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Glossary

Active frontage: that frontage with a preponderance of pedestrian-oriented and concentrated activity.

Activity profile: the distribution of pedestrian activity along the length of the Main Street or sub-arterial centre.

Assessment Balance Chart: a table which presents information on monetary and non-monetary costs and benefits for different performance indicators.

Cordon: an imaginary line around the perimeter of the Main Street or sub-arterial centre.

Cordon point. a point along the Main Street or sub-arterial road where the cordon crosses such street/road.

Core zone: a zone of concentrated pedestrian activity.

Design area: that section of the Main Street or sub-arterial centre for which a design for environmental adaptation is being prepared.

Environmental adaptation: the process of adapting the Main Street or a centre along a sub-arterial road to meet the needs of all its users in a manner which satisfies objectives of road safety, traffic operations, amenity and cost-effectiveness.

Friction: the impediments to traffic flow caused by intersections, signals, turning movements, parking manoeuvring, on-street goods deliveries, and crossing pedestrians.

Impact: the effect of traffic on pedestrian crossability, safety, parking, trade and appearance, and exposure to noise and air pollution.

Jay walking: pedestrians crossing at other than legally defined points and proceeding at walking pace.

Jay running: pedestrians crossing at other than legally defined points and proceeding at running pace.

Performance indicator: a parameter which shows how a system or a project performs in respect of a specific criterion (such as vehicle speed, or ability to cross).

Planning area: an area extending beyond the design area which must be taken into account in the design for environmental adaptation.

Secondary frontage: that frontage along the Main Street or sub-arterial road with incidental or dispersed pedestrian activity.

Sharing the Main Street: see environmental adaptation.

Speed profile: the distribution of target speeds along the length of the Main Street or a sub-arterial road.

Target (street) speed is the assumed average speed of vehicles at the location within a street segment where vehicles travel at their highest speed. It prescribes the degree of physical restraint on vehicle operation which is imposed in the design.

Through traffic: traffic which does not stop (other than at intersections or legal crossings) between two cordon points.

Transition zone., a zone, adjoining the core zone and consisting of predominantly vehicle-oriented uses.



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