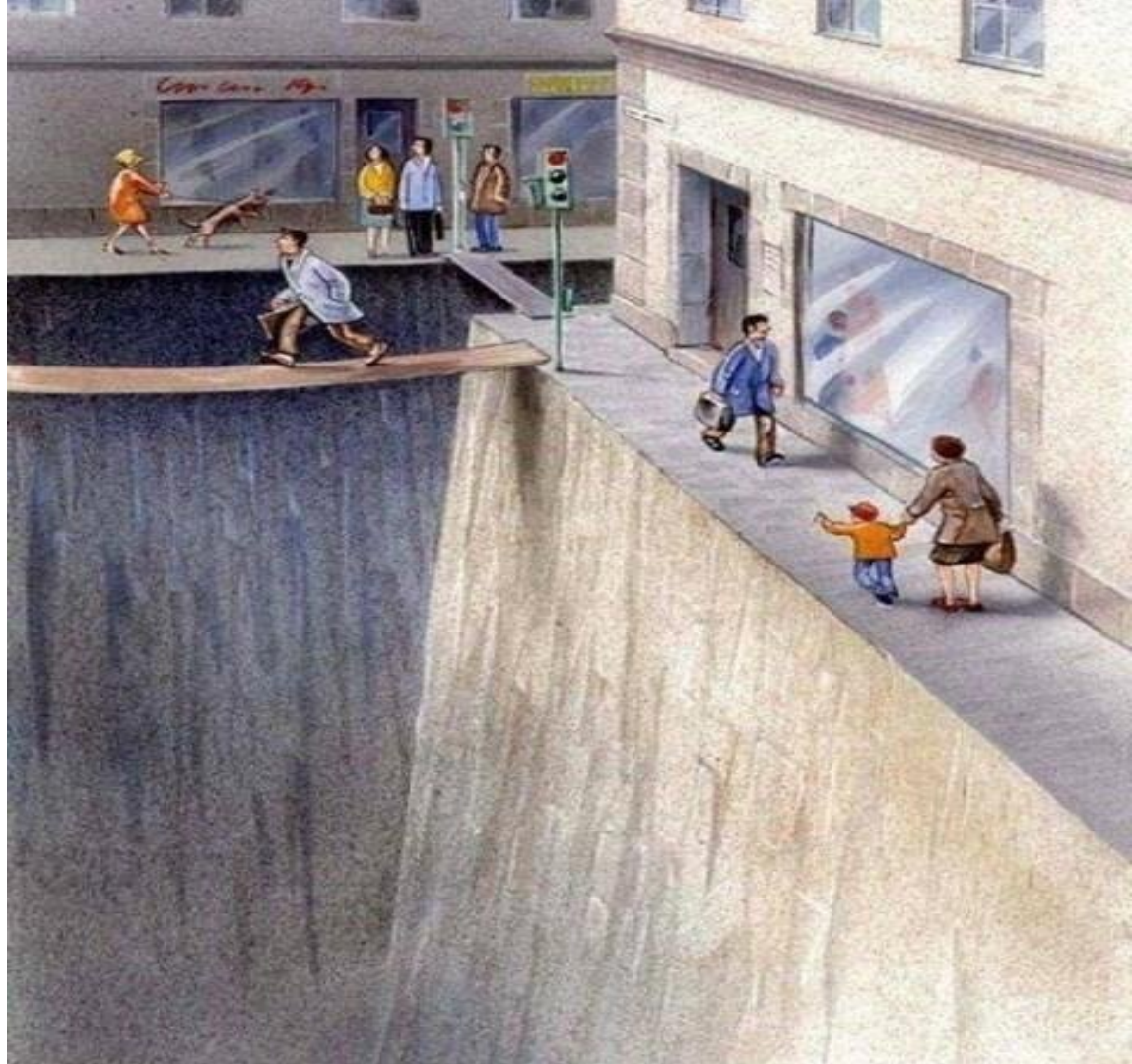




Planning Better Street Environments





Sydney Harbour Bridge

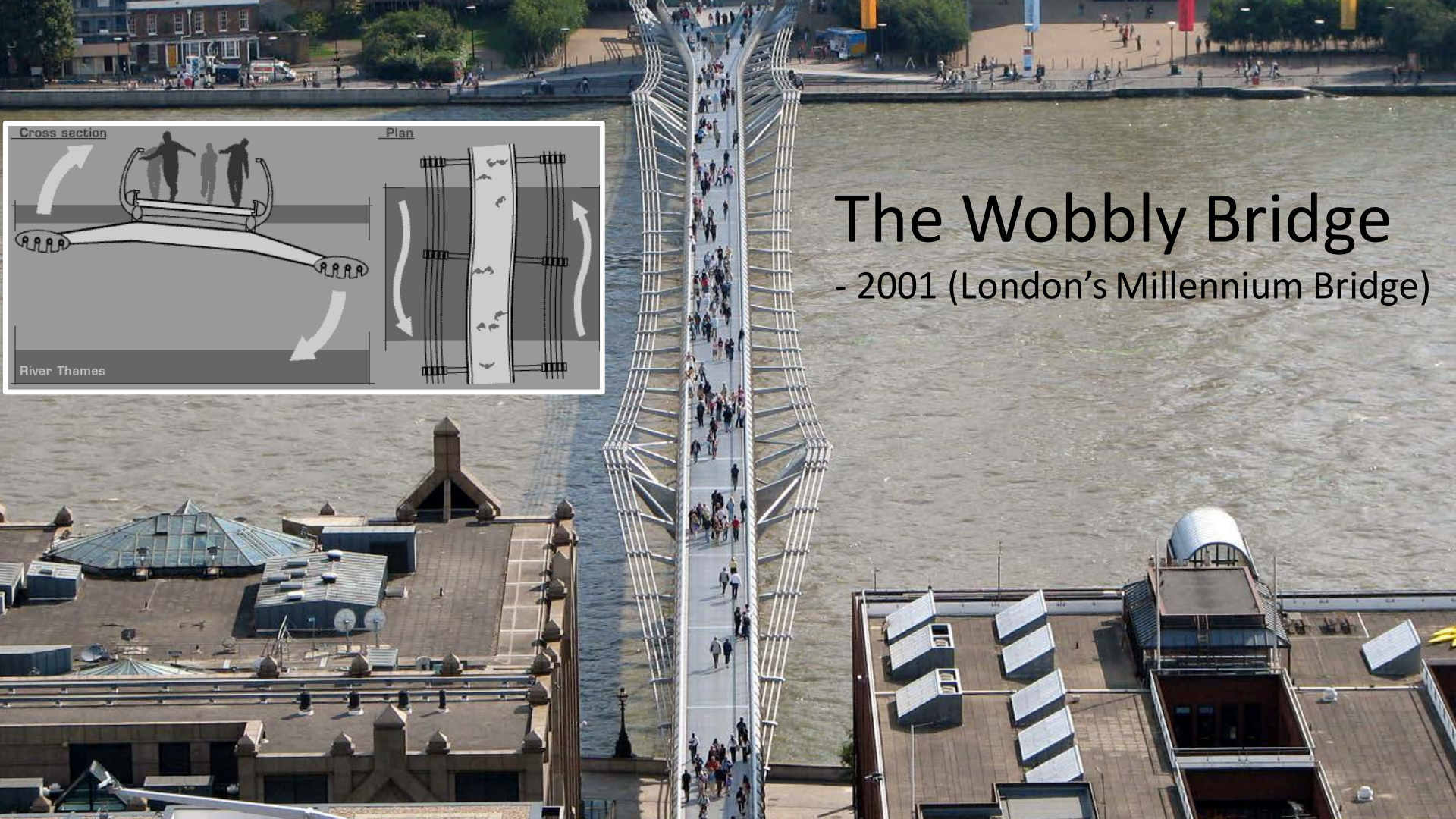
- 1932





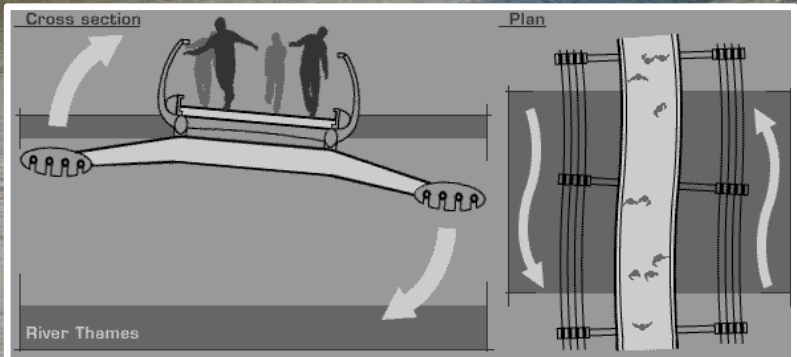
Kensington High Street

– 2003 (London's Benchmark High Street)

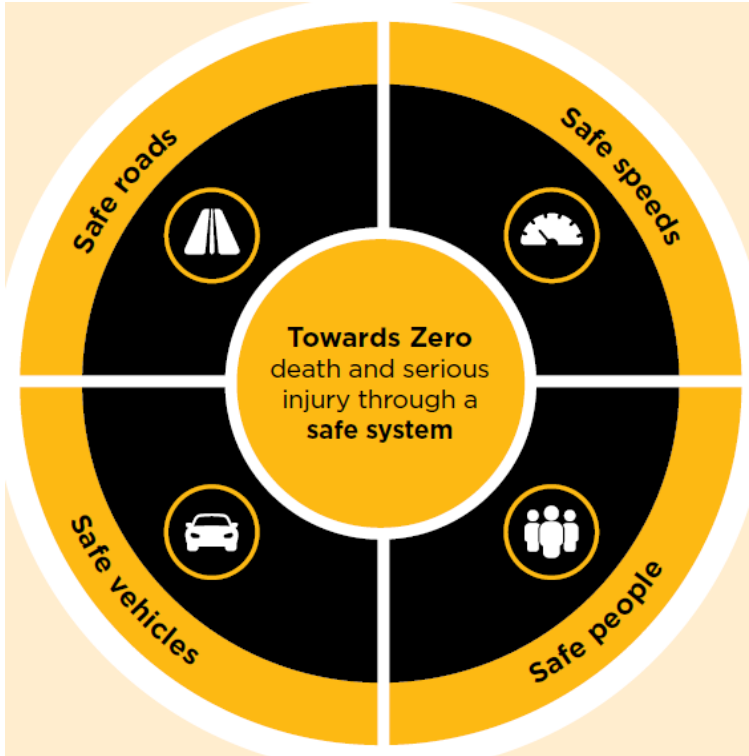


The Wobbly Bridge

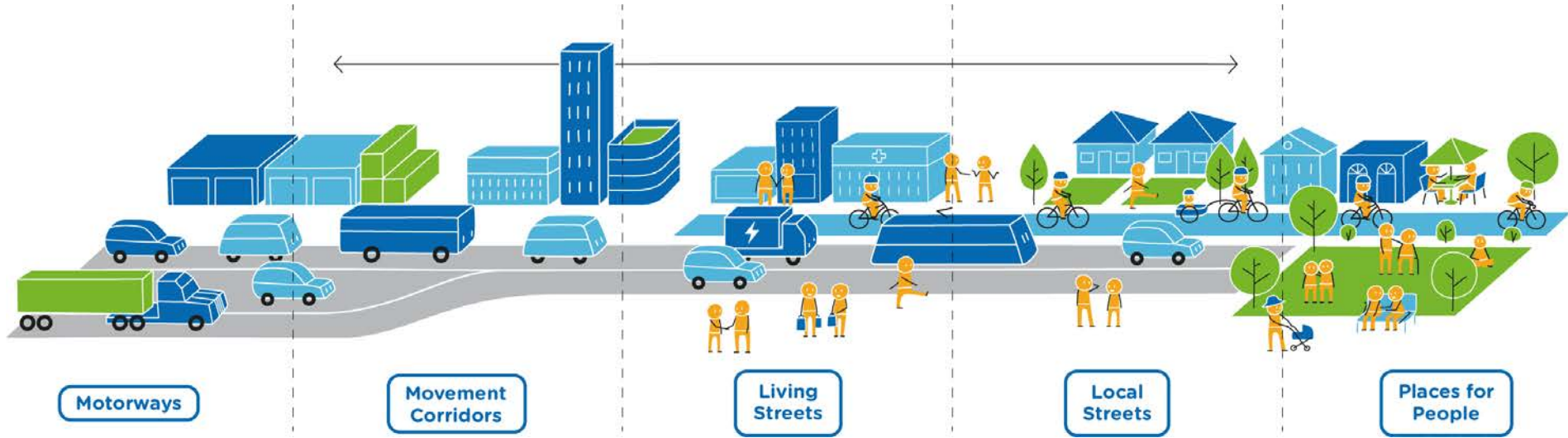
- 2001 (London's Millennium Bridge)



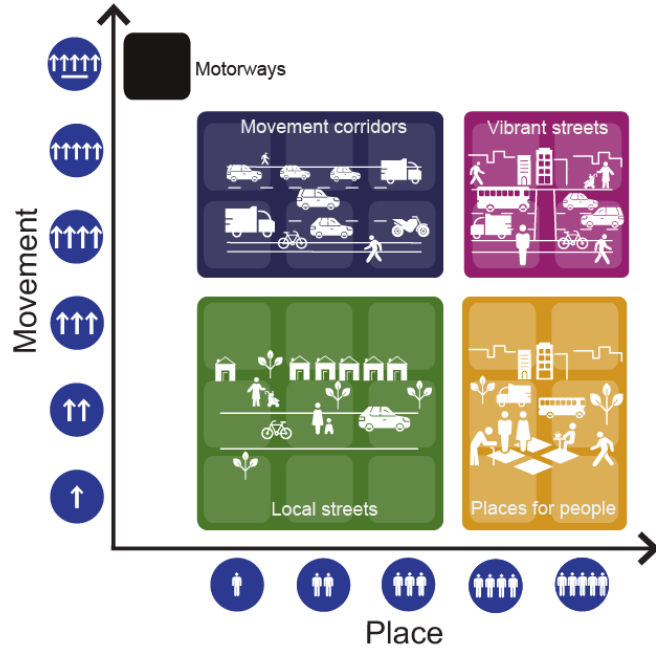
Safer Street Environments



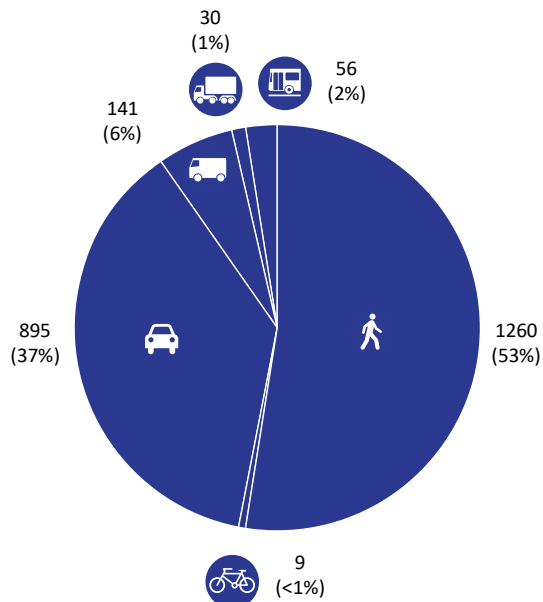
Movement and Place - NSW Future Transport



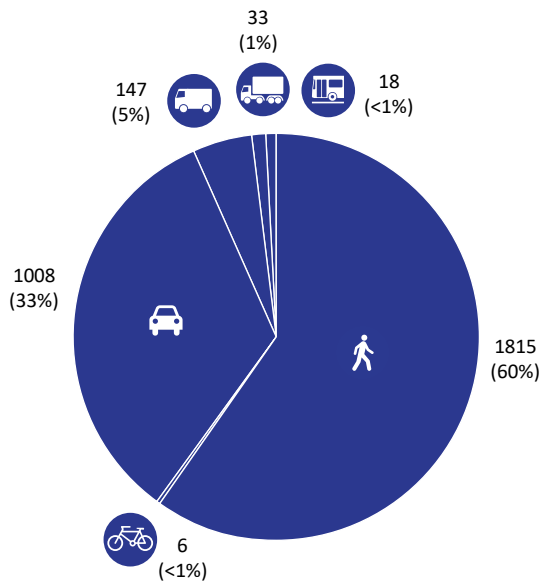
A framework a better balanced street



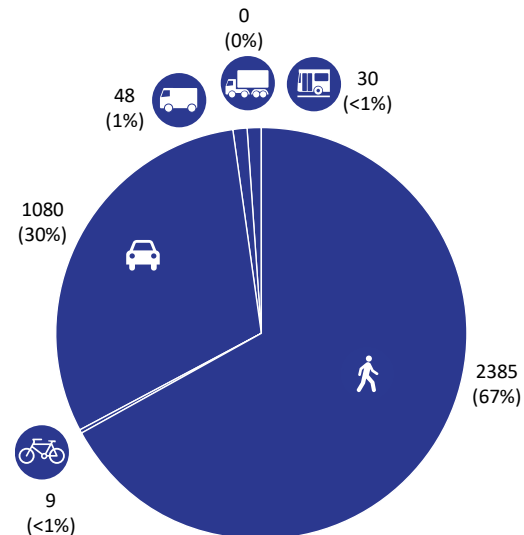
High Street example - Darling Street, Balmain



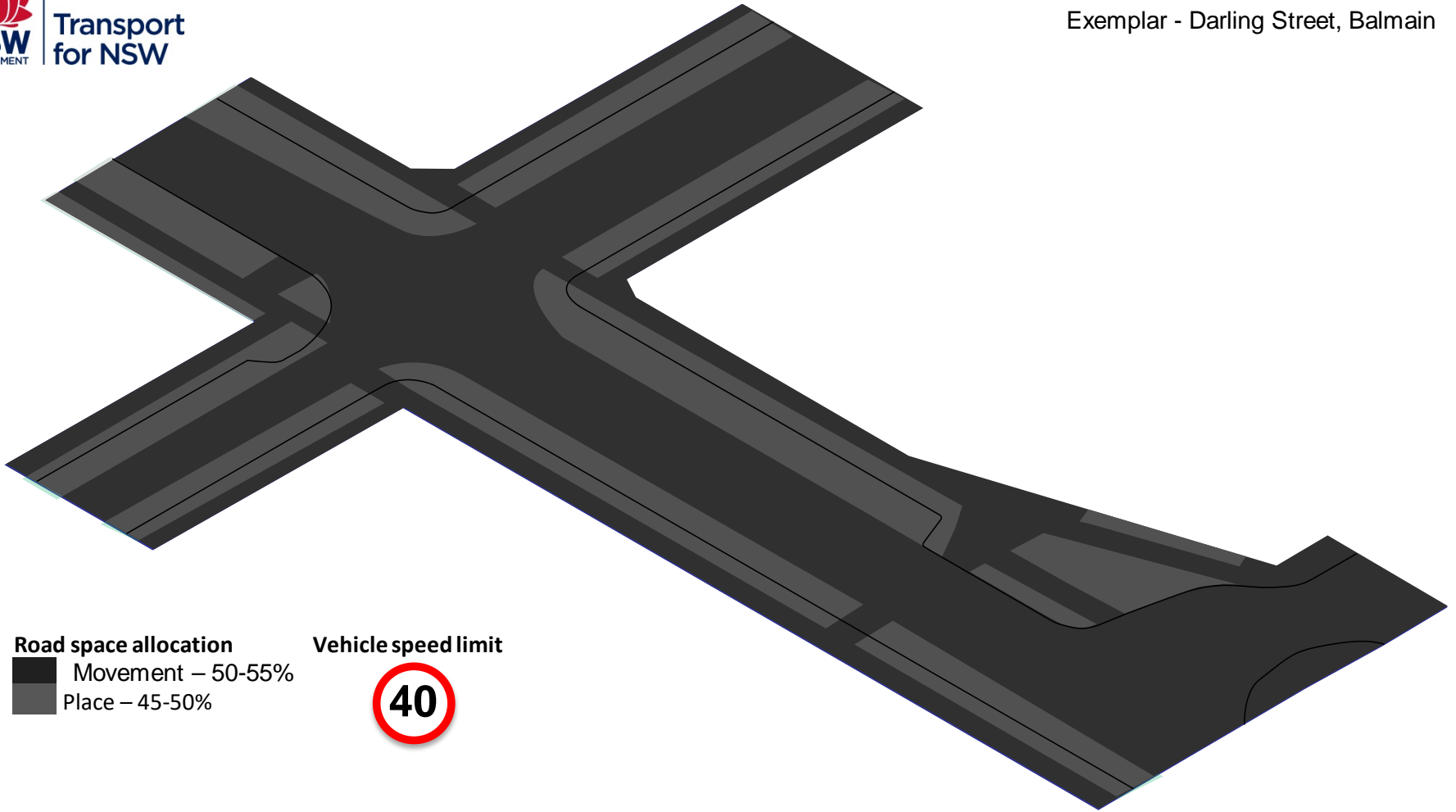
Weekday
8am-9am





Weekday
1pm-2pm



Weekend
2pm-3pm



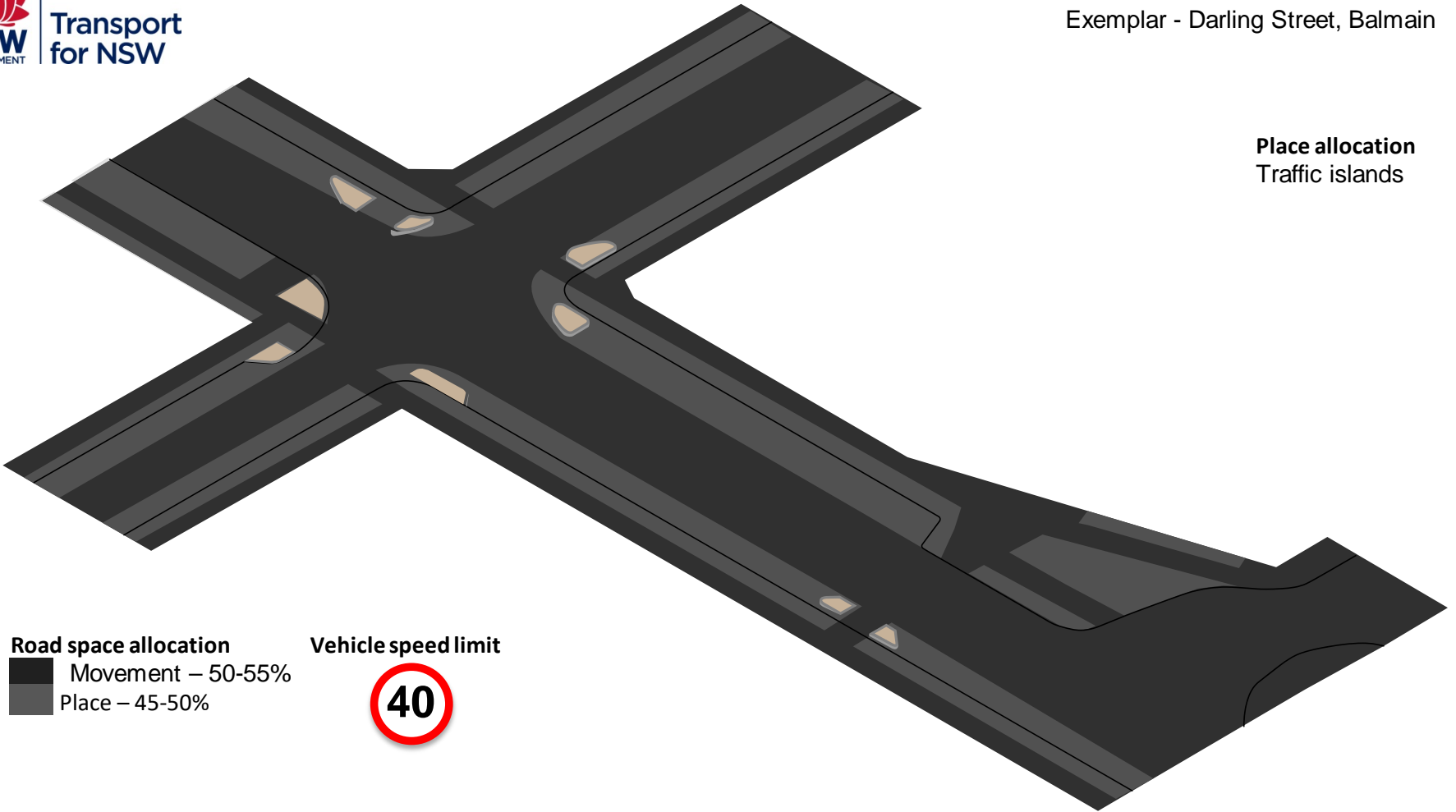
Road space allocation

-  Movement – 50-55%
-  Place – 45-50%



Vehicle speed limit



Place allocation
Traffic islands

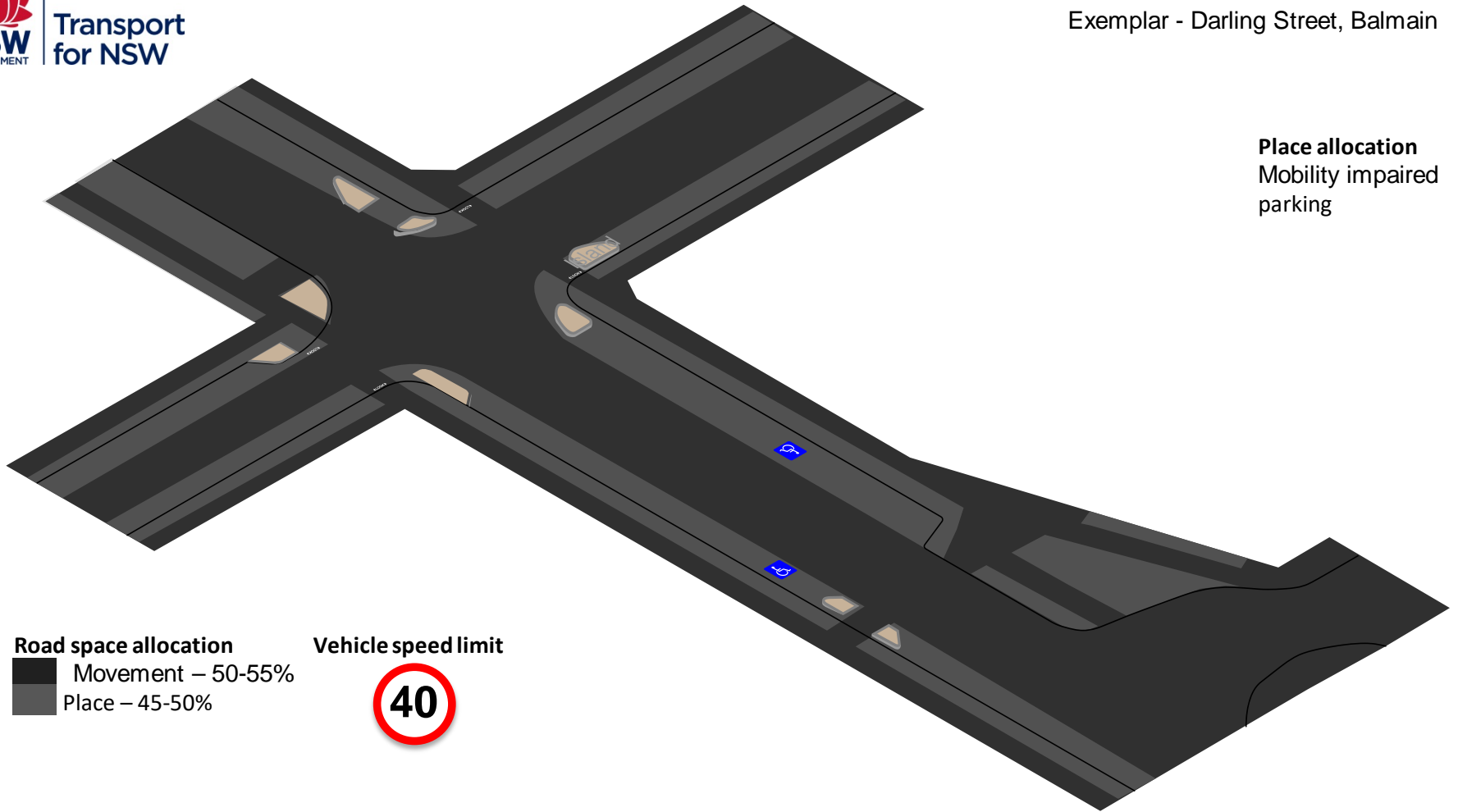


Road space allocation

-  Movement – 50-55%
-  Place – 45-50%



Vehicle speed limit





Place allocation
Mobility impaired
parking

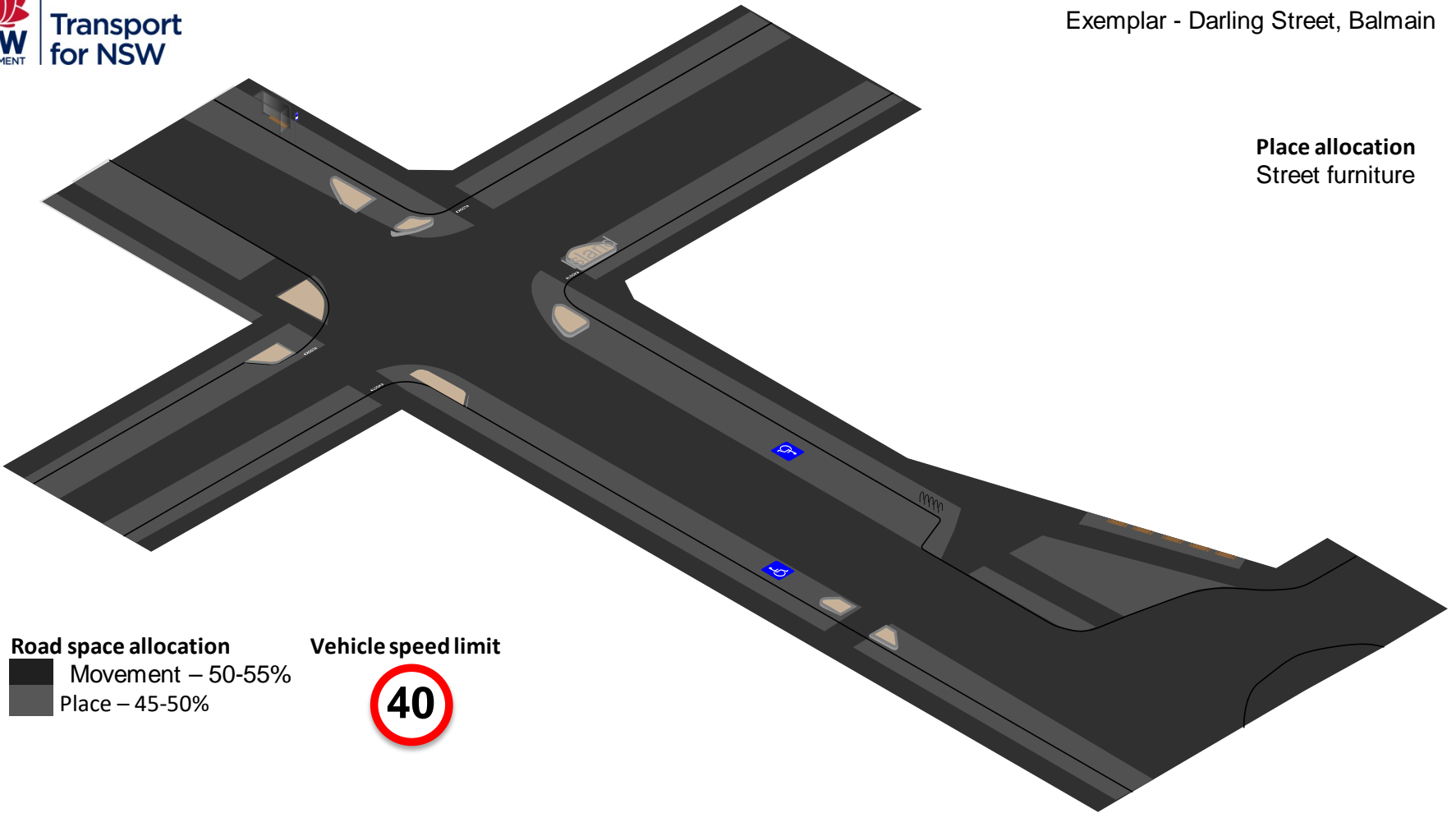
Road space allocation

-  Movement – 50-55%
-  Place – 45-50%



Vehicle speed limit



Place allocation
Street furniture



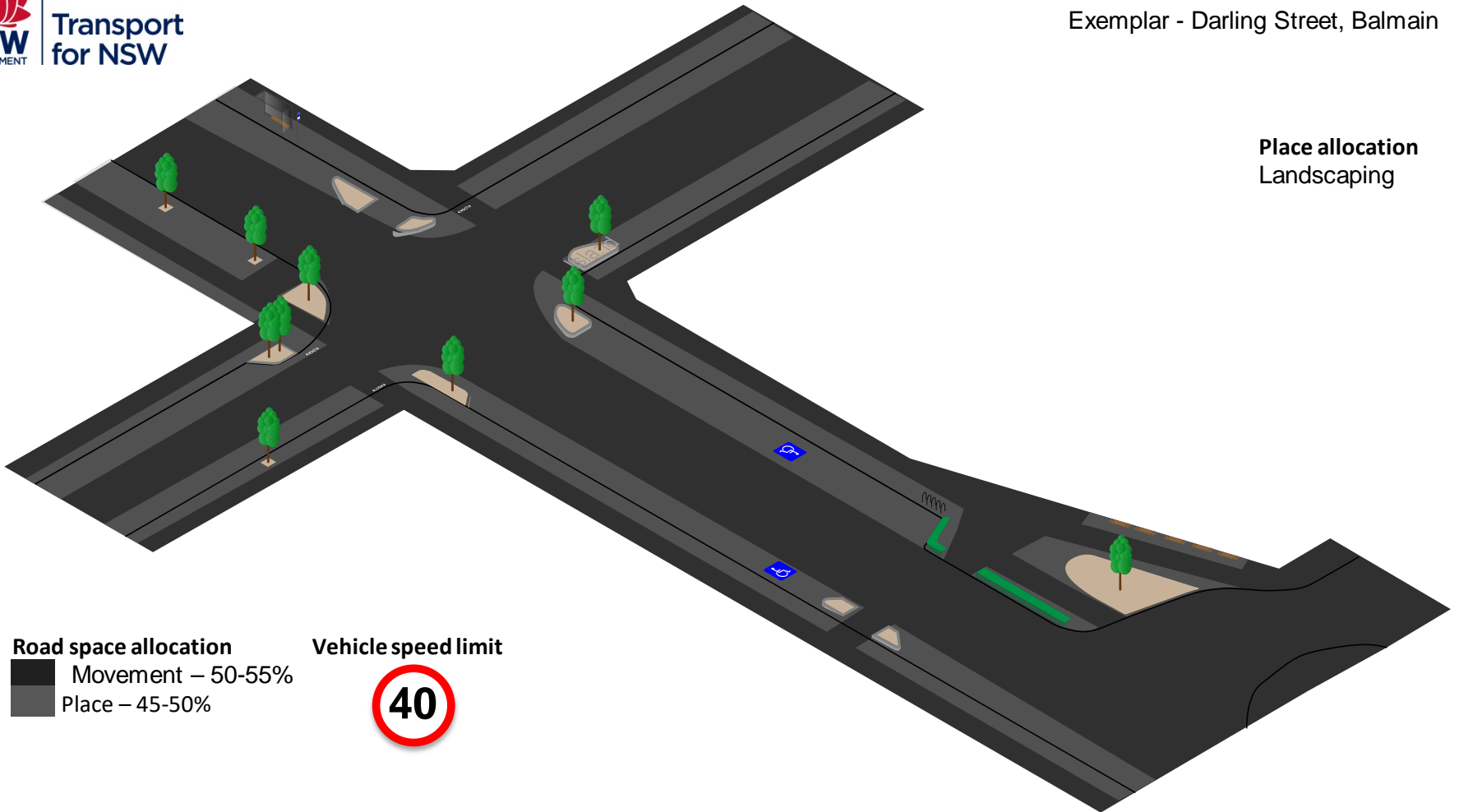
Road space allocation

-  Movement – 50-55%
-  Place – 45-50%

Vehicle speed limit

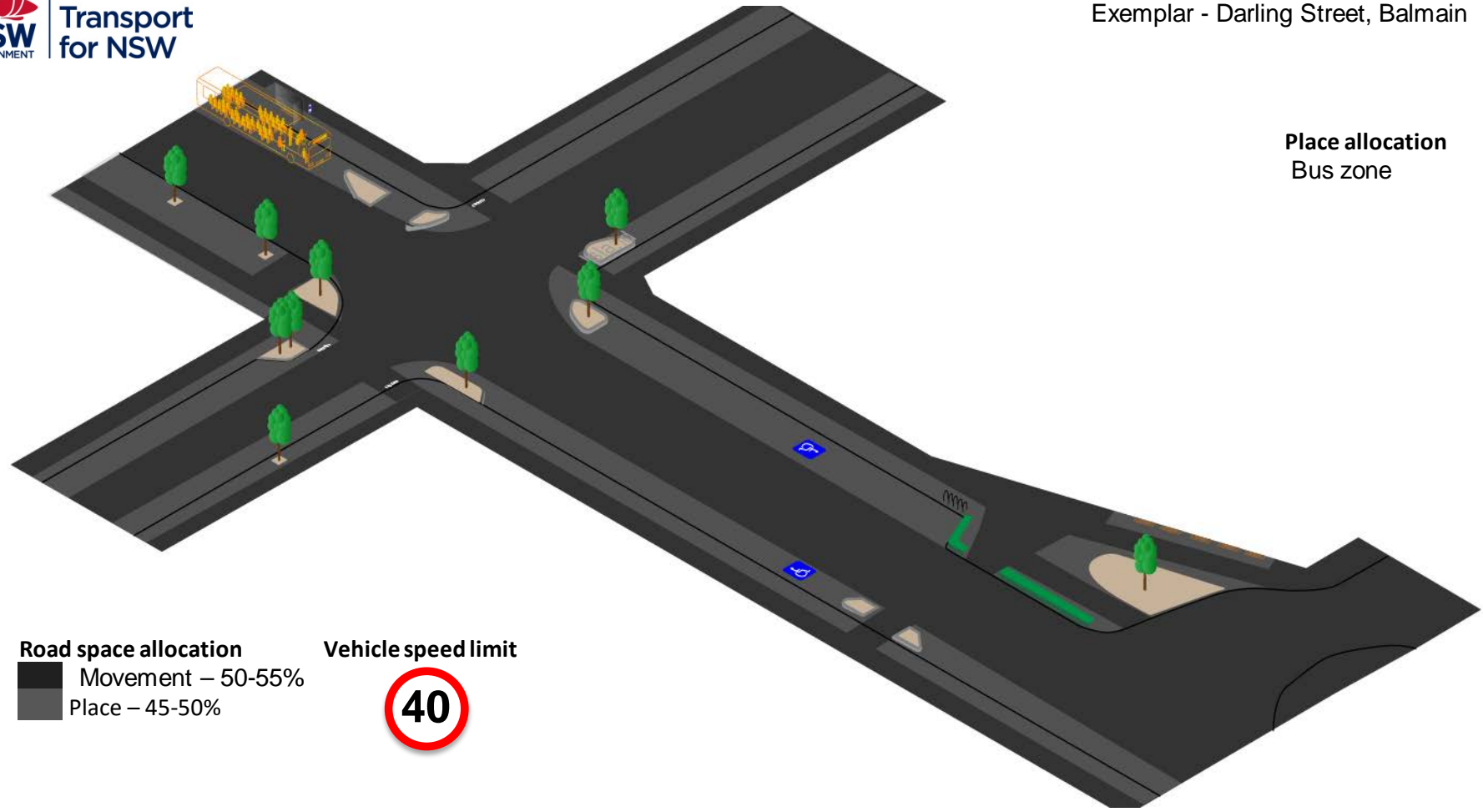


Place allocation
Landscaping



Road space allocation
Movement – 50-55%
Place – 45-50%

Vehicle speed limit

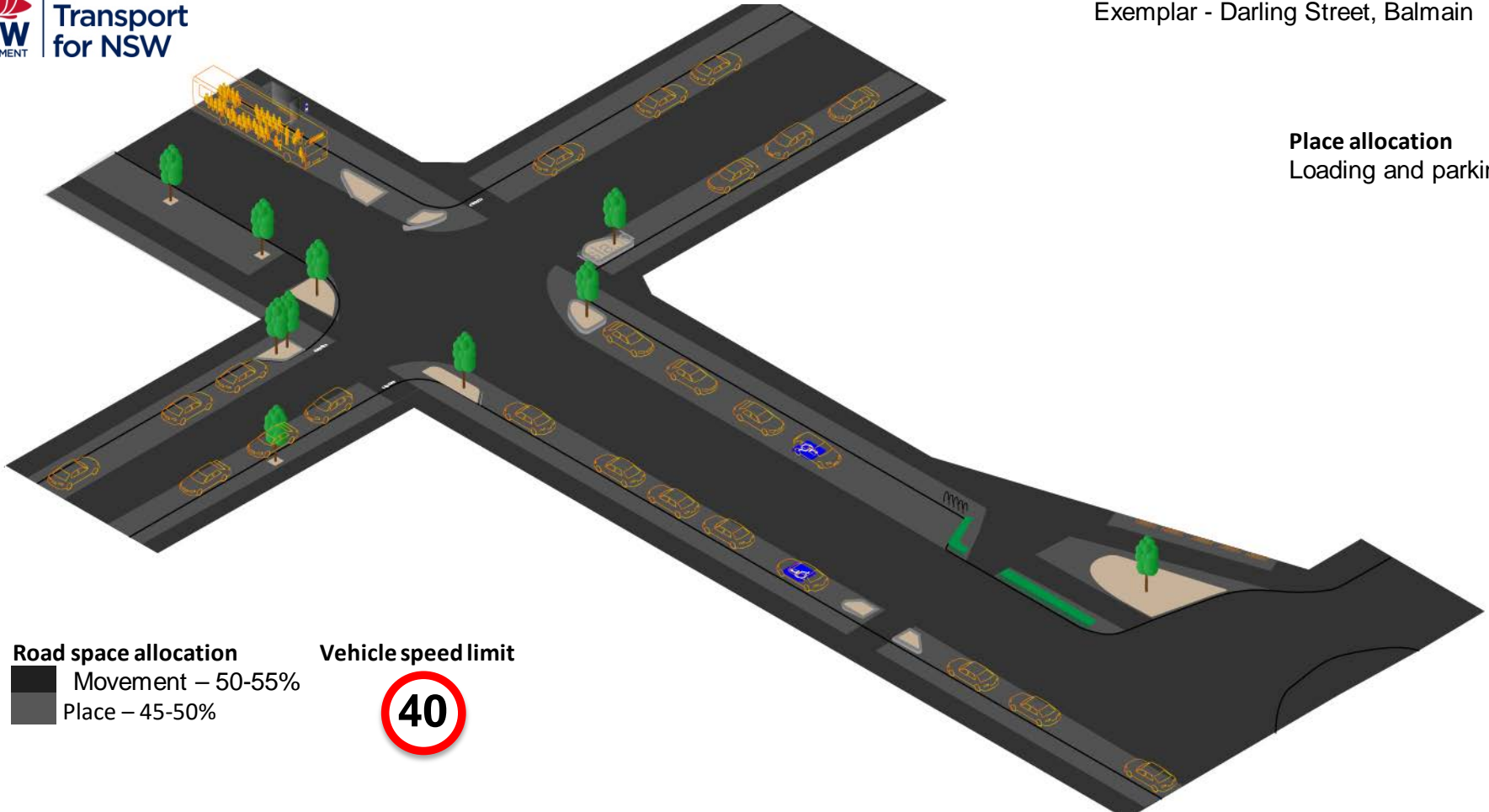



Place allocation
Bus zone

Road space allocation
Movement – 50-55%
Place – 45-50%

Vehicle speed limit


Place allocation
Loading and parking



Road space allocation
Movement – 50-55%
Place – 45-50%

Vehicle speed limit


Exemplar - Darling Street, Balmain

