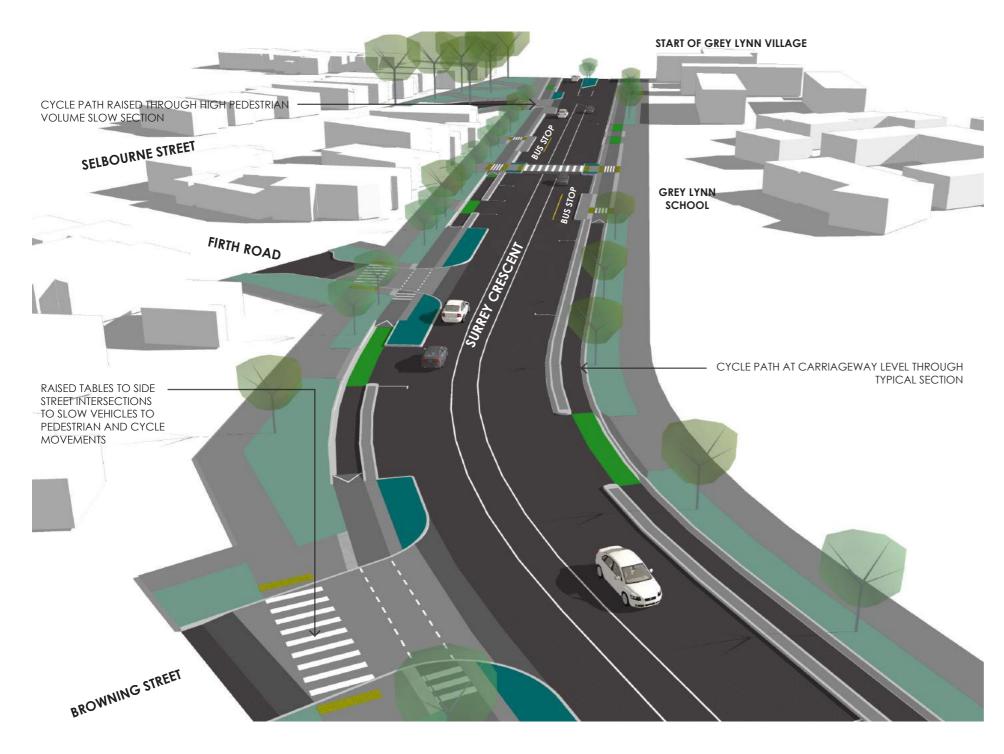


- Kerbside separated cycleway at carriageway level except in high volume pedestrian areas where it is raised, such as next to Westmere School, to indicate slow environment
- Raised tables at side streets and at pedestrian crossings
- Defined areas of parallel parking adjacent to carriageway, with raised separator between parking and cycleway

#### **EXISTING OVERVIEW**

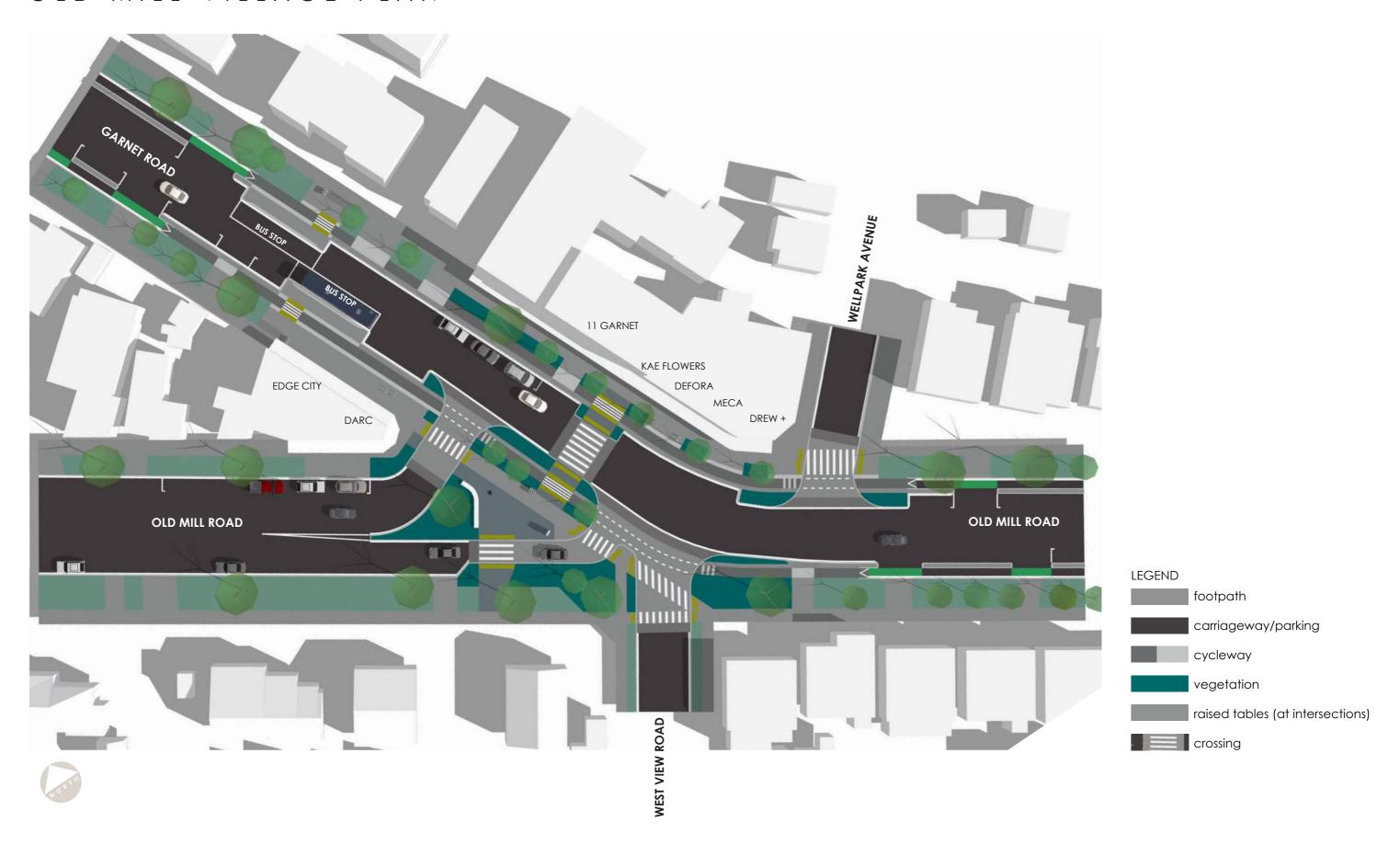




- Kerbside separated cycleway at carriageway level except in high volume pedestrian areas where it is raised, such as next to Grey Lynn School, to indicate slow environment
- Raised tables at side streets and at pedestrian crossings
- Extended kerbs at intersections have a number of benefits including: defining carriageway, slowing turning traffic, improved sightlines, more usable space for pedestrians and non-motorised users, protection for parked vehicles and opportunity for planting
- Defined areas of parallel parking adjacent to carriageway

#### EXISTING OVERVIEW







- Kerbside separated cycleway at carriageway level except in high volume pedestrian areas where it is raised
- Raised tables at side streets and at pedestrian crossings
- In-line bus stops favoured by AT Metro
- Island reshaped to slow traffic and to prioritise pedestrian movement
- Extended kerbs at intersections have a number of benefits including: defining carriageway, slowing turning traffic, improved sightlines, more usable space for pedestrians and non
  - motorised users, protection for parked vehicles and opportunity for planting

#### EXISTING OVERVIEW



