

SAFE ACTIVE STREET CONCEPT

STIRLING STREET TO AUSTRAL PARADE

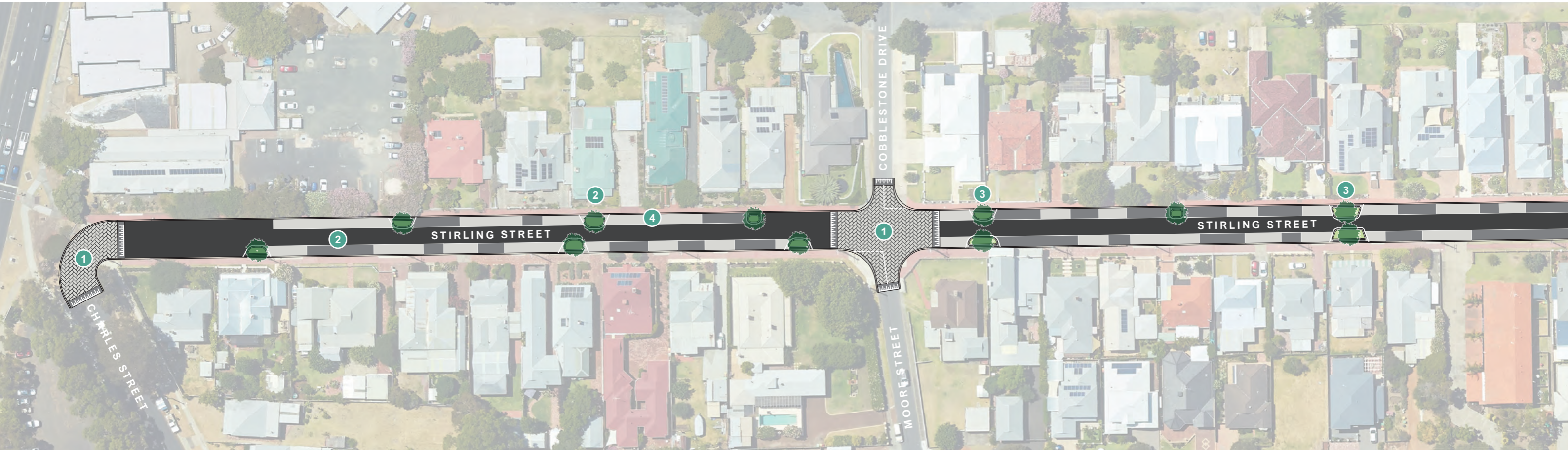
VERSION CONTROL

Draft A - 21 August 2020

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Checked by: Simon Pedretti
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Draft B - 22 September 2020

Prepared by: Mitchell Su
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1. Raised Intersections



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.

2. Angled Slow Points



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.

3. Straight Slow Points



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.

4. CoolSeal



CoolSeal is a high-performance, water-based, 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.



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3. Kerb Buildouts



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.

4. Parking



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

5. Chicane



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



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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



1. Parking Nibs



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.

2. Raised Intersections



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3. 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.

4. Easy Access Bus Stop



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

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.

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