

4. Project Description and Design Response

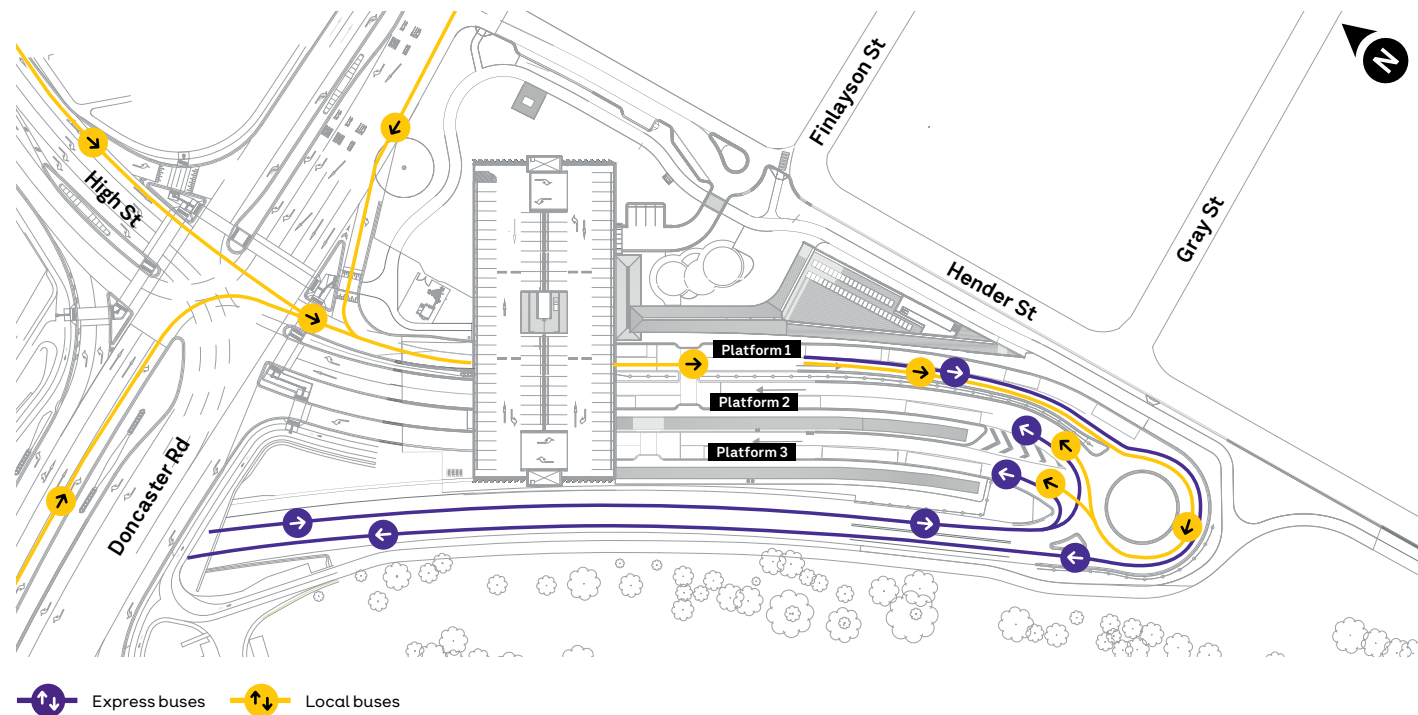


Figure 28: Access for Express and Local Buses

4.3 Design Response

4.3.1 Access

This UDLP shows that access to the park and ride will accommodate three different modes of travel, encompassing:

- express buses passing through to connect to / from the Eastern Busway
- buses transiting at the platforms then connecting to the Eastern Freeway (to the east), Doncaster Road, and/or local roads
- motorists seeking to park their cars at the park and ride for bus services
- motorists dropping off or collecting passengers that use bus services
- pedestrians and cyclists accessing the park and ride for bus services and/or pausing at the public open space.

4.3.1.1 Bus movements

Express buses travelling from the city will enter the park and ride directly from the Eastern Freeway via the Eastern Busway. Express buses travelling to the city and local buses may enter via the crossover from Doncaster Road leading to Platform 1; and some local services will use the bus turnaround to take passengers from platforms 2 and 3. Signalised pedestrian crossings are provided between platforms (with design details subject to consultation with relevant stakeholders and ultimate asset owner).

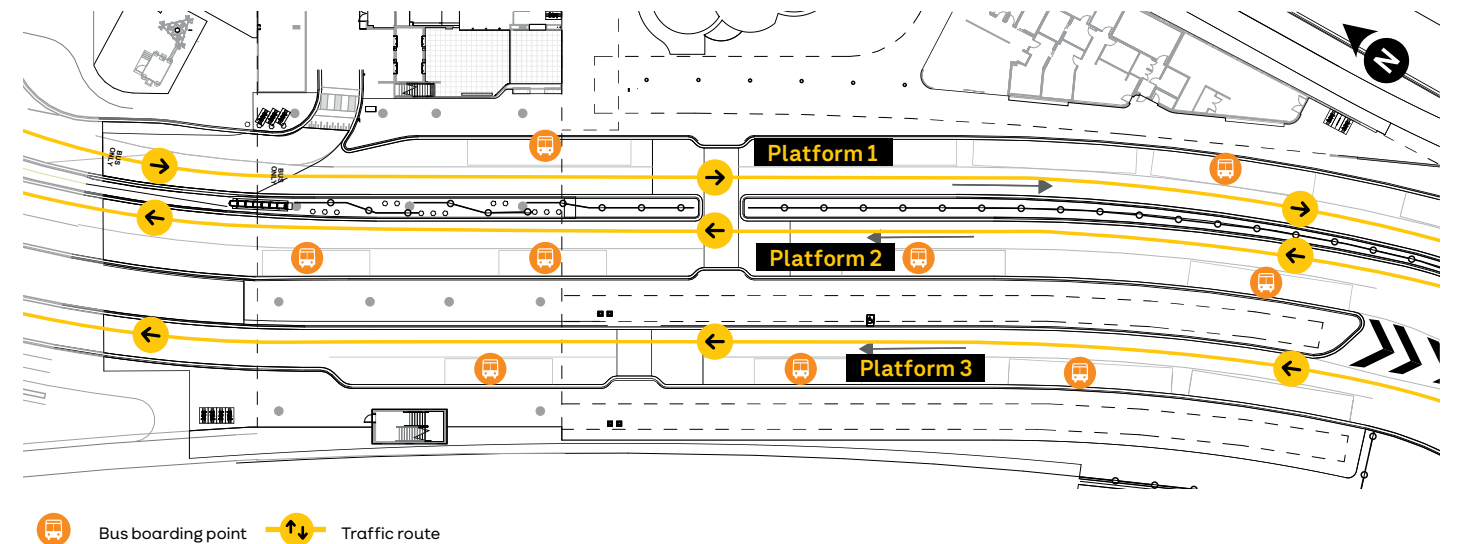


Figure 29: Bus Movements through Platforms

Platform* 1

- Four bus bays are provided, which will service express buses into the city and some local services
- Express buses operating on Platform 1 will stop at the platform for passengers, then enter the Eastern Busway via the bus turnaround area
- Local buses operating on Platform 1 will stop at the platform for passengers, enter Platforms 2 and 3 via the bus turnaround area, and then head towards Doncaster Road.

Platforms* 2 and 3

- Platforms 2 and 3 service express buses from the city, as well as local buses operating on Doncaster Road and High Street
- Express buses from the city via the Eastern Busway from the city will enter Platforms 2 or 3
- Buses operating on Doncaster Road and High Street can access the two platforms via the bus turnaround area, then proceed to the boarding areas as line marked
- Four bus bays are provided on each of Platforms 2 and 3, which will service express buses from the city and local bus services
- Buses exiting from Platform 2 can either continue northbound onto High Street or make a right turn onto Doncaster Road
- Buses exiting from Platform 3 can exit with a left turn onto Doncaster Road.

* Bus bay allocation is subject to bus service provider and the ultimate land and asset owner.

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4.3.1.2 Access to the Multi-level Car Park

Access for cars to the multi-level car park is provided as follows:

- Drivers on High Street will access the park and ride by travelling straight at the signalised intersection at Doncaster Road
- Drivers travelling west on Doncaster Road will access the park and ride by turning left at the slip lane at the High Street intersection
- Drivers travelling east on Doncaster Road will access the park and ride by turning right at the signalised High Street intersection
- Access for the multi-level car park users is shared with the buses approaching Platform 1; upon entry, a filter lane with appropriate line marking and signage will separate the access lanes for car park users and buses. All car park users will be directed to the multi-level car park whereas buses will approach the platforms
- Drivers exiting the park and ride will use Hender Street to move onto Doncaster Road via the signalised intersection.

4.3.1.3 Drop and Go Zone

The Drop and Go zone is designed along the northern part of Hender Street, providing pick-up and drop-off parking spaces, including one accessible space.

Access to the Drop and Go zone is described as follows:

- Cars on High Street can make a left turn onto Doncaster Road, then a right turn via the signalised intersection at Hender Street
- Cars travelling eastbound on Doncaster Road can make a right turn via the signalised intersection at Hender Street
- Cars travelling westbound on Doncaster Road can make a left turn onto Hender Street.

Upon entry to Hender Street, cars make a turn via a traffic island (adjacent to the intersection at Finlayson Street) and enter the Drop and Go zone where designated parking spaces are provided (Figure 31). Following the pick-up and/or drop-off, cars can continue northbound towards the intersection at Doncaster Road, where signalised traffic lights allow cars to make a left and/or right turn onto Doncaster Road safely.

As a result of the Drop and Go zone, and new car park exit, access to Hender Street beyond Finlayson Street will allow southbound traffic only as shown in Figure 31.

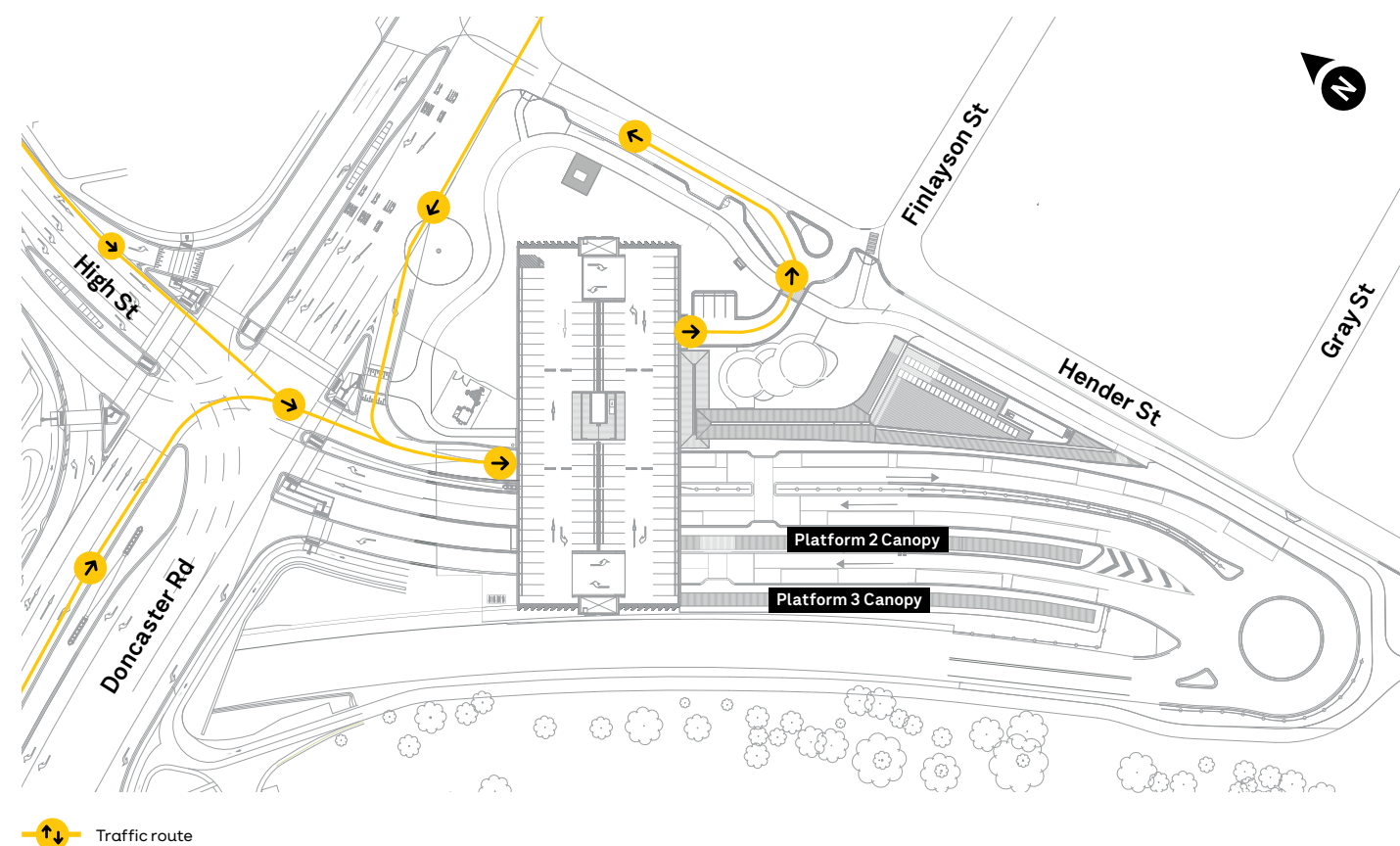


Figure 30: Access for Cars – Multi-level Car Park

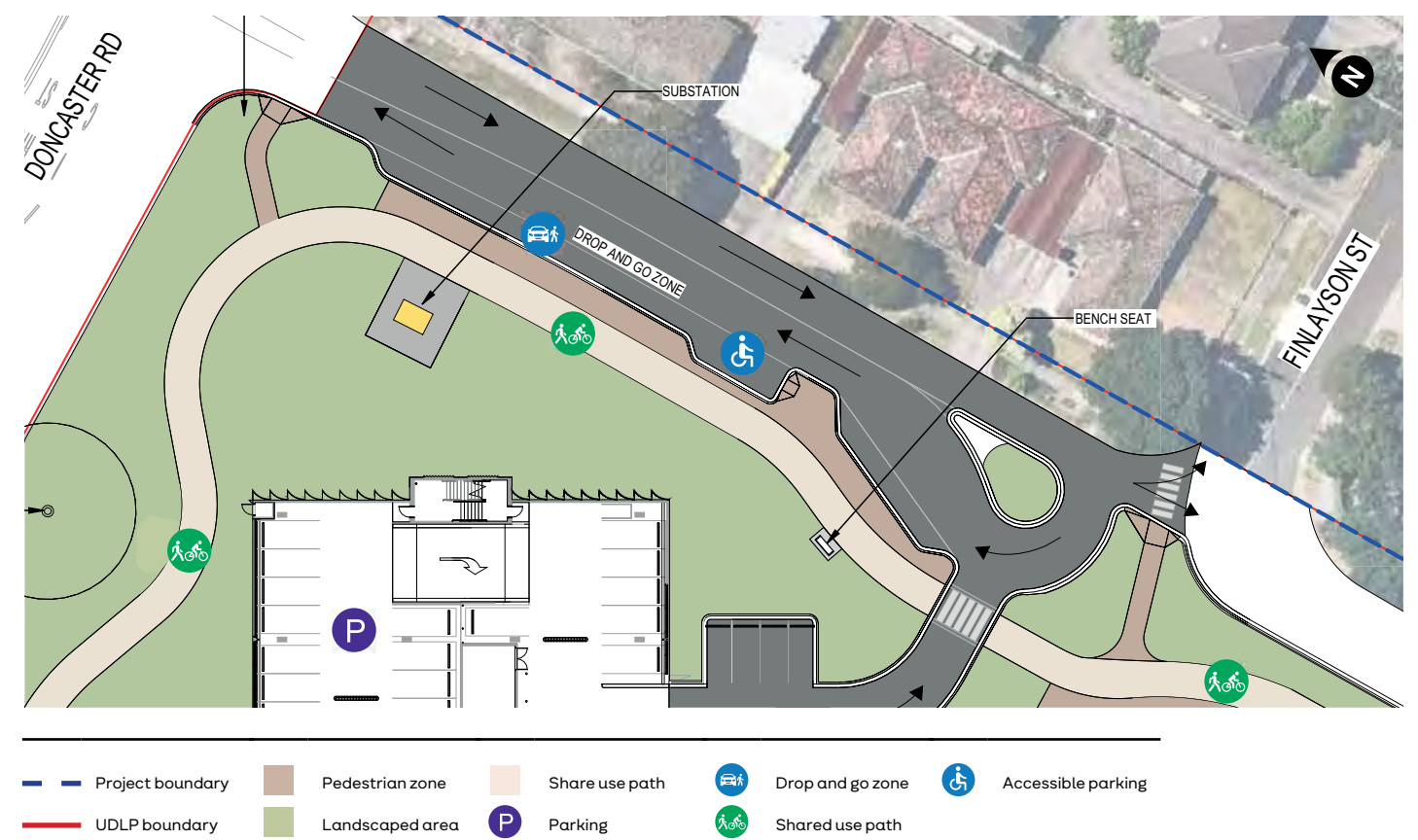


Figure 31: Access for Cars – Drop and Go Zone

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4.3.1.4 Pedestrian and Cyclist Access

Various pedestrian and cyclist access points are provided from Doncaster Road, Hender Street, and shared use paths (SUPs) adjacent to the park and ride as described below:

- The existing footpath on the south side of Doncaster Road will be upgraded to a SUP and connected to a new SUP on the west side of Hender Street and Koonung Creek Trail (adjacent to the park and ride). As a result, the design will allow pedestrians and cyclists to safely move around the perimeter of the park and ride and form connections with the adjacent Koonung Creek Trail and local streets
- New SUPs located adjacent to the Eastern Busway will be delivered through the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP; these SUPs will not be affected by this UDLP. However, the design of this UDLP has provided appropriate connections to adjacent existing and new SUPs to improve connectivity such that pedestrians and cyclists can safely navigate within and around the park and ride via an integrated network of walking and cycling paths.

Safe and convenient pedestrian movement has been considered and incorporated into the design response as described below:

- A pedestrian path is provided within the Drop and Go zone, connecting with the new SUP extending adjacent to Hender Street
- A pedestrian zone is provided to the east of Platform 1, connecting with the new SUP extending along Doncaster Road; pedestrians are also provided with the opportunity to enter the forecourt, which has a linkage with the new SUP within the Hender Street setback, or to move between platforms
- Where paths intersect with car movements (for example, at the points of entry and exit of the multi-level car park), pedestrian crossings will be provided, including along the Doncaster Road frontage (outside this UDLP project boundary) and between bus platforms. Further design development in consultation with key stakeholders and ultimate asset owners is required to determine the appropriate treatment for each of the pedestrian crossings
- A pedestrian crossing is provided near the intersection of Hender Street and Finlayson Street. Improved pedestrian connectivity to the park and ride is also provided adjacent to the intersection at Gray Street.

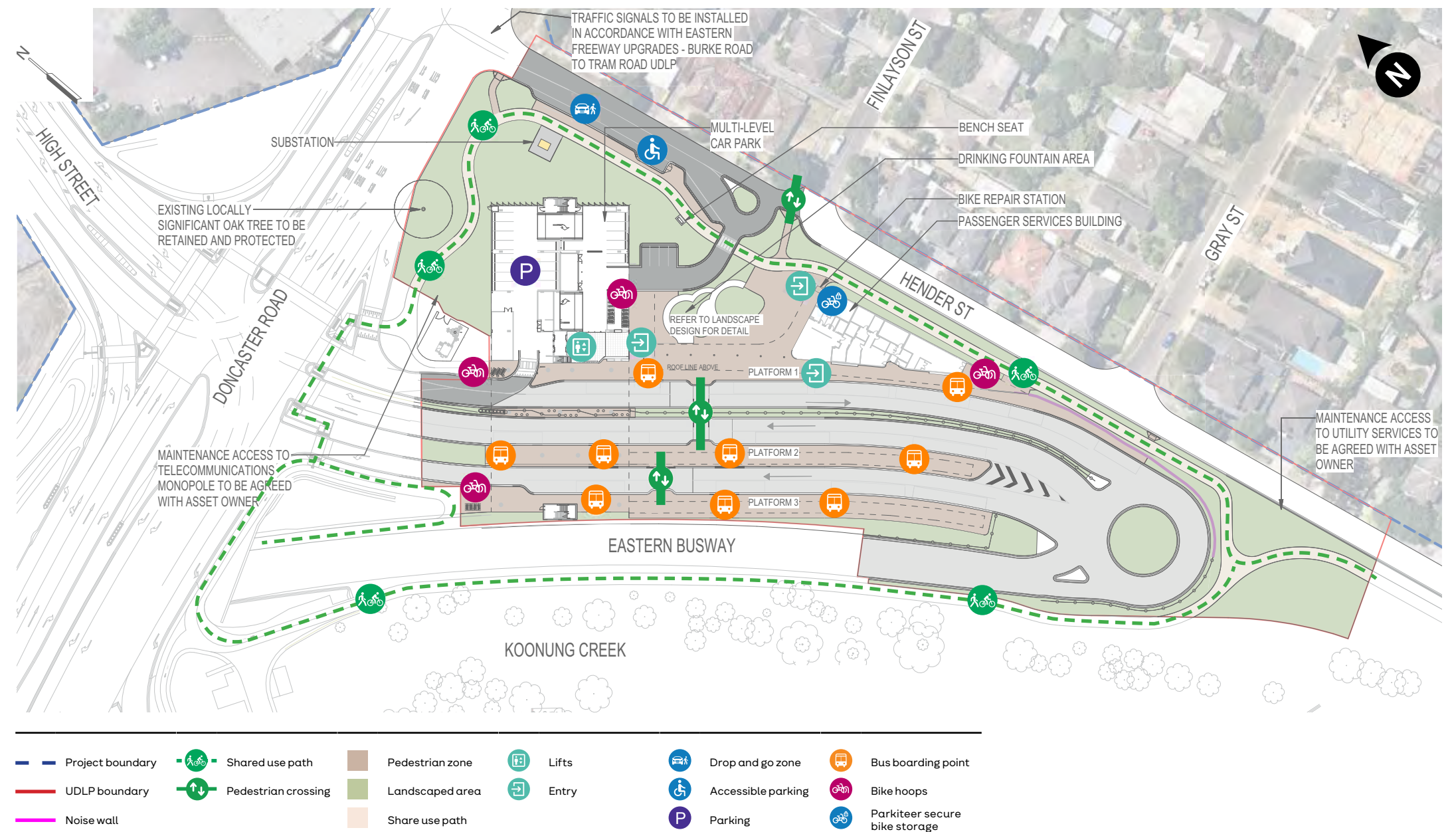


Figure 32: Access for Pedestrians and Cyclists

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4.3.2 Buildings and the Bus Interchange Platforms

Key buildings in this UDLP include a multi-level car park, a passenger services building and three bus platforms with canopies for passenger waiting areas, all complemented by appropriate amenities and landscape design.

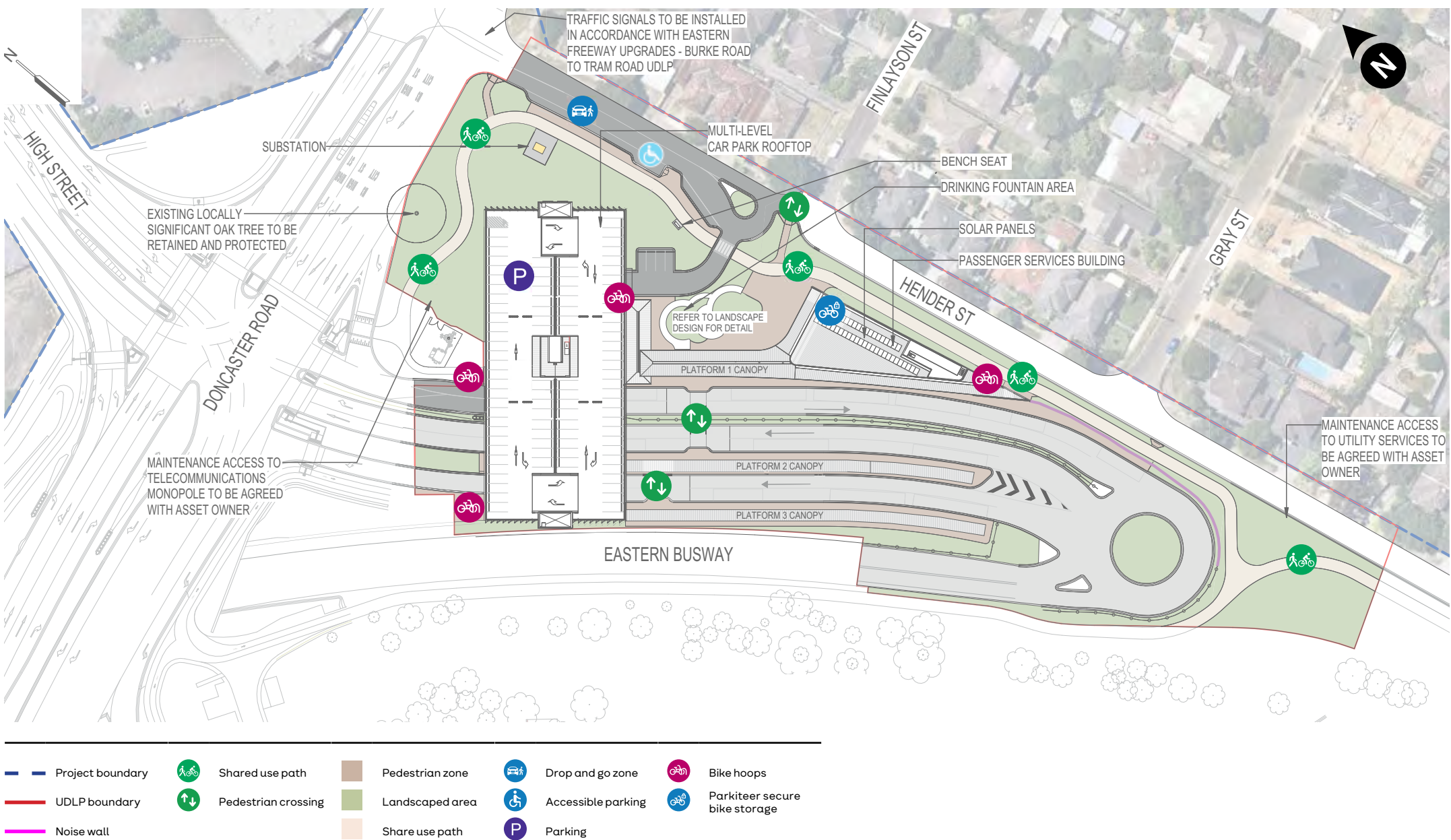


Figure 33: Roof Plan