CITY OF
TEA TREE GULLY

Modbury Precinct
Wayfinding Audit & Signage Plan

July 2019

INTERNAL WORKING DOCUMENT

Urban&Public | ASPECT Studios™

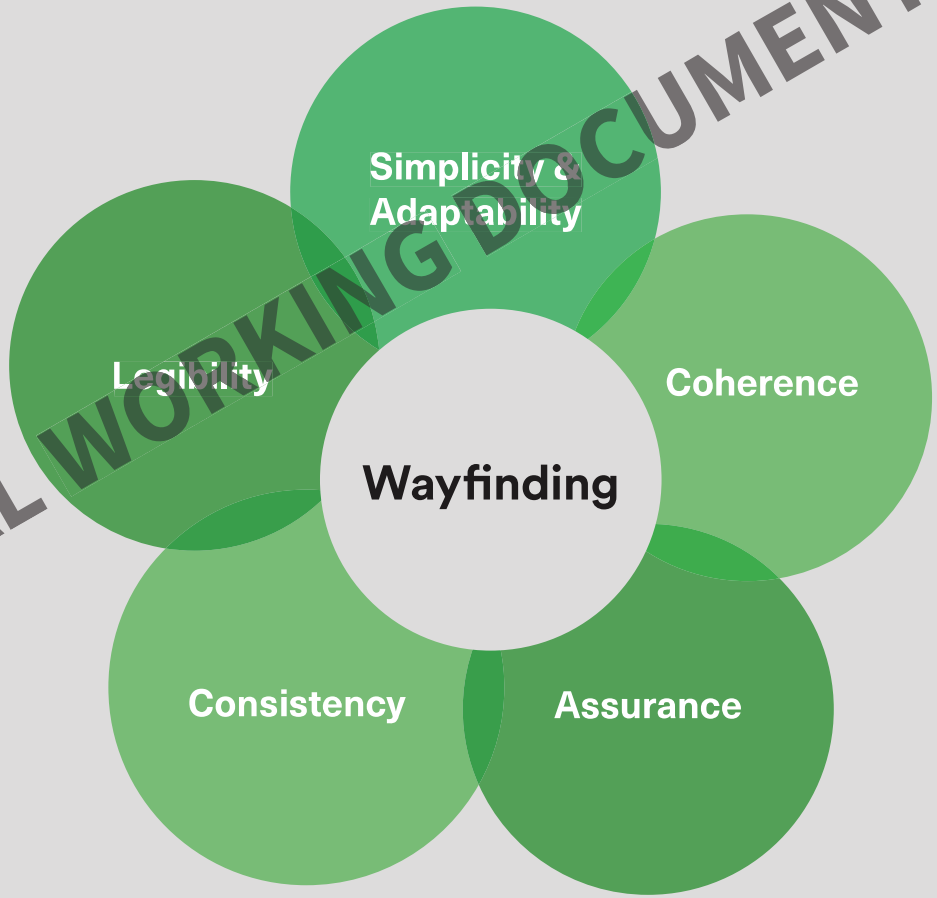
The Modbury Precinct

Like many 'big box' regional centres developed in the 1960s and 1970s was designed as a disparate vehicle centric retail, health, transport and civic node. Traditional civic functions such as council offices, library and park were grouped away from the main retail activities, which has lead to the disconnection between the economic heart and the other health, transport, civic and public activities in the precinct.

This separation of activities has created a pattern of disconnection, with little thought or planning given over to the 'spaces between things'. The difficulty in moving between destinations does not meet contemporary standards for disability access or for promoting behavioural change in a changing demographic.

There is now a chance to rethink the importance of these areas of land, that can deliver a change of behaviours — to use walking and cycling as a viable active transport option — by improving the legibility, beauty, function and accessibility of streets, roads, footpaths and car parks across the precinct.

Core elements to successful wayfinding



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Legibility
A precinct that is easily navigated and understood so movement is easy and intuitive.

Simplicity & Adaptable
Kit of part approach so that wayfinding is easy to implement, affordable, durable and long lived.

Coherence
Information should serve all users regardless of age, ability and background.

Assurance
Giving the right information at the right time. Overloading users with unnecessary information can be confusing.

Consistency
Information should be consistent in wording, placement and look and feel across all sign typologies

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Introduction

The City of Tea Tree Gully developed a municipal signage style guide in 2012. Its aim was to create a consistent and coherent approach to non-regulatory signage across the City of Tea Tree Gully Council area. In the following years since, signage was rolled out within a number of key recreation spaces and within the Civic Centre and Civic Park.

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Background

As part of the Civic Centre and Civic Park project, a recent signage audit of the area was undertaken, analysing the following key objectives:

- Wayfinding for motorists
- Wayfinding for pedestrians
- Communication of the CTTG brand.

Following on from this work, ASPECT Studios has been engaged to develop a wayfinding Strategy and Plan for the Modbury Precinct to provide the following outcomes:

- Development of an overall way finding strategy for the Modbury Precinct. General locations for signage (wayfinding and interpretive)
- Reinforcement of signage hierarchy – purpose, audience. Review and analyse current signage and determine suitability in regards to branding, legibility accessibility/ visibility and appropriateness.
- Walkability within the precinct limited to external public realm and focus on high pedestrian traffic areas
- Identify gaps in the current signage system from the CTTG signage style guide and proposed signage types including digital, ambient, static, interactive etc. if needed.
- High level understanding of existing 'fixed' signage
- Understand Pedestrian network (pedestrian traffic movement) Current and Future and what Council wants to influence
- Other stakeholders plan and/or requirements (i.e. State Government agencies)
- Whole of site considerations/opportunities
- Maintenance of signage
- Risks and liabilities associated with signage installation on land owned by State Government and private land owners

Objectives

- Ensure wayfinding outcomes offer an equitable and amenable outcome for users and helps to encourage walking and cycling as a viable mode of transport across the precinct
- Develop outcomes that make for a more legible precinct that facilitates ease of movement and connectivity
- Allow more direct passage between key destinations
- Improve the infrastructure that supports and facilitates best practice pedestrian movement throughout the precinct
- Identify the key obstacles and opportunities that will create a more accessible, navigable and legible precinct
- Identify key routes and circulation opportunities
- Ensure the current municipal signage meets Australian and International best practice standards

Key Aspirations

Create a connected precinct

Provide best practice passive and active wayfinding

Make walking and cycling a viable mode of transport

Make Modbury Precinct accessible to all ages and abilities

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1

Wayfinding Best Practice

Successful Wayfinding

The term wayfinding encompasses the way we navigate and spatially orientate ourselves within spaces and from place-to-place. Helping audiences find their way in an environment is achieved by a combination of strategies: Passive wayfinding and Active wayfinding. Together, active and passive elements work to make a place understandable and accessible.

Passive wayfinding is the environment itself and the built-in cues that provide intuitive information: self-evident entrances, logical pathways and predictable destination locations. Environments and places with strong passive wayfinding need fewer directional signs.

Active wayfinding elements (signage) are therefore designed specifically to assist in the process of orientation and successful navigation through the use of map directories, directional signs and color-coding systems.
They supplement the passive environment and should provide sufficient information at each stage of a user's journey from one place to another. Due to the specific nature of their role in the public realm, they should not be confused with interpretative and other types of signage.



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Signage in successful wayfinding is to provide sufficient information at each stage of a user's journey to help them getting from A to B to C



User mode of transport

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Precinct

Final Destination

A

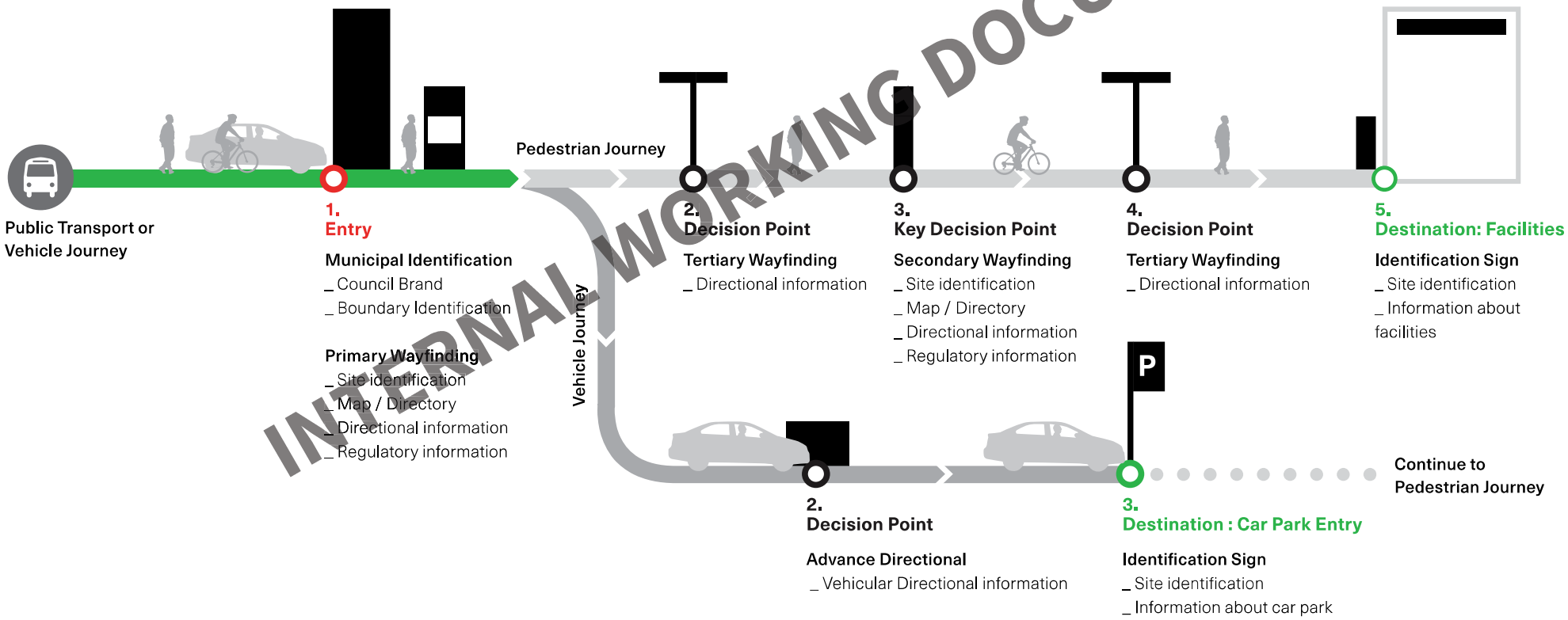
B

C

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User Scenario

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Mapping

Maps are critical elements to assist active wayfinding. They can provide more detail than directional signs alone. Maps incorporated into signs should be orientated to suit the direction the user is facing. This type of orientation is called 'heads-up,' meaning the map is orientated to the direction the viewer is facing and not necessarily to the tradition of north at the top of the page.



University of Technology (UTS) precedent

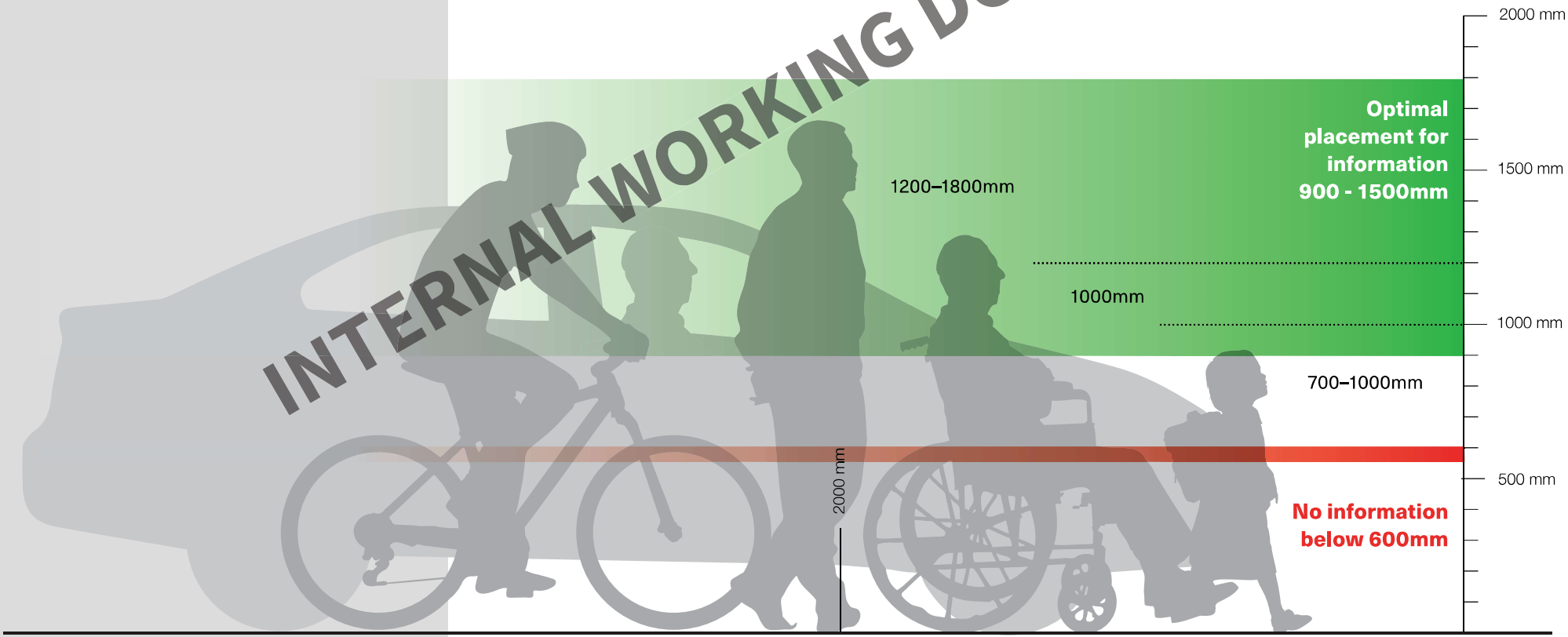
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Optimum Viewing Heights

All signs should be designed to maximise the optimum viewing height zones and required viewing distances according to the user.

The overall legibility of a sign is essentially determined by the height, color, and font characteristics of the letters making up its message component.

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Typeface & Text Size

The chosen typeface will make the difference in a good or bad sign. When using too bold weighted typefaces the text will look like its expanding oof the sign, when using too light weighted typefaces the text will fall back into its background. Medium or Regular weights are usually the best options to choose for a good and readable sign







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Pedestrians

Refer to the table below for the appropriate text size according to the required viewing distance.

Required Viewing Distance (metres)	Minimum *X-Height of Letters (millimetres)
2 m	6 mm
4 m	12 mm
6 m	20 mm
8 m	25 mm
12 m	40 mm
15 m	50 mm
25 m	80 mm
35 m	100 mm
40 m	130 mm
50 m	150 mm

*X-Height is the distance between the baseline of a line of type and tops of the main body of lower case letters (i.e. excluding ascenders or descenders). The x-height is a factor in typeface identification and readability. Typically, this is the height of the letter x.

Cyclists

Recent standards (AS1744.2015) recommend lettering height of 60 mm for destination names and 45 mm for subsidiary information.

Large cycle networks that connect across neighbouring municipalities should align with the current Austroads Bicycle Wayfinding Guidelines for consistent and legible cycle wayfinding. Text heights should be no smaller than 30 mm.

Motorist

The legibility of a sign will influence the viewer's reaction time, the time necessary for a motorist to detect, read, and react to a message displayed to their approach.

Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices (2009) (Section 4.3.7) provides the following guideline for the required letter size based on the user's approaching speed and number of words on the sign.

The minimum size of capital letters is determined by using the following equation:

H = 0.14 NV + 11.4S

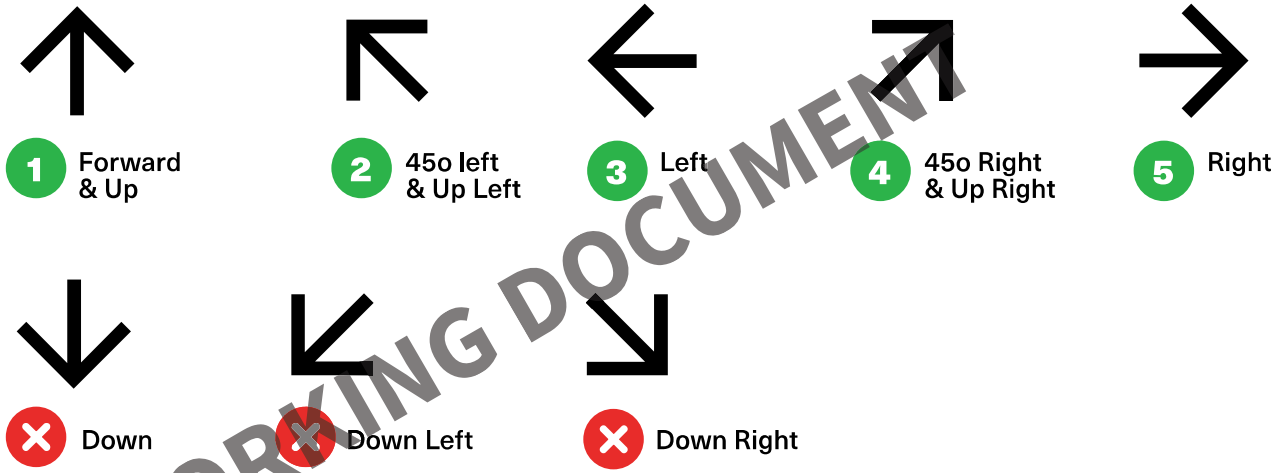
Where:
H = capital letter height in millimetres, including height of initial capitals used with lower-case letters
N = number of words on the sign
V = approach speed in kilometres per hour
S = lateral offset of sign in metres, measured from the center of the sign to the center of the traffic lane

Directions

Best practice is to use one arrow symbol per direction and have all destinations in that direction listed next to or below to the symbol. The hierarchy of destinations should be listed either with the closest to furthest away or by level of importance, main destination prominently featured followed by secondary destinations.

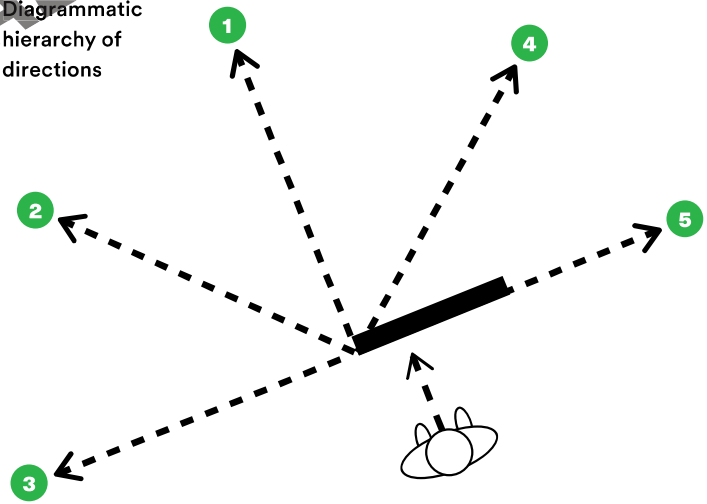
Arrows should direct users to destinations ahead of the sign that are in close proximity or to destinations in the distance where other wayfinding nodes will be found at decision points.

Users should never be directed to destinations which are behind them. Only forwards, left, right and 45º-forward angled arrows are to be used. Downward facing arrows are open to misinterpretation and may become confusing for users. These type of arrows are used only in specific situations. i.e. Staircases

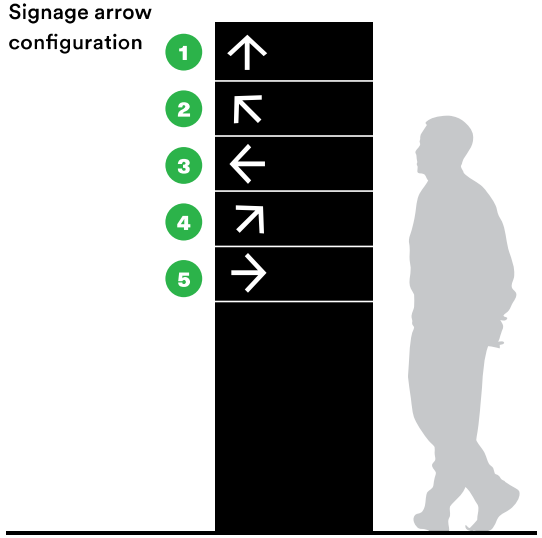


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Diagrammatic hierarchy of directions



Signage arrow configuration



Information Hierarchy

To orientate users effectively, optimise sign legibility and make regulatory and warning information immediately accessible, it is important to establish a hierarchy of information that is consistent across all signs.

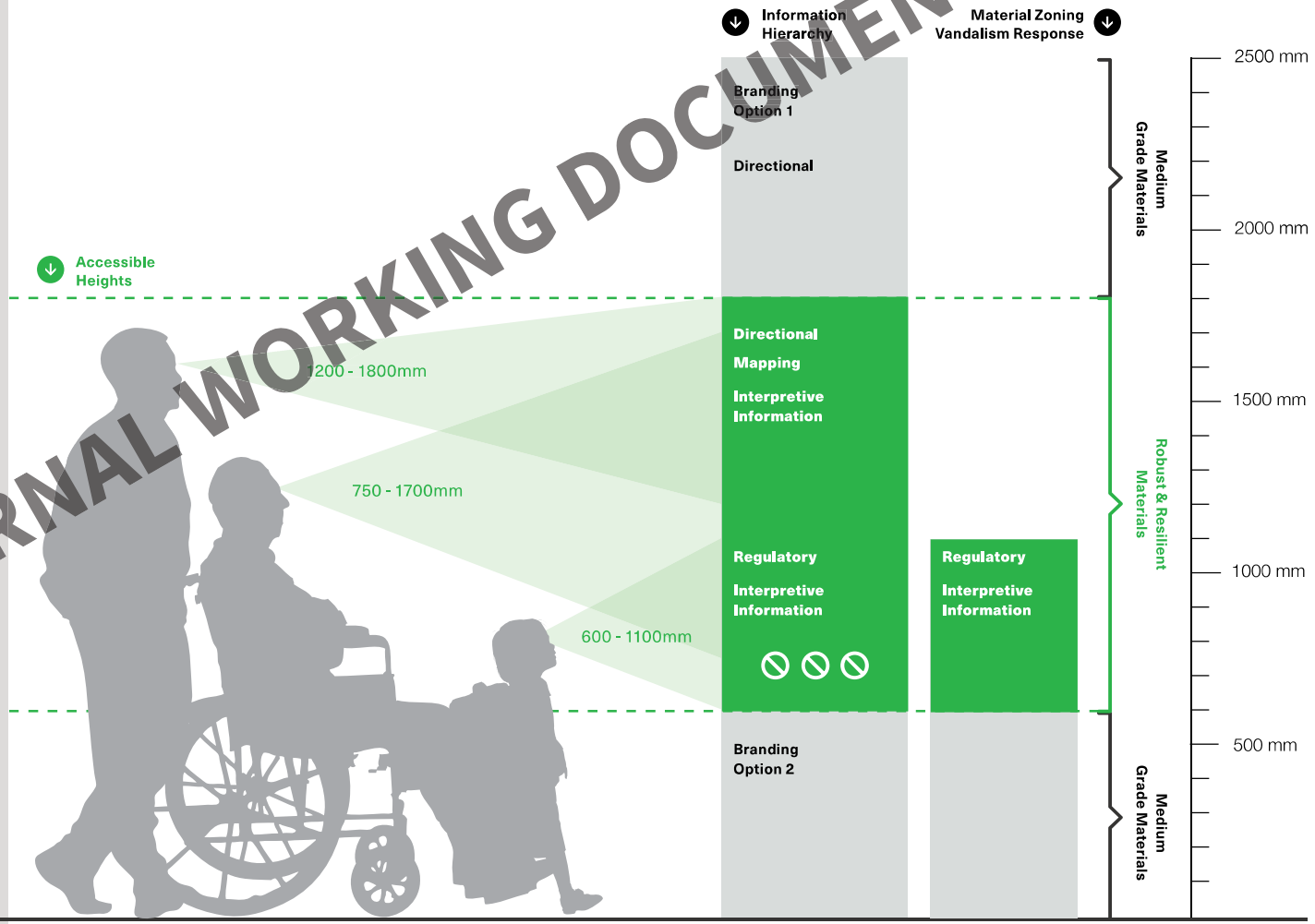
— The wayfinding system signage suite should include types that assist users with cognitive mapping by establishing major entry information nodes which are supported by minor signage types along routes.

— Important information on the signage should be placed between 900–1800 mm above ground level, ensuring physical accessibility and optimal visibility for users

— Clear and consistent graphic design principles and elements should be used

— Material selection should focus on the mitigation of maintenance and vandalism by specifying hard wearing, durable materials.

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Colour Contrast

A key factor in choosing colours for outdoor signage is to ensure sufficient contrast between the foreground and background colours. Each colour has a Light Reflective Value (LRV) and contrast levels are measured by comparing the foreground and background LRV ratings. 70% is deemed to be an acceptable standard of contrast, making signage more legible for persons with vision impairment.





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SOURCE: https://asisignage.com/doc-resource/lrv-calculator/
https://www.leserlich.info/werkzeuge/kontrastrechner/index-en.php

Planning & Locations

Where to place information?

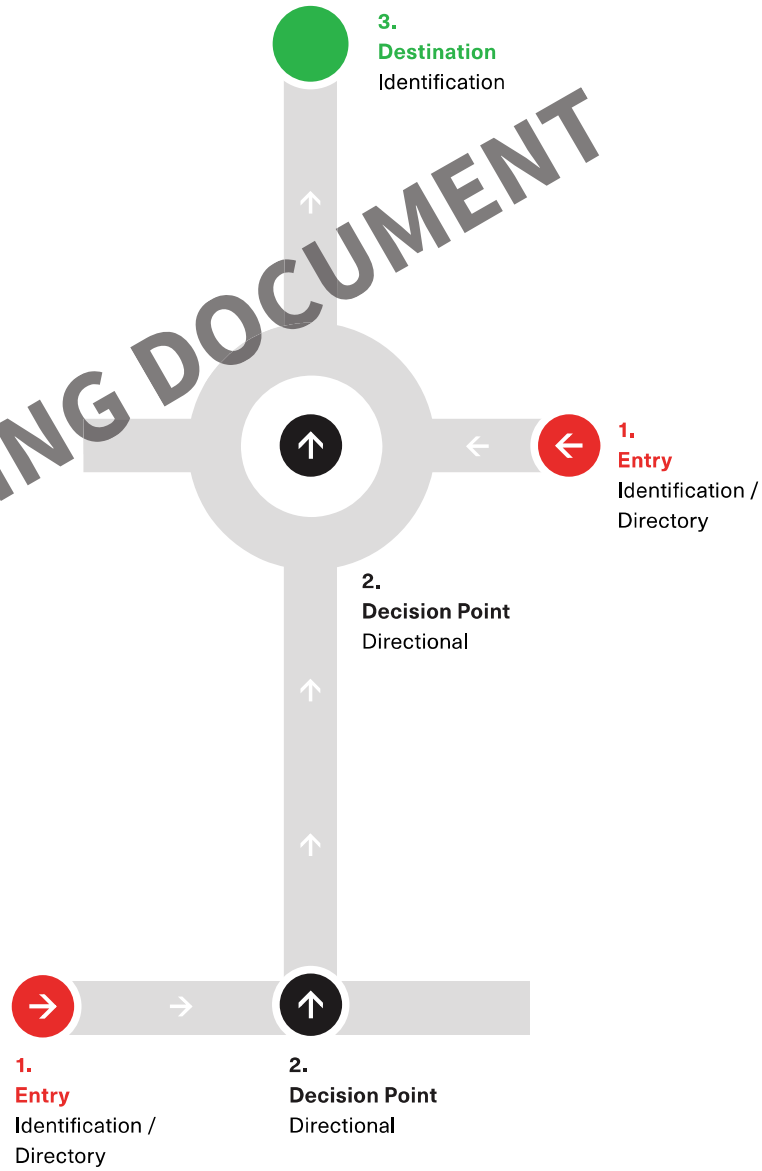
When entering a new space, users will rely on their recognition of familiar experiences in similar environments to influence their decision making behaviour.

During every journey a user will come to a point where they need to decide on the next direction for their journey. This is called a decision point.

A good wayfinding system should indicate, at every decision point, where to go next to reach the destination.

To aid accessibility and legibility for users of all abilities it is important to consider signage placement carefully

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Placement Principles

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1

Identify areas where signage is needed

— Where would people need information? (i.e. where are the logical information or decision points on people's journey past or through the site? Or through the public space?).

— Where would people expect information? (People expect to see signs in busy areas, especially those with a lot of foot traffic, e.g. major intersections and local attractions).

— Will the key audience for the sign be people on foot, by bike or by motor vehicle? This affects the speed at which the signs will be viewed and by extension where the sign should be located.

— How would the sign – and the information it supplies – relate to other signs nearby? (i.e. existing signs and/or others being installed at the same time). Providing too much signage can be confusing for people.

2

Find best location in those areas

Identify a position for the sign that will mean it is:

— Obvious to the audience and has a high visual impact but does not dominate the surrounding area.

— Free of visual obstruction for the sight-lines of your audience (e.g. for a sign with pedestrians as the audience, make sure that there it can clearly be read from the nearby footpath).

— As clear as possible of unrelated signage (obsolete or redundant Council signage should be removed, but other signage e.g. local business etc. It may still be presented) that may detract from the information provided or lead to confusion.

— Situated at appropriate heights and locations to allow for users of varying abilities to approach and freely navigate to and around the signage (in some cases slight changes to the orientation may help avoid creating an obstacle without compromising the visibility of the sign).

— As clear as possible of physical obstructions like overhanging vegetation and street furniture.

3

Determine best orientation for signage

The orientation and position of the sign should be based on the conditions at each site (e.g. path width, lighting, location of street furniture etc.) and the predominant direction(s) at which the sign would be approached. As explained above, slight changes to the orientation of the sign may help avoid creating an obstacle without compromising the visibility of the sign.

Factors to consider to optimise accessibility

— Position signs free of visual obstructions and in optimum sight lines that are free to access by foot, wheelchair or mobility scooter.

— Place wayfinding signage consistently at decision points to provide assurance to users.

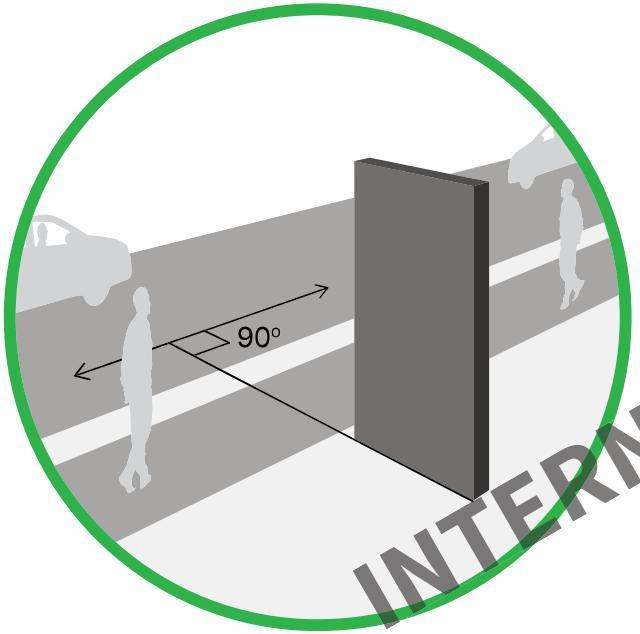
— Over signing can be confusing and discouraging for users.

— Remove obsolete or redundant signage that may be misleading.

— An appropriately sited sign should be obvious but not dominant.

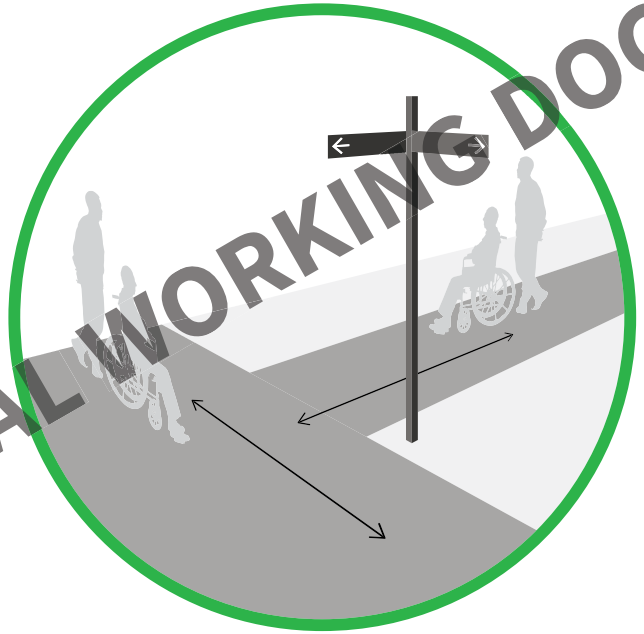
Signage Positioning

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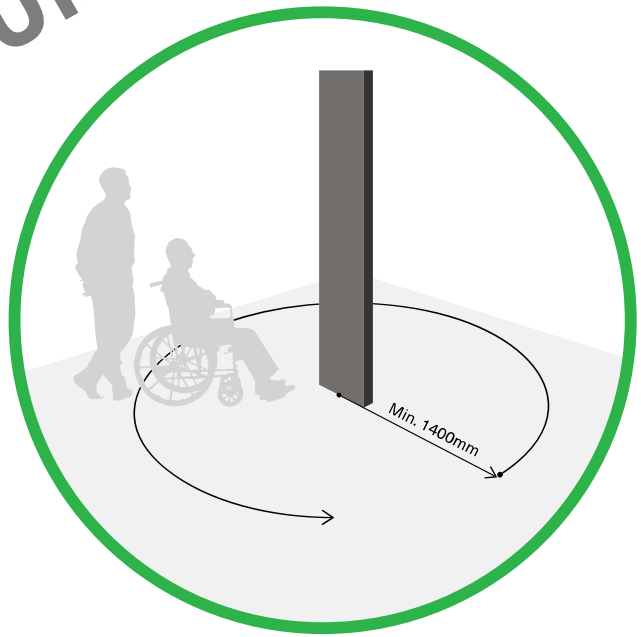
Plinths

Place perpendicular to user's sight and line of movement



Fingerboards

At decision points in all intersections, parallel to user's line of movement towards destinations



Clearance

Clear zone around information signage should be minimum 1400mm radius

Integration with technology

Developments in smart phone capabilities and software may offer additional layers of wayfinding for audiences navigating precincts.

As smart-phone mapping technology becomes more ubiquitous, access to detailed journey planning and navigation services will mean less reliance on physical signage.

The relationship between the digital and physical worlds will become more enmeshed and responsive to individual needs.

Physical & digital wayfinding is important infrastructure, essential to creating a better functioning precinct that is easy to navigate.

QR Codes

Accessible via a smart-phone's connection to the Internet, enabling great opportunities to integrate online mobile technology with municipal signage. This is especially relevant with the development of cultural and heritage walks around the City.

QR Codes can be integrated onto physical signage to take users to online content which supports the on site messaging. It is important to consider what information will be housed online. Opportunities for the City include:

- Online walking trails (e.g. a 'Historical Walk')
- Translated sign information for tourists
- Links to online wayfinding for seasonal events
- Links to information which regularly updates/changes thus should not be included on more permanent signage, which could include timetables for the use of parks and reserves by sporting groups.



City of Amsterdam's signs linking QR Codes to the 'I Amsterdam' mobile app.
Source: www.edenspiekermann.com/blog/posts/explore-a-different-amsterdam

It is important to remember the end user's experience when including QR codes on signage. Ensure that the online resource provides them with useful information beyond what is already available on the sign. Similarly, using a QR code to simply link to a council website is not overly helpful for users and should be avoided.

Consideration should be given to ensure online resources are suitable for viewing on mobile devices. Responsive websites which have been specifically designed to be viewed on mobile devices work best – as opposed to mobile apps which are tailored to one particular platform (e.g. iphone apps). Links to websites using Flash technology should be avoided as they are not supported by iPhones or iPads.

We recommend adding QR codes to signs using laser-cut vinyl, so they can be easily removed and/or replaced as required.

Near Field Communication

NFC is a form of contactless communication between its electro-magnetic field and devices like smart-phones in creating opportunities for users to access tools and information to aid their proposed journey. NFC technology allows users to collect information wirelessly via smart-phone* through a close proximity transaction.
By integrating NFC throughout the signage family, users can gain access to valuable audio/visual tools that will aid their journey.

In essence, NFC can be used in turning smart-phones into educated tour guides, and visitors may see and hear relevant information about what they're looking at.
This enables a non-linear path for self-guided tours and offers extra information for those who seek it.

*Note: NFC is currently supported on most Android platforms, and has only been adopted by Apple on the iPhone 6, however they have yet to enable 3rd party apps for its use outside of 'Apple Pay' services. This may provide accessibility limitations and should be monitored and considered before integrating this technology.

More information may be found at:
www.nearfieldcommunication.org/how-it-works.html
http://www.nfcworld.com/nfc-phones-list/#rumoured



A person tapping their smart-phone to a NFC enabled advertisement.

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Integration with technology

Augmented Reality (AR)

By the end of this decade AR will be embedded into most smart phones and will change the way we view and receive information.

Wayfinding is one such practice that will benefit greatly from a more intuitive and immersive user experience. Google Maps has begun testing a richer AR experience that uses visual prompts to guide users through spaces.



Digital Heritage Applications

With an ever increasing uptake of smart phones, digital historic and interpretive story telling has developed quickly over the last few years.

The project by Brother and Sister (London) for the Museum of London, utilises augmented reality to composit archival photographs over real word locations via an iphone application. This has brought historical London to light and encourages users to explore the city and its history in an engaging and immersive way.

This is an interesting example of how the City's many cultural and heritage stories could be revealed without the need for physical clutter like signage.





Source: https://segd.org/digital-wayfinding-apps
'iPhone Time Machine', Brother and Sister for the Museum of London

Barcelona, Smart City

Listed in Europe's top five 'smart' cities, Barcelona offers a comprehensive, city-wide program to provide users with local information. To experience a virtual Barcelona through the physical one, users may access digital content at numerous access points and through various contactless technologies including NFC (Near Field Communications) and QR (Quick Response) Codes.
By integrating technology into the urban infrastructure, the dissemination of information will become ubiquitous.





Barcelona 'Smart City' Nearfield Communication (NFC)
in situ with smart-phones
Source: http://lameva.barcelona.cat/contactless/en

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Maintenance

Signage should always be well maintained to project a positive image for the Council and the community.

Checking sign conditions

Maintenance needs to be part of the Operational staff overall program as signs require regular inspections and upkeep.

A regular inspection program should look for:

- Signage that has been removed, tampered with or vandalised.
- The relevance of information. Things change, so signage should reflect the changes that happen and be up-to-date and relevant.
- Signage is functioning as it was originally intended.
- The condition of the finishes and materials
- The presence of any obstructions
- All fixings are tight and present

Signage should be repaired as soon as possible as it may impact on the continuity of surrounding wayfinding signs. The design of the new signage must follow this guide.

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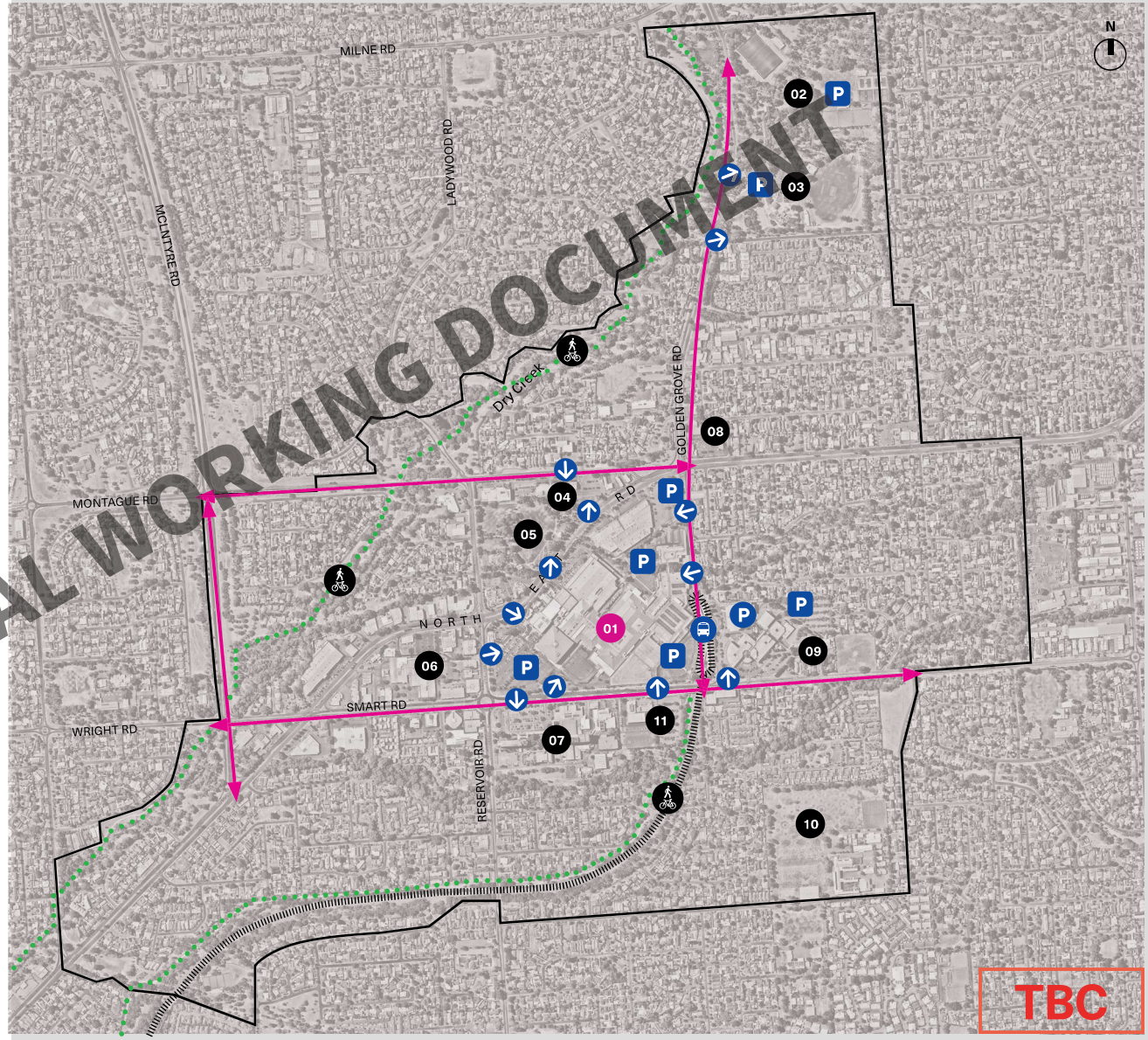
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Analysis & Observations

How are we going to achieve best practice wayfinding?

Modbury Precinct

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KEY

- Modbury Precinct
- O-Bahn Busway
- Pedestrian routes
- Park Network
- Connection
- Shared path

VEHICULAR CIRCULATION

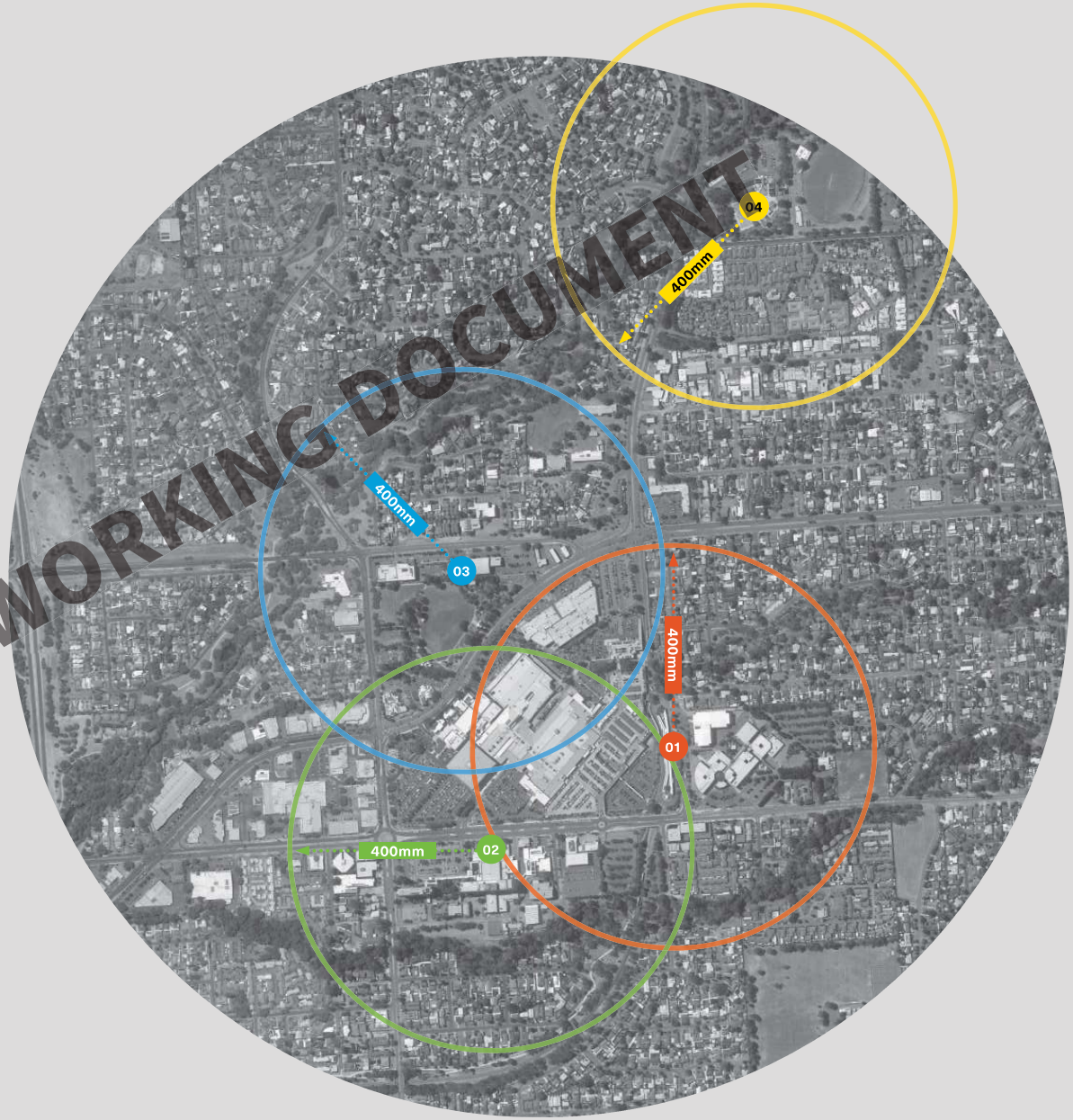
- Major entries to parcels
- Car Parks
- Bus Stop

DESTINATIONS

- Modbury Interchange Park'n'Ride
- 01 Tea Tree Plaza Shopping Centre
- 02 Modbury Sports Hub
- 03 Waterworld
- 04 Civic Centre & Library
- 05 Civic Park
- 06 Modbury Triangle
- 07 Modbury Hospital
- 08 Pelican Plaza
- 09 Former Tafe SA
- 10 Modbury High School
- 11 Future ECH

Walking Catchment 400m

The diagram illustrates walking catchment circle between key destinations.



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KEY

01	Modbury Interchange
02	Modbury Hospital
03	Civic Centre
04	Waterworld Aquatic Centre

Pedestrian Network

The diagram illustrates current path connections and key routes.



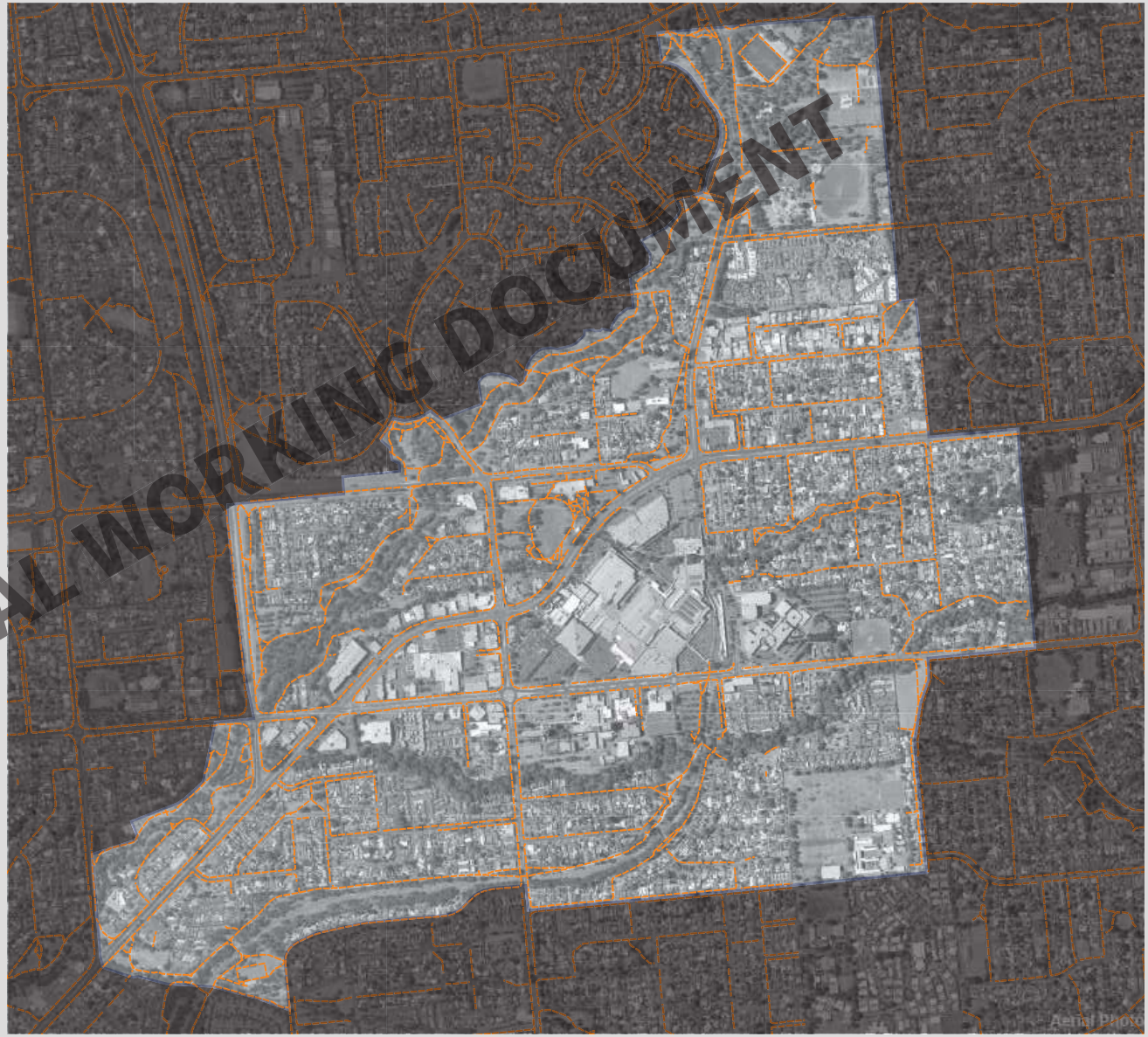
KEY

01	SW Car Park **300m**
02	Modbury Interchange to Hospital **320m**
03	Tree lined path **130m**
04	Modbury Interchange to Council **880m**
05	Car Park to Modbury Interchange **220m**
06	Reservoir Rd to Smart Rd **900m**
07	Hoyts to Modbury Interchange **580m**
08	Centre Link to Modbury Interchange **760m**
09	Modbury High School to Modbury Interchange **1,200m**
10	NW Link **200m**
11	North Car Park **140m**
12	East Car Park **200m**
13	South East Car Park **100m**

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Shared Path

The diagram illustrates the current shared path network.



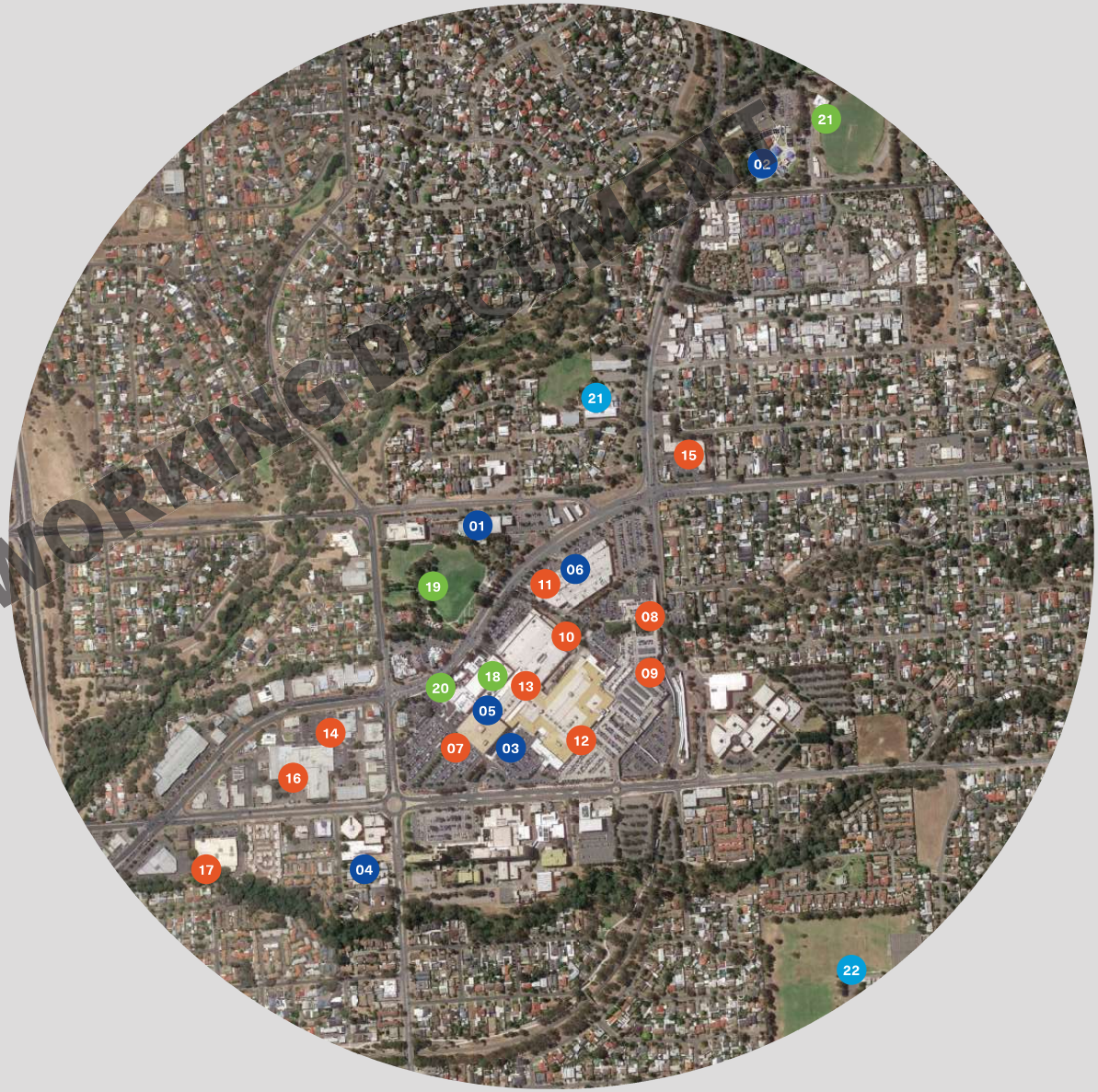
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KEY

Shared Path

Key Destinations and Facilities

INTERNAL WORKING



FACILITIES

01	City of Tea Tree Gully Library
02	Waterworld Aquatic Centre
03	Australia Post
04	Centrelink and Medicare
05	CPF Credit Union
06	Police Credit Union

SHOPPING

07	Myer
08	ALDI Modbury
09	Coles Tea Tree Plaza
10	Westfield Tea Tree Plaza
11	National Pharmacies Modbury
12	Nova Pharmacy
13	Priceline Pharmacy
14	Chemist Warehouse A
15	Chemist Warehouse B
16	Amcal Pharmacy
17	Modbury Day&Nite Pharmacy

PARKS & RECREATION AREA

18	HOYTS Tea Tree Plaza
19	Civic Park
20	EAT STREET OUTDOORS
21	Modbury Sporting Hub

EDUCATIONAL INSTITUTIONS

21	Modbury School
22	Modbury High School

Car Parking

Car parks dominate the central heart of the precinct. Freedom of movement to navigate the precinct must seek to work with all stakeholders to develop strategies that accommodate designated pedestrian routes that negotiate these spaces.

Recommendations

1. Work with key stakeholders like Westfield to develop pedestrian corridors through the carparks
2. Improve the amenity of users by including more shaded walkways, pedestrian crossings and demarcated line marking to make movement safe and amenable.



Desire Paths

A desire path usually represents the shortest or most easily navigated route between an origin and destination. Rather than forcing behaviour we should be informed by the 'wisdom of the crowd' - The wisdom of the crowd is the collective opinion of a group of individuals rather than one expert.



General Recommendations

1. Consider the creation of pathway connections on pedestrian's desire lines
2. Consider solutions that provide for all ages and abilities including infrastructure that supports mobility and ease of movement including: seating along key routes, water bubblers at key intervals, improved paths and DDA compliant pathways
3. Provide directional signage at decision points
4. Consider more direct routes for pedestrians to main entry points
5. Ensure pedestrian footpaths are generous and accessible, meeting DDA requirements
6. Ensure pedestrian crossing points are clearly and visually demarcated
7. Create clear sight lines: users are aided by being able to have signage positioned within their line of travel or being able to see signage when approaching a key decision point

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Connectivity

Existing conditions within and around the Westfield Shopping Centre prioritise vehicles over pedestrian movement. This imbalance between pedestrians and vehicles is a barrier to movement and to creating a feeling of safety and motivation to navigate these spaces.

Recommendations

1. Consider more direct routes for pedestrians to main entry points
2. Ensure pedestrian footpaths are generous and accessible and meet DDA requirements.
3. Utilise distinct surface graphics to demarcate pedestrian zones and pedestrian crossing points within the car parks
4. Create clear lines of sight to decision points and main entries



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Active Wayfinding

Wayfinding signage can be the most effective way to facilitate and aid in the creation of a legible precinct. It can provide essential travel information to make journeying easy, desirable and a viable consideration.

General Recommendations

1. Provide directional signage at decision points.
2. Ensure signage is always free of visual obstruction like overhanging vegetation and street furniture.
3. All colours combinations selected for the signage system should achieve a contrast level of 70% and over. Some colours selected for regulatory symbols don't aid legibility of the information.
4. Create new signage typologies that allow flexibility for different scenarios (wall mounted directional, ceiling mounted, surface graphics etc)
5. Provide a clear overview of signage typologies, their use and purpose to facilitate detailed implementation.
6. Make clear distinction between vehicular and pedestrian wayfinding signage within the signage suite.
7. Consider the inclusion of wayfinding heads-up maps (these are great aids of navigation) for pedestrian wayfinding signage or consider a digital map alternative. The current style guide has no inclusion of them. The signage system could benefit from it by using these sign typologies at main nodal/arrival points to ease navigation.
8. Consider new technologies for pedestrian signage (digital components for maps, directories, etc)



INTERNAL WORKING DOCUMENT

Information Hierarchy

The current signage guidelines are a good foundation from which to develop a more comprehensive wayfinding system.

Prioritising wayfinding information to aid in journey planning, route assurance and decision making will help to facilitate a more compelling reason to walk and cycle around the precinct.

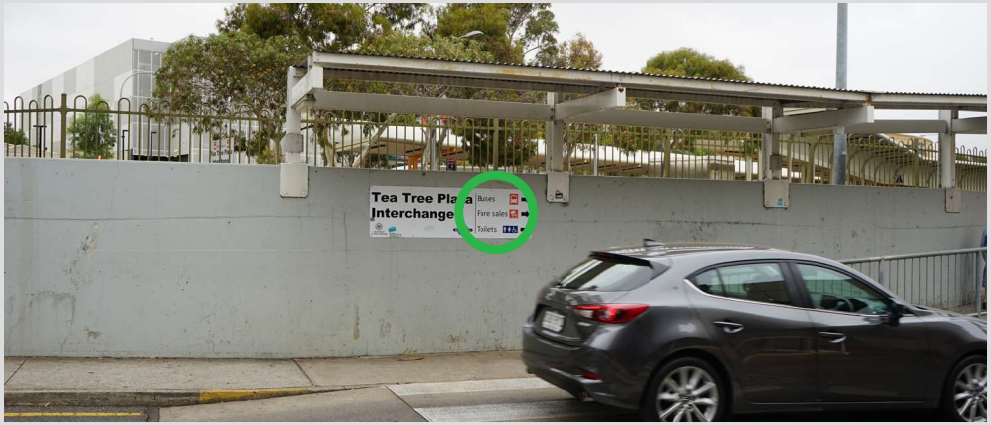
By prioritising the operational, regulatory and directional information over the brand, the importance of wayfinding becomes enhanced.

Recommendations

1. Consider making the information larger and more dynamic. Be big and bold.
2. Adjust the hierarchy of information within the signs. Regulatory symbols generally sit below directional information e.g. 1. Directional, 2. Regulatory, 3. Logo
3. Ensure best practice wayfinding conventions are prioritised. This should include the use of arrow symbols, pictograms, time and distance information.
4. Create a destination hierarchy system listed either with the closest to furthest away or by level of importance, main destination prominently featured followed by secondary destinations.







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Wayfinding vs Branding

While the brand elements and logo can and should be integrated into wayfinding signs, the key role of the signage is to create a positive user experience (i.e. find what you are looking for and know how to get there).
When system users have a positive experience interpreting the information, and subsequently easily find their desired destination, this contributes to a positive brand experience.

Recommendations

1. Increase the directional and regulatory information text height. It is currently too small and not located within an optimal viewing height for drivers or pedestrians.
2. Relocate Council's logo to provide additional space for enlarged naming information. This will enhance the primary wayfinding function of the sign.
3. Relocate the regulatory information. It currently faces away from path and therefore not as effective as it could be.



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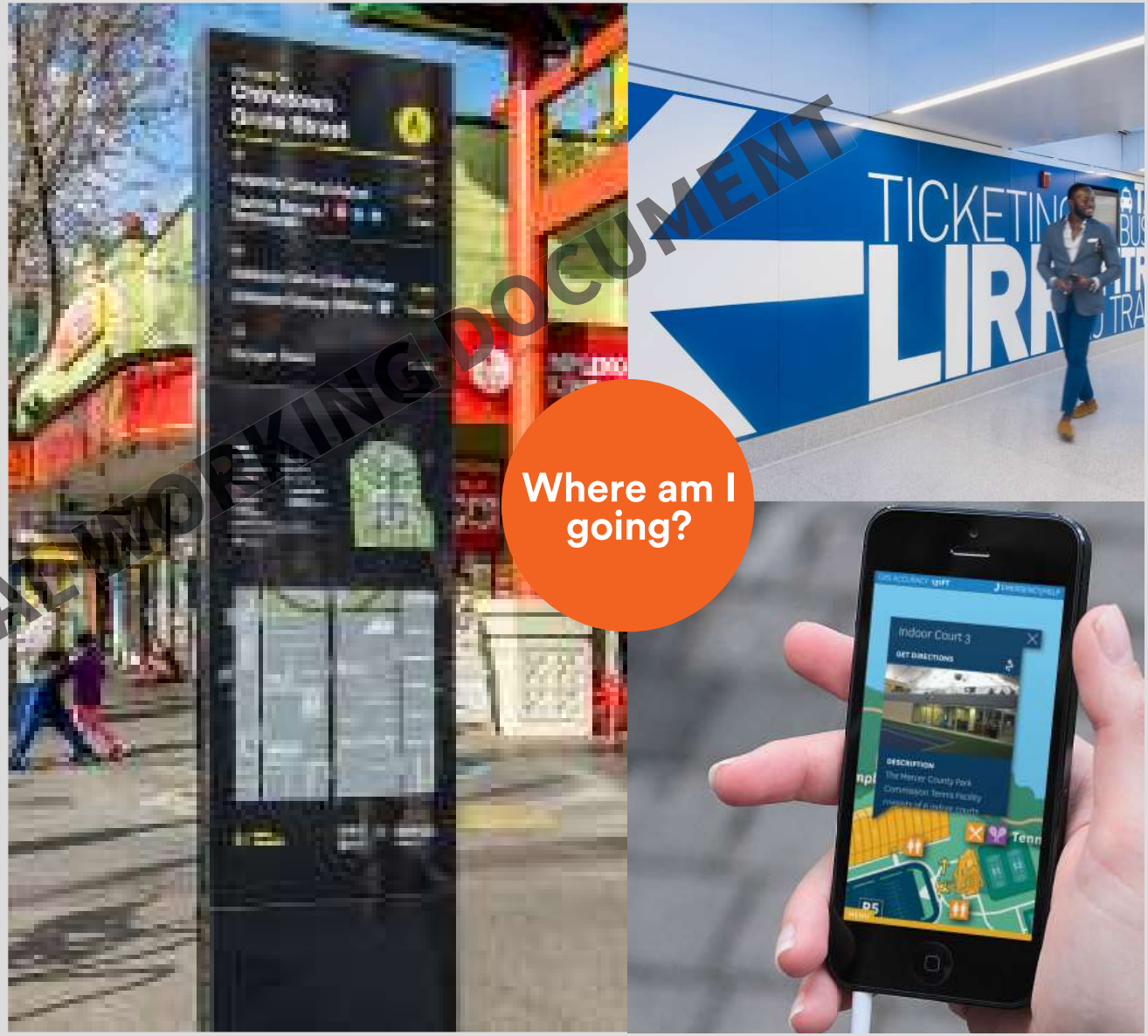
Legibility

When we talk of a legible precinct we are referring to users and visitors having an understanding of where they are, where they need to get to and how to get there. Legibility is effectively the ability to 'read' the physical environment and have clear visual and physical cues to aid in the orientation and navigation of a place. This can be in the form of physical elements like designated walkways, signage and visual landmarks like architectural features.

It can also be in well designed spaces that intuitively guide you without the need for expilicit prompting. Clear lines of sight to an entry way or a well lit crossing can be enough to ensure people are guided in the right direction.

Recommendations

1. Develop key routes that have high levels of amenity including wide and well graded walkways, benches and bins to provide rest stops, trees and canopies for shade and to act as guiding landmarks.
2. Wayfinding signage that provide maps to facilitate a wider understanding of the precinct and its key pedestrian routes.
3. Ensure destinations and facilities are well signed and clearly visible for users.



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Coherence

Currently there are a number of different systems of directional signage in use across the precinct . Each system has a different look and feel which can contribute to a confusing experience for users.

A coherent approach to wayfinding would ensure that there is a consistent look and feel across all directional information including messaging, use of pictograms, arrow symbols and time and distance information.

Recommendations

1. Create a consistent look and feel and use of common pictograms and symbols across all wayfinding and directional information used across the precinct.
2. Coordinate with key stakeholders to ensure there is consistency and a coherent approach to wayfinding.
3. Ensure directional information is logically placed and information is relevant to users.
4. Establish naming principles focused on user needs and a common nomenclature of place names.
5. Establish a hierarchy of destination information that is common across wayfinding signage.



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3

Wayfinding Signage

Providing best practice wayfinding information

Who is it for?

Different people have different goals at different times, and their journeys are many and varied. Goals often change during a journey and the wayfinding system should support as many of these goals and journeys as possible.

Personas are a tool to characterise your target users to make better decisions about their wayfinding needs.

Each persona has challenges that may affect their tasks and goals as they travel to their activities and destinations

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"I wish there were more things to do in Modbury"

Olive

Age: 15

Occupation:
Secondary Student

Family configuration:
Mum with shift work,
Older brother age 18
Father not around

Background: Malaysian



"All I wanted was a simple day out with the kids at a couple of places!"

Lauren (Lee)

Age: 40

Occupation:
PT Nurse

Family configuration:
Son Billy age 6 in crutches for broken leg
Daughter Betty age 10
FIFO Husband away from home 1 to 6

Background: Chinese

Personality:
Easily flustered, high anxiety, tired



"What am I getting for my rates money?"

Reg

Age: 81

Occupation:
Retired Steam Engine Mechanic

Family configuration:
Daughter age 45
Son age 50
10 Grandchildren
Wife left him

Background: European

Health:
Two hip replacments, reformed smoker with health issues







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Profile	Resident Student	Resident Family	Resident Elderly
Needs	— Recently arrived from Malaysia — English as a second language — Learning to skate	— Dyslexic — English as a second language — Picking up wheelchair for kid at TTG concierge — Daily trips during school holidays as close as possible (i.e. Civic Centre, Library, Park) — Time poor	— Limited mobility — Learning how to use scooter — Some times uses taxi — Socialises at bingo — Time rich
Desires	— What can I do with my friends at TTP? — Where can I go skating? — How far is Waterworld?	— What can we do during school holidays — What can we do for day trip on the weekend — Are there any activities or events where we can go for the day?	— Where can I go to play Bingo? — Where can I go for a glass of wine in Modbury? — Where can I buy the newspaper?
Mode of Transport	Bike, bus and walking	Car and walking	Mobility Scooter and taxi
Information Delivery	1. Multilingual information delivery (internationally recognised pictograms) 2. Personal device / apps 3. Static signage 4. Vehicular signage 5. Environmental and pedestrian signage for public realm and privately own spaces 6. Events signage	1. Multilingual information delivery (internationally recognised pictograms) 2. Personal device / apps 3. Static signage 4. Vehicular signage 5. Environmental and pedestrian signage for public realm and privately own spaces 6. Events signage	1. Directories 2. Static signage 3. Environmental and pedestrian signage for public realm and privately own spaces
Typical Travel Journey	Home > School > Skate park > Home	Home > Library Car Park > Library > lunch > drive to Civic Park > playground > Hoyts > shopping > Home	ECH facility > buy newspaper > ECH facility > lunch > Bingo > front bar of Modbury > ECH facility by taxi

Signage Functional Typologies

The signage system should be categorised into five sign types based on their primary purpose.

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1. Identification

Indicates where users are and where they have arrived. Identification signage is primarily used to identify places and destinations.



2. Directional

Directs users to destinations by the use of arrows or panel blades (fingerboards) pointing towards the route to follow to get there.



3. Informational

Informs users where they are, what facilities could be found on site to help them decide where they should go.
Some informational signage includes directories and/or maps which are located at arrival points to precincts and buildings.
Eg. Directory boards, digital screens and maps



4. Operational

Operational signs informs users of codes of conduct, site operations, staff and destinations including statutory messages, regulatory and safety information.

Regulatory
Eg. No smoking signs, CCTV in use signs

Statutory & Safety
Eg. Fire regulation signs



5. Car park

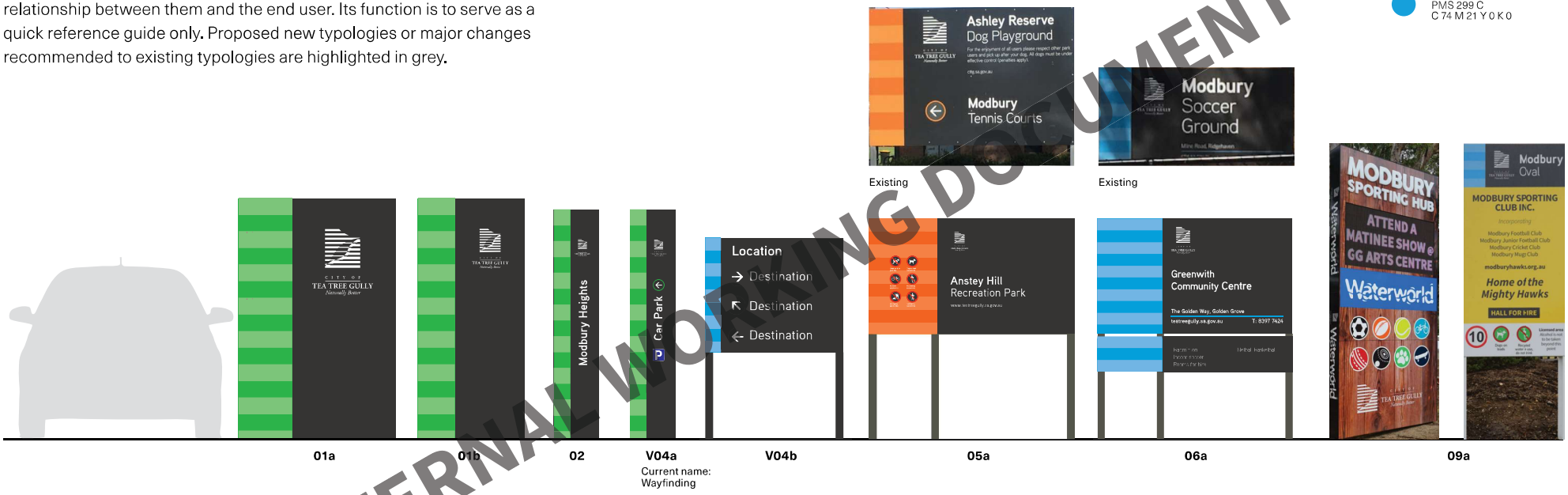
Signage used to navigate car parks and give relevant information about conditions of use.

Signage Hierarchy Overview - Vehicles

The following diagram provides an overview of the recommended typologies, their purpose, audience and locations. It provides a scale relationship between them and the end user. Its function is to serve as a quick reference guide only. Proposed new typologies or major changes recommended to existing typologies are highlighted in grey.

SIGNAGE COLOUR

- Municipality Wide
  PMS 361 C
  C 77 M 0 Y 100 K 0
- Parks & Reserves
  PMS 166 C
  C 0 M 76 Y 100 K 0
- Facilities
  PMS 299 C
  C 74 M 21 Y 0 K 0



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Vehicle Signage

Code	01a	01b	02	V04a - V04b	05a	06a	09a
Sign Name	**Entrance: main**	**Entrance: secondary**	**Suburb**	**Vehicle Primary Wayfinding Vehicle Secondary Wayfinding**	**Parks & reserves: post**	**Facilities: post or wall**	**Significant features/buildings**
Sign Type	**Identification**	**Identification**	**Identification**	**Directional**	**Identification & Information**		
Purpose	Council boundary identification to create a sense of 'arrival' and 'welcome' for users traveling by car and bus. It clearly identifies the land manager.		Suburb boundary identification to create a sense of 'arrival' for users traveling by car and bus.	Provide users with directional information prior to entering intersections. It should direct users to car parks or main destinations.	To display the name, function and information of major facilities for users traveling by car and bus. Might include promotional information		
Location	At major road access points to Council area with high traffic.	At minor road access points to Council area or where Main Entrance sign doesn't fit dimensionally.	At road access points to suburbs.	Prior to intersection to allow time for drivers to select route. Used at facilities internal roads or prior to entering car parks from external roads.	Parks and reserves within the Council area, for use in garden beds or road sides with high speed traffic	Facilities for public use in the Council area, for use in garden beds or road sides with high speed traffic. Used wall-mounted on facades that can be seen from the road.	At road access points to significant facilities.
Recommendation				Sign name change. Consider resizing. Create new typology that allows for multi directions or multi destinations.	Consider content redesign to aid information hierarchy.		

Signage Hierarchy Overview - Pedestrians



P04a

P04b
Current name:
Wayfinding

P04c

P04d

P04e

06b
Current name:
Wall based: small

INTERNAL WORKING DOCUMENT

Pedestrian Signage

Code	P04a	P04b	P04c	P04d	06b	06b
Sign Name	**Pedestrian Primary Wayfinding**	**Pedestrian Secondary Wayfinding**	**Pedestrian Fingerboard**	**Directional Panel: Multi-direction**	**Linear street map**	**Directional Panel: Single direction**
Sign Type	**Information & Directional**	**Directional**	**Directional**	**Directional**	**Directional**	**Directional**
Purpose	To display the name of a location on arrival and aid in pedestrian wayfinding. Sign includes both a map key information i.e Regulations, facilities available, opening hours, etc.	Provide users with directional information at intersections and decision points. It should direct users to destinations.	To provide directional information for pedestrians at intersections and decision points.	To provide users with directional information at secondary and tertiary intersections.	To provide reassurance for users with local linear street navigation including key destinations of interest at secondary and tertiary intersections.	To provide users with directional information at secondary and tertiary intersections.
Location	At arrival/entrance or near entry points to major precinct or parks.	At intersections and decision points along pathways.	At intersections and decision points along pathways.	At decision points along pathways. Wall or pole mounted.	Adhesive post wrap at existing poles on intersections and decision points..	At minor decision points along pathways.
Recommendation	Create new typology	Sign name change. Consider content redesign to aid information hierarchy.	Create new typology	Create new typology. Existing sign is directed to vehicles.	Create new typology	Sign name change. Consider content redesign to aid information hierarchy.

Signage Hierarchy Overview - Pedestrians

SIGNAGE COLOUR

- Municipality Wide
  PMS 361 C
  C 77 M 0 Y 100 K 0
- Parks & Reserves
  PMS 166 C
  C 0 M 76 Y 100 K 0
- Facilities
  PMS 299 C
  C 74 M 21 Y 0 K 0



INTERNAL WORKING DOCUMENT

Pedestrian Signage

Code	05b	05c	06b - 06c	05d	06d	08
Sign Name	**Parks & reserves: ground**	**Parks & reserves: ground variation**	**Facilities: ground** **Facilities: wall**	**Identification: Tall**	**Facilities: wall small**	**Wall entry statement**
Sign Type	**Identification**	**Identification & Operational**	**Identification**	**Identification**	**Identification**	**TBC**
Purpose	To display the name, function and information of major parks or facilities on arrival and provide key information i.e regulations, opening hours, facilities available, club or tenant names, etc.			To display the name, function and information of medium to small facilities on arrival to the site.	To display the name, function and information of medium to small facilities on arrival to the site.	TBC
Location	At pedestrian entries to parks and reserves of high visitation and/or importance		At pedestrian entries to facilities for public use with a high visitation and/or importance.	At pedestrian entries to parks/ facilities of medium to low visitation and/or importance	At facilities with a medium to low visitation and/or importance.	Significant Entry Statements
Recommendation	Consider content redesign to aid information hierarchy. Should not include directional information as per existing sign.			Create new typology	Change of name. Should create a variation for the inclusion of opening hours.	

Signage Hierarchy Overview - Pedestrians

SIGNAGE COLOUR

- Municipality Wide
  PMS 361 C
  C 77 M 0 Y 100 K 0
- Parks & Reserves
  PMS 166 C
  C 0 M 76 Y 100 K 0
- Facilities
  PMS 299 C
  C 74 M 21 Y 0 K 0



INTERNAL WORKING DOCUMENT

Pedestrian Signage

Code	TBC	TBC	TBC	12a - 12b - 12c	03a - 03b	03c	03d
Sign Name	Facility Identification Back of House	Toilets	Code of Conduct	Notice Board	ByLaws: main ByLaws: main single	ByLaws: single	ByLaws: wall
Sign Type	Operational	Identification	Operational		Information		
Purpose	To display the name, function and information of back of house facilities on arrival to the site.	To identify public toilets.	To display the name, function and information about facilities/parks codes of conduct.		Communication of public regulatory laws that apply in a certain area. i.e. No Skating, No Cycling, No Smoking etc.		
Location	At Council back of house facilities. Mount on existing fences if possible.	At entrances or near entrances to facilities, clearly visible to users.	At entrances or near entrances to facilities that required codes of conduct.		On road entry points to suburbs. TBC		
Recommendation	Create new typology	Create new typology	Create new typology that will follow the look and feel of the signage suite	Create small scale template as per existing sign (12c)	Scale of sign only appropriate for pedestrians. Change pictogram background colour to charcoal to aid legibility.		

Out of scope

Pedestrian Secondary Wayfinding

The following examples show how information could be rearranged without altering signage form and size.

— Cohesive placement of regulatory information always at the same datum line and directional information with 1 arrow per direction to aid legibility and coherence.

— Placement of logo at the bottom of sign which allows principal information moving higher to avoid it been obscured by overgrown plants.

— Reducing arrows to 1 per direction to allow additional space for inclusion of walking times to destinations to aid navigation.

— Inclusion of recognised pictograms (i.e. Toilets) to cater for non English speaker audiences.

INTERNAL WORKING DOCUMENT



Existing signs



Proposed design

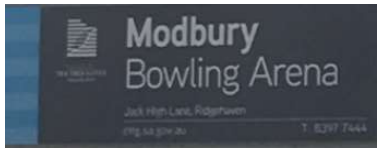
Parks & Reserves

— The repositioning of the logo to the coloured panel to allow principal information to increase in size to aid legibility. Width of coloured bands would need to be adjusted to help readability of the brandmark.

— Repositioning of regulatory information to the charcoal panel to aid legibility.

— Directional information on these sign typologies should be avoided.









Existing signs

CTTG to investigate Logo placement







Proposed design

INTERNAL WORKING DOCUMENT

Facilities

— Use of white and charcoal pictograms to aid legibility

— Establish a standard optimal height above ground level at which all signage should be placed.



Existing signs



Proposed design

INTERNAL WORKING DOCUMENT

Parking

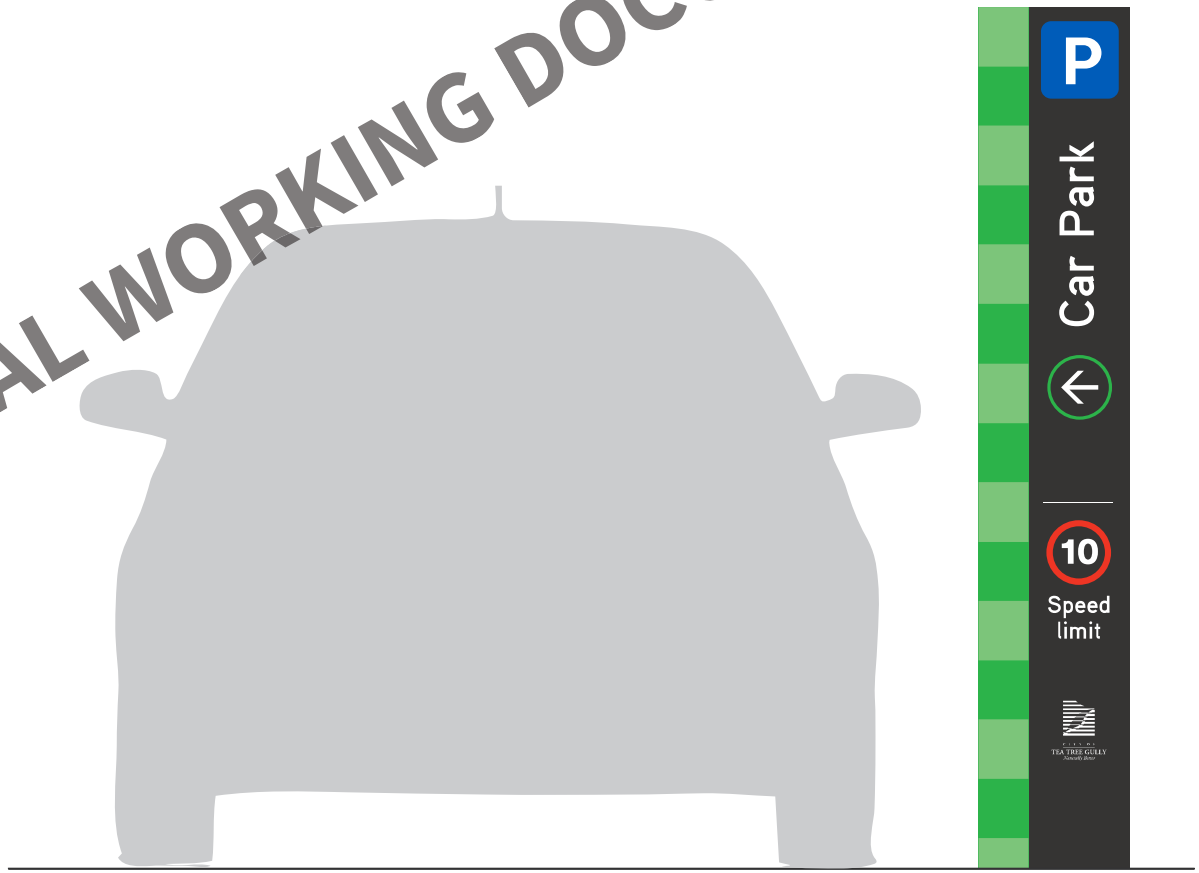
— Increasing pictogram and arrow size would aid legibility for drivers

— Repositioning information for communication hierarchy

INTERNAL WORKING DOCUMENT



Existing signs



Proposed design

INTERNAL WORKING DOCUMENT

4

Wayfinding Plan

Key opportunities for creating a better connected precinct?

Tool Kit

The tool kit has been developed to help design better connections and routes between public transport, key facilities, destinations and public amenities.



Mapped Signage



Directional Signage



Identification Signage



Behaviour Signage



Seating



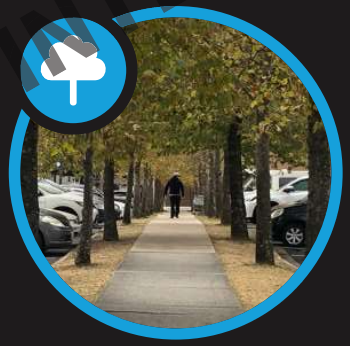
Wide Pathway



Drinking Fountain



Lighting



Shade Trees



Surface Graphics



Pedestrian Crossing



New pedestrian link

INTERNAL WORKING DOCUMENT

Modbury Interchange to Modbury Sporting Hub

Develop a key north-south pedestrian link from the Modbury Interchange north along Golden Grove Road(Extension) and Golden Grove Road to Waterworld and the Modbury Sporting Hub.

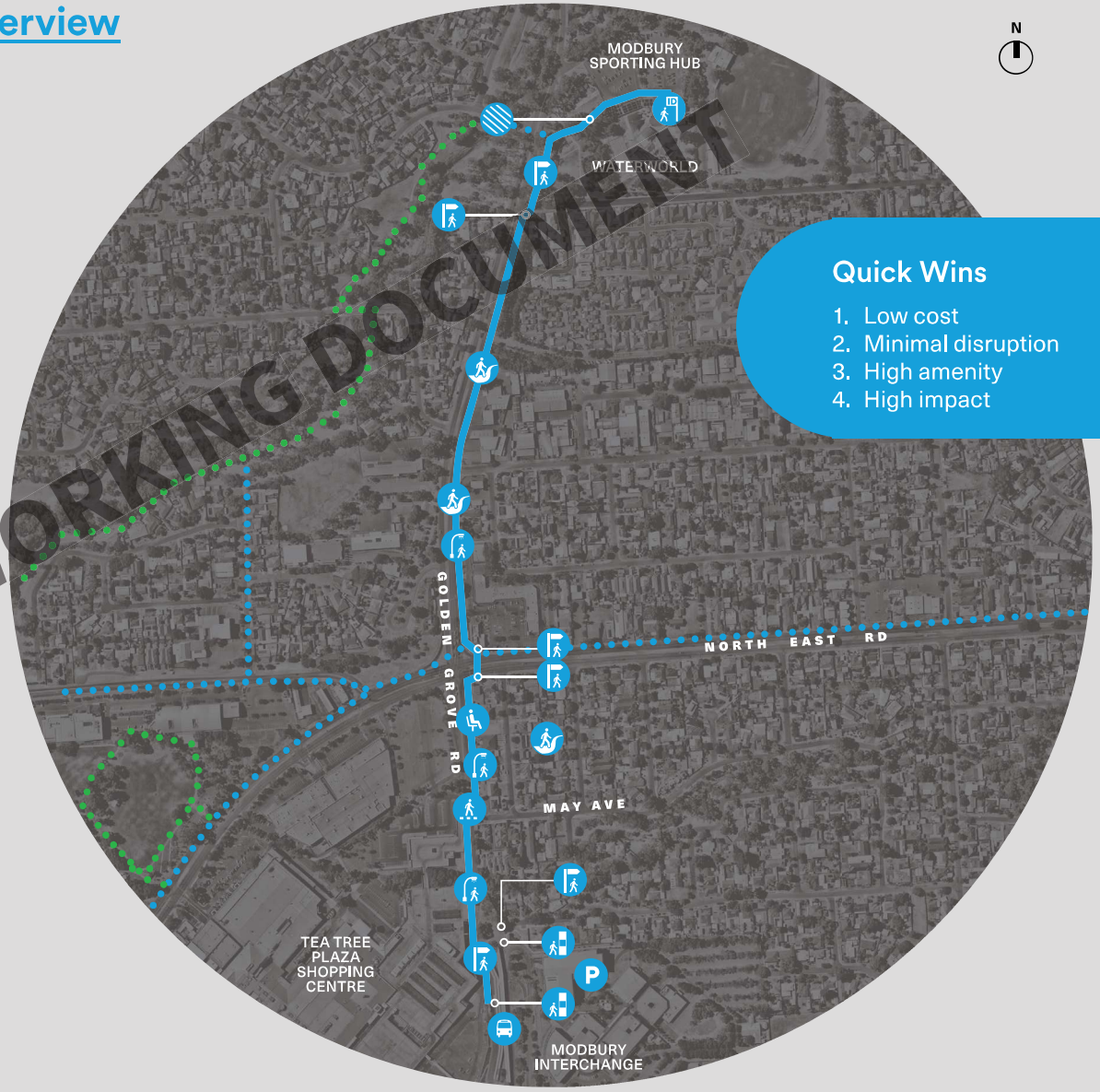
Create additional east-west links intersecting this main axial route.

INTERNAL WORKING DOCUMENT

KEY

- Modbury Interchange
- Car parking
- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Mapped signage
- Directional signage
- Identification signage
- Surface graphics
- Lighting
- Seating
- Pedestrian crossing
- Wide pathway

Overview



Quick Wins

1. Low cost
2. Minimal disruption
3. High amenity
4. High impact

Modbury Interchange to Modbury Sporting Hub

KEY MOVES

1. Create a wider footpath with tree planting and shared path lighting along the length of Golden Grove Road(Extension) similar to the new footpath works along Smart Road
2. Include directional wayfinding at pedestrian crossing
3. Include mapped Directional Plinth at the Interchange for pedestrians and Park & Ride users
4. Install wayfinding on Smart Road and from Dalaston Reserve

KEY

- Modbury Interchange
- Car parking
- Main pedestrian route
  Blue: urban, Green: open space
- Mapped signage
- Directional signage
- Lighting
- Wide pathway

INTERNAL WOR

Bus Interchange



Modbury Interchange to Modbury Sporting Hub

KEY MOVES

5. Create a wider footpath with tree planting and shared path lighting along the length of Goldern Grove Road(Extension) similar to the new footpath works along Smart Road
6. Create a pedestrian crossing north of May Avenue
7. Install seating and bins along the route closer to North East Road
8. Include directional wayfinding at pedestrian crossing
9. Install wayfinding at North East Road Pedestrian Crossing
10. Include wayfinding signage along western side of Golden Grove Road

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Directional signage
- Lighting
- Seating
- Pedestrian crossing
- Wide pathway

INTERNAL WORKING DOCUMENT

Golden Grove Road(Extension)



Modbury Interchange to Modbury Sporting Hub

KEY MOVES

1. Include directional wayfinding at North East Road pedestrian crossing to Water World and to the City of Tea Tree Gully Library.
2. Create a wider footpath with adequate lighting and rest stops along Golden Grove Road.
3. Include directional signage along the creek easement path network to aid in orientation and navigation.
4. Install wayfinding at the pedestrian actuated crossing
5. Reinforce the connection from NE Road and Golden Grove Road intersection to the Civic Centre and Library.

INTERNAL WO

KEY

- Modbury Interchange
- Main pedestrian route
  Blue: urban, Green: open space
- Secondary pathways
- Directional signage
- Lighting
- Pedestrian crossing
- Wide pathway
- Pedestrian/Cycle entry

Golden Grove Rd



Modbury Interchange to Modbury Sporting Hub

KEY MOVES

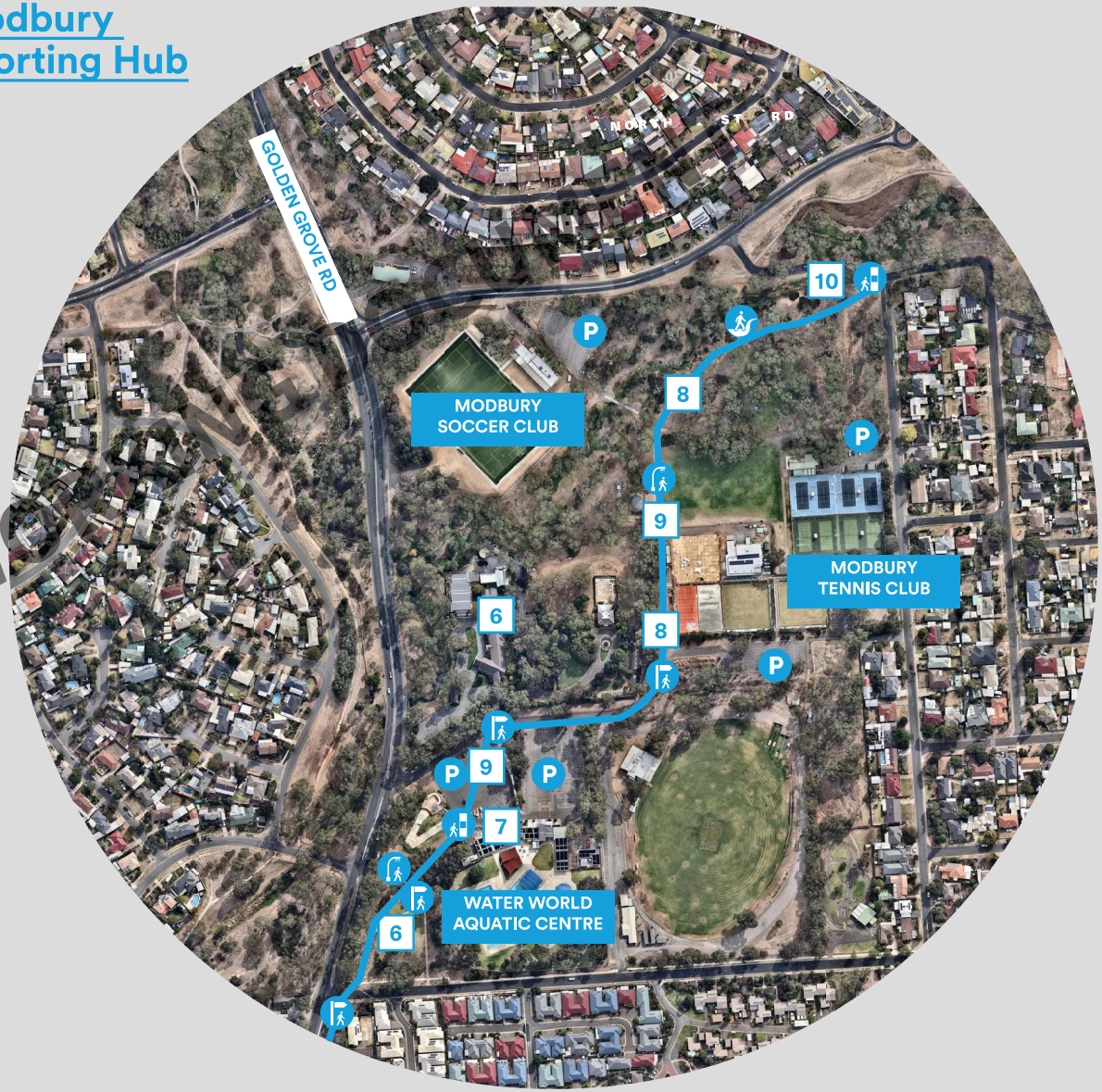
6. Update pedestrian wayfinding to better direct to key facilities
7. Consider wayfinding with precinct map to better understand the entire sports and recreation precinct
8. Improve pedestrian safety by installing path lighting
9. Improve user amenity by providing benches, bubblers and bins
10. Install wayfinding at northern entry to precinct

KEY

- Car parking
- Main pedestrian route (Blue: urban, Green: open space)
- Mapped signage
- Directional signage
- Lighting
- Wide pathway
- New pedestrian link

INTERNAL WORKING

Modbury Sporting Hub

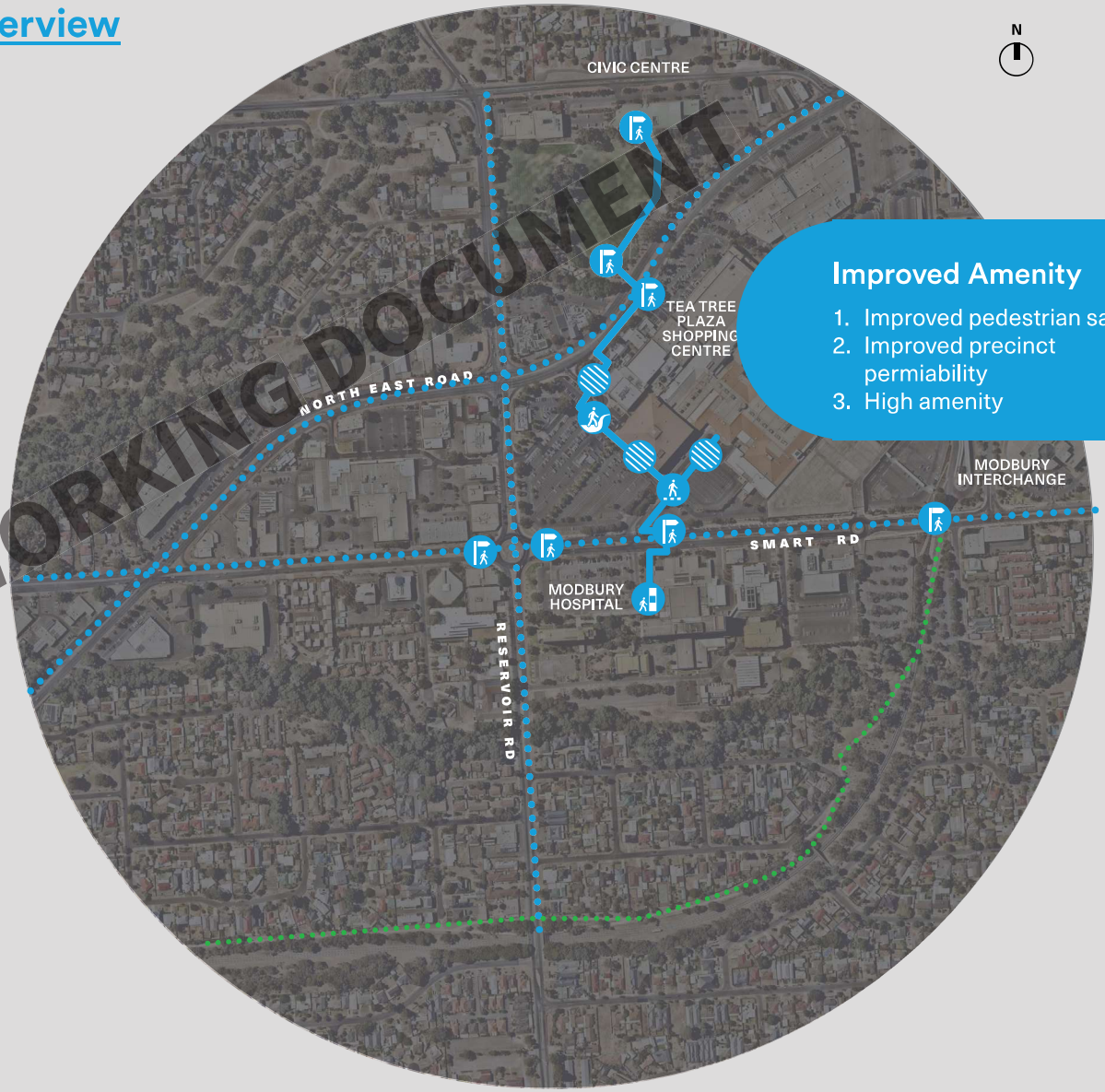


Modbury Health Precinct to Civic Centre & TTG Library

Develop a key north-south pedestrian link from the Modbury Health Precinct via the Westfield Car Park, through Civic Park to the Civic Centre.

Coordinate with key stakeholders to establish designated pedestrian walk ways through the Westfield Car Park.

Overview



Improved Amenity

1. Improved pedestrian safety
2. Improved precinct permiability
3. High amenity

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Mapped signage
- Directional signage
- Surface graphics
- Pedestrian crossing
- Wide pathway

INTERNAL WORKING DOCUMENT

Modbury Health Precinct to Civic Centre & TTG Library

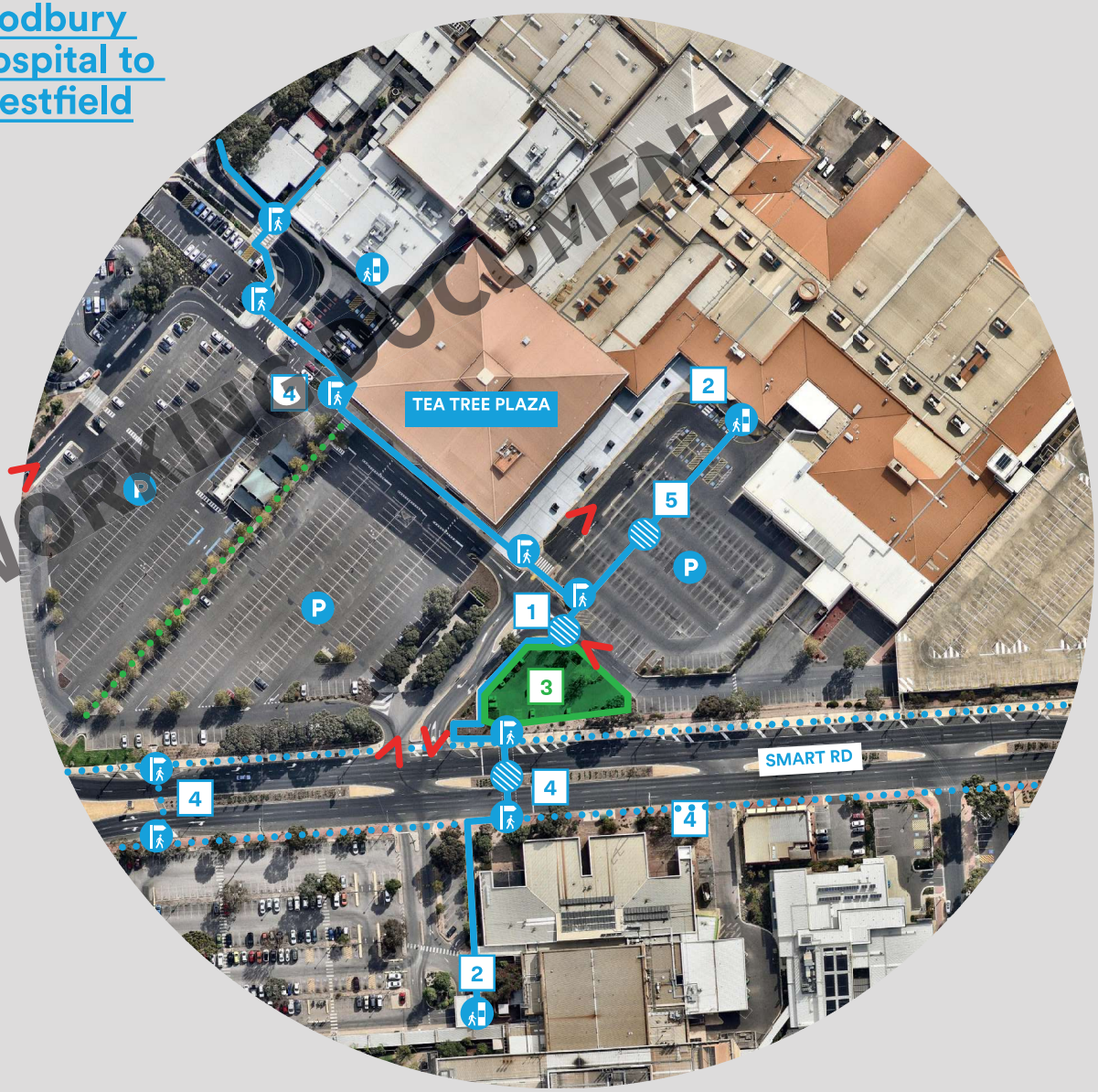
KEY MOVES

1. Provide clearly marked pedestrian crossings to improve safety and create a legible route through the car park.
2. Include precinct wide wayfinding at key destination entries e.g. TTP and Modbury Hospital.
3. Potential area suitable for re-purposing as a green space/ play area in an underutilised corner of the car park opposite the Modbury Hospital.
4. Provide wayfinding at all key decision points including: intersections, pedestrian crossings and along key linkages.
5. Create a direct pedestrian link through the carpark. Use surface marking to delineate the route.

KEY

- Car parking
- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Mapped signage
- Directional signage
- Surface graphics
- Vehicular entry

Modbury Hospital to Westfield



INTERNAL WORKING DOCUMENT

Modbury Health Precinct to Civic Centre & TTG Library

KEY MOVES

6. Include precinct wide wayfinding at key destination entries e.g. New food 'street' entry at TTP, Interface with Civic Park and at the Library.
7. Include wayfinding at key decision points along North East Road and Modbury Road including intersections and entry to Civic Park.
8. Provide a secondary pedestrian crossing and refuge opposite the Civic Park toilet block.

KEY

- Car parking
- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Mapped signage
- Directional signage
- Surface graphics
- Vehicular entry

INTERNAL WORKING DOCUMENT

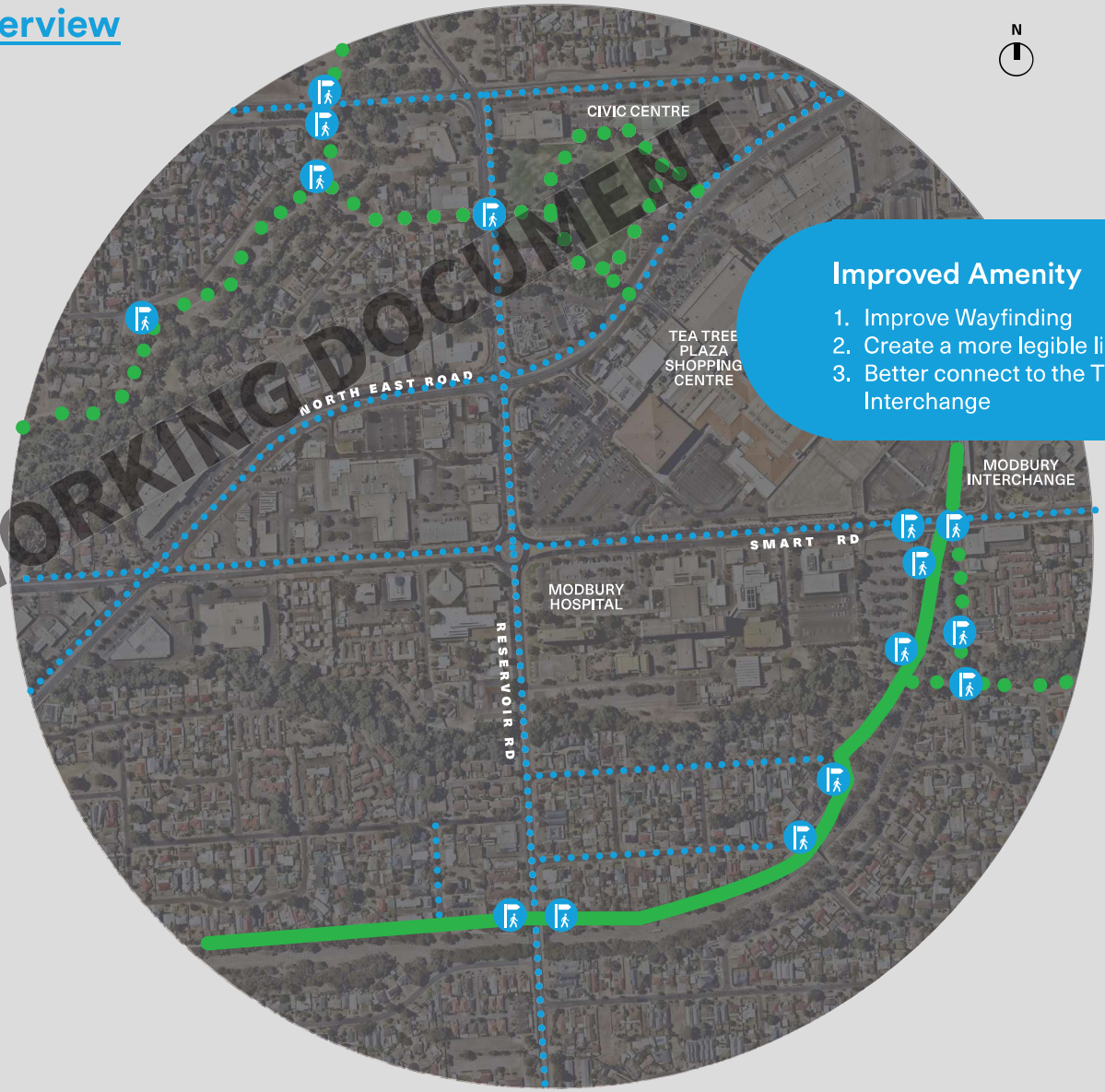
Westfield to Civic Centre



O-Bahn Shared Use Path Link

The newly developed shared use path adjacent the O-Bahn requires some additional wayfinding signage to assist users in better judging connections to nearby facilities and destinations as well as providing more detailed information at key decision points.

Overview



INTERNAL WORKING DOCUMENT

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage

O-Bahn Shared Use Path Link

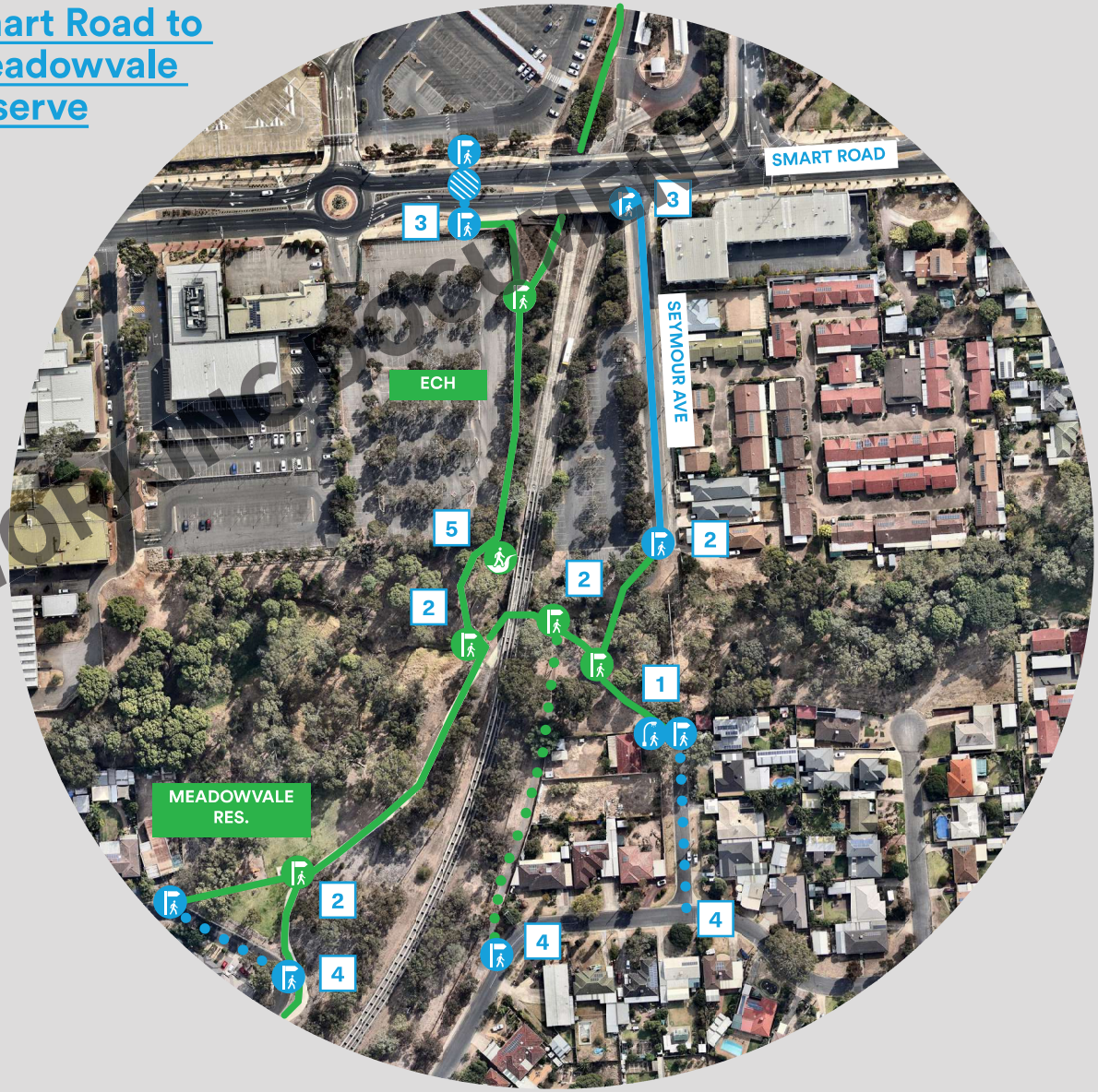
KEY MOVES

1. Southern interface of Seymour Ave with the creek and shared path under the O-Bahn require wayfinding signage - consider collocation on light poles and overhead on bridge.
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide more logical directional information at top of ramp on Smart Road and Seymour Road.
4. Consider street signs to have Shared Path markers to identify access routes to the open space trail network.
5. Generally ensure shared paths are of appropriate width, grade and clear of obstructions.

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface graphics
- Lighting
- Wide pathway

Smart Road to Meadowvale Reserve



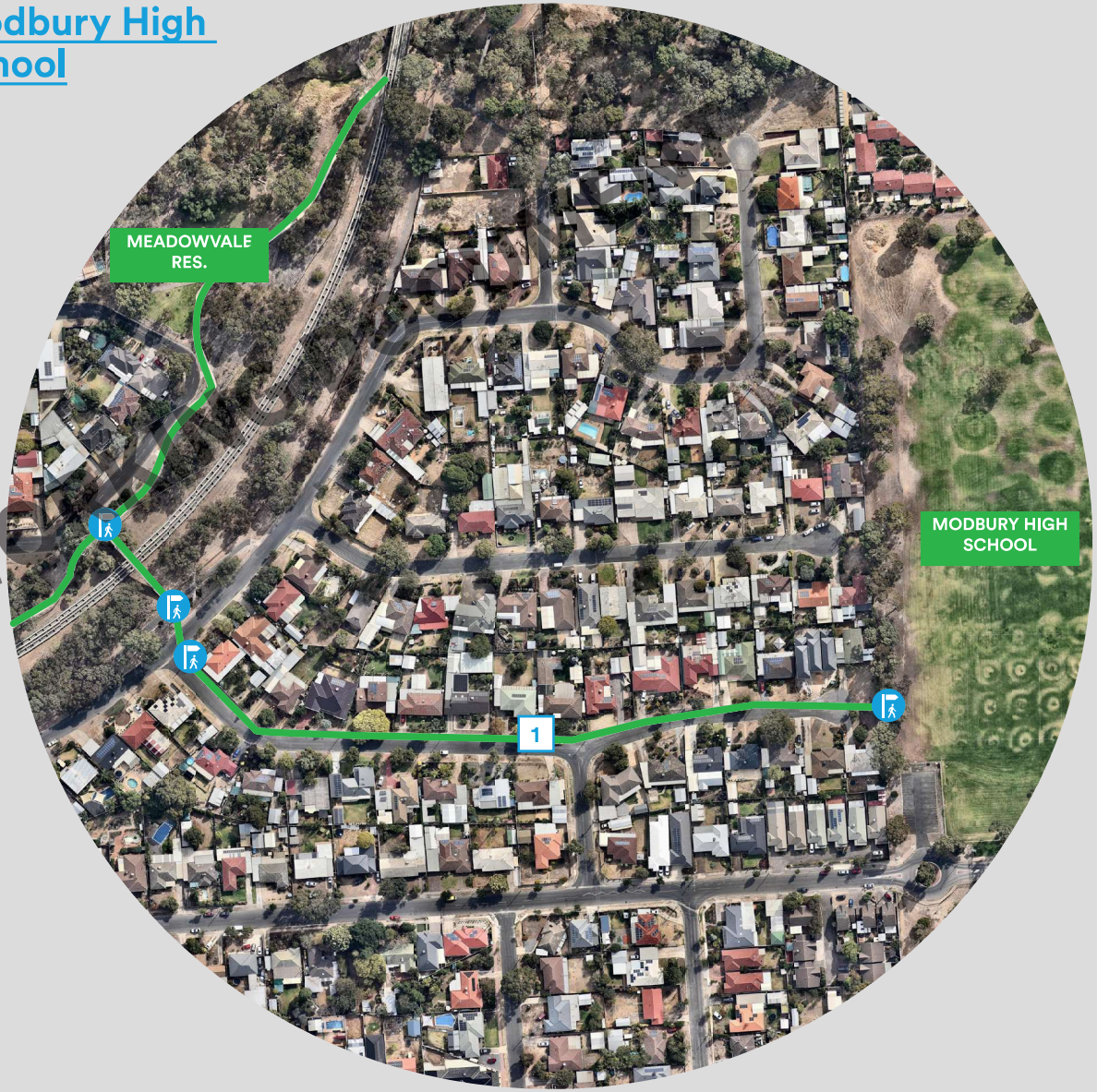
INTERNAL WORKING DOCUMENT

O-Bahn Shared Use Path Link

KEY MOVES

1. Create a well sign posted link between Modbury High School and the pedestrian bridge over the O-Bahn.

Modbury High School



INTERNAL WORKING

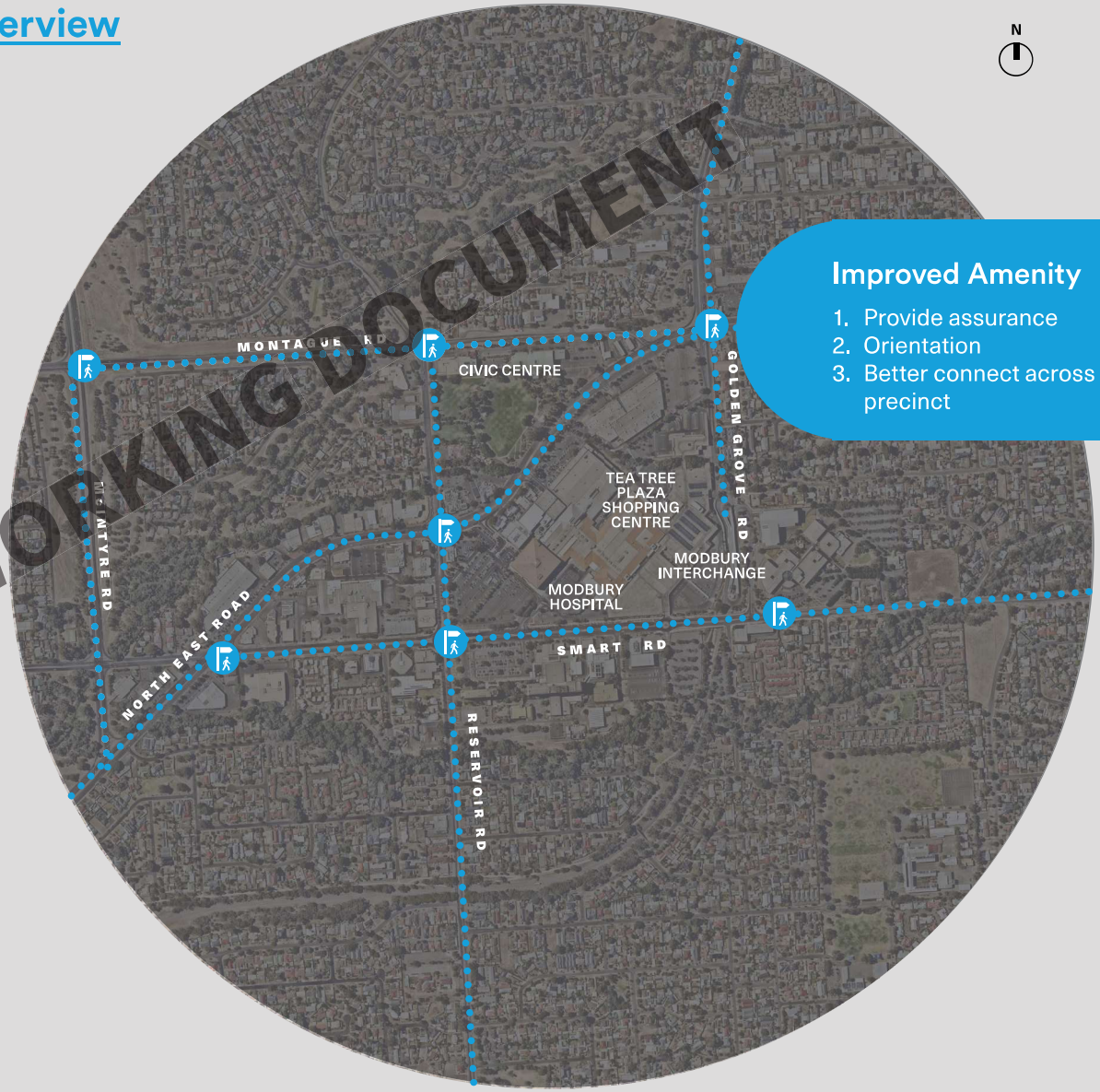
KEY

- Main pedestrian route
  Blue: urban, Green: open space
- Directional signage

Precinct Boundary Wayfinding

Provide perimeter wayfinding signage at all intersections around the boundary of the precinct, to assist in facilitating assurance and orientation for pedestrians and cyclists entering the precinct.

Overview



Improved Amenity

1. Provide assurance
2. Orientation
3. Better connect across the precinct

INTERNAL WORKING DOCUMENT

KEY

- Secondary pathways
- Directional signage

Precinct Boundary Wayfinding

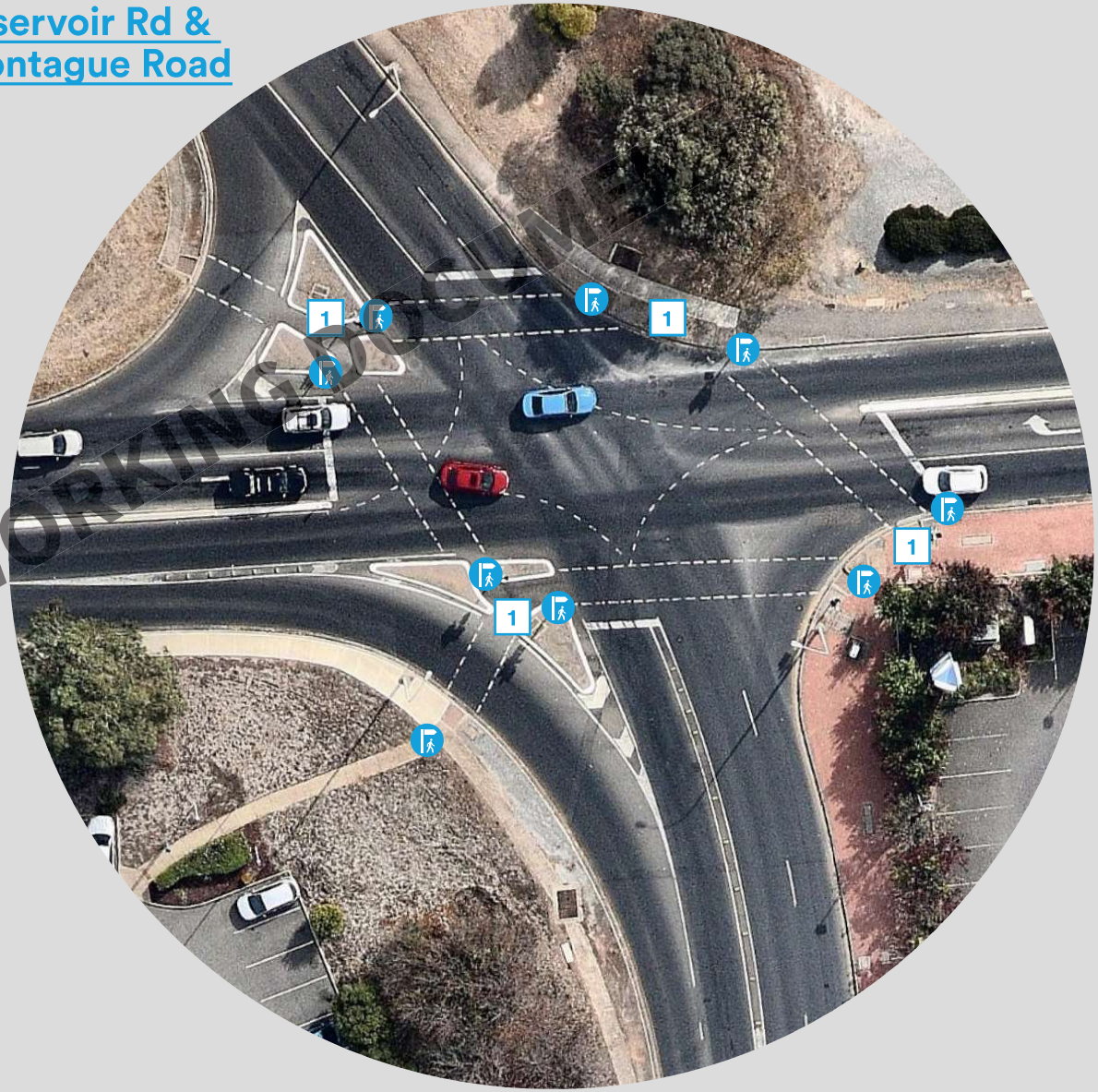
KEY MOVES

1. Add co-located wayfinding signage at all key intersections - consider linear route information applied as stickers to existing crossing signals.

KEY

Directional signage

Reservoir Rd & Montague Road



INTERNAL WORKING DOCUMENT

Precinct Boundary Wayfinding

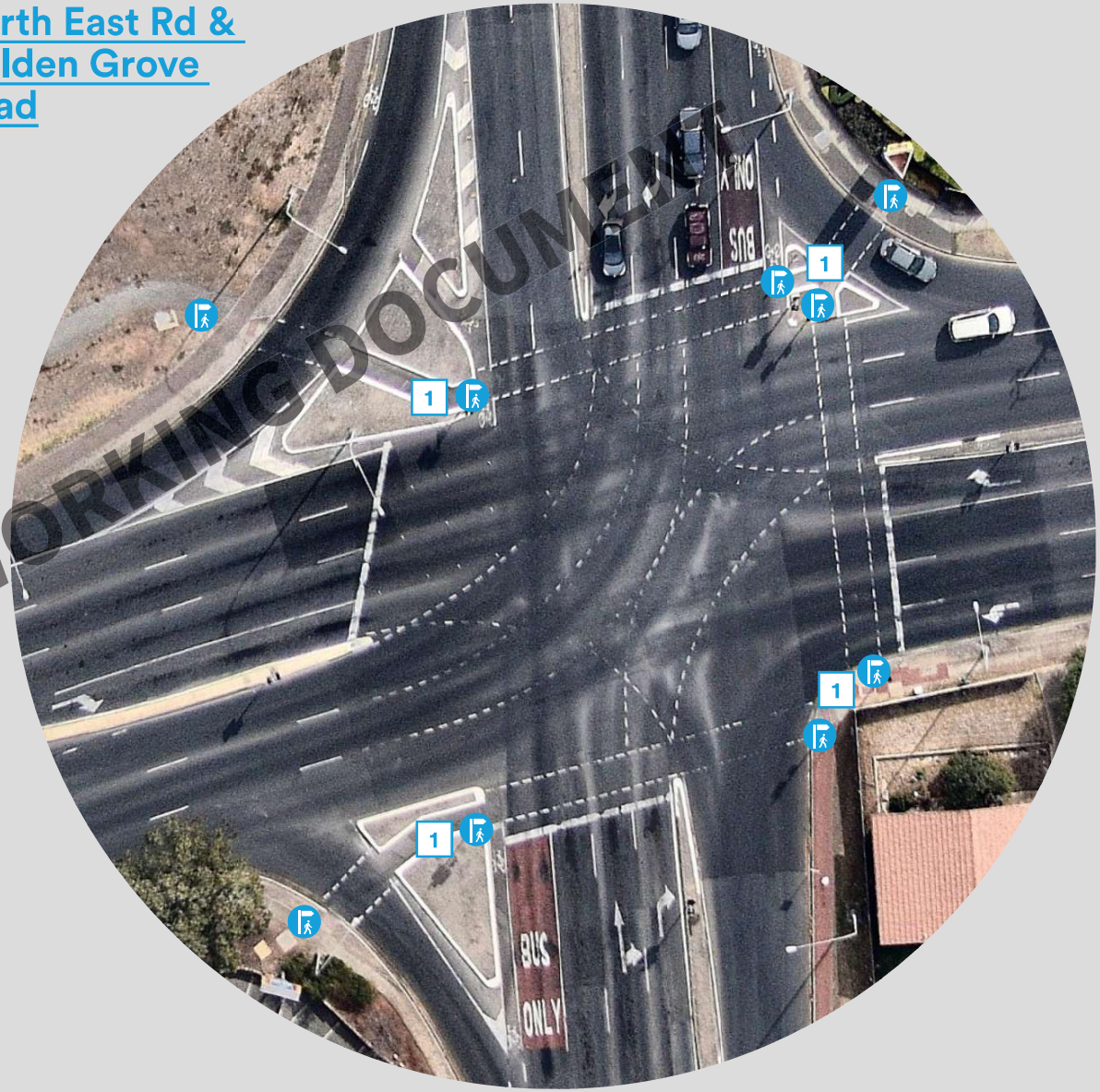
KEY MOVES

1. Add co-located wayfinding signage at all key intersections - consider linear route information applied as stickers to existing crossing signals.

KEY

Directional signage

North East Rd & Golden Grove Road



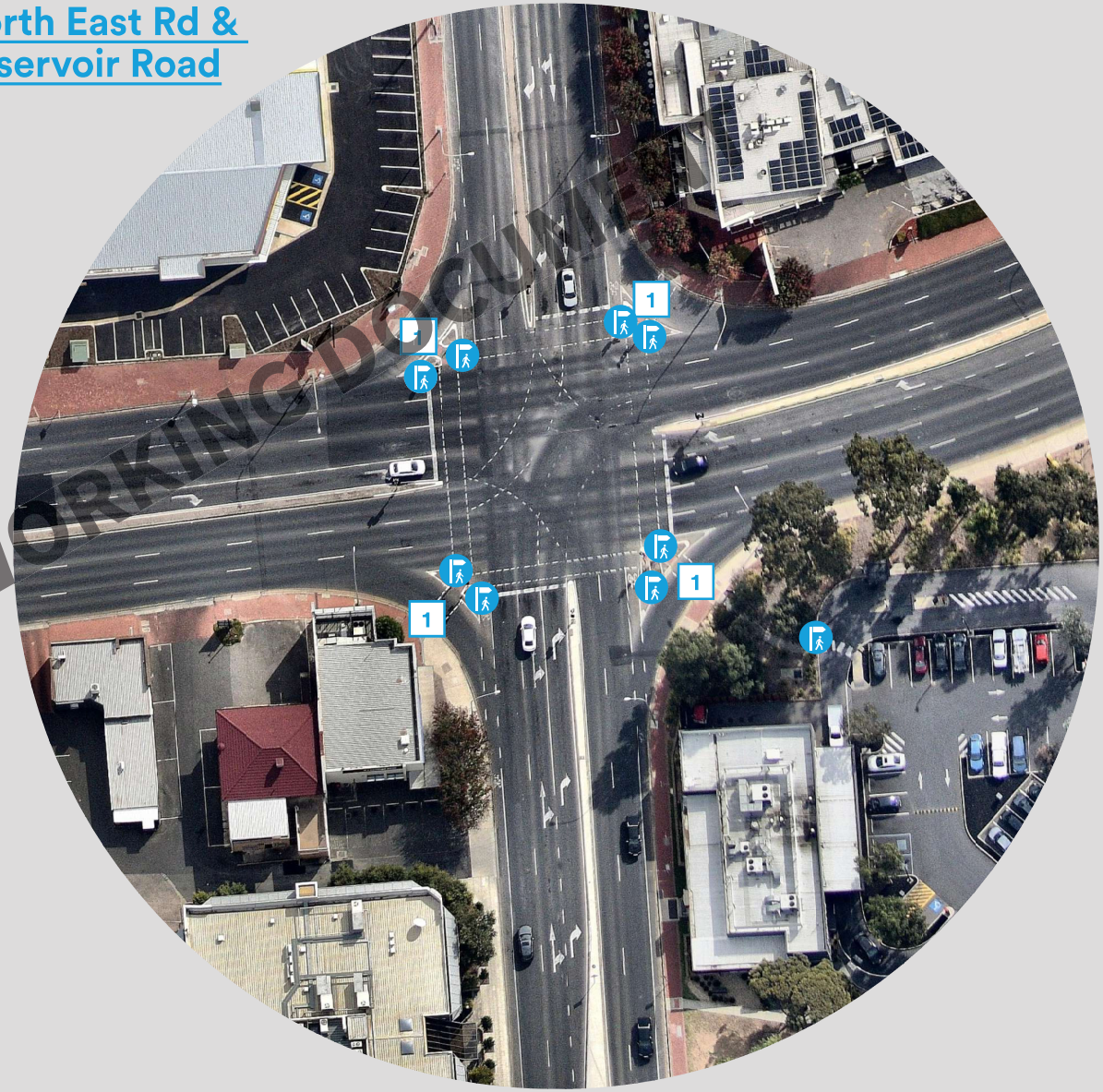
INTERNAL WORKING DOCUMENT

Precinct Boundary Wayfinding

KEY MOVES

1. Add co-located wayfinding signage at all key intersections - consider linear route information applied as stickers to existing crossing signals.

North East Rd & Reservoir Road



INTERNAL WORKING DOCUMENT

KEY

Directional signage

Precinct Boundary Wayfinding

KEY MOVES

1. Add co-located wayfinding signage at all key intersections - consider linear route information applied as stickers to existing crossing signals.

KEY

Directional signage

North East Rd & Smart Road



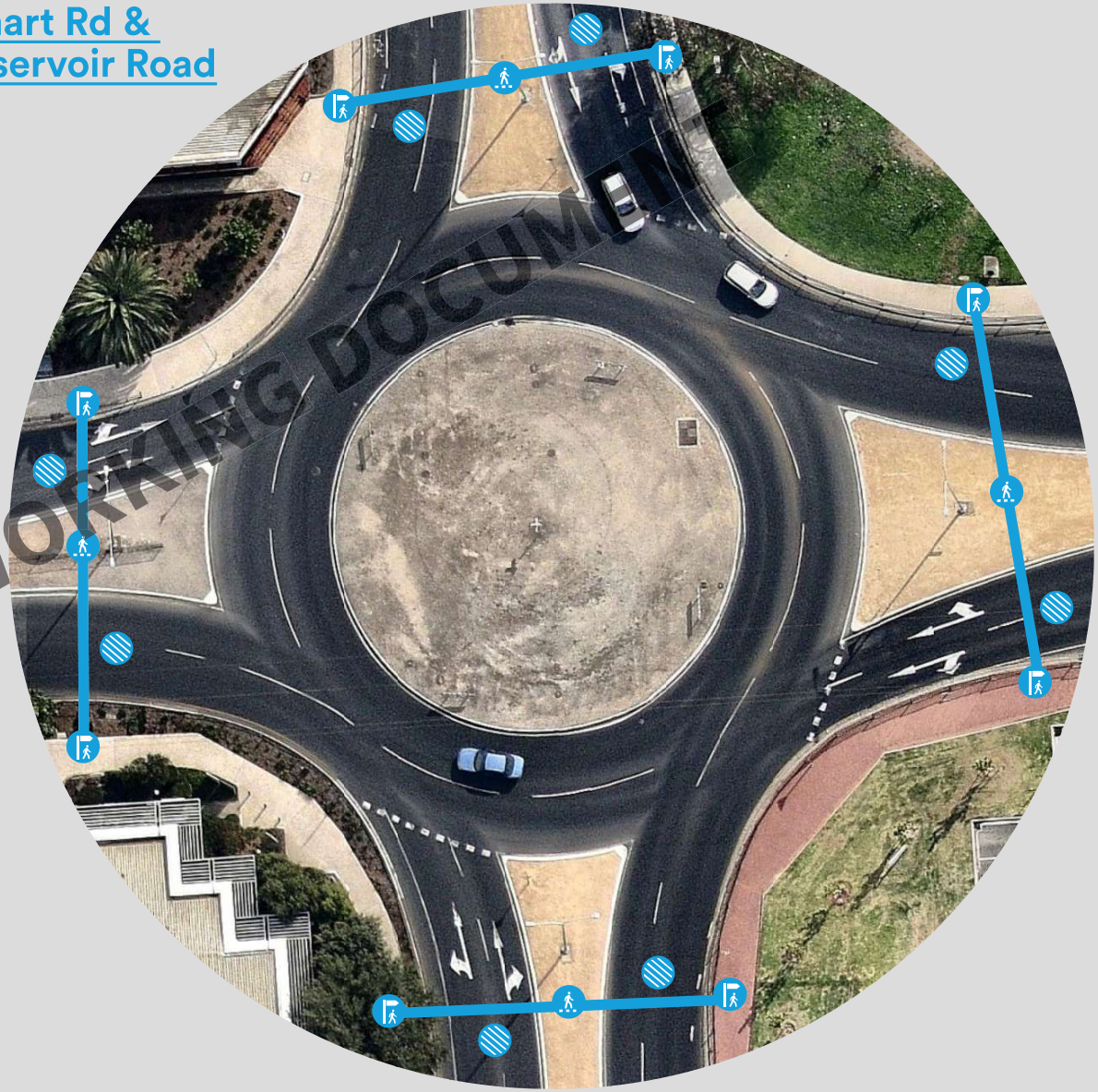
INTERNAL WORKING DOCUMENT

Precinct Boundary Wayfinding

KEY MOVES

1. Consider pedestrianising the round about by introducing pedestrian crossings and traffic slowing measures like signage and line markings. Ensure refuges are incorporated into any future redesign.

Smart Rd & Reservoir Road



INTERNAL WORKING DOCUMENT

KEY

- Main pedestrian route
  Blue: urban, Green: open space
- Directional signage
- Surface graphics
- Pedestrian crossing

Dry Creek Shared Use Path Link

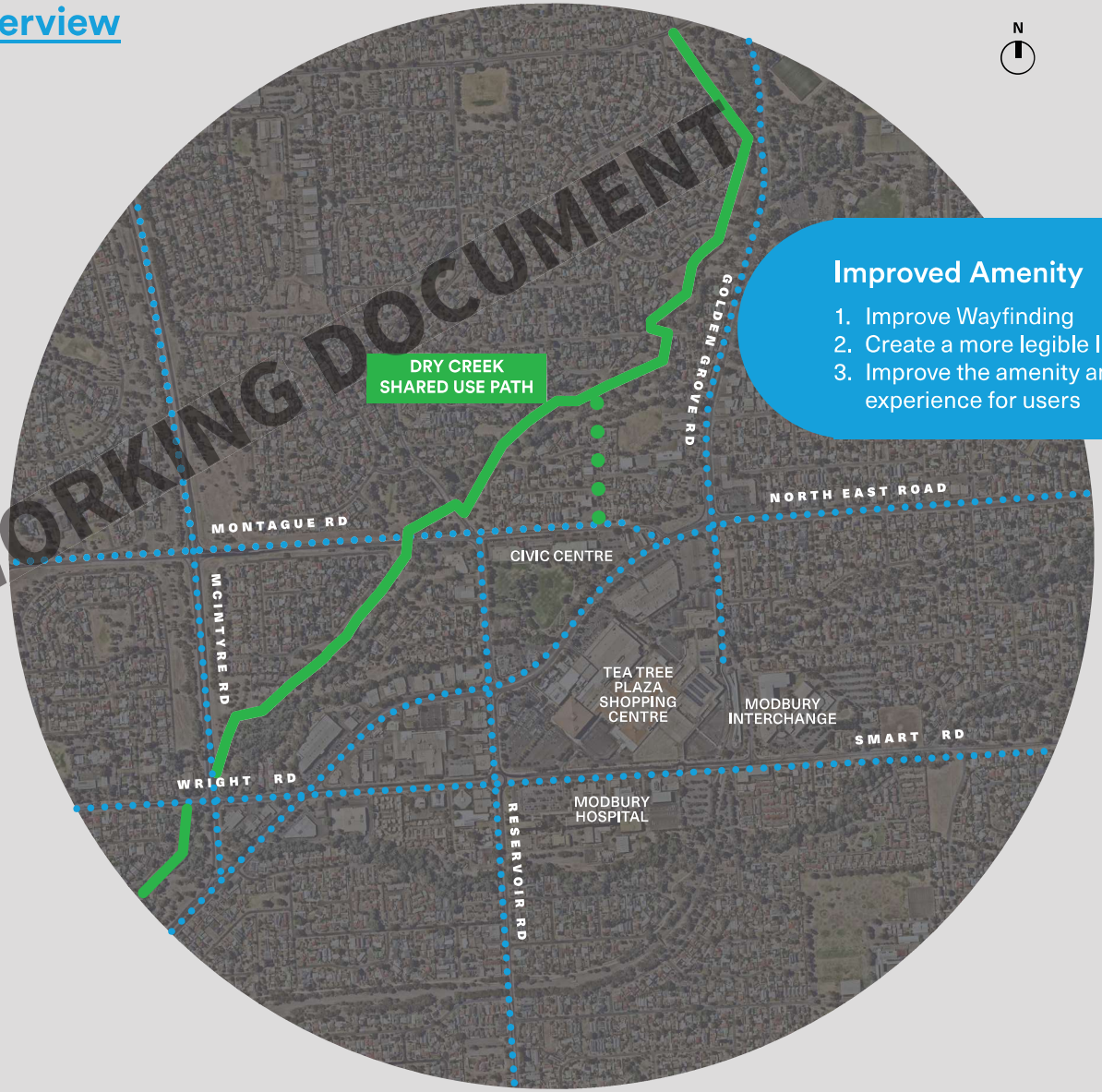
The Dry Creek Shared Use Path (SUP) is an important natural corridor and gateway arrival experience for visitors travelling by cycle and foot.

To further enhance its function as both corridor link and open space experience improving wayfinding and amenity within the Modbury Precinct boundary should be prioritised.

KEY

- Modbury Interchange
- Main pedestrian route
  Blue: urban, Green: open space
- Secondary pathways
- Directional signage
- Lighting
- Pedestrian crossing
- Wide pathway
- Pedestrian/Cycle entry

Overview



Improved Amenity

1. Improve Wayfinding
2. Create a more legible link
3. Improve the amenity and experience for users

INTERNAL WORKING DOCUMENT

Dry Creek Shared Use Path Link

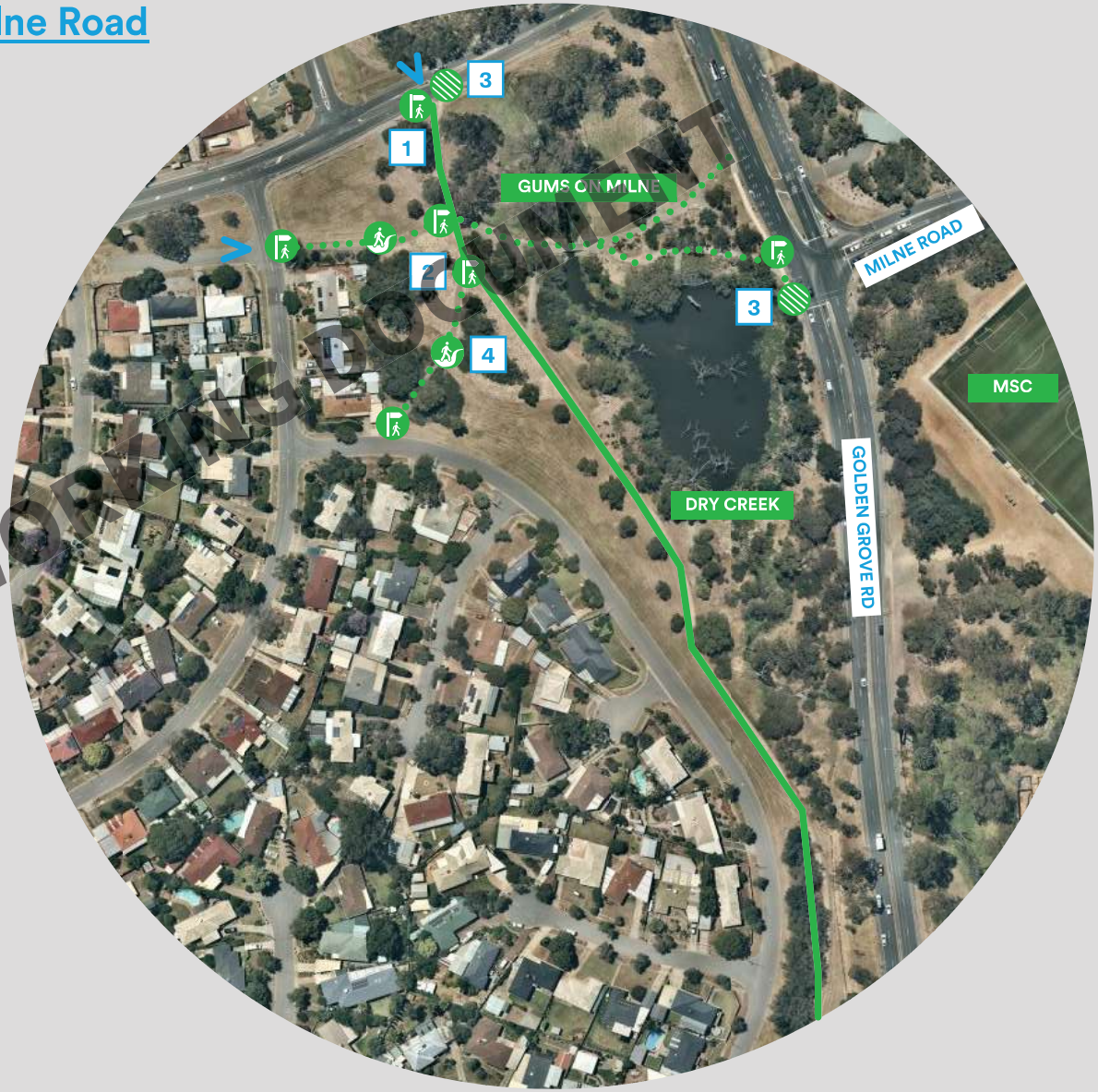
KEY MOVES

1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment.

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

Milne Road



INTERNAL WORKING DOCUMENT

Dry Creek Shared Use Path Link

KEY MOVES

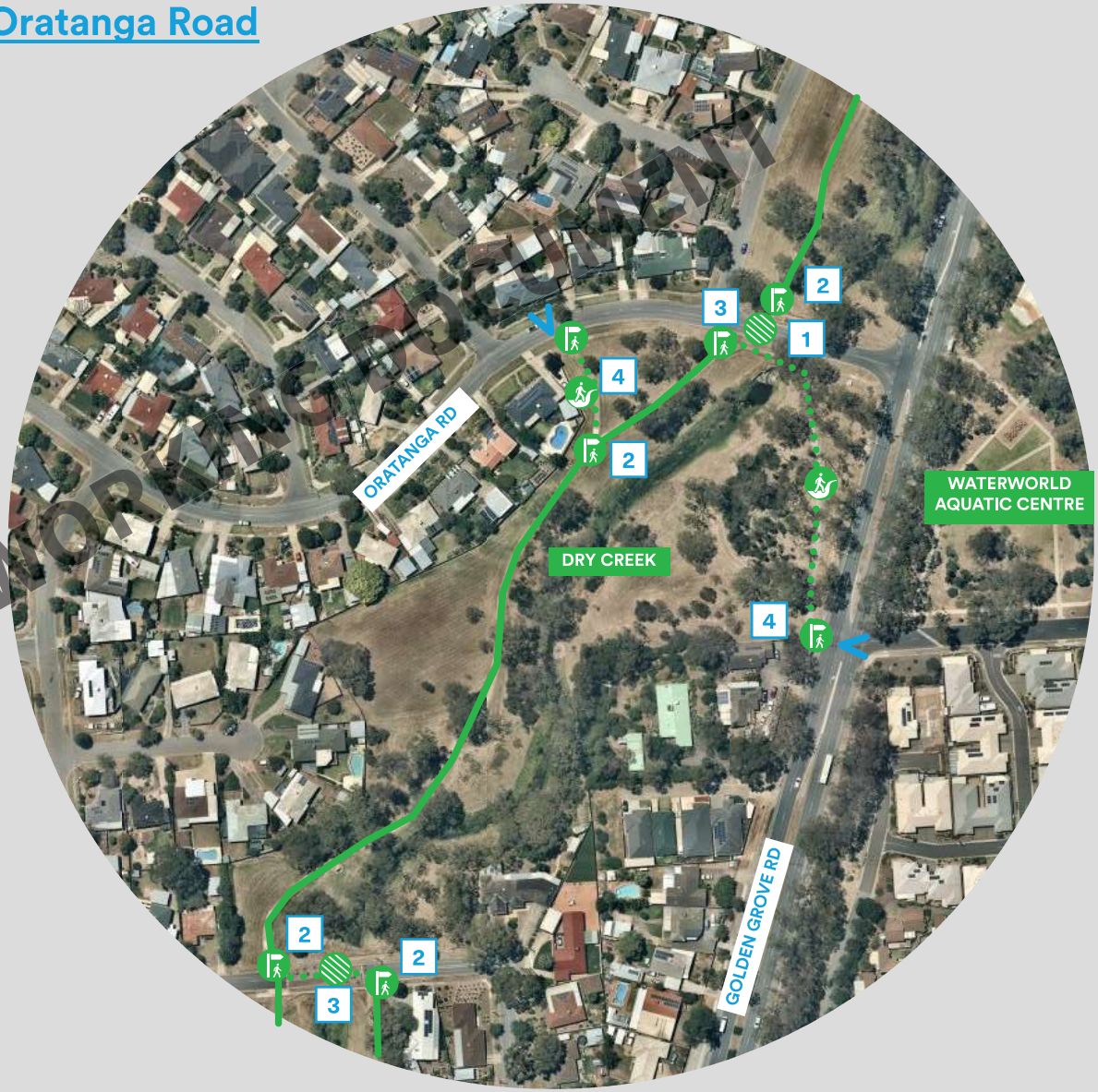
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2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment.

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

INTERNAL WORKING DOCUMENT

Oratanga Road



Dry Creek Shared Use Path Link

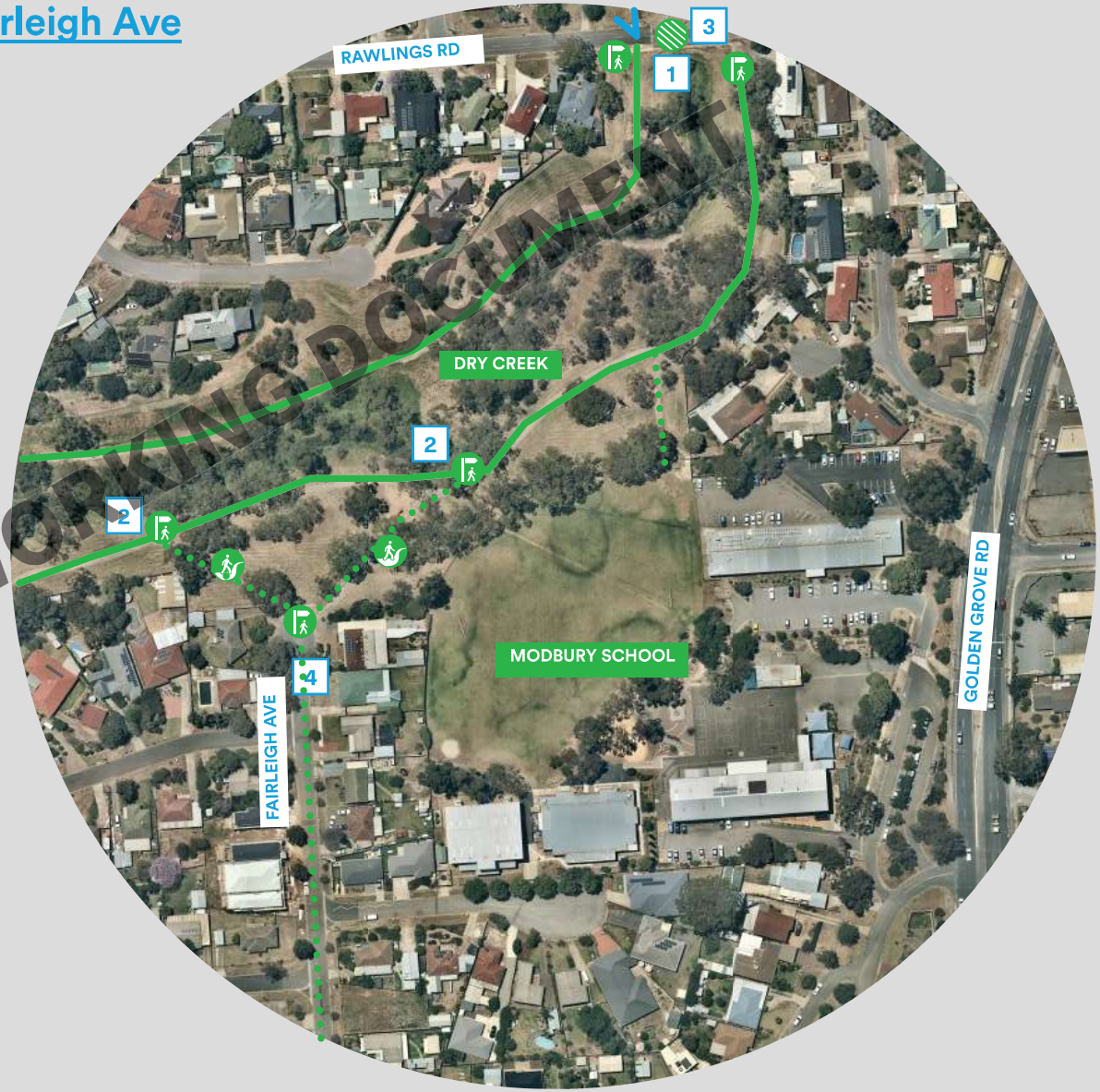
KEY MOVES

1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment (Fairleigh Avenue)

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

Fairleigh Ave



INTERNAL WORKING DOCUMENT

Dry Creek Shared Use Path Link

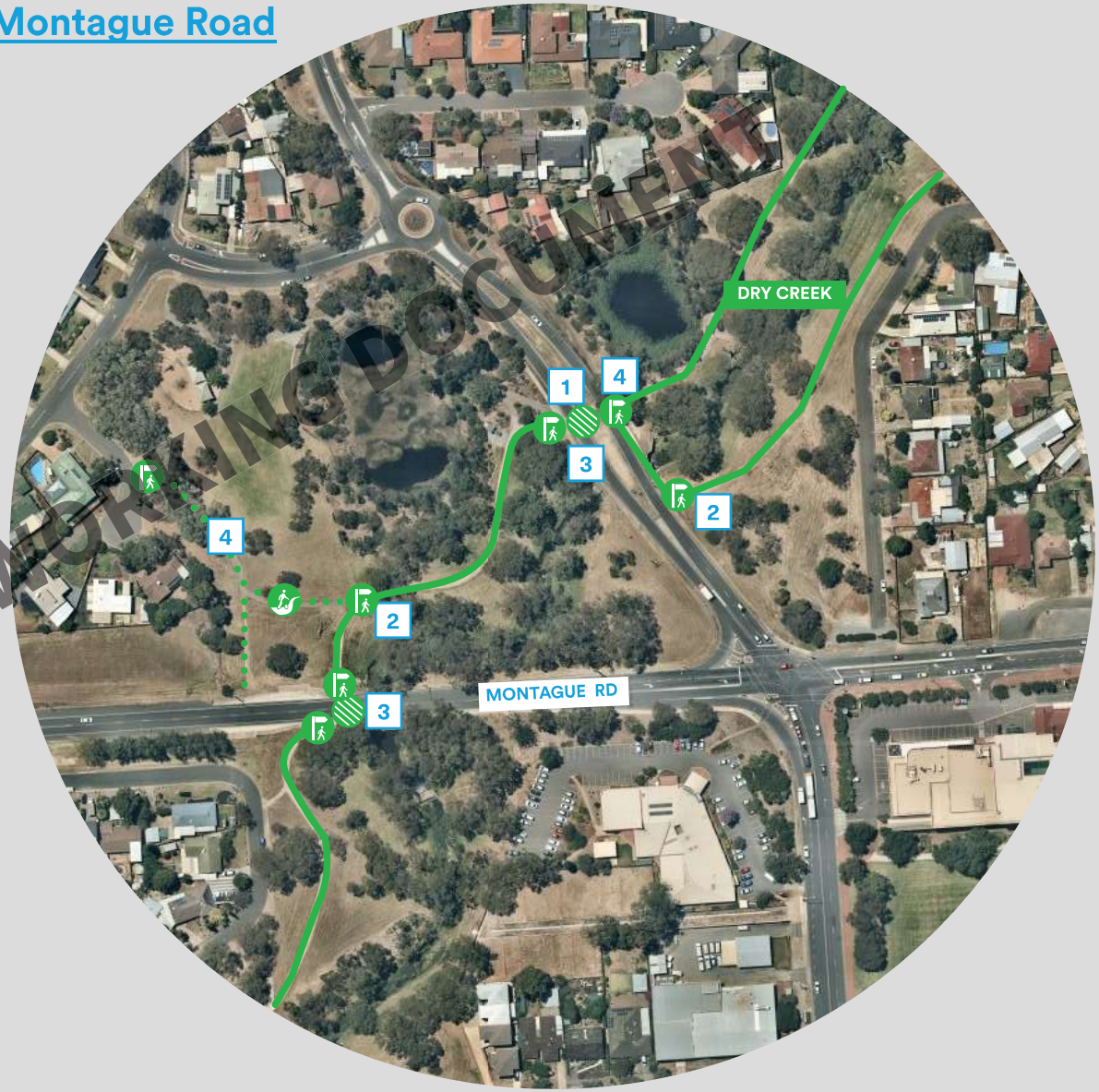
KEY MOVES

1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment.

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

Montague Road



INTERNAL WORKING DOCUMENT

Dry Creek Shared Use Path Link

KEY MOVES

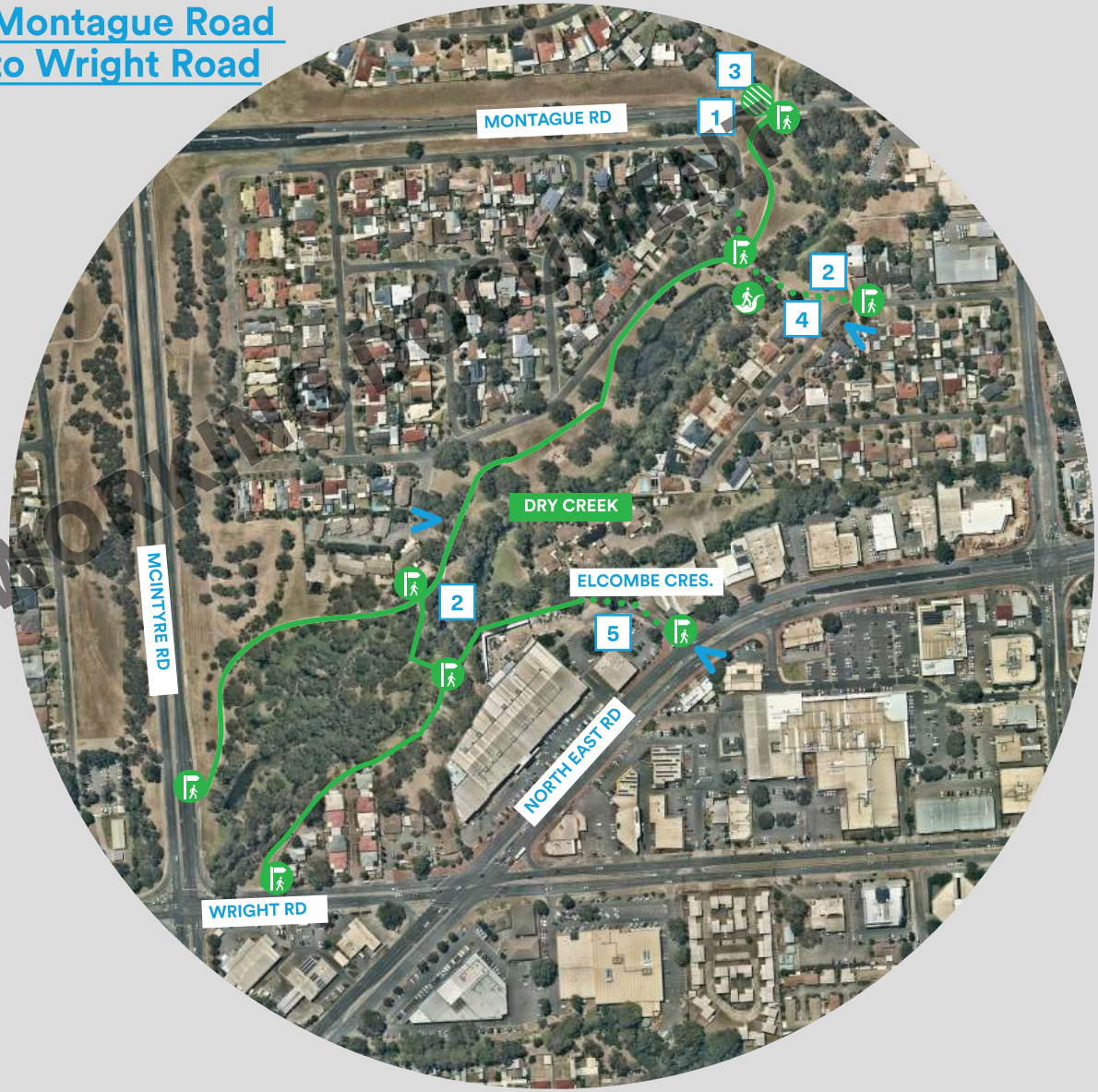
1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment.
5. Create a connection from Dry Creek through Elcombe Cres. to North East Rd as part of the proposed Dry Creek works

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

INTERNAL WORKING DOCUMENT

Montague Road to Wright Road



Dry Creek Shared Use Path Link

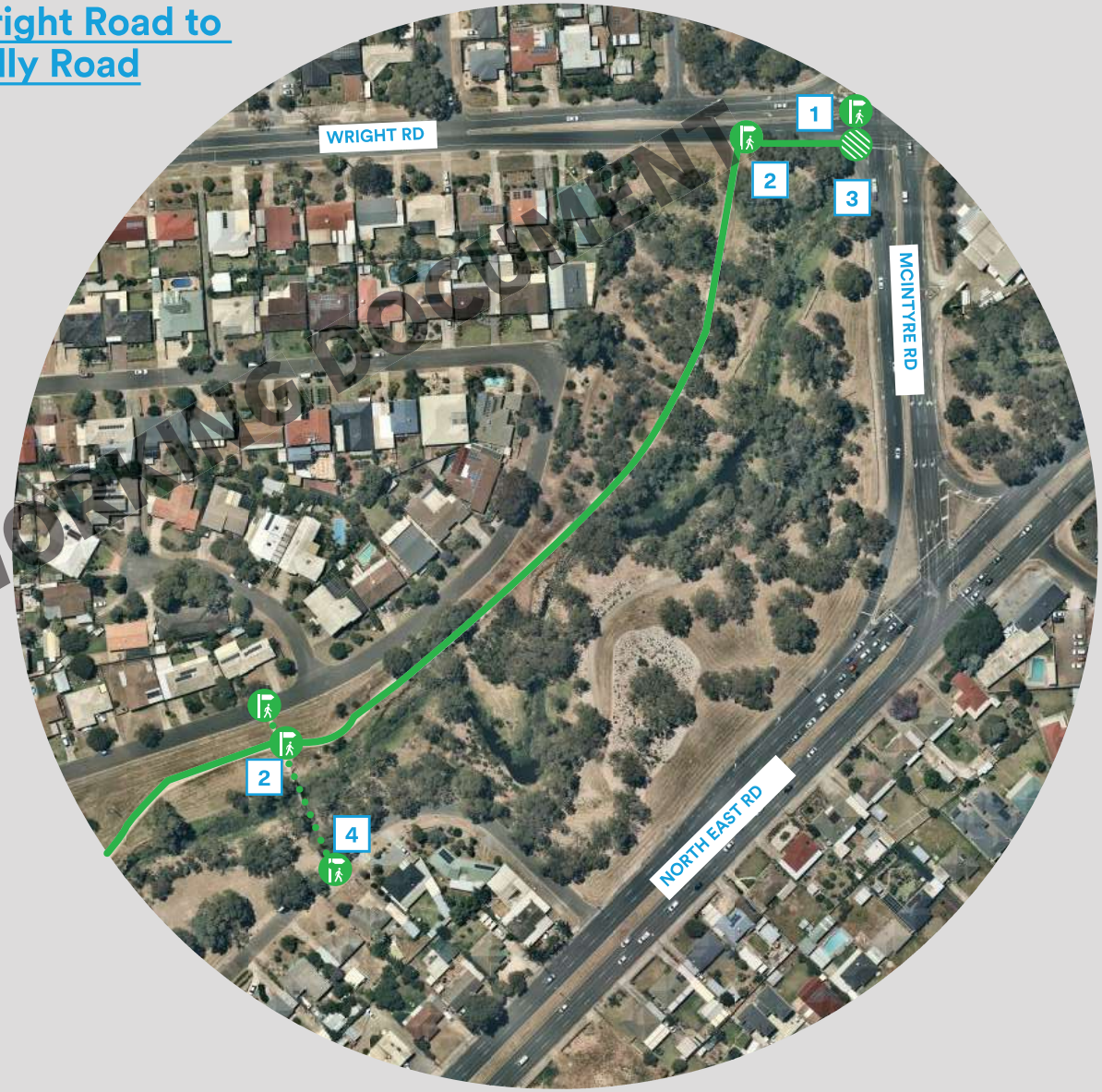
KEY MOVES

1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment (Fairleigh Avenue)

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

Wright Road to Kelly Road



INTERNAL WORKING DOCUMENT

Dry Creek Shared Use Path Link

KEY MOVES

1. Formalise entries at key road crossings to highlight the Dry Creek SUP
2. Include wayfinding at key decision points along the open space trail wherever intersecting paths meet.
3. Provide super graphics or behavioural messaging to encourage use of the open space network.
4. Consider formalising secondary desire lines that connect the surrounding street system with the main Dry Creek SUP alignment.

KEY

- Main pedestrian route (Blue: urban, Green: open space)
- Secondary pathways
- Directional signage
- Surface Graphics
- Wide pathway
- Pedestrian/Cycle entry

Kelly Road to Baymor Reserve



INTERNAL WORKING DOCUMENT

INTERNAL WORKING DOCUMENT

5

APPENDIX

STAGED IMPLEMENTATION

Key Project	Description	Priority	OPC	TIMETABLE
1. Update existing municipal signage with new graphics as per the recommendations	Re-skin the new municipal signage including: regulatory, directional and identification signs found around the Civic Centre Civic Park and O-Bahn SUP.	**High**	**$6-10k**	**2019-20**
2. Modbury Interchange to North East Road	Look at extending proposed works along Golden Grove Road south of North East Road as per Wayfinding Plan including: east side SUP widening and extension, formalising a pedestrian crossing north of May Ave and installing wayfinding signage and Pedestrian lighting.	**High**	**$350k**	**TBC**
3. Additional Wayfinding Signage	New mapped plinth signage for key locations across the precinct including Civic Park, Modbury Sporting Hub, Smart Road and Modbury Interchange	**High**	**$80k**	**2019-21**
4. Modbury Health Precinct to Civic Centre & TTG Library	Formalise pedestrian connection through the TTP SC car park to Civic Park with pedestrian directional, vehicular regulatory signage and walkway surface graphics.	**Medium**	**$70k**	**TBC**
5. Dry Creek SUP Link	Formalise pedestrian connection along the length of the Dry Creek SUP with a key focus on wayfinding directional signage, enhancing pedestrian crossings and line markings.	**Medium**	**$80k**	**2019-20**
6. Modbury Sporting Hub	New directional signage across the precinct and precinct mapping on information nodes	**Low**	**$25k**	**2020-21**
7. Precinct Boundary Wayfinding	New directional signage at all peripheral boundary intersections as per the Wayfinding Plan.	**Low**	**$20k**	**2020-21**

INTERNAL WORKING DOCUMENT

INTERNAL WORKING DOCUMENT