



3.3. Proposal C



Proposal C - Secondary

Proposal C gives the option to have one-way traffic reversed with a left-out-only operation at Melbourne Rd so that a simple signal sequence is still possible. It retains the bi-directional cycle lane on the north side of McLister Street and the south side of Birmingham Street. It also retains on-street parking along the whole corridor.



McLister Street (east)

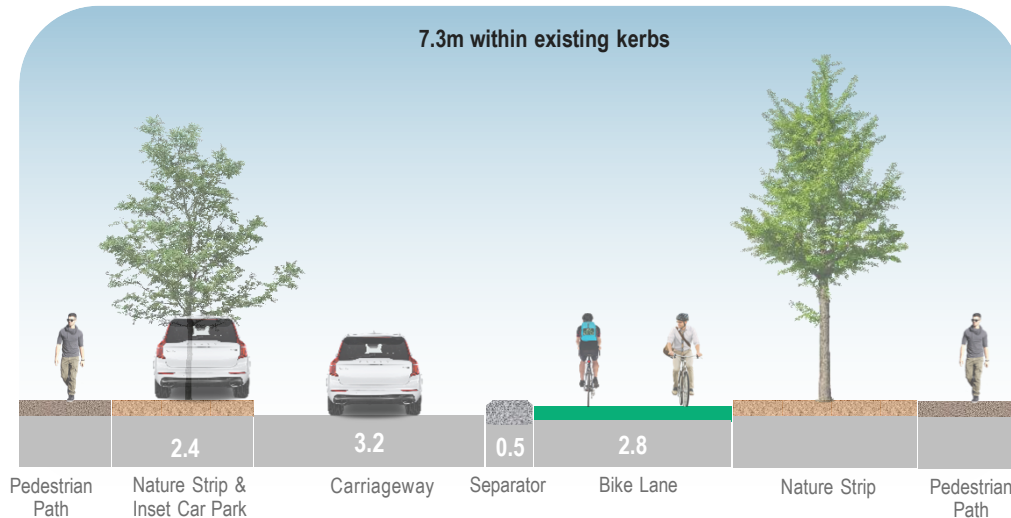
Introduction of option:

This option for McLister Street (east) changes the current road conditions to one-way *westbound* for general traffic. This option removes on-street parking north of the road carriageway but introduces insert parking along the entire 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:

- Cycle lanes protected from general traffic
- On-street parking remains
- Traffic is slowed by shared space

Issues:

- Interaction with driveways and residential access
- Parking limits road space allocation
- Inset parking reduces greening opportunities

Further opportunities:

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

McLister Street (west)

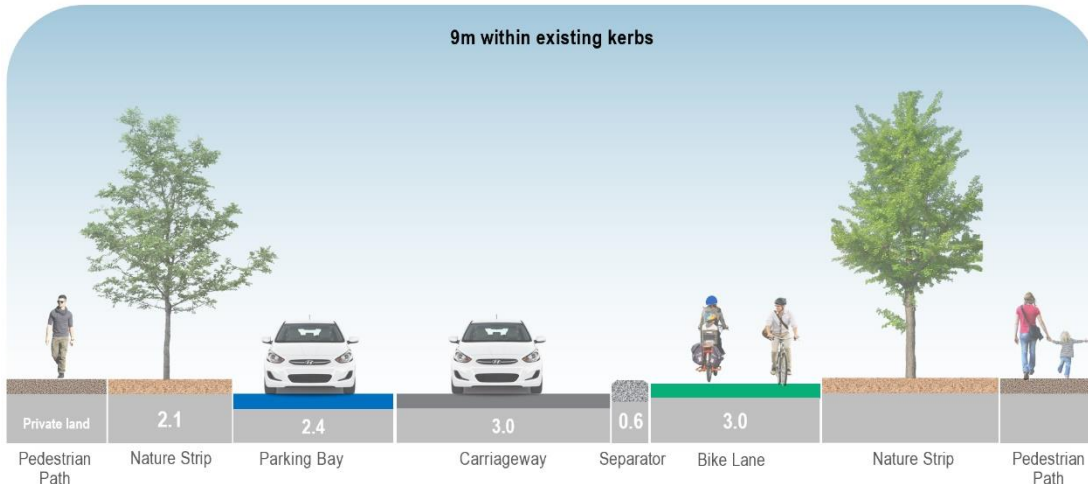
Introduction of option:

This option proposes a one-way *westbound* road carriage of 3m, accompanied by a 2.4m of parking strip to the south. 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.



McLister Street (west): Issues and Opportunities



Benefits:

- Cycle lane protected 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

Birmingham Steet

Introduction of option:

Option 4 proposes a 3m one-way road carriage eastbound, accompanied by a 2.1m parking bay with intermittent kerb extensions to the south.

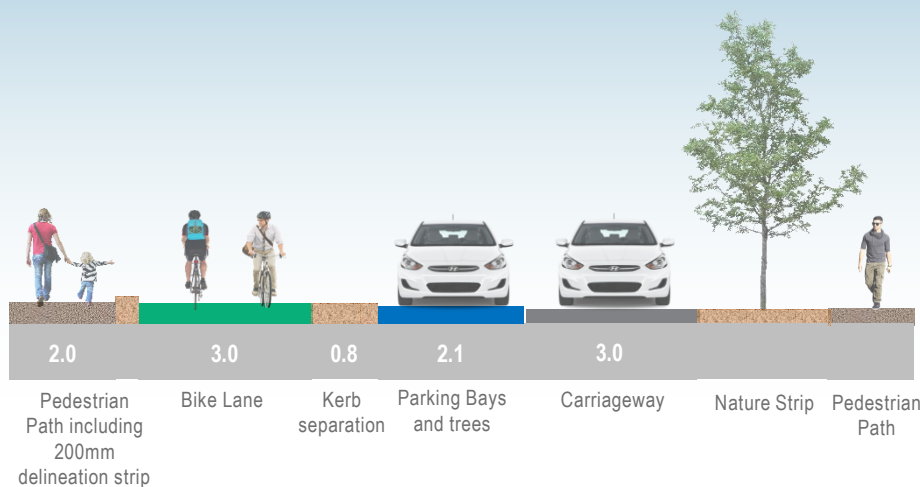
A raised 3m bi-directional cycle lane is to be positioned to the south of the parking bay with a 0.8m separator.



Birmingham Steet: Issues and Opportunities



5.1m existing kerb to new kerb
with narrowing of carriageway



Benefits

- Cycle lanes protected from general traffic
- On-street parking retained
- One-way carriageway results in reduced non-local traffic
- Limited impact to residential access on north side
- Improved cycle conditions due to raised cycleway

Issues:

- Impact on future development access
- Poor 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.