

STRATHALBYN DISTRICT CENTRE - TRAFFIC, PARKING AND STREETScape PLAN



QUALITY ASSURANCE REGISTER

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	FINAL	TL, JW, KL	SB, MM, JW	SB, MM	30.6.2017
2	FINAL	TL, JW, KL	SB, MM, JW	SB, MM	5.10.2017

DOCUMENT INFORMATION

Project Name	Strathalbyn district centre: traffic, parking and streetscape plan
Document Name	Final Plan
Client	Alexandrina Council
Job Number	6217
Prepared by	MRCagney Pty Ltd Melbourne

© 2017 MRCagney Pty Ltd ABN 11 093 336 504

This document and information contained herein is the intellectual property of MRCagney Pty Ltd and is solely for the use of MRCagney's contracted client. This document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied, without the written consent of MRCagney. MRCagney accepts no responsibility to any third party who may use or rely upon this document.

www.mrcagney.com

CONTENTS

1.	INTRODUCTION	5
2.	STRATHALBYN IMMERSION	7
3.	PRINCIPLES	9
4.	CAR PARKING	12
5.	MOVEMENT AND PLACE	19
6.	PART B: STREETScape PROJECTS	27
7.	APPENDIX 1	
8.	APPENDIX 2	

FIGURES

Figure 1: Study area map	6
Figure 2: Strathalbyn Immersion images	7
Figure 3: Strathalbyn Immersion Parklet	8
Figure 4: Grey Street and High Street car park layout	14
Figure 5: Rankine Street car park layout	15
Figure 6: Railway site RV car park	16
Figure 7: Statutory car parking rates	17
Figure 8: Before and after parking inventory	18
Figure 9: Strathalbyn public transport map	21
Figure 10: Dawson Street and South Terrace signalised intersection	22
Figure 11: Dawson Street and Albyn Terrace intersection design	23
Figure 12: Albyn Terrace/Rankine Street intersection design	24
Figure 13: Sunter Street and Swale Street intersection design	24

1. INTRODUCTION

MRCagney in partnership with Jensen Plus has been engaged by the Alexandrina Council to prepare the Strathalbyn District Centre – Traffic, Parking and Streetscape Plan. This Plan delivers on guiding principles 3 and 11 previously identified in the Strathalbyn Town Plan 2014-2024 to provide a practical response to connectivity, traffic, car parking and streetscape issues in Strathalbyn. Each principle that underpins this project is summarised as follows:

Guiding Principle 3 – The design of public places including streets, footpaths and gathering spaces will create links that encourage walking and cycling and social interaction. They will use colour, public art and distinctive materials to generate vibrant and enjoyable places for people.

Guiding Principle 11 – The traffic environment will be modified, as required to improve the safety for all users.

Both principles have been selected as they importantly draw together core elements that combine to support walkable, vibrant and

people-focussed town centre environments.

Of particular interest, this project seeks to connect the twin mainstreets of Strathalbyn by creating a legible, visible and connected spine with commercial and social milestones along the way providing a unique pedestrian experience for both locals and visitors to Strathalbyn.

MRCagney and Jensen PLUS have assembled a project approach that intrinsically combines our understanding of access and movement, urban design, landscape architecture and placemaking to develop a vision and design response that is committed to connecting Strathalbyn with the spirit, vision and values of it's community.



1.1 Study Area

The study area is defined as the area bounded by North Parade, East, South and West Terraces totalling approximately 71 hectares and comprising mixed uses, public recreation areas, two retail centres and some residential areas.

1.2 Strathalbyn Today

Strathalbyn is a historic town with a very distinctive character provided by its unique setting on the River Angas and nestled amongst the wine producing region of Langhorne Creek and the grain producing region Strath Plains together with the wine regions of McLaren Vale and Adelaide Hills also within close proximity. The town has an approximate population of 5000 and is located just 60km south east of Adelaide making it a suitable destination for weekend trips and an attractive place to live, provided by the convenient commute to Adelaide.

The town enjoys a distinct character combining 30 heritage-listed buildings, including the iconic St Andrews Church that overlooks the Soldiers Memorial Gardens,

with two primary activity centres separated by the Angas River and the State Heritage gardens providing a strong landscape feature between the two centres. The “twin main streets” is a unique feature to Strathalbyn with High Street and Dawson Street both providing dining and retail opportunities with a distinctly different ‘feel’.

The Strathalbyn Town Plan 2014-2024 is the most recent guiding strategic document for Strathalbyn forecasting population growth of 8377 by 3031. In order to address this growth holistically and sustainably, the Strathalbyn District Centre – Traffic, Parking and Streetscape Plan will identify a set of coordinated policies, proposals and projects to support the town into the future, which is particularly focussed on improving streetscape connections, managing car parking in line with broader land use objectives, and providing solutions to the traffic environment through quality streetscape design that naturally slows down traffic speeds to create amenable, safe and interesting places for people.

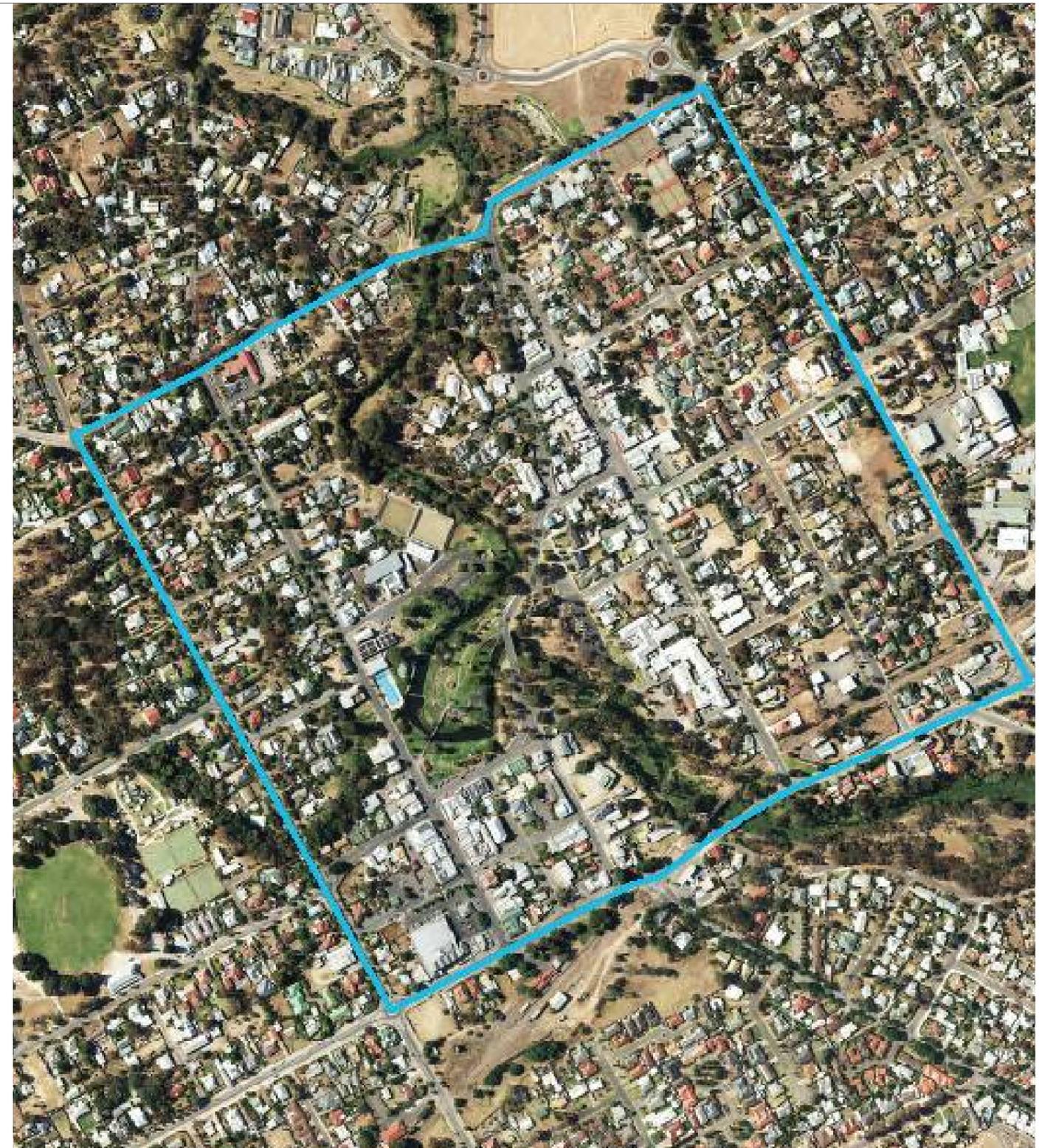


Figure 1: Study area map

2. Strathalbyn Immersion

Strathalbyn Immersion refers to an interactive, informative and enlightening community and stakeholder engagement workshop facilitated in partnership between MRCagney, Jensen PLUS and Alexandrina Council from March 29 to April 1, 2017. Workshops were held in a vacant shopfront on Dawson Street with a 'parklet' installed as a street feature to draw people to the event and encourage interaction with the project.

The Strathalbyn Immersion process included a series of presentations and collaborative workshops with traders, community groups, and enthusiastic members of the broader community. Additionally, a 'parklet' installed in the main street provided a medium for direct, conversational engagement with a truly representative cross-section of Strathalbyn's residents, workers and visitors. This style of engagement added to the shopfront experience by providing a genuine street-based example of how car parking space can be re-purposed to offer additional space for gathering and social engagement.

During three days of Strathalbyn Immersion, approximately 316 people visited the shopfront to learn about the project and share their ideas and contribute to the project. Strathalbyn Immersion was overwhelmingly successful with a great turnout from the community and an overall consensus for the project and what it means for the future of Strathalbyn.

Strathalbyn Immersion provided community with the opportunity to partake in the planning and design process of the Strathalbyn District Centre – Traffic, Parking and Streetscape Plan through the sharing of ideas and vision for a future Strathalbyn. The project team workshopped ideas with visitors to uncover the important things that make Strathalbyn what it is – the things that only locals know about, but the things that could help make Strathalbyn evolve and become more prosperous in the future.



Figure 2: Images from Strathalbyn Immersion



Figure 3: Parklet used for Strathalbyn Immersion

3. Principles

To ensure a well-considered planning and design process that responds intimately to Strathalbyn, the following principles have been developed to support the community's vision for the town with consideration to the core traffic, car parking and streetscape components of this project.

3.1 Access and movement principles

Car parking and private vehicles often form a dominant characteristic in regional town centres given the distances travelled and the dependence of motorised travel associated with living in remote locations. Towns that can reconcile this dominance are towns that are generally more vital, prosperous and interesting as they prioritise pedestrian activity and provide opportunities for active travel.

Providing the right environment where walking and cycling are viable and naturally the preferred transport options help contribute to an overall healthier and more lively town.



At the core of this study are a number of considerations that have informed development of the Access and Movement Principles:

- Manage car parking at an adequate level of supply that won't risk sustainable mode shift objectives
- Develop a transport system that supports a prosperous town centre and healthy and connected community
- Remove barriers to all transport modes, particularly for cycling and walking
- Integrate transport planning with land-use objectives.

Sustainable access and movement is not only a transport consideration, it also relates to how we choose to plan our towns and re-purpose existing built form. Towns that prioritise a compact town centre and built form are towns that are generally more walkable and active, providing significant social and economic benefits.

To support a vibrant town centre environment that supports walking and cycling, the following points have been identified to consider when evaluating 'access and movement' in the future:

- Street hierarchy – It is critical that 'streets' are not confused as 'roads' as streets return social and economic value to the community by providing a place for social gathering and exchange as opposed to roads that are simply movement conduits that provide important regional links and access.
- Car parking – Car parking is to be managed with broader transport and land use objectives in mind. Where parking demand is no longer sufficient, consideration of higher-value uses should be explored (expanded footpaths, street trees, alternative land uses or bike paths).
- Sustainable transport – Planning for the transport network is underpinned by a priority scope of focus for cycling and walking to support a gradual shift to sustainable transport and away from car dependency.

3.2 Place principles

A high-quality public realm naturally builds on the intrinsic attributes of a place through its culture, history and aesthetics to nurture experiences that can be remembered and cherished. An interesting town centre that combines history and heritage, is bounded by a strong community and naturally showcases the way of life enjoyed by its residents, will make a lasting impression on the visitor. Harnessing off all of these important attributes forms the basis for which a great place is created, retained and enjoyed.



3.3 Natural environment principles

Protecting the natural environment of an area is about balancing the hard and soft landscape features to ensure a harmonious relationship between the urban town centre and its natural surroundings. This is critical in any master planning activity as the broader natural environment of a place must be recognised and retained to bring forward an authentic and truly emblematic design outcome.



3.4 Built form and aesthetics principles

The built form of a town centre environment is founded in the aesthetics and scale of its buildings and how they interact and integrate with the broader street environment. Retaining heritage attributes and recognising the nuances of a towns building stock, heights and textures is essential and something that must be celebrated and protected, while new development is required to be consistent with its past yet adaptable for future needs.

Successful regional centres bring together history while appealing to contemporary tastes. They offer a unique built form experience and are particularly successful at elucidating a welcoming feeling upon arrival.



Built form and aesthetics principles will be guided by the following considerations:

- Heritage buildings and history
- Connectivity of streetscapes consistent with adjacent building facades and frontages
- A village arrival point that provides a distinct and welcoming experience
- Architecture combining exemplary design while reflecting heritage and history.

3.5 Economic development principles

Economic development supports the ongoing preservation of the town centre as a regional heart that offers a unique experience bounded by a strong local economy recognising the local heritage features of the town to build contemporary, iconic and regionally-focussed retail, commercial and tourism opportunities.

Economic development principles strengthen town centre vitality and

amenity by ensuring the retail and commercial functions of the town are contained within the centre. The variety of uses in the town centre add to the richness of the experience garnered from a visit and generally contribute to making it a multi-functional, active and diverse place in its own right.

Economic Development principles will be guided by the following considerations:

- Commitment to retaining the town centre as the economic and retail core of the town
- Harnessing off regional strengths in agriculture, tourism, and culture
- Stimulating town centre economic opportunities through land use intensification, active streetscapes and frontages
- Attracting business growth and economic opportunities in a variety of new industries

4. Car Parking

4.1 Understanding car parking

Understanding the role of car parking in the broader transport network and the myriad impacts that stem from a poorly managed car parking environment are considerations that must be addressed to effectively develop a car parking strategy to support town centre streetscape improvements and the long-term vitality of Strathalbyn.

If the primary objective of a car parking strategy is to enable unencumbered and convenient car parking in Strathalbyn, then the final outcome will be simply that. If a car parking strategy looks to manage car parking effectively with consideration of people and place and a shift to more sustainable modes of transport, then a car parking strategy can be a powerful long term strategic tool.

This section focuses on car parking in Strathalbyn and provides recommendations and options to manage car parking more effectively to ensure that:

- Car parking is utilised at an optimal level
- Car parking management tools are introduced where advised to encourage turnover
- Car parking is managed in line with broader transport objectives which includes a shift to walking and cycling
- Car parking management takes into account expected increase in town centre pedestrian activity deriving from streetscape upgrades

4.1.1 Car parking in town centre environments

Town centre environments in regional towns offer much more than just a shopping experience. They are the focal point of all social and cultural activity and importantly places where community connections and partnerships are nurtured and preserved.

A successful town centre will not be able to out-compete a suburban shopping centre for parking convenience, and shouldn't try to. Main streets succeed by investing in their natural competitive advantage – their connection to the community, their sense of place, their authenticity, history, aesthetics, diversity, and unique local traders.

There is no stronger indication of a town centres ill health than if a patron can drive to the main street, park directly outside or very close to their destination, carry out their task and then drive and park very close to their next destination.

Parking when managed sustainably and with broader transport and land use objectives in mind, can support adjacent land uses and contribute to a vital and active regional town centre. Local retail and hospitality providers rely on foot traffic and this is something that can be a by-product of an effective parking management regime. Making available long term parking within 200-400 metres from a town centre while prioritising short-term parking in the centre is an effective parking management approach that can achieve a range of broader retail, social and land use objectives. This ensures that visitors park in a more peripheral location to then access the town's streets on foot passing by street frontages and contributing socially to a town's most important meeting place.

4.1.2 Managing car parking with transport and land use objectives

Effective parking management can be useful in achieving sustainable transport objectives as well as supporting a high quality public realm, and when managed well, can deliver positive social and economic outcomes for the Strathalbyn community.

An acceleration of a modal shift towards active transport (cycling and walking) can result from a stronger parking management regime as behavior will adapt to new conditions. Furthermore, an effective and sustainable parking management regime will typically:

- Improve the public realm and encourage walking and cycling
- Reallocate important kerbside land for alternative higher-value uses (extended paving, street furniture, dining areas, street trees)
- Influence shift to sustainable modes of transport
- Encourage regular parking turnover in main street environments

4.1.3 Parking on the periphery

Using existing off-street car parks in more peripheral areas is a simple and affordable measure that can effectively address town centre parking pressures, where applicable, while contributing to a more active main street environment by boosting foot traffic. By accommodating longer stay demands in peripheral locations, centrally located on-street car parking is prioritised for shorter stays ensuring regular turnover and for those who genuinely need to park close to their destination, including disabled, visually impaired and the elderly.

4.2 Car Parking in Strathalbyn

A review of car parking in Strathalbyn has been informed firstly by a site visit as part of Strathalbyn Immersion between March 29 and April 1 2017 and review of available occupancy data.

The most recent parking occupancy survey was conducted during the dates Thursday the 15th, Friday the 16th and Saturday the 17th of September 2016 between 10am and 5.45 pm, taking in areas primarily in the Dawson Street precinct.

Car parking is plentiful in Strathalbyn with myriad of opportunities to park on street in both precincts (High Street and Dawson Street) as well as many off-street car parks located on council land and within shopping centres including Woolworths and IGA both located behind Dawson Street.

The occupancy survey has been used primarily to understand parking demand in the broader Dawson Street environment. The study area for the survey was Commercial Road, Dawson Street North, Dawson Street South, Donald Street East, Donald Street West, Albyn Terrace East and Albyn Terrace West. Four off-street car parks were also included in the survey which were titled Car park 1, 2, 3 and 4.

The average occupancy rate recorded over the three days was 58% which we consider low for a town centre environment like Strathalbyn. While parking occupancy in certain areas does reflect higher demand, particularly Albyn Terrace East, Dawson Street North and Dawson Street South which experience average occupancy of 78%, 74% and 81% respectively over the three days, the parking supply in the study area is adequate to cater sufficiently for all parking demand within the Dawson Street precinct.

We provide occupancy tables and charts in the Appendix of this report.

4.3 Car parking opportunities

4.3.1 Utilise off-street car parks

Utilising current car parking inventory more effectively is an easy fix in a town like Strathalbyn, something that can be achieved simply through better signage and wayfinding and infrastructure upgrades, where appropriate.

There are many off-street car parks currently in Strathalbyn. The best used car parks are typically centrally located or adjacent to supermarket complexes while the lesser utilised parks are located in more peripheral areas. This is consistent with parking across regional settings where there is invariably a high degree of certainty to secure centrally located car parking that is convenient, as opposed to parking further away and walking, as the scale is often less suited for walking therefore less favourable.

Here we list some opportunities that are present in Strathalbyn to better utilise existing off-street car parking in order to relocate some parking demand following streetscape interventions and upgrades.

Grey Street and High Street Car Park

High Street is an important feature in the town providing interesting attractions suited for visitors and weekend trips. The street is lined with cafes, restaurants and antique dealers and provides a uniquely different experience to the Dawson Street precinct. For future prosperity, it will be important to ensure that traffic arriving from Adelaide is encouraged to enter High Street as an entry point to the broader Strathalbyn township, instead of bypassing the town entirely via East Terrace to travel further afield.

An upgrade to the car park at the corner of Grey Street and High Street will ensure that visitors are encouraged to park at this site to then access High Street on foot. Improved legible connections between the High Street precinct to the Dawson Street precinct will encourage further exploration of Strathalbyn.

The image below provides a plan to formalise the car parking environment on this site by introducing 17 car spaces with entry and exit points from Grey Street.



Figure 4: Grey Street and High Street car park layout

Donald Street off-street car park

This centrally located car park is convenient for anybody needing to access goods and services located broadly within the Dawson Street precinct, including Dawson Street shops, the IGA and Woolworths, Albyn Terrace, and Commercial Road. This site was observed to experience relatively low occupancy during several observational surveys conducted in March 2017 however anecdotally, it was confirmed that the site is well used.

Colman Terrace off-street car park

This car park is located on Colman Terrace some 200 metres from Dawson Street and Albyn Terrace. It is nestled within the Soldiers Memorial Gardens abutting the Angas River. The site is predominantly used for visitors accessing the Strathalbyn Swimming Pool, council offices and Strathalbyn Bowling Club which are located adjacent to the car park. The site is understood to be poorly utilised outside of events held at the swimming pool or bowling club, and given its location to the Dawson Street centre, could provide important periphery parking options in the case of losing some on-street parking in the Dawson Street precinct. Additional wayfinding and linkages to this car park would assist in improving its profile and usage.

Rankine Street/Sunter Street off-street car park

This off-street car park located at the intersection of Sunter Street and Rankine Street provides easy walking access to Dawson Street and Albyn Terrace. The car park is currently undeveloped which is one reason why it is poorly utilised however another reason is likely due to the fact that there is plentiful on-street parking options on Dawson Street and Albyn Terrace as well as off-street parking at the IGA and Woolworths ensuring visitors can conveniently secure a parking space at their destination. Potential landscaping works on Albyn Terrace and/or Dawson Street to restore spaces for pedestrians may involve removal of some on-street car parking,

therefore better utilisation of this site will recover any lost spaces.

The plan provided below will see 17 formal car parking spaces introduced at this site and 3 motorbike spaces. Signage and wayfinding will ensure that this space is well utilised to take demand away from Dawson Street and Albyn Terrace.



Figure 5: Rankine Street car park layout

Railway Station site

This site is suitable for RV parking and has previously been identified in Strathalbyn Town Plan 2014-2024 as a preferred site to cater for recreational vehicles (RV).

RV parking in Strathalbyn has been an issue in the past and there was a unanimous consensus emerge from Strathalbyn Immersion to address this by using the railway site. The below plan provides formalised parking spaces using this site to prioritise short-term RV parking. There will be 10 large spaces and 25 small car parking spaces at this site as detailed in the plan below.



Figure 6: Railway site RV car park layout

4.3.2 Parking Time Restrictions

There is currently just one area within Strathalbyn where parking time restrictions are operational. This refers to the area directly outside the Australia Post Office on Commercial Road where 15 minute time restrictions are positioned to encourage regular turnover for motorists accessing the post office and Commonwealth Bank.

Time restrictions are particularly effective in encouraging regular turnover of parking activity in busy town centre environments to ensure visitors can park where they need to conveniently while not impacting on the needs of other users. When time restrictions are set at the right rate, visitors to an area can fulfill their needs, whether that be shopping, meeting or dining in an appropriate period or time (1P, 2P or 4P) and then their parking space is made available to a new visitor. Generally, short-term parking (1P and 2P) is offered in high value areas including on-street areas in town centre environments while longer term (4P plus) are located at more peripheral locations.

While time restrictions are only operational in a small section of Commercial Road, there is scope to introduce time restrictions in appropriate locations particularly in Dawson Street, Albyn Terrace and High Street. This would be in response to a range of factors including occupancy and concerns that some shop owners park out the front of their shops all day, but it would also constitute a move forward in the way Strathalbyn manages its car parking together with its broader land use and transport objectives.

A common policy recommendation is to target utilisation at a level of 75% when introducing time restrictions. This approach would support the parking environment on Dawson Street particularly the morning peak period where parking occupancy reaches approximately 75%. Conversely, when occupancy falls below this level (which is generally the case across the precinct) it indicates that parking has been oversupplied.

4.3.3 Rates of Parking Provision

Based on the review of the car parking demand survey of the study area which includes Dawson Street, Donald Street Albyn Terrace, car parks near IGA and car parks near Woolworths), the peak car parking demand observed on Thursday 15 September 2016, Friday 16 September 2016 and Saturday 17 September 2016 was 259 spaces; and the peak car parking demand rate was 2.9 spaces / 100m². The existing car parking supply is 339 spaces, i.e. the peak car parking space occupancy rate was 76% (= 259 / 339 x 100%).

The 85th percentile peak car parking demand has been estimated, by factoring up the observed peak car parking demand by 10%, to better model the seasonal variation of car parking demand. On this basis, the 85th percentile peak car parking demand was 285 spaces; and the 85th percentage peak car parking demand rate was 3.2 spaces / 100m².

Alexandrina Councils Development Plan suggests car parking provision rates of 5-7 spaces / 100m² for different types of shops (refer to the table). In order to avoid over-supply of car parking spaces, it is recommended to provide car parking spaces according to the existing peak car parking demand (85th percentile). In some cases, the car parking provision rates could be lower to encourage visitors to shift to other transport modes, such as walking, cycling and public transport.

The best measure of likely future car parking demand associated with the subject shopping centre precinct is to consider the design level (85th percentile) of the car parking demand associated with the existing shopping centre precinct during peak hour periods. It is noted that the 85th percentile of the peak car parking demand is considered to be an appropriate design level, and it is generally accepted in the traffic engineering industry. If the car parking spaces are supplied at 100th percentile level of the peak car parking demand, the result will lead to an excessive over supply of unused car parking spaces, an outcome at odds with the best intentions of this project.

Form of Development	Number of Required Car Parking Spaces
Nursing Home	1 space for every 4 beds
Office	4 spaces per 100 square metres of floor area
Petro filling station	6 spaces per service bay plus 5 per 100 square metres of retail floor area
Place of worship	1 for every 3 seats provided or able to be provided
Pre-school, primary school and secondary school	1 space per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of total for visitors
Restaurant	1 space for every seats provided or able to be provided
Retirement Village	1 space per dwelling/unit
Service trade premises	3 spaces per 100 square metres of total floor area
Shop (not within a centre)	7 spaces per 100 square metres gross leasable floor area
Shop within the District Centre Zone - Goolwa Centre Policy Area 3	6 spaces per 100 square metres of gross leasable floor area
Shop (within a centre)	5 spaces per 100 square metres gross leasable floor area
Tourist accommodation (Bed and Breakfast)	1 space per guest room plus 1 space for every employee

Figure 7: Alexandrina Council statutory car parking rates

Adopting the design level (85th percentile of the peak car parking demand rate, a car parking provision rate of 3.2 spaces / 100m² is considered to be appropriate for the subject study area.

The table below details the resultant car parking inventory following the implementation of public realm projects showcased in this report. The table provides a summary of before and after supply of car parking in High Street, Albyn Terrace, Commercial Road and Dawson Street and provides options to compensate and use nearby car parking more efficiently.

The table confirms that there will only be a minor change to on-street car parking supply in identified locations and that there is ample nearby parking available to compensate any changes to overall supply.

Location	Parking supply before	Parking supply after	Comments	Total available parking post projects
Albyn Terrace	32 on-street spaces	22 on-street spaces	4 new parking spaces at NAB (Rankine Street entry)	26 on-street car spaces
Surfer Street off-street car park	N/A	20 off-street car spaces	To provide additional parking for Albyn Terrace	20 off-street car spaces
Dawson Street (South Terrace-Albyn Terrace)	30	36	If parklet was introduced on Dawson Street	36 off street car spaces
Commercial Road (Albyn Terrace Swimming pool)	18 on-street car parks. 5 motorbike parks. 2 bus zone parks	16 on-street car parks. 2 motorbike parks. 2 bus zone parks	Landscaping feature and new intersection system to require removal of 2 car spaces and 3 motorbike spaces adjacent to Bean Machine Café on Commercial Road.	16 on-street car parks. 2 motorbike parks. 2 bus zone parks. Utilisation of available parking further up Commercial Road is advised to compensate repurposing of some on street parking.
High Street (Grey Street to Russell Street)	71 on-street formal car parks	67 on-street formal car parks	Small formal plaza creation outside Old Town Hall will repurpose car parking space to passive recreation space and event space	67 on-street formal car parks following creation of new public space

Figure 8: Before and after car parking inventory

4.3.4 Strategic Land Value

It is not unusual in strategic reports of this nature to advise Council on whether to allocate funds towards the purchase of lands for future car parking. However given our observations and the available data, this is most certainly not required in this case. The existing off-street supply is not adequately being used and people are still parking very close to their destination on street. There will be future opportunities for the private sector to provide additional parking in Strathalbyn in the future but there is unlikely to be a circumstance where Council will be required to invest public money to make up perceived shortfalls in the supply of parking.

5. Movement and Place

5.1 Traffic

The scope of the traffic component of this project arises from Guiding Principle 11 from the Strathalbyn Town Plan 2014-2024 that aims to ensure “the traffic environment will be modified, as required, to improve the safety of all road users”. Another key principle is that the easier it is for cars to get around Strathalbyn Village, the more difficult it was for people. A big theme to arise from Strathalbyn Immersion was that the community wanted the village to be for people. So to address this, it will be necessary to manage the current domination of cars within Strathalbyn’s main streets. This will ensure some of that pristine, significant on a State scale, public green space to bleed out into the streets to once again reconnect the local community to their streets, and their main streets in particular.

Appropriate traffic speeds are enforced by good street design, not sign posted limits. Wide lanes, large kerb radii, wide intersections, and a lack of ‘edge friction’ created by footpath activity, street trees and street furniture induce higher travel speeds because they insulate drivers from perceived risk.

In the town centre, Council should target a maximum traffic speed of 30 km/h. Such a speed is conducive of regular bike riders mixing comfortably with cars, and pedestrians feeling safe and comfortable to cross the street informally as desired.

Elements that encourage slower traffic speeds underpin the design proposals provided by this project and include reduced lane width, street trees, street-side friction, high speed turn management and appropriately dealing with heavy vehicles. To address this, on top of the car parking elements, there are several changes that we are recommending to improve the quality of the people/place experience in Strathalbyn.

5.2 Traffic in Strathalbyn

Appropriately dealing with private cars in town will have a determining impact on the future viability of Strathalbyn as a desirable place to live and visit.

At present, the balance between road space and space for people to walk, meet and stay is not ideal. There is ample space allocated to car travel that it is impinging on the quality of the town centre and the pedestrian realm as a destination for people. The footpath network is disconnected and the town centre street environment dominated by features engineered for car travel (wide kerb radii, wide streets and associated long crossing distances, angled on-street parking bays, relatively fast traffic speeds, etc.). This disconnection is most evident where the Dawson Street precinct connects with the High Street precinct along Sunter Street where the street network fails to adequately cater for pedestrians, instead prioritising unimpeded vehicle movements.

It is understandable that some residents of a small town such as Strathalbyn cite the natural absence of traffic congestion as a positive characteristic of living where they do, and there is a temptation for Council to try to engineer a congestion-free future for the town as any new development happens. However, a quality destination returns more value to the community than an unimpeded journey, even more so for a beautiful town like Strathalbyn that is rich in history and amenity and where tourism should play a significant role. People visit towns to be pedestrians. They want to wander, browse, and take in everything their new surroundings have to offer. The better the town centre, the more time and money visitors will spend in town.

Traffic surveys recently undertaken by Alexandrina Council in June 2017 provide information about traffic volumes on Strathalbyn’s road network. Here we provide a summary of traffic volumes for selected streets that are relevant to this study.

Daily average traffic volumes recorded in June 2017

Albyn Terrace - 3194

Sunter Street - 3907

High Street - 1237

Adelaide Road (Gransden Road) - 8039

East Terrace - 3872

South Terrace - 7651

West Terrace - 4381

Adelaide Road is the major generator of vehicle trips with an average of 8039 daily trips recorded during Wednesday 14 and Friday 16 of June 2017. Given that this road is the main entry point to Strathalbyn, this level of trips is acceptable and the road is operating effectively at expected capacity.

Strathalbyn town centre does carry heavy vehicles on its preferred through streets which includes East Terrace (8%), South Terrace (8%), West Terrace (8%), Sunter Street (4%), High Street (5%), Albyn Terrace (4%). These percentages are relatively normal for a vital prosperous town, however for such an intimate place, these heavy vehicles (some are really just delivery vans), particularly on Albyn Terrace and High Street, will still impact on street amenity. So whilst there are no traffic issues as a result of these types of vehicles, there may be an impact on the way the community perceives the place. The proposed treatments in this plan should serve to make sure that all heavy vehicles that do not have a destination in Strathalbyn do use the more suitable East, West and South Terraces to go around the village rather than go through.

From Adelaide Road, motorists approaching Strathalbyn will turn left at the roundabout and travel onwards via East Terrace, bypassing the Strathalbyn township to then travel onwards via South Terrace. On the day of the traffic survey, 3872 motorists were recorded on East Terrace.

7651 vehicle trips were recorded on South Terrace which is one location where the conflict between vehicles and pedestrians is most felt. Given the surrounding land uses along South Terrace, particularly near the corner of Dawson Street where the Woolworths shopping centre lies adjacent to the Dawson Street activity centre with the railway site on the opposite side, there is naturally a high concentration of vehicle movements and pedestrian activity at this site. It was referenced during Strathalbyn Immersion that vehicles travel at high speeds which is inappropriate for this section of road and dangerous and unsafe for pedestrians to cross.

Upwards of 3000 vehicles travel daily along Albyn Terrace and Sunter Street. While this is a manageable amount of trips, the environment they travel in is currently too conducive for high speeds giving vehicles a clear priority and making it unsafe for pedestrians. These locations have been prioritised for streetscape upgrades where lowering traffic speeds, reducing road widths and improving pedestrian amenity and safety are to be achieved.

Improvements to the town's entry point and some better wayfinding will see more visits to High Street from visitors arriving from Adelaide Road. Current vehicle trips are currently low at just 1237. While significantly increasing vehicular trips in High Street is not preferred, there is an opportunity to make High Street more of a 'gateway' that will guide visitors through the precinct to then progress onwards to Dawson Street to genuinely experience the twin mainstreets. This will increase vehicular trips modestly on High Street, the objective is to encourage motorists to park in this precinct to then access other parts of the town on foot. Furthermore, streetscape interventions will accommodate the extra vehicular traffic on High Street in a way that is respectful of the surrounding land uses and acknowledges the pedestrian priority in this precinct.

North Parade / Sunter Street intersection is also understood to be a matter of concern to some community members, particularly with regard to sight distance for vehicles turning right from North Parade. Review of the intersection layout lends some credence to such concerns, as the bend on the northern Sunter Street approach to the intersection certainly limits visibility to some extent, however it does not appear to be non-compliant with Austroads requirements. Nonetheless, some minor interventions to reinforce a low speed environment would be beneficial on the northern approach to the intersection.

It can be seen from the route map in Figure 9 that the bus route travels along North Parade, down Sunter and Rankine Street, on to South Terrace, to West Terrace and back onto North Parade. There are bus routes in the village which were observed to also use Commercial Road. Future streetscape plans could impact on this bus route in a couple of ways:

1. If the intersection of Sunter Street and High turns out to be a platform treatment, the approach ramps will have to be maximum 1:18 to enable the bus easy transition.
2. The intersection of Sunter Street and Swale Street has changed priority, which will add a few seconds to the bus travel time.
3. The intersection of Rankine Street and Sunter Street will change format slightly, but should have minimal if any impact on the bus route.
4. When the intersection of Dawson Street and South Terrace becomes signalised it will allow for buses to make an easier right turn out of Rankine Street and for those buses going up Dawson Street and Commercial Road will assist the right turn into Dawson Street.
5. The treatment at Dawson Street, Albyn Terrace and Commercial Road has been designed to accommodate buses however the slower speed environment may add a few seconds to bus travel times.

In general the slower speeds and more enhanced or improved pedestrian environment should make walking to and using the bus service in Strathalbyn a safer and more pleasant experience.



Figure 9: Strathalbyn public transport map

5.3 Key Movement Projects

5.3.1 South Terrace and Dawson Street

If this location hasn't qualified for blackspot funding, in its current form it certainly will within a short period of time. Black Spot Programs directly target improvements to the safety of roads with proven crash history or high-risk locations, and this location meets that criteria. Because of the surrounding land use, there is a relatively high pedestrian demand, and probably a very high latent demand, from people who want to walk around the area, but avoid it due to the real and perceived safety issues of crossing the road. This would be a small but perhaps not insignificant factor in generating short driving trips around the Strathalbyn Village. After reviewing several options, it is our recommendation that council seek Black Spot funding to completely signalise this intersection. There will be several detailed design considerations, however conceptually we have developed the scheme below as an outcome.



Figure 10: Dawson St and South Terrace intersection upgrade

Key elements considered in the concept are; improving pedestrian safety, retaining and supporting the current bike riding infrastructure, retaining all traffic movements, highlighting a threshold that Dawson Street represents a change from a road to a street environment by narrowing the intersection 'throat'.

5.3.2 Dawson Street, Albyn Terrace, Commercial Street Intersection

This intersection actually operated better than people think from a traffic perspective. There were quite a few people at the immersion however who thought it was a bit chaotic. From a traffic perspective, this 'chaos' is not a bad thing. However, for a pedestrian it is a little bit intimidating, and people are seemingly avoiding crossing the street at certain locations and maybe even preferring to drive short trips across town than walk through this intersection. Our concept for this intersection is to make it obvious who goes where and when and make pedestrian movement overall much easier by reducing crossing distances overall and also clarifies the movement from Dawson Street to Albyn Terrace as a priority over other movements.

Once again there will have to be some detail design refinements but our concept is illustrated below:

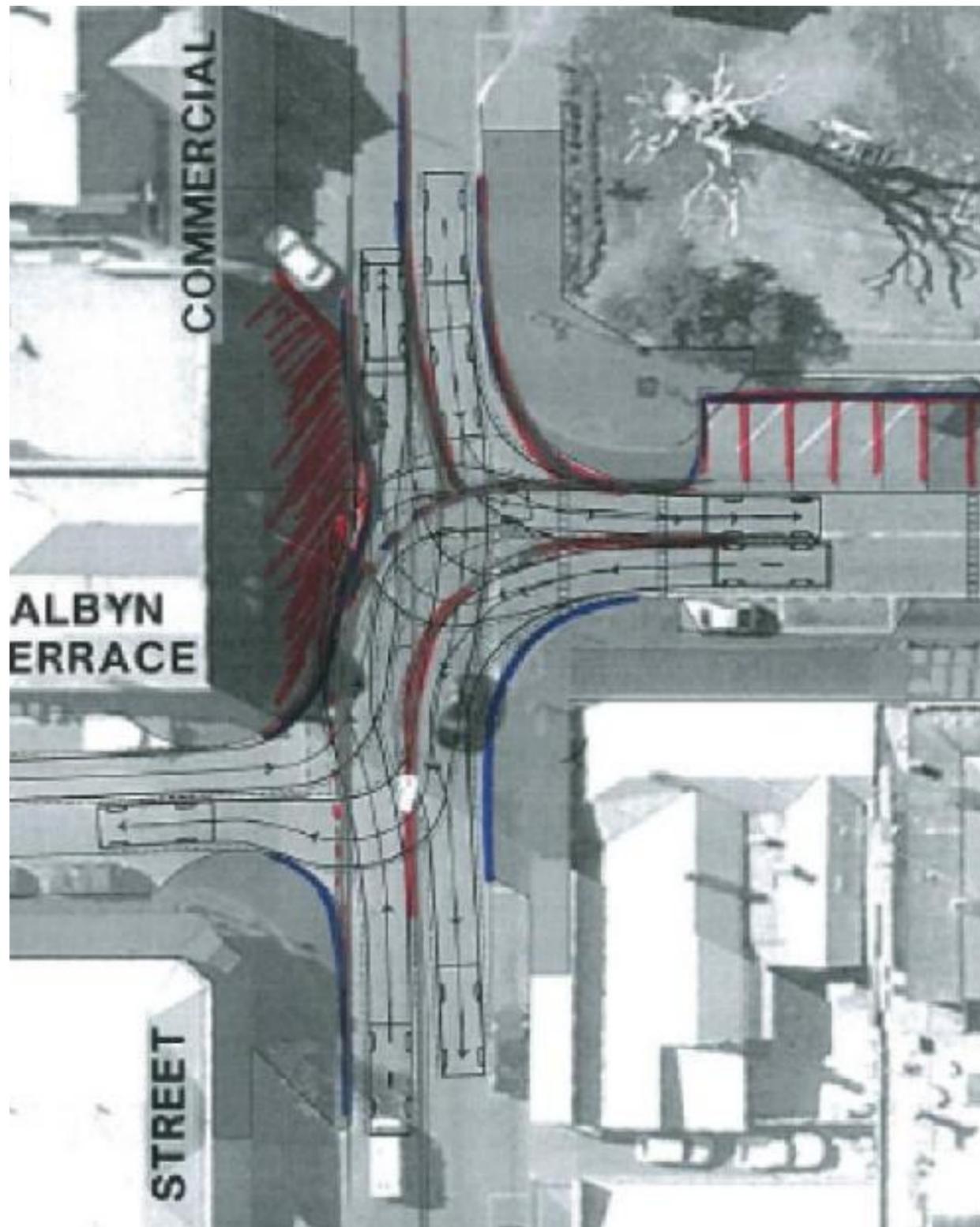


Figure 11: Dawson Street and Albyn Terrace intersection concept design

There is also an option under consideration to introduce a double 'roundel' at this location to help in the prioritisation of pedestrians. This roundel concept is relatively contemporary, but certainly manageable in this location. The implementation of roundels would see the introduction of non-raised paving of varying colors and textures applied to the road surface to support and navigate the movement of vehicles through the intersection in a slow manner.

It would however require there to be significantly more pedestrians using this location than are currently doing so. There is no doubt that there is a significant latent demand for pedestrians in this location which is inhibited by the current pedestrian environment, however there is almost no way to quantify this. Our recommendation is to implement the changed traffic priorities and narrowed pedestrian crossing points as a priority action and review the implementation of the double roundel at a time in the future when a much larger pedestrian movement can take control of the space and extract the type of shared space behavior from vehicles that the double roundel will require for it to be successful for all modes.

5.3.3 Albyn Terrace/Rankine Street/Sunter Street

This intersection is an exceedingly high-speed arrangement for a village environment with a give way from Sunter Street into Albyn Terrace at exactly the highest speed part of the corner. The recommendation here is to make pedestrian movement much easier by reducing crossing distances where possible, to make the movement from Sunter Street to Albyn Terrace the priority movement, and to use some urban design treatments to manage the speed of this movement. This will also create some open space, for a significant place project.

Our concept for this intersection is shown below:

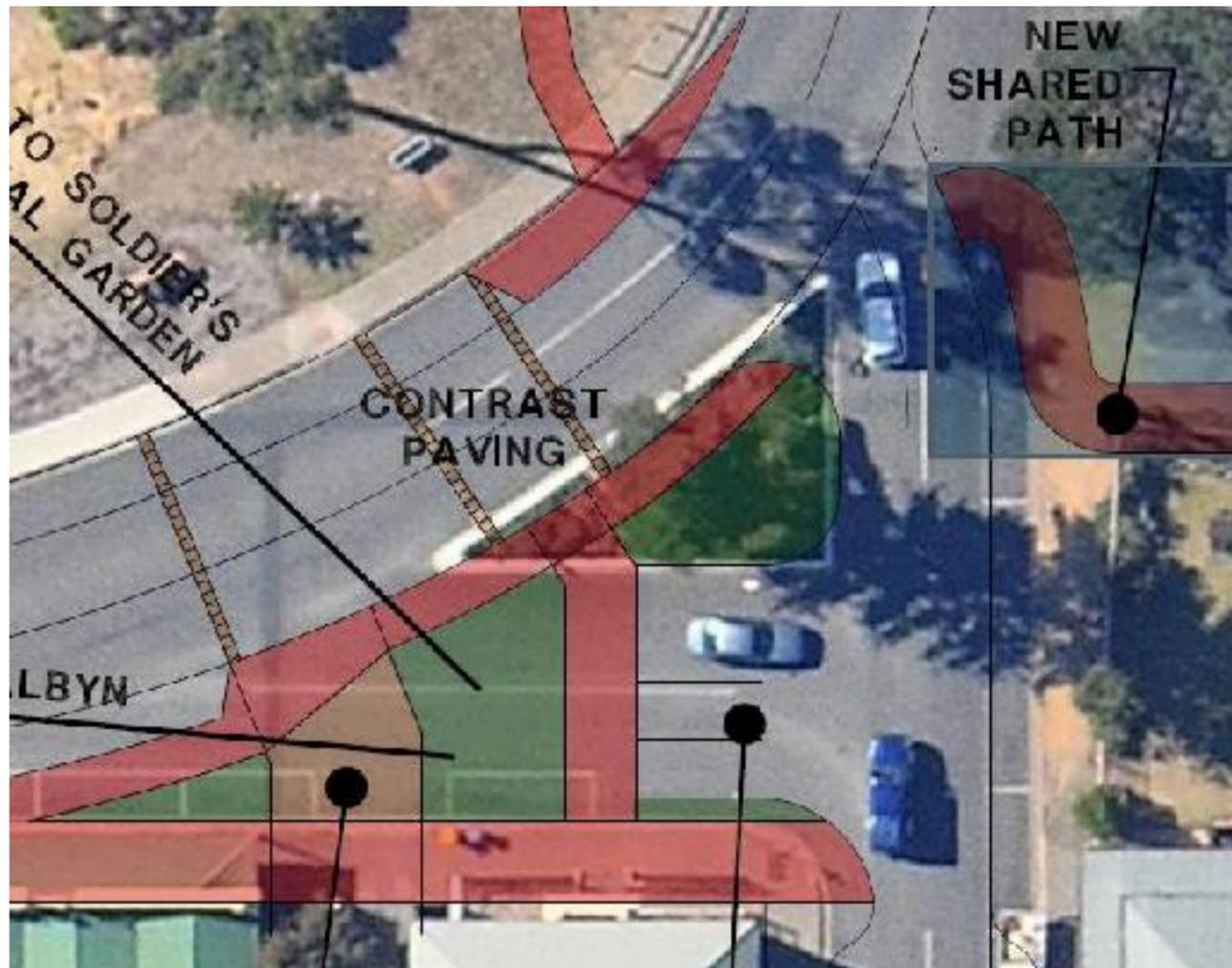


Figure 12: Albyn Terrace concept design

5.3.4 Sunter Street and Swale Street

This is currently an awkward intersection which squeezes out pedestrians, is dominated by asphalt and offers a high speed route for the through movement along Sunter Street. The option here is to reprioritise movement from Sunter into Swale Street and to provide more space for pedestrians to walk along the street and to cross the street.

Our concept is shown below:



Figure 13: Sunter and Swale Street intersection concept design

5.4 Key Place and Streetscape Projects

Key place and streetscape interventions are founded on the need to improve the pedestrian experience in Strathalbyn to genuinely make it a place where people form the focal point of social, cultural and civic activity. A key focus of our approach is centred on the recognition that the twin main street experience in Strathalbyn will be enhanced if there is a legible, connected and welcoming spine created that ensures an alluring and compelling journey by foot between the two mainstreets.

Our design response appreciates that a perennial challenge for Strathalbyn has always been the disconnection between the two main streets therefore our team have prepared a suite of design interventions that address this challenge.

Guiding Principle 3 from the Strathalbyn Town Plan 2014-2024 “The design of public places including streets, footpaths and gathering spaces will create links that encourage walking and cycling and social interaction. They will use colour, public art and distinctive materials to generate vibrant and enjoyable places for people” emerges from the recognition that town centre environments carefully bring together public realm, civic, natural, functional, built form and hard and soft elements to provide community, social, economic and cultural places for people. Our design response appreciates these elements by balancing each detail carefully to ensure an authentic design outcome that resonates with the needs, values and vision of the Strathalbyn community.

Part B of this report details each streetscape project developed for the Strathalbyn District Centre – Traffic, Parking and Streetscape Plan. Projects have been developed in response to the needs and aspirations of the community referenced during Strathalbyn Immersion to ensure an authentic design outcome.

The following projects form Part B of this report and detail the streetscape response as part of the Strathalbyn District Centre – Traffic, Parking and Streetscape Plan. Here we introduce each project with the visual detail provided in Part B located in the ensuing section of this report.

- Sunter Street/High Street - Streetscape interventions slow traffic speeds with grade paving treatment at intersection providing an entry point to the town. Strathalbyn marketing logo will be stencilled to road elucidating a welcoming and legible point of arrival to the town.
- High Street - Creation of a small formal plaza by extending the kerb outside the Town Hall will provide a place for sitting with street furniture and trees providing an important place for passive surveillance, lingering and relaxing or congregating for events.
- High Street/Swale Street - At the corner of these streets, build out of the kerbs will encourage possible business activation and at grade paving treatments will act as entrance markers for Swale Street. Street trees will support important greening of the area.
- Swale Street/Sunter Street - Reconfigured intersection to re-stress Sunter/High Street connection. Corner around heritage building shifted slightly to allow 3m path width. These interventions will slow down traffic and introduce an improved pedestrian priority connector from the High Street precinct to the Dawson Street precinct.
- Sunter Street - Realigned path from park will bring pedestrians to a new safe crossing with good sight distances while vastly improving the pedestrian experience and connectivity while enhancing the views of the Angas River and Soldiers Memorial Gardens.

- Rankine Street/Albyn Terrace - Removal of slip lane at this site will return unused road space to gathering space for people and passive recreation. Rankine Street will be realigned to give way while reduced road widths will naturally slow traffic.
- Albyn Terrace - A shared environment will define Albyn Terrace with paved road surfacing and a slow traffic environment. Realigned 90 degree parking will be interspersed with avenue planting. The paved area will be utilised for market day and events with partial closure of terrace. A parklet buildout will be introduced at the Victoria Hotel providing essential outdoor dining opportunities and street activation.
- Albyn Terrace/ Dawson Street - Intersection widths will be reduced to slow traffic and roundels introduced. Corner kerbs will be extended to provide greater gathering space and al fresco opportunities.
- Dawson Street - A moveable parklet will be introduced on Dawson Street to provide important gathering space, al fresco opportunities and street activation. New street trees and street furniture will offer essential opportunities for social engagement along the street for people of all ages.

5.4.1 Parklets

A parklet is an extension of the footpath that is created by using part of the road reserve to form a social gathering space by repurposing parking bays to more active uses. Parklets help re-purpose part of a street to create places for people to meet, gather and contribute socially to the town centre environment and streetscape.

The benefits of parklets include:

- Additional public gathering space for people of all ages to sit, relax and socialise
- A safer town centre environment through passive surveillance and heightened visibility and street presence
- Opportunities to green the streetscape

- Increase economic activity, particularly for retail and hospitality providers
- Business opportunities for local hospitality providers to extend their floor space for al fresco dining
- Change the way the community views public space and the use of car parking space
- Enhance safety by slowing vehicle speeds

The implementation of parklets can be managed and funded through a cooperation between Council and local Strathalbyn businesses. Alternatively, Council could identify a suitable location for a parklet before engaging with businesses. Other options could involve Council being solely responsible for the funding of a parklet.

Costs can vary depending on the size and design of the parklet and some parklets are more suitable for short term use while others become permanent features.

A parklet was a prominent feature of the community and stakeholder engagement for this project which generated some genuine interest throughout the community suggesting there is an appetite for this type of intervention in the town centre.

While short term parklets could be introduced during festivals and other activations, permanent parklets offer greater value to the town centre on a long-term basis.

Introduction of a parklet is recommended in Dawson Street while a more permanent kerb extension for al fresco purposes is recommended on Albyn Terrace adjacent to the Victoria Hotel.

6. PART B: STREETScape PROJECTS

Strathalbyn Traffic, Parking + Streetscape Plan

Streetscape Plans + Photomontages + Materials Palette

Jensen PLUS together with



DETAIL SHEETS

1

2

DESIGN THEMES

Connecting the two main streets

- _ 'St Andrew's Way' co-ordinated wayfinding signage + branding
- _ Entry treatments to High + Dawson Streets
- _ Connect the Visitor Information Centre + RV parking
- _ New footpaths/shared path on Sunter St to link the main streets
- _ Connections to Angas River open space corridor

Improving the public realm

- _ Shared Street + events zone to Albyn Terrace
- _ Refresh public spaces + legibility through materials
- _ Greening the spine with new trees + verge planting
- _ Linking spaces eg; sculpture + artwork locations
- _ Intersperse new public plazas, parks + footpath widening
- _ Feature lighting to St Andrew's Church/heritage buildings

Traffic + parking rationalisation

- _ Slow traffic along High-Dawson Street link
- _ Park + Walk: renovate existing off-street parking areas
- _ Create new formalised parking bays
- _ Consider bus + Recreational Vehicle needs
- _ Key intersection improvements

Planning for all age groups

- _ Design for ages 8 - 80
- _ Reinforce pedestrian focus for walking + cycling
- _ Create safer streets + pedestrian crossings





MINOR OPEN SPACE SIGNAGE NORMALLY SET AT EVERY 200M. INDICATIVE DISTANCE MAKERS OR SITE SPECIFIC INFORMATION



MAJOR OPEN SPACE SIGNAGE ROUTE MAPS



URBAN WAYFINDING

LEGEND	MAJOR TOWN ENTRY SIGN	MAJOR OPEN SPACE SIGNAGE	MAJOR CONNECTION
	URBAN WAYFINDING	MINOR OPEN SPACE SIGNAGE	OPEN SPACE WALKING AND CYCLING TRAILS



GATEWAY SIGNS ALERTING VISITORS TO THE UP-COMING HIGH STREET INTERSECTION

STRATHALBYN MARKETING LOGO STENCILED TO ROAD SURFACES AS PRECINCT MARKERS

NEW PAVING TO CORNER FOOTPATH WITH ENLARGED WELCOME SIGNAGE

RAISED PAVING TREATMENT TO INTERSECTION AS ENTRANCE MARKER TO HIGH STREET PRECINCT

COBBLE BANDING TO EDGES

ADDITIONAL HACKBERRY TREE PLANTING TO CREATE LINKING AVENUE

UPGRADED TOILET AND PARKING AREA TO ENCOURAGE VISITORS TO PARK AND WALK TO EXPLORE STRATHALBYN

TOILET

EXISTING STREET TREES

LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		







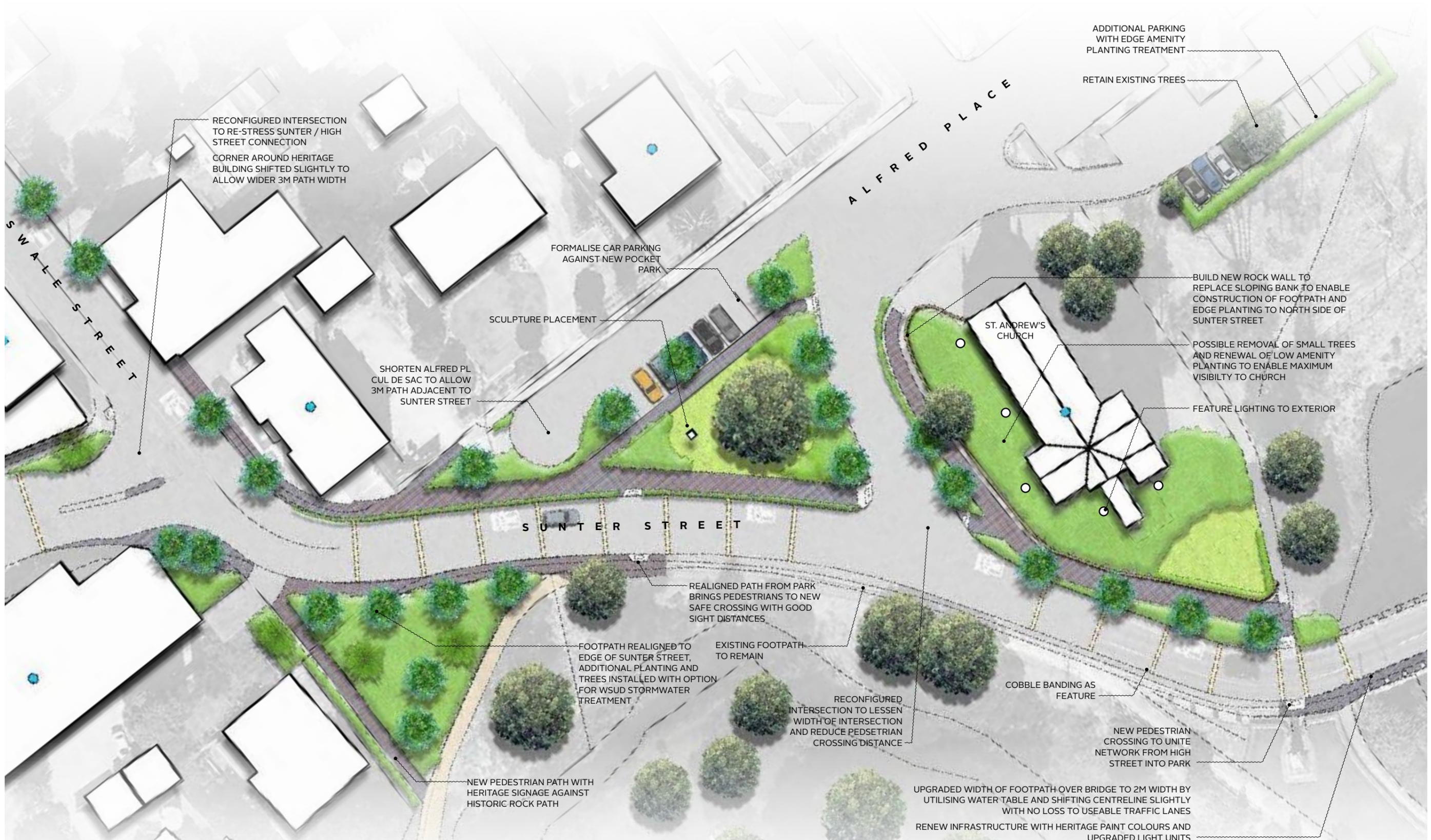
LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		











LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		











COMMERCIAL RD

DAWSON STREET

ALBYN TERRACE

CATHERINE STREET

SUNTER ST

RANKINE STREET

ENLARGED BUILDOUTS ALONG COMMERCIAL ROAD WITH ADDITIONAL TREE PLANTING

TOURIST BUS PARKING AREA ALONG EASTERN SIDE OF COMMERCIAL ROAD

INFORMATIONAL PLAZA WITH WAYFINDING SIGNAGE AND SEATING

ALBYN TERRACE 'SHARED ZONE' REALIGNED 90DEG CAR PARKING INTERSPERSED WITH AVENUE TREE PLANTING

FEATURE PAVED AREA TO BE UTILISED FOR MARKETS AND PEDESTRIAN CENTRED EVENTS WITH PARTIAL CLOSURE OF TERRACE

PERMANENT PARKLET BUILDOUT TO FRONT OF VICTORIA HOTEL

PEDESTRIAN CROSSING POINT

CAR PARKING RECONFIGURED TO CURVE BUT NUMBERS REMAIN THE SAME

RANKINE STREET REALIGNED TO GIVE WAY BUILDOUT AND PLANTING TO FRONT OF UPGRADED CAR PARK

PEDESTRIAN ACCESS TO DUAL USE PATH AND BIKE PARKING

PEDESTRIAN CROSSING POINT TO TIE INTO PARK PATH EXISTING FOOTPATH TO REMAIN

CLOSURE OF SHORT SECTION OF ALBYN TERRACE FOR CREATION OF POCKET PARK

COMPACTED LIMESTONE PETANQUE COURT SURROUNDED BY SHADE TREES AND NEW SEATING

VIEWS ALIGNED TO PARK AND BRIDGE OVER ANGAS RIVER

EXISTING TREE RETAINED

90DEG PARKING INTRODUCED

DRIVEWAY ACCESS RETAINED

INTERSECTION WIDTHS REDUCED TO SLOW TRAFFIC AND AT GRADE PAVING FEATURES INTRODUCED

BUILDOUTS TO INCREASE AMENITY PLANTING AND SLOW TRAFFIC

INITIAL RELOCATABLE PARKLET LOCATION IN DAWSON STREET

FEATURE TREE PLANTING AT NODE

NAB AGRIBUSINESS CENTRE

UPGRADED PUBLIC CAR PARK ENTRY FROM DONALD STREET

INCREASED SIGNAGE TO ADVOCATE USE ADDITIONAL TREE PLANTING TO REDUCE ISLAND HEAT EFFECT AND SHADE CARS

VICTORIA HOTEL

[Blank building label]

LEGEND

- NEW AVENUE TREES TO UNITE CENTRES
- NEW TREES TO HIGHLIGHT NODES

- EXISTING TREES
- PROPOSED PAVING

- NEW BOLLARD
- TIMBER + STEEL SEATING

- AMENITY PLANTING
- WAYFINDING STENCIL

- COBBLESTONE BANDING AS FEATURE
- HERITAGE BUILDINGS

- WAYFINDING SIGNAGE











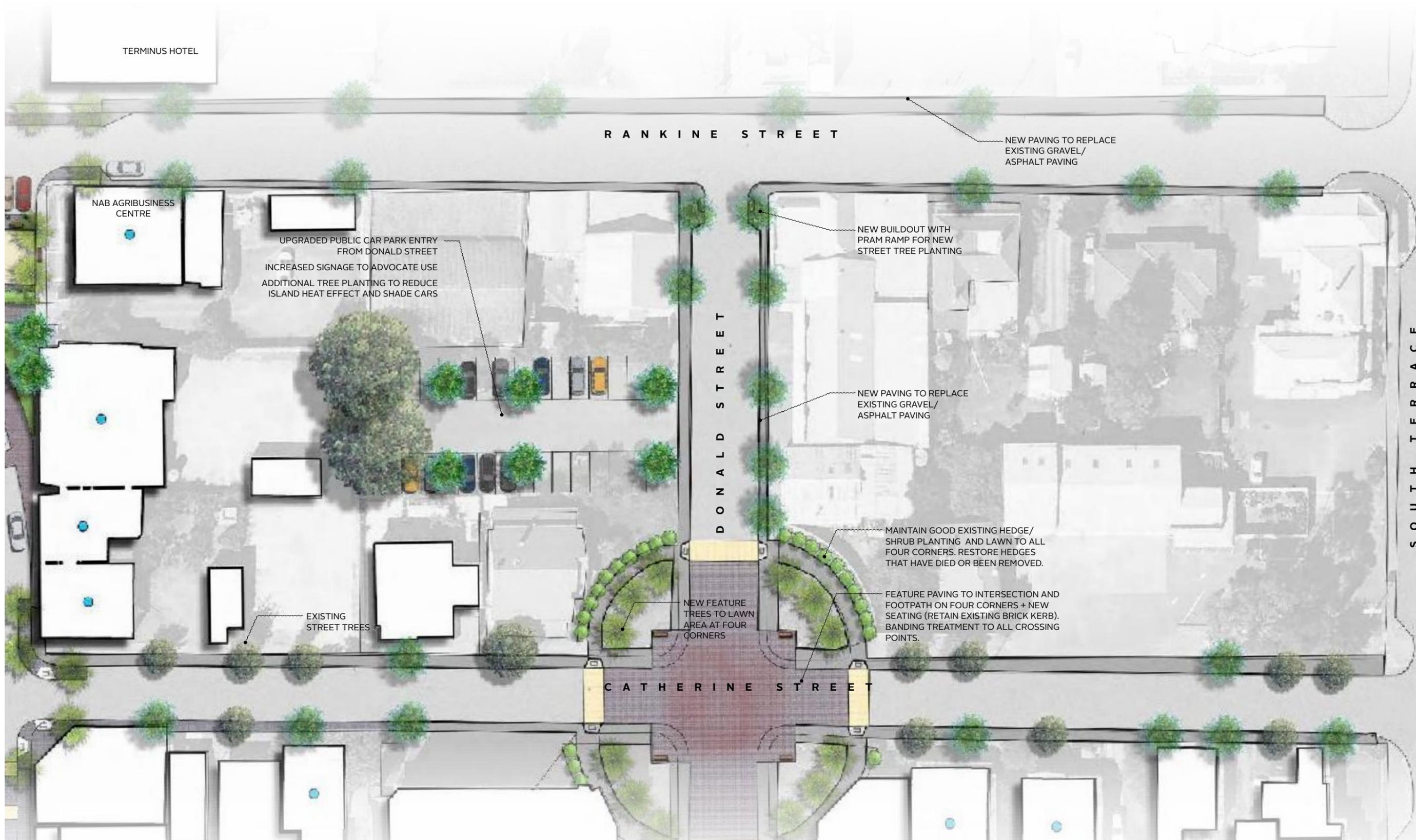












TERMINUS HOTEL

RANKINE STREET

NEW PAVING TO REPLACE EXISTING GRAVEL/ ASPHALT PAVING

NAB AGRIBUSINESS CENTRE

UPGRADED PUBLIC CAR PARK ENTRY FROM DONALD STREET
INCREASED SIGNAGE TO ADVOCATE USE
ADDITIONAL TREE PLANTING TO REDUCE ISLAND HEAT EFFECT AND SHADE CARS

NEW BUILDOUT WITH PRAM RAMP FOR NEW STREET TREE PLANTING

DONALD STREET

NEW PAVING TO REPLACE EXISTING GRAVEL/ ASPHALT PAVING

MAINTAIN GOOD EXISTING HEDGE/ SHRUB PLANTING AND LAWN TO ALL FOUR CORNERS. RESTORE HEDGES THAT HAVE DIED OR BEEN REMOVED.

EXISTING STREET TREES

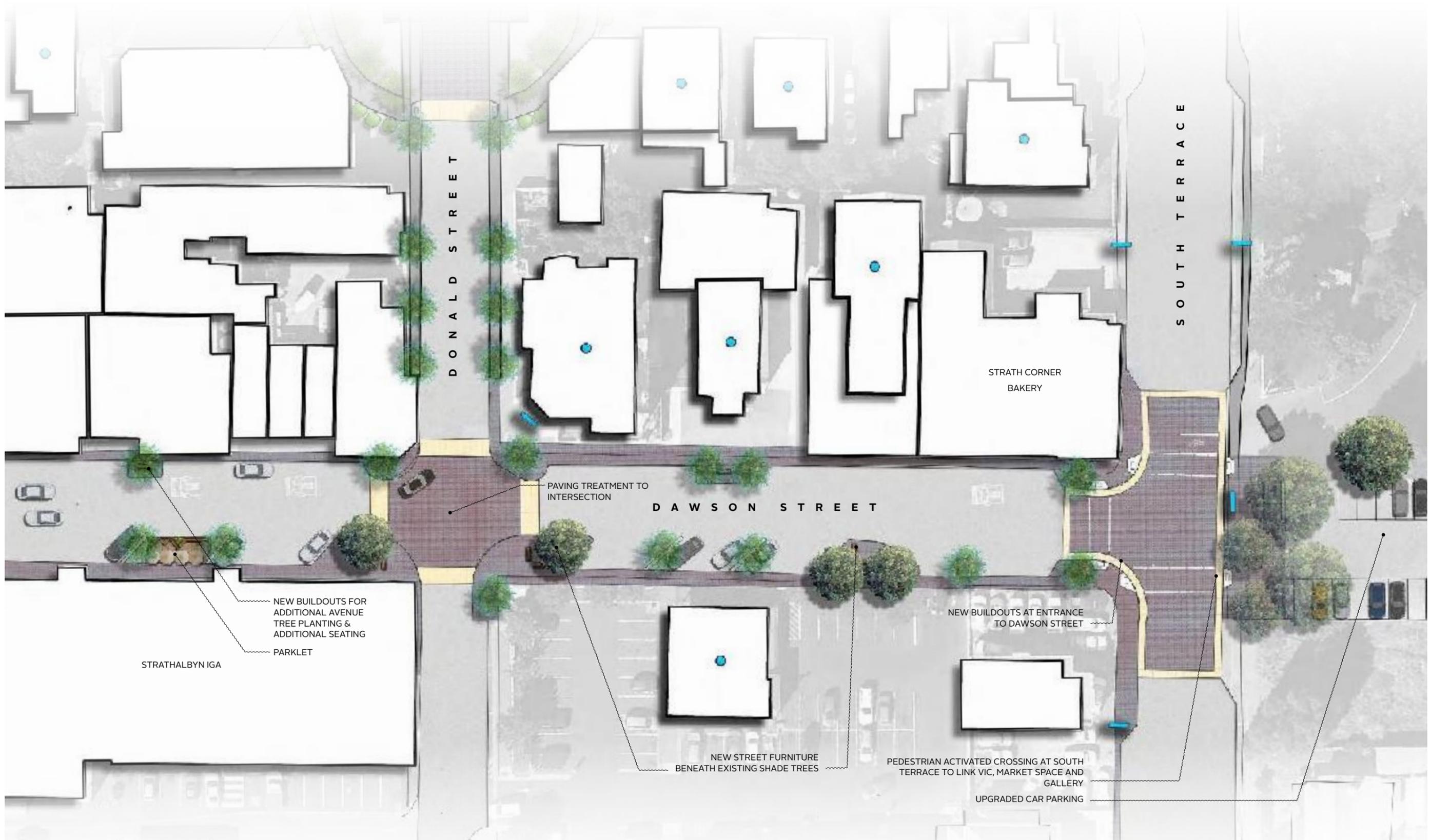
NEW FEATURE TREES TO LAWN AREA AT FOUR CORNERS

FEATURE PAVING TO INTERSECTION AND FOOTPATH ON FOUR CORNERS + NEW SEATING (RETAIN EXISTING BRICK KERB). BANDING TREATMENT TO ALL CROSSING POINTS.

CATHERINE STREET

SOUTH TERRACE

LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		PROPOSED CONCRETE FOOTPATH



LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		





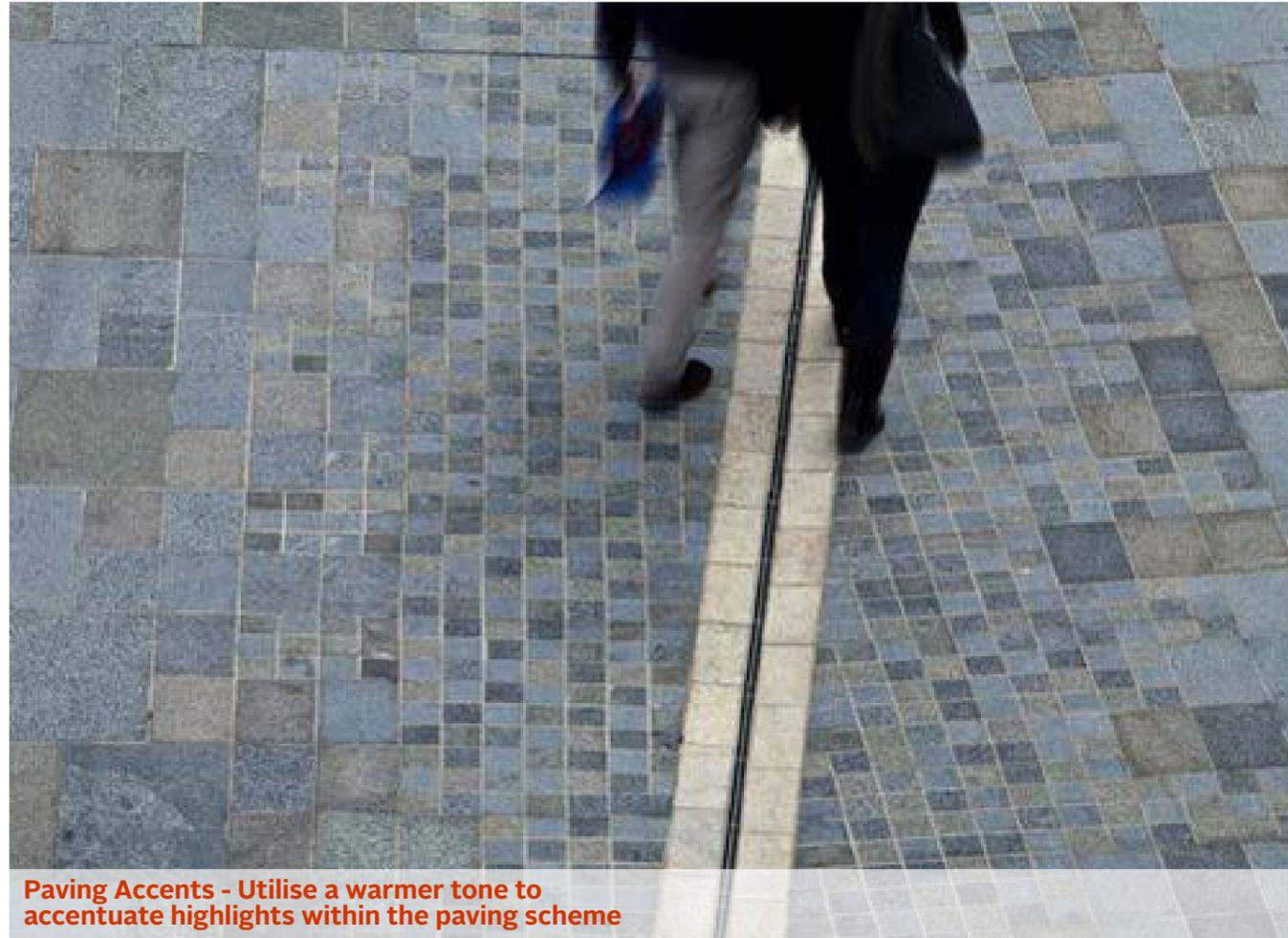




LEGEND		NEW AVENUE TREES TO UNITE CENTRES		EXISTING TREES		NEW BOLLARD		AMENITY PLANTING		COBBLESTONE BANDING AS FEATURE		WAYFINDING SIGNAGE
		NEW TREES TO HIGHLIGHT NODES		PROPOSED PAVING		TIMBER + STEEL SEATING		WAYFINDING STENCIL		HERITAGE BUILDINGS		



Main Paving - Light grey unit banding with darker and larger unit mix infill



Paving Accents - Utilise a warmer tone to accentuate highlights within the paving scheme



Cobble Banding - Installed across roadways as raised or flush details



Paving Inspiration - Textural highlights to create interest within the streetscape



Paving Accents - Wayfinding inserts



Paving Accents - Shading variations as patterning



Kanmantoo Cobbles - Utilised as 'rumble strips' and borders to intersection paving



Paving Inspiration - Colour difference of unit pavers at specific locations to stress nodes



Celtis occidentalis - Common Hackberry. Proposed main connecting street tree



Acer x freemanii - Maple. Nodal feature tree



Dianella caerulea 'Little Jess'



Pistacia vera - Pistacio. Nodal feature tree



Lomandra spp.



Hebe Mauve Pink



Anigozanthus spp



Grevillea 'Gold Cluster'



Westringia fruticosa



Hardenbergia spp



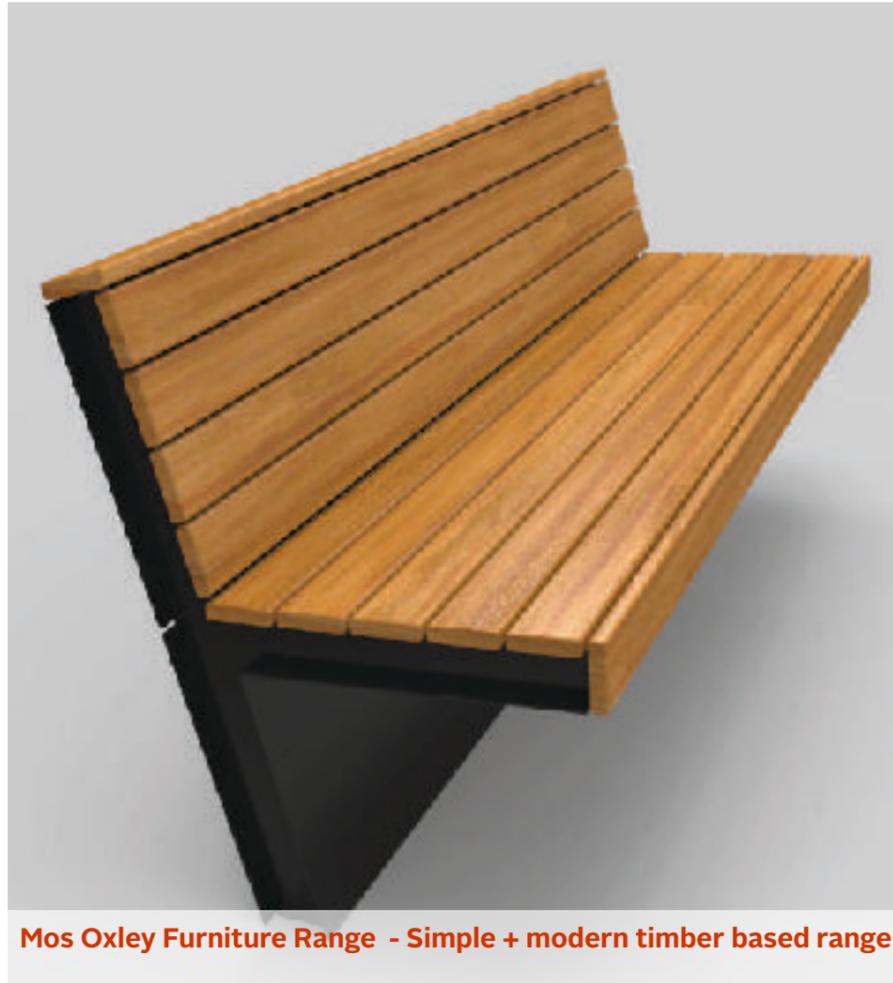
Scaevola albida Fan Flower



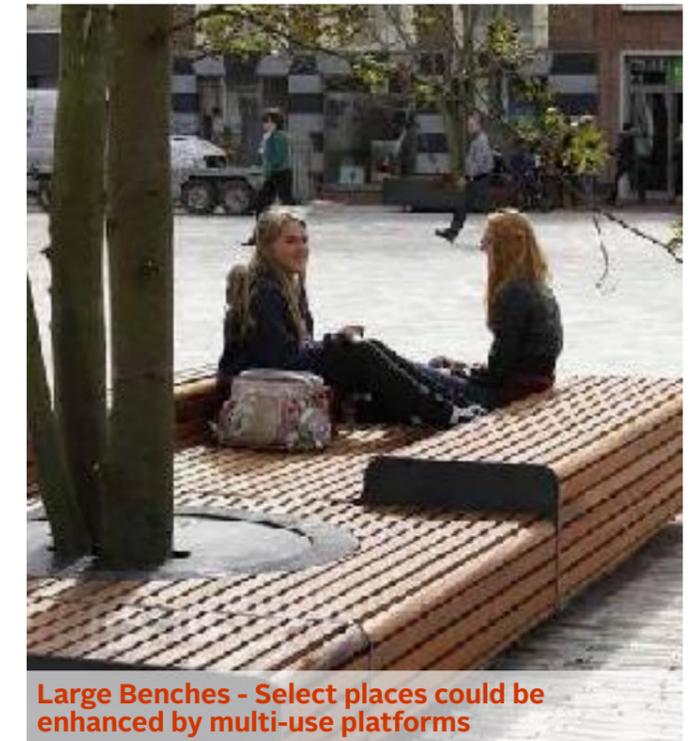
Lomandra spp. Mass planting



Litter + Recycling Bins - Timber important as primary material



Mos Oxley Furniture Range - Simple + modern timber based range



Large Benches - Select places could be enhanced by multi-use platforms



Bricks or Paver Units could be incorporated into seating structures



Heritage Precincts - Possible to introduced new but aligned timber based styles at nodes



Proprietary Parklets - Timber sided + relocatable to be shared among interested businesses



Simple Timber Slat Benches - Can be installed throughout town centre where walls or other level changes exist



Proposed Wayfinding Style - Contemporary but discrete style with clear graphics



Sleek Combination Signs - Timber body and dark steel wayfinding united with furniture materials. Street route and distances included



Catenary Lighting - Option for High + Dawson Streets or Albyn Terrace shared zone



Sleek Combination Signs - Timber body and dark steel wayfinding distance recorder



Heritage Site Sign Options - Clear informational and pictorial graphics



7. APPENDIX 1

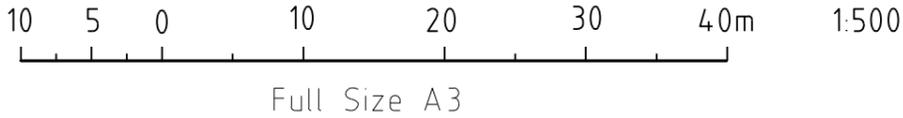


- 'TERMINUS GARDAS'**
- NEW PLAZA / PETANQUE
 - SEATING
 - GREENING
 - RATIONALISE ST 'T'
 - FOOTPATHS AND CROSSINGS
 - ON-STREET PARKING
 - SLOW TRAFFIC
 - SHARED PATH LINKS

- 'ALBYN PLACE'**
- SHARED SPACE
 - QUALITY PUBLIC REALM
 - TREES FRAME VIEWS
 - OUTDOOR DINING
 - WALKABLE (EVENTS)
 - WIDE FOOTPATHS (EASY TO CROSS)

- 'ALBYN-DAWSON'**
- DOUBLE ROUNDED
 - SLOW SPEED
 - WIDENING FOOTPATHS AND DINING
 - GREENING
 - SAFE WALKING AND DRIVING
 - TRIAL FIRST FOR TESTING AND SUPPORT

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



 MRCagney	IMPROVEMENTS AS REQUIRED TO INCREASE STREET USE (OPTION 3)	
	STRATHALBYN DISTRICT CENTRE	IT-2 18th SEPTEMBER 2017 FIG SK 4-1

6217-07.DWG



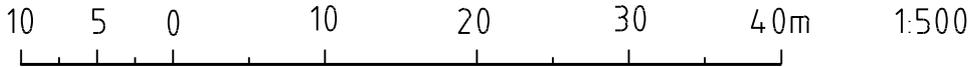
COMMERCIAL ROAD

ALBYN TERRACE

DAWSON STREET

ALBYN TERRACE

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



Full Size A4

6217-05.DWG



MRCagney

12.5m (AUSTRROADS) BUS MANOEUVRING REQUIREMENT TO CIRCULATE DAWSON ROAD / COMMERCIAL ROAD (OPTION 3)

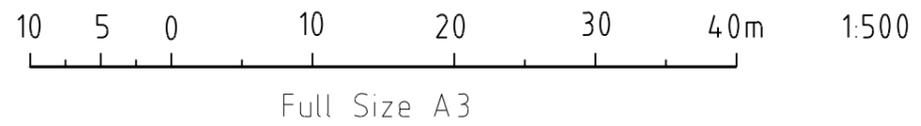
STRATHALBYN DISTRICT CENTRE

IT-1 7th JUNE 2017

FIG SK 4-2



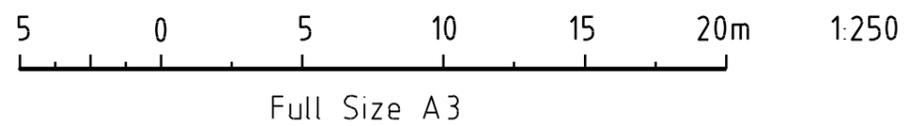
6217-05.DWG



 MRCagney	6.4m (AUSTRROADS) SMALL RIGID VEHICLE MANOEUVRING REQUIREMENT TO CIRCULATE ALBYN TERRACE (OPTION 3)	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1 7th JUNE 2017</small> FIG SK 4-3



17 car spaces



PARKING SITE ONE LAYOUT - OPTION 1

STRATHALBYN DISTRICT CENTRE

IT-1 23rd MAY 2017

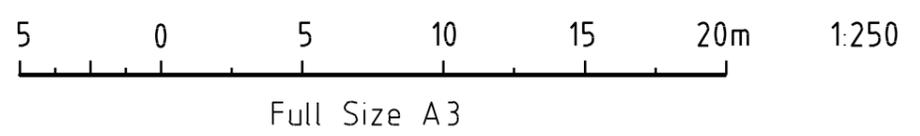
FIGURE 1A

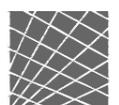
6217-01.DWG



14 car + 4 motorcycle spaces

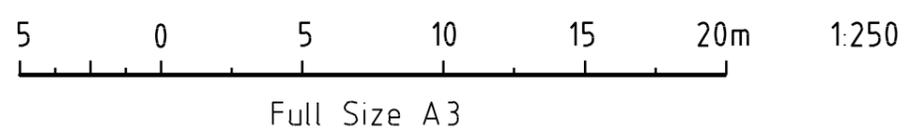
6217-01.DWG

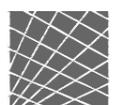


 MRCagney	PARKING SITE ONE LAYOUT - OPTION 2	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1</small> <small>23rd MAY 2017</small> FIGURE 1B

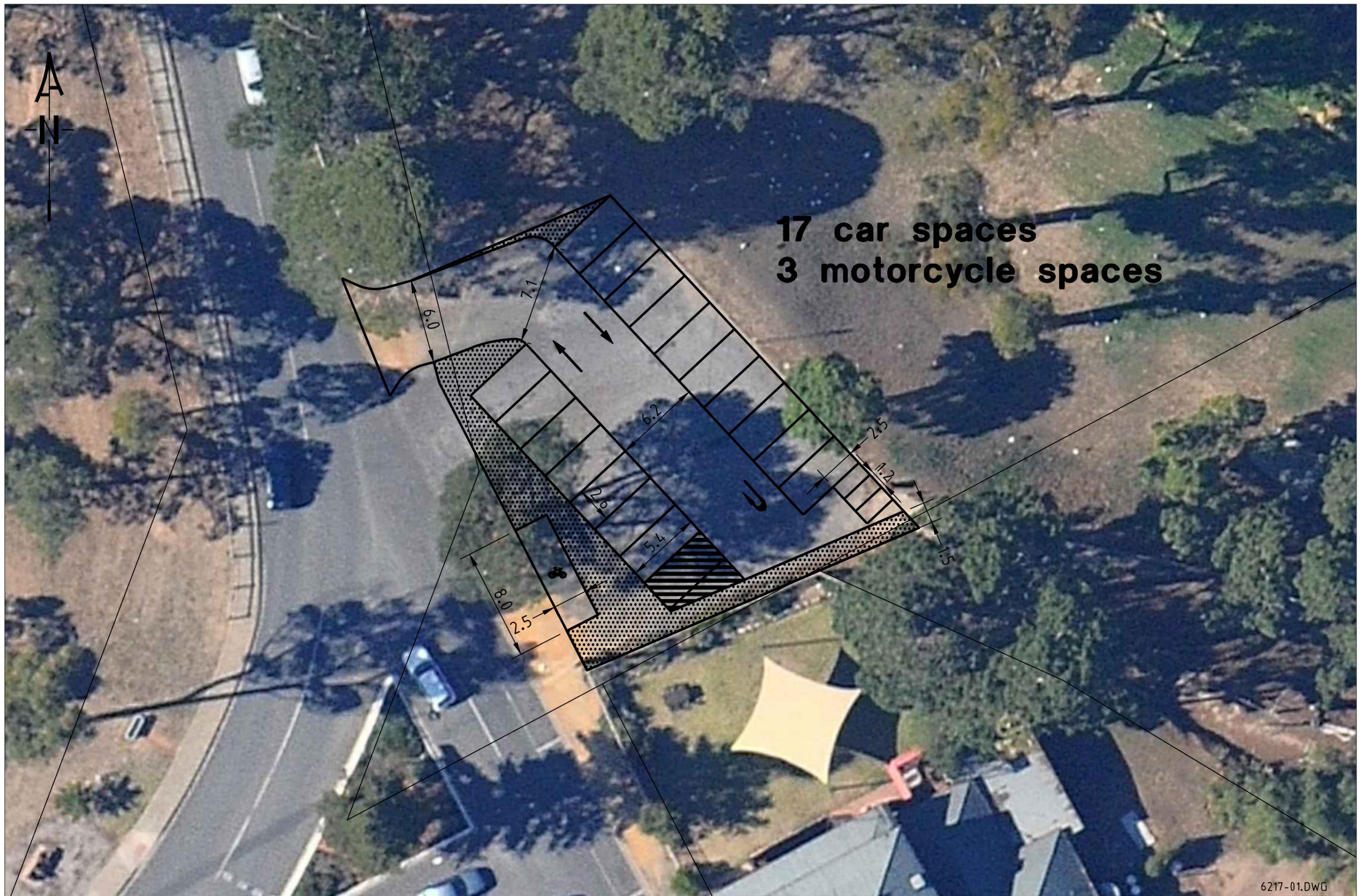


14 car spaces

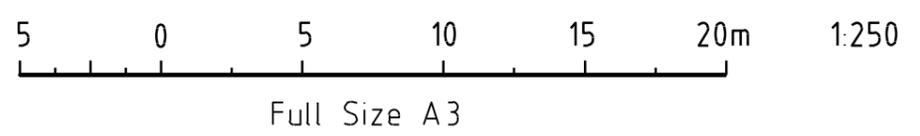


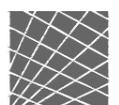
 MRCagney	PARKING SITE ONE LAYOUT - OPTION 3	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1</small> 23rd MAY 2017 FIGURE 1C

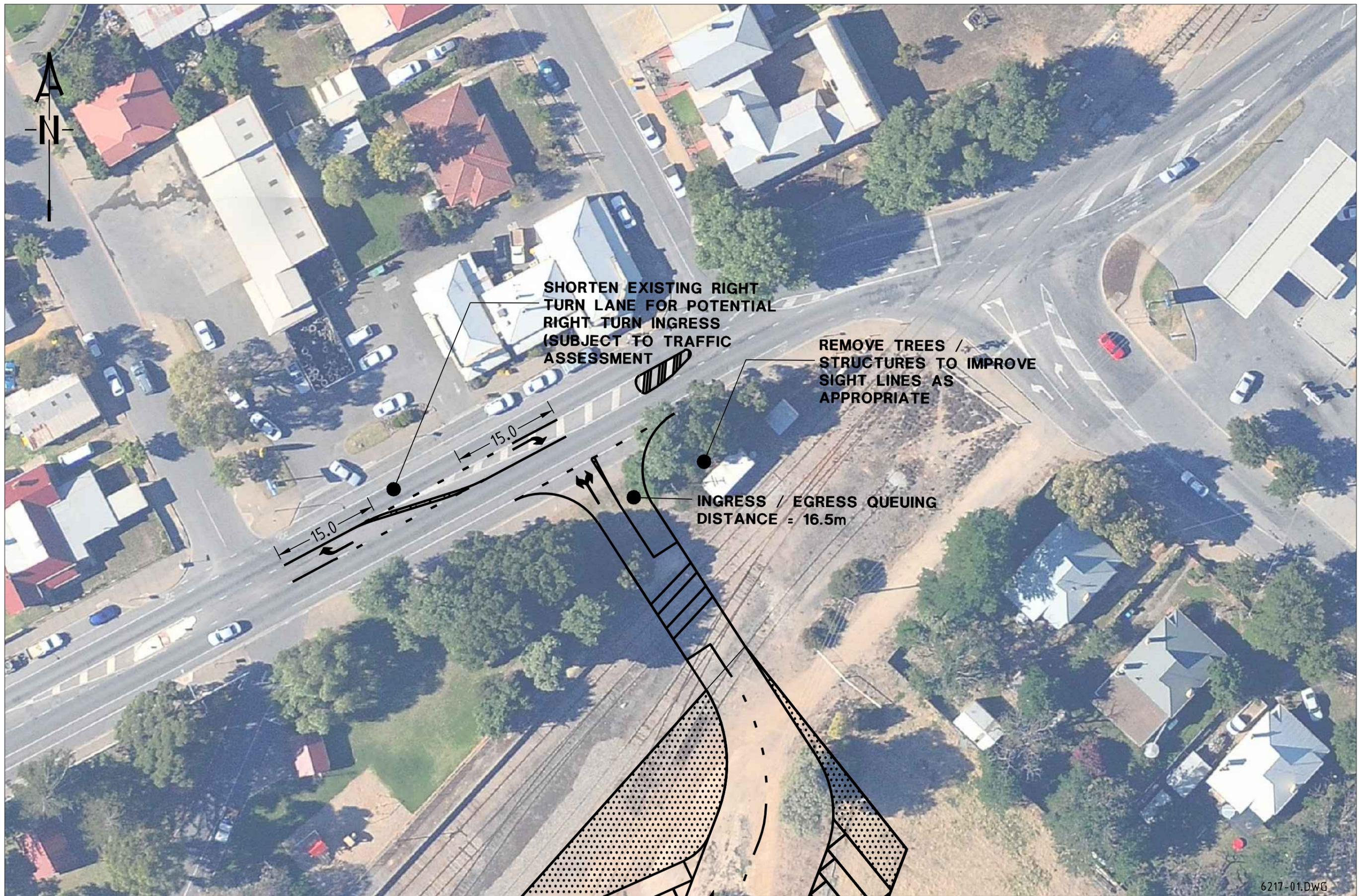
6217-01.DWG



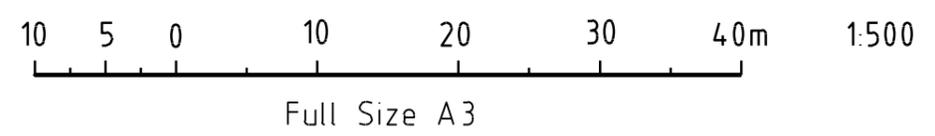
6217-01.DWG



 MRCagney	PARKING SITE TWO - PREFERRED OPTION	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1</small> 4th MAY 2017 FIGURE 2



6217-01.DWG

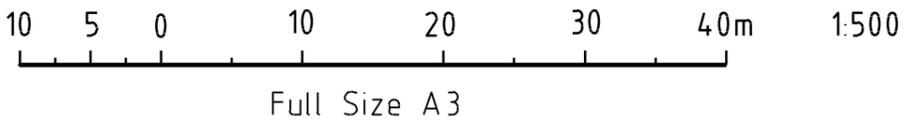


 MRCagney	RAILWAY - OPTION 1 ACCESS LAYOUT	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1 19th SEPTEMBER 2017</small> FIGURE 1

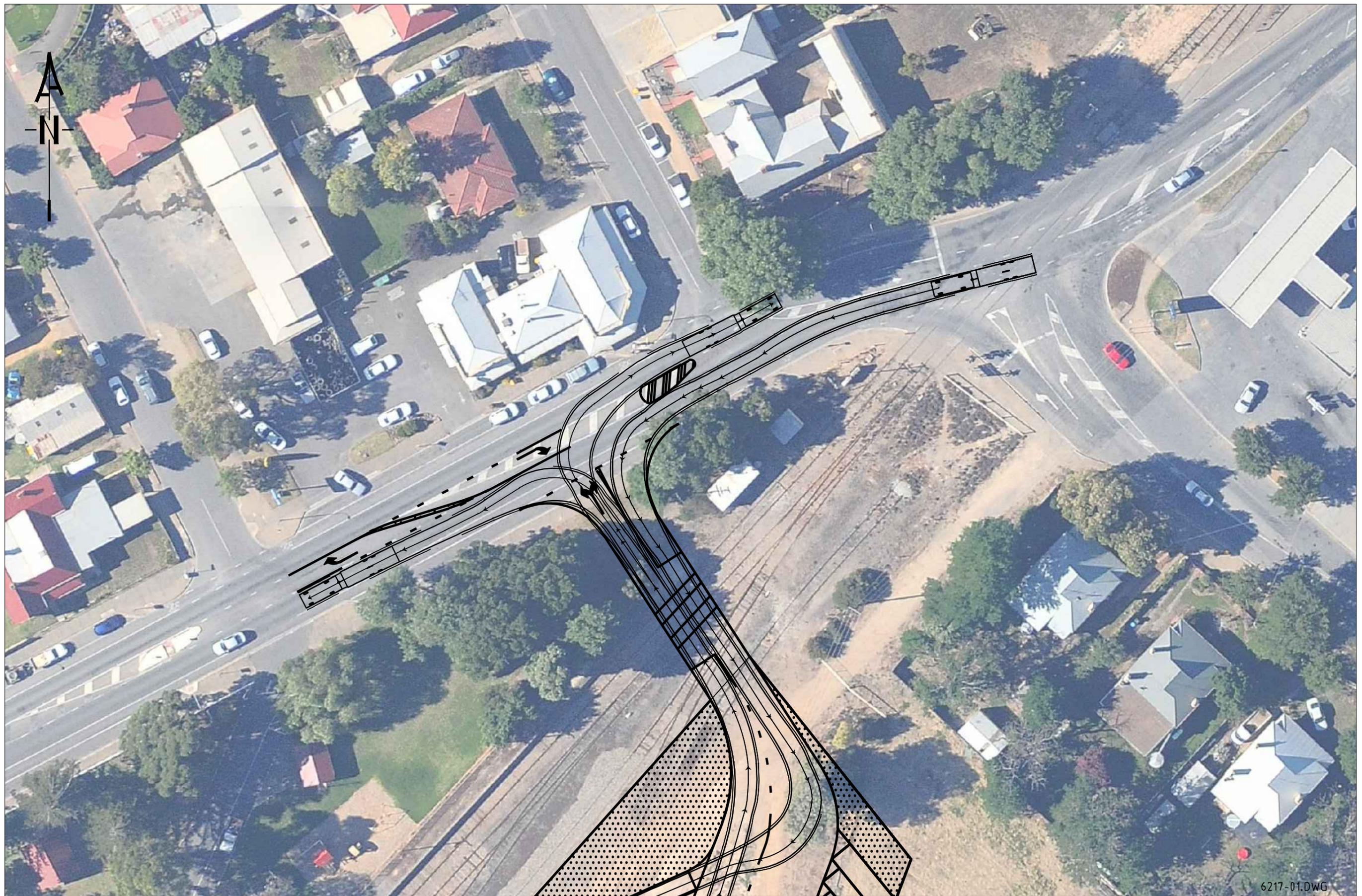


10 large + 25 small spaces

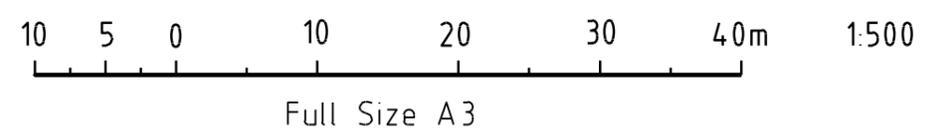
6217-01.DWG

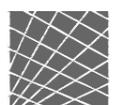


 MRCagney	RAILWAY - OPTION 1 INTERNAL LAYOUT	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1 19th SEPTEMBER 2017</small> FIGURE 2



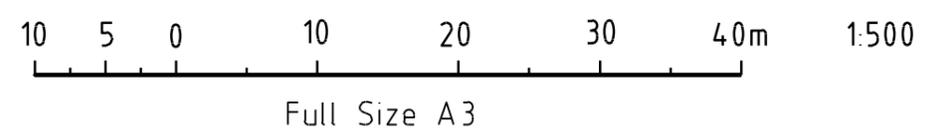
6217-01.DWG



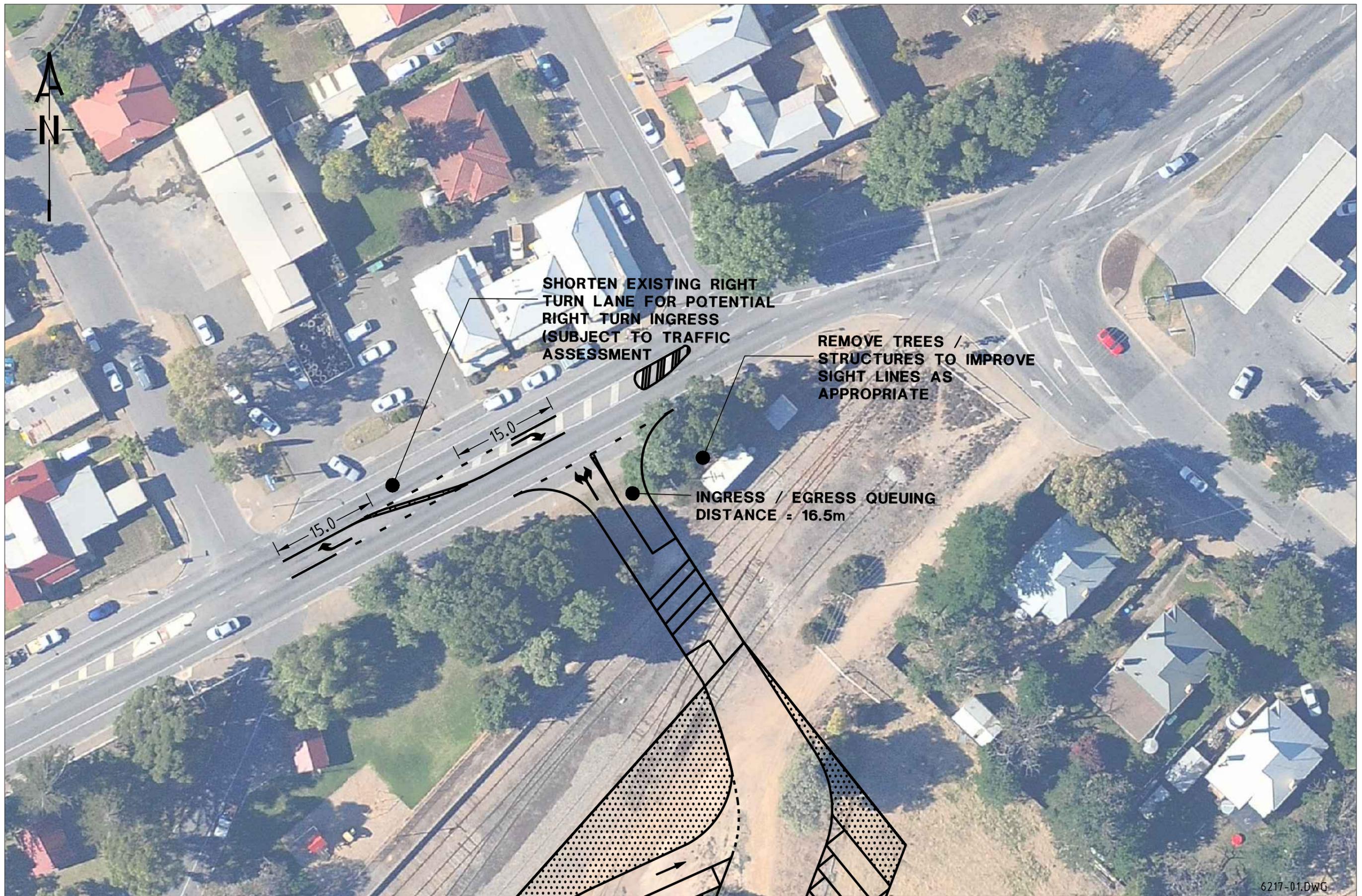
 MRCagney	RAILWAY - OPTION 1 ACCESS MANOEUVRING	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1 19th SEPTEMBER 2017</small> FIGURE 3



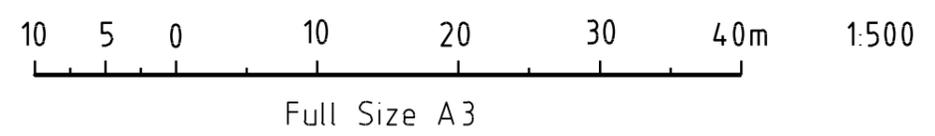
6217-01.DWG

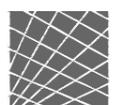


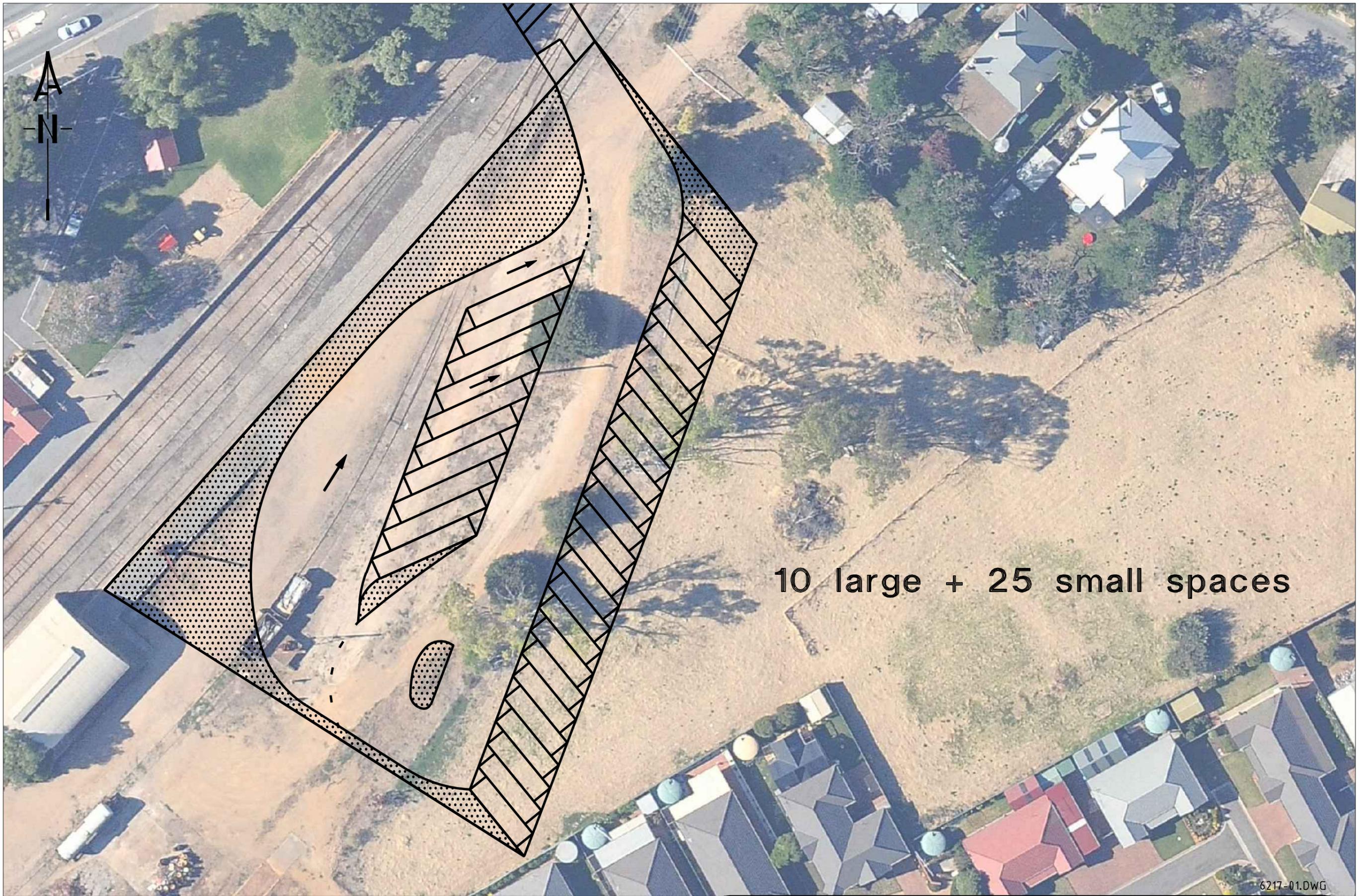
RAILWAY - OPTION 1 INTERNAL MANOEUVRING	
STRATHALBYN DISTRICT CENTRE	IT-1 19th SEPTEMBER 2017
FIGURE 4	



6217-01.DWG

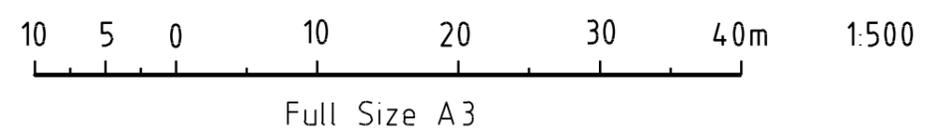


 MRCagney	RAILWAY - OPTION 2 ACCESS LAYOUT	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1 20th SEPTEMBER 2017</small> FIGURE 5

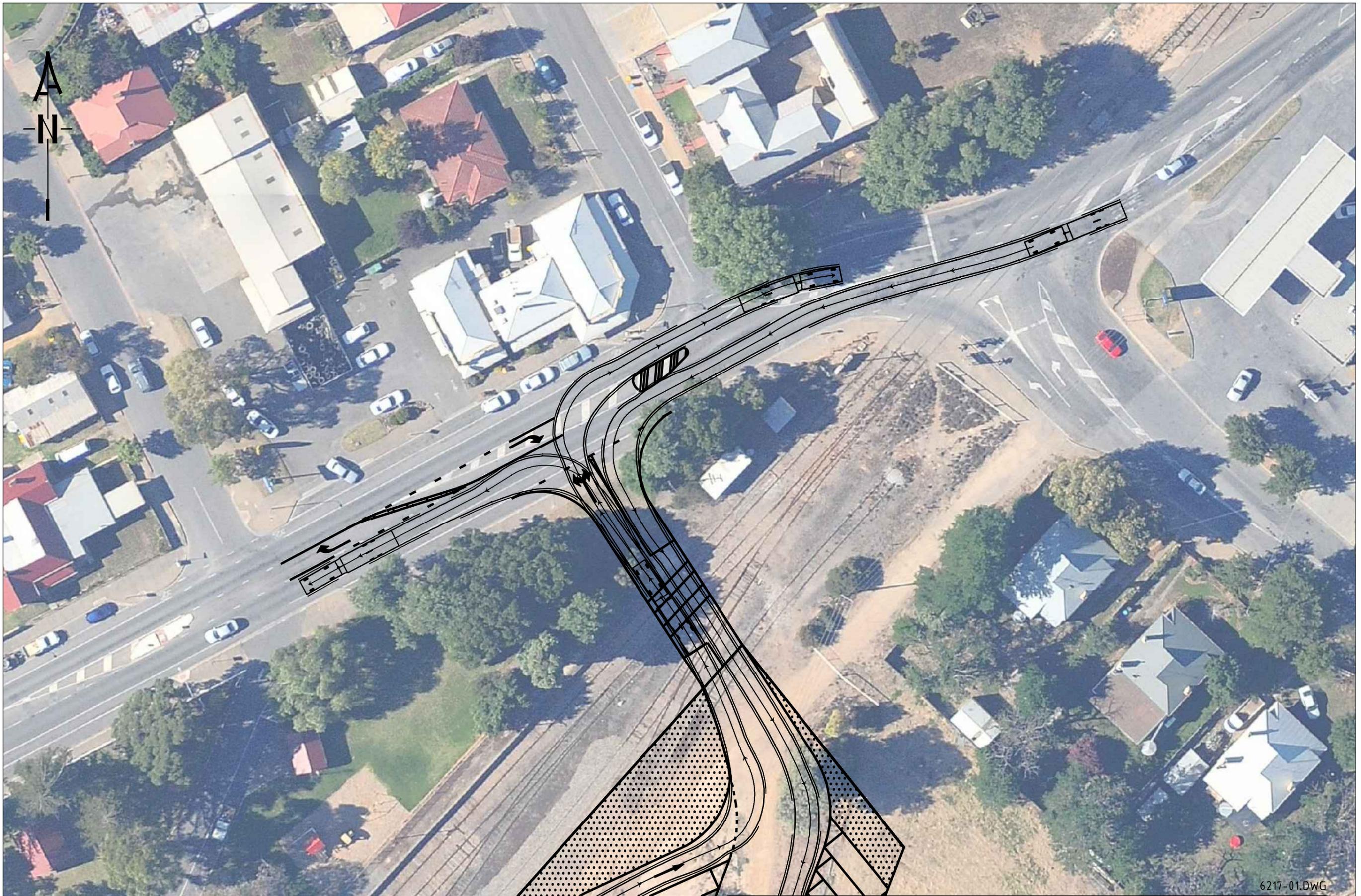


10 large + 25 small spaces

6217-01.DWG

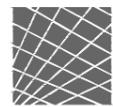


RAILWAY - OPTION 2 INTERNAL LAYOUT	
STRATHALBYN DISTRICT CENTRE	IT-1 20th SEPTEMBER 2017
FIGURE 6	



10 5 0 10 20 30 40m 1:500

Full Size A3



MRCagney

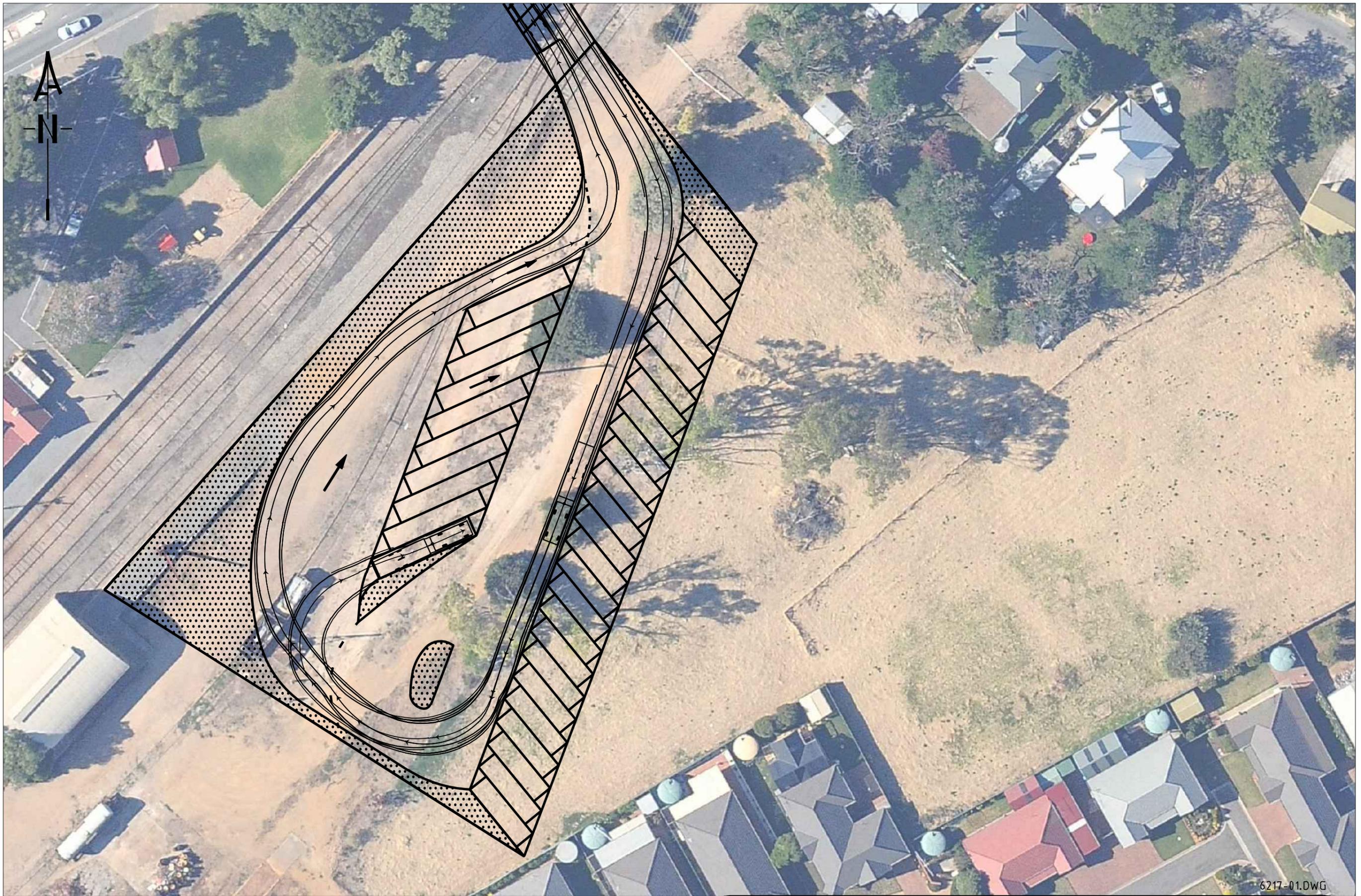
RAILWAY - OPTION 2
ACCESS MANOEUVRING

STRATHALBYN DISTRICT CENTRE

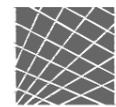
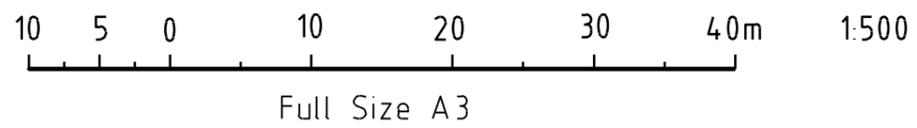
IT-1 20th SEPTEMBER 2017

FIGURE 7

6217-01.DWG



6217-01.DWG



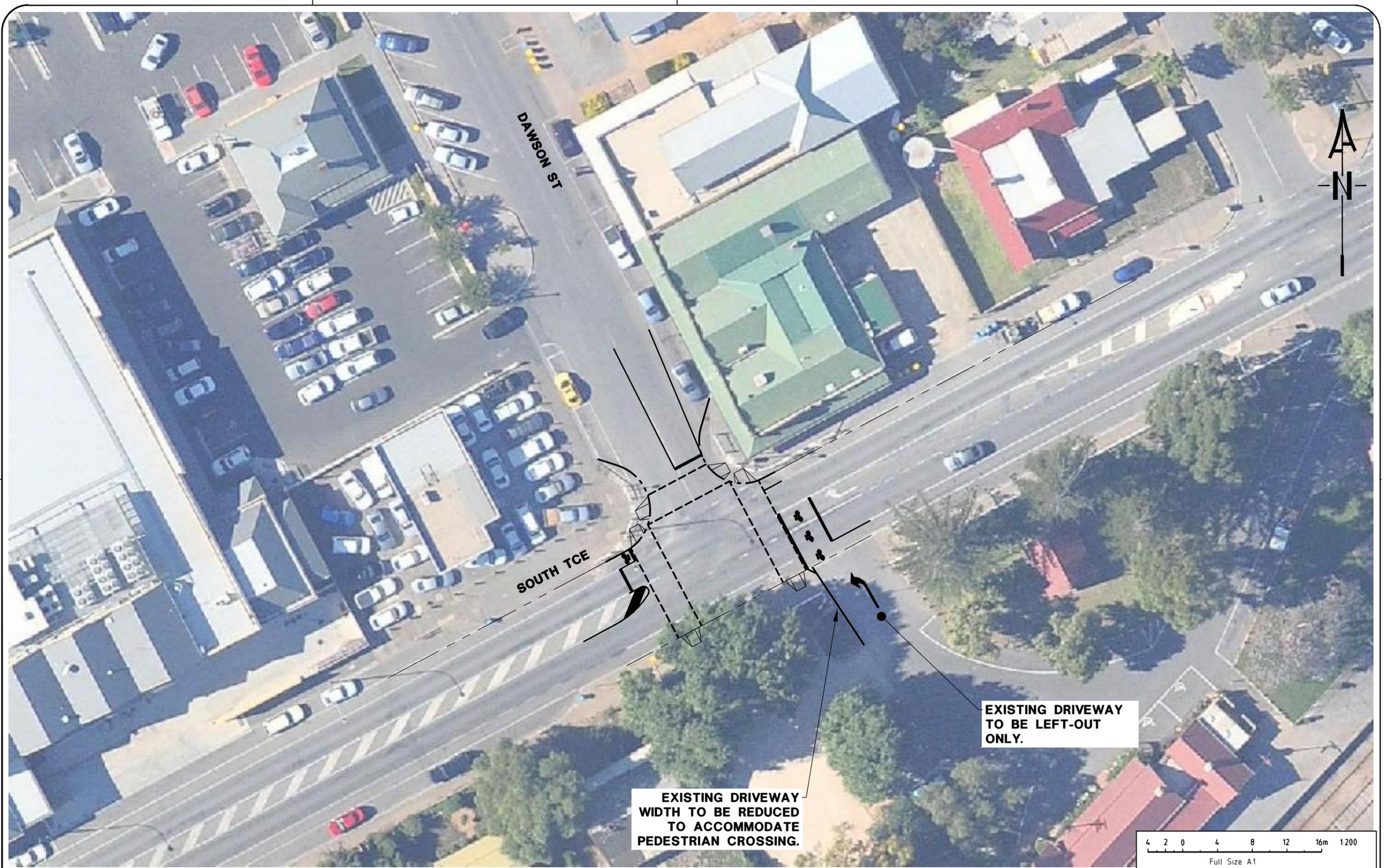
MRCagney

RAILWAY - OPTION 2
INTERNAL MANOEUVRING

STRATHALBYN DISTRICT CENTRE

IT-1 20th SEPTEMBER 2017

FIGURE 8



Project: **STRATHALBYN DISTRICT CENTRE
TRAFFIC, PARKING & STREETScape PLAN**

**DAWSON ST & SOUTH TCE
SIGNALISED INTERSECTION LAYOUT**

No.	Date	Amendment	Chk	App
A	6/17	ORIGINAL ISSUE		

Design	
Drawn	WMC
Checked	
Approved	
Date	JUNE 2017
Datum	
Scale	1 : 200

Sheet 1 of 4 Sheets



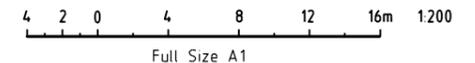
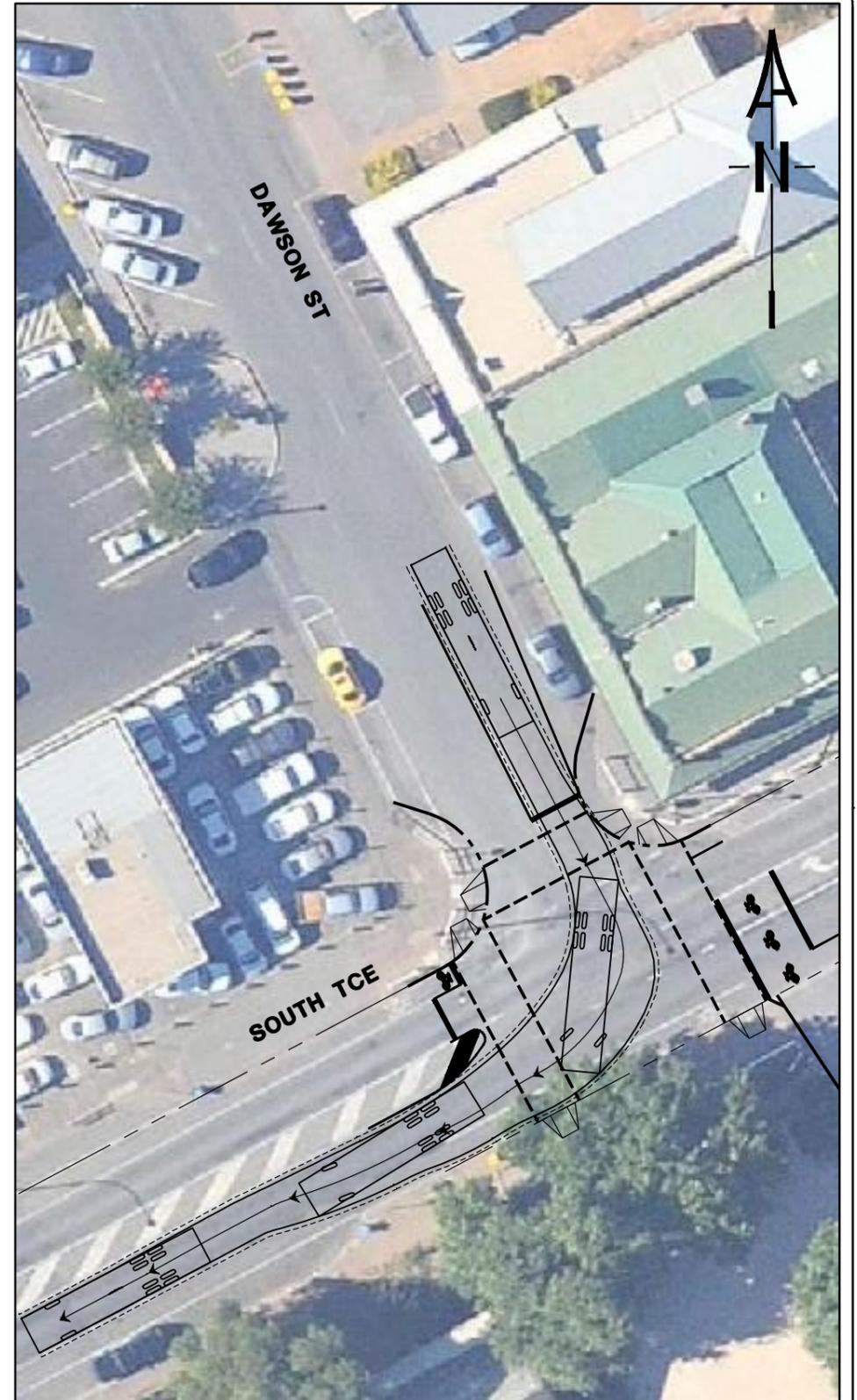
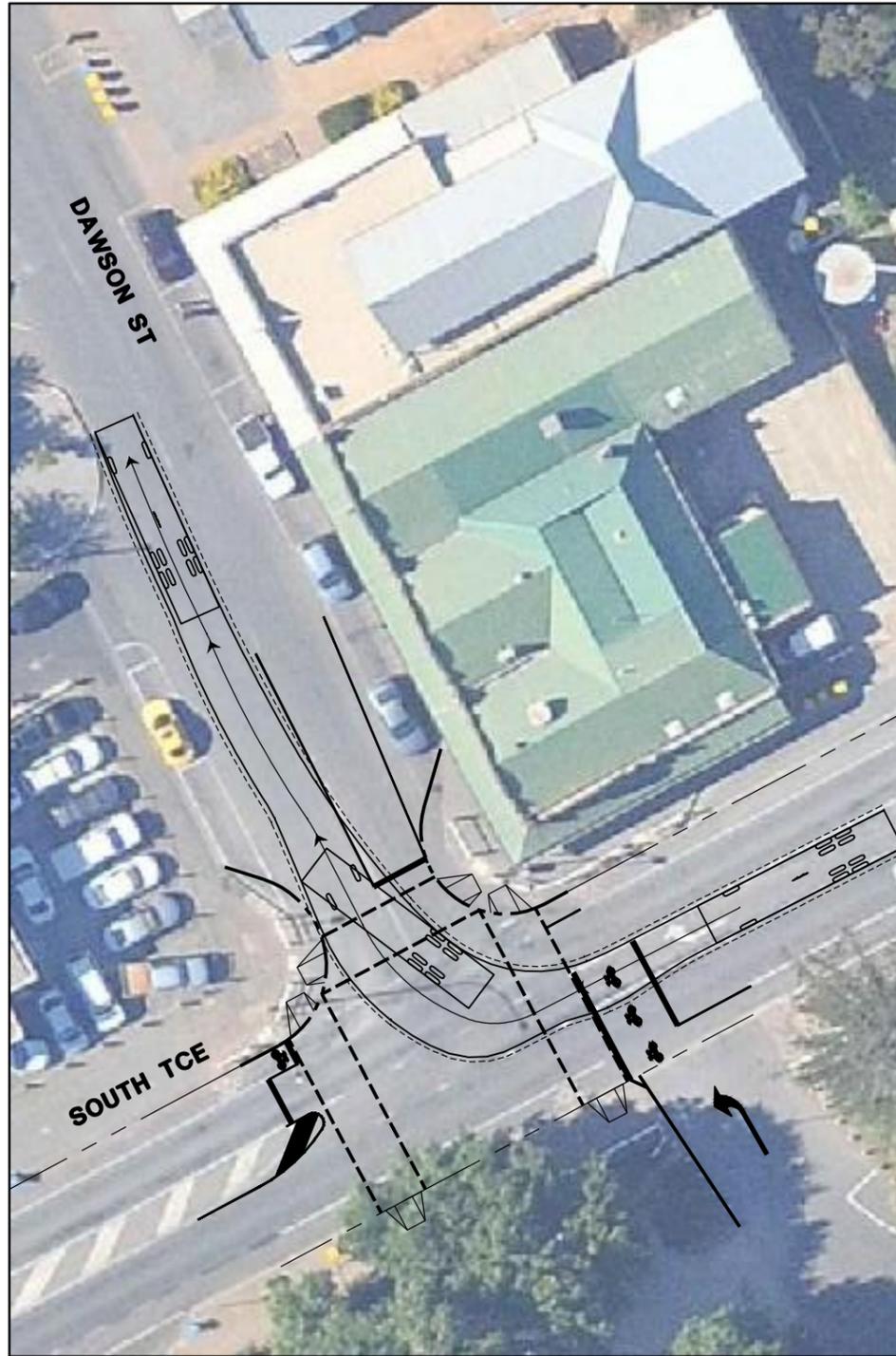
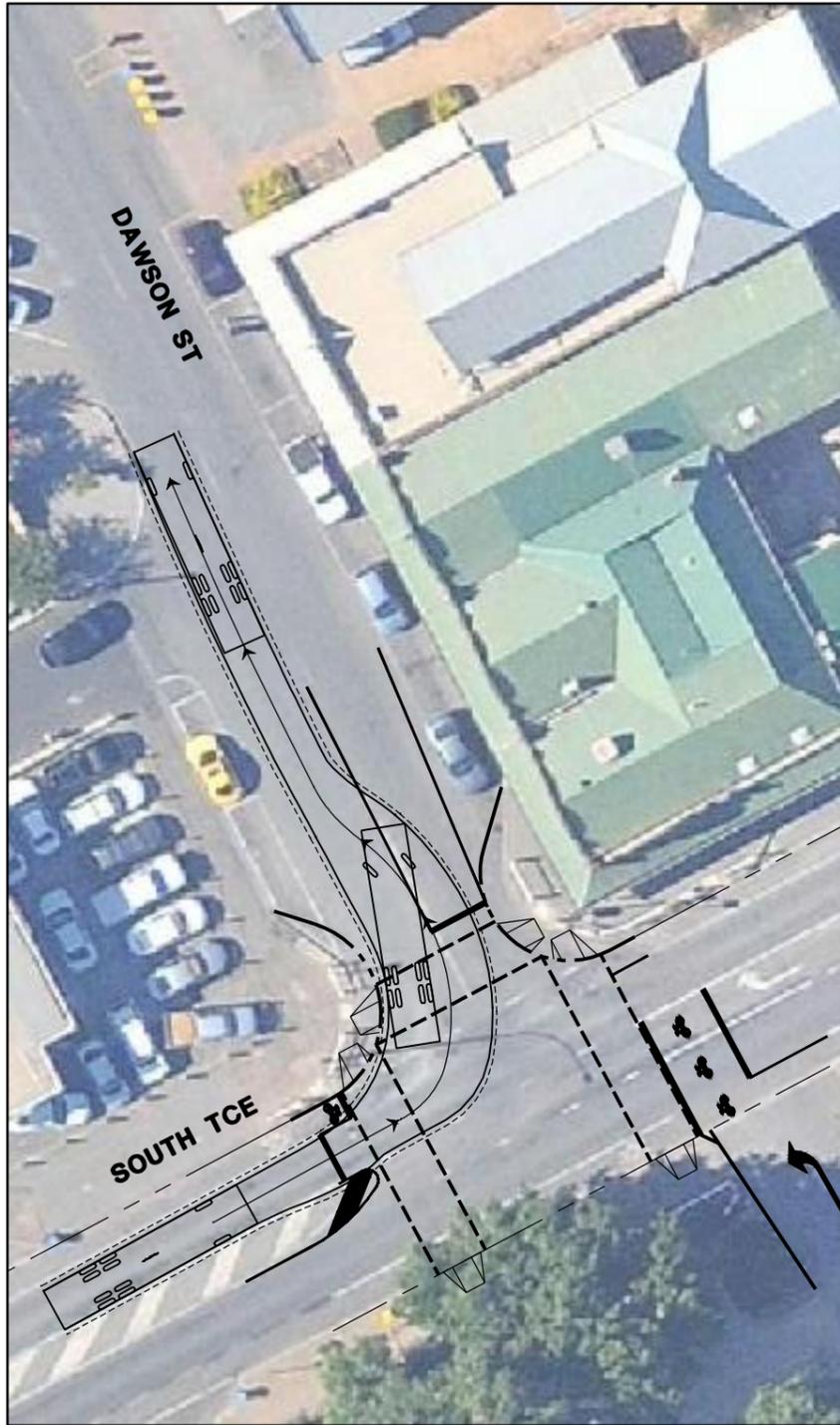
ABN 11093 336 504

Level 1
16 Marie Street,
Milton
Brisbane Q. 4064

Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com

PO Box 2185
Milton
Brisbane Q. 4064

Drawing No.
6217-PR1



Project: **STRATHALBYN DISTRICT CENTRE
TRAFFIC, PARKING & STREETScape PLAN**

**AUSTROADS 12.5m HEAVY RIGID VEHICLE
MANOEUVRING REQUIREMENTS**

No.	Date	Amendment	Chk	App
A	6/17	ORIGINAL ISSUE		

Design			
Drawn	WMC		
Checked			
Approved			
Date	JUNE 2017		
Datum			
Scale	1 : 200	Sheet 2 of 4 Sheets	



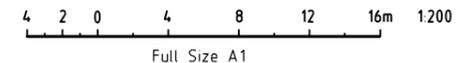
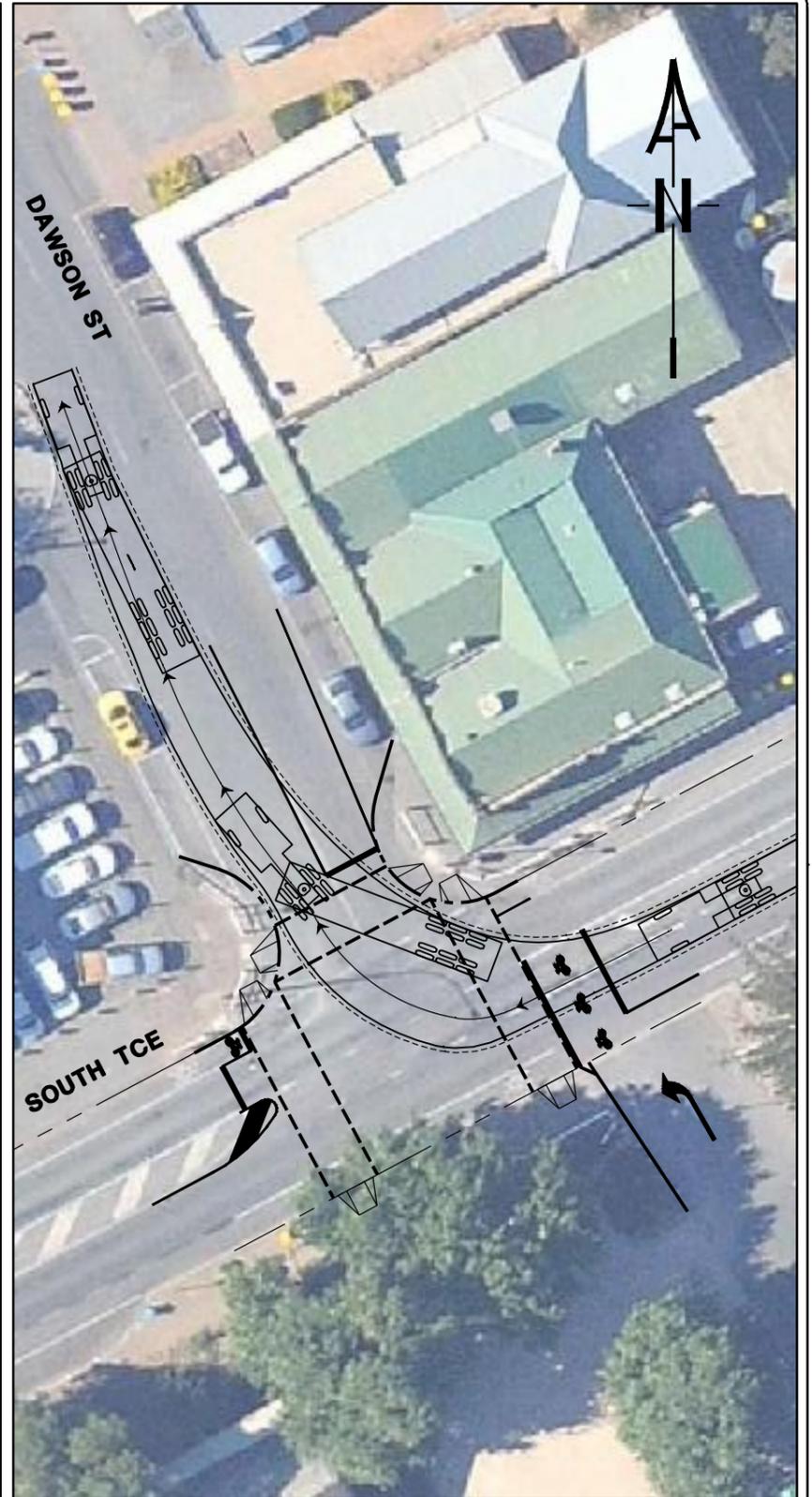
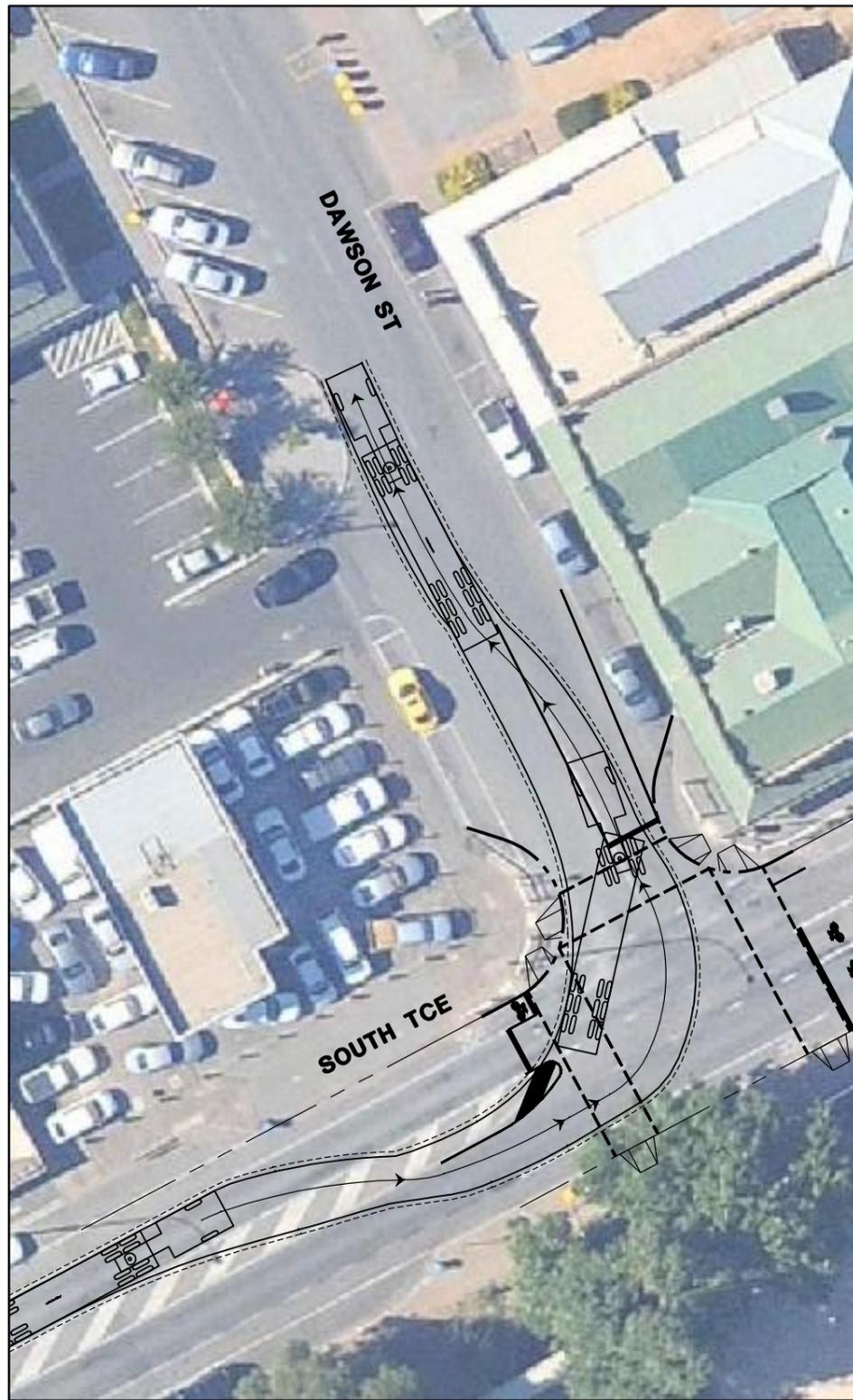
ABN 11093 336 504

Level 1
16 Marie Street,
Milton
Brisbane Q. 4064

Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com

PO Box 2185
Milton
Brisbane Q. 4064

Drawing No.
6217-PR2



Project: **STRATHALBYN DISTRICT CENTRE
TRAFFIC, PARKING & STREETScape PLAN**

**AUSTROADS 19m SEMI-TRAILER
MANOEUVRING REQUIREMENTS**

No.	Date	Amendment	Chk	App
A	6/17	ORIGINAL ISSUE		

Design			
Drawn	WMC		
Checked			
Approved			
Date	JUNE 2017		
Datum			
Scale	1 : 200	Sheet 3 of 4 Sheets	

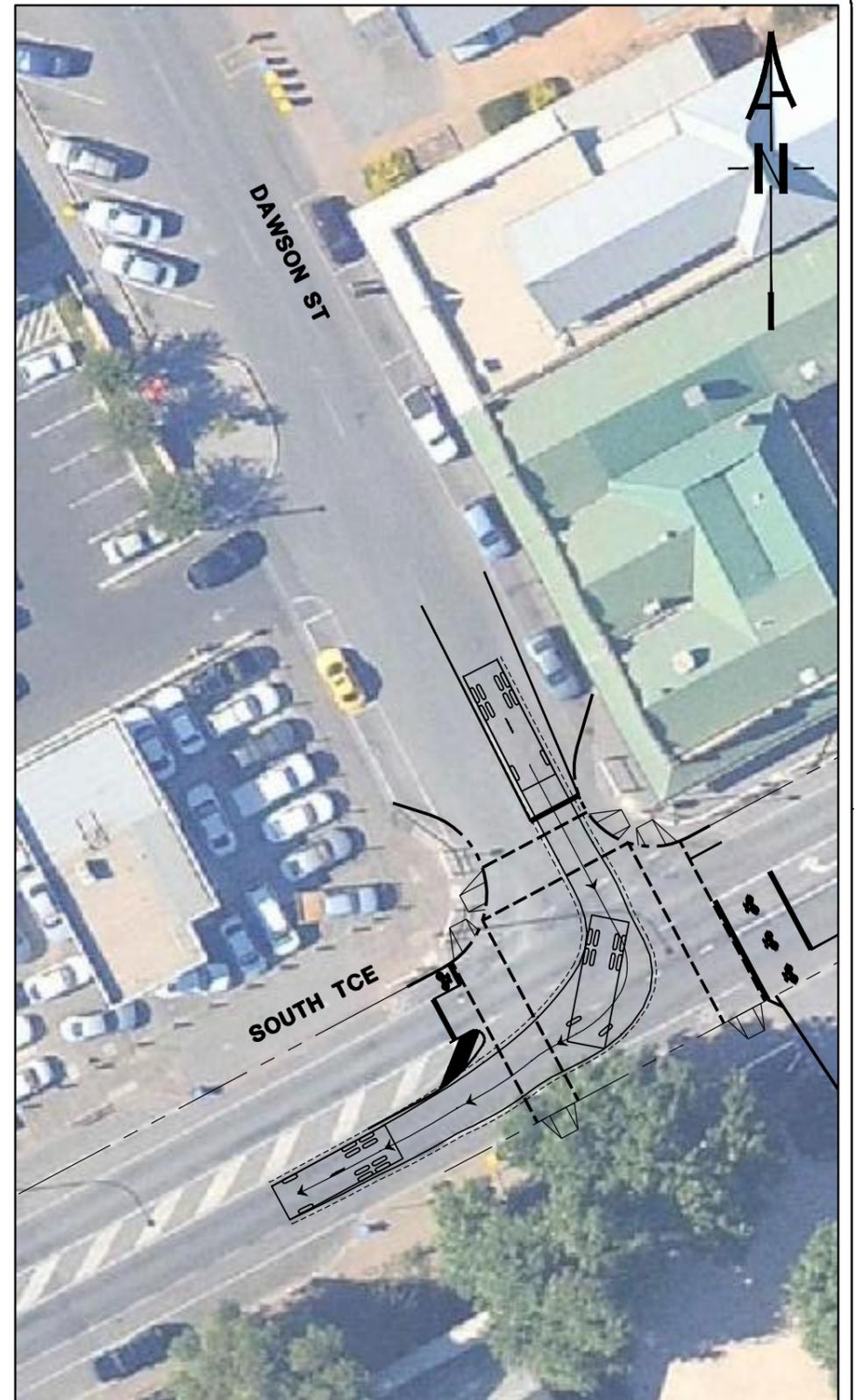
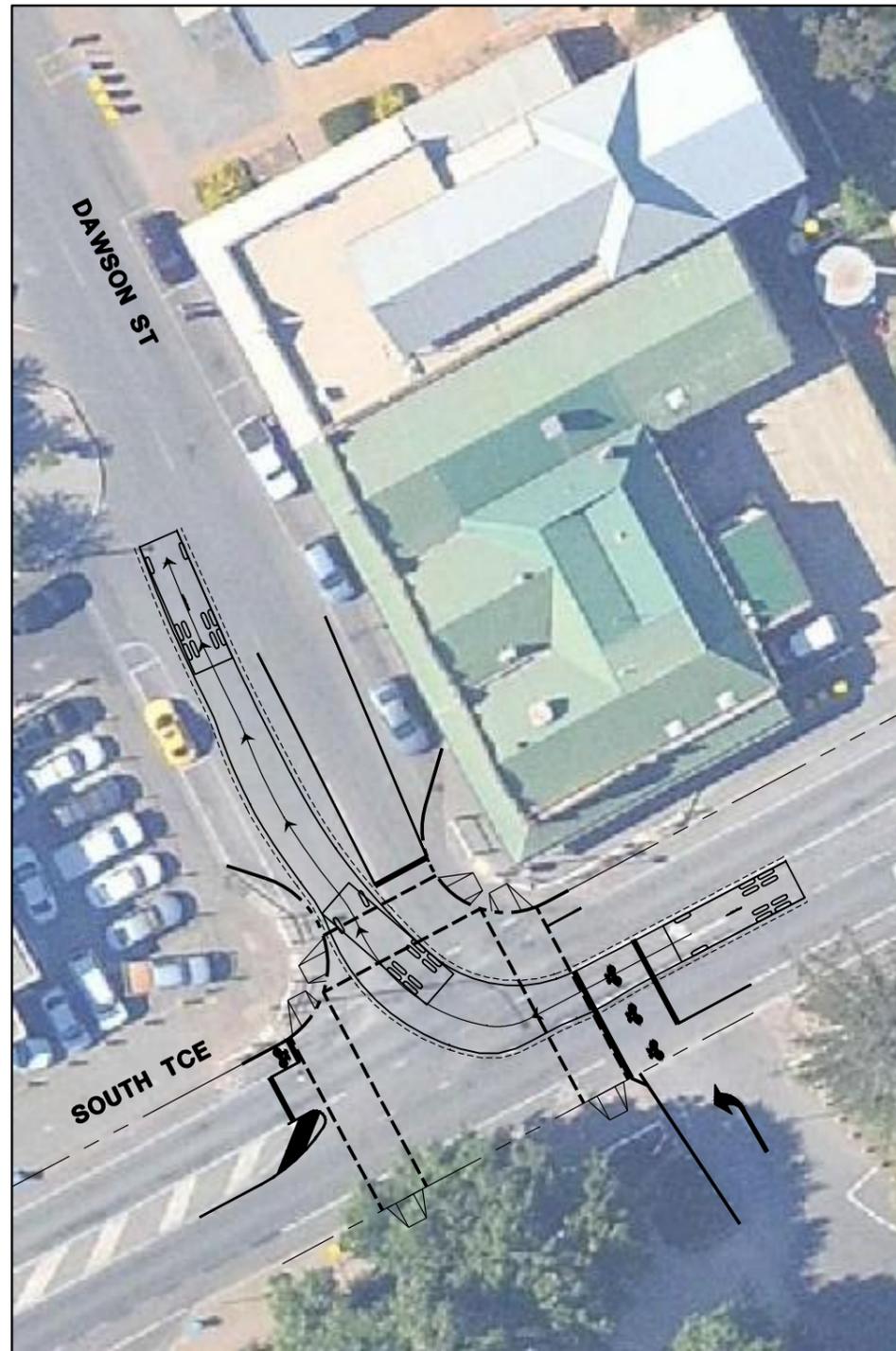
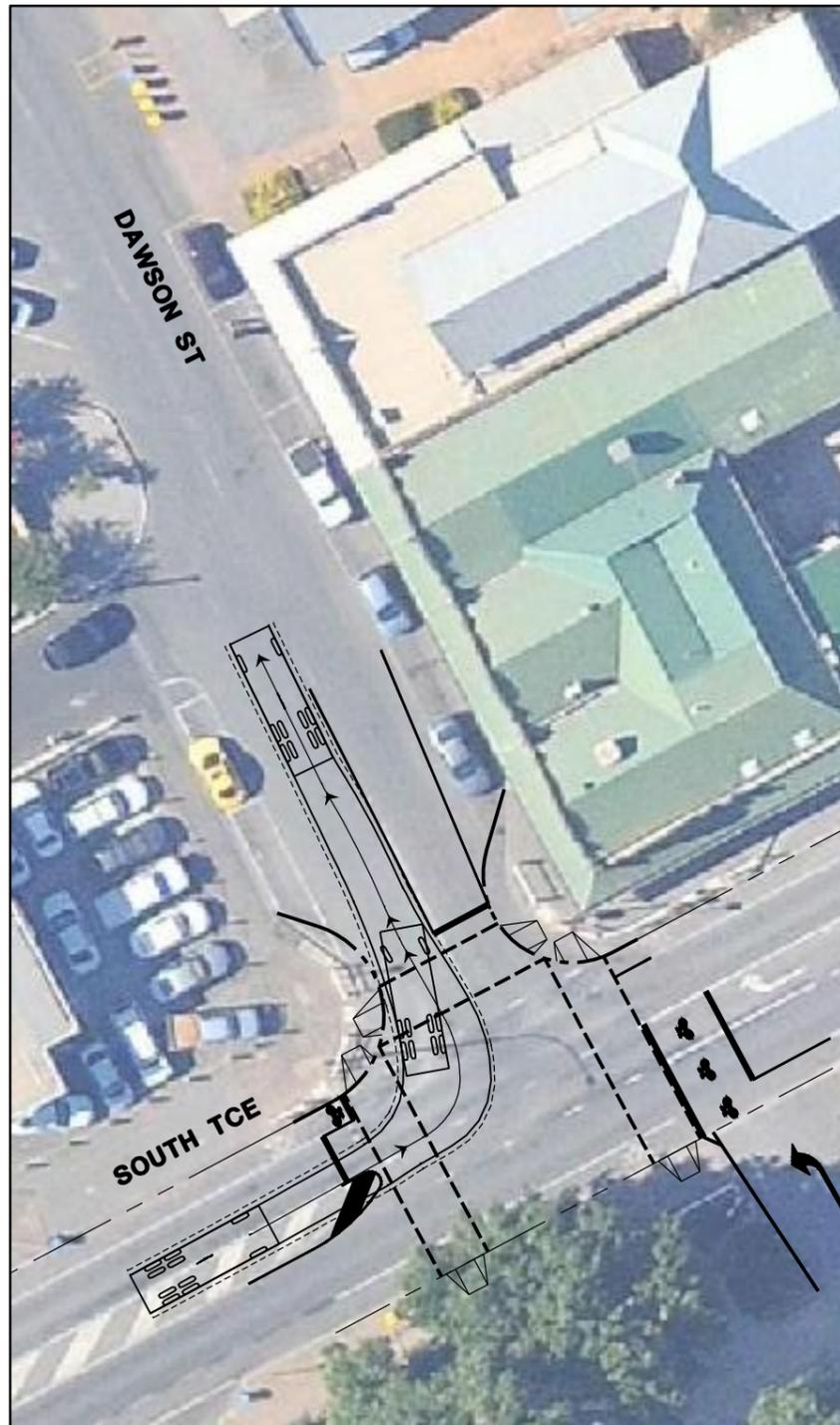


Level 1
16 Marie Street,
Milton
Brisbane Q. 4064

Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com

PO Box 2185
Milton
Brisbane Q. 4064

Drawing No.
6217-PR3



Project: **STRATHALBYN DISTRICT CENTRE
TRAFFIC, PARKING & STREETScape PLAN**

**8.3m MEDIUM RIGID VEHICLE
MANOEUVRING REQUIREMENTS**

No.	Date	Amendment	Chk	App
A	6/17	ORIGINAL ISSUE		

Design				
Drawn	WMC			
Checked				
Approved				
Date	JUNE 2017			
Datum				
Scale	1 : 200	Sheet	4 of 4	Sheets



Level 1
16 Marie Street,
Milton
Brisbane Q. 4064
Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com

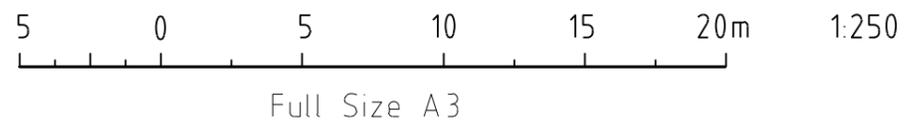
PO Box 2185
Milton
Brisbane Q. 4064

Drawing No.
6217-PR4

A | | | | |



**THIS LAYOUT IS
INDICATIVE ONLY.
IT HAS NOT BEEN
THE SUBJECT OF
DETAILED DESIGN
OR SURVEY.**

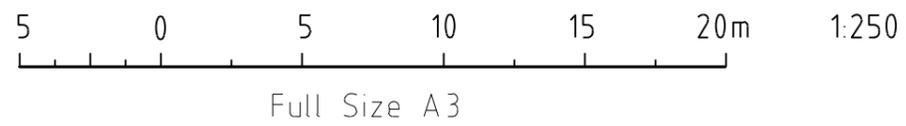


6217-05.DWG

 MRCagney	SUNTER STREET / SWALE STREET INTERSECTION IMPROVEMENT WORKS				
	STRATHALBYN DISTRICT CENTRE	<table border="1"> <tr> <td>IT-1</td> <td>7th JUNE 2017</td> </tr> <tr> <td colspan="2">FIG SK 3-1</td> </tr> </table>	IT-1	7th JUNE 2017	FIG SK 3-1
IT-1	7th JUNE 2017				
FIG SK 3-1					



THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



6217-05.DWG

 MRCagney	8.8m (AUSTRROADS) MEDIUM RIG VEHICLE SUNTER STREET / SWALE STREET	
	STRATHALBYN DISTRICT CENTRE	<small>IT-1</small> <small>7th JUNE 2017</small> FIG SK 3-2

8. APPENDIX 2

Parking occupancy data

Thursday, 15 September 2016	44.6%	75.5%	72.7%	67.4%	54.4%	65.5%	74.6%	18.8%	46.0%	52.1%	72.6%	56.5%
Friday, 16 September 2016	53.9%	78.1%	82.2%	69.1%	60.2%	87.4%	73.9%	13.7%	57.1%	61.5%	72.9%	62.8%
Saturday, 17 September 2016	66.0%	70.3%	88.4%	44.4%	44.4%	82.0%	67.5%	15.2%	45.5%	52.7%	71.4%	57.5%

