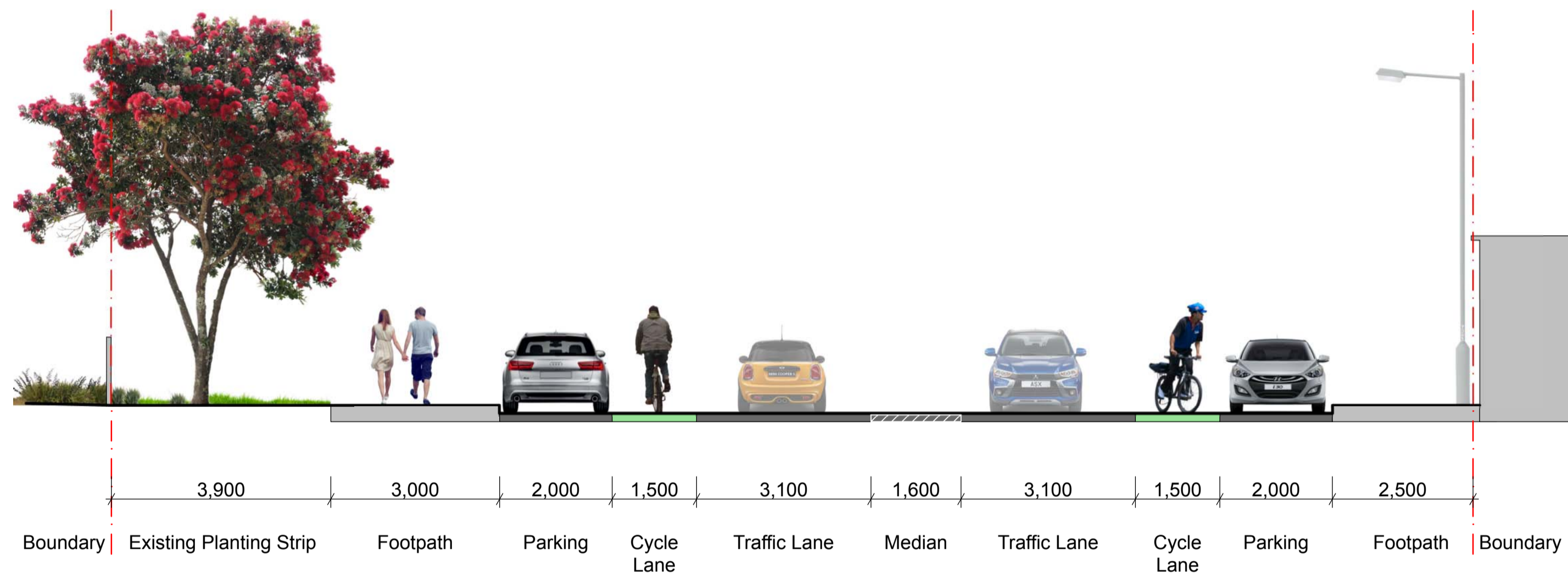
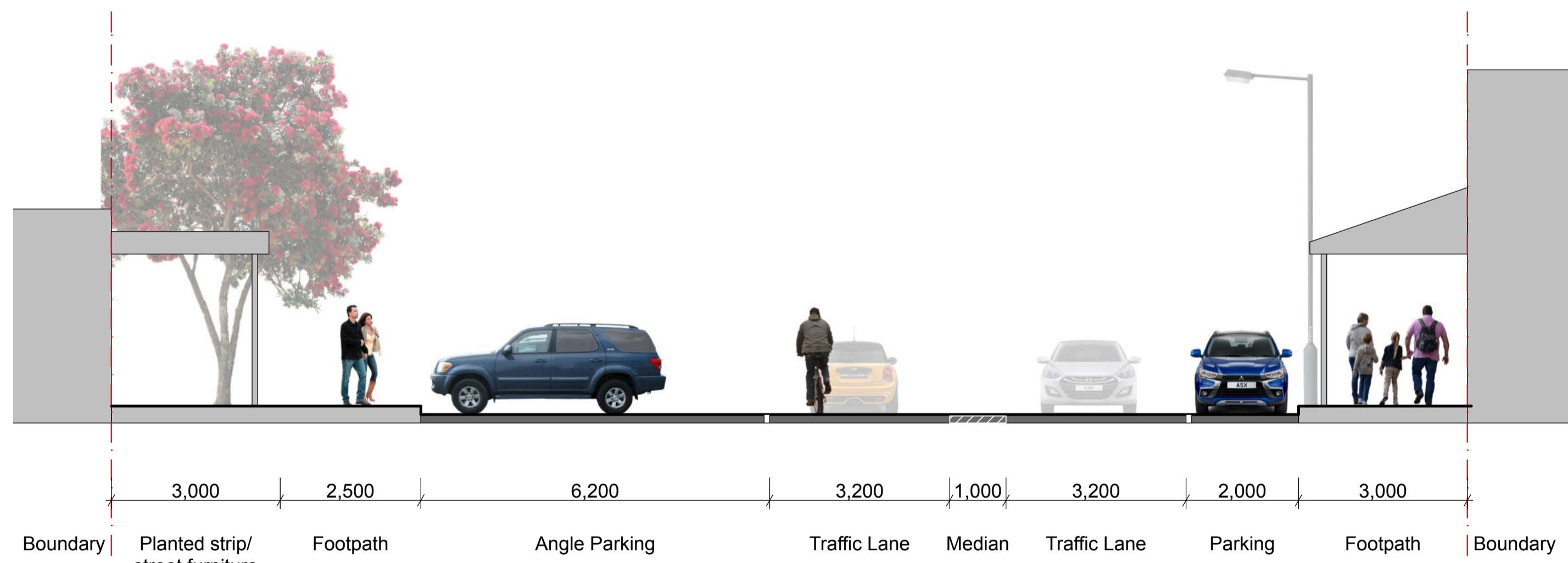


# ORIGINAL

(Typical Section)



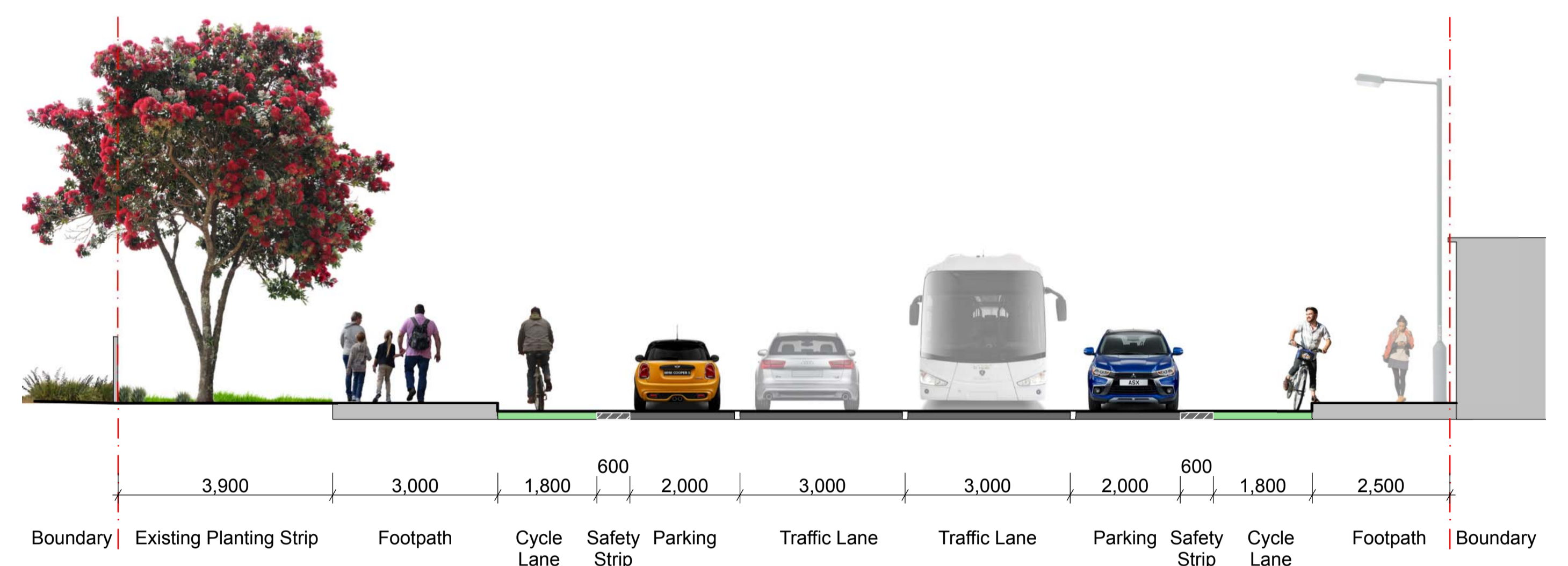
## Residential Zone



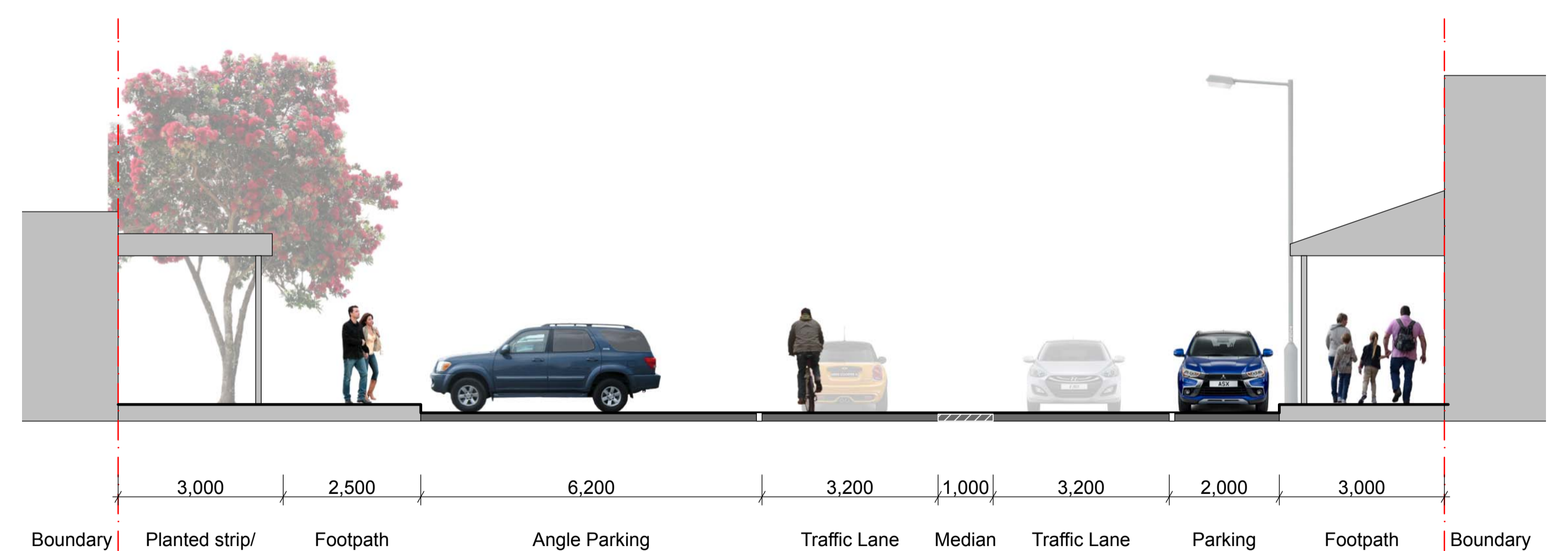
## Business Zone

# CURRENT

(Typical Section)

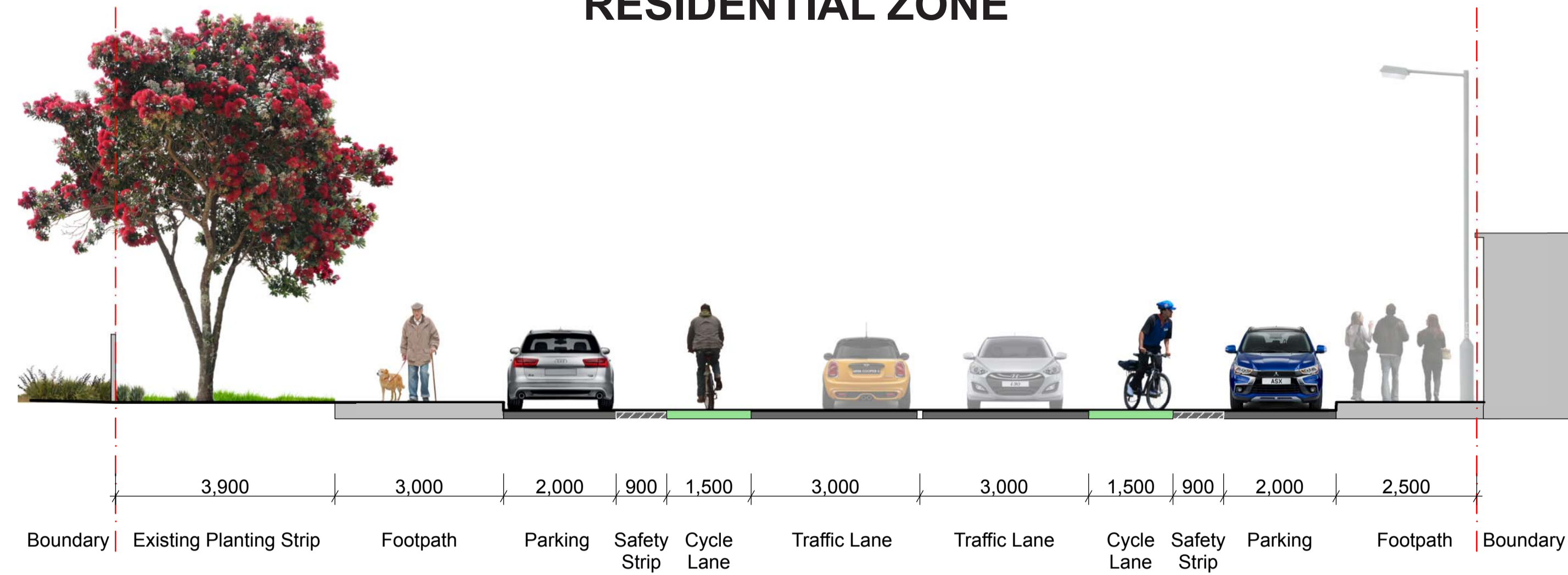


## Residential Zone

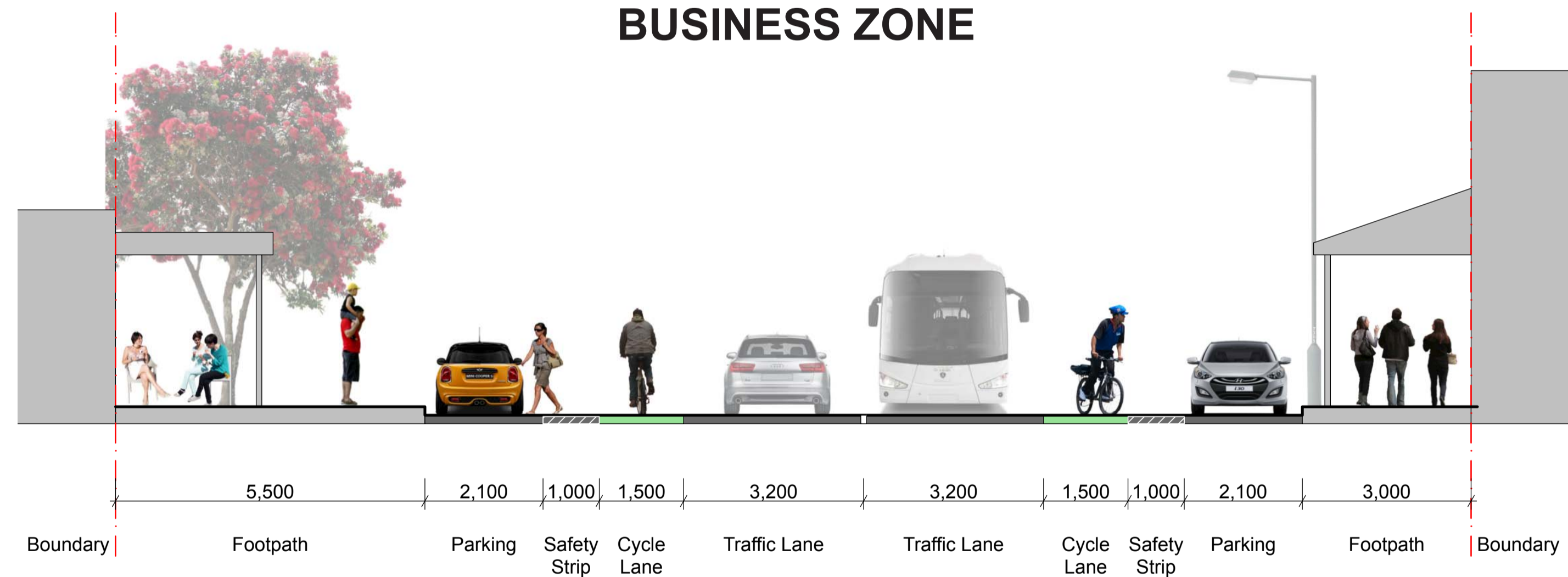


## Business Zone

## RESIDENTIAL ZONE

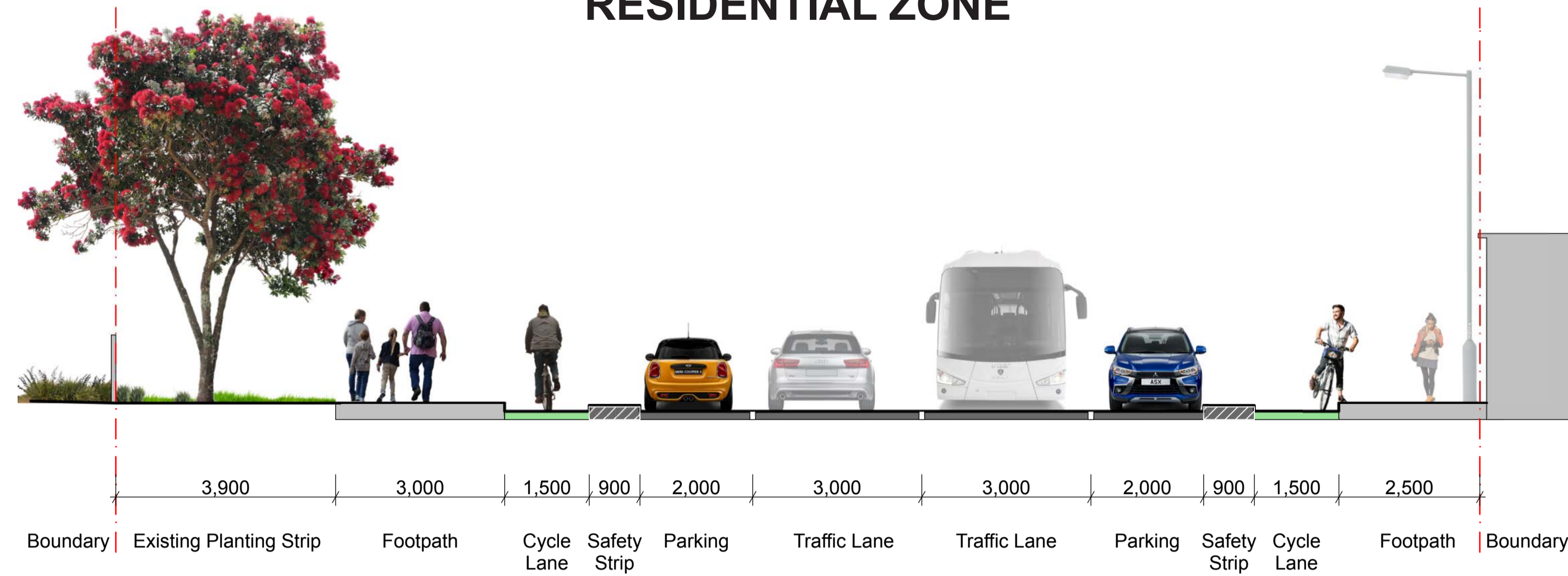


## BUSINESS ZONE

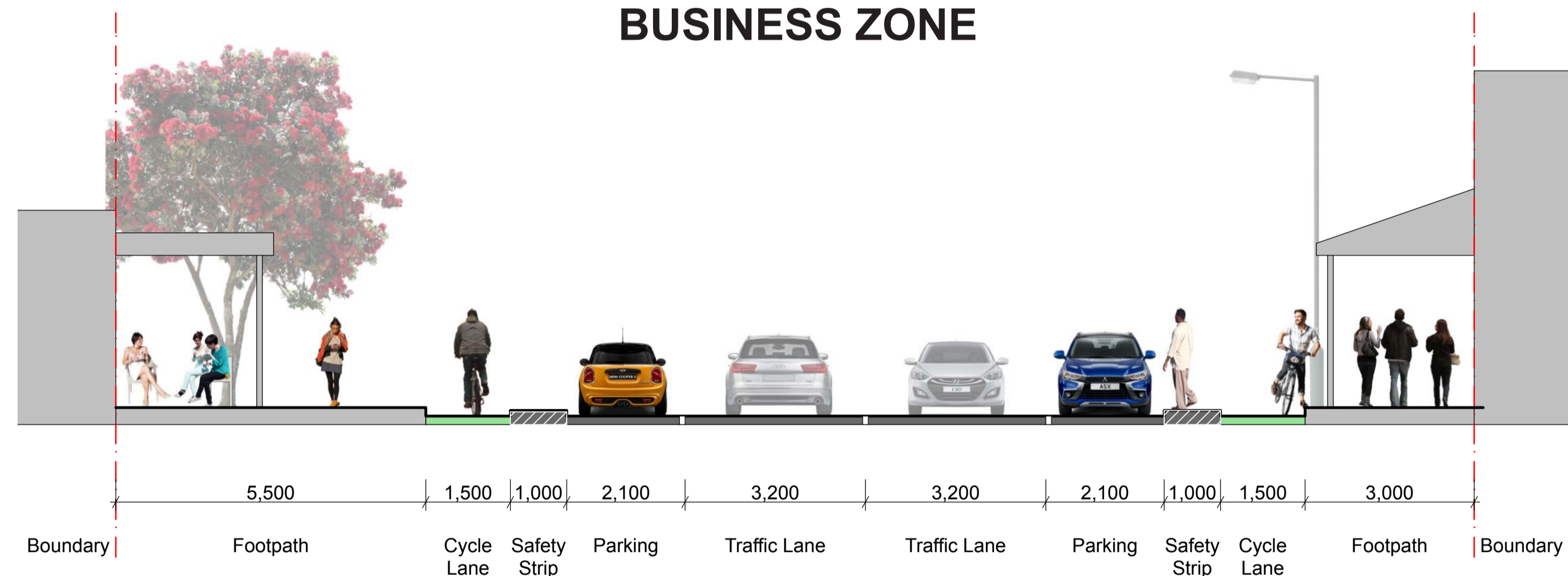


- Road-side cycle lane adjacent to parking
- Painted buffer space separating the cycle lane from the adjacent parking door zone
- Cycle lane is not protected from moving vehicles
- Footpath widths and kerb positions are generally unchanged
- Traffic lane and parking widths remain unchanged from current in the residential zone
- Traffic lane widths remain unchanged in the business zone
- Parallel parking on western side of business zone
- No central flush median strip in the residential and business zones
- Approx. 40 parking spaces (25%) removed from the residential zone
- Approx. 17 parking spaces (29%) removed from the business zone

## RESIDENTIAL ZONE

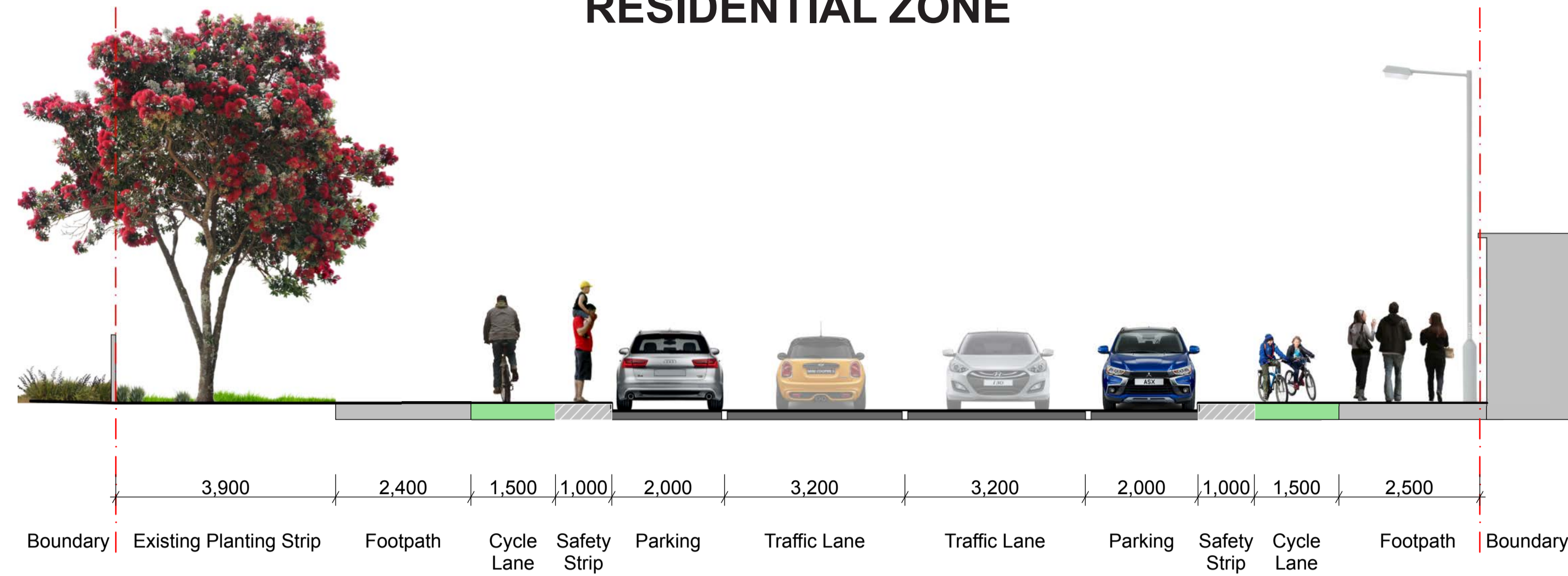


## BUSINESS ZONE

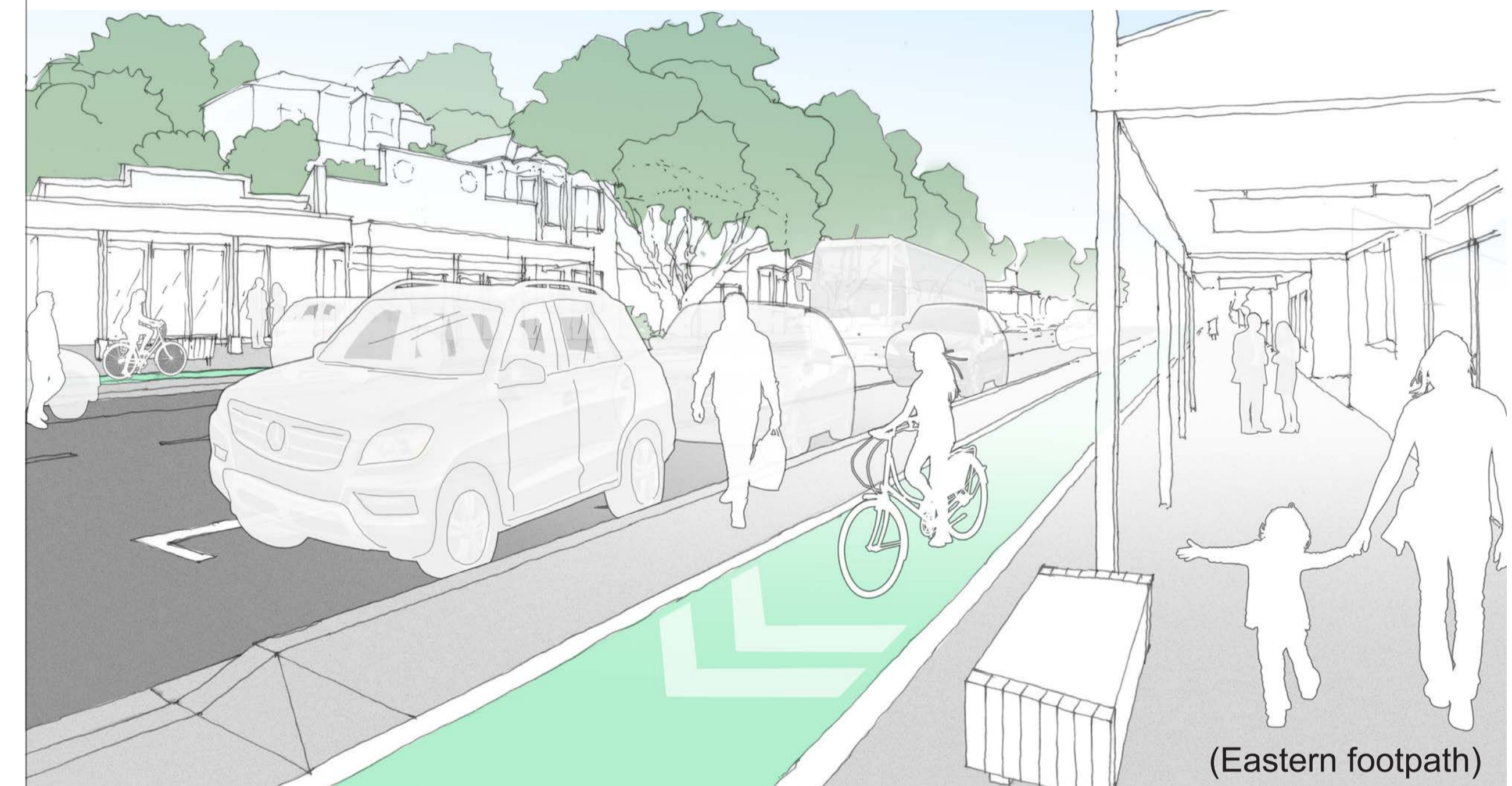
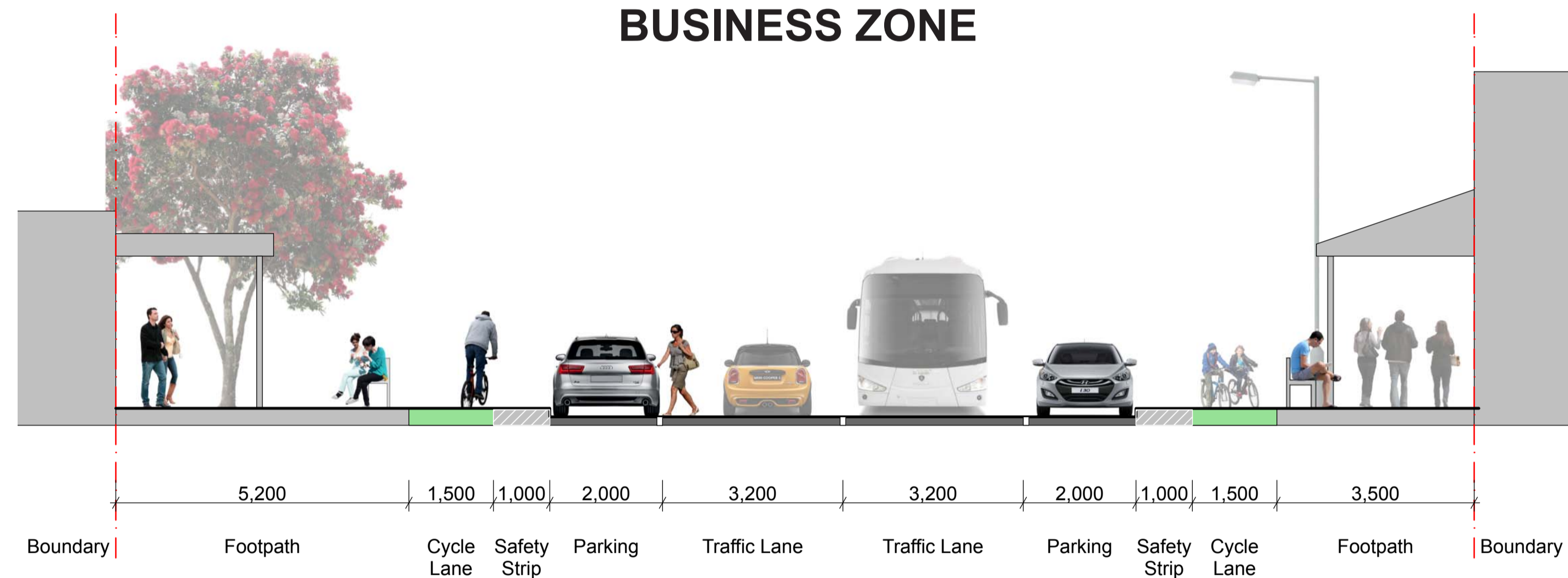


- Separated kerb-side cycle way at road level
- Raised kerb separators provides a physical buffer space separating the cycleway from the adjacent parking door zone
- Cycle lane is separated from moving vehicles
- Footpath widths and kerb positions are generally unchanged
- Traffic lane and parking widths remain unchanged from current in the residential zone
- Traffic lane widths remain unchanged from current in the business zone
- Parallel parking on western side of business zone
- No central flush median strip in the residential and business zones
- Approx. 40 parking spaces (25%) removed from the residential zone
- Approx. 17 parking spaces (29%) removed from the business zone

## RESIDENTIAL ZONE



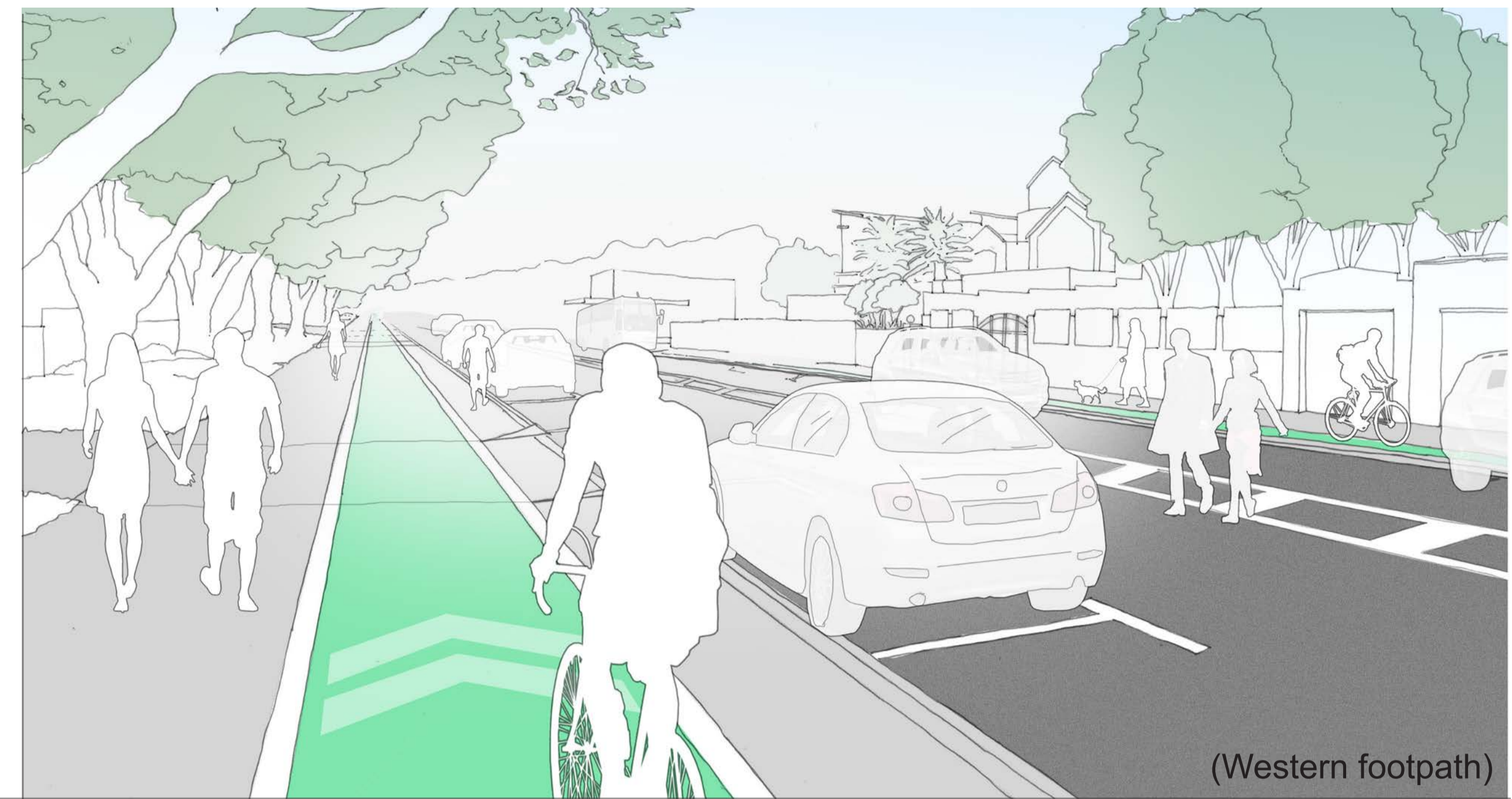
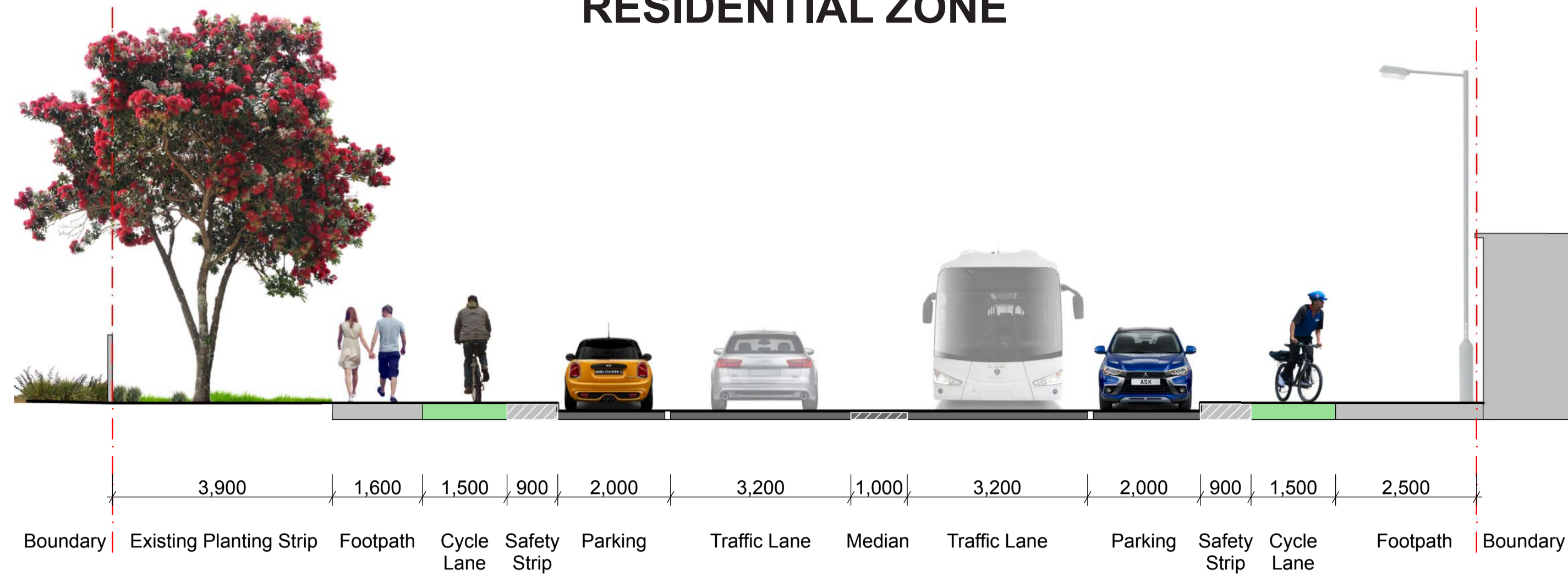
## BUSINESS ZONE



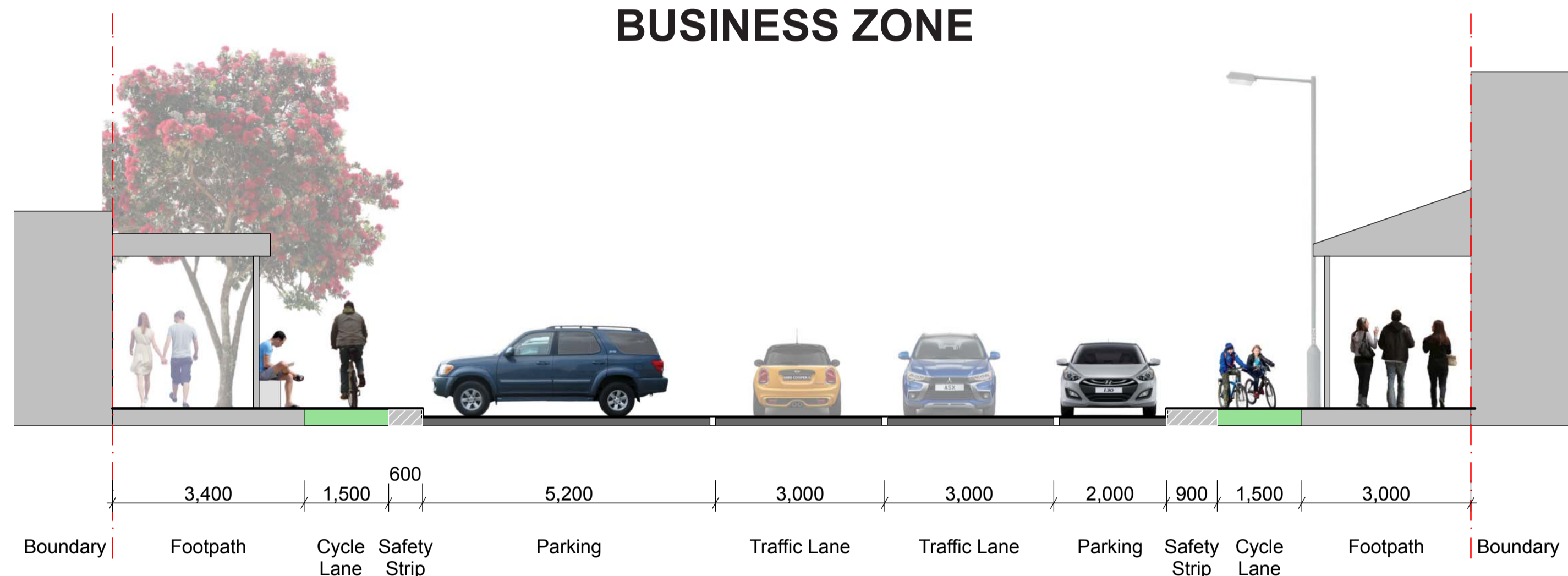
- Separated kerb-side cycle way raised above road level
- Kerb-side 'Safety Strip' provides a buffer space separating the cycleway from the adjacent parking door zone
- Cycle lane is separated from moving vehicles
- Footpath width is reduced on the western side in the residential zone approximately 0.6m (eastern side width remains unchanged)
- Footpath width in the business zone is wider than current on the eastern side approximately 0.5m (additional street furniture zone), and 0.3m narrower on the western side (although space is retained for tables and seating)
- Traffic lane widths are 0.2m wider than current in the residential zone, parking widths remain unchanged
- Traffic lane widths remain unchanged in the business zone
- Parallel parking on western side of business zone
- No central flush median strip in the residential and business zones
- Approx. 40 parking spaces (25%) removed from the residential zone
- Approx. 17 parking spaces (29%) removed from the business zone



## RESIDENTIAL ZONE



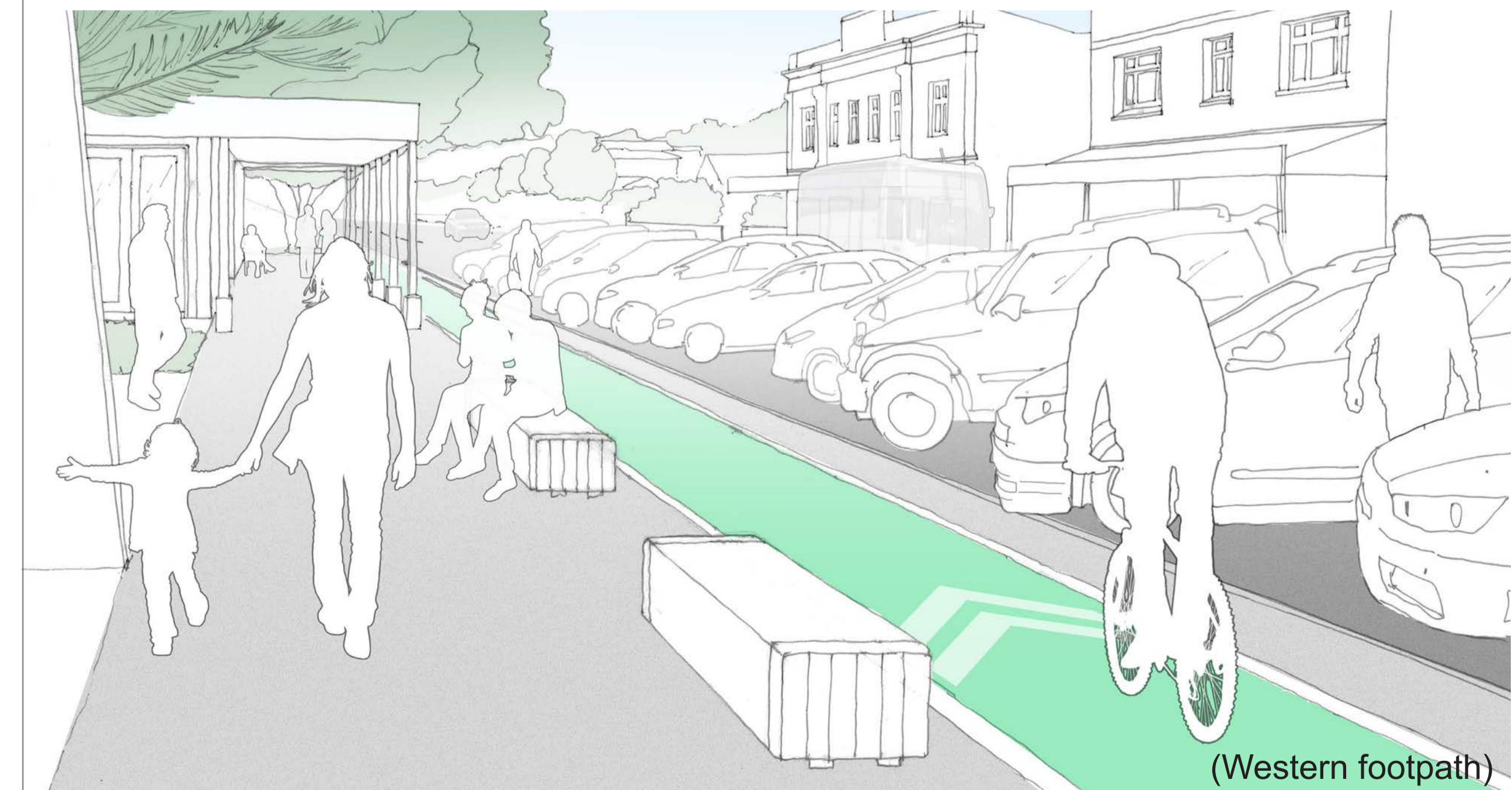
## BUSINESS ZONE



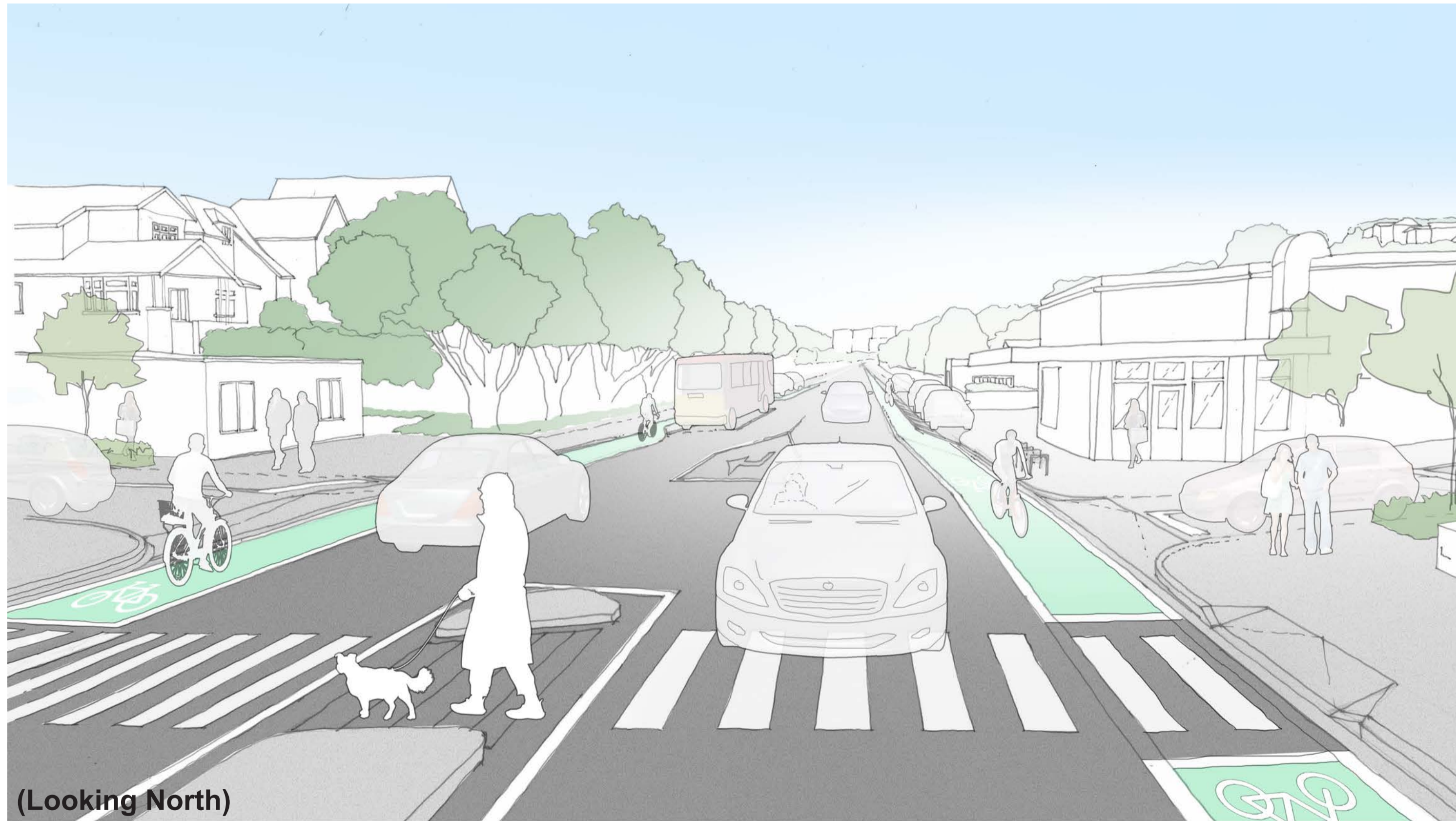
- Separated kerb-side cycle way raised above road level
- Kerb-side 'Safety Strip' provides a buffer space separating the cycleway from the adjacent parking door zone
- Cycle lane is separated from moving vehicles
- Footpath width is significantly reduced on the western side in the residential zone approximately 1.4m (eastern side width remains unchanged)
- Footpath width in the business zone is unchanged on the eastern side, and is significantly reduced on the western side approximately 2.1m (space for tables and seating is lost)
- Traffic lane widths are 0.2m wider than current

in the residential zone, parking widths remain unchanged

- Traffic lane widths are reduced in the business zone
- Angled-parking retained on western side of business zone
- Central flush median strip in the residential zone only
- Approx. 40 parking spaces removed from the residential zone (25%)
- Approx. two parking spaces removed in the business zone (3%)



## Proposed layout for **OPTION: A**



- Raised table and new planting at side roads
- Cycle lane passes side roads and pedestrian crossings at road level
- No buffer space between cycle lane and traffic lane

## Proposed layout for **OPTIONS: B,C,D**



- Raised table and new planting at side roads
- Cycle lane passes side roads and pedestrian crossings while raised at footpath level
- Buffer space between cycle lane and traffic lane