

# Option A

## Retain alignment, redirect one-way traffic flow

- Change direction of traffic in Koolkuna Lane to allow one-way traffic to exit onto Willis Street;
- Redirect traffic to head north (toward Willis Street) rather than south (toward station);
- Widen Koolkuna Lane to accommodate bus movements;
- No change to number of car parking spaces;
- Approx. an additional 1,000 vehicles per day could travel through Koolkuna Lane;
- Buses will enter the precinct via Willis Lane and exit via Koolkuna Lane, and travel an additional 145 metres along Willis Street before entering Hampton Street;
- Relocated bus stops to linear configuration along Koolkuna Lane.
- Convert bus interchange into new pedestrian plaza.

### Impacts

- Widening of Koolkuna Lane requires additional land to be set aside from the Scout Hall site (14m<sup>2</sup>);
- Potential impacts from increased traffic for residents of Willis Street, 140m west of Willis Lane and east of Koolkuna Lane;
- Improve pedestrian safety and enhance character of streetscape along Koolkuna Lane;
- Wider paths and road pavement provide safer environment for pedestrians and cyclists;
- The shape of Scout Hall site and DHS land are likely to result in a less desirable outcome if developed;
- If land west of Koolkuna Lane is developed, it is likely vehicle access will be provided directly onto Willis Street;
- Limits Council's ability to develop Scout Hall to recover costs of works, or for future investment into precinct;
- Higher volume of traffic flowing through bus interchange area, potentially impacting bus schedules.

### Ways to address negative impacts

- Lower speed limit along Koolkuna Lane, Willis Street and Willis Lane.

