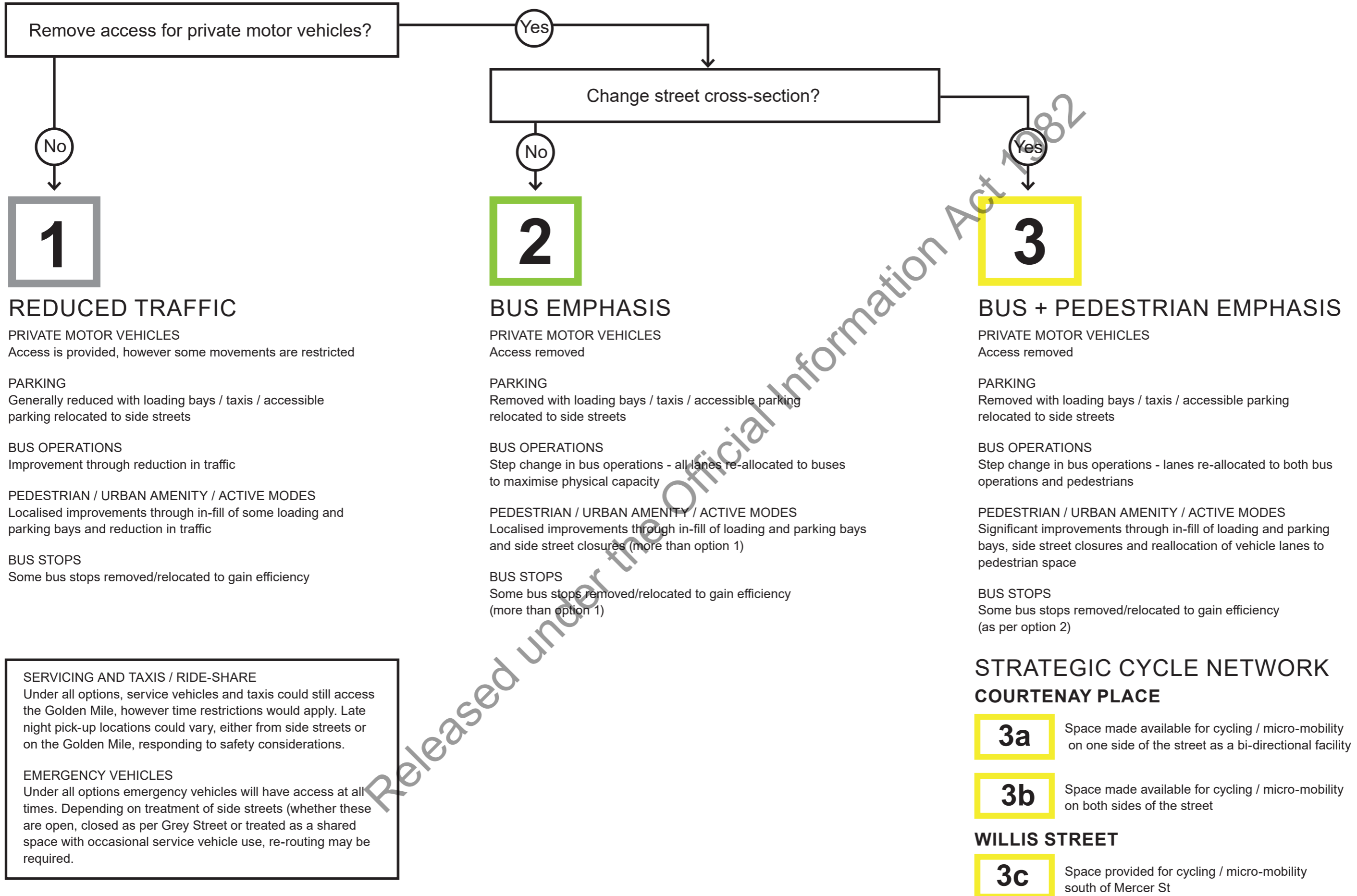


SHORTLIST OPTION OVERVIEW



SERVICING AND TAXIS / RIDE-SHARE
Under all options, service vehicles and taxis could still access the Golden Mile, however time restrictions would apply. Late night pick-up locations could vary, either from side streets or on the Golden Mile, responding to safety considerations.

EMERGENCY VEHICLES
Under all options emergency vehicles will have access at all times. Depending on treatment of side streets (whether these are open, closed as per Grey Street or treated as a shared space with occasional service vehicle use, re-routing may be required.

1 REDUCED TRAFFIC COURTENAY PLACE

Private motor vehicles (PMV) have access with some restrictions.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



SECTION



- Existing kerb
- - - - - Parking / loading bays in-filled (pockets of space along length)

LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

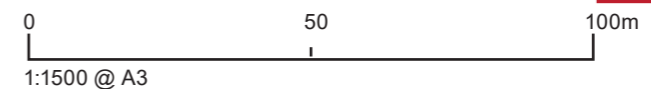
- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
- General lane (bus / general traffic)
- Footpath widening by re-allocating lane
Loading bays and parking indents not shown due to scale
- Dedicated space for cycles / fast active modes
- Shared zone
Beside footpath for cycles and faster active modes (slower speed). Could support servicing/emergency resilience for buses.

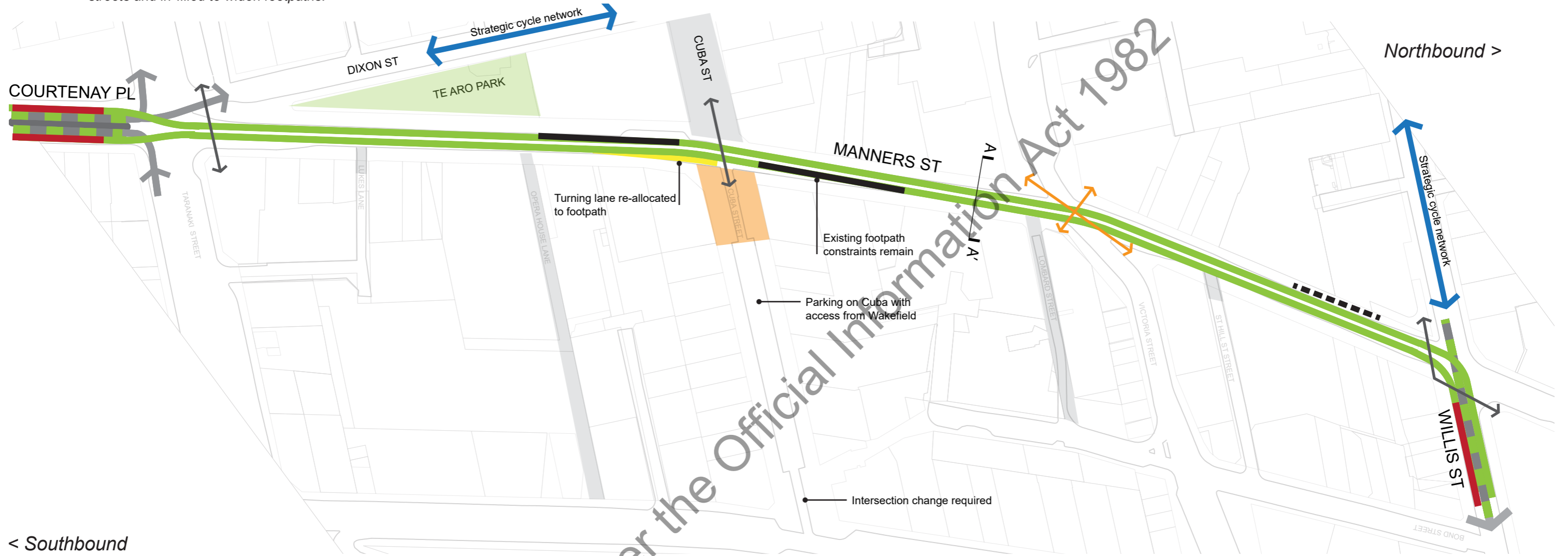
BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



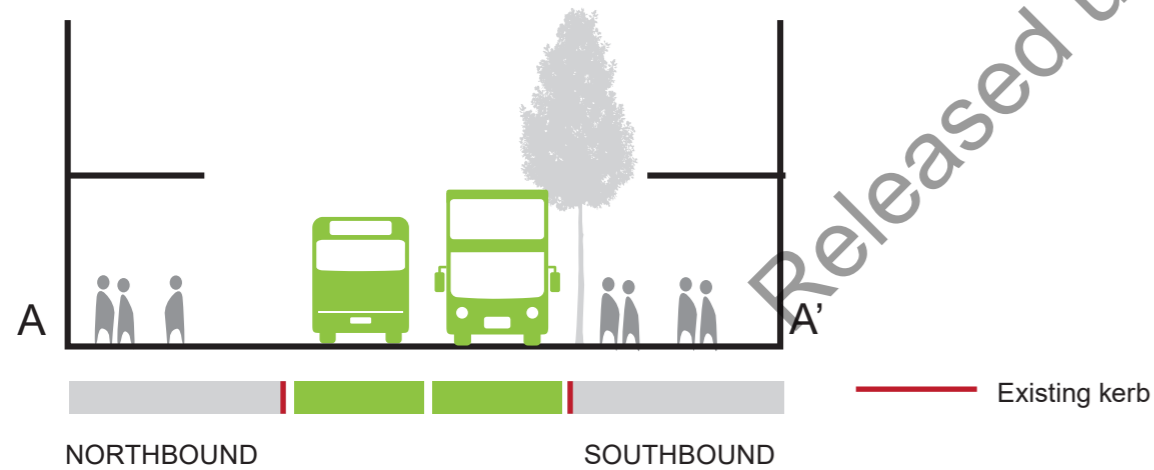
1 REDUCED TRAFFIC MANNERS STREET

Private motor vehicles (PMV) have access with some restrictions.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



< Southbound

SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
- General lane (bus / general traffic)
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Loading bays and parking indents not shown due to scale
- Dedicated space for cycles / fast active modes
- Shared zone
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BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



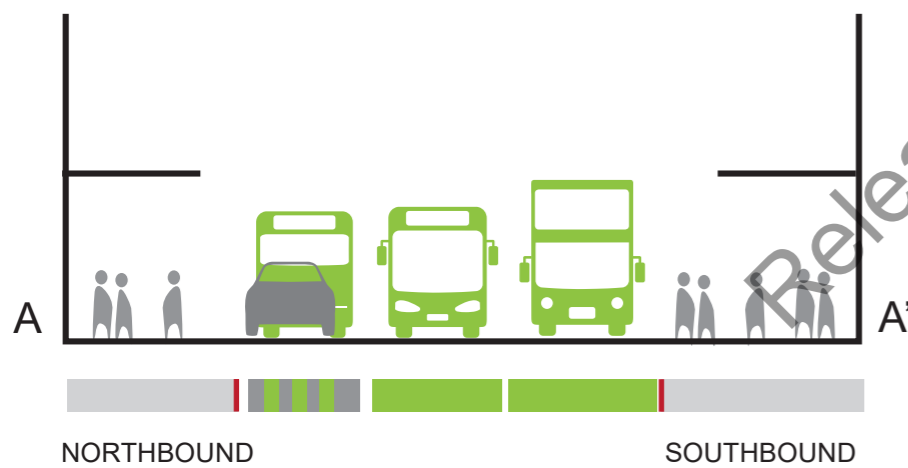
1 REDUCED TRAFFIC

WILLIS STREET

Private motor vehicles (PMV) have access with some restrictions.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
- General lane (bus / general traffic)
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Loading bays and parking indents not shown due to scale
- Dedicated space for cycles / fast active modes
- Shared zone
Beside footpath for cycles and faster active modes (slower speed). Could support servicing/emergency resilience for buses.

BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



1 REDUCED TRAFFIC

LAMBTON QUAY

Private motor vehicles (PMV) have access with some restrictions.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



SECTION



- Existing kerb
- - - Parking / loading bays in-filled (pockets of space along length)

LEGEND

- | | | | |
|-----------------------------|--|------------------------|--|
| SPACES | | TRANSPORT MODES | |
| | Existing pedestrianised street | | Bus lane / bus only |
| | Proposed pedestrianised area
<i>Closed to general traffic. Service access can be retained where required.</i> | | Dual bus lane / bus only |
| | Existing public open space | | General lane (bus / general traffic) |
| | | | Footpath widening by re-allocating lane
<i>Loading bays and parking indents not shown due to scale</i> |
| | | | Dedicated space for cycles / fast active modes |
| | | | Shared zone
<i>Beside footpath for cycles and faster active modes (slower speed). Could support servicing/emergency resilience for buses.</i> |
| SIGNALISED CROSSINGS | | BUS STOPS | |
| | Potential to retain | | Potential to retain (includes minor adjustment where footpath widened) |
| | Potential to remove | | Potential to remove/relocate along street |
| | Localised improvements | | Potential new stop |
| | Potential new crossing | | |



2 BUS EMPHASIS COURTENAY PLACE

Private motor vehicles (PMV) are removed with servicing time restricted.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



< Southbound

SECTION



Existing kerb
Parking / loading bays in-filled (pockets of space along length)

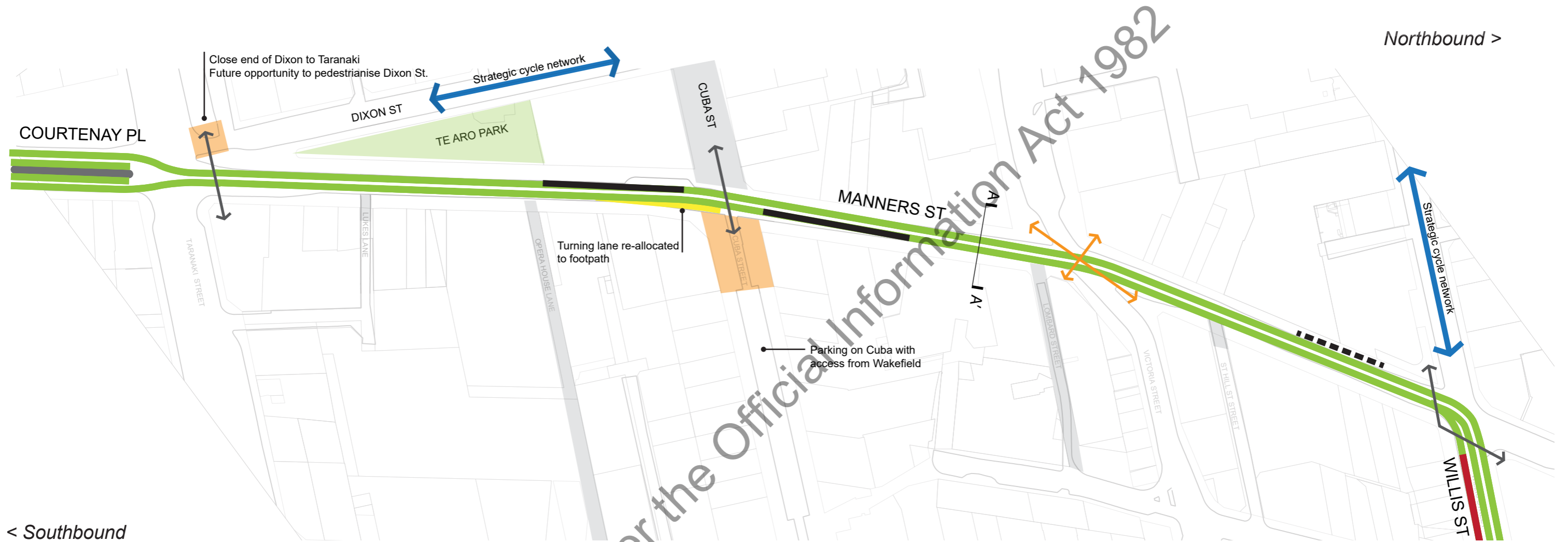
LEGEND

- SPACES**
 - Existing pedestrianised street
 - Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
 - Existing public open space
- SIGNALISED CROSSINGS**
 - Potential to retain
 - Potential to remove
 - Localised improvements
 - Potential new crossing
- TRANSPORT MODES**
 - Bus lane / bus only
 - Dual bus lane / bus only
 - General lane (bus / general traffic)
 - Footpath widening by re-allocating lane
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 - Dedicated space for cycles / fast active modes
 - Shared zone
Beside footpath for cycles and faster active modes (slower speed). Could support servicing/emergency resilience for buses.
- BUS STOPS**
 - Potential to retain (includes minor adjustment where footpath widened)
 - Potential to remove/relocate along street
 - Potential new stop

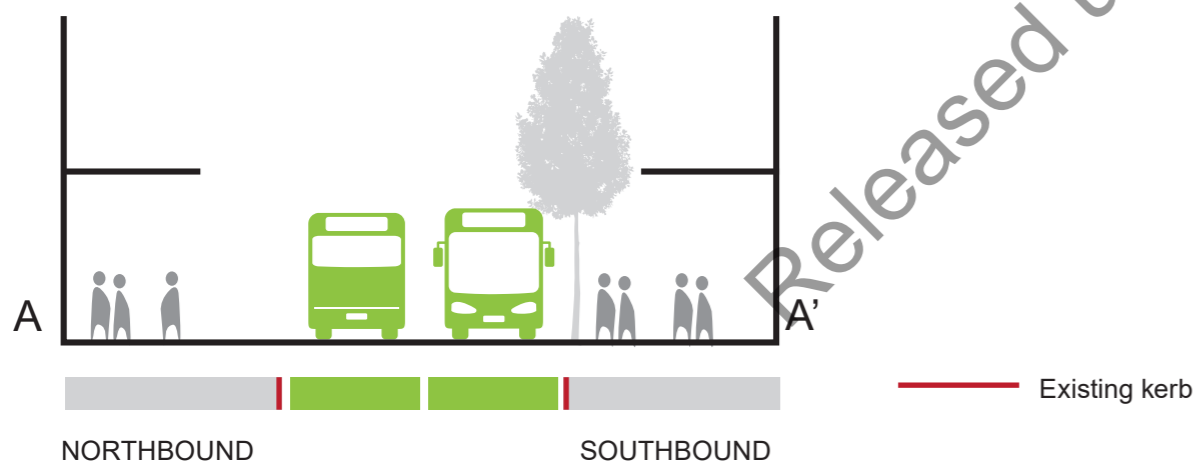


2 BUS EMPHASIS MANNERS STREET

Private motor vehicles (PMV) are removed with servicing time restricted.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

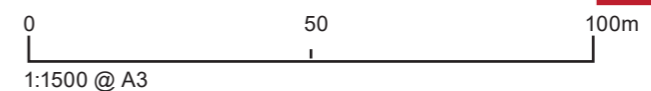
- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
- General lane (bus / general traffic)
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- Dedicated space for cycles / fast active modes
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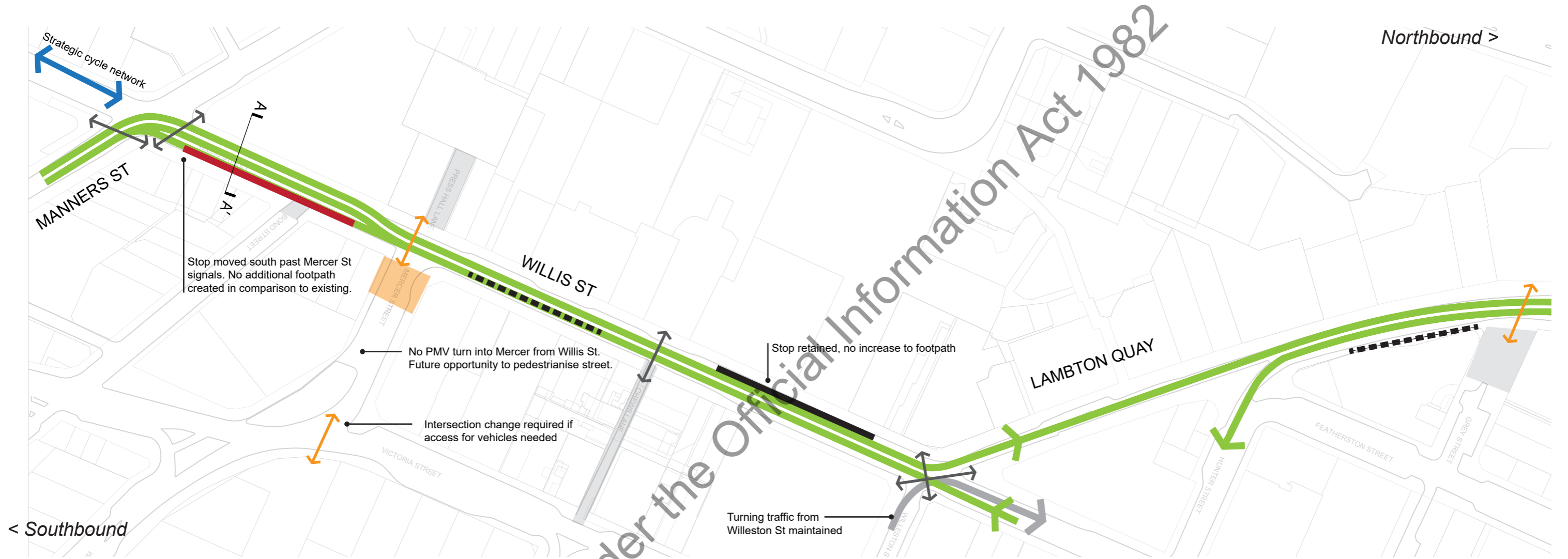
BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop

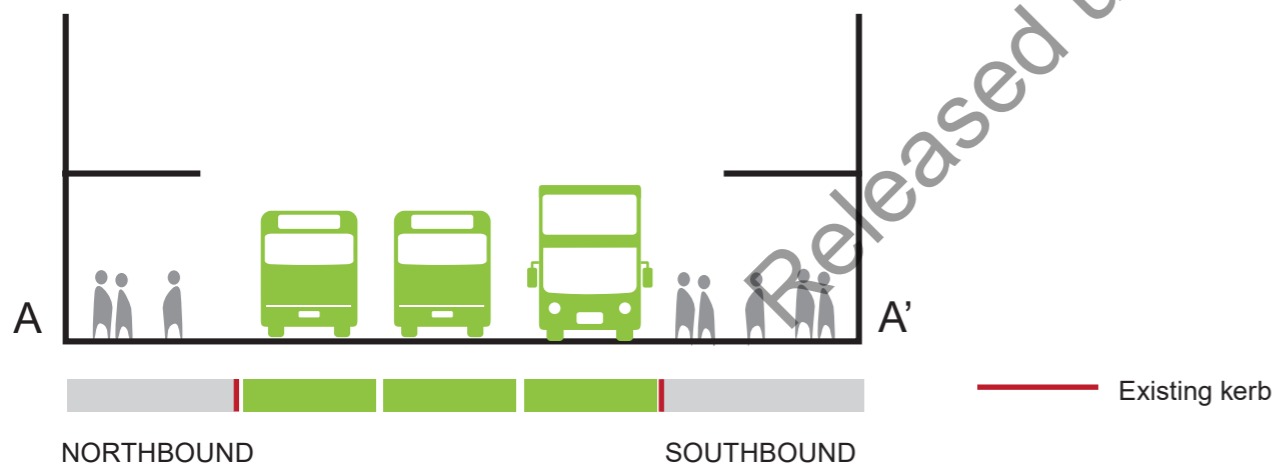


2 BUS EMPHASIS WILLIS STREET

Private motor vehicles (PMV) are removed with servicing time restricted.
Existing kerb lines are retained, parking and loading re-located to side streets and in-filled to widen footpaths.



SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

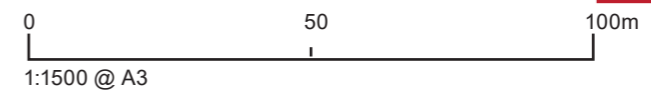
- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
- General lane (bus / general traffic)
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Loading bays and parking indents not shown due to scale
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BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



2 BUS EMPHASIS

LAMBTON QUAY

Private motor vehicles (PMV) are removed with servicing time restricted.
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SECTION



- Existing kerb
- - - Parking / loading bays in-filled (pockets of space along length)

LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- ← → Potential to retain
- ← → Potential to remove
- ↔ Localised improvements
- ↔ Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
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BUS STOPS

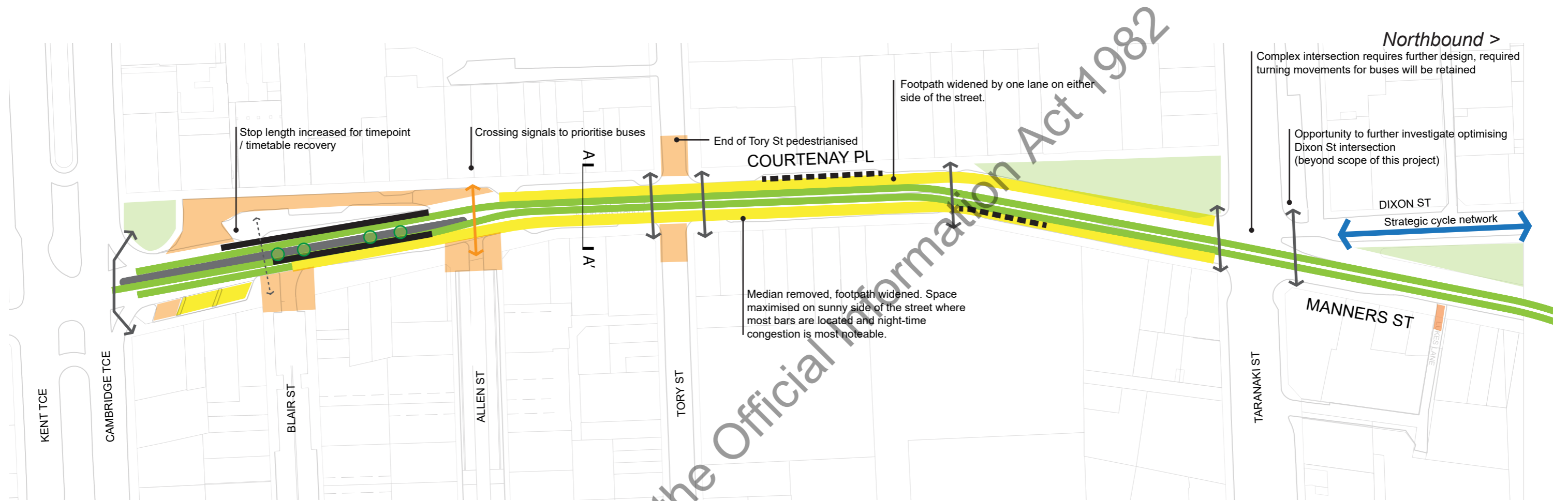
- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



3 BUS + PEDESTRIAN EMPHASIS

COURTENAY PLACE

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.



< Southbound

SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

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BUS STOPS

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- Potential new stop



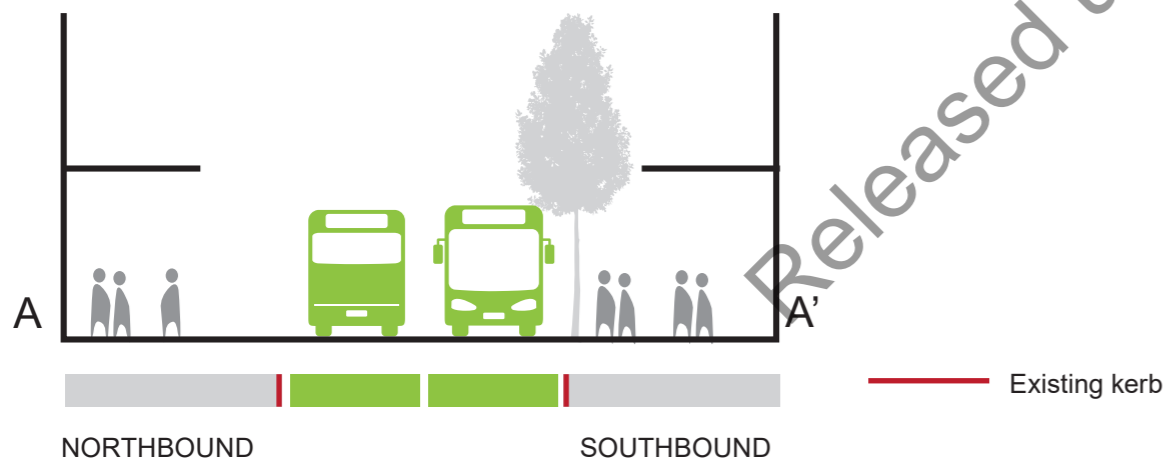
3 BUS + PEDESTRIAN EMPHASIS MANNERS STREET

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.



< Southbound

SECTION



LEGEND

SPACES

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- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
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BUS STOPS

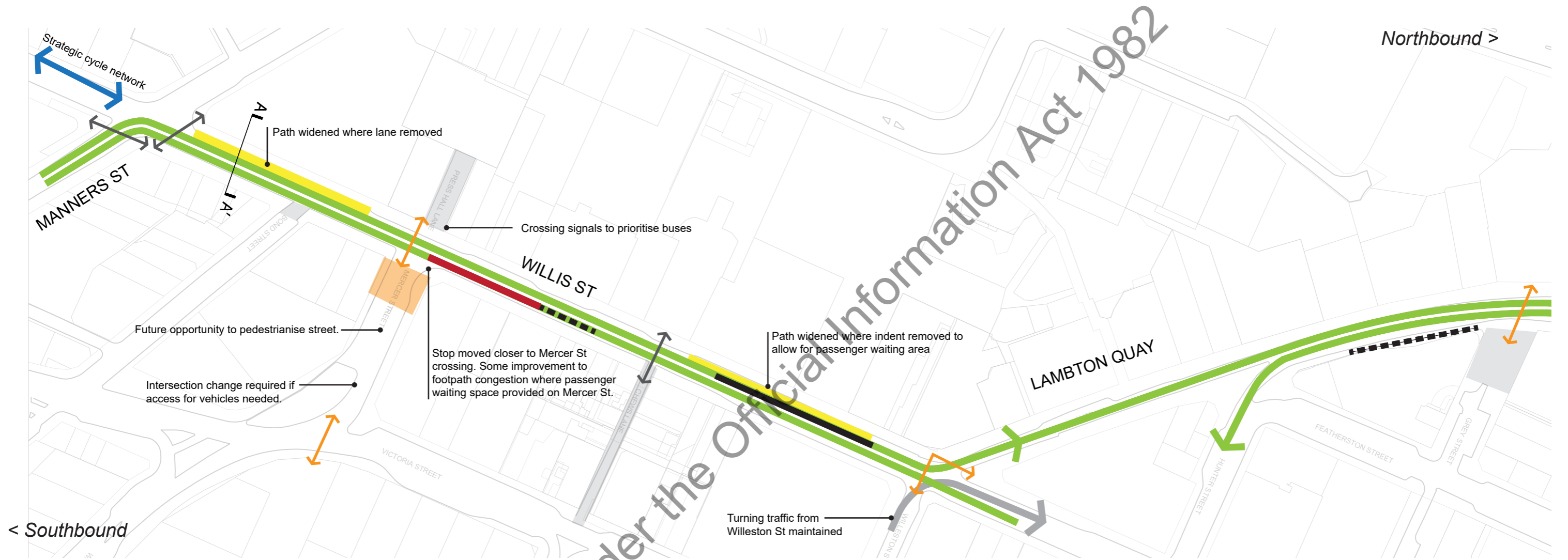
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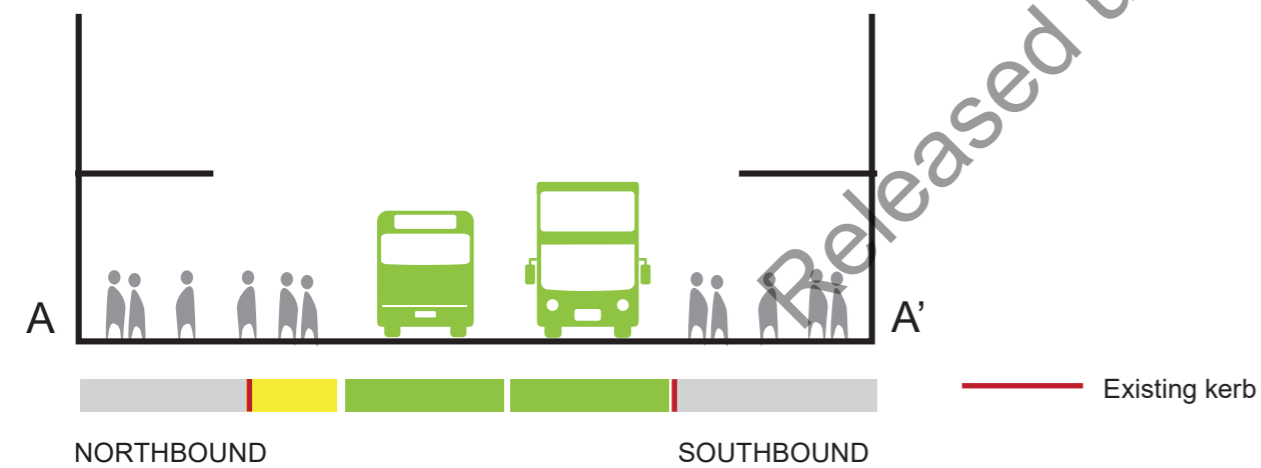
3 BUS + PEDESTRIAN EMPHASIS

WILLIS STREET

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.



SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

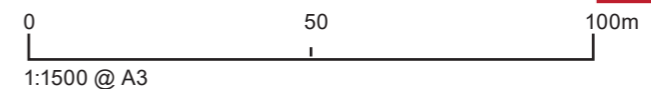
- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

TRANSPORT MODES

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BUS STOPS

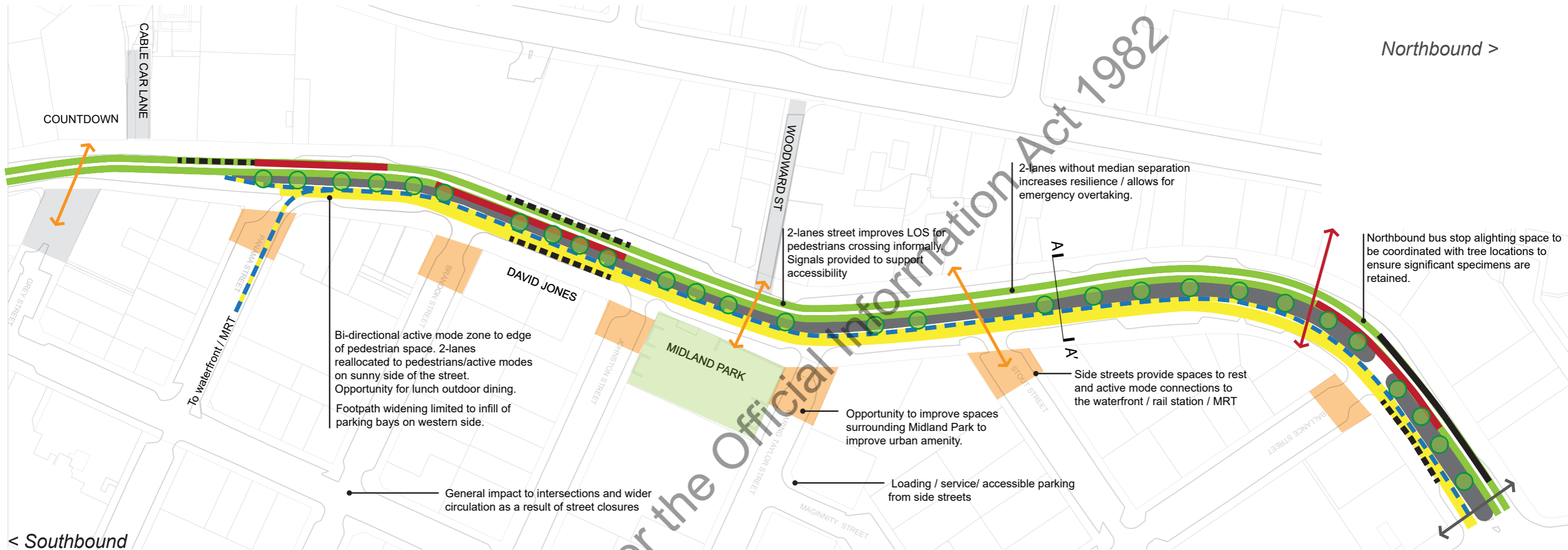
- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop



3 BUS + PEDESTRIAN EMPHASIS

LAMBTON QUAY

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.



SECTION



LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- Potential to retain
- Potential to remove
- Localised improvements
- Potential new crossing

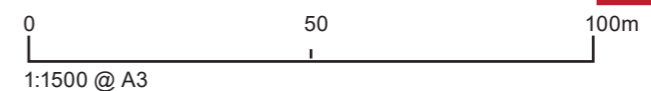
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BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop

- Existing kerb
- Parking / loading bays infilled (pockets of space along length)

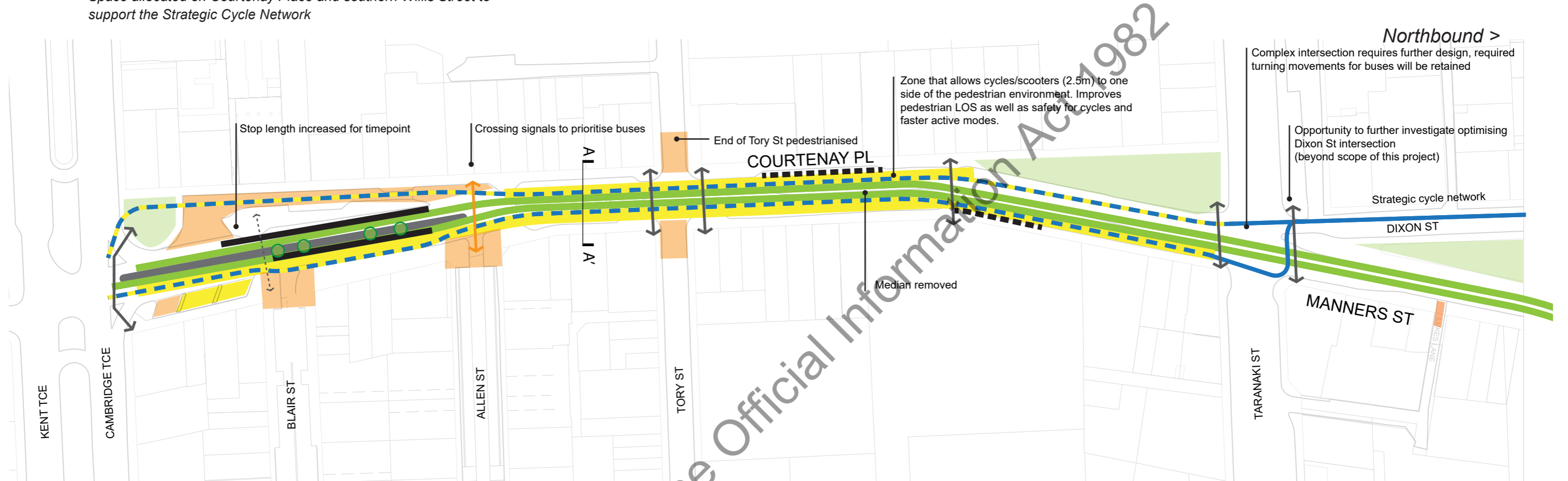


3a STRATEGIC CYCLE NETWORK

COURTENAY PLACE

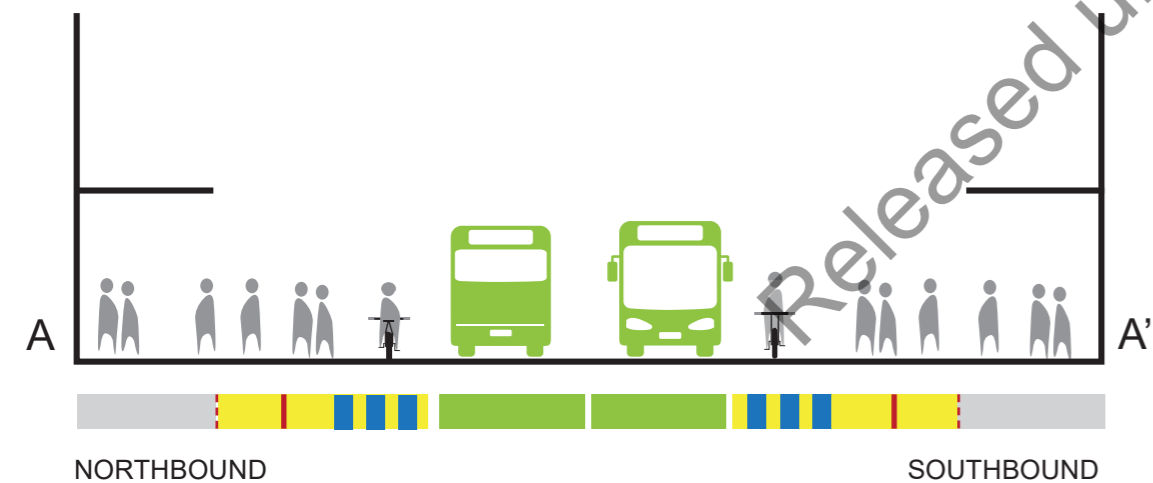
Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.

Space allocated on Courtenay Place and southern Willis Street to support the Strategic Cycle Network



< Southbound

SECTION



- Existing kerb
- - - Parking / loading bays infilled (pockets of space along length)

LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

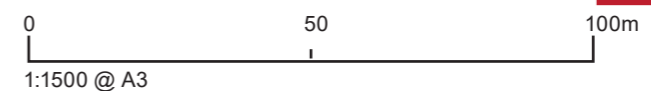
- ← → Potential to retain
- ← → Potential to remove
- ↔ Localised improvements
- ↔ Potential new crossing

TRANSPORT MODES

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BUS STOPS

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- Potential to remove/relocate along street
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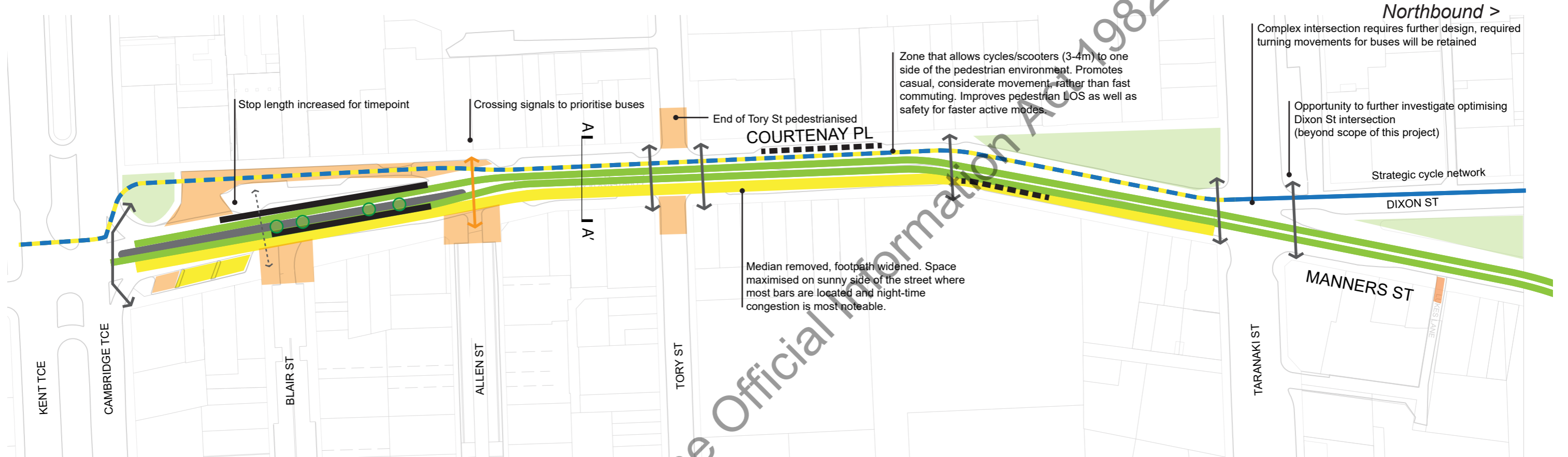


3b STRATEGIC CYCLE NETWORK

COURTENAY PLACE

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.

Space allocated on Courtenay Place and southern Willis Street to support the Strategic Cycle Network



< Southbound

SECTION



- Existing kerb
- - - Parking / loading bays infilled (pockets of space along length)

LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
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SIGNALISED CROSSINGS

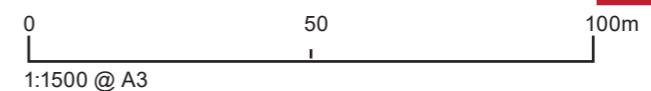
- Potential to retain
- Potential to remove
- ↔ Localised improvements
- ↔ Potential new crossing

TRANSPORT MODES

- Bus lane / bus only
- Dual bus lane / bus only
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BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop

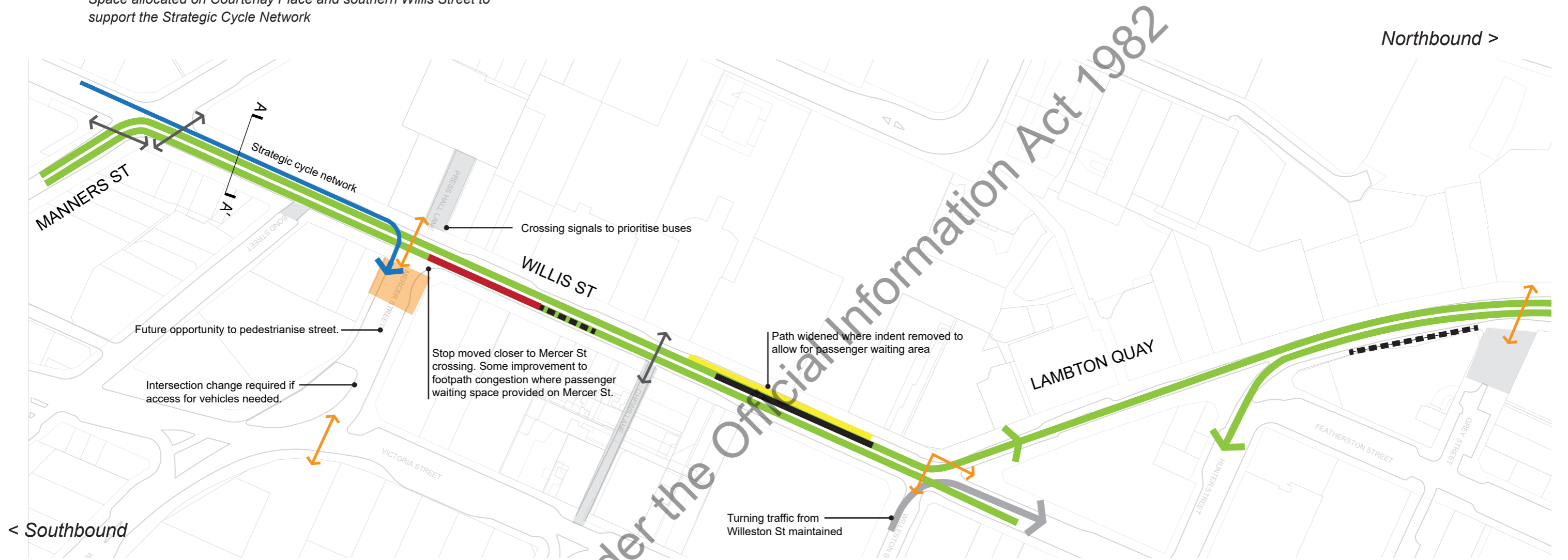


3C STRATEGIC CYCLE NETWORK

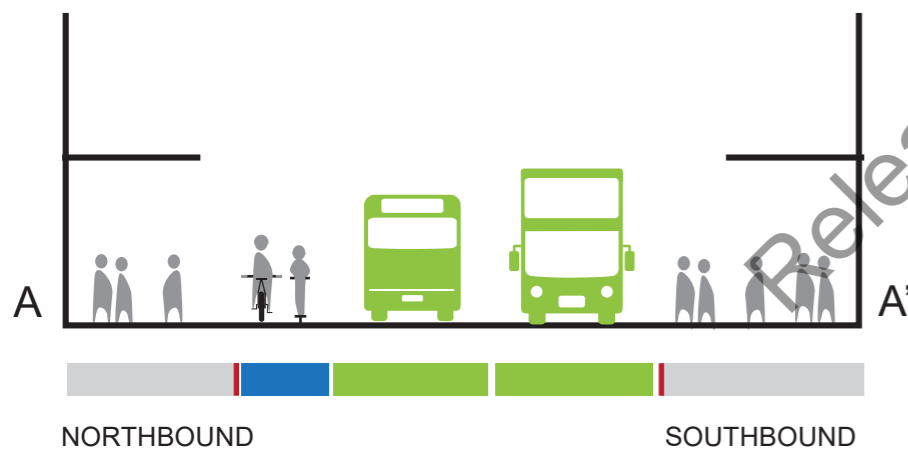
WILLIS STREET

Street becomes 2-lanes with space reallocated to support pedestrians, improve urban amenity and allow safer integration of active modes.

Space allocated on Courtenay Place and southern Willis Street to support the Strategic Cycle Network



SECTION



- Existing kerb
- - - Parking / loading bays infilled (pockets of space along length)

LEGEND

SPACES

- Existing pedestrianised street
- Proposed pedestrianised area
Closed to general traffic. Service access can be retained where required.
- Existing public open space

SIGNALISED CROSSINGS

- ↔ Potential to retain
- · - · - Potential to remove
- ↔ Localised improvements
- ↔ Potential new crossing

TRANSPORT MODES

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- Dedicated space for cycles / fast active modes
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Beside footpath for cycles and faster active modes (slower speed). Could support servicing/emergency resilience for buses.

BUS STOPS

- Potential to retain (includes minor adjustment where footpath widened)
- Potential to remove/relocate along street
- Potential new stop

