



Kerb-Separated Bike Lanes Option

Concept design highlights

1. Gateway Elements

- _ Introducing Chief Street to Port Road and celebrating its 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 Point 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

- _ 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. 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 in parking spaces.

5b. Separated bike lanes on both sides of the road:

- _ Bike lanes on both sides of Chief Street are provided off the road, separated from the footpath and road lane by paved or planted buffers. Some parking is removed on the East side. The parking lane is adjacent to the roadway protecting cyclists from traffic.

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, it's 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. 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 uses and 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



Kerb-Separated Bike Lanes Option

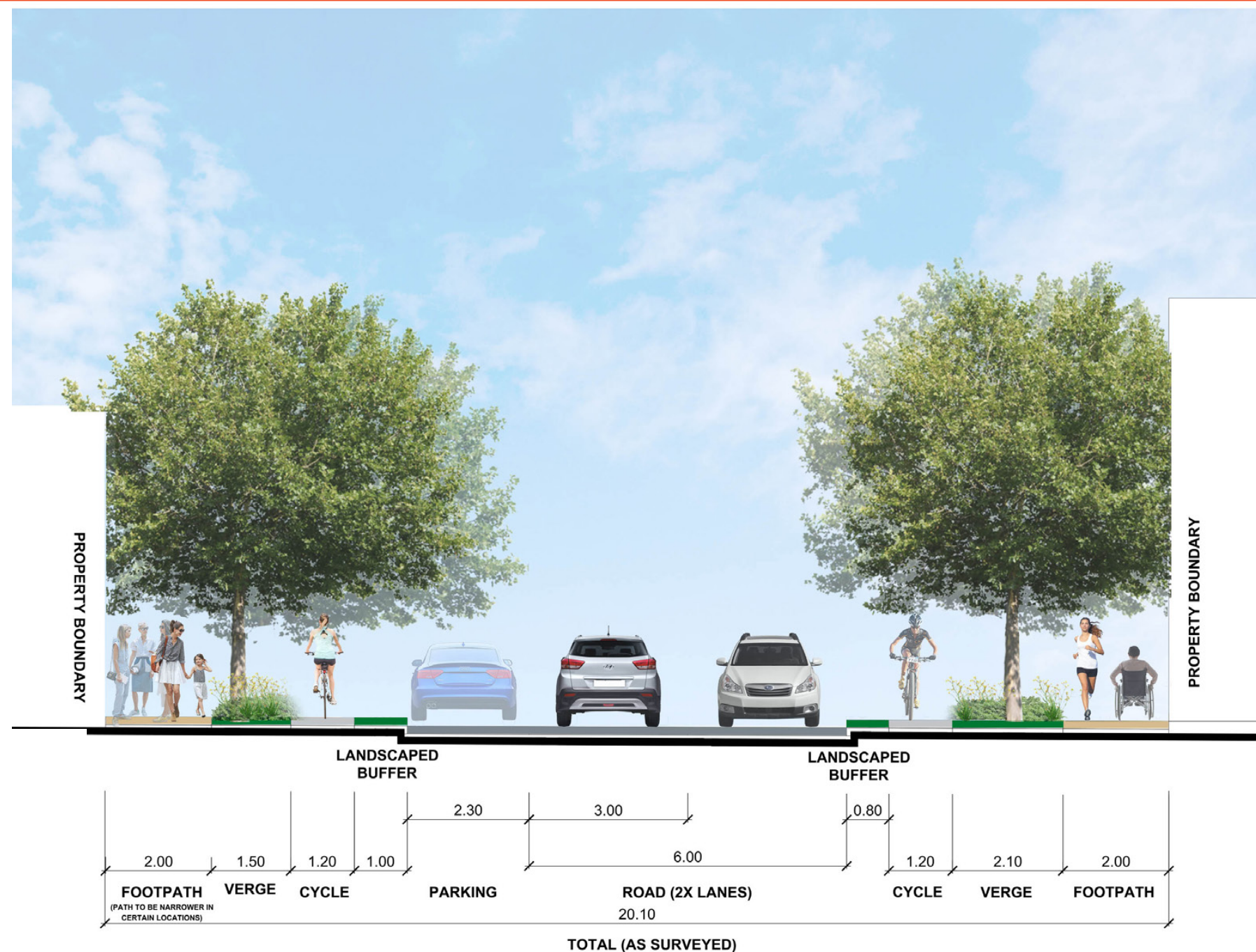
Concept design highlights

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). The new bike lanes are located on both sides of the street and are protected by a buffer (that becomes wider next to parked cars).




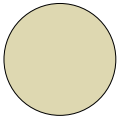


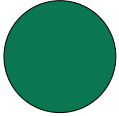

In some locations the lane deviates around indented parking bays, refer to the Plan for this information. The trees illustrated represent the large existing Plane trees and the stobie poles have been removed. New street lighting would be included in the upgrade works in between trees.

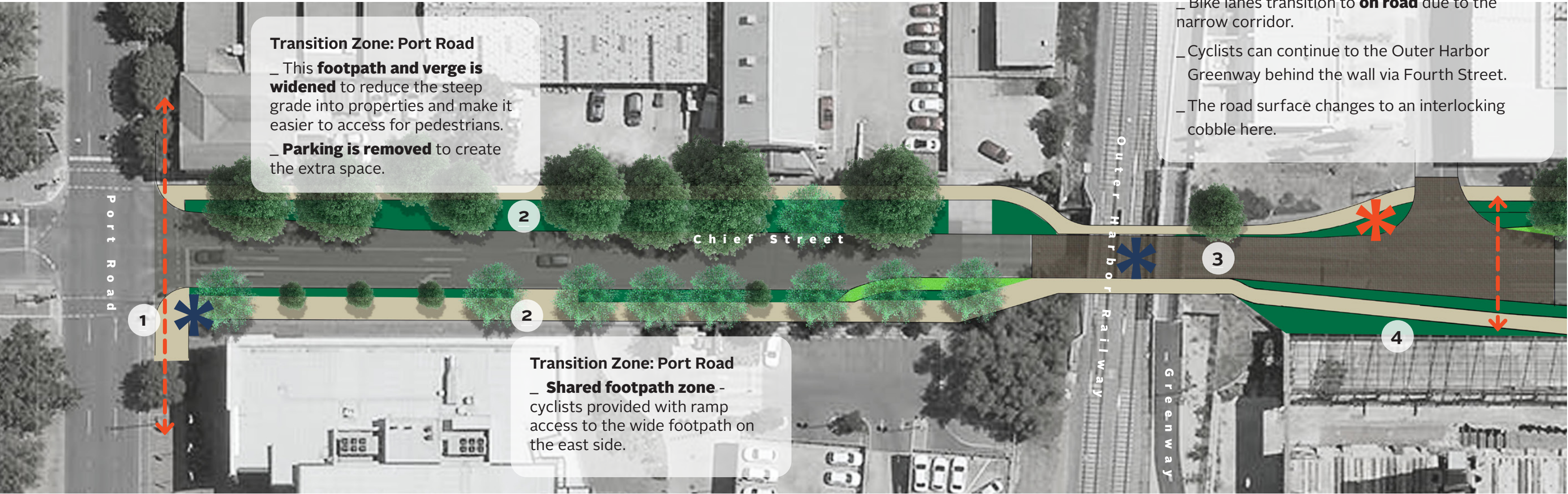


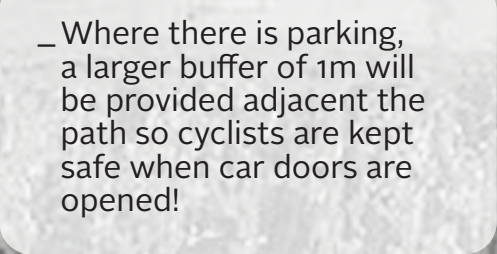
Illustrative Streetscape Section , subject to Detailed Design

1:100 @ A3




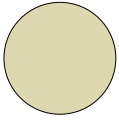


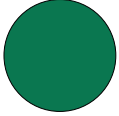

Legend

	Bike Lanes		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge		Art Statement		





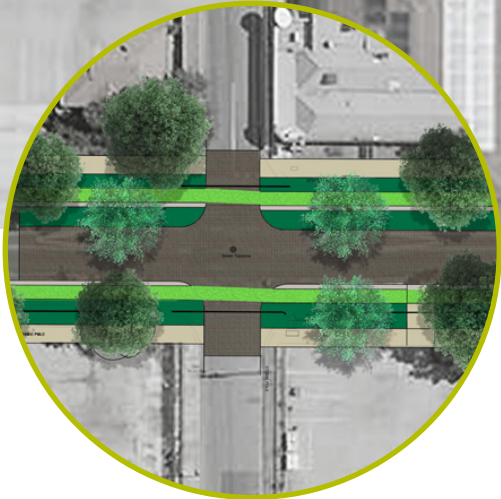
Legend

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Arrival Point: Second Street

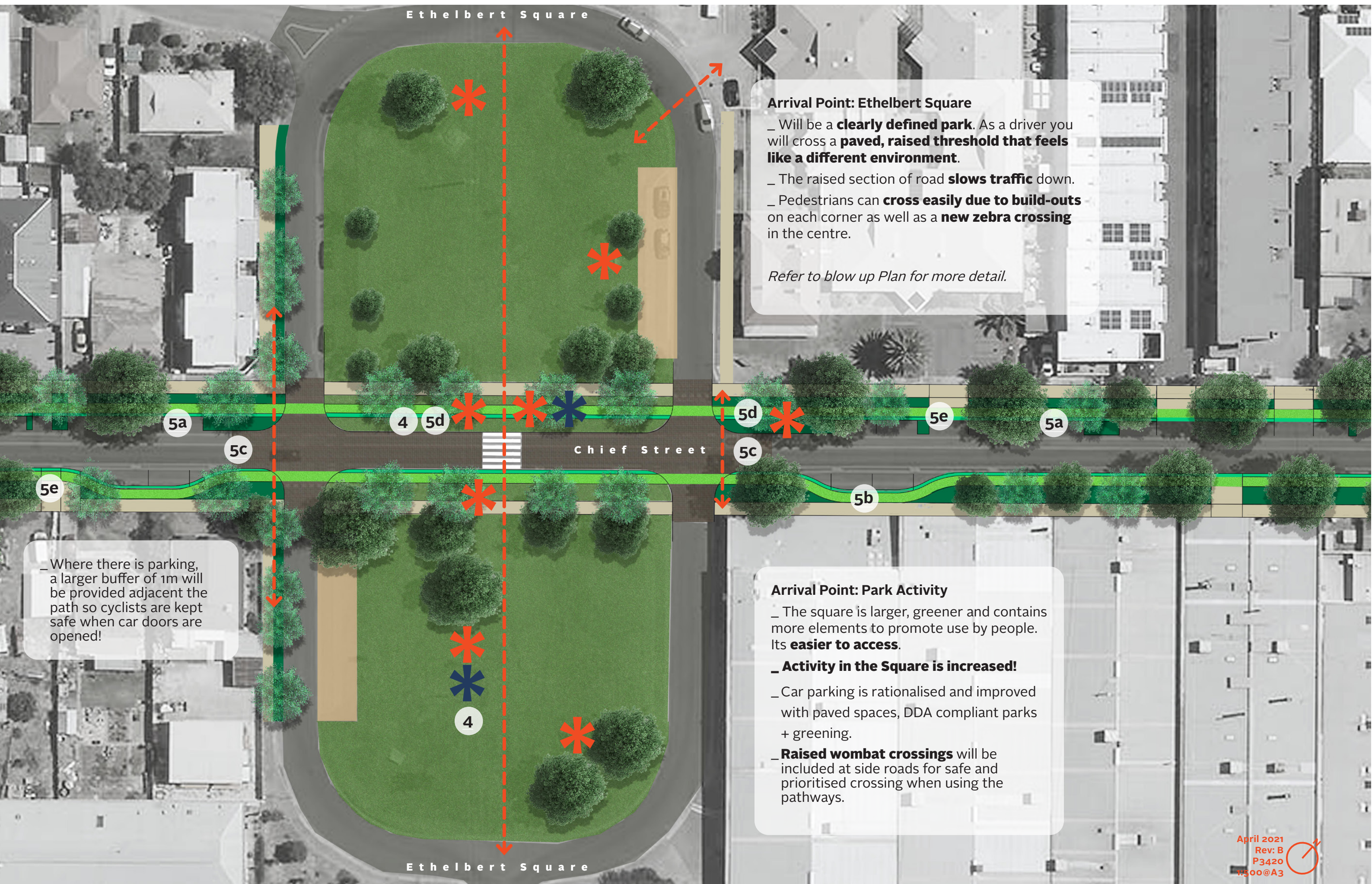
- _ A **potentially landscaped roundabout** at this location creates a safe intersection which will become busier in the future.
- _ The paved section of road **slows traffic** down.
- _ Pedestrians can **cross at designated locations**.



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.




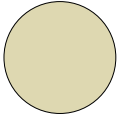


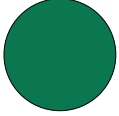

- _ Where there is parking, a larger buffer of 1m will be provided adjacent the path so cyclists are kept safe when car doors are opened!

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

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