	Option 1A **Separated cycleway**	**Option 1B** **Separated cycleway** (Narrow width to retain parking)	**Option 2** **Shared path** (Original proposal)
Proposal summary	2.8m wide two-way separated cycleway on the eastern side of Oliver Street and southern side of Bennett Street. Car parking to be removed from the eastern side of Oliver Street and southern side of Bennett Street. Cycleway, driving lanes and parking lane designed to desirable widths for all vehicles. Safer crossings at all side streets.	2m wide two-way separated cycleway on the eastern side of Oliver Street and southern side of Bennett Street. Car parking maintained along both sides of street. Some parking loss may occur. See FAQs. Cycleway, driving and parking lanes designed to minimum desirable widths. Safer crossings at all side streets.	2.5m wide shared path on western side of Oliver Street and northern side of Bennett Street. Path is shared for pedestrian and bicycle riders. Road along Oliver Street and Bennett Street (kerb to kerb) would be maintained as existing. Safer crossings at all side streets.
Width of two-way cycleway	2.8m	2.0m	2.5m (Shared path)
Width of driving lanes	3.4m in each direction.	3.2m in each direction.	No change to existing (3.1m).
Area available for parking	All parking removed from eastern side of the road. 2.4m available on western side only.	2.1m parking lane available on both sides. Some parking loss may occur at specific locations. See FAQs.	No change to existing (2.1m parking lane available on both sides), other than possible loss at intersections for safer crossings.
Financial consideration	Similar costings for each proposal. The cost to implement the project is 100% funded through the Federal Stimulus – School Infrastructure Program.		

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Environment consideration	 Environmental benefit by prioritising sustainable transport and subsequent high uptake of active travel.	 Environmental benefit by providing for sustainable transport.	 Environmental benefit by providing for sustainable transport however an overall increase in hard surface and some minor vegetation loss may occur.
Social considerations - how will this proposal affect pedestrians?	Will result in a safer pedestrian environment than what currently exists due to providing a separated cycleway that would result in less people cycling on the footpath. Reducing the mixing of bicycle riders and pedestrians on the same path. Pedestrian amenity and safety will be improved due to safer road crossing treatments at side streets.		Will result in a safer pedestrian environment than what currently exists due to providing a wider path on the western side of the street. People will have a choice to walk on the wider western side or on the existing footpath on the eastern side of the street. With a shared path option available, its expected bicycle usage on the footpath on the eastern side of the street will decrease. Pedestrian amenity and safety will be improved due to safer road crossing treatments at side streets.

** Children under 16 and accompanying adults are legally allowed to ride on the footpath. However, in practice many adults also ride on the footpath due to safety concerns on the road.*

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Social considerations - how will this proposal affect bicycle riders?	High quality separated cycleway built to best practice widths to encourage high levels of participation for all ages and abilities. Due to its superior design, we expect usage uptake to be high, and many people will choose to use the cycleway instead of riding in the vehicle traffic lane (legal for all) or footpath (legal for under 16s and accompanying adults). Existing on-road bicycle lanes would be removed.	Separated cycleway built to minimum desirable widths. This facility will offer a safe cycling route for all ages. Existing on-road bicycle lanes would be removed.	A shared path provides a safe option for bicycle riders as it's designed as a slower moving environment. It is expected that faster bicycle riders would prefer to use the road (and existing bicycle lanes) over the new shared path.
Social considerations - how will this proposal affect vehicle drivers?	Driving lanes along Oliver Street and Bennett Street would be widened to 3.4m width each way. This is a generous lane width for cars. Car parking would be removed along the eastern side of Oliver Street and southern side of Bennett Street.	Driving lanes along Oliver Street and Bennett Street would be widened from 3.1 to 3.2m width each way. This is an adequate lane width for general traffic on a 50km/h road. Car parking would only be impacted where changes were required to make side road crossings safer; and on the bend at the junction of Oliver and Bennett Streets.	The road and vehicle lanes remain unchanged on Oliver Street and Bennett Street. Car parking would only be impacted where required to make side road crossings safer.
	Drivers would be required to give way to pedestrian and bicycles riders when turning into or out of (non-signalised) intersections at side streets.		

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Safety considerations - how will this proposal affect buses and heavy vehicles?	Driving lanes along Oliver Street and Bennett Street would be widened to 3.4m width each way allowing adequate width for larger vehicles.	Driving lanes along Oliver Street and Bennett Street would be widened from 3.1 to 3.2m width each way. However, this will be effectively narrower than existing width due to loss of the adjacent bicycle lanes. The 3.2m width would be adequate along straight sections, but lane width would be widened on the bend at the junction of Oliver and Bennett Streets.	No change to existing (3.1m wide driving lanes).
Safety considerations - how wide is the safety buffer?	0.8m raised safety buffer.	0.2m raised safety buffer (parking lane and parked cars will also provide a buffer from driving lanes).	Safety buffer not applicable to shared paths.
Note	Information has been provided based on concept proposals. All proposals and details are subject to change based on detailed survey and engineering design.		