

# Federal Village MASTERPLAN

## Federal Village Masterplan Movement Study **Executive Summary**

Prepared by  
Federal Village Masterplan Steering Committee  
May 2021

In association with  
Byron Shire Council



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## Executive summary

### *Key issues*

- **There are large numbers of people crossing the main street, peaking in the middle of the day and on weekends.** The maximum was recorded on Sunday 21<sup>st</sup> February 12-2pm, with 890 people crossing in just two hours. The average number of crossings between 12 & 2pm on weekends is 487. These peak times on weekends and in the middle of the day during the week, are largely due to visitors coming to Federal to go to the Doma Cafe, and other commercial venues, although Doma is the star attraction. Other busy times include monthly markets or other special events at Jasper Corner, or in the park.
- **There are large numbers of cars entering, stopping and/or transiting through the village.** The automated traffic counter in the centre of the village showed that the average number of vehicles each day was 1,863, with Vpp85 of 46.1km/hr in the 50km/hr zone. Vpp85 is the standard metric for assessing speed and indicates that 15% of cars were travelling over 46.1km/hr at the counter. There were morning and afternoon peaks during the week, and peaks in the middle of the day on weekends. Based on our own data collection, the number of cars stopping in the main street is highest in the middle of the day on weekends, and in the afternoons on weekdays. Combined with large numbers of people crossing the road, this makes a very dangerous situation, especially as peak times for vehicles often coincide with peak times for pedestrians.
- **During weekdays, it is very busy during school-bus times** with large numbers of adults and children crossing and cars stopping – almost as many as in the middle of the day, with the afternoons slightly busier than the middle of the day. Up to 14 school buses stop in Federal and Federal serves as a bus interchange with many children transitioning between buses and having to cross the road to do so, at a time with extremely busy traffic.
- **Many people make ‘dangerous turns’**, at least in part due to lack of alternative options for turning. ‘Dangerous turns’ were defined as reversing across the road to head in the other direction (most commonly from nose-in parking on the east side of Albert St) or making U-turns in Albert St – and combined with heavy pedestrian and vehicle traffic result in potentially dangerous situations. ‘Dangerous turns’ were fairly constant through the day, but with a slightly higher rate in afternoons, especially on school days.
- **U-turns at Roses Rd or Coachwood Court** are more common on weekday mornings during school term and in the middle of the day on weekends. Again, these can be dangerous at times, and reflect lack of alternatives for turning around.

**The combination of large numbers of people crossing and large numbers of cars coming in and out of the village creates very dangerous conditions, with many ‘near miss’ situations documented by our volunteers, especially related to cars reversing out of the ‘nose-in’ parking spots with others also reversing and more traffic on the road. The situation is particularly dangerous for small children.**