

# A SLOW SIDE PATH - NOT A FAST SHORT CUT

## A SLOW SIDE PATH...

- 1 The Park Lane footpath connection is completed providing users with the ability to walk on a consistent pathway surface around the whole block.
- 2 Utilising existing grass areas for tree planting and gardens provides needed visual greening and shade to the street, footpath and recreation areas.
- 3 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.

## NOT A FAST SHORT CUT

- 4 A reduced speed limit to 30km/hr (subject to RMS approval) and raised thresholds, slow traffic and improve pedestrian safety.
- 5 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.
- 6 Encourage property owners to "activate" the Park Lane frontages (e.g. for selling second hand stock, 'pop up' sales, funky 'locals' back of house dining space, etc)



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- 7 Utilising existing grass areas for tree planting and gardens provides needed visual greening and shade to the street, footpath and recreation areas.
- 8 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.
- 9 Additional tree planting to the edge of Williams Reserve (outside the active field zones) provide shade.

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- 10 Removal of carparking at the road bend and opposite the skate park improves sight lines and provides opportunities for tree planting and ground plane planting.
- 11 A reduced speed zone to 30km/hr (subject to RMS approval) and raised thresholds slow traffic and improve pedestrian safety at key pedestrian walking desirelines.
- 12 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.

- 13 Additional tree planting and seating to the front and rear courtyard areas of the Lennox Head Culture and Community Centre softens the building facade and provides shade to the footpath.
- 14 Secure bicycle storage lockers and bike maintenance pillar near the community centre offer village workers an alternative way to travel to work - location to be determined.
- 15 Possible future artwork to skate park wall



CONCEPT  
PLAN

slow and social coastal village

SCALE (m): 1:400 at A3



ballina shire council

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Sheet 15 of 22

**A SLOW SIDE PATH...**

- 16 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.
- 17 Upon relocation of the fire brigade to their new site, a flush "shared-zone" across Mackey Lane improves connectivity between the Community Centre and the site creating potential for the shared pathway, green space as well as a possible future commuter cycling hub and additional carparking (a solution with the fire brigade is shown).

**NOT A FAST SHORT CUT**

- 18 Raised thresholds with decorative paving and defined pedestrian crossing points assist with visual identification of the western / northern gateways into the village, slow traffic and provide safer, more equitable pedestrian movement across Byron Street.
- 19 A reduced speed zone on Park Lane and raised thresholds slow traffic and improve pedestrian safety at key pedestrian walking desirelines.

- 20 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.
- 21 Provision of a defined pathway and parking spaces along Byron Street allows for street tree planting and a greener gateway to the village main street.

**PARK LANE: THE PLACE WE WANT**

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**BALLINA STREET: THE PLACE WE WANT**

**GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTED COMMUNITY SHOPPING & SOCIAL ZONE**

