



## 3.2. Proposal B

# Proposal B – Secondary

Proposal B includes a bi-directional cycle lane on the north side of McLister Street and the south side of Birmingham Street. The road carriageway is changed to one-way and becomes entry only from Melbourne Road. Permitted general traffic movements are shown below. **This option differs from Proposal A as it retains parking along the whole corridor.**





# McLister Street (east)

## Introduction of option:

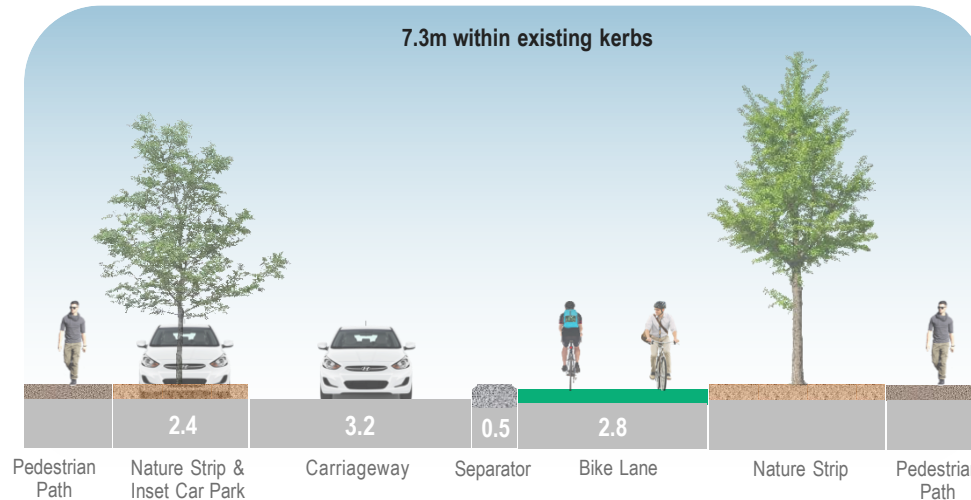
Options for McLister Street (east) are based on the existing road width (7.3m). This option for McLister Street (east) changes the current road conditions to one-way eastbound for general traffic.

This option removes on-street parking north of the road carriageway but introduces insert parking along the southern side.

For this option, a 2.8m bi-directional cycle lane is introduced for the northern side of the road and the kerb separators provide a buffer between the cycle lane and general traffic.



# McLister Street (east): Issues and Opportunities



## Benefits:

- Separation from general traffic
- Retains on-street parking through insert parking along the entire corridor

## Issues:

- Interaction with driveways and residential access
- Carriageway changed to one-way

## Further opportunities:

- Raised entry treatments across all side roads or continuous footpaths
- Improve connection to southern footpath



# McLister Street (west)

## Introduction of option:

Options for McLister Street (west) are based on a 9m road space widening on southern side. With the additional space, this option proposes a 3m wide one-way eastbound carriageway, accompanied by a strip of parallel parking on the southern side of the street and 90 degree parking as part of the new development. Localised traffic calming measures include intermittent kerb extensions and a zebra crossing for school students.

A 3m protected bi-directional cycle lane is proposed on the northern side of the carriageway with separation from general traffic by way of a concrete island.



# McLister Street (west): Issues and Opportunities



## Benefits

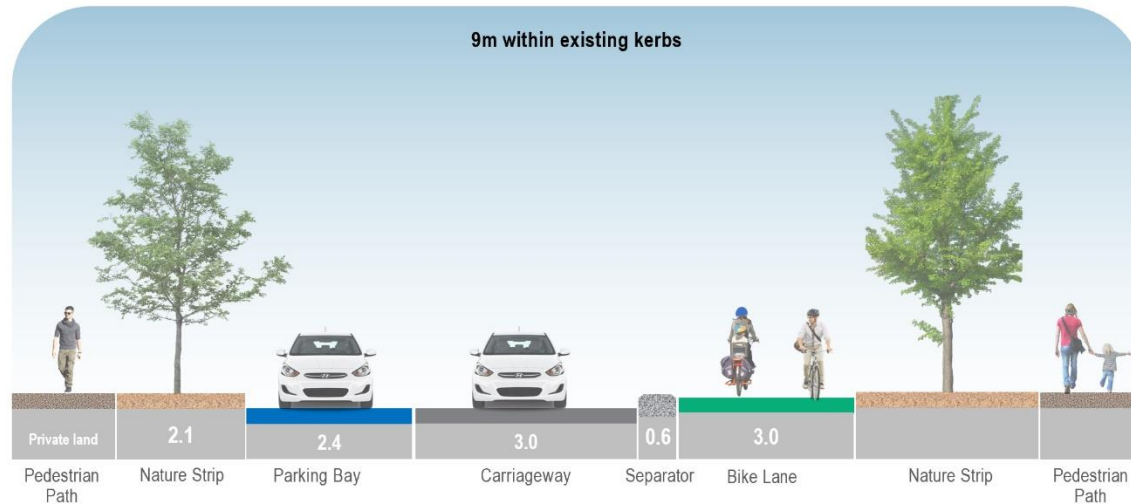
- Separated cycle lanes from general traffic
- One-way carriageway results in reduced non-local traffic
- On-street parking retained
- Additional 90-degree parking introduced
- Localised traffic calming and raised zebra crossing at school
- Integrated with crossing facilities for pedestrians

## Issues:

- Volumes of traffic from future developments
- School children and families need to cross roadway

## Future opportunities:

- Raised entry requirements across all roads for continuous footpaths





# Birmingham Street

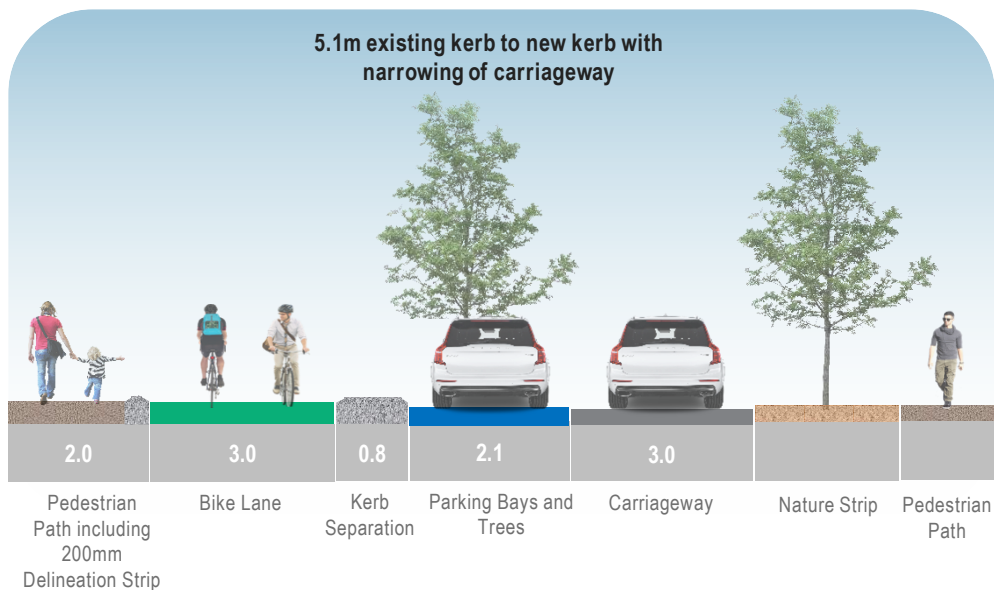
## Introduction of option:

This option proposes a 3m one-way carriageway westbound, accompanied by a 2.1m parking bay with intermittent kerb extensions to the south.

A raised 3m bi-directional cycle lane is to be positioned to the south of the parking bay with a 0.8m separator.



# Birmingham Street: Issues and Opportunities



## Benefits

- Separation from general traffic
- On-street parking retained
- One-way carriageway results in reduced non-local traffic
- Increased number of on street parking facilities
- Raised cycleway easier to maintain as gutter is still in carriageway

## Issues:

- Impact on future development access
- Poorer greening opportunities compared to Proposal A.
- Limited shade in the summer

## Future Opportunities:

- Raised entry treatments across all side roads or continuous footpaths
- Provide crossing facilities for pedestrians

## Other considerations:

- The parking could be flipped to the northern side of the carriageway; however, this would remove ability for kerb extensions and tree planting as shown due to driveways.