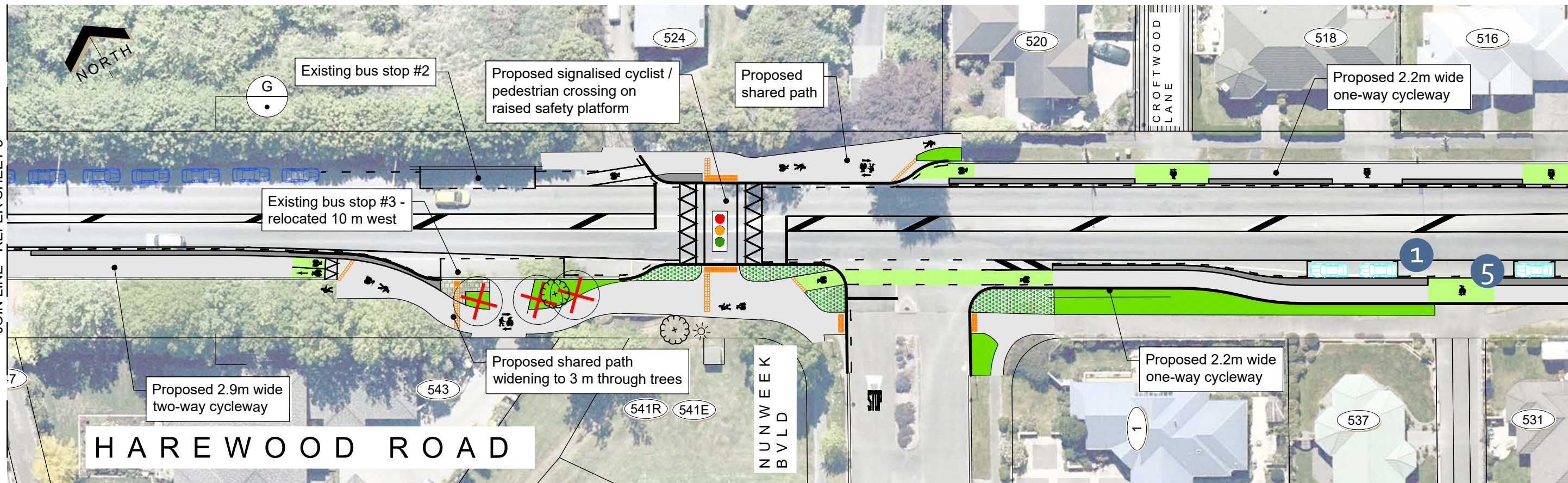


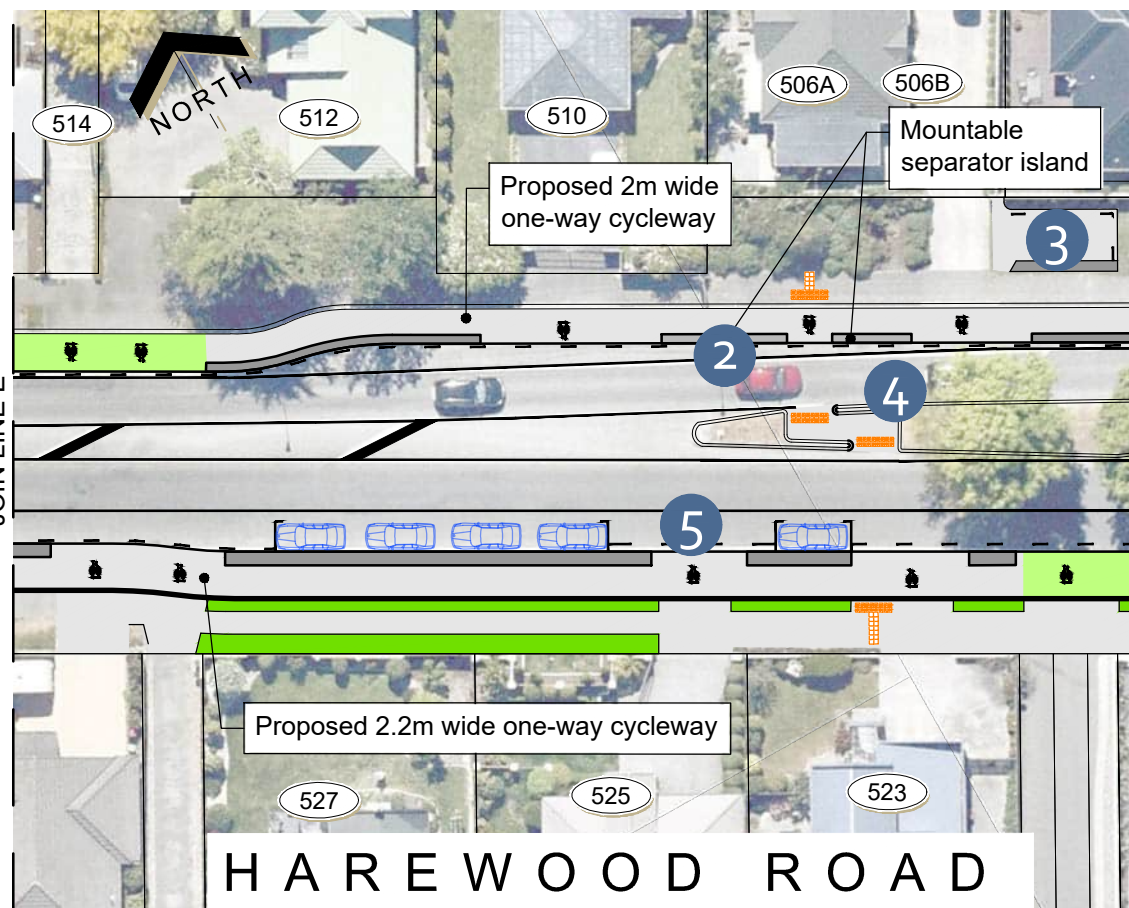
Original size mm
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JOIN LINE - REFER SHEET 5



JOIN LINE

JOIN LINE



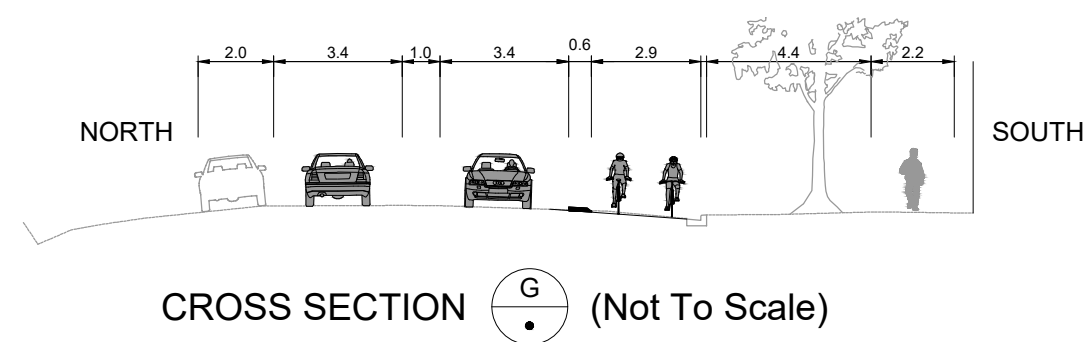
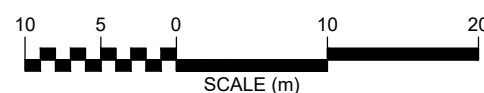
JOIN LINE - REFER SHEET 7

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.

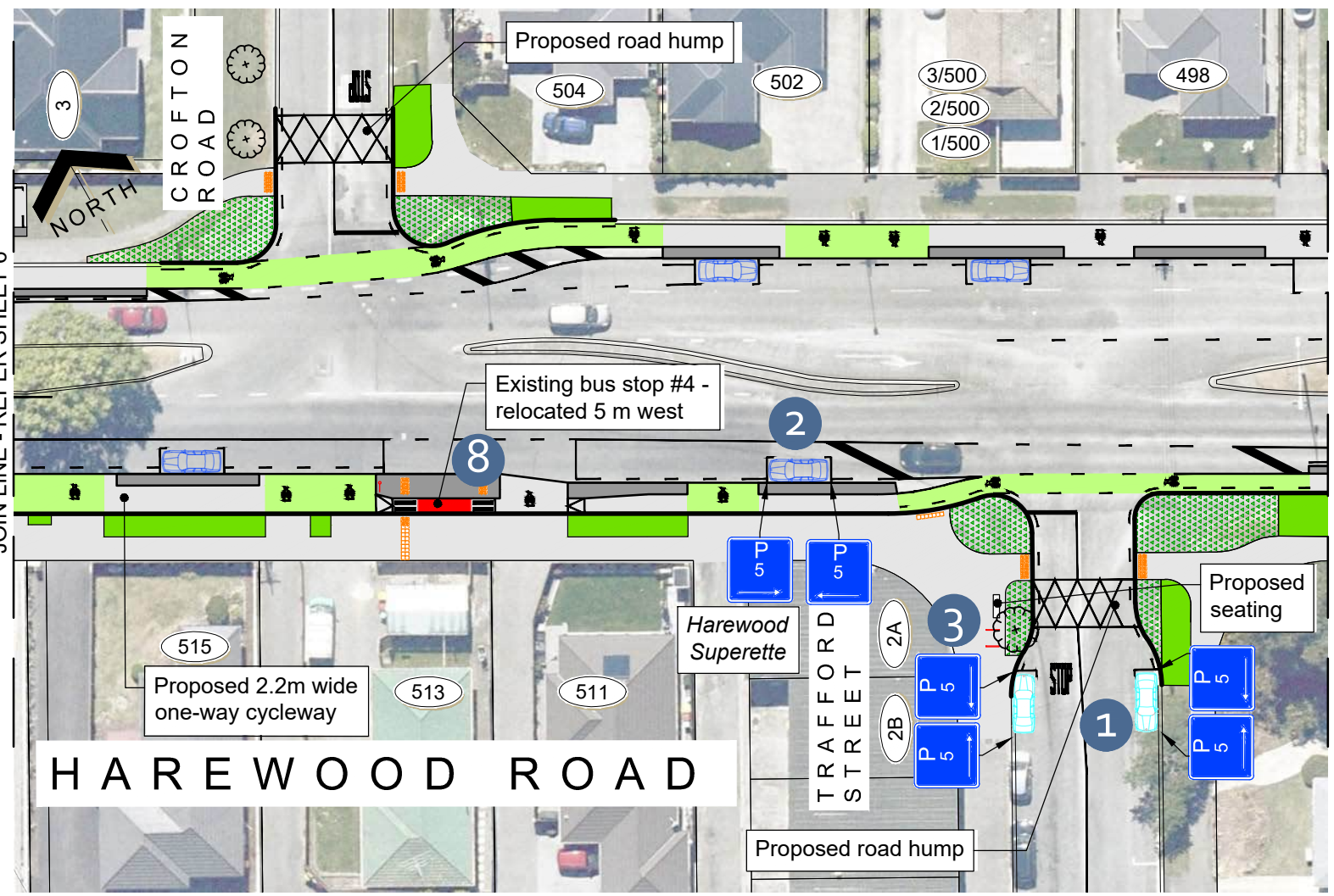
KEY

	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

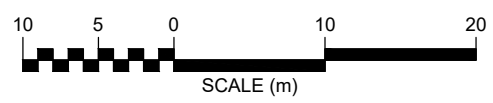


Original size mm
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JOIN LINE - REFER SHEET 6



JOIN LINE F



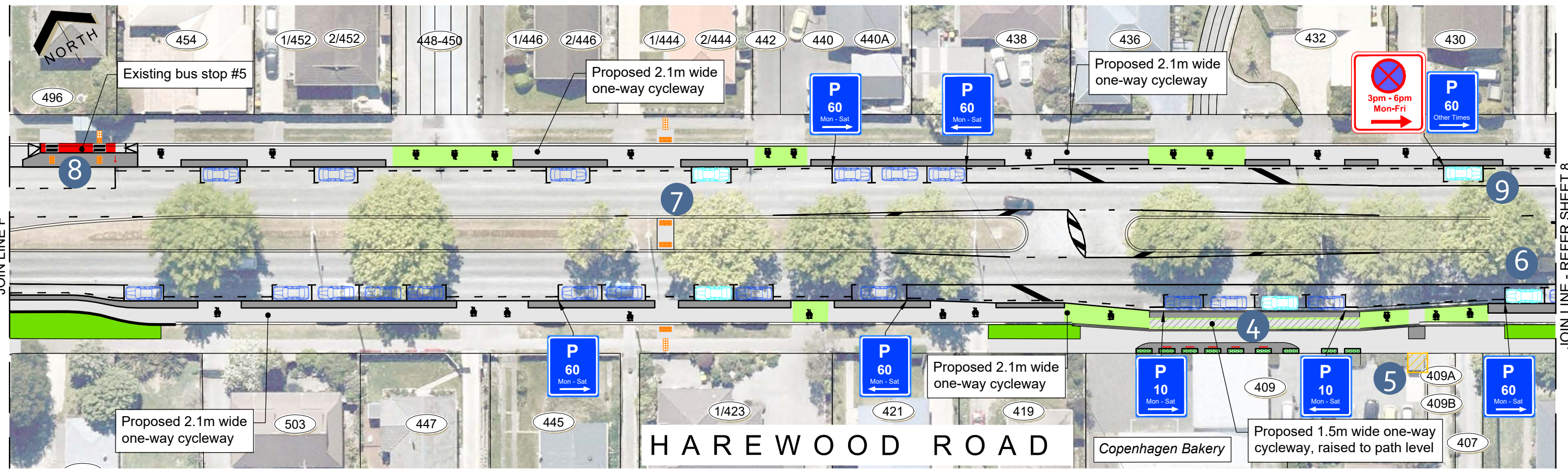
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)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

- Proposed design changes following consultation:**
- 1 Two additional on-street parking spaces are provided on Trafford Street, both designated P5.
 - 2 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.
 - 3 The old cycle stand outside the Trafford Street shops is replaced with new stands.
 - 4 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.
 - 5 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.

- 6 An additional on-street parking space is provided outside No. 405 Harewood Road.
- 7 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.
- 8 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.
- 9 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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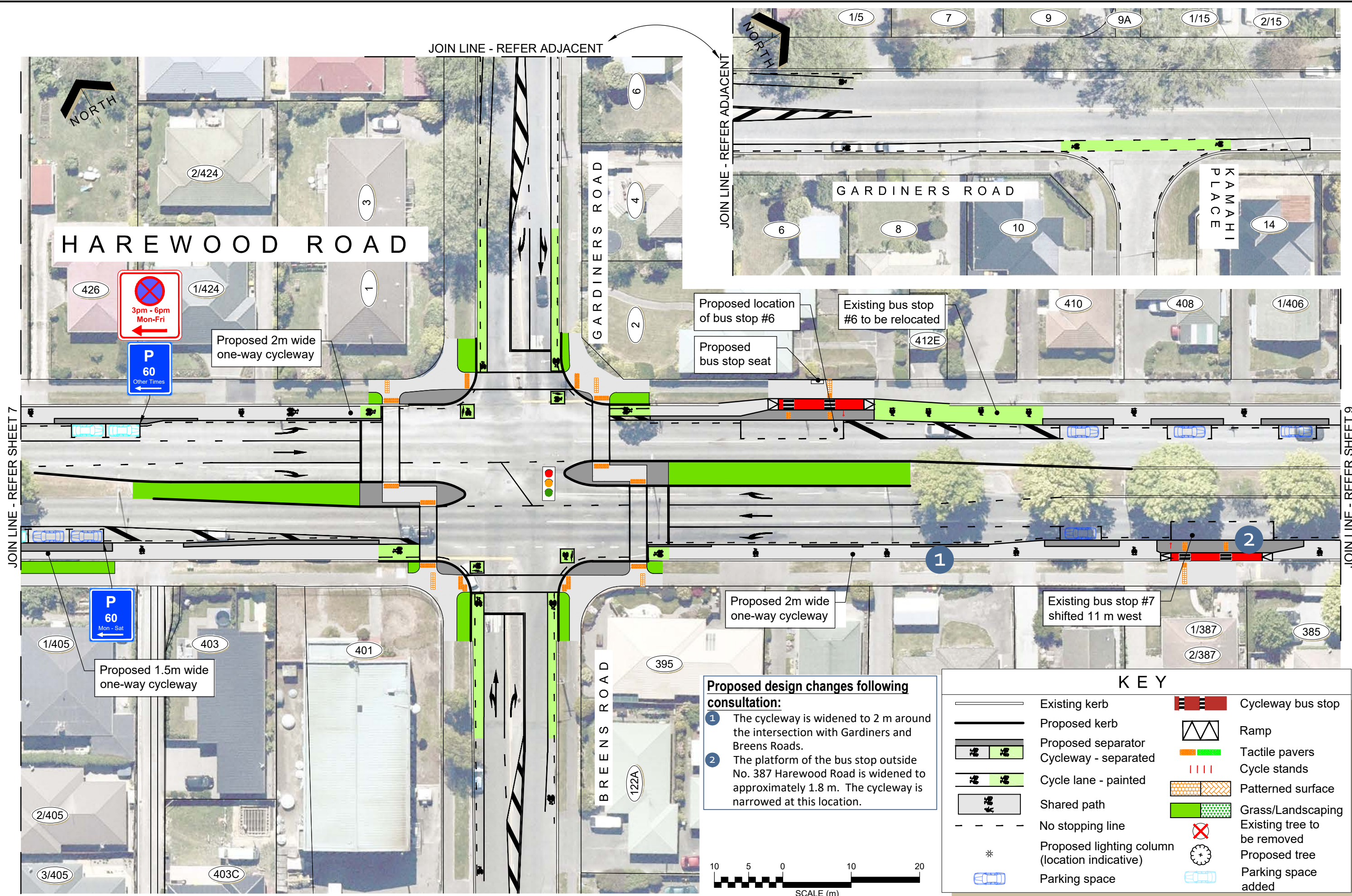
JOIN LINE F



JOIN LINE - REFER SHEET 8

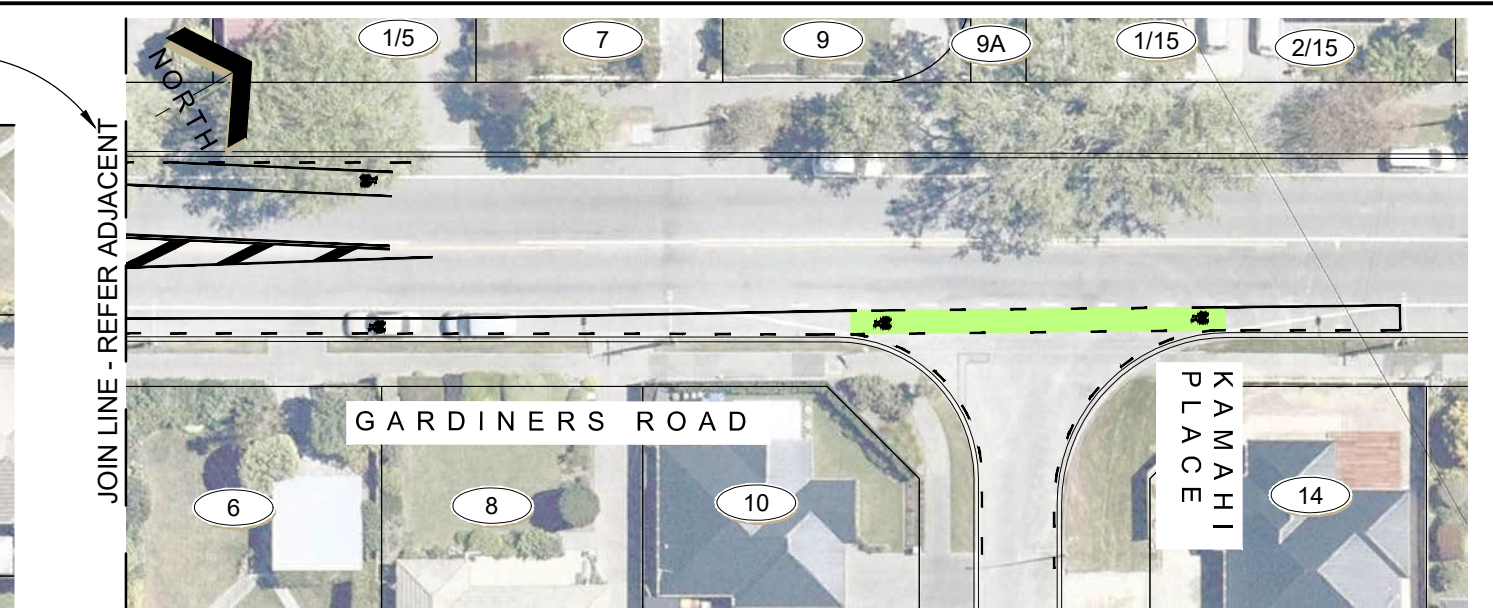
Original size mm

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JOIN LINE - REFER SHEET 7

JOIN LINE - REFER SHEET 9



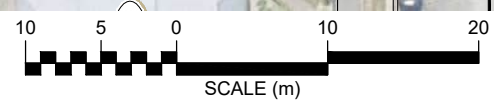
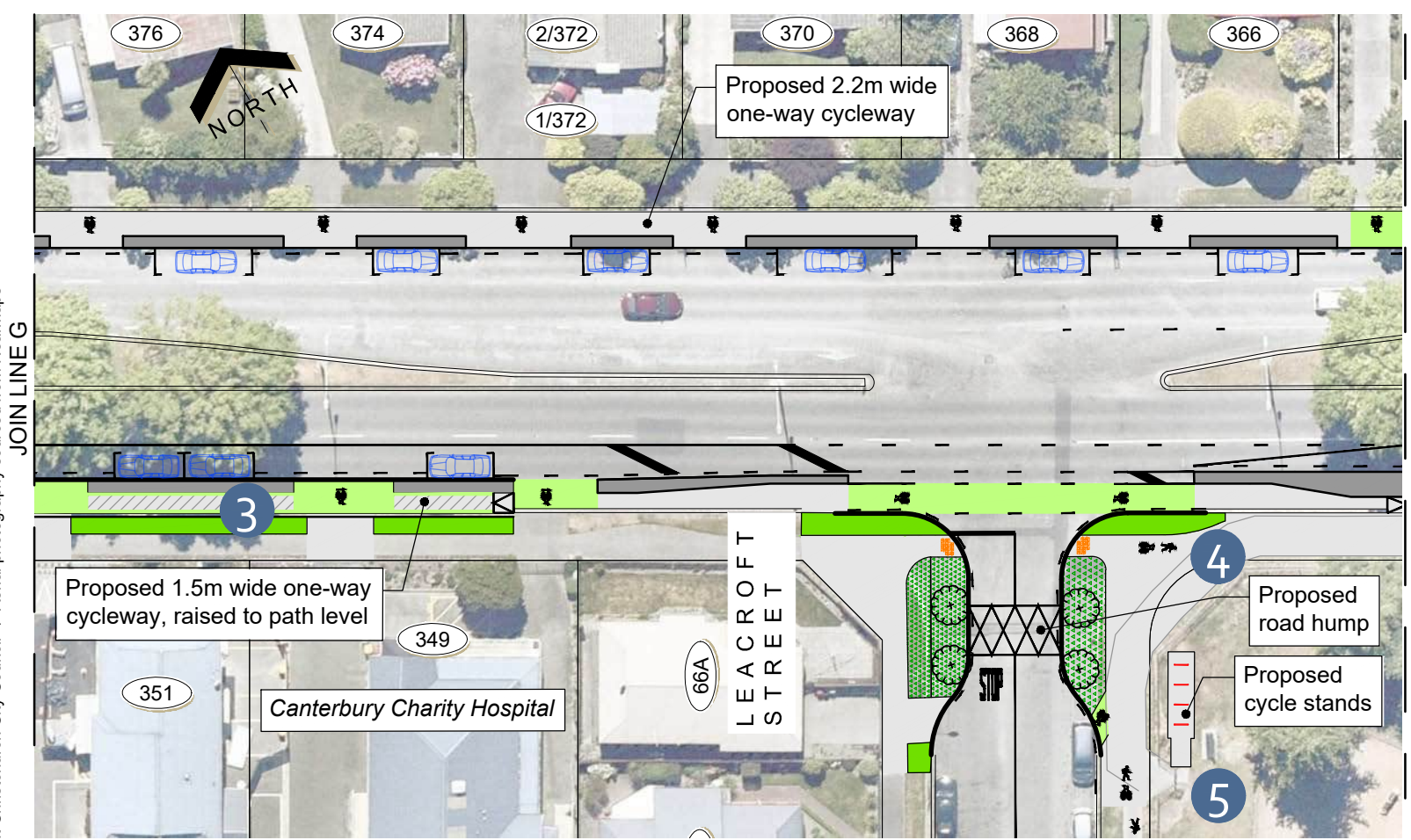
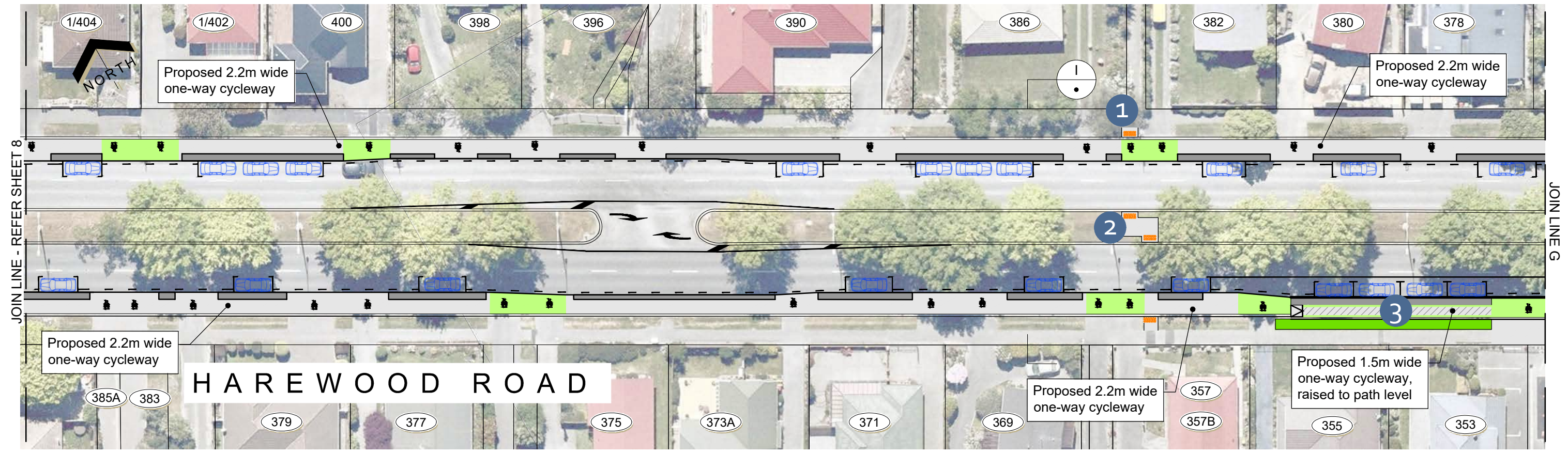
Proposed design changes following consultation:

- 1 The cycleway is widened to 2 m around the intersection with Gardiners and Breens Roads.
- 2 The platform of the bus stop outside No. 387 Harewood Road is widened to approximately 1.8 m. The cycleway is narrowed at this location.

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

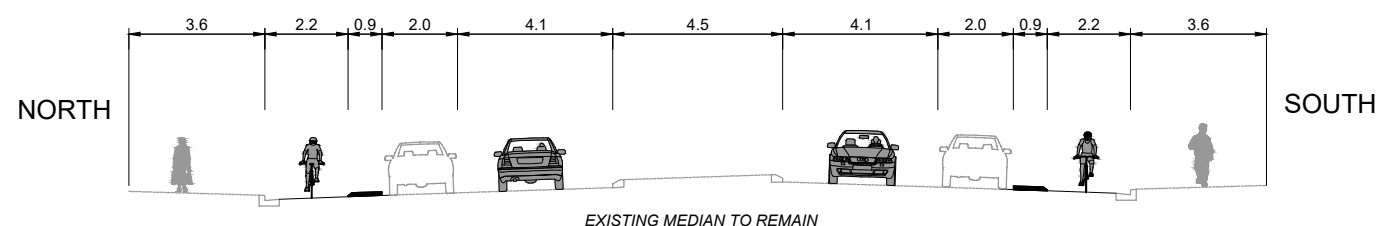
Original size mm
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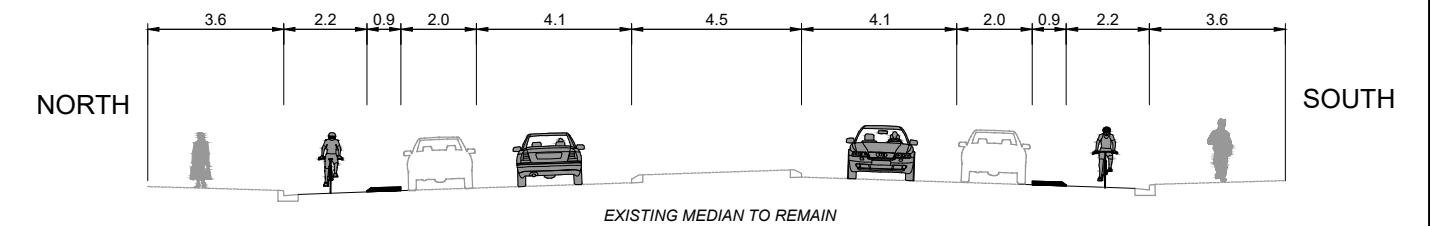
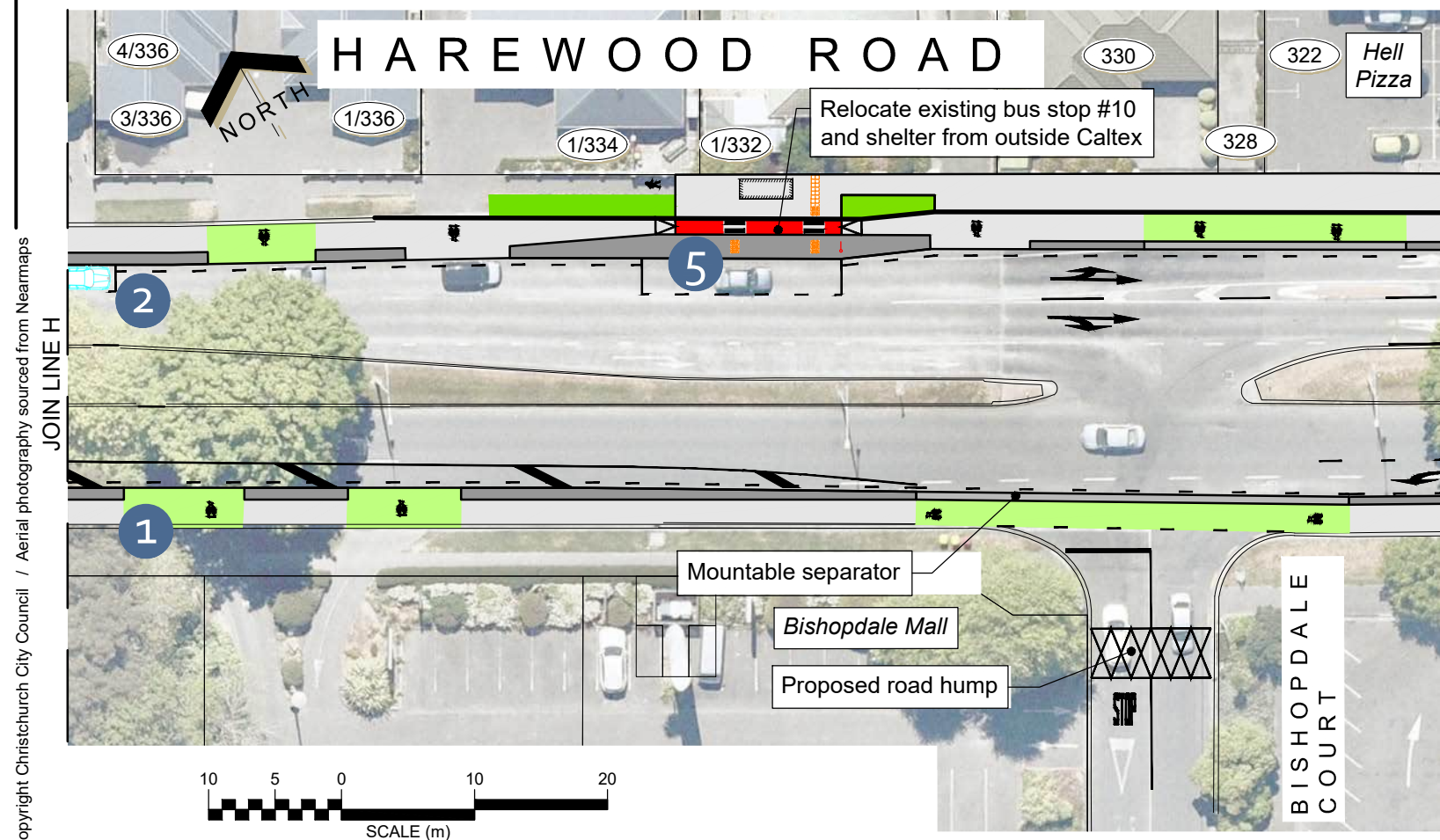
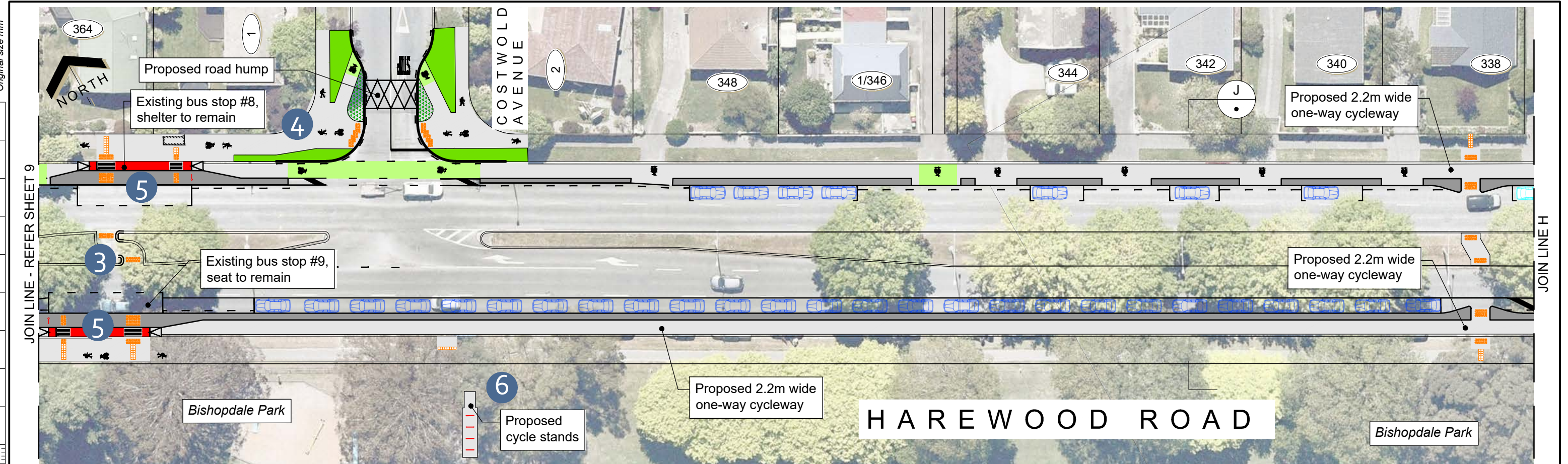


- Proposed design changes following consultation:**
- 1 A direct crossing to the cycleway from the alleyway between No. 382 and 386 Harewood Road is added.
 - 2 A pedestrian crossing point is added to the central median.
 - 3 The cycleway outside the Charity Hospital is realigned, narrowed and raised 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.
 - 5

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 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)

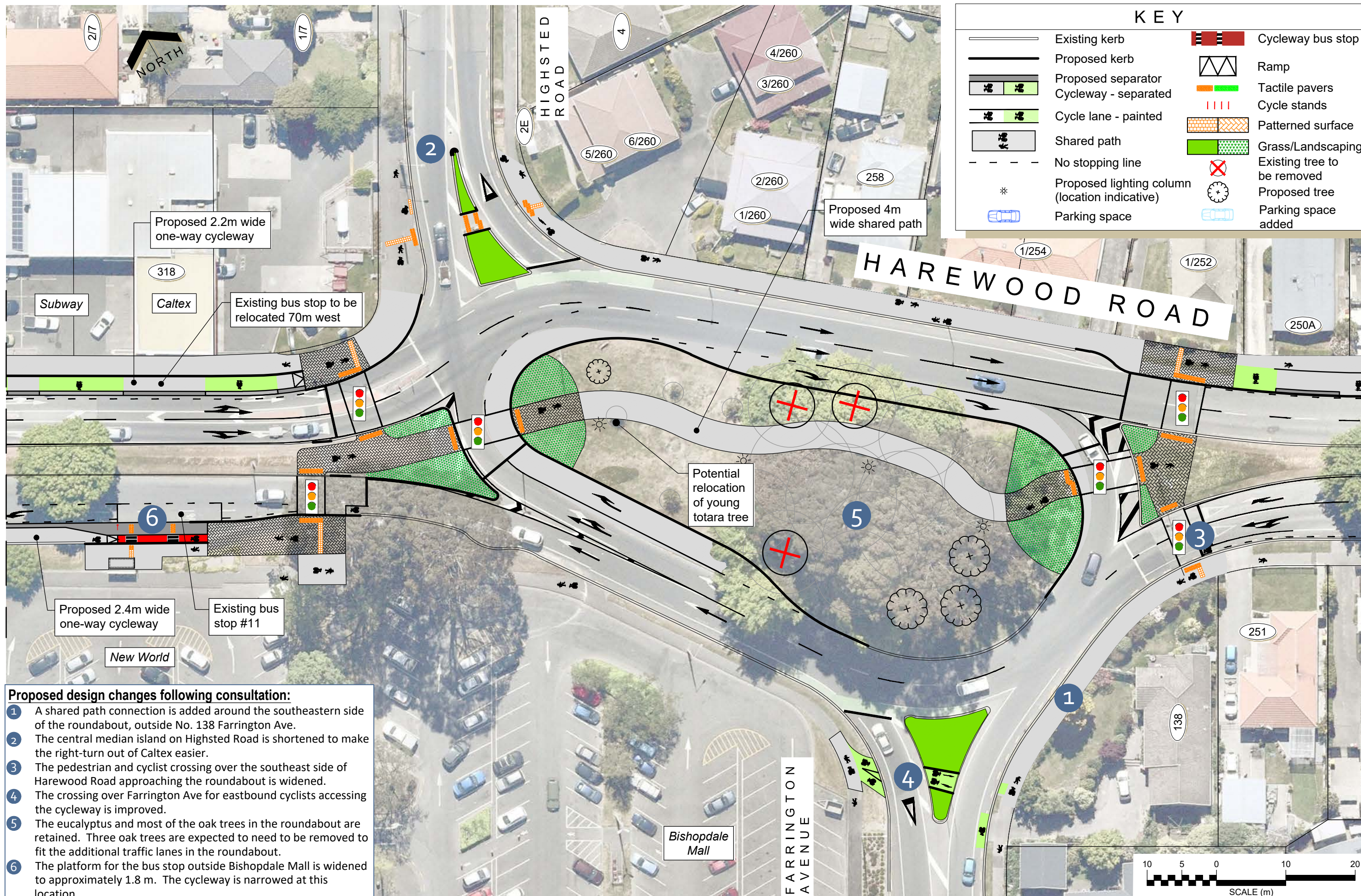
KEY

	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

Original size mm
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JOIN LINE - REFER SHEET 10

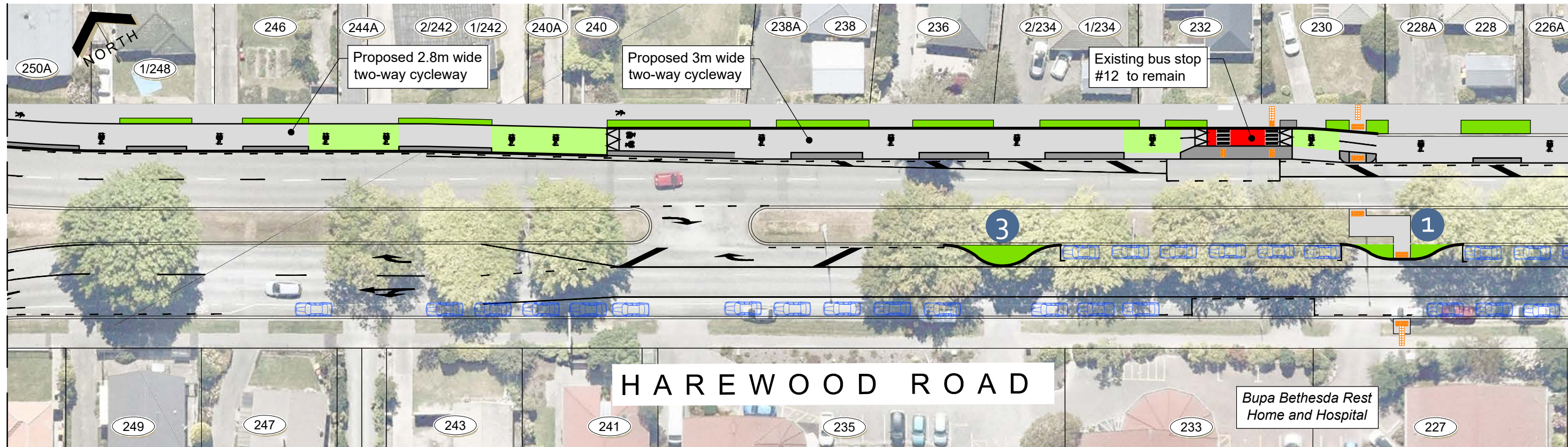
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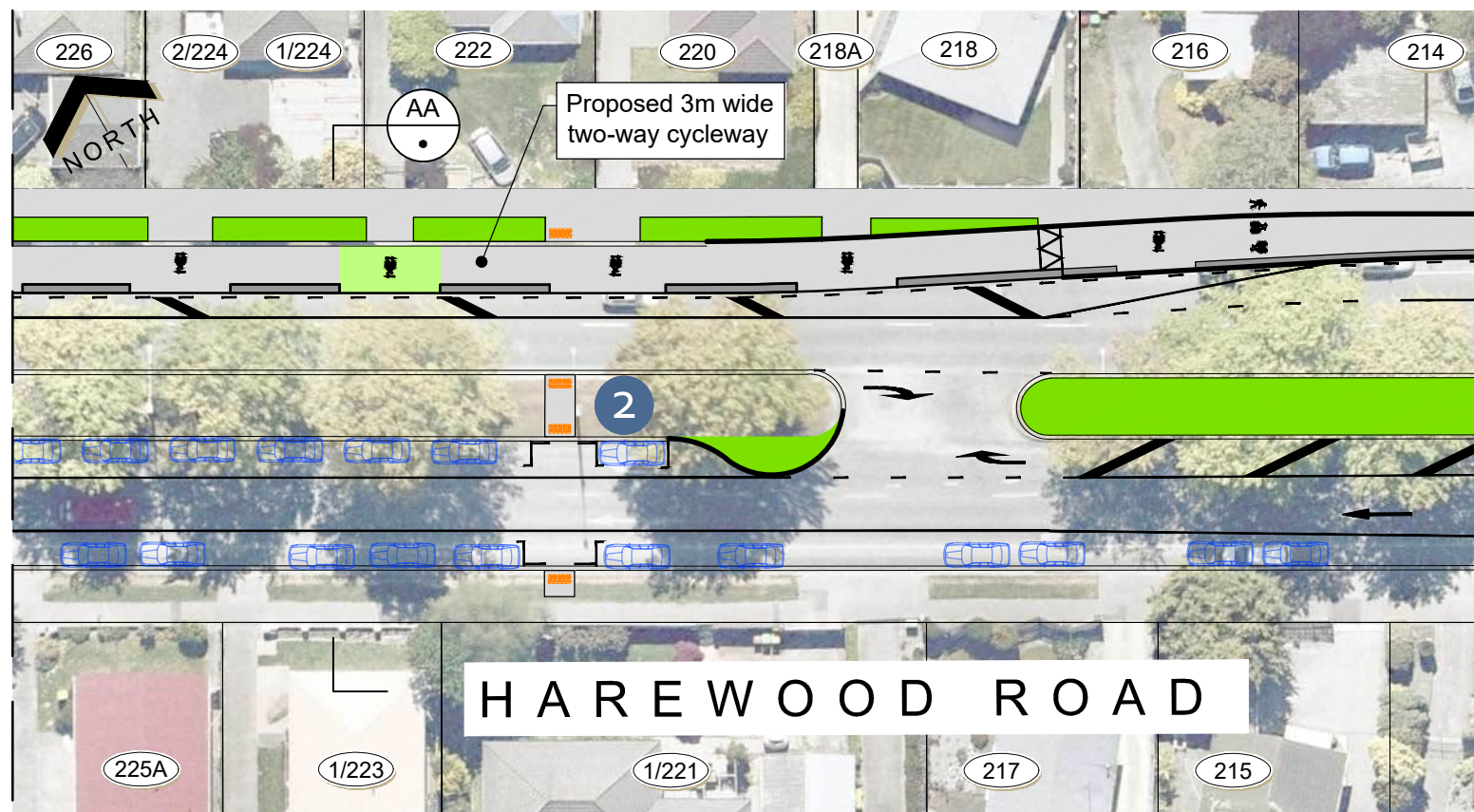
JOIN LINE - REFER SHEET 12

Original size mm
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JOIN LINE - REFER SHEET 11





















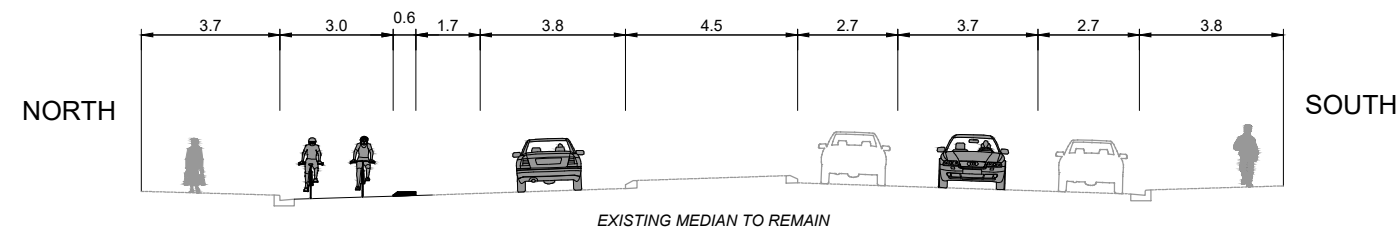
JOIN LINE J



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 (Not To Scale)

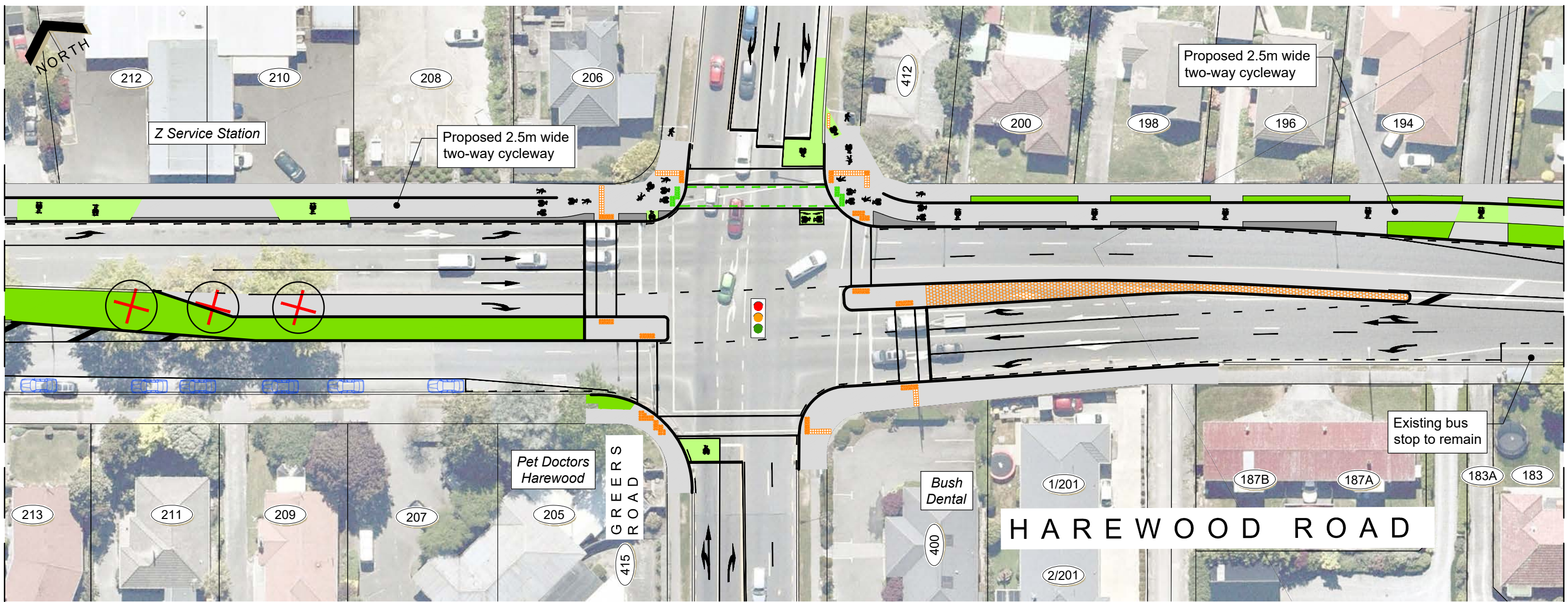


Original size mm

JOIN LINE - REFER SHEET 12

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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