

High Street

High Street provides the main access from the north east of town, with the only at grade rail crossing within Seymour. It also provides the main access for the future development proposed to the north east. St Mary's College is located along High Street, generating additional pedestrian activity in the mornings and afternoons.

The Structure Plan proposes to provide a shared path along the southern boundary of the road reserve, providing direct access to the school and also through into the town centre via Crawford and Wallis Streets. The Structure Plan also proposes to formalise the cycle lanes that are currently provided, whilst providing wider traffic lanes for larger trucks, as shown on Figure 37.

Angle parking has been replaced by parallel parking and kerb outstands, allowing nature strips to be widened and providing opportunities for additional street tree planting.

Crawford Street

In order to provide enhanced pedestrian and cyclist connectivity into the town centre and also across the rail line, the Structure Plan proposes to provide a shared path along the eastern boundary of the road, connecting to the improved pedestrian underpass off McIntyre Street, whilst otherwise maintaining the existing cross section arrangement, as shown on Figure 38.

While nature strips along Crawford Street are narrow, kerb outstands provide opportunities for street tree planting.

Oak Street

The Structure Plan proposes to provide a shared path along Oak Street, providing a better pedestrian / cyclist access to the railway station from the north east of town. Wider traffic lanes also provide for larger trucks along Oak Street, as shown on Figure 39.

There is a restriction on the cross section width at the bridge over Whiteheads Creek, that only allows for a footpath. Traffic flows are such that cyclists would have safe passage on road over the bridge, otherwise a separate shared path crossing may be provided subject to future demand or desire.

Areas of asphalt have also been minimised and kerb outstands provided to allow for additional street tree planting.

Figure 37 High Street - Indicative Cross Section



Figure 38 Crawford Street - Indicative Cross Section

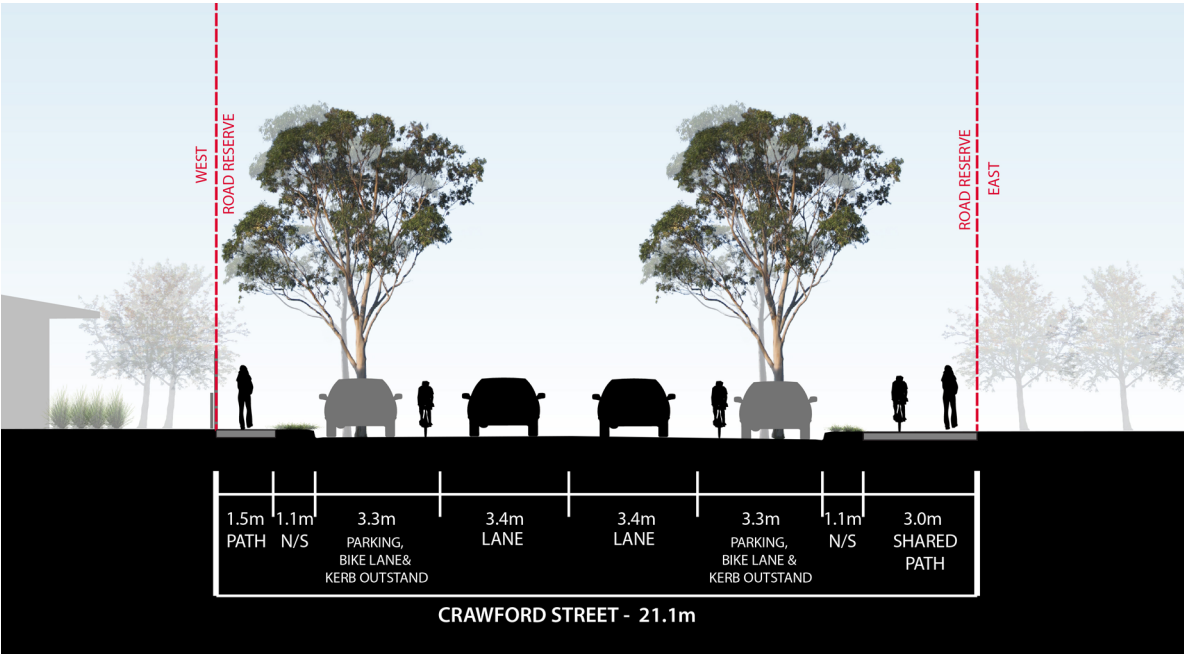


Figure 39 Oak Street - Indicative Cross Section

