

Original size mm
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KEY

	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Proposed design changes following consultation:

- 1 The proposed post and cable fence is replaced with a row of timber bollards.
- 2 An access onto the shared path for on-road southbound cyclists is added.

Asian Garden Cooking School

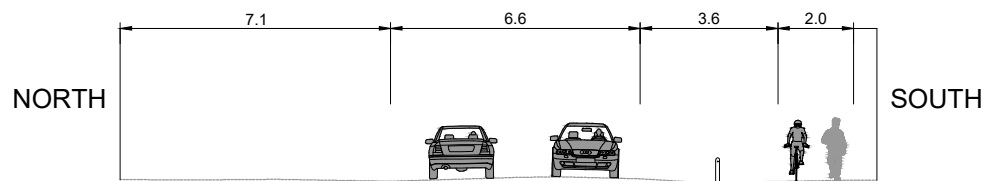
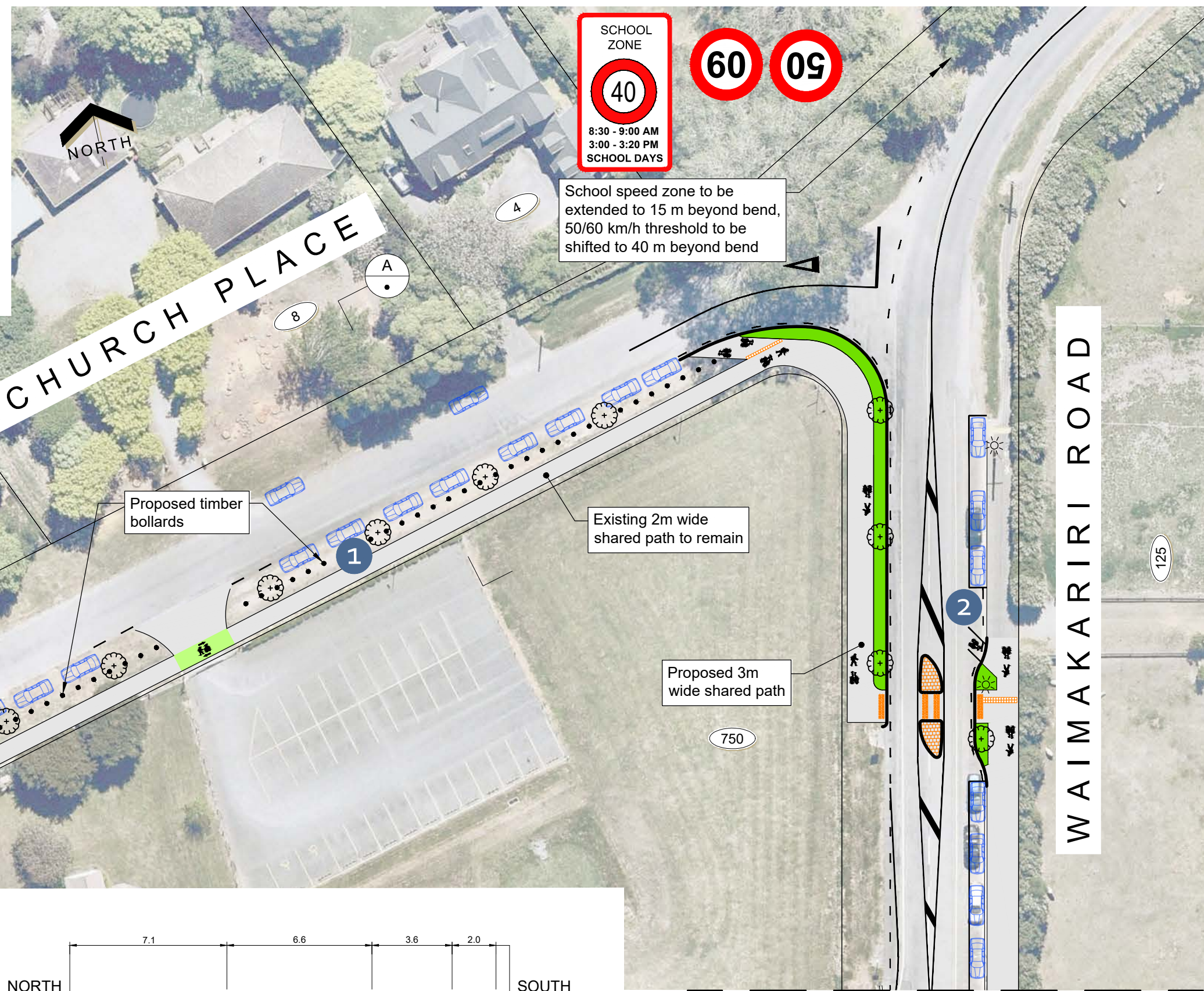
LIMIT OF WORKS

LIMIT OF WORKS

St James Anglican Church

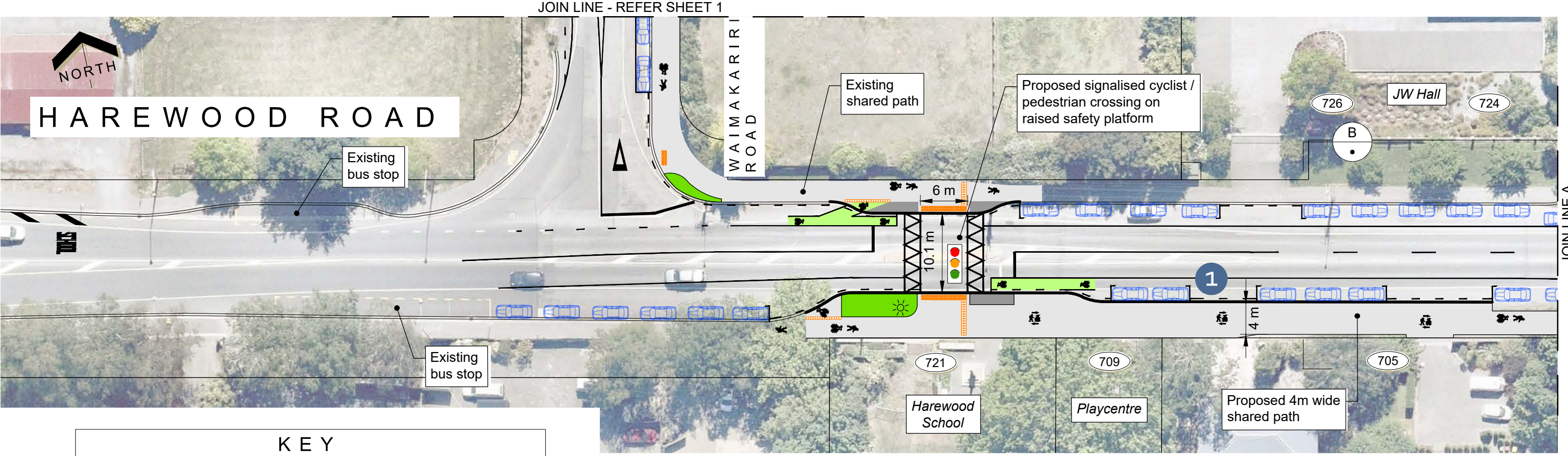
Existing underpass to Orchard Road shared path

WHITCHURCH PLACE



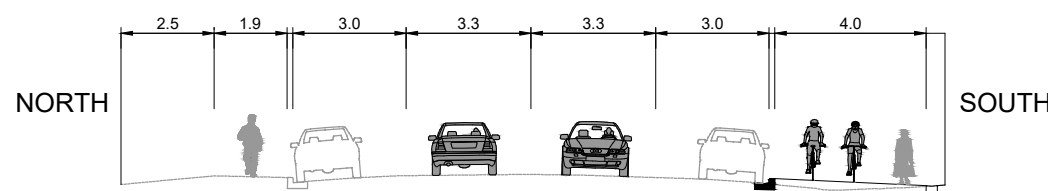
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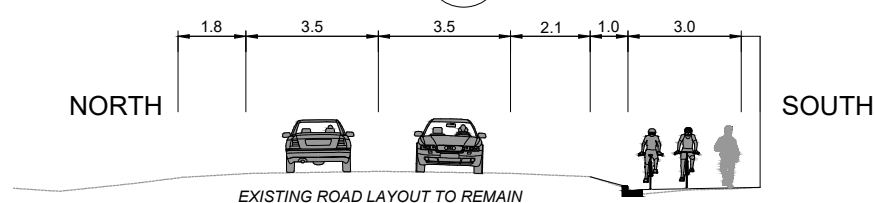


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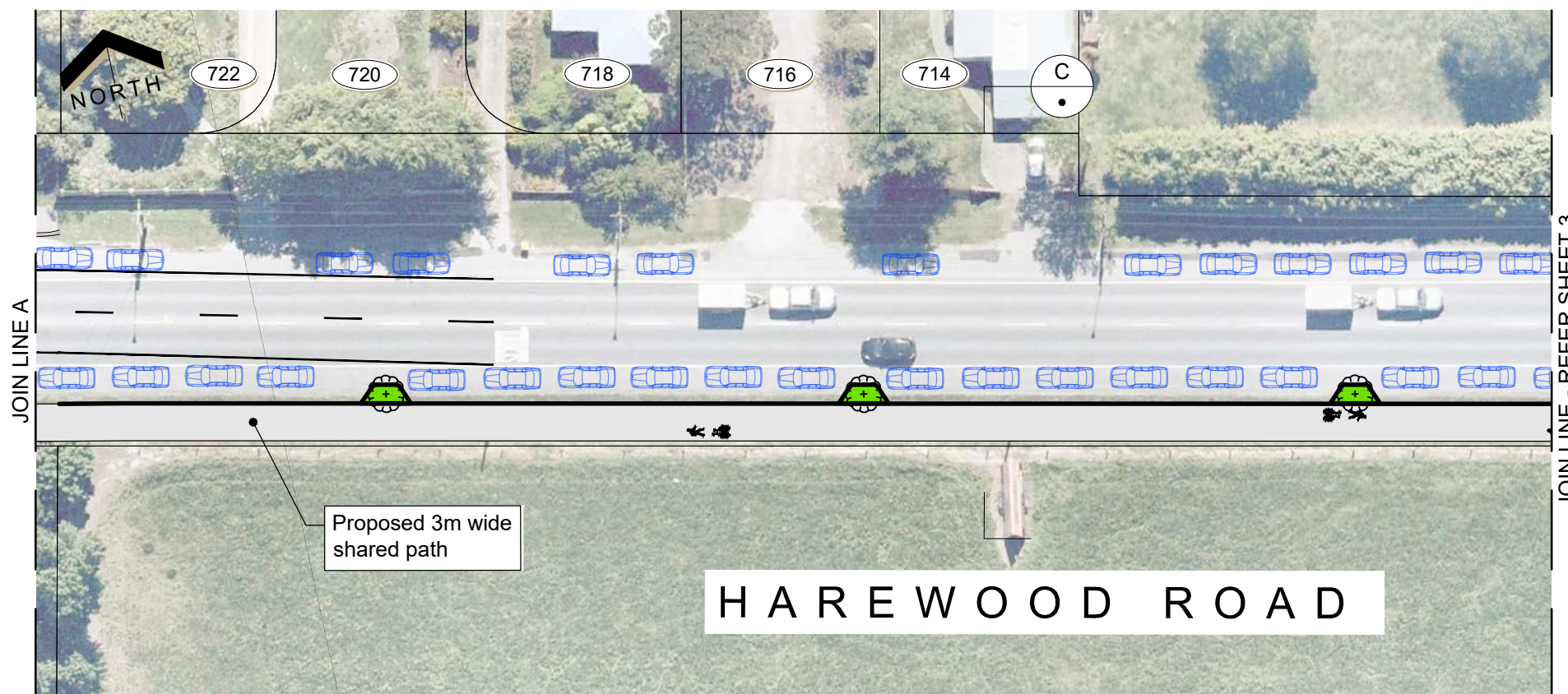
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



CROSS SECTION B (Not To Scale)

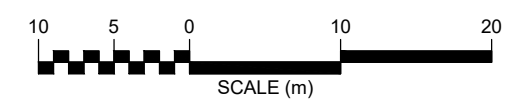


CROSS SECTION C (Not To Scale)



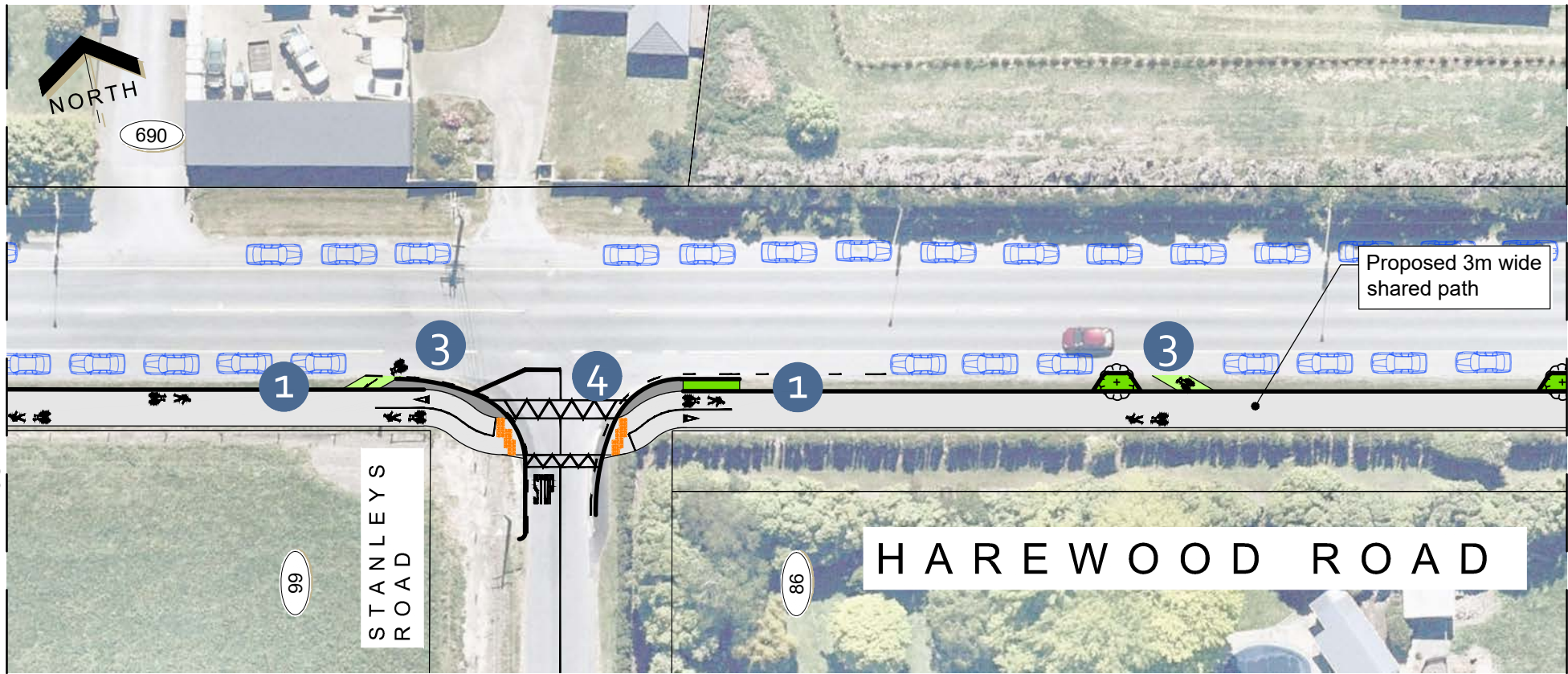
Proposed design changes following consultation:

1 The parking is removed from around the driveway access to the garage at No. 705 Harewood Road. The adjacent parking is modified to retain the same number of parking spaces.

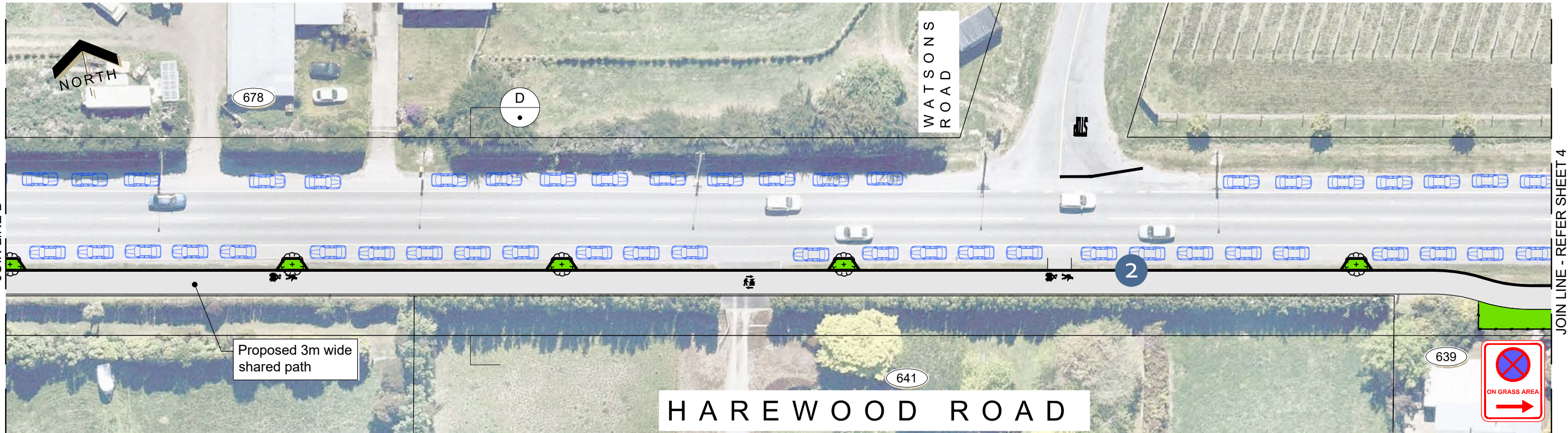
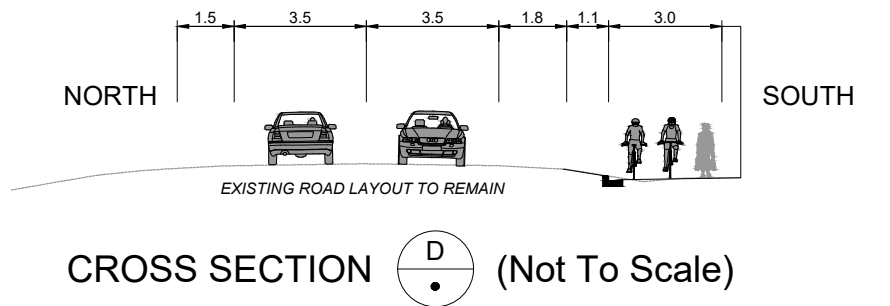


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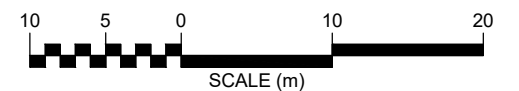
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KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



- Proposed design changes following consultation:**
- 1 The two proposed trees at the Stanleys Road intersection are removed from the design.
 - 2 The proposed tree opposite Watsons Road is removed from the design.
 - 3 Ramps are provided on and off Harewood Road so westbound cyclists can take a direct route through the intersection.
 - 4 The shared path crossing at Stanleys Road is set back to allow path users to cross behind a stopped car.



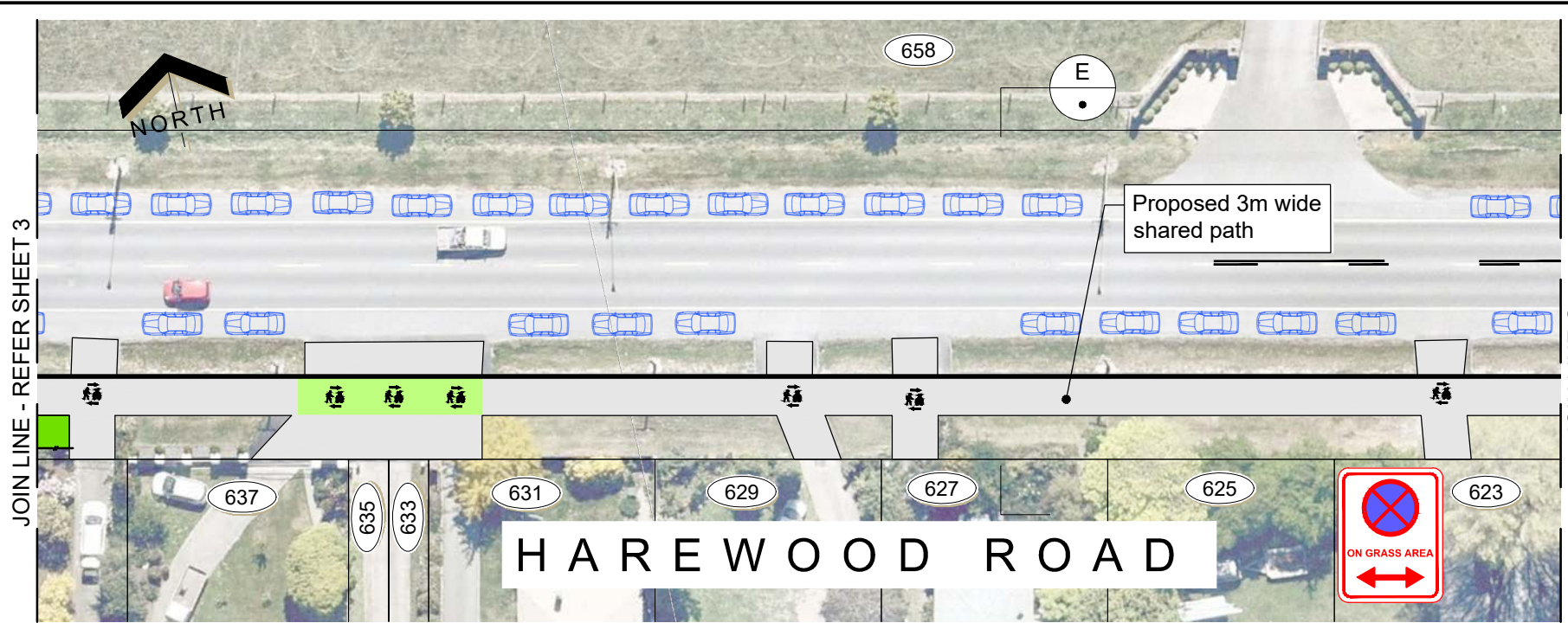
JOIN LINE - REFER SHEET 2

JOIN LINE B

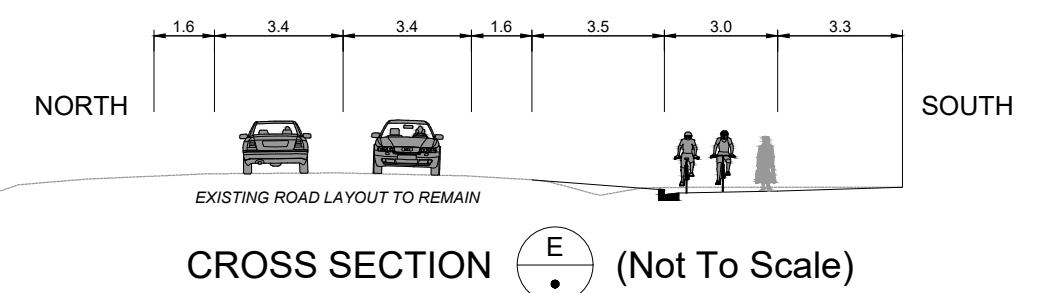
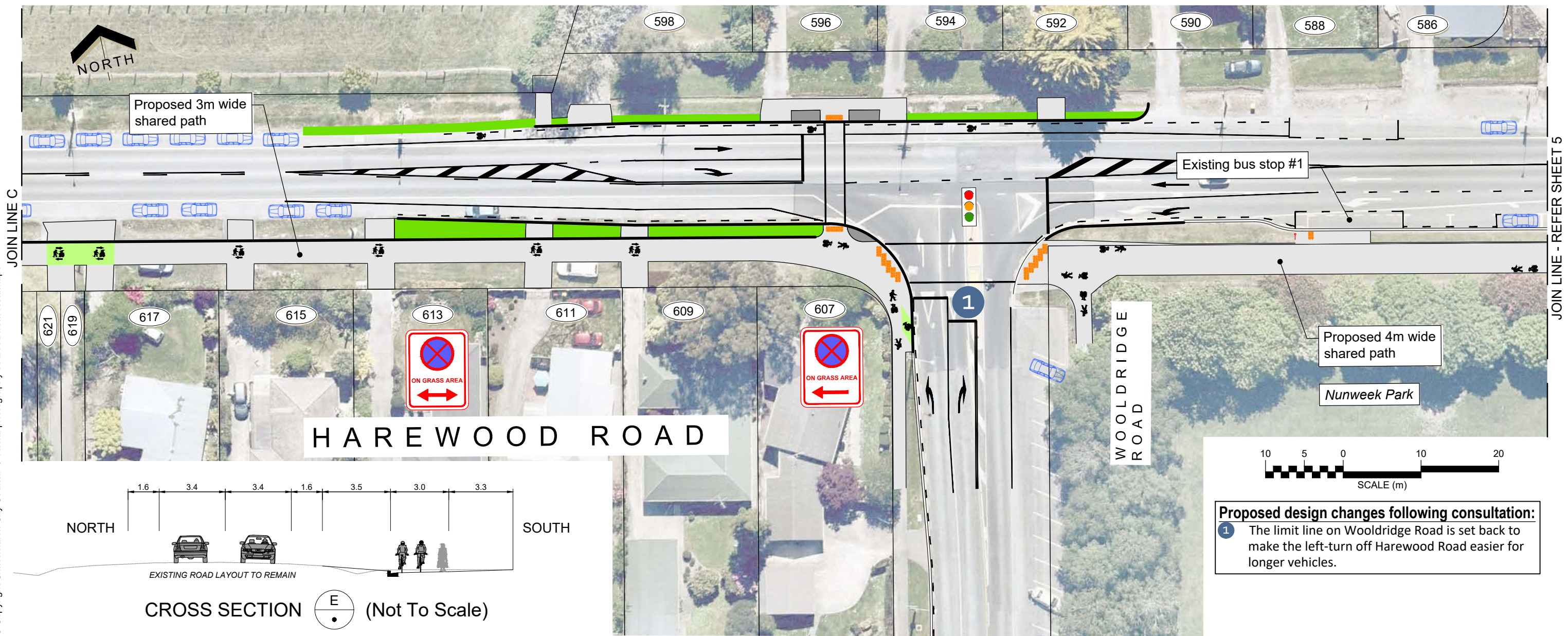
JOIN LINE B

JOIN LINE - REFER SHEET 4

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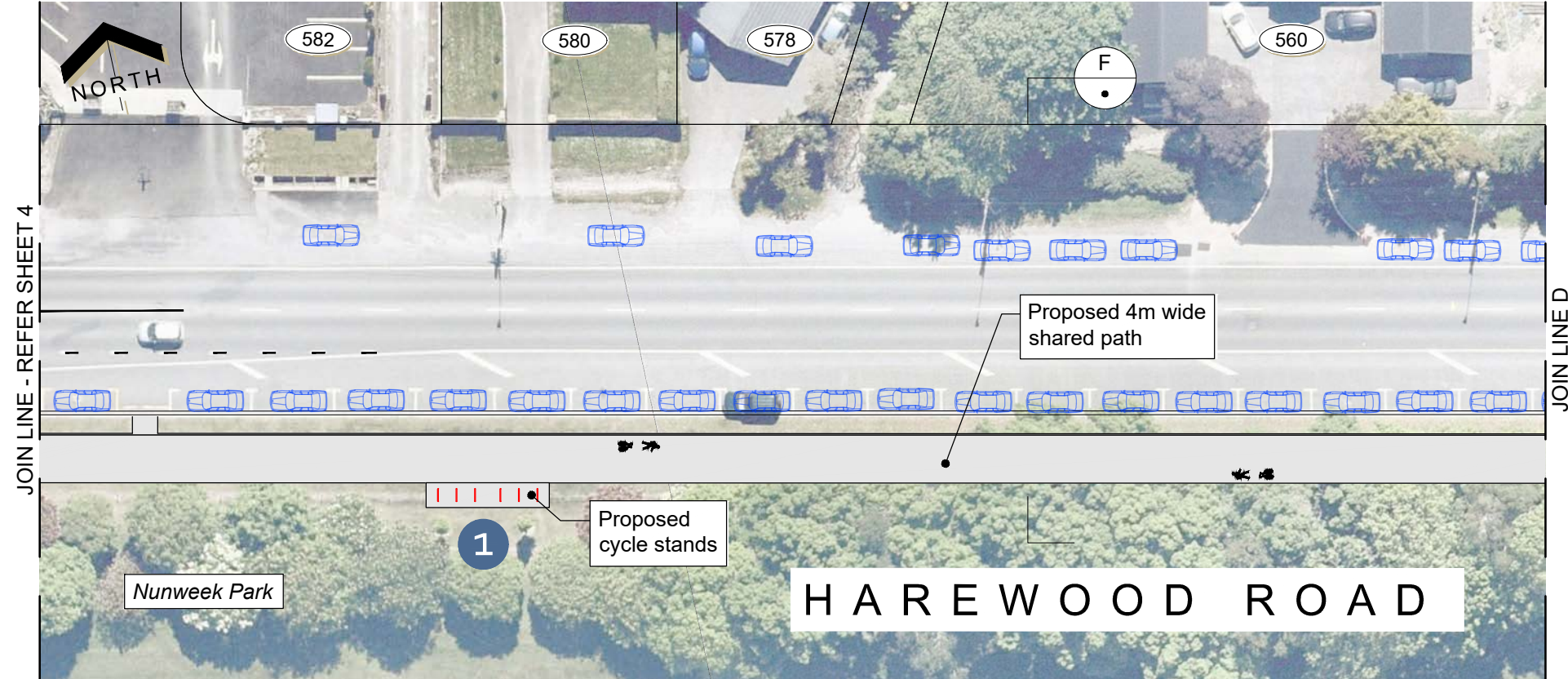


KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



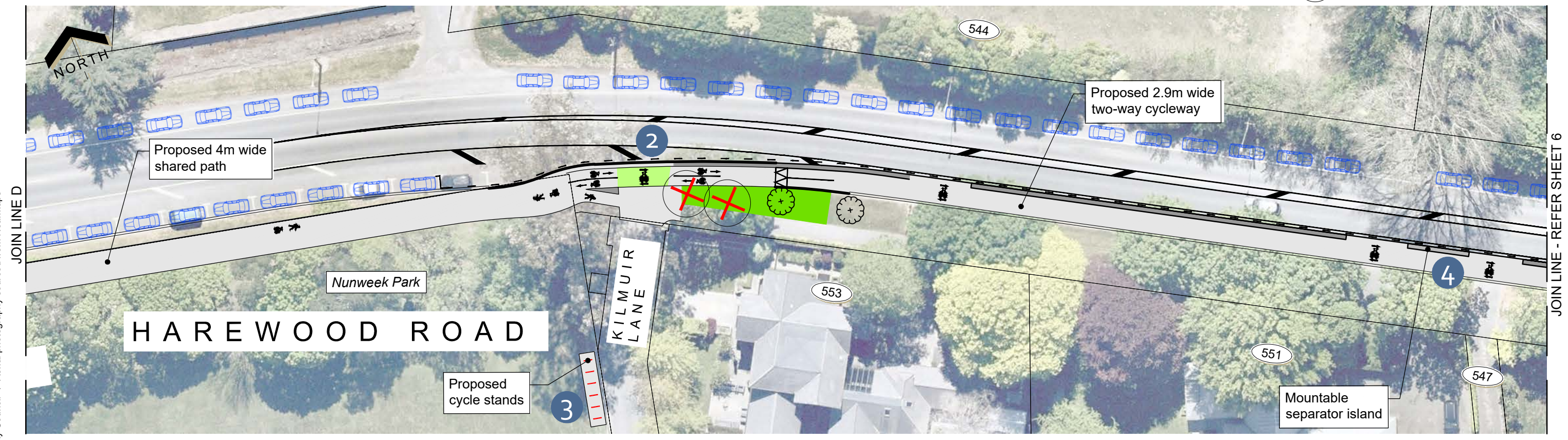
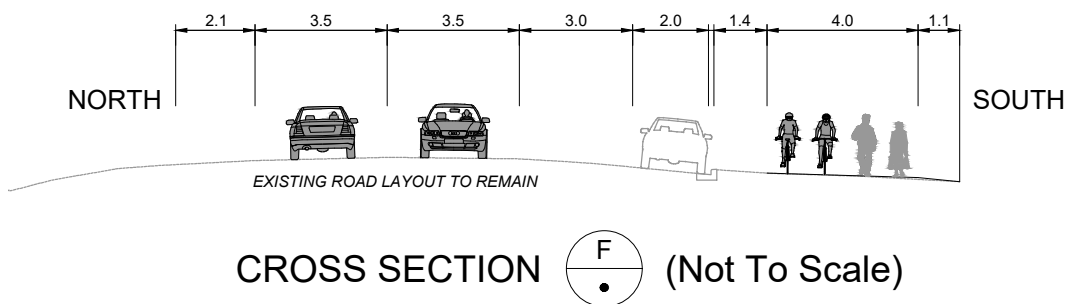
Proposed design changes following consultation:
 1 The limit line on Wooldridge Road is set back to make the left-turn off Harewood Road easier for longer vehicles.

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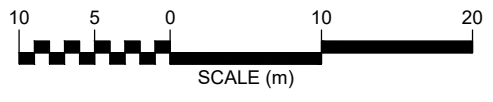


KEY

	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

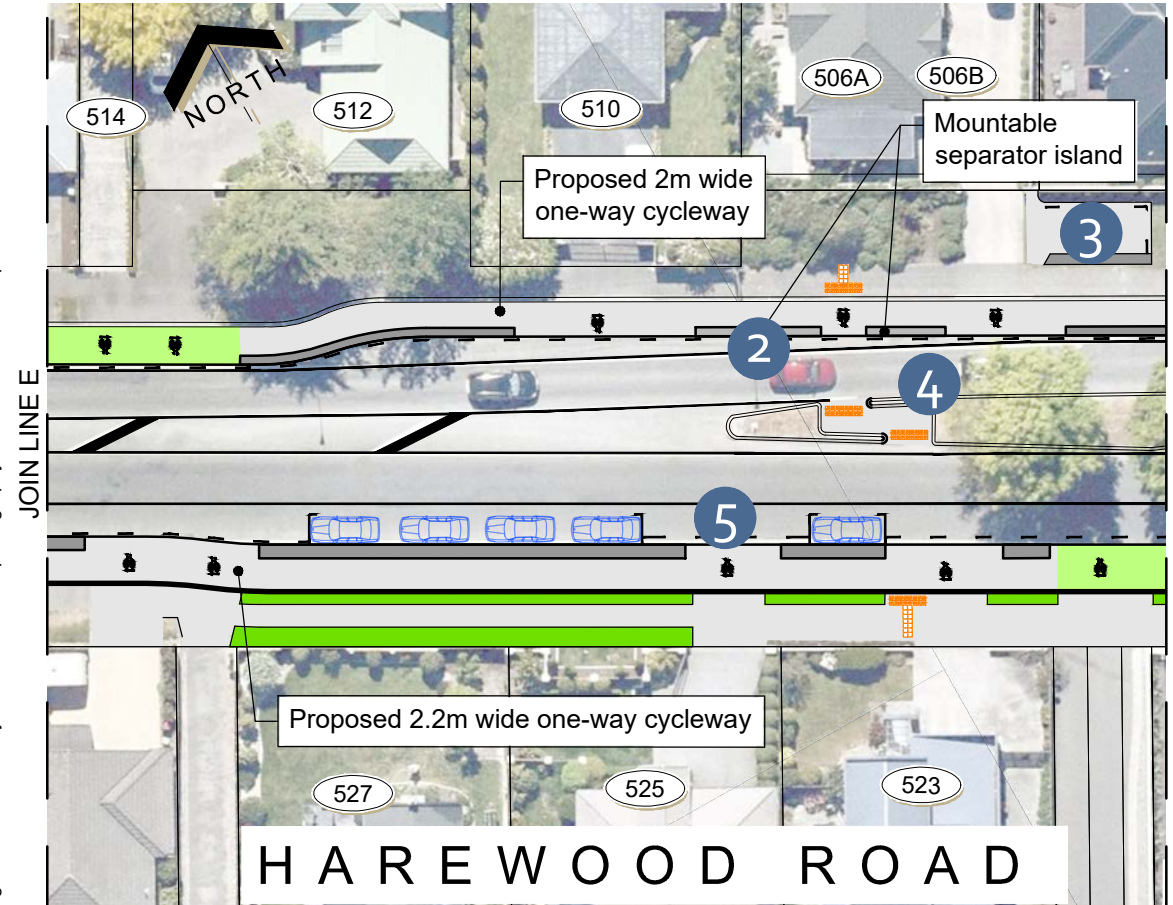
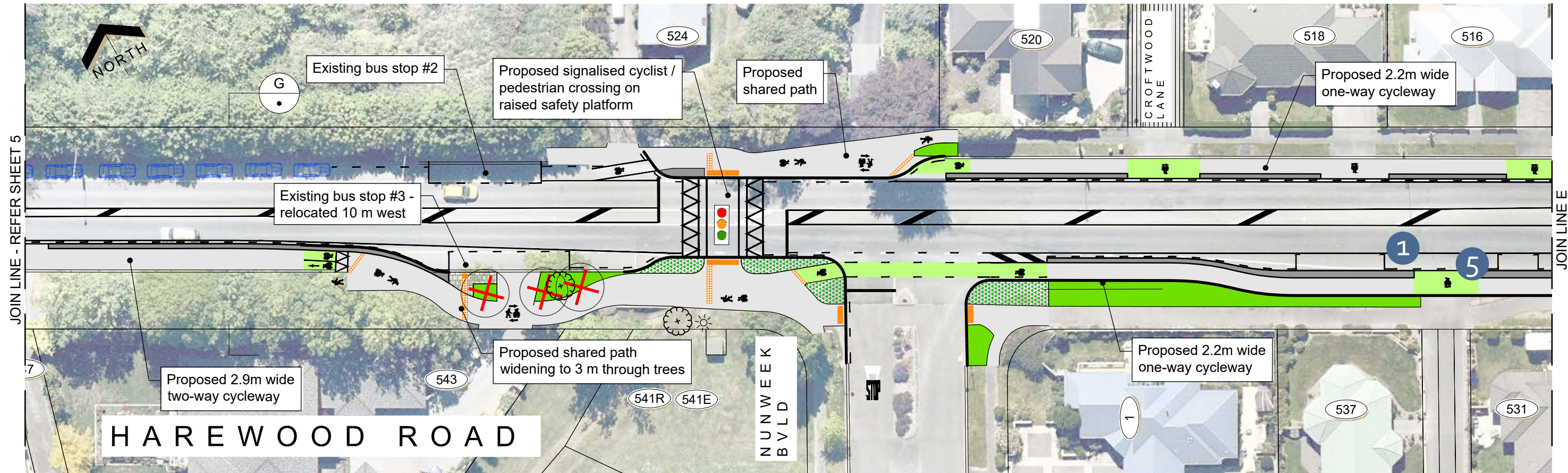


- Proposed design changes following consultation:**
- 1 Cycle stands are added outside Nunweek Park.
 - 2 The cycleway alignment is moved closer to the property boundaries to give drivers turning into Kilmuir Lane more space to wait clear of following traffic.
 - 3 Cycle stands are added near the playground.
 - 4 The section of cycleway separator between the driveways of No. 547 and No. 551 Harewood Road is made mountable.



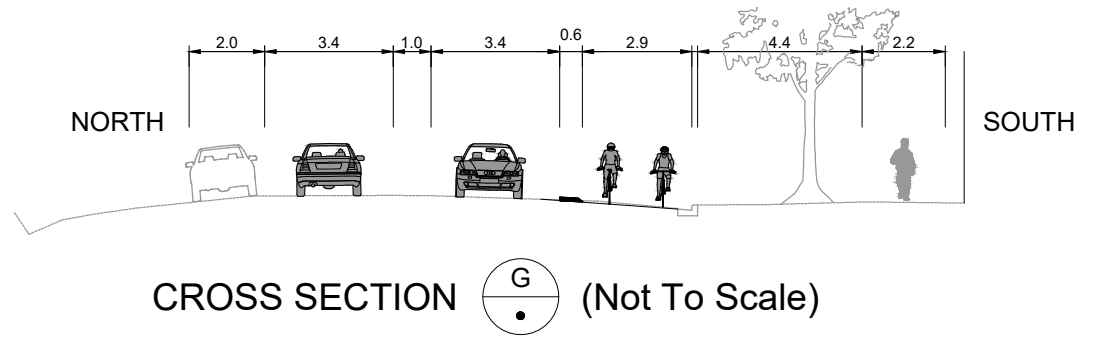
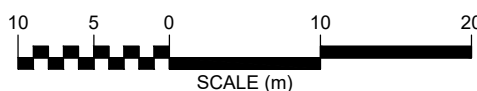
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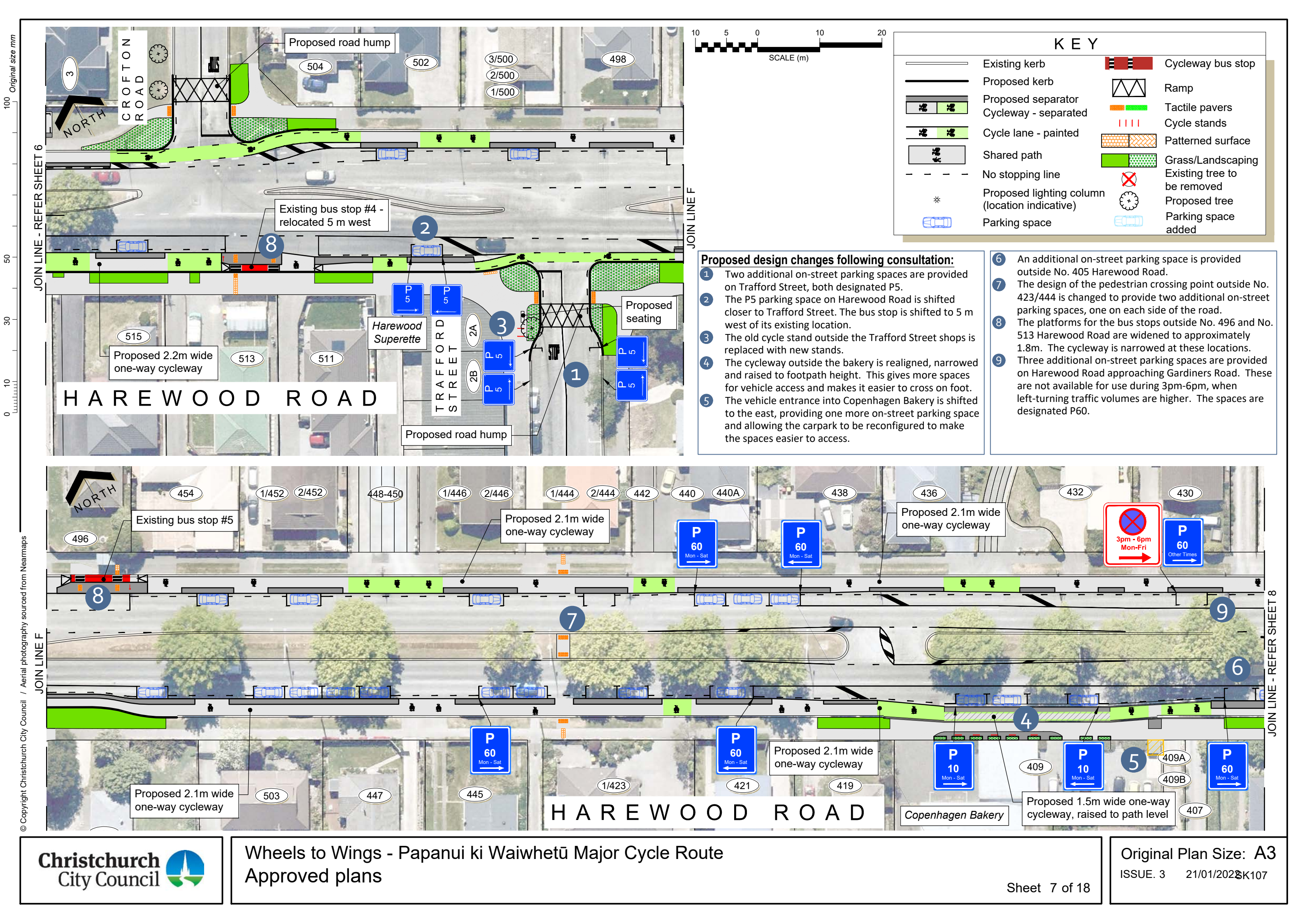


- Proposed design changes following consultation:**
- 1 The cycleway separator is realigned and three on-street parking spaces are added.
 - 2 The cycleway separator outside No. 506 is made mountable so that residents can drive over it when performing a U-turn to enter their driveway.
 - 3 A turning area is added for residents of No. 506 who have less manoeuvre space due to the location of the central median island.
 - 4 The crossing through the central median is widened to make it easier to use.
 - 5 The openings in the cycleway separator at driveways between Nunweek Boulevard and the roundabout are increased to a minimum 5.5 m long.

KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



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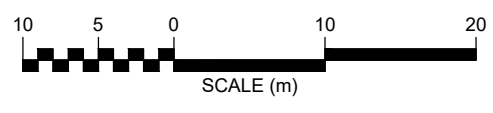
JOIN LINE - REFER SHEET 6

JOIN LINE F

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JOIN LINE - REFER SHEET 8

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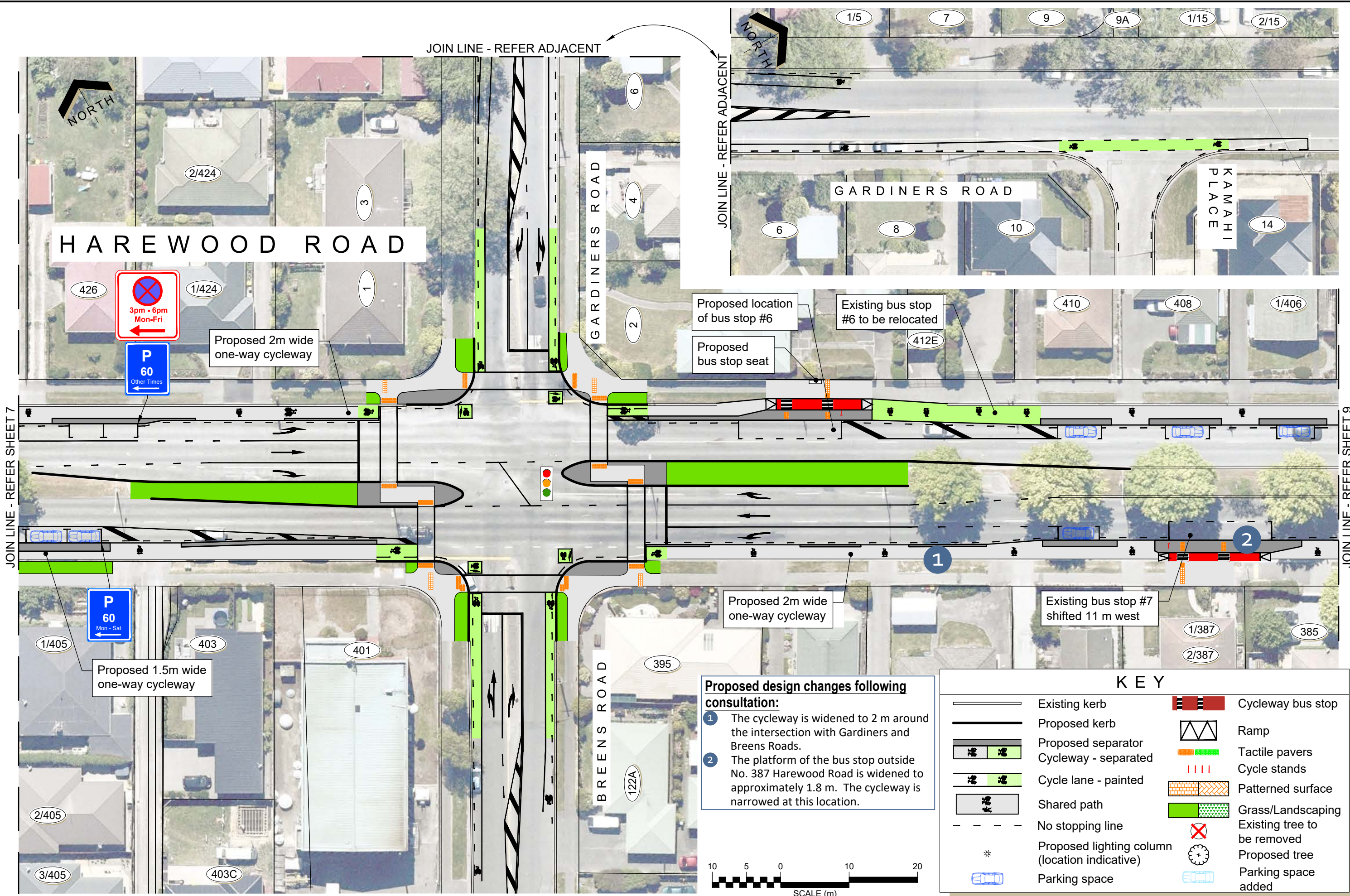
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Proposed design changes following consultation:

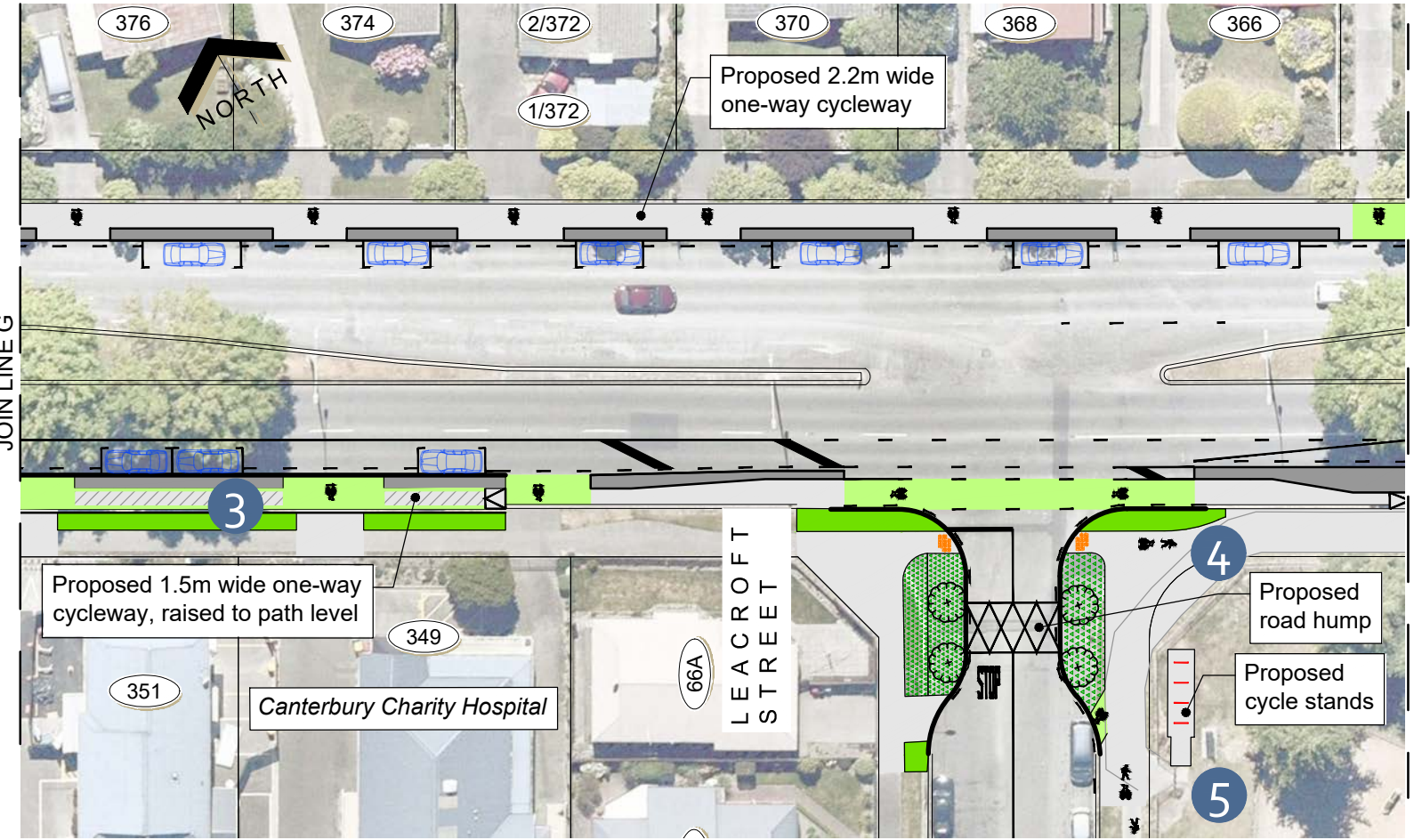
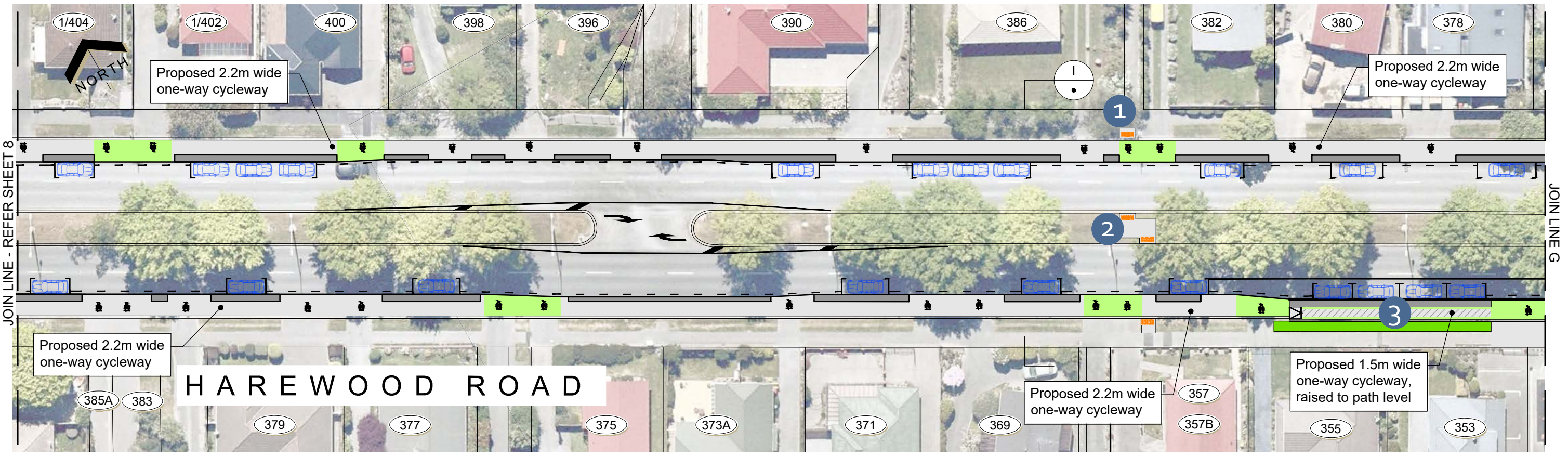
- Two additional on-street parking spaces are provided on Trafford Street, both designated P5.
- The P5 parking space on Harewood Road is shifted closer to Trafford Street. The bus stop is shifted to 5 m west of its existing location.
- The old cycle stand outside the Trafford Street shops is replaced with new stands.
- The cycleway outside the bakery is realigned, narrowed and raised to footpath height. This gives more spaces for vehicle access and makes it easier to cross on foot.
- The vehicle entrance into Copenhagen Bakery is shifted to the east, providing one more on-street parking space and allowing the carpark to be reconfigured to make the spaces easier to access.

- An additional on-street parking space is provided outside No. 405 Harewood Road.
- The design of the pedestrian crossing point outside No. 423/444 is changed to provide two additional on-street parking spaces, one on each side of the road.
- The platforms for the bus stops outside No. 496 and No. 513 Harewood Road are widened to approximately 1.8m. The cycleway is narrowed at these locations.
- Three additional on-street parking spaces are provided on Harewood Road approaching Gardiners Road. These are not available for use during 3pm-6pm, when left-turning traffic volumes are higher. The spaces are designated P60.

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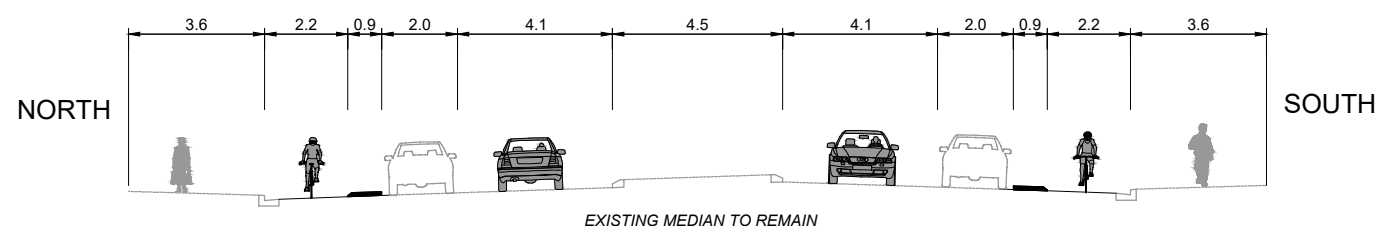


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- Proposed design changes following consultation:**
- 1 A direct crossing to the cycleway from the alleyway between No. 382 and 386 Harewood Road is added.
 - 2 A pedestrian crossing point is added to the central median.
 - 3 The cycleway outside the Charity Hospital is realigned, narrowed and raised to footpath height. The existing driveways are also widened.
 - 4 A shared path area with access to Leacroft Street improves the connection on and off the cycleway to the surrounding area. Cycle stands are added near the playground on Leacroft Street.

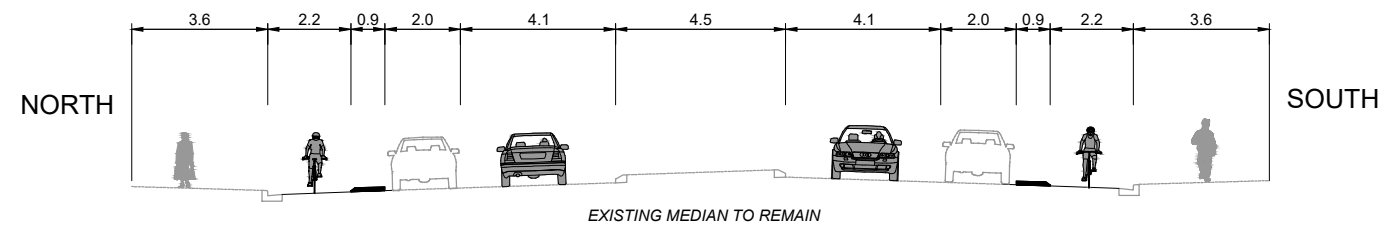
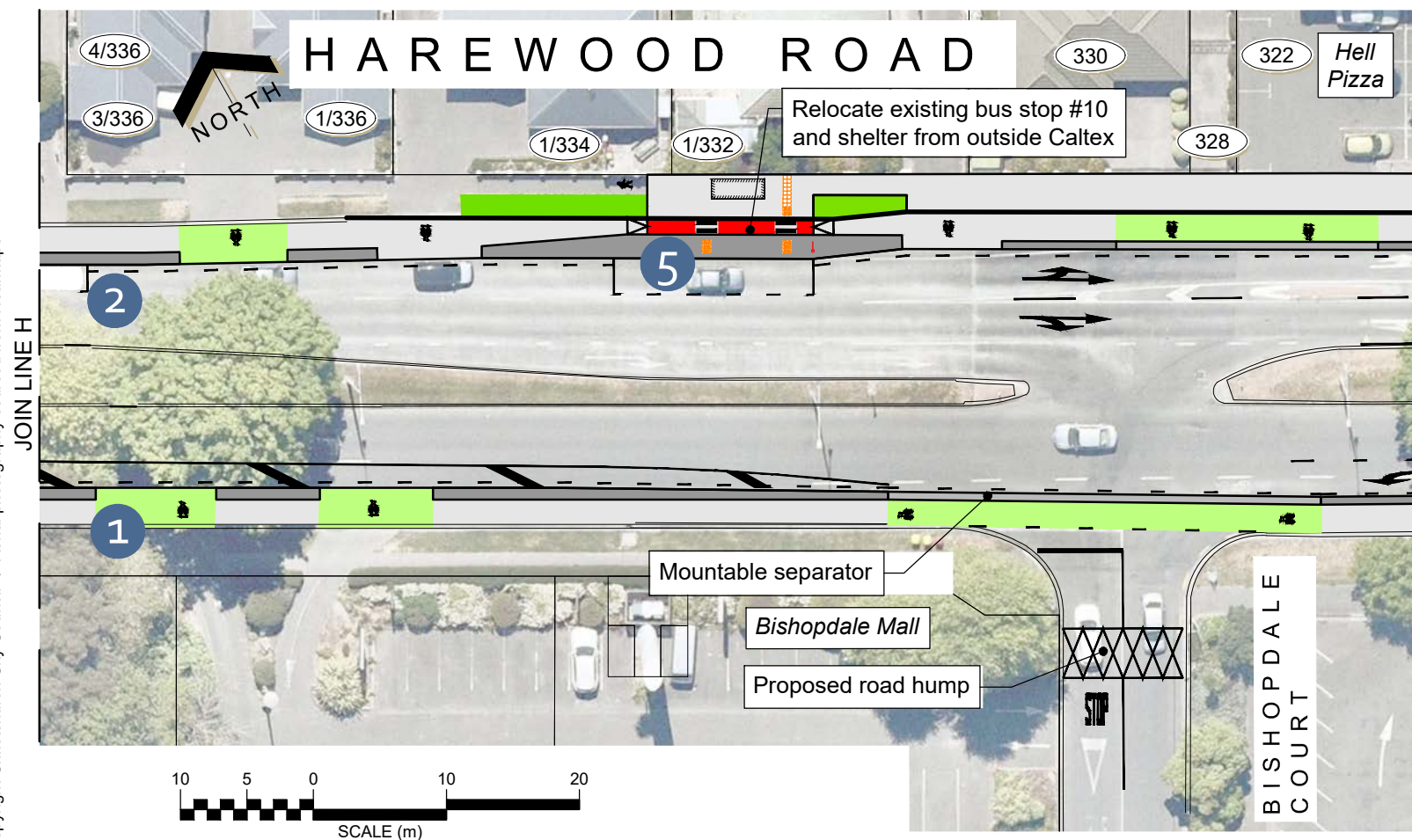
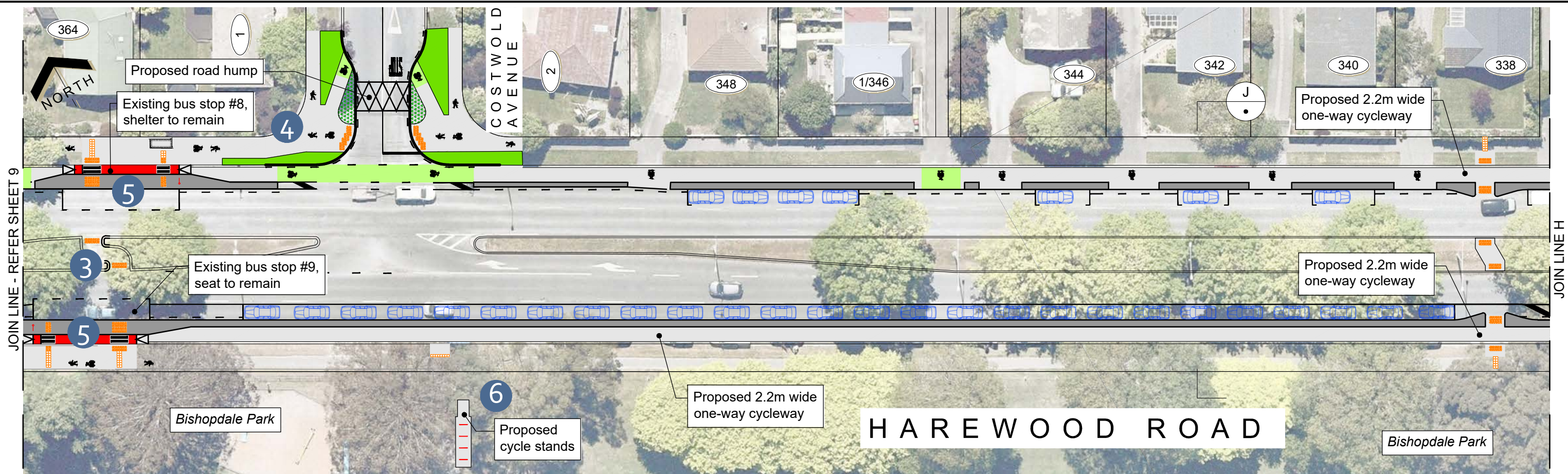
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



CROSS SECTION (Not To Scale)

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- Proposed design changes following consultation:**
- 1 The maintenance gate into the eastern side of Bishopdale Park is widened.
 - 2 An additional on-street parking space is provided outside No. 338/336 Harewood Road.
 - 3 The crossing through the central median is widened to make it easier to use.
 - 4 A shared path area with access to Cotswold Avenue improves the connection on and off the cycleway to the surrounding area.
 - 5 The platform for the bus stops outside Bishopdale Park, No. 364 and No. 332 Harewood Road are widened to approximately 1.8 m. The cycleway is narrowed at these locations.
 - 6 Cycle stands are added near the elephant slide.

CROSS SECTION (Not To Scale)

KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

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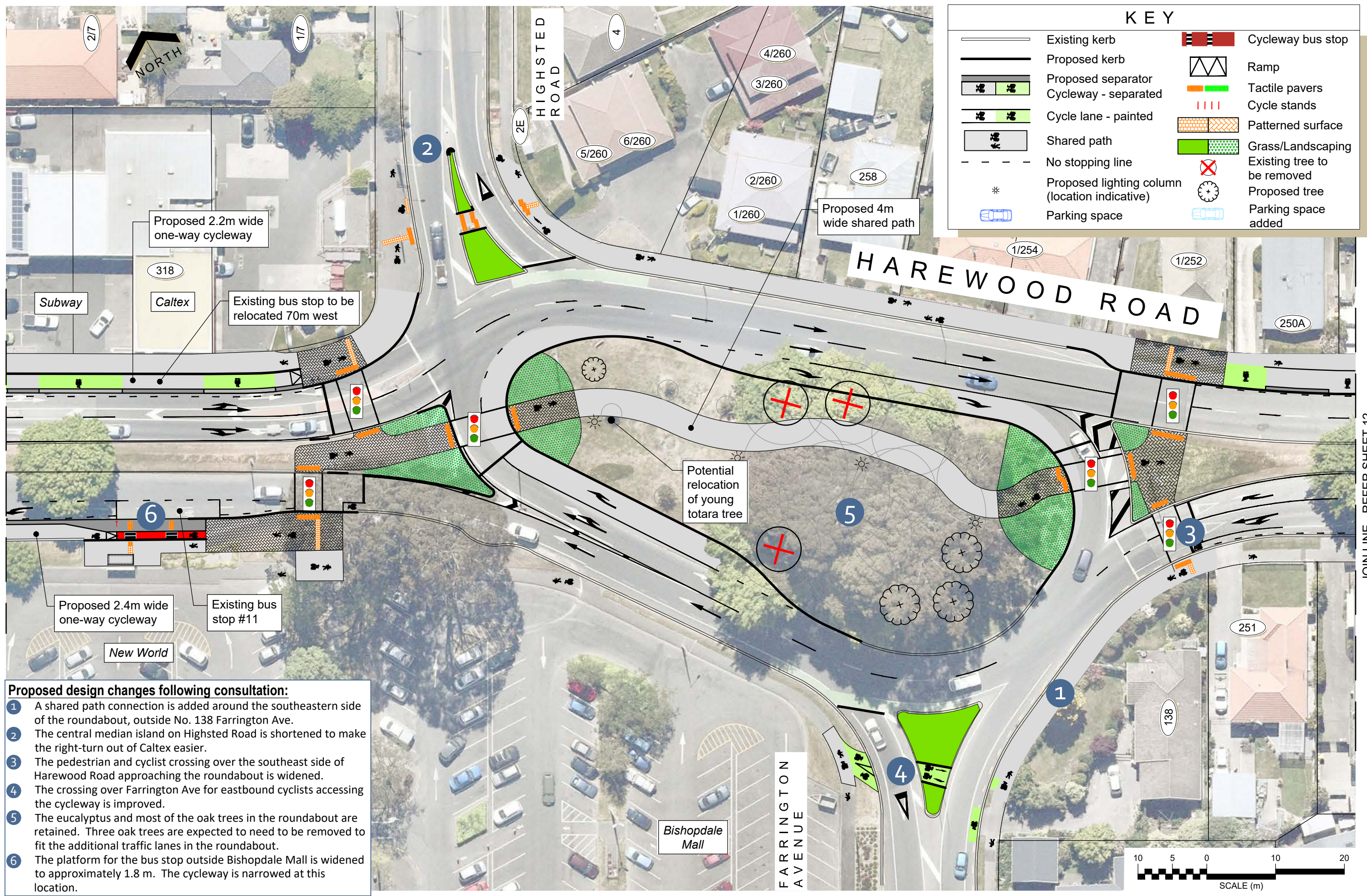
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JOIN LINE - REFER SHEET 10

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JOIN LINE - REFER SHEET 12



- Proposed design changes following consultation:**
- 1 A shared path connection is added around the southeastern side of the roundabout, outside No. 138 Farrington Ave.
 - 2 The central median island on Highsted Road is shortened to make the right-turn out of Caltex easier.
 - 3 The pedestrian and cyclist crossing over the southeast side of Harewood Road approaching the roundabout is widened.
 - 4 The crossing over Farrington Ave for eastbound cyclists accessing the cycleway is improved.
 - 5 The eucalyptus and most of the oak trees in the roundabout are retained. Three oak trees are expected to need to be removed to fit the additional traffic lanes in the roundabout.
 - 6 The platform for the bus stop outside Bishopdale Mall is widened to approximately 1.8 m. The cycleway is narrowed at this location.

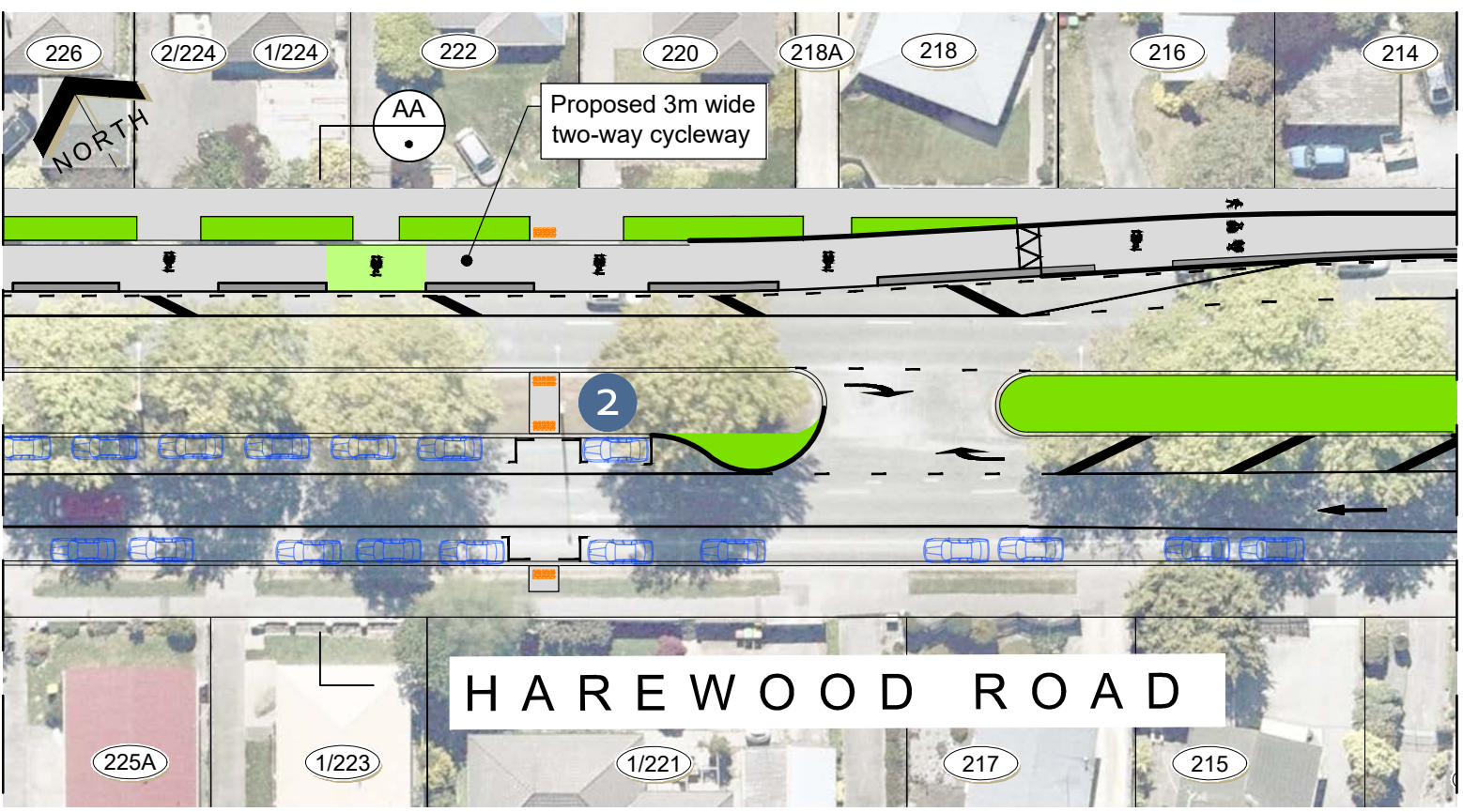
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JOIN LINE - REFER SHEET 11

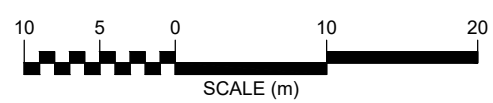


JOIN LINE J

JOIN LINE J

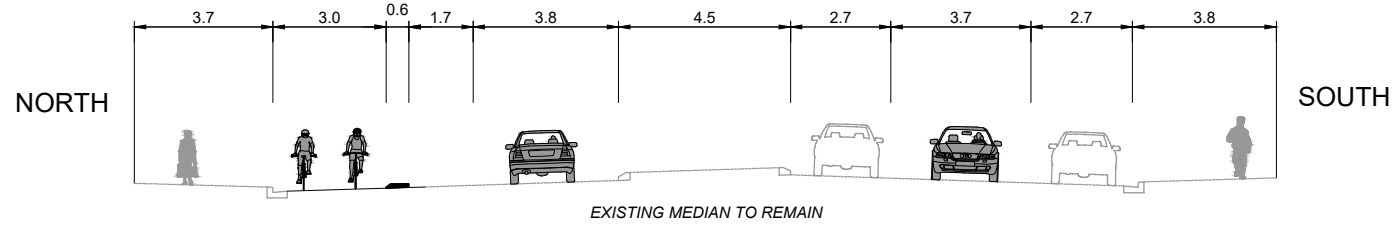


JOIN LINE - REFER SHEET 13



- Proposed design changes following consultation:**
- 1 A crossing point through the central median is added outside Bethesda Rest Home.
 - 2 A crossing through the central median outside No. 221/222 is provided to access the on-street parking adjacent to the median.
 - 3 A kerb buildout adjacent to the central median is added at the end of the on-street parking.

KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



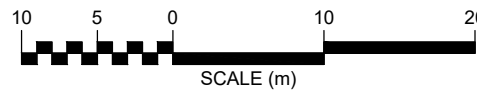
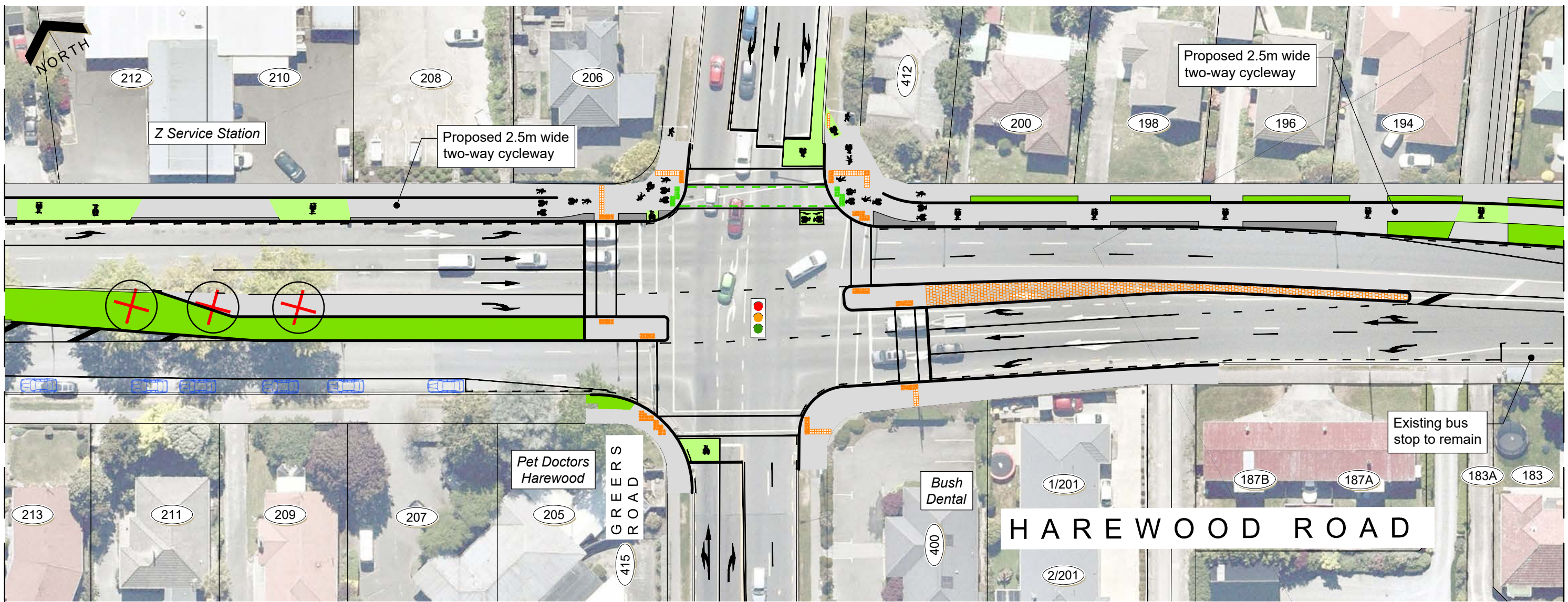
CROSS SECTION AA (Not To Scale)

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JOIN LINE - REFER SHEET 12

JOIN LINE - REFER SHEET 14

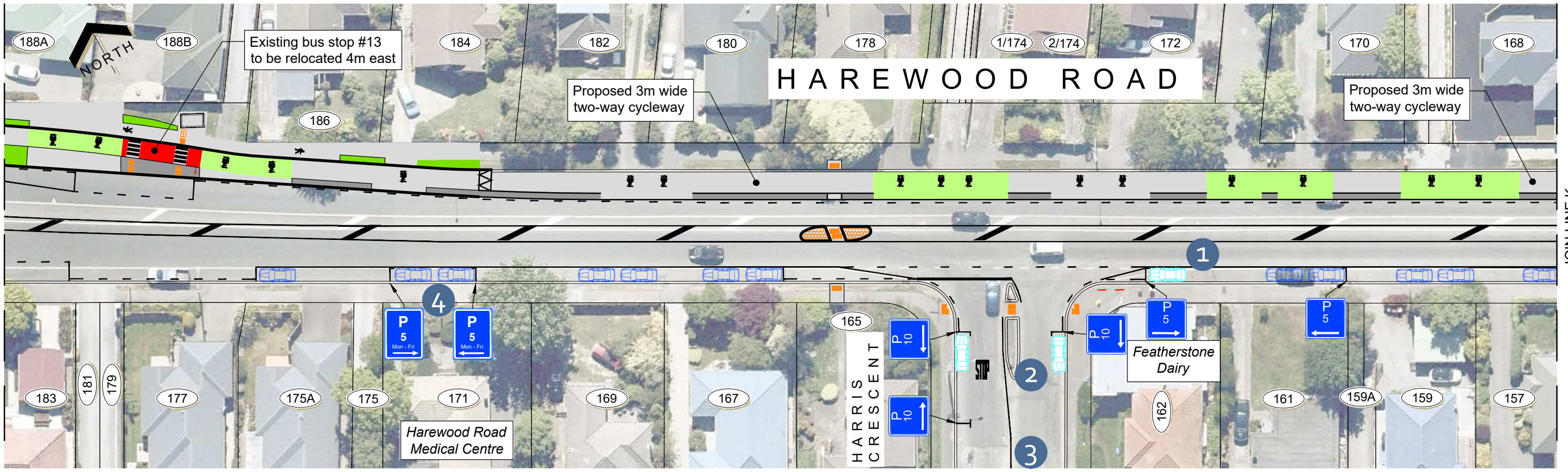


KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
*	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

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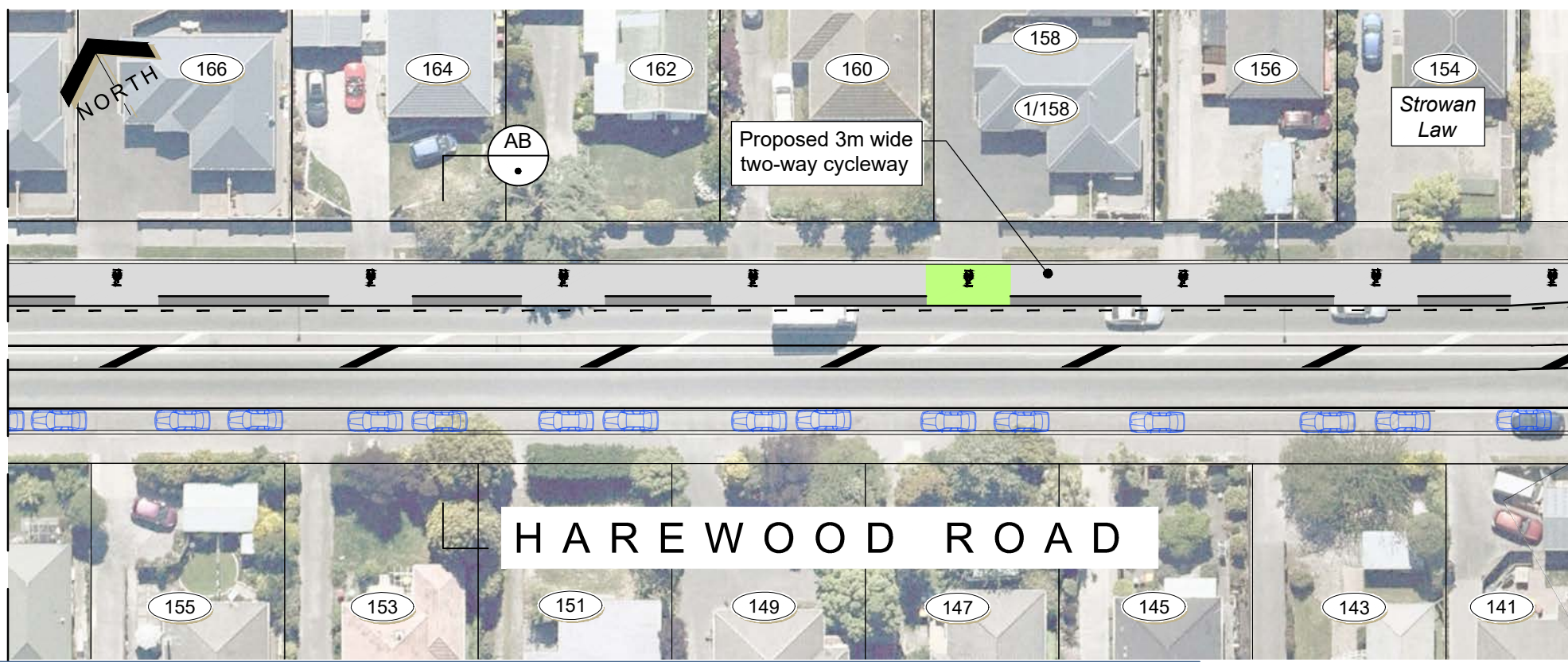
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JOIN LINE - REFER SHEET 13



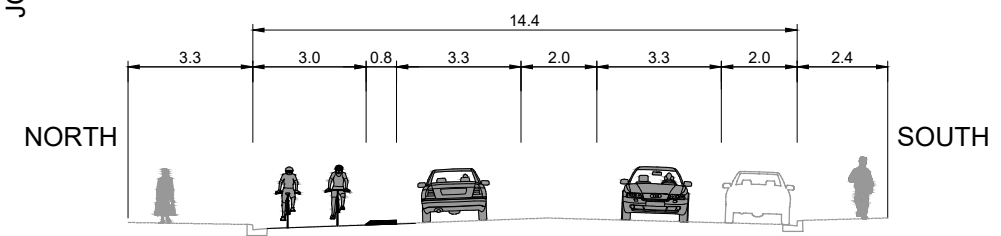
JOIN LINE K

JOIN LINE K



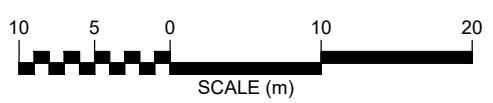
JOIN LINE - REFER SHEET 15

KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



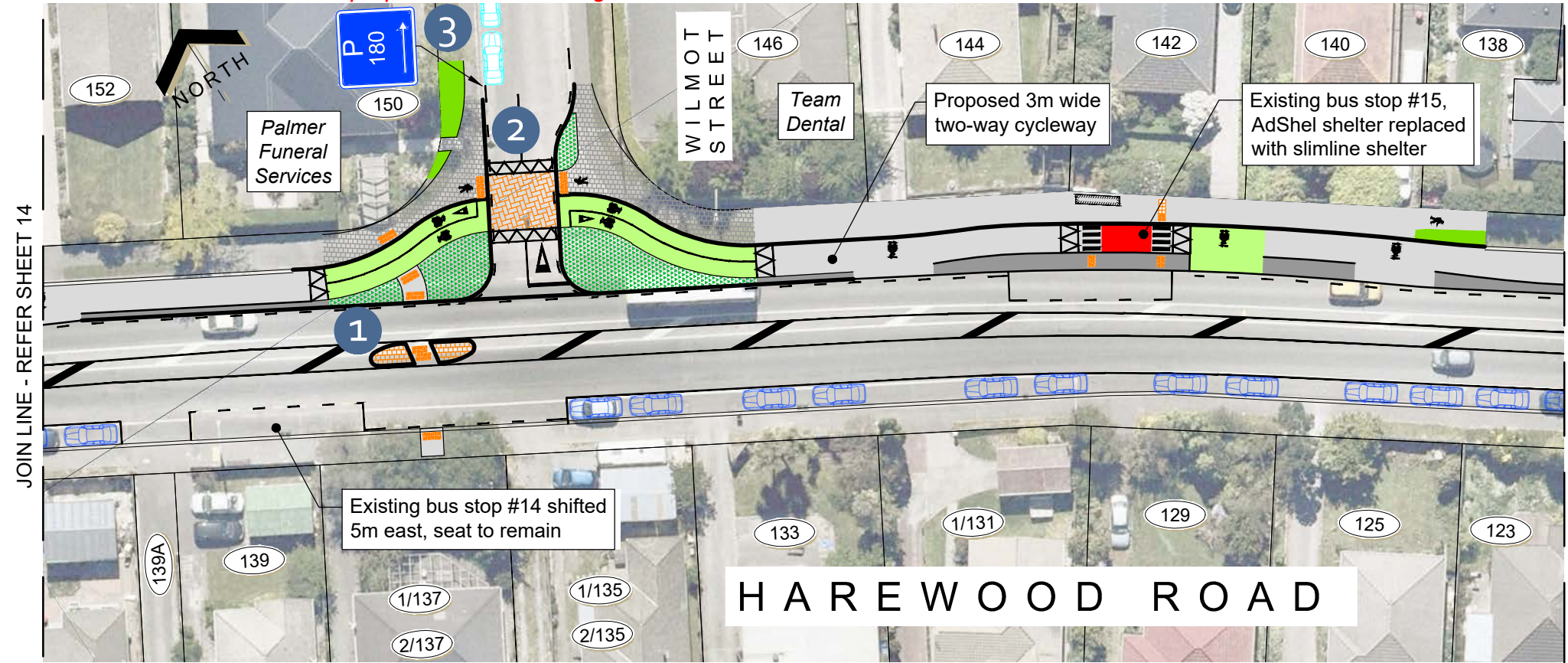
CROSS SECTION (Not To Scale)

- Proposed design changes following consultation:**
- 1 An additional on-street parking space is provided on Harewood Road outside the Featherstone Dairy. This is designated P5.
 - 2 Two additional on-street parking spaces are provided on Harris Crescent (west), one on each side of the road.
 - 3 On the western side of Harris Crescent (west) at Harewood Road, two spaces are designated P10. On the eastern side, the length between Harewood Road and the first driveway is designated P10.
 - 4 Two P5 (Monday to Friday) spaces are designated outside the Harewood Road Medical Centre.



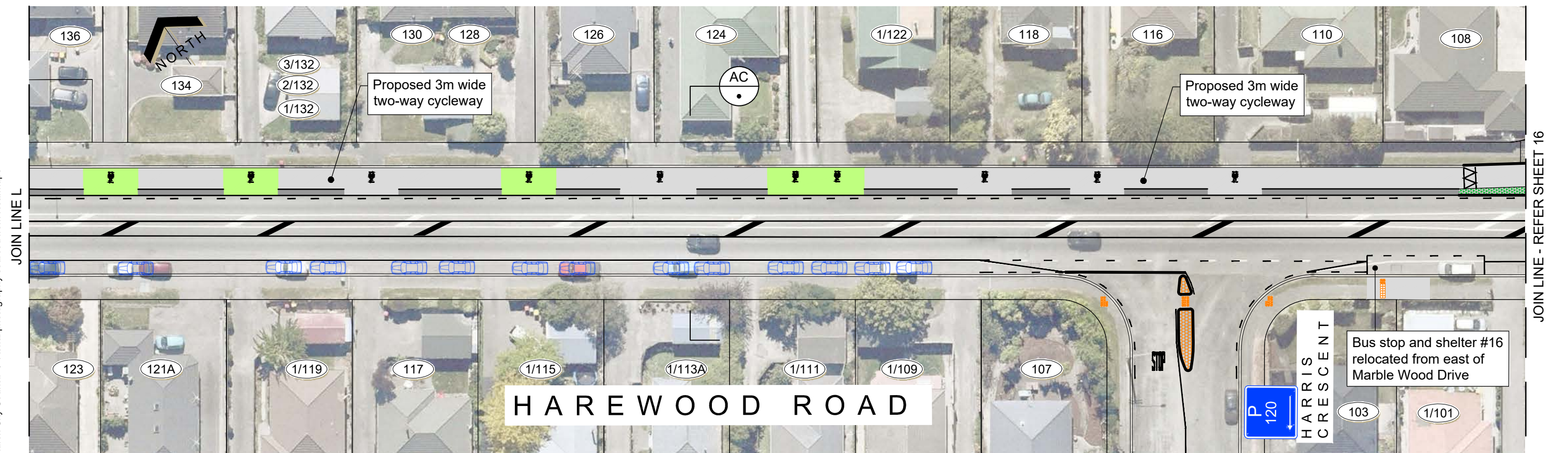
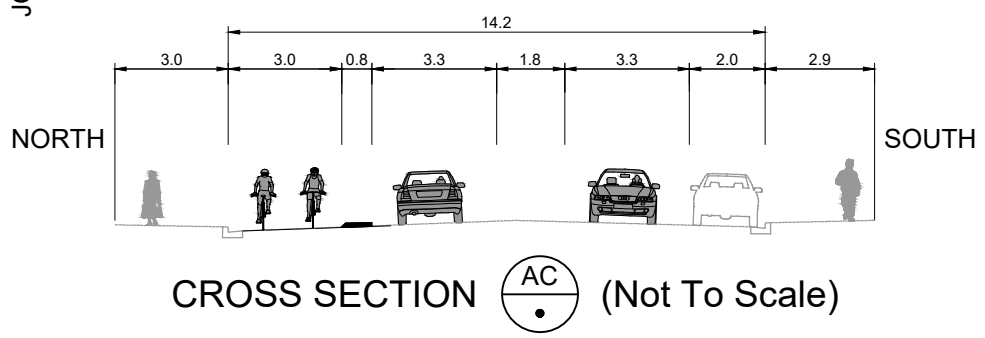
Refer to Sheet 18 for proposed access changes to Wilmot Street at Hoani Street

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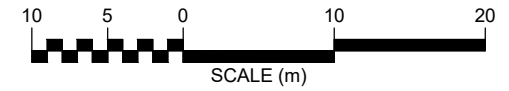


KEY

	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



- Proposed design changes following consultation:**
- 1 A pedestrian refuge island is added on Harewood Road near Wilmot Street. A portion of cycleway is narrowed to fit the pedestrian island.
 - 2 The proposed cul-de-sac at Wilmot Street is shifted to the intersection with Hoani Street. This provides two additional on-street parking spaces on Wilmot Street outside Palmer Funeral Services.
 - 3 The proposed P120 parking restrictions on Wilmot Street are changed to P180.



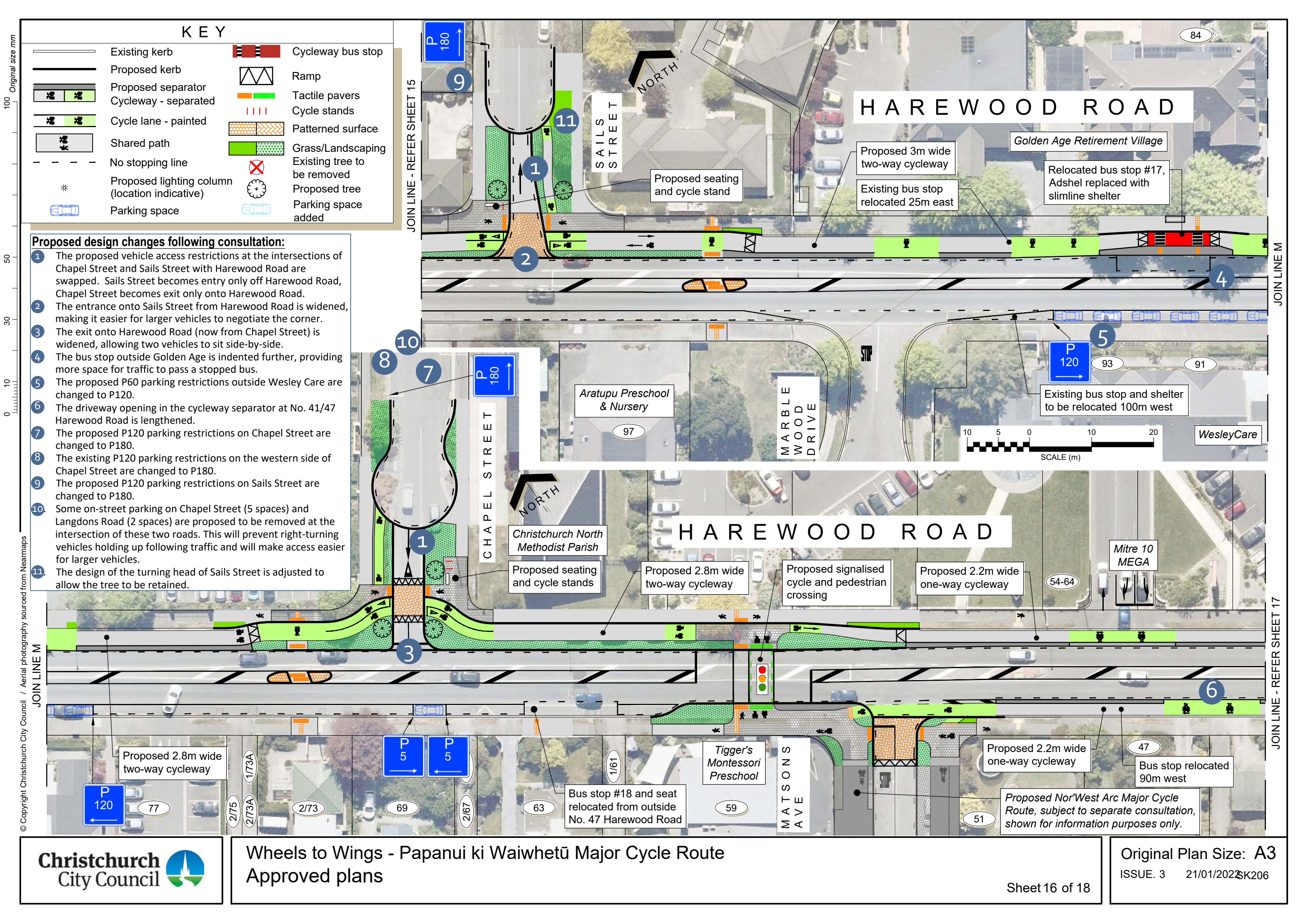
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JOIN LINE - REFER SHEET 14

JOIN LINE L

JOIN LINE L

JOIN LINE - REFER SHEET 16



KEY

	Existing kerb		Cyclway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Proposed design changes following consultation:

- 1 The proposed vehicle access restrictions at the intersections of Chapel Street and Sails Street with Harewood Road are swapped. Sails Street becomes entry only off Harewood Road, Chapel Street becomes exit only onto Harewood Road.
- 2 The entrance onto Sails Street from Harewood Road is widened, making it easier for larger vehicles to negotiate the corner.
- 3 The exit onto Harewood Road (now from Chapel Street) is widened, allowing two vehicles to sit side-by-side.
- 4 The bus stop outside Golden Age is indented further, providing more space for traffic to pass a stopped bus.
- 5 The proposed P60 parking restrictions outside Wesley Care are changed to P120.
- 6 The driveway opening in the cycleway separator at No. 41/47 Harewood Road is lengthened.
- 7 The proposed P120 parking restrictions on Chapel Street are changed to P180.
- 8 The existing P120 parking restrictions on the western side of Chapel Street are changed to P180.
- 9 The proposed P120 parking restrictions on Sails Street are changed to P180.
- 10 Some on-street parking on Chapel Street (5 spaces) and Langdons Road (2 spaces) are proposed to be removed at the intersection of these two roads. This will prevent right-turning vehicles holding up following traffic and will make access easier for larger vehicles.
- 11 The design of the turning head of Sails Street is adjusted to allow the tree to be retained.

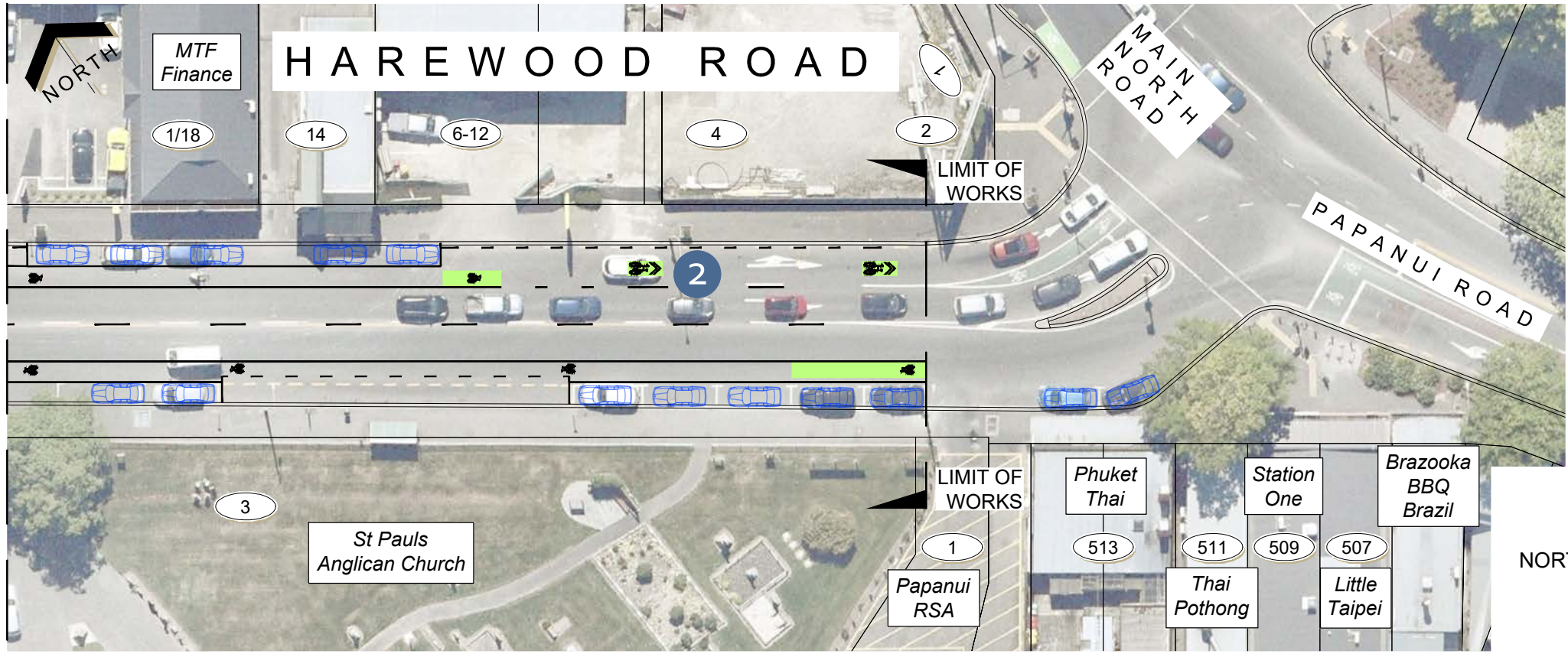
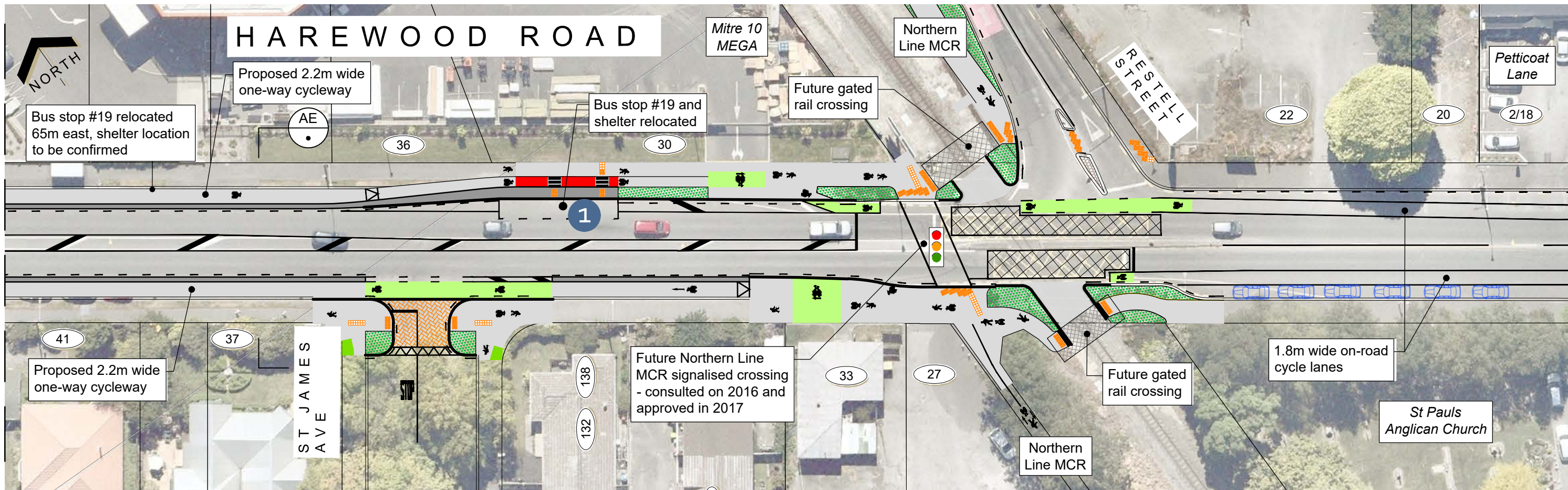
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JOIN LINE M

JOIN LINE M

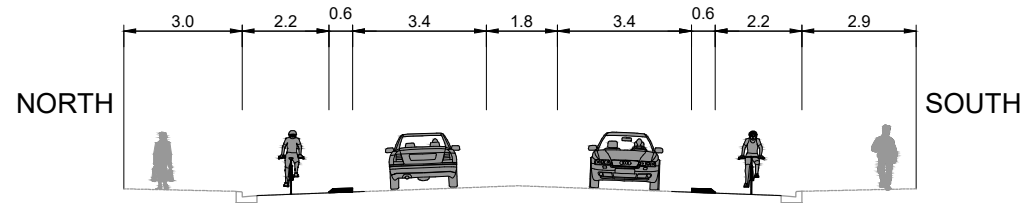
JOIN LINE M

Original size mm
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KEY

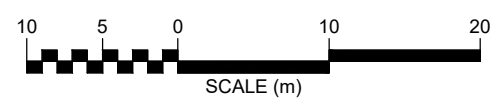
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added



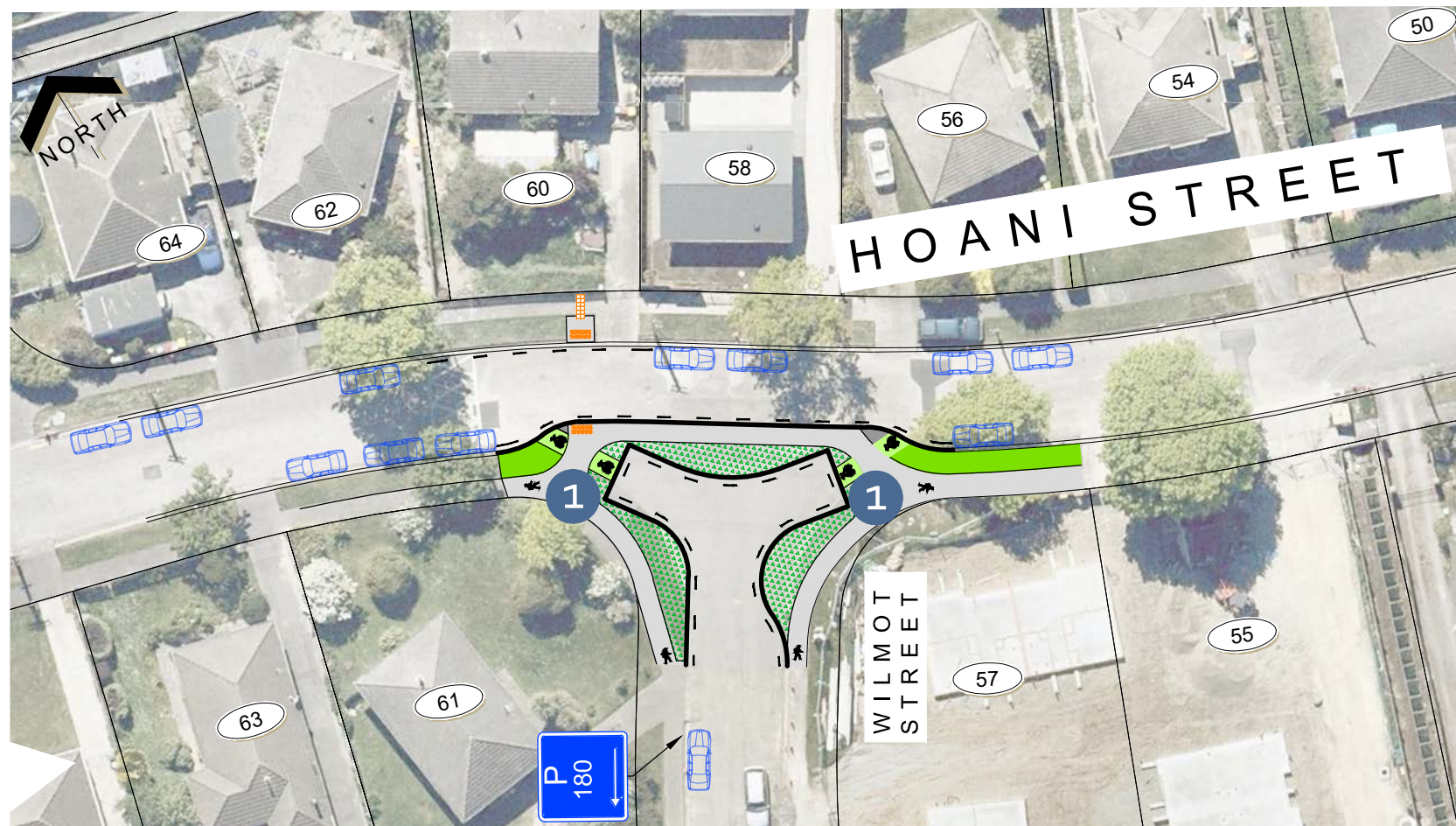
CROSS SECTION (Not To Scale)

Proposed design changes following consultation:

- 1 The eastbound bus stop outside Mitre 10 is indented and shifted to 65 m east of its existing location.
- 2 Additional cycle markings are added approaching Main North Road.



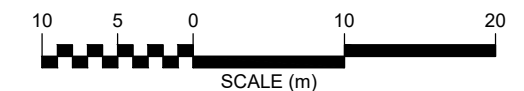
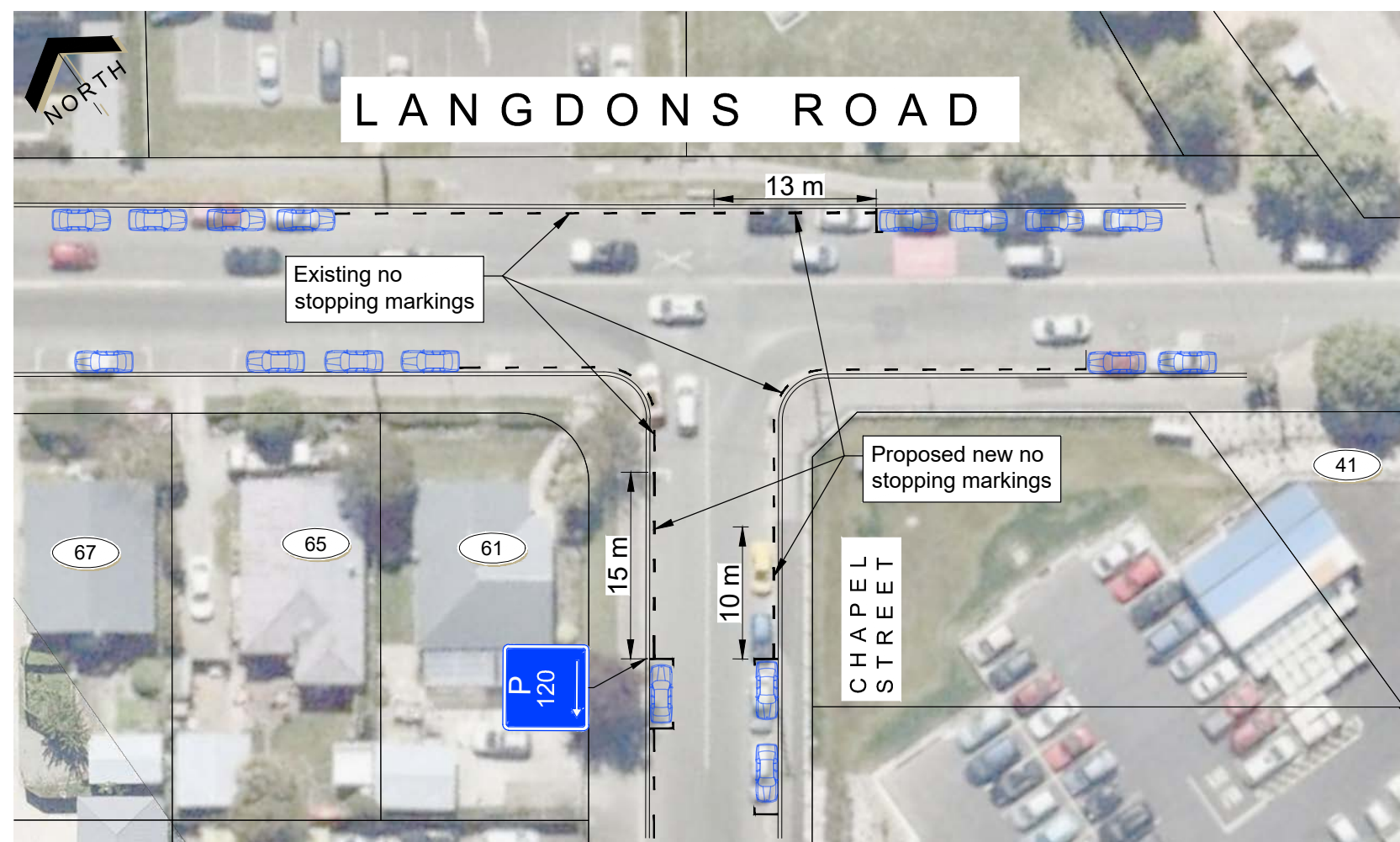
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KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

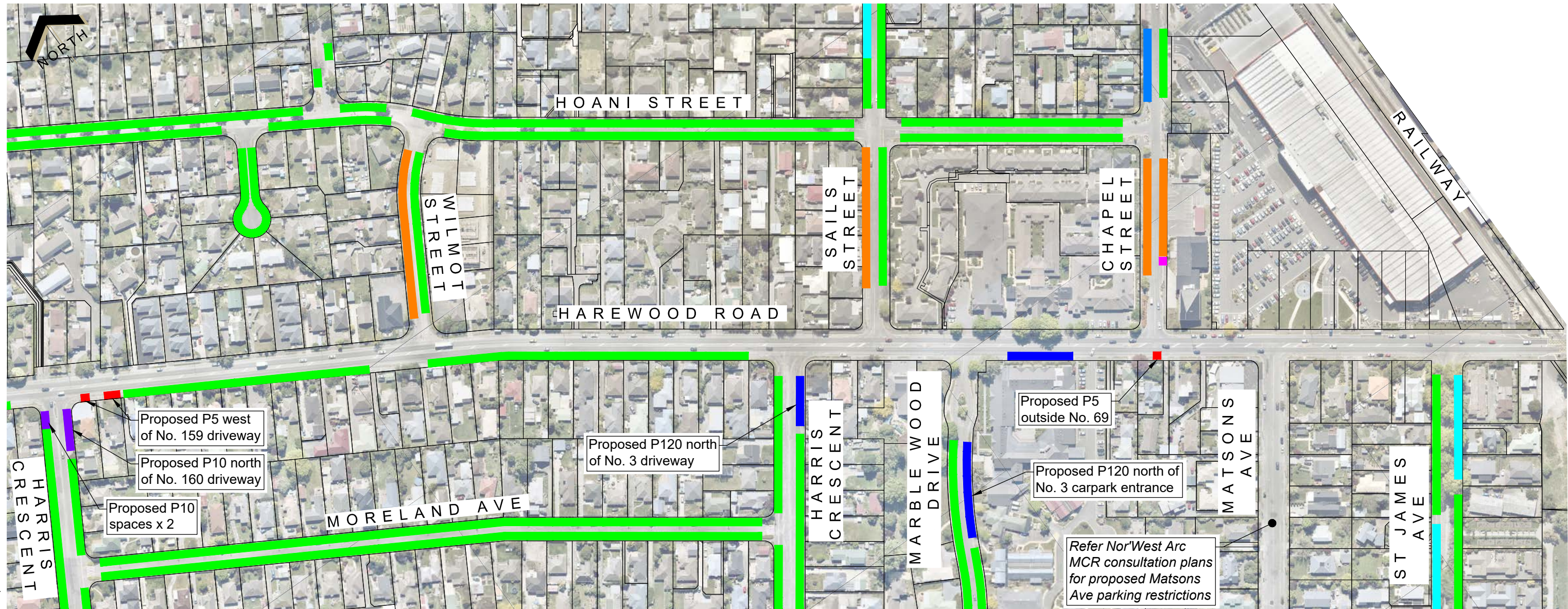
Proposed design changes following consultation:

1 The shared path areas where Wilmot Street intersects with Hoani Street are replaced with direct cycle connections to the roadway.



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Original size mm
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KEY

- █ Proposed P5 parking restriction
- █ Proposed P10 parking restriction
- █ Proposed P120 parking restriction
- █ Proposed P180 parking restriction
- █ Existing mobility park to remain
- █ Existing P120 parking restriction to remain
- █ Existing P120 (Mon-Fri) parking restriction to remain
- █ Existing unrestricted parking to remain



Notes:

1. Parking time restrictions apply 8am-6pm, Monday to Sunday, unless otherwise stated.
2. Areas without coloured lines have no on-street parking - refer updated cycleway consultation plans for proposed changes to Harewood Road and side streets.
3. Private parking is not shown.