

Reinforce well defined pedestrian connectivity that integrates with the street pattern as well as reinforcing the potential of the smaller pedestrian orientated arcades, lanes and alleyways.

Ensure that any growth and expansion of the Town Centre core area has a well defined, safe and accessible pedestrian link.

Figure 2.1.16 - Accessible streets, walkways and arcades are vital to the integration of public transport.

Heart Activation



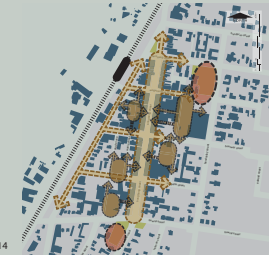


key

The plan opposite demonstrates the high level guidelines that are to be delivered through a series of catalyst projects over time. It is proposed that this document provides a guide that may be adapted to suit any given circumstances.

- Project Opportunity / Potential Catalyst site
- Public Park or plaza
- Shared Zone/Pedestrian Only Street (or possible temporary treatment)
- Transit Hub (Bus Train)
- Public Car Parking - Structured
- Public Car Parking - At Grade (Flexible use Activity Space)
- Dominant Built Form Articulation
- Active Frontage at Ground Level
- Integrated footpath pavement (kerb to property)
- Integrated footpath pavement (Grass verge to kerb)
- Car Parking Access
- Gateway
- Signalised intersection/ pedestrian crossing
- Pedestrian only link
- Street Tree Planting
- Kerb extension and pedestrian crossing

Concept work only, subject to feasibility, future studies and traffic arrangements.

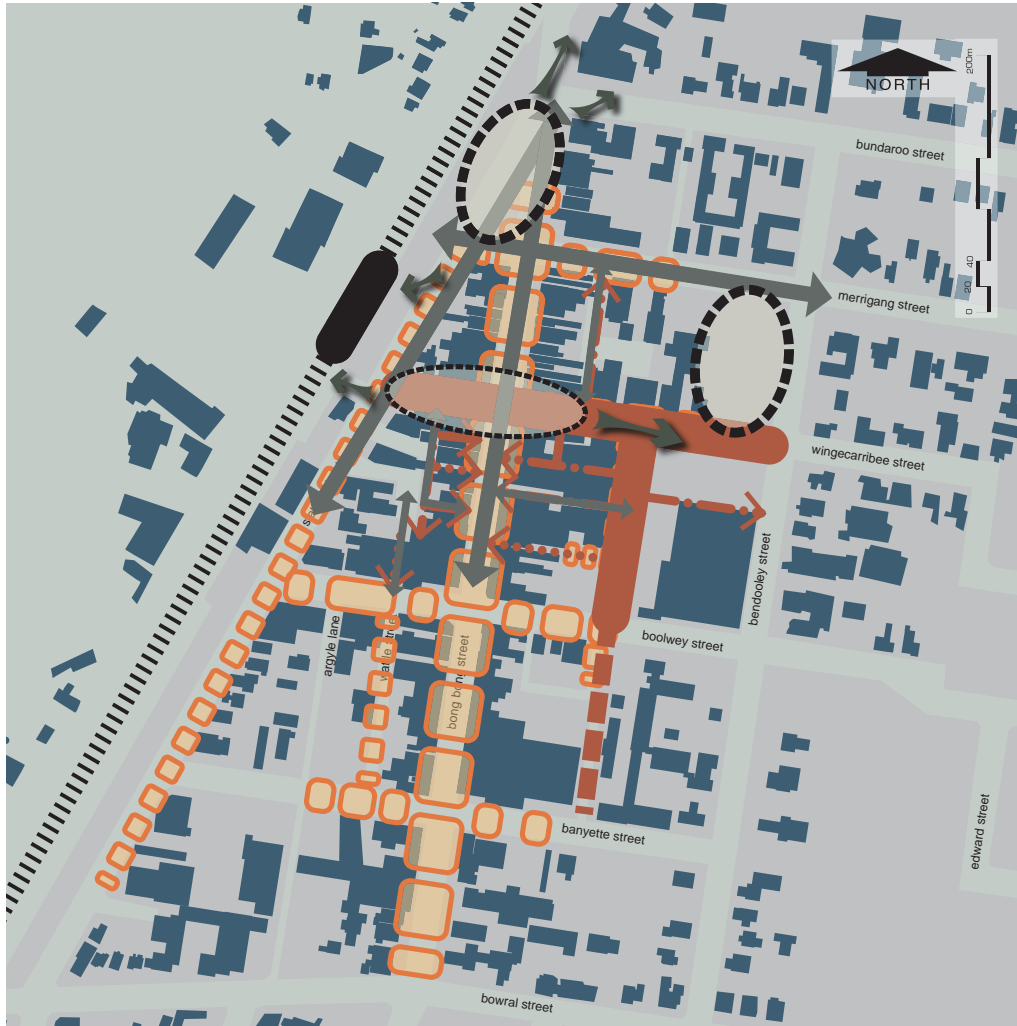


5 March 2014

Figure 2.1.17 - Bowral Town Centre Master Plan, showing Project Opportunities

Town Centre Master Plan
Bowral | Mittagong | Moss Vale
 Version #2

Section 2.1 - 44 pages **32**



Most public domain elements must be initiated and integrated over time, often as a series of discrete projects.

A strong framework or Master Plan ensures that sequentially developed elements interact coherently.

Therefore it is imperative that:

Key Projects



Integrate with **Accessible Movement with the Town Centre Core**



that connects with **Pedestrian Friendly Streets and access**



and, **Activated Streets**



Integrated Activation



2.1.6 Pedestrian Activation

“well laid out, easy access off street parking spaces and enhancing pedestrian connectivity to the town centre “
(Bowral Parking, Traffic and Transport Strategy-March 2012)

This plan shows pedestrian connectivity and possible provision of a structured street based footpath treatment, augmented with shared pedestrian/traffic spaces that may offer flexible use during festivals and events.

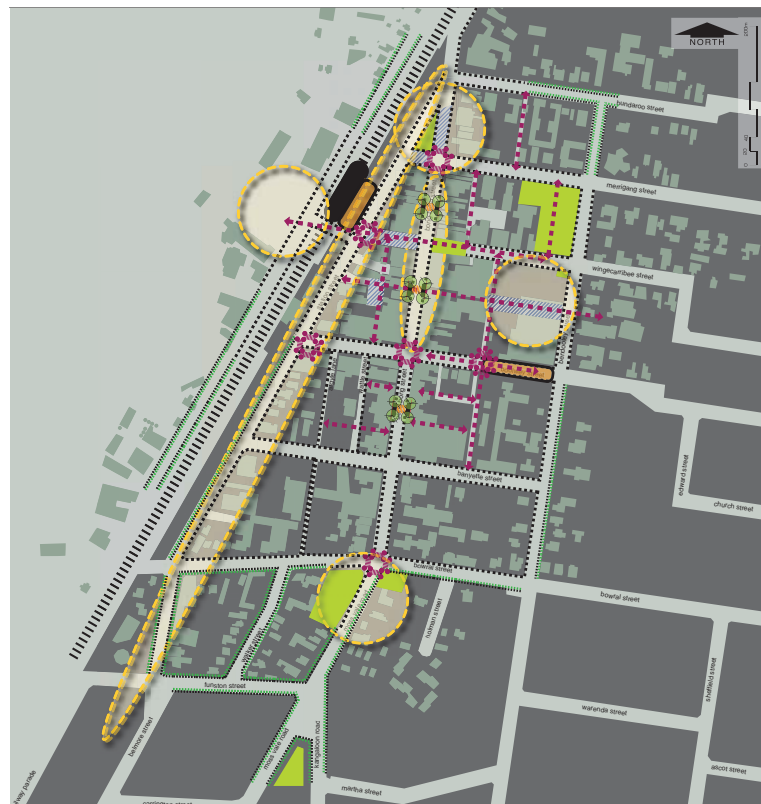


Figure 2.1.18 - Bowral Town Centre Master Plan showing defined pedestrian connectivity within the Town Centre Core, linking key Project Opportunities.

key
Traffic and Pedestrian Activation and Management

The plan opposite demonstrates the high level guidelines that are to be delivered through a series of catalyst projects over time. It is proposed that this document provides a guide that may be adapted to suit any given circumstances.

- Project Opportunity / Potential Catalyst site
- Public Park or plaza
- Shared Zone/Pedestrian Only Street (or possible temporary event treatment)
- Signalised intersection/ pedestrian crossing
- Integrated footpath pavement (kerb to property)
- Integrated footpath pavement (Grass verge to kerb)
- Pedestrian only link
- Kerb extension and pedestrian crossing

Concept work only, subject to feasibility, future studies and traffic arrangements.

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2.1.7 Project Opportunities

Catalyst developments will set a benchmark for future developments in the centre, particularly in terms of design character, sustainability and civic space

Figure 2.1.19 - Bowral Town Centre Master Plan showing Project Opportunities as discrete projects.

