



Off-Road Shared-Use Path Option

Concept design highlights

1. Gateway Elements

- _ Introducing Chief Street to Port Road and celebrating character history and importance. Chief Street is introduced as somewhere different, as a great, safe place to travel to and through.

2. Transition Zone at Port Rd

- _ Reinforcing the character of Chief Street with new Plane trees. Widening of both footpaths and verges which are planted and green.

3. Arrival Points to Chief Street

- _ Establishing a new street function and look and feel for Chief Street. A new design language begins marked with paved road surfaces.

4. Interpretation of the Street

- _ Utilising the heritage wall to tell stories of the past, movement and action. This may be achieved through static art or by using the wall as a dynamic artistic screen. Nodes are located opposite the wall with seating to appreciate the art and wall itself.
- _ There are plentiful new opportunities for artwork integrated into furniture and the pavement. There are also other key locations for larger public art pieces at Ethelbert Square and the Gaslight Tavern node.

5. Motion - Walking, Cycling + Driving

5a. The Road + Parking:

- _ A single lane of traffic is provided in each direction with parallel parking maintained to Chief Street. Large landscaped beds are located between banks of three car parks (which are mainly on the Western side). New trees and landscape can be planted here. The avenue of Plane Trees is continued and enhanced in larger beds. Permeable paving could be considered between trees in the parking spaces.

5b. Separated shared-use path on one side of the road:

- _ A shared-use path is provided off the road, separated from the footpath and road lane by planted buffers. Some parking is removed to create this safe active transport route. There is no cycle lane on the other side of Chief Street as cyclists can travel on the bike path in both directions.

5c. Crossing the road:

- _ Crossing of Chief Street is made easier mid-block by the introduction of build-outs between parking bays. There is less "road" to cross, its safer for all. At side roads there are different types of crossings.

5d. Footpaths + Verge:

- _ Footpaths and verges are widened running consistently along Chief Street, improving the environment for the existing trees and for people. New Plane Trees are planted in gaps. Nodes with seating are incorporated along Chief Street, providing respite. There are some focal points at key features along the street with more focus on infrastructure for people to use and that supports adjacent spaces.

5e. Driveways:

- _ All driveway access is maintained and crossovers are improved. Unnecessarily large driveways are reduced in width to improve crossability for pedestrians using the footpaths.



Artist impression



Off-Road Shared-Use Path Option

Concept design highlights

Proposed Streetscape Section

1:100 at A3 Illustrative Only

The new section shows wider footpaths and landscaped verges with parallel parking on the Western side of Chief Street (some parking has been allowed for on the Eastern side where possible). Pedestrians can use the footpaths or the shared-use path.

The new shared-use path is located on the Eastern side. In some locations the shared-use path deviates around indented parking bays, refer to the Plan for this information. The trees illustrated represent the large existing Plane trees and the stobie poles have been removed. New street lighting would be included in the upgrade works in between trees.




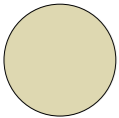


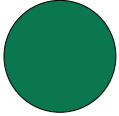

Buffers have been allowed for adjacent to the shared-use path and the vehicle lane or parked cars.

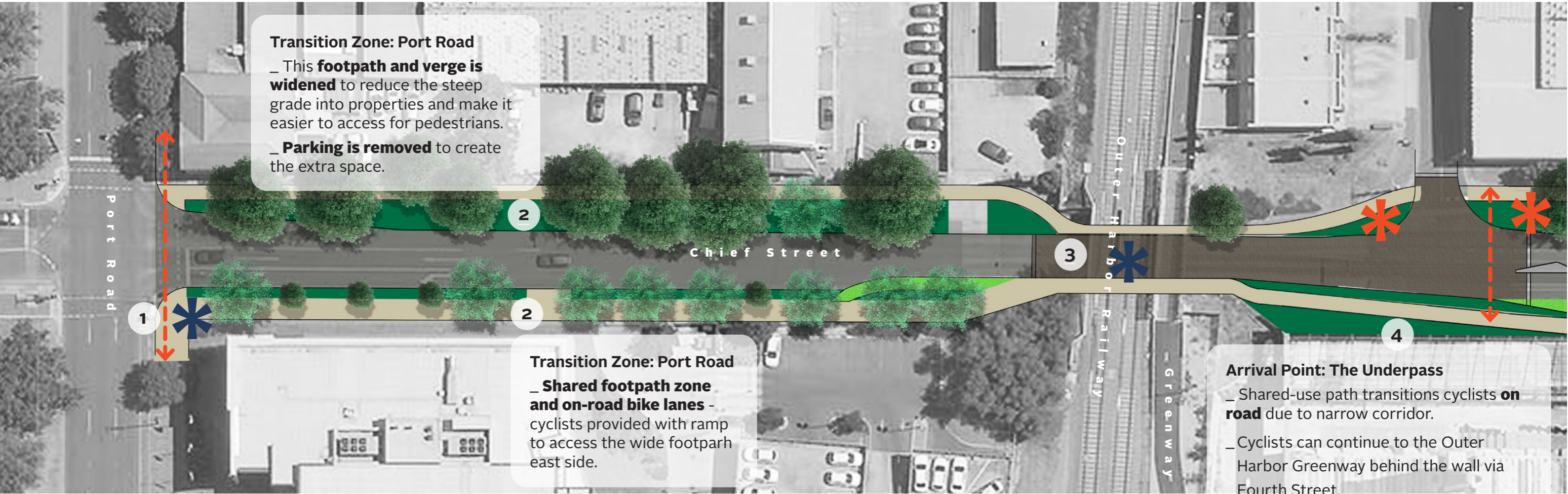


Illustrative Streetscape Section , subject to Detailed Design

1:100 @ A3

Legend

	Shared-Use Path		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge		Art Statement		



Transition Zone: Port Road
_ This **footpath and verge is widened** to reduce the steep grade into properties and make it easier to access for pedestrians.
_ **Parking is removed** to create the extra space.




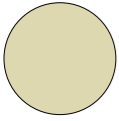




Transition Zone: Port Road
_ **Shared footpath zone and on-road bike lanes** - cyclists provided with ramp to access the wide footparh east side.

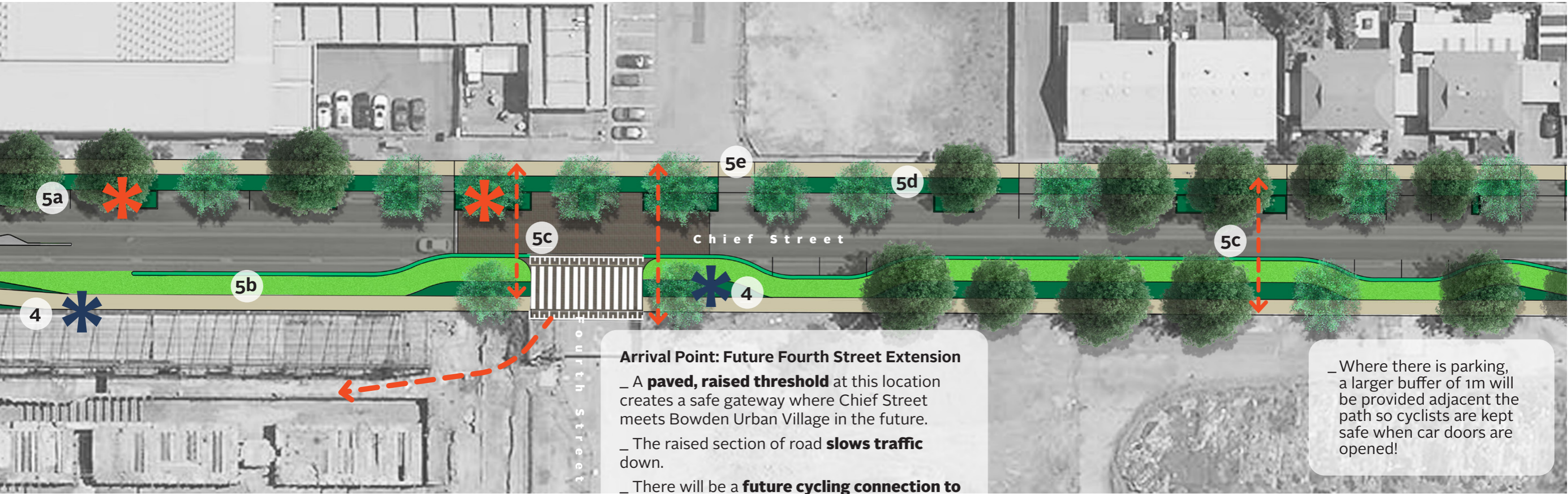
Arrival Point: The Underpass
_ Shared-use path transitions cyclists **on road** due to narrow corridor.
_ Cyclists can continue to the Outer Harbor Greenway behind the wall via Fourth Street.

_ The road surface changes to an interlocking cobble here.



Legend

	Shared-Use Path		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge		Art Statement		






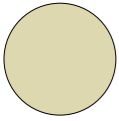


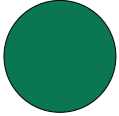

Arrival Point: Future Fourth Street Extension

- _ A **paved, raised threshold** at this location creates a safe gateway where Chief Street meets Bowden Urban Village in the future.
- _ The raised section of road **slows traffic** down.
- _ There will be a **future cycling connection to the Outer Harbor Greenway** behind the wall here.
- _ **Raised wombat crossings** will be included at side roads for safe and prioritised crossing when using the pathways.

_ Where there is parking, a larger buffer of 1m will be provided adjacent the path so cyclists are kept safe when car doors are opened!



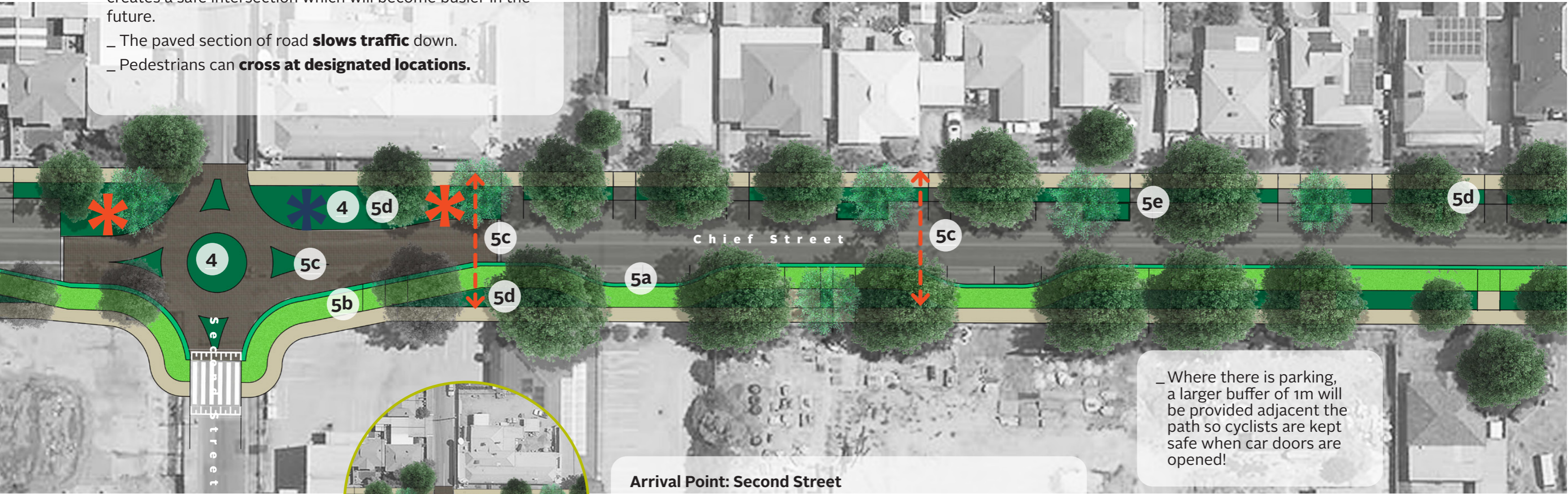
Legend

	Shared-Use Path		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge		Art Statement		



Arrival Point: Second Street

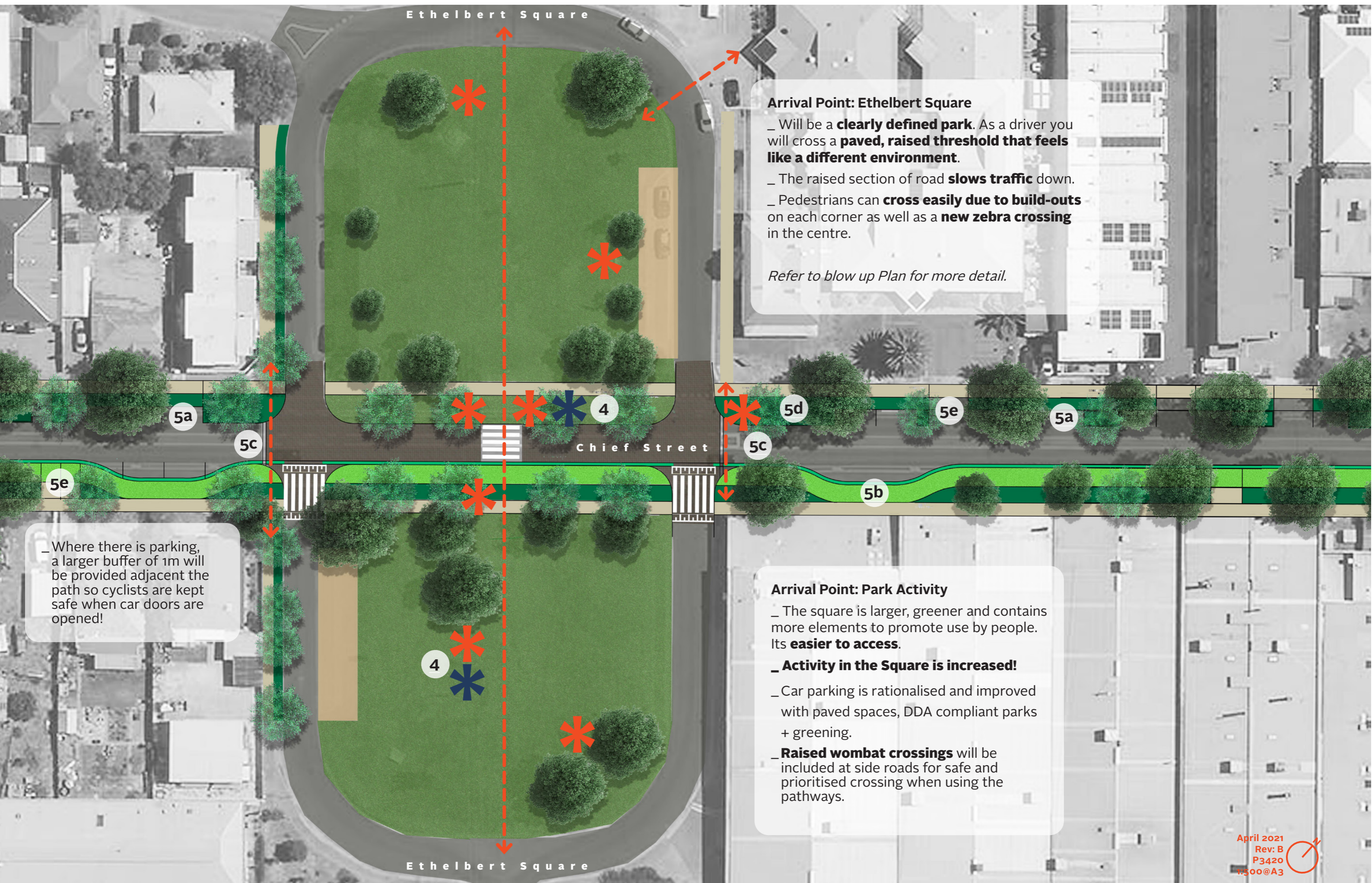
- _ A **potentially landscaped roundabout** at this location creates a safe intersection which will become busier in the future.
- _ The paved section of road **slows traffic** down.
- _ Pedestrians can **cross at designated locations**.



Arrival Point: Second Street

- _ There is an **option to provide a raised threshold in this location without a roundabout**. There are still detailed investigations to occur as to which is more appropriate as there is more land required to accommodate the roundabout idea.





Ethelbert Square

Chief Street

Ethelbert Square

Arrival Point: Ethelbert Square

- _ Will be a **clearly defined park**. As a driver you will cross a **paved, raised threshold that feels like a different environment**.
- _ The raised section of road **slows traffic** down.
- _ Pedestrians can **cross easily due to build-outs** on each corner as well as a **new zebra crossing** in the centre.

Refer to blow up Plan for more detail.




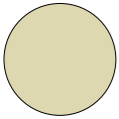




- _ Where there is parking, a larger buffer of 1m will be provided adjacent the path so cyclists are kept safe when car doors are opened!

Arrival Point: Park Activity

- _ The square is larger, greener and contains more elements to promote use by people. Its **easier to access**.
- _ **Activity in the Square is increased!**
- _ Car parking is rationalised and improved with paved spaces, DDA compliant parks + greening.
- _ **Raised wombat crossings** will be included at side roads for safe and prioritised crossing when using the pathways.



Legend

	Shared-Use Path		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge		Art Statement		



Arrival Point: Hawker Street

- _ Pedestrians can **cross easily due to build-outs** on each corner.
- _ Cyclists will transition onto the off road shared path via **bike storage areas at the intersection signals**.
- _ A **separate phase** will be provided in the traffic signals for cyclists to access or exit facilities. This will be an "on demand" button.

