

## LUNA PARK INTERCHANGE – DESIGN PRINCIPLES

### In addition to UDF

- Design outcome should be strongly influenced by analysis;
- Require sense of destination and place of arrival;
- Require civic space;
- Require Water Sensitive Urban Design;
- Retain plaza feel;
- Maintain quirkiness;
- Reduce vehicle speeds, where appropriate.

### Role of Upper Esplanade

To become local access road, west of Cavell Street.

### Role of Cavell Street

Requires capacity to service future development, while maintaining high pedestrian priority.

### Other roads

- Main vehicular access is Carlisle Street to Cavell Street. Level of service can be limited within acceptable standards based upon traffic engineering advice;
- Maintain vehicle access to Acland Street North for residential users;
- The treatment of access points of minor roads is an important consideration;
- Accepting of some restriction to level of service for vehicles, based upon traffic engineering advice.

### Priority of Users

- Pedestrian, public transport, bicycle, vehicle – in that order.

### Other

- Flexibility for festivals including ability to close Acland Street.

### Yarra Trams operational requirements

- Require 33m distance (clear of city bound, #16 tram route) for idling tram prior to entering Acland Street;
- Limit vehicles stopping on tracks.

### Pedestrian movements and desire lines

- Should be based upon an origin and destination movement analysis;
- Pedestrian safety and efficient movement between proposed tram stop, Upper Esplanade, Luna Park and across Cavell Street is a key consideration.