

The following is a summary of pedestrian enhancement projects directed, managed or supported by current JzTI personnel.\*

**Town of Walkerville Traffic and Transport Plan - Walkerville SA**

This plan entailed review of the traffic and transport characteristics in the inner Adelaide suburb of Walkerville with an emphasis on enhancing pedestrian and cyclist safety in the context of increased urbanised development and improved public transport. Tasks included identification of safety shortcomings with respect to active transport, and the development of a program of town-wide design measures (including traffic calming and reconfiguration of streets and intersections) to improve the character and safety of priority walking and cycling corridors.



Table 27 Dutton Terrace preliminary walking and cycling assessment

Pedestrian Assessment	walking character					urban design quality	
	condition of footpaths	quality of crossings	buffers	shade	land uses	building scale	contextual gaps
Dutton Terrace	good	medium	good	good	good	good	low
Cycling Assessment	cycling character				traffic conflicts		
	condition of bike paths	width of bike paths	markings	continuity	volume	speed	intersections
Dutton Terrace	none	N/A	N/A	N/A	medium	medium	moderate

**Walking Quality Assessment Framework and Evaluation - VIC and SA**

Key Access Corridors Pedestrian Quality Assessment	Footpaths			Traffic crossings		Weather protection		Context			
	Footpath continuity	Footpath width	Buffers	Safety of crossings	Convenience of crossings	Shade	Shelter	Land uses	Building scale	Contextual gaps	Key destinations
Lara	1	2	3	4	5	6	7	8	9	10	11
Woods Rd	1	2	3	4	5	6	7	8	9	10	11
Mill Rd	1	2	3	4	5	6	7	8	9	10	11
McClelland Ave	1	2	3	4	5	6	7	8	9	10	11
Rennie St	1	2	3	4	5	6	7	8	9	10	11
Station Lake Rd	1	2	3	4	5	6	7	8	9	10	11
North Shore	1	2	3	4	5	6	7	8	9	10	11
Station St	1	2	3	4	5	6	7	8	9	10	11
Aderyn Rd	1	2	3	4	5	6	7	8	9	10	11
The Esplanade	1	2	3	4	5	6	7	8	9	10	11
Ordo Quay Rd	1	2	3	4	5	6	7	8	9	10	11
N Shore Rd	1	2	3	4	5	6	7	8	9	10	11
North Geelong	1	2	3	4	5	6	7	8	9	10	11
Victoria St W	1	2	3	4	5	6	7	8	9	10	11
Princes Hwy N	1	2	3	4	5	6	7	8	9	10	11
Victoria St E	1	2	3	4	5	6	7	8	9	10	11
Princes Hwy S	1	2	3	4	5	6	7	8	9	10	11
Baxter Rd	1	2	3	4	5	6	7	8	9	10	11

In conjunction with AECOM Australia, JzTI has developed an evaluation framework for identifying the strengths and weaknesses of pedestrian conditions on city and suburban streets. By isolating each component of the overall walking environment on any corridor -- including footpath width, footpath condition, footpath continuity, protective buffers, traffic speeds, safety of crossings, convenience of crossings, shade, land use and building scale -- it enables both the comparison of walking routes and the identification of priority improvements. This process has been applied as part of the Geelong Commuter Car Parking Study, Armstrong Creek Transport Corridor Study, Walkerville Traffic and Transport Plan, and City of Holdfast Bay Integrated Transport Strategy.

**Central Geelong Public Transport Route Analysis - Geelong VIC**

This study represented an assessment of the possible impacts and opportunities associated with rerouting local bus services through central Geelong, intended to better complement the urban design and walkability goals envisioned in the Central Geelong Action Plan. A key task of this study was to compare alternative locations for the city's central bus interchange to enable proposed redesign and streetscape works on vibrant Moorabool Street. This included analysis of pedestrian connectivity to each of the prospective interchange locations on Moorabool and Yarra Streets in terms of both their catchment demand and the safety/comfort of footpaths and crossings.



**Sydney Metro Walking and Cycling Path - Sydney NSW**



The south west extension of Sydney Metro to Bankstown is intended to improve the mobility options available to residents along the corridor. As such, it was determined that a continuous active transport component would support this goal by safely delivering rail patrons to stations through efficient non-motorised means, as well as providing additional local circulation options. Managed through Aecom's Sydney transport team, this project entailed the end to end concept design of a shared use walking and cycling path from Sydenham to Bankstown stations, supported through traffic management/calming measures and treatments to manage conflicts in areas of concentrated activity.

\*includes experience with AECOM prior to establishment of JzTI Australia