



The Selected Option: Off-Road Bike 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. 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. Dedicated off-road bike path on one side of the road:

- _ A bike path is provided off the road, separated from the footpath and road lane by planted buffers. 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 (or another type of tree) 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

Dedicated Bike Path Concept Design

Concept design highlights

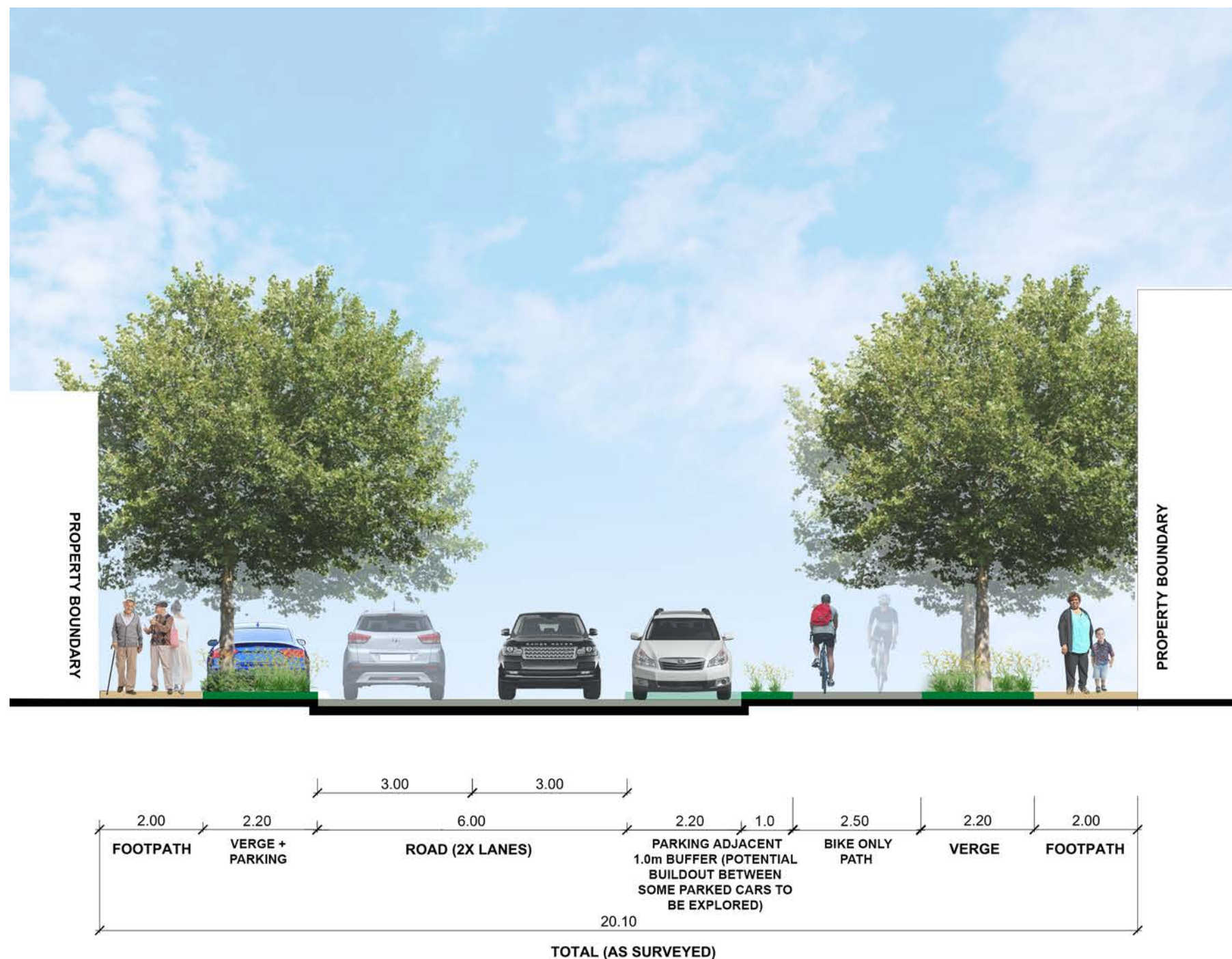
Proposed Streetscape Section

1:100 at A3 Illustrative Only

The new section shows wider footpaths and landscaped verges with parallel parking on the both sides of Chief Street. Pedestrians can use the footpaths and cyclists have a dedicated off road bike path with a buffer to parked or moving vehicles.

The new dedicated bike path is located on the Eastern side. Cyclists can travel in both directions on this new path. At side streets the dedicated bike path changes to a green bituminous surface to indicate cyclist presence to vehicles, 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.




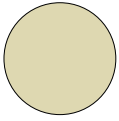


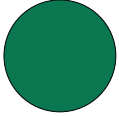

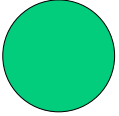
Buffers have been allowed for adjacent to the dedicated bike path and parked cars.

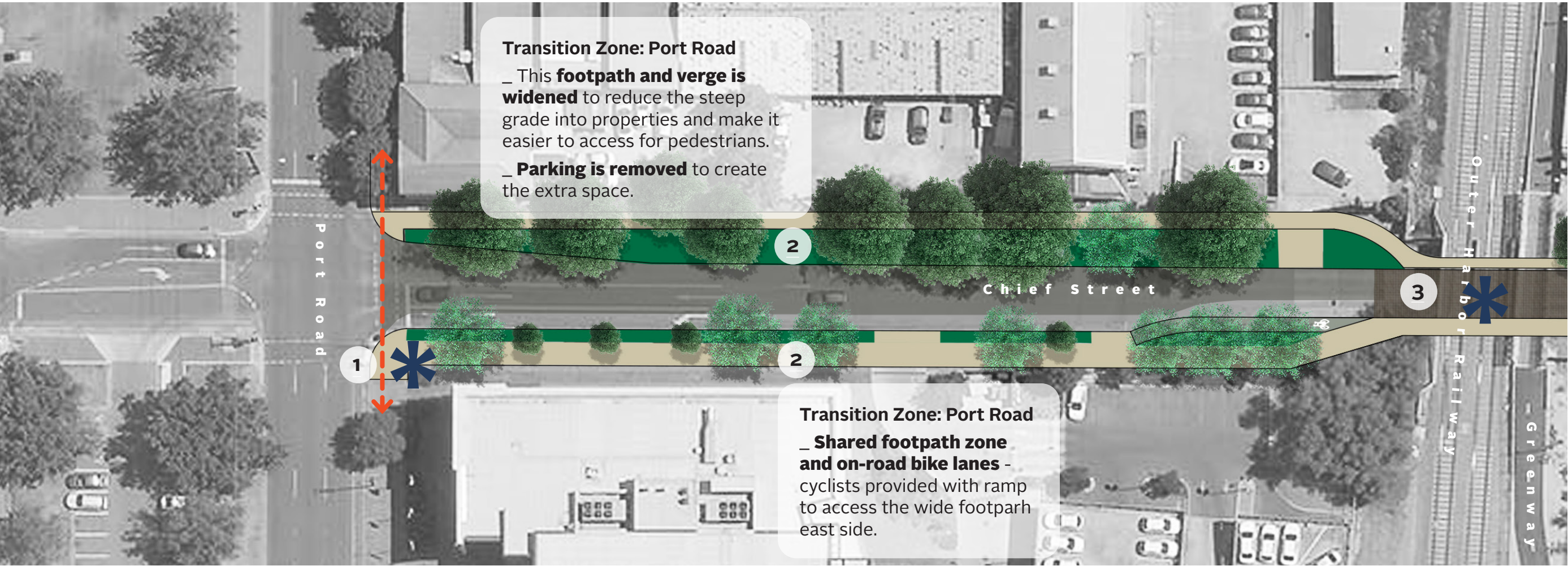


Illustrative Streetscape Section , subject to Detailed Design


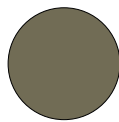

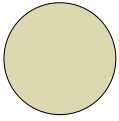


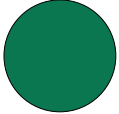

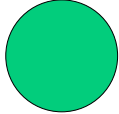
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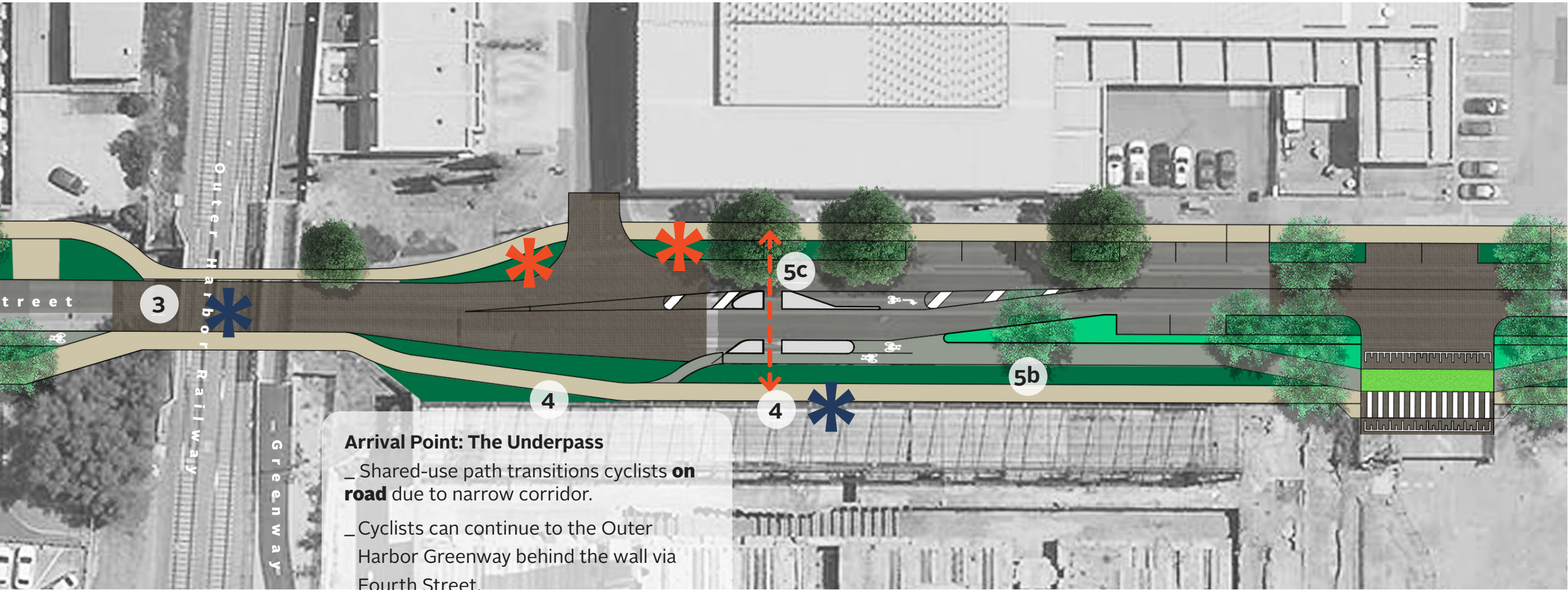
Legend

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



Legend

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




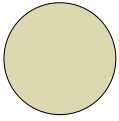


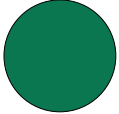

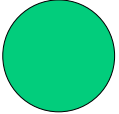


Arrival Point: The Underpass

- _ 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 a contrasting treatment here.


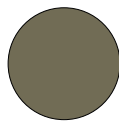

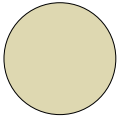


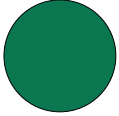

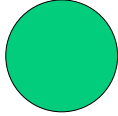


Legend

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



Legend

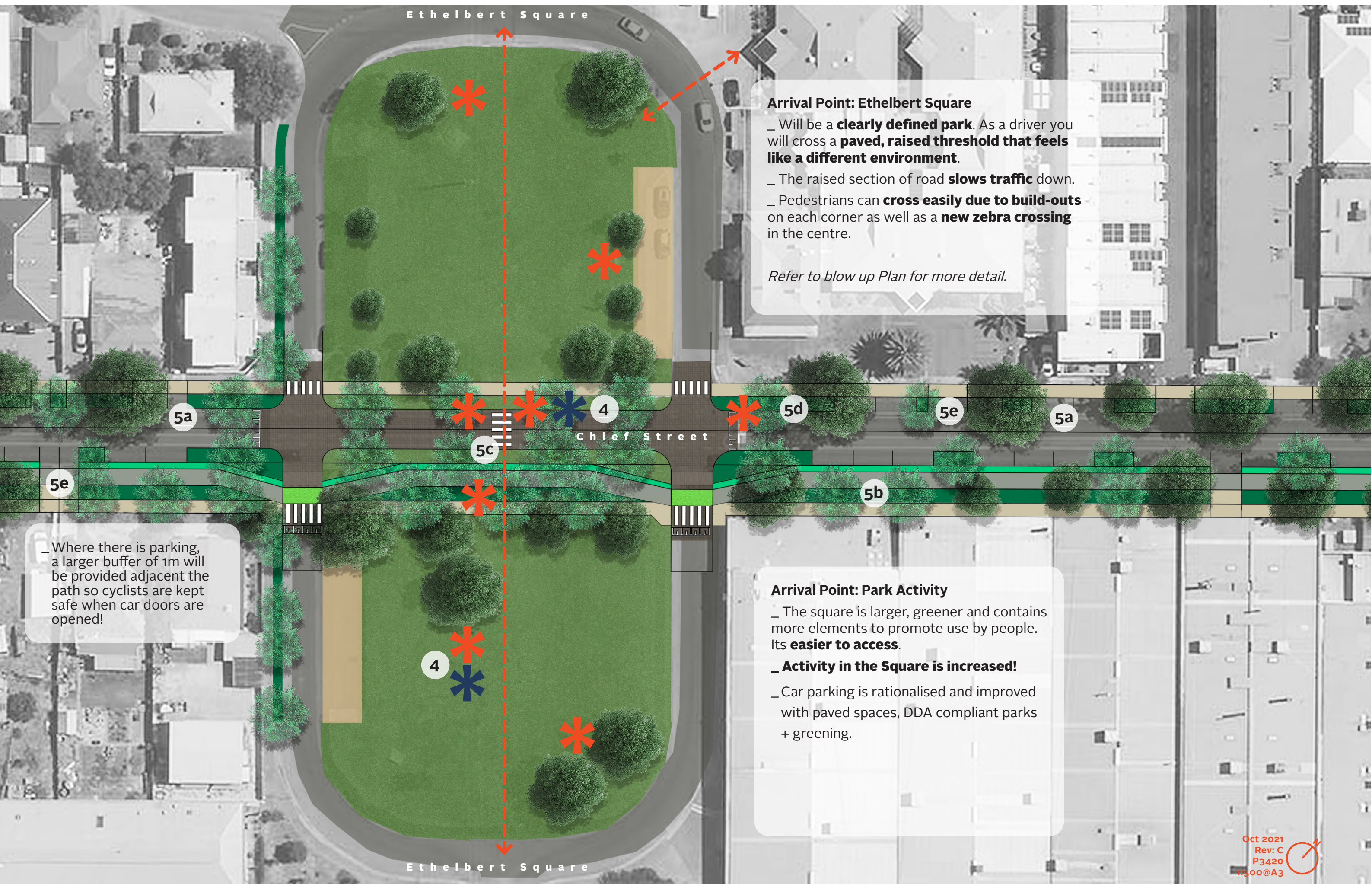
	Dedicated Bike Path		Contrasting Road Treatment		New Tree
	Footpath		Seating Node		Pedestrian Connections
	Verge		Art Statement		Buffer between Verge / Parking and Dedicated Bike Path



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: 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.




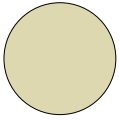


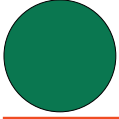

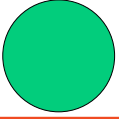
Refer to blow up Plan for more detail.

- _ 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.

Legend

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

