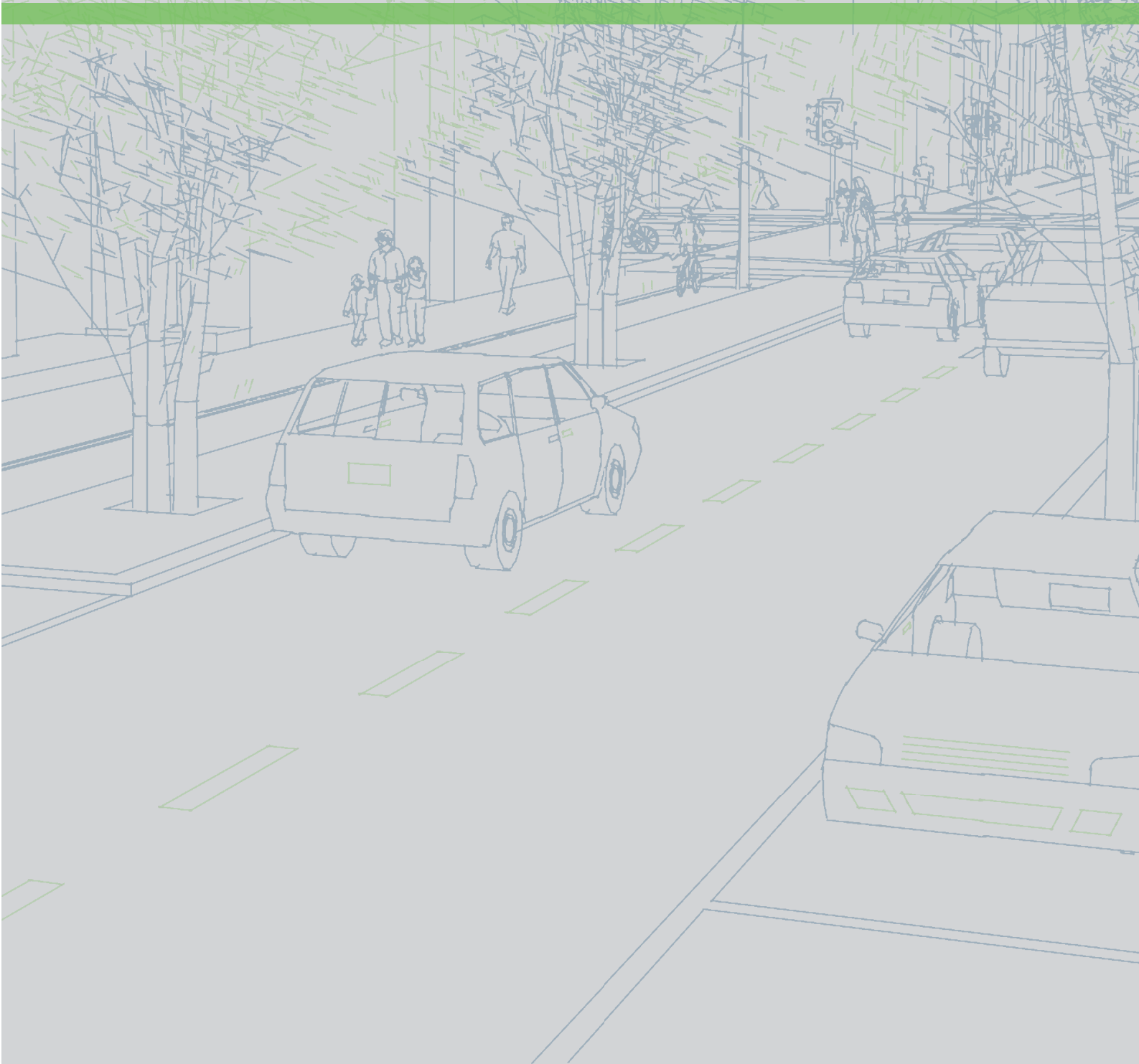


APPENDICES



GLOSSARY

Active Streets

Streets where building edges/frontages are orientated toward, and are directly accessible from, the street by foot to promote pedestrian activity.

Animation

The creation of an interface with the street via a range of architectural treatments that promote the physical and visual accessibility to interior activities, such as openings and shop fronts.

Boulevard

A street type that generally consist of well planted medians and/or verges that provide a buffer between a heavily trafficked carriageway and the surrounding environment.

Carriageway

The section of a street or road that is primarily used by motor vehicles (but may also be used by pedestrians and cyclists).

Connectivity

How easily and directly users are able to move through street networks (see also Permeability and Legibility)

Corner Radii

The measure of how broad or tight corners are at a junction, measured from the outside of a kerb or the outside line of a cycle lane (where present).

Cul-de-sac

A street or road which terminates without connecting to another street (see also *Vehicular Cul-de-sac*)

Cycle Friendly

A street environment designed to allow cyclists to move about in safety and comfort.

Design Speed

The maximum speed at which it is envisaged/intended that the majority of vehicles will travel under normal conditions.

Desire Lines

Normally the shortest route from one place to another, but can be the most convenient, easy to use or comfortable route.

Enclosure (Sense of)

A condition created by providing a continuous line of buildings and/or street trees that has the effect of calming and creating a greater perception of safety, especially for pedestrians.

Footpaths

The area within a street reserve that is generally reserved for pedestrian use.

Footway

The main section of the footpath along which people walk.

Homezone

A type of *Shared Surface Street* in a residential area which may also include items of street furniture that would normally be used within areas of open spaces.

Horizontal Alignment

Horizontal alignment refers to the directional transition of a road or street in the horizontal plane. In essence a horizontal alignment consists of straight sections joined by curves.

Horizontal Deflections

Changes that occur within the horizontal alignment of the carriageway, such as pinch points, which slow vehicles and require drivers to change direction.

Human Scale

A person's perception of the size, scale, height, bulk and/or massing of buildings and other features of the built environment.

Integration (Integrated Streets)

Streets where real and perceived barriers to movement within and between modes of transport are removed to promote improved interaction between users in a safe and traffic-calmed environment.

An integrated approach to street design also includes a more holistic view of the street and a more collaborative approach its design where factors such as the type of place and needs of all users are taken into account.

Integrated Street Networks

Highly connected street networks that support the integration of land use and transportation.

Legibility

The ease in which user can navigate a street or street network using series of environmental cues such as buildings, landscape treatments, materials and finishes.

Mixed Use

A development, street or broader area that contains a range of different land uses.

Modal Shift

A change in the method of transportation used by people.

Multidisciplinary Approach

A collaborative approach to design where the skills of a number of design professional are utilised to produce a design.

Naked Street(s)

A street or street network in which there is little or no regulatory signage and line marking.

Nodes

Major places of convergence and interchange between different forms of transportation.

Passive Surveillance

Overlooking of streets and spaces from adjoining buildings.

Pedestrian Friendly

A street environment designed to make pedestrians feel safe and secure and allow them to move about with relative ease.

Place (Sense of)

The character or characteristics of an area in relation to how it is perceived by a user.

Pedestrianised Streets

Streets that are designated for pedestrian use only, although emergency access and limited access for service vehicles is provided.

Permeability

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

Self-Regulating Street

A street where the environmental conditions and/or series of design measures are used to influence drivers behavior, minimising the use of physically intrusive measures or large amounts of regulatory signage and line marking.

Segregated Street Networks

Street networks where the movement of different modes of transport are restricted to a particular route based on purpose, destination and/or type.

Segregation (Segregated Streets)

Streets within which interactions between modes of transport are discouraged or prevented through the use of a series of barriers and other design measures.

Severance

Where the provision of road infrastructure (e.g. a distributor style road) bisects an area, making people movement within the area more difficult.

Shared Space (Sense of)

See *Integration*

Shared Surface Streets

A street where pedestrians, cyclists and vehicles share the main carriageway and where pedestrians have priority of movement over other uses.

Speed (Very Low, Low, Moderate and High)

Described within the context of cities, towns and villages as very low (<30km/h), low (30km/h), moderate (40-60km/h) and high (>60km/h).

Stopping Sight Distance

The distance ahead a driver needs to see in order to stop safely should an obstruction enter their path.

Street Furniture

Items placed within the street with the purpose of directing movement and/or enhancing its place value including public art, lighting, bollards, guardrails, seating and cycle parking.

Sustainable Modes of Transportation

Transportation which has a lower impact on the environment including walking, cycling and public transport.

Sustainability

Meeting today's needs without compromising the ability of future generations to meet their needs.

Sustainable Urban Drainage

A drainage system which seeks to emulate or restoring a more natural hydrological regime so that the impact of urbanisation on downstream flooding and water quality is minimised.

Updesign(ing)

The application of standards intended for higher order roads/streets that detract from the sense of place and inappropriately increase design speeds.

Vertical Alignment

Vertical alignment refers to the change in elevation of a road or street along its longitudinal profile. A vertical alignment consists of a series of straight-line gradients that are connected by curves.

Vertical Deflections

Changes in level on a carriageway, such as raised tables, designed to slow vehicles.

Visibility Splays

Visibility splays are provided at junctions to provide sight lines towards and down intersecting streets to ensure that drivers have sufficient reaction time to stop should a vehicle enter their path (see also *Forward Visibility* and *Stopping Sight Distance*)

Vulnerable Users

Road users who are most at risk – pedestrians and cyclists, specifically children, the elderly and people with mobility impairments.

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