



NOTE:

Proposals based on what is achievable under the Interim Mobility Measures. Interventions involving substantial civil works, amendments to existing kerb lines and requiring Part 8 Planning have not been considered. All options shown are concepts only and need to be reviewed to ensure compliance with all applicable regulations prior to implementation.

Griffith Avenue Mobility Measures Proposed Upgrade Works

DRAFT - For Consultation

2nd June 2021

Revision C

Introduction

This proposal has been prepared with the aim of upgrading the Interim Mobility Measures previously installed on Griffith Avenue to be more responsive to the context. A variety of options have been considered but limitations exist in terms of what can be achieved due to the site constraints and widths available between existing kerb lines. Minimum carriageway and cycle lane widths need to be maintained resulting in very narrow zones available for cycle lane segregation.

Planted medians were considered but the narrow width available meant that very little planting could be provided, it may not thrive and maintaining planting on a traffic median is not desirable. Planted medians are only proposed on wider / tapered sections, adjacent to parking spaces.

Alternative delineators were also explored however road safety concerns exist around solid objects or bollards on medians separating vehicles and cyclists. On that basis, flexible bollards are proposed.

The quantity of bollards will be greatly reduced to minimise visual clutter. A concrete median / extruded kerb to match the existing concrete footpaths and driveways will be used to segregate the cycle lane wherever space permits.

The preferred bollard type is a 450mm high black circular bollard with white reflective strips and we have attempted to source this type of bollard.

The overall approach seeks to enhance the environment by making the cycle lane protection as subtle as possible and allowing the existing green, tree-lined avenue to define the character of the neighbourhood.

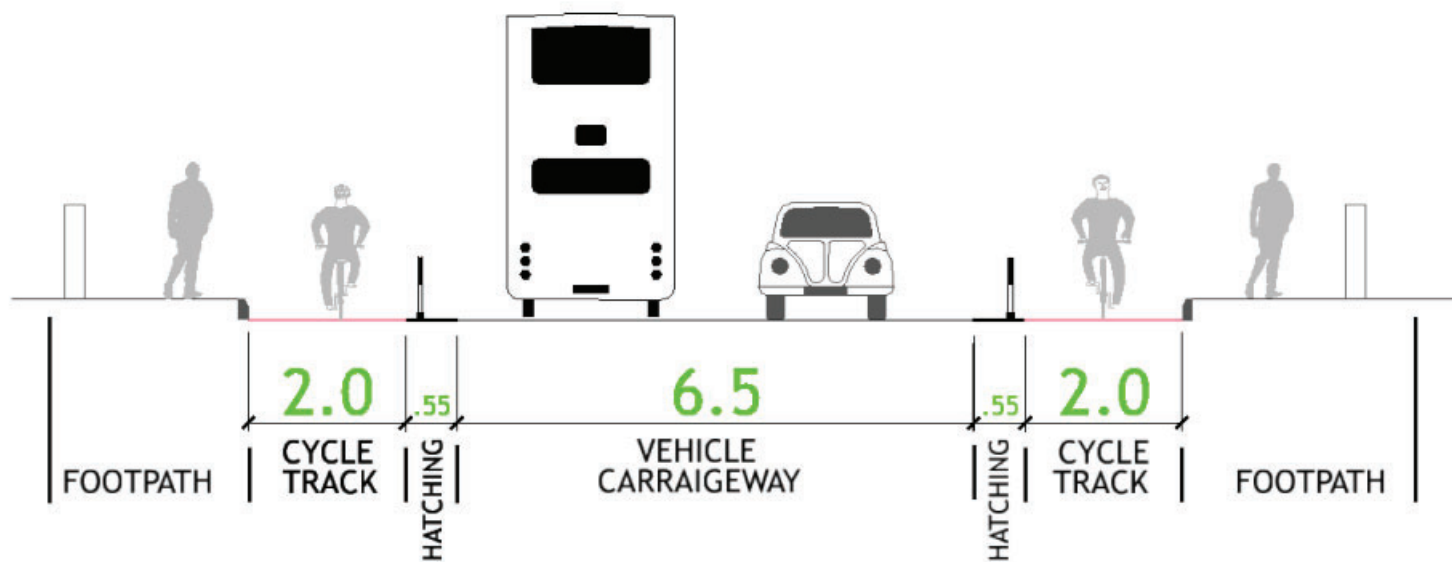


Griffith Avenue - Existing context



TYPICAL SECTION DETAIL

Scenario 1 - Existing condition



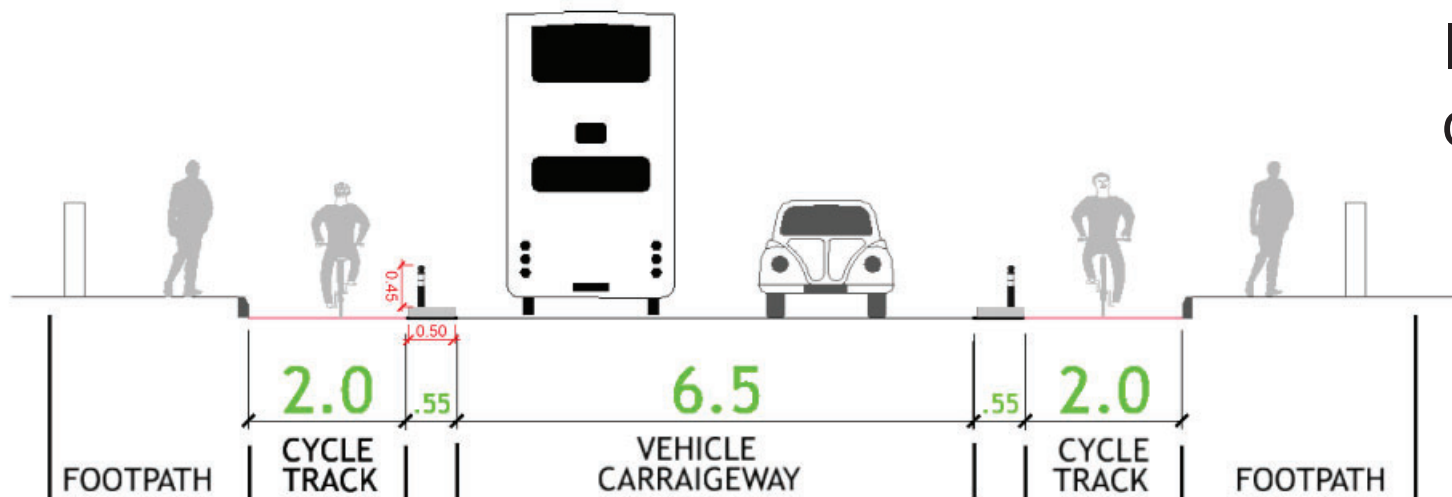
450mm high flexible bollards, quantity substantially reduced

500mm wide concrete median - explore surface texture options to complement context

Buff coloured surfacing to protected sections of cycle lanes



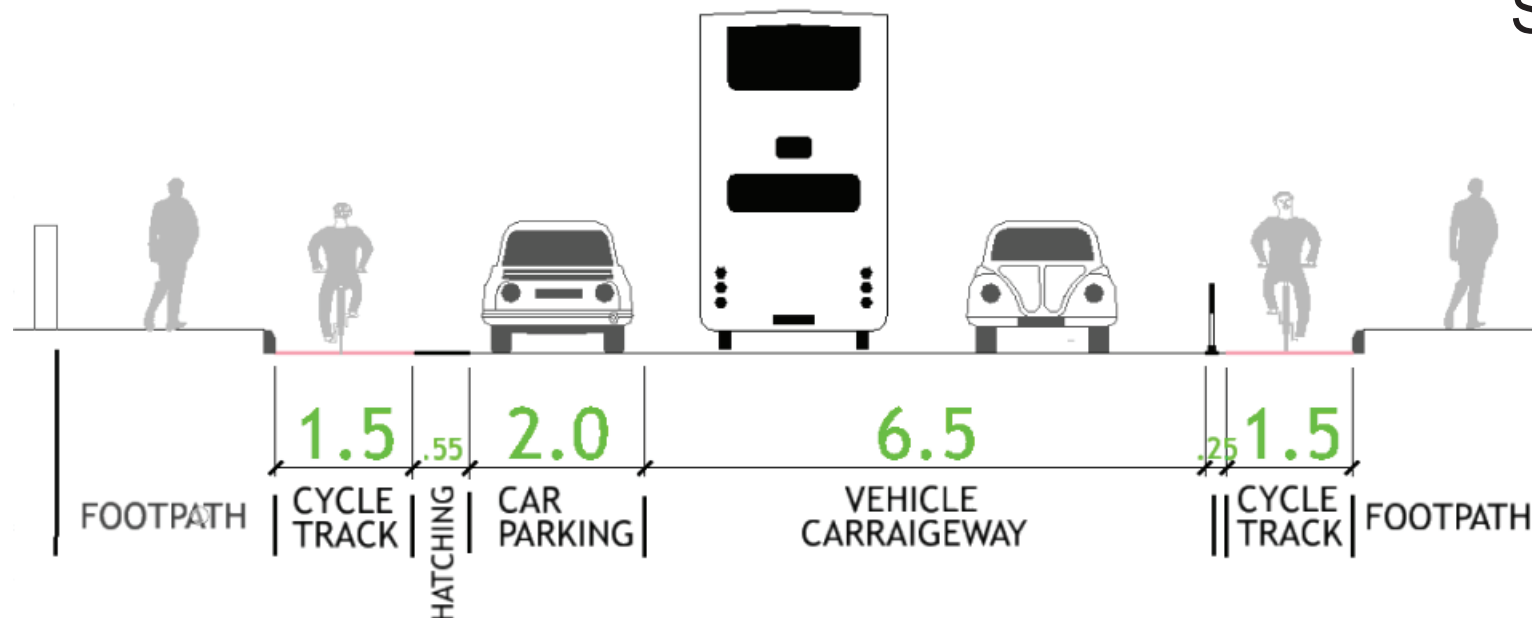
TYPICAL SECTION DETAIL



Scenario 1 - Proposal
In-situ concrete median with 450mm high x 80mm dia. flexible bollards



PARKING SECTION DETAIL



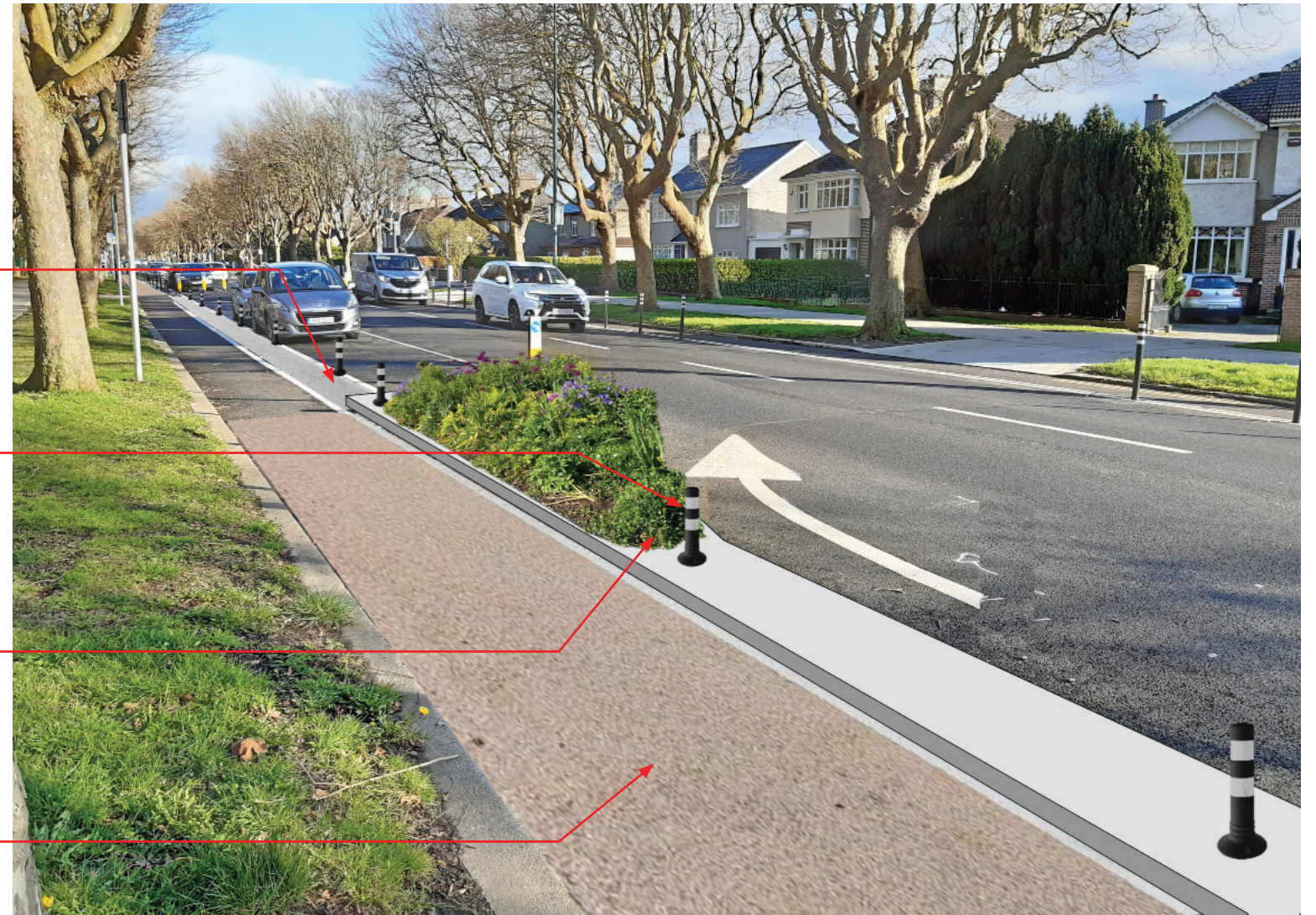
Scenario 2 - Existing condition

Contrasting coloured surfacing to separate cycle lane and car parking bays

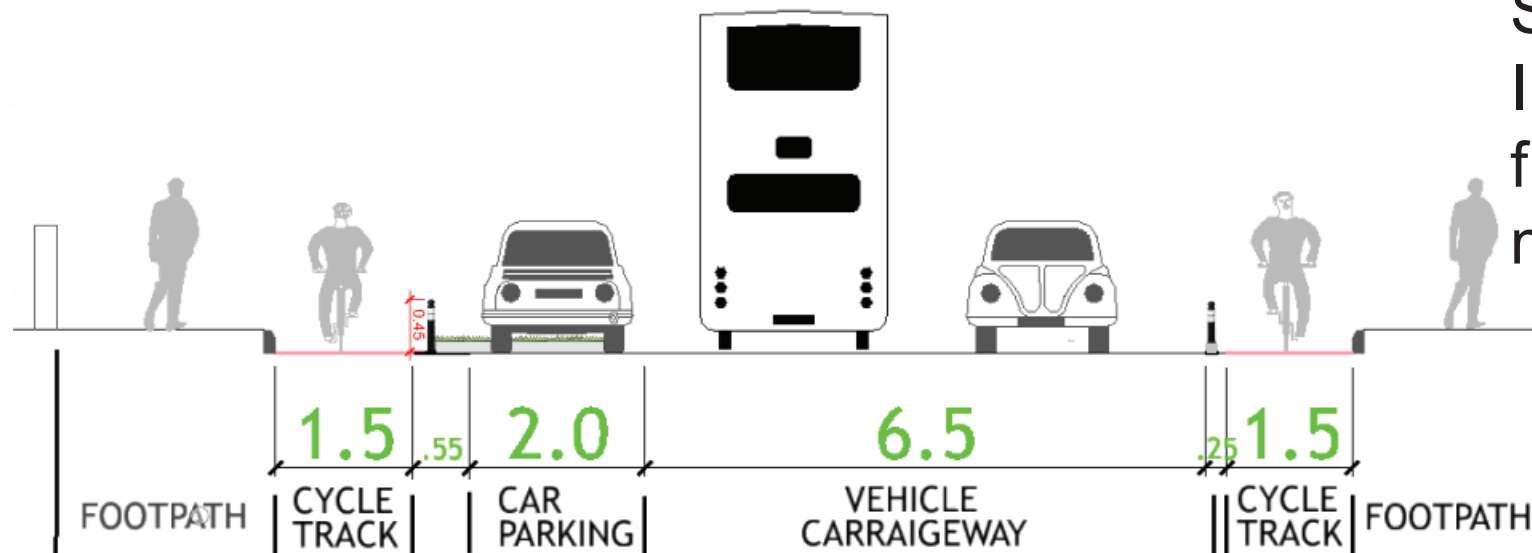
450 mm high flexible bollards

Concrete median - with low level planting / grasses

Buff coloured surfacing to protected sections of cycle lanes



PARKING SECTION DETAIL

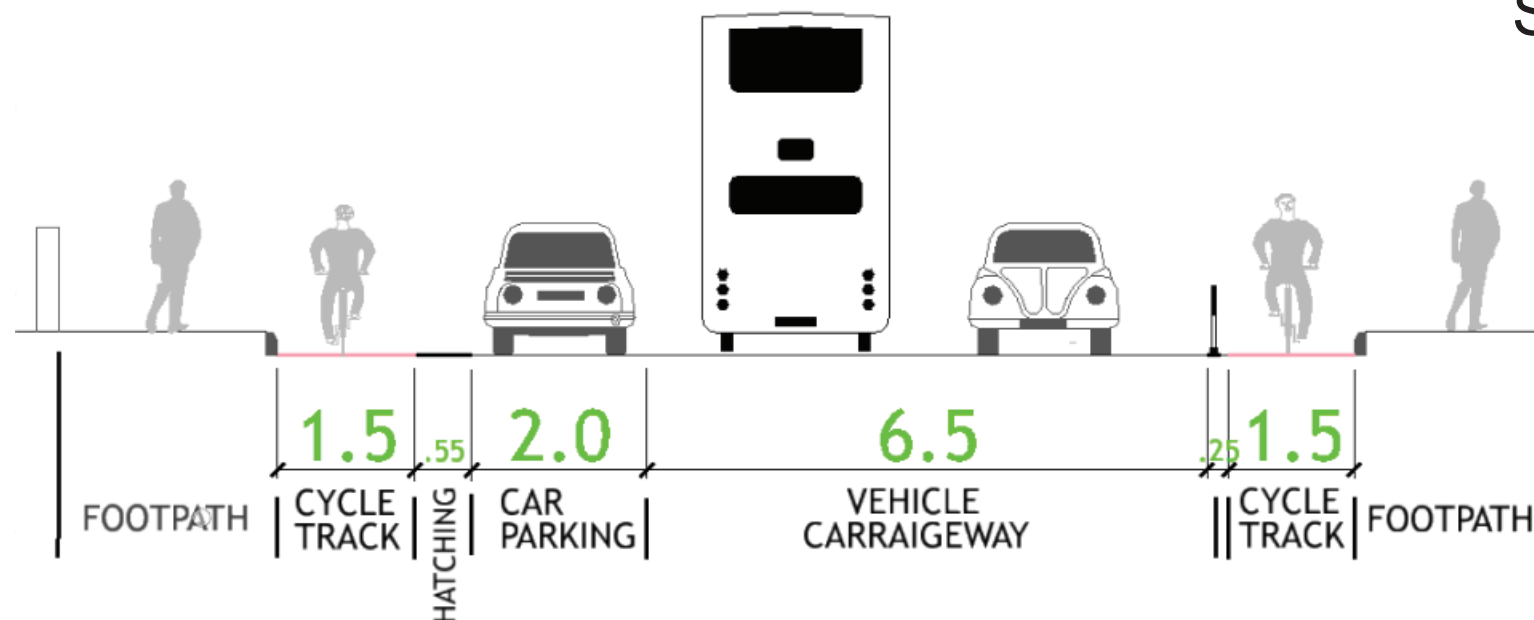


Scenario 2 - Proposal

In-situ concrete median with 450mm high x 80mm flexible bollards with low level planting to tapered median



PARKING SECTION DETAIL



Scenario 3 - Existing condition



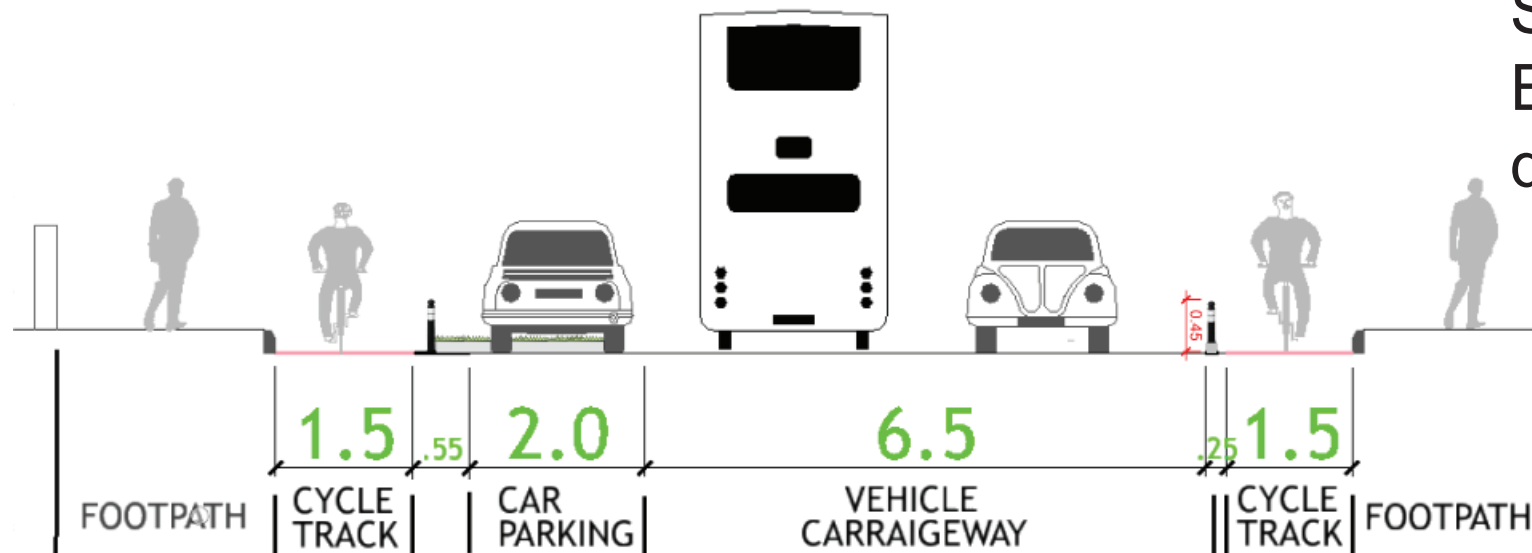
Reference image - Griffith Avenue extension



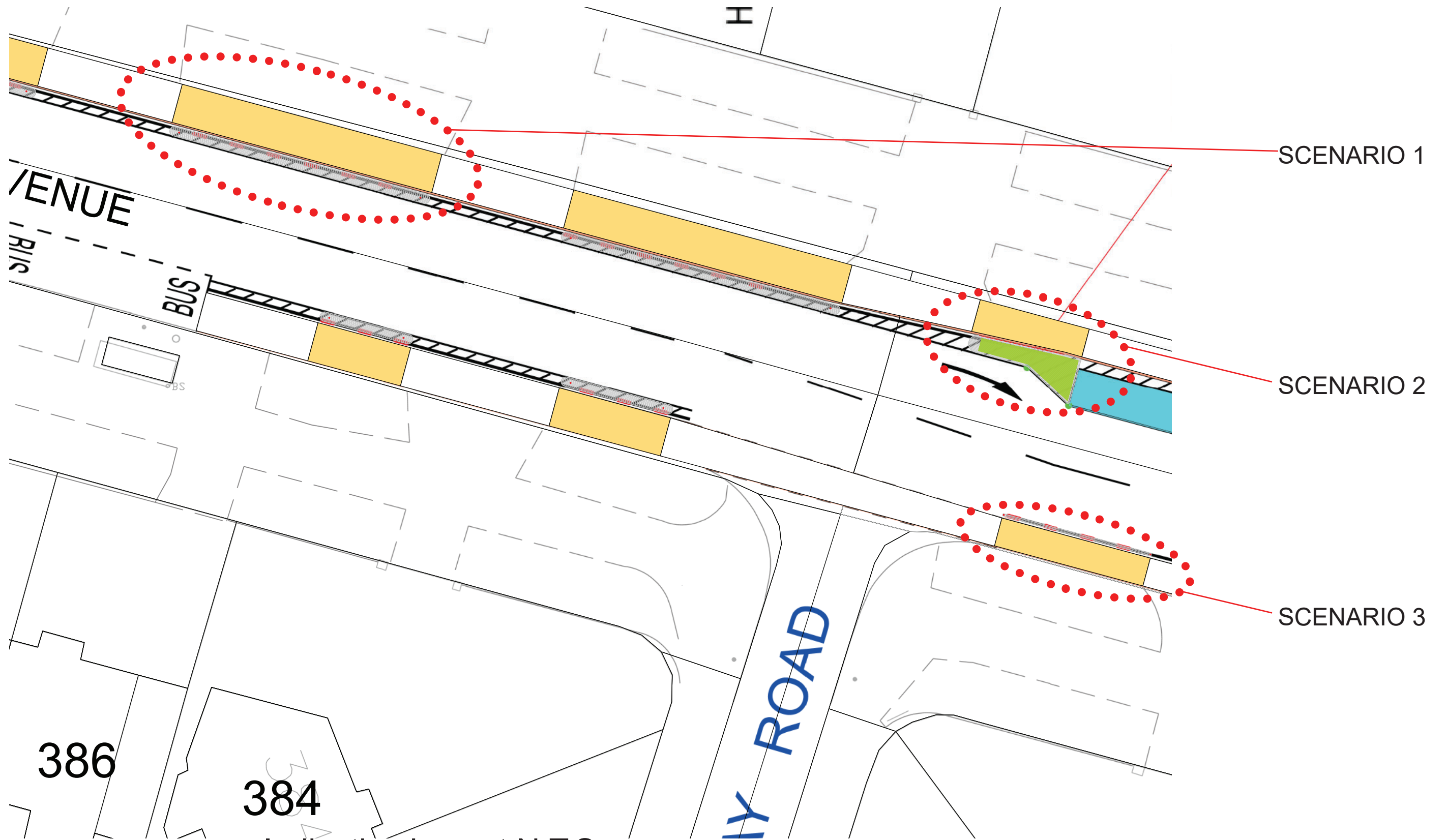
450mm high flexible bollards

Extruded concrete kerb with buff coloured surfacing to protected sections of cycle lanes

PARKING SECTION DETAIL



Scenario 3 - Proposal
Extruded concrete kerb with 450mm high x 80mm dia. flexible bollards



Indicative Layout N.T.S.

- Concrete medians with breaks as required for access
- Bollards kept to a minimum - minimising visual clutter