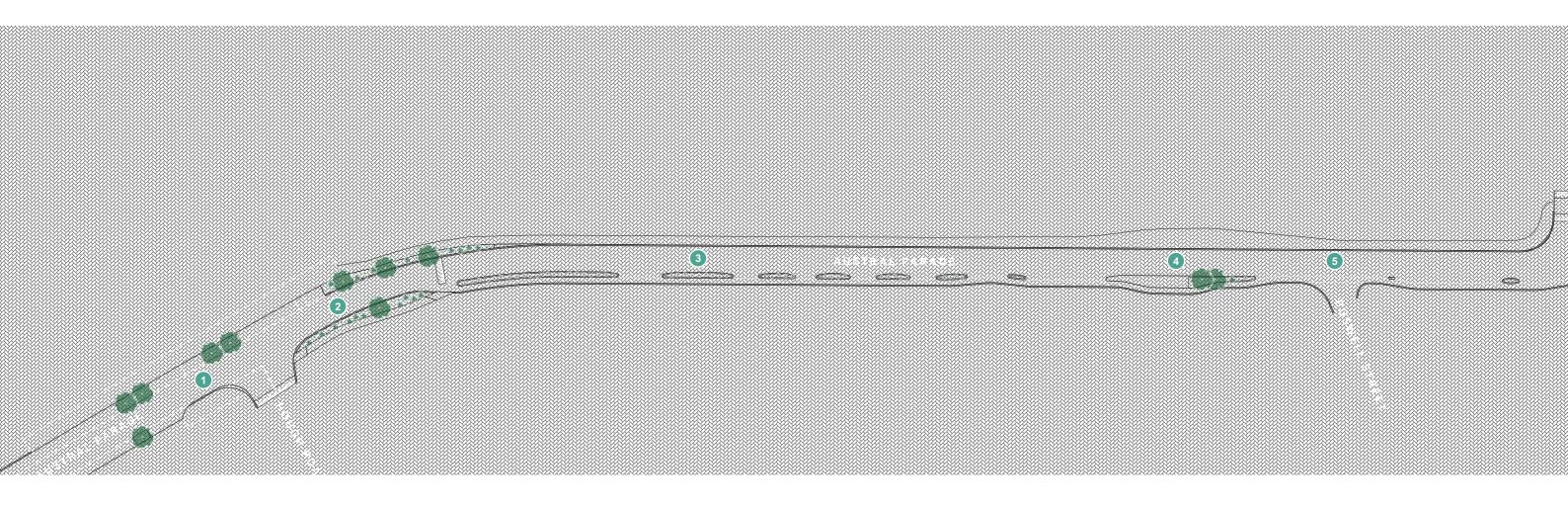
#### 3. Pavement Treatment



Pavement treatments are intended to be used as an aesthetic treatment. They have been used to indicate a sense of place to a key precinct along Austral Parade



### AUSTRAL PARADE **KING ROAD TO RICHMOND STREET**

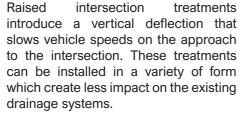


1. Parking Nibs

2. Raised Intersections



Traffic calming devices that reduce the road width to assist with the slowing of vehicle speeds, these treatments are used to create parallel parking opportunities. The nibs are typically installed at the start and end of area to formalise the parking bays, they create an opportunity for street greening.



Traffic islands provide a hard barrier opportunities for street greening.

3. Protected Bike Lanes



These provide level access to buses between cars and bicycles, mitigating by integrating platforms within the modal conflict. These treatments roadway by extended the kerb further also minimise impacts on drainage into the carriageway. to existing infrastructure and provide

4. Easy Access Bus Stop

5. Bike Lane Crossings



Differing colour marking treatments for an intersection crossing provides a visual marker for cyclist to indicate a change of conditions. For vehicles entering the road, this indicates priority is for cyclists crossing the road.



# AUSTRAL PARADE RICHMOND STREET TO SHENTON STREET



1. Raised Humps



These used to slow vehicle speeds on the approach and exit by deflection, they cover a larger area and can incorporate a smooth transition crossing points for pedestrians as road surface treatment is almost level with the footpath.

2. Easy Access Bus Stop



These provide level access to buses by integrating platforms within the roadway by extended the kerb further into the carriageway. 3. Bike Lane Crossings



Differing colour marking treatments for an intersection crossing provides a visual marker for cyclist to indicate a change of conditions. For vehicles entering the road, this indicates priority is for cyclists crossing the road. 4. Protected Bike Lanes



Traffic islands provide a hard barrier between cars and bicycles, mitigating modal conflict. These treatments also minimise impacts on drainage to existing infrastructure and provide opportunities for street greening.



### AUSTRAL PARADE SHENTON STREET TO KOOMBANA DRIVE



1. Bike Lane Crossings

2. Kerb Buildouts

3. Protected Bike Lanes



Differing colour marking treatments The corner radius can be tightened for an intersection crossing provides a visual marker for cyclist to indicate a change of conditions. For vehicles entering the road, this indicates priority is for cyclists crossing the road.



at the intersection to lower vehicle cornering speed. Tightening of the corner radius also reduces the crossing distance for bike riders and pedestrians crossing at these prime crossing locations from footpath to footpath.

Traffic islands provide a hard barrier between cars and bicycles, mitigating modal conflict. These treatments also minimise impacts on drainage to existing infrastructure and provide opportunities for street greening.

