



Central Median with On-Road 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 Road

- _ 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. New trees and landscape can be planted here. The avenue of Plane Trees is continued. Permeable pavers could be considered in parking spaces.
- _ The median has a kerb with potential for low planting for greening or a paved surface (Surface treatment subject to further investigations). There are breaks in the median wherever a driveway occurs. An interlocking cobblestone paver is included in these spaces.

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

- _ Improving the existing on road bike lanes to both sides of Chief Street, separated from the road lane by a paved at grade buffer.

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.

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.

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



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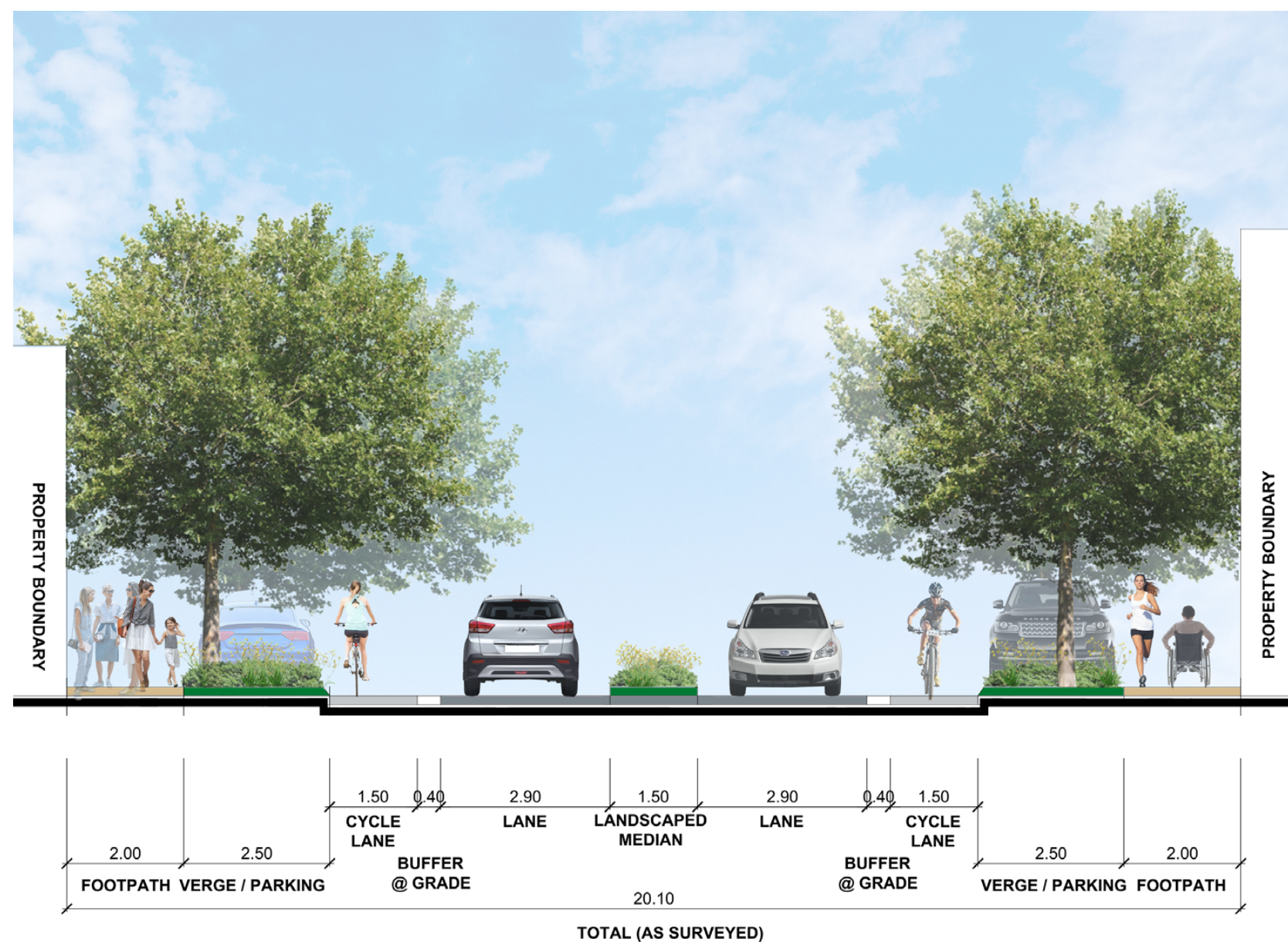
Proposed Streetscape Section

1:100 at A3 Illustrative Only




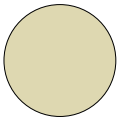


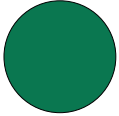

The new section shows wider footpaths and landscaped verges with parallel parking on both sides of Chief Street. There is a raised median in sections of the street, with spaces where driveways occur for easy turning and residential/commercial access.

The bike lanes are on the road with a paved buffer to the driving lane (this might be a cobblestone paver). The bike lanes are painted green.

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.



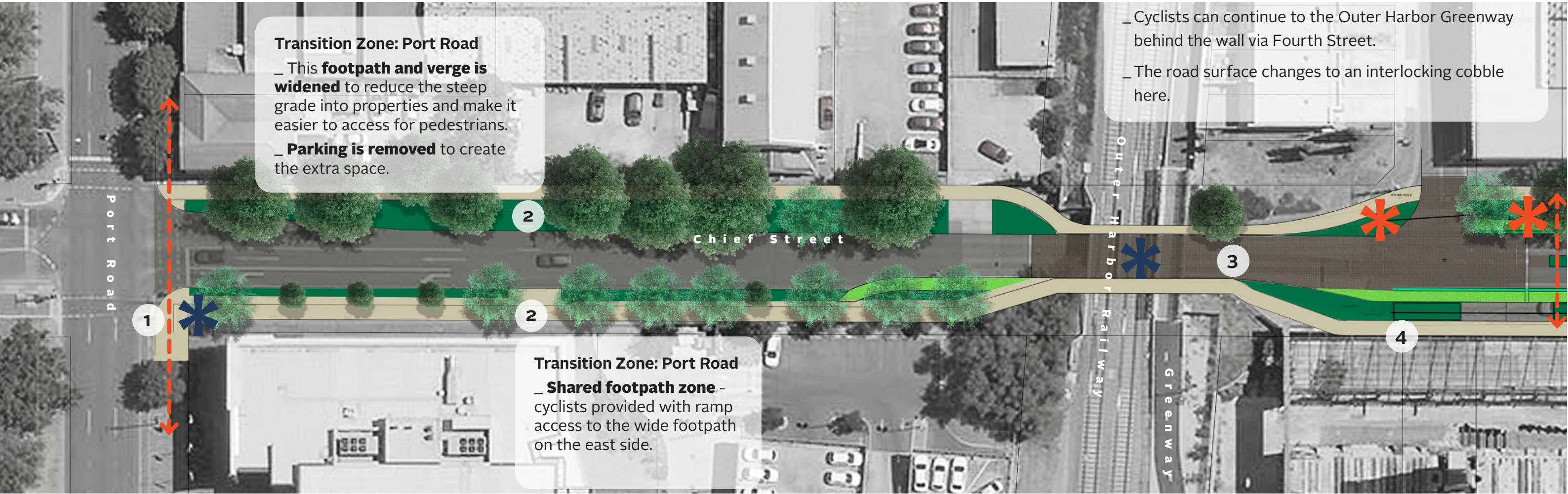
Legend

	Bike Lanes		Paved Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections North - South.
	Verge + Median (with Breaks at Driveways)		Art Statement		


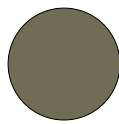

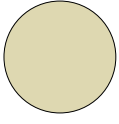


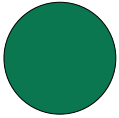



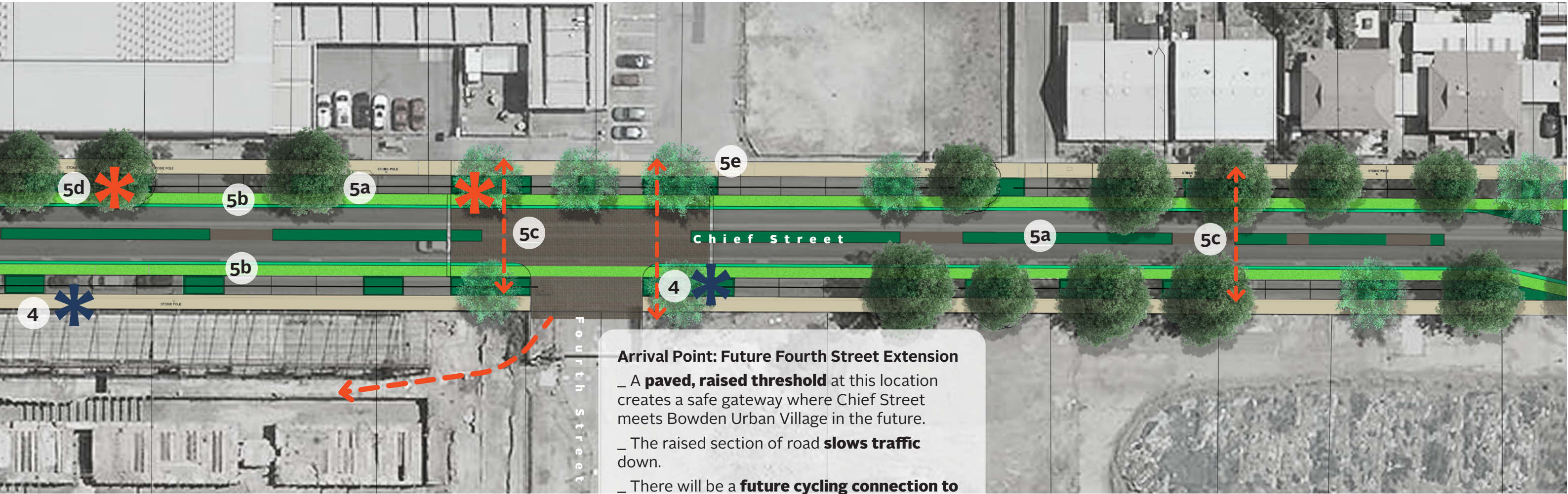
Arrival Point: The Underpass

- _ Bike lanes continue on road and the median starts after the underpass.
- _ Cyclists can continue to the Outer Harbor Greenway behind the wall via Fourth Street.
- _ The road surface changes to an interlocking cobble here.



Legend

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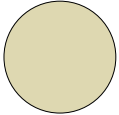


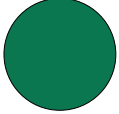



Arrival Point: Future Fourth Street Extension

- _ 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.
- _ Painted bike lanes continue across all side roads.



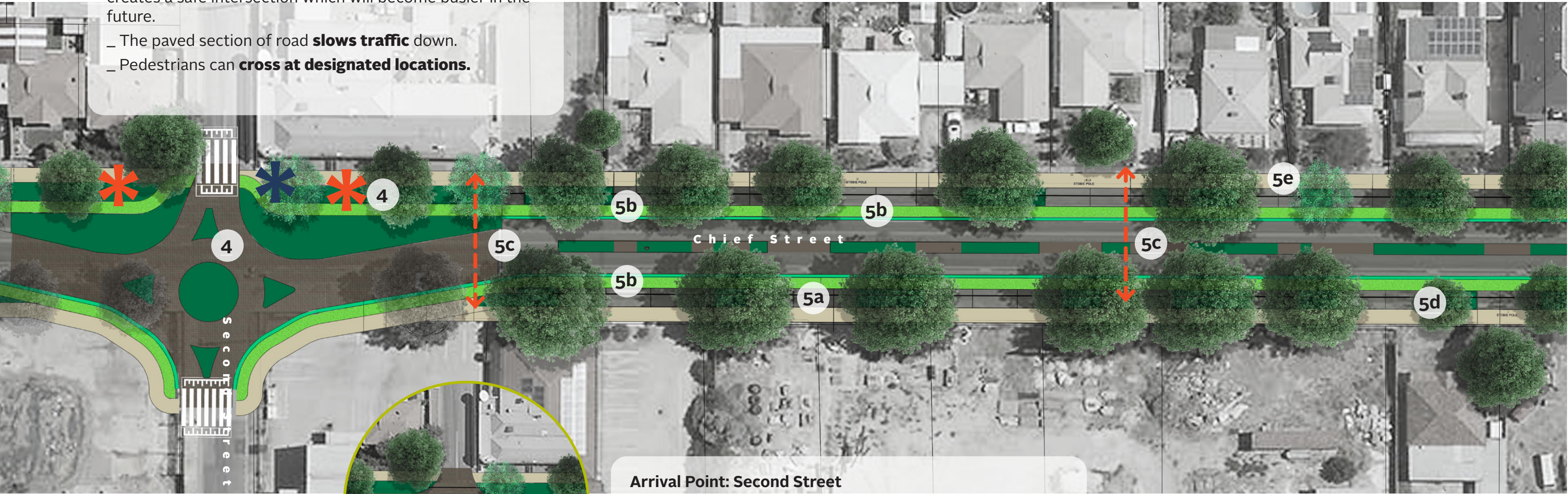
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Arrival Point: Second Street

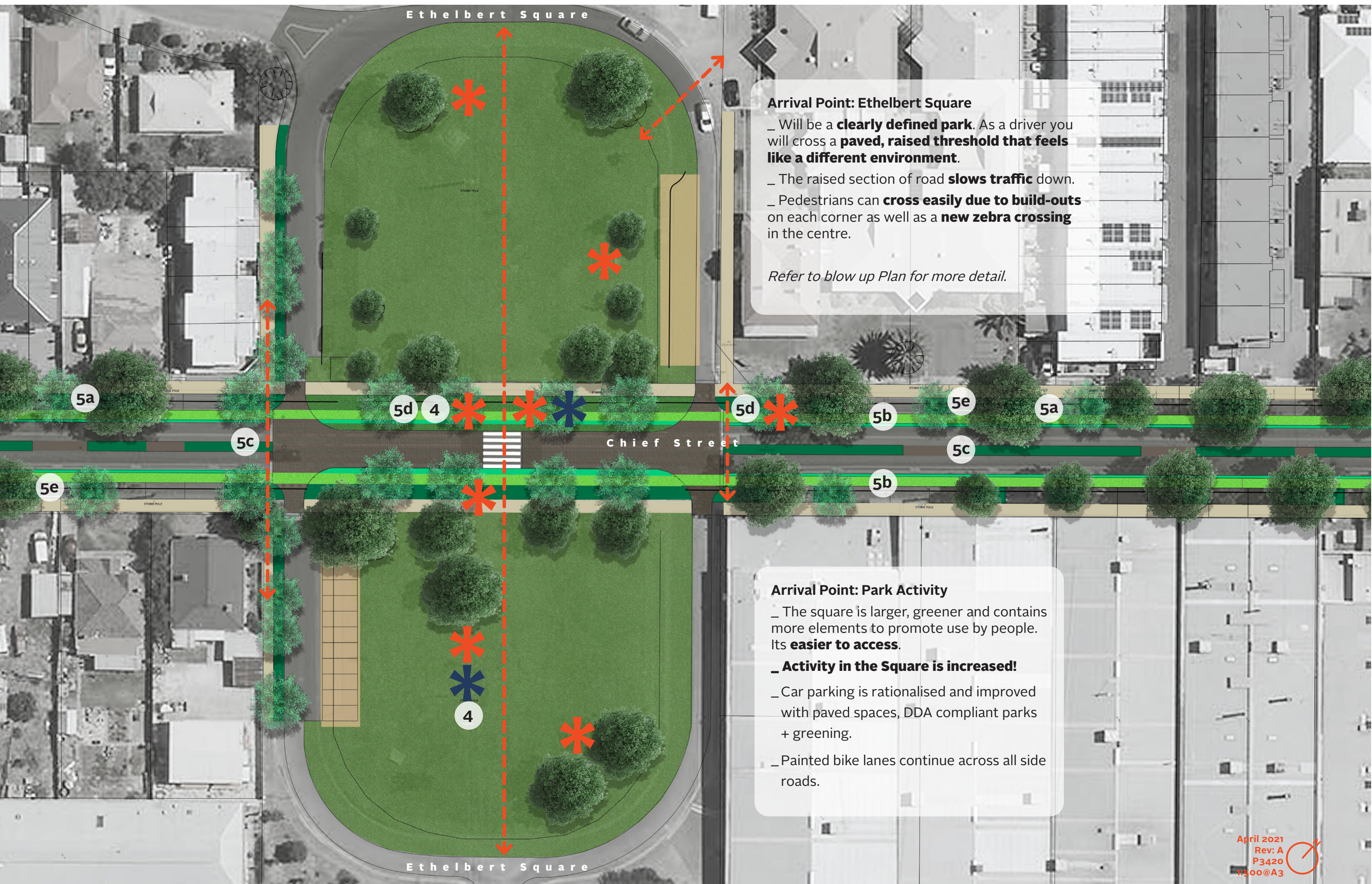
- _ A **potentially landscaped roundabout** at this location creates a safe intersection which will become busier in the future.
- _ The paved section of road **slows traffic** down.
- _ Pedestrians can **cross at designated locations**.



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.





Arrival Point: Ethelbert Square




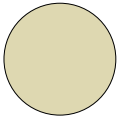


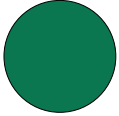

- _ Will be a **clearly defined park**. As a driver you will cross a **paved, raised threshold that feels like a different environment**.
- _ The raised section of road **slows traffic** down.
- _ Pedestrians can **cross easily due to build-outs** on each corner as well as a **new zebra crossing** in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

Refer to blow up Plan for more detail.

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.
- _ Painted bike lanes continue across all side roads.

Legend

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