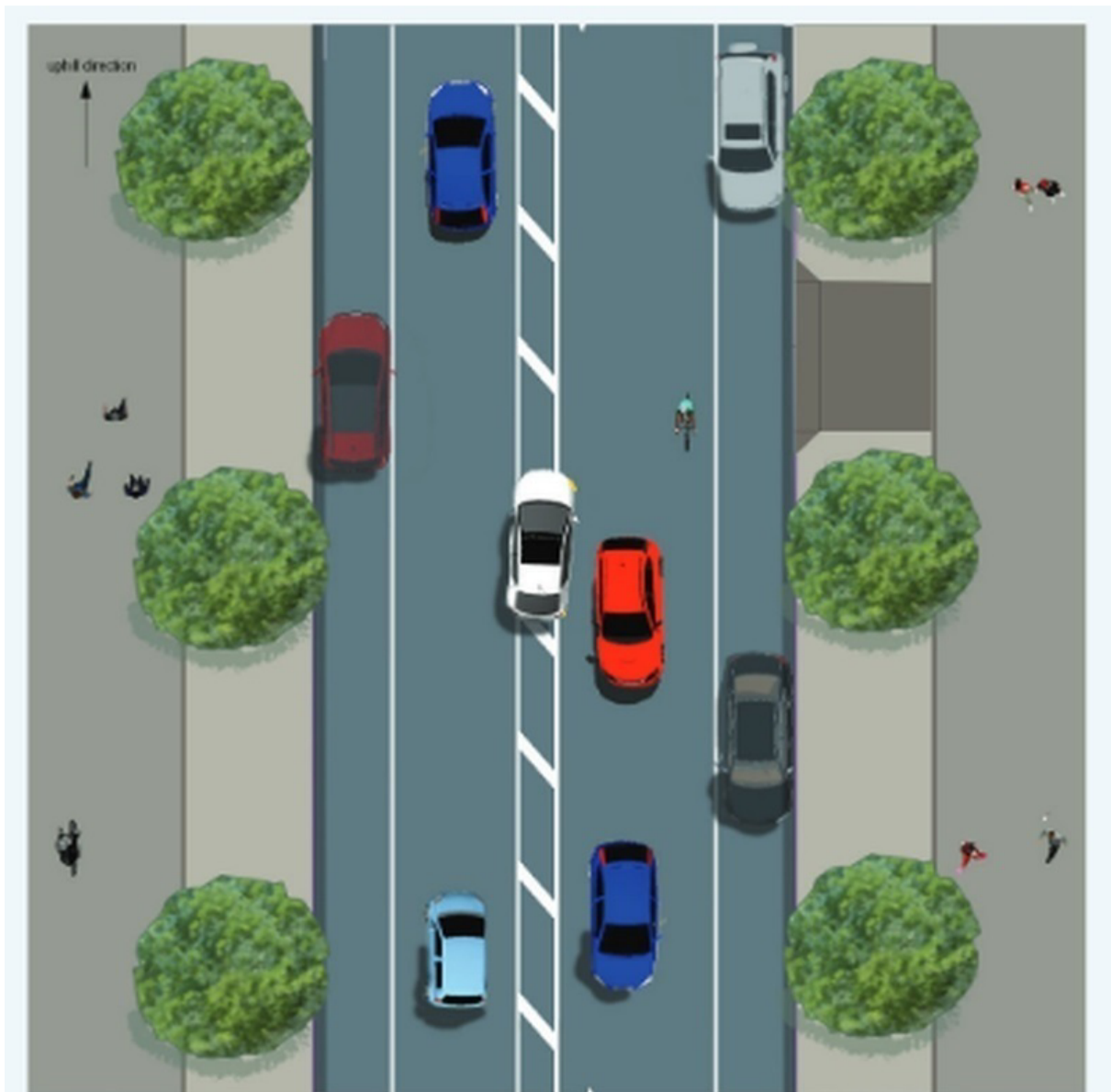


AT Option 1

Key concern: No separation between pedestrians and cyclists uphill - faster cyclists not catered for well, even slower cyclists will conflict with pedestrians. No priority across side roads.

Key concern: No separation from between vehicles and downhill cyclists - will feel unsafe for novice cyclists

Key concern: Design actually adds significant car parking above existing (current parking interrupted by trees)



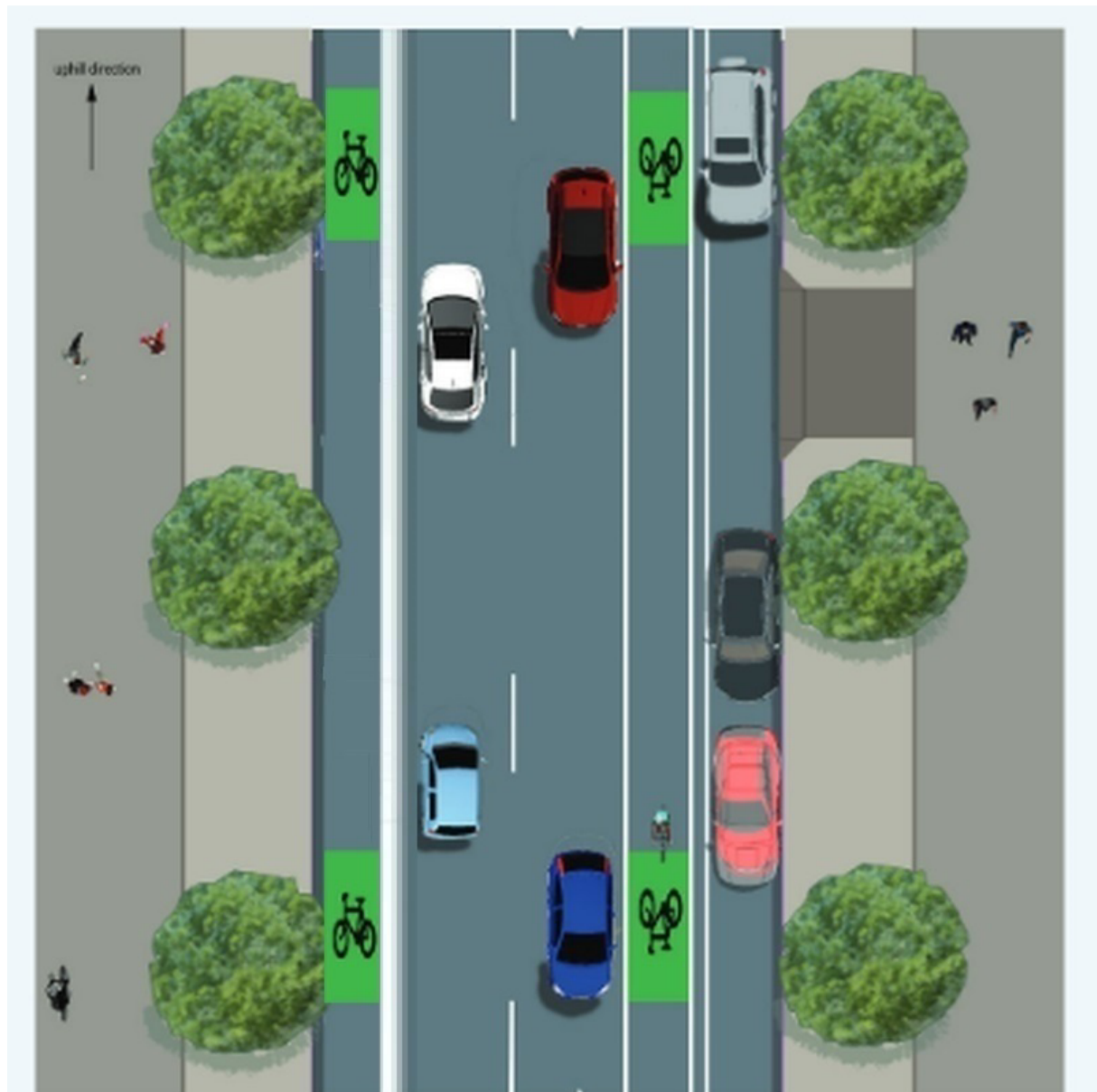
AT Option 2

Key concern: Uphill issues as per Option 1

Key concern: No facilities downhill - even more unattractive for general population who would like to cycle

Key concern: Median encourages drivers to wait in it before turning right - but this will push southbound drivers to the right, in turn forcing cyclists into the door zone of the parked cars

Key concern: extra parking added as per Option 1



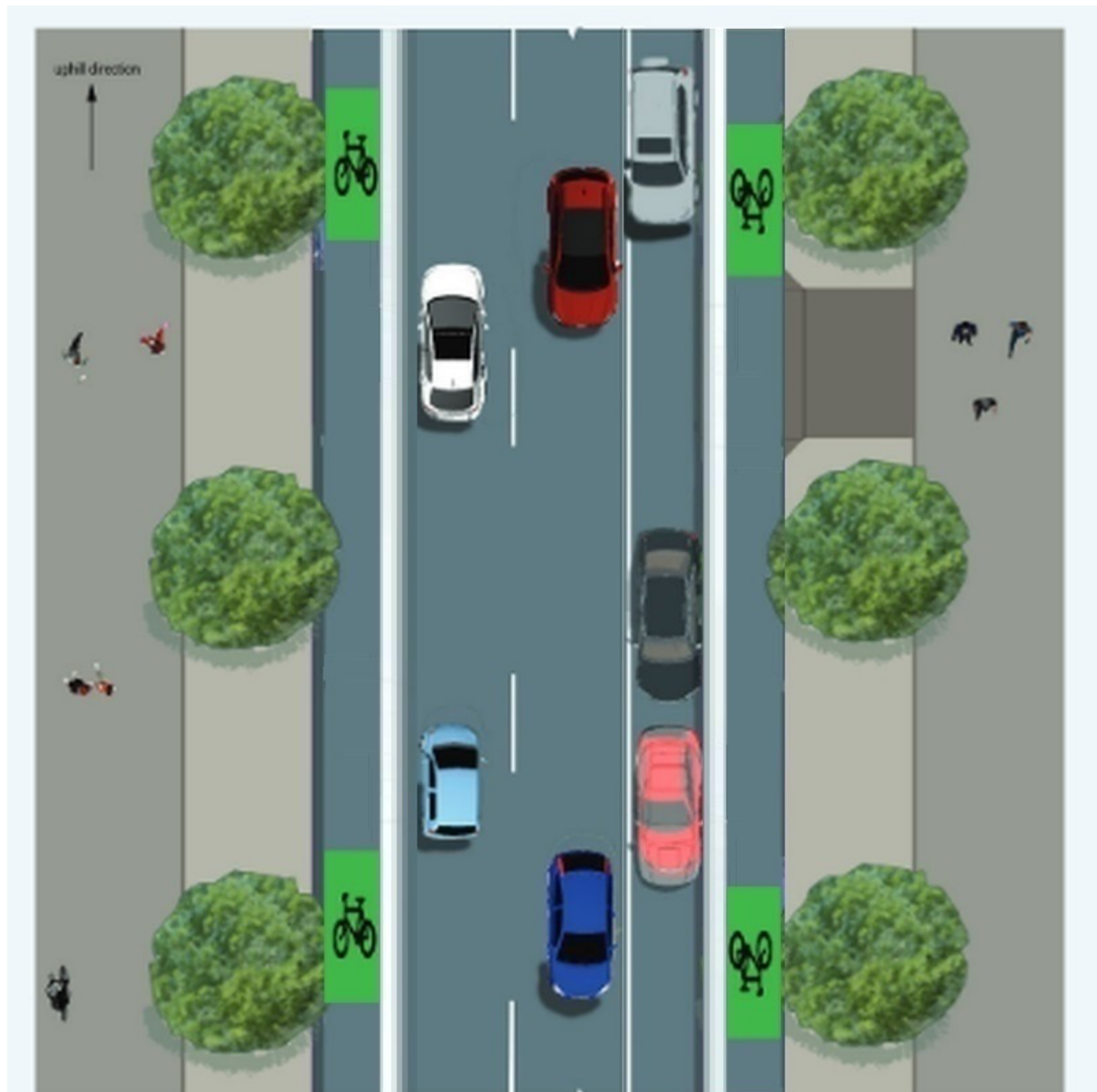
CAA Cycle Lane Option 1

Remove uphill car parking and provide a protected cycle lane (likely a 2m wide Copenhagen lane, i.e. half-height kerb above than car lane)

Provides significantly improved uphill convenience and safety, and removes conflicts of having to share with pedestrians.

Downhill issues remain.

Overall car parks likely somewhat below existing Franklin Road levels (but possibly not much less, as will have more eastern car parking than now)

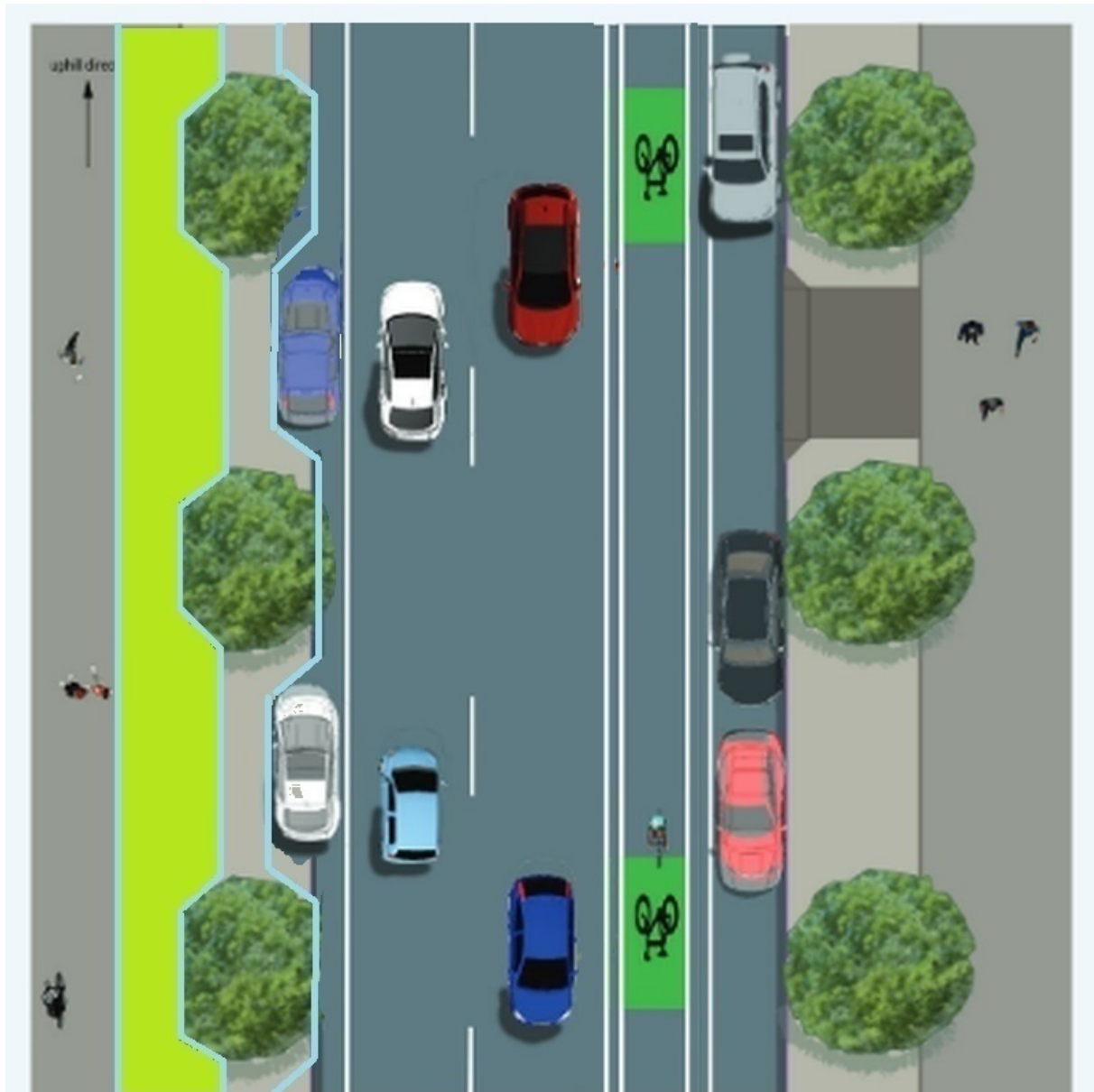


CAA Cycle Lane Option 2

Provide a downhill protected cycle lane behind parking.

However, uphill cycle lane will need to be very narrow to allow downhill cycle lane to be safe from door opening. Likely can't provide full compliant protected lanes both sides and keep even a single parking lane & trees.

Would reduce car parking on Franklin Road significantly below current levels, as parking would have to be banned for extra distances at each driveway (guidelines vary but tend to recommend several metres extra each driveway to give drivers / cyclists time to react).

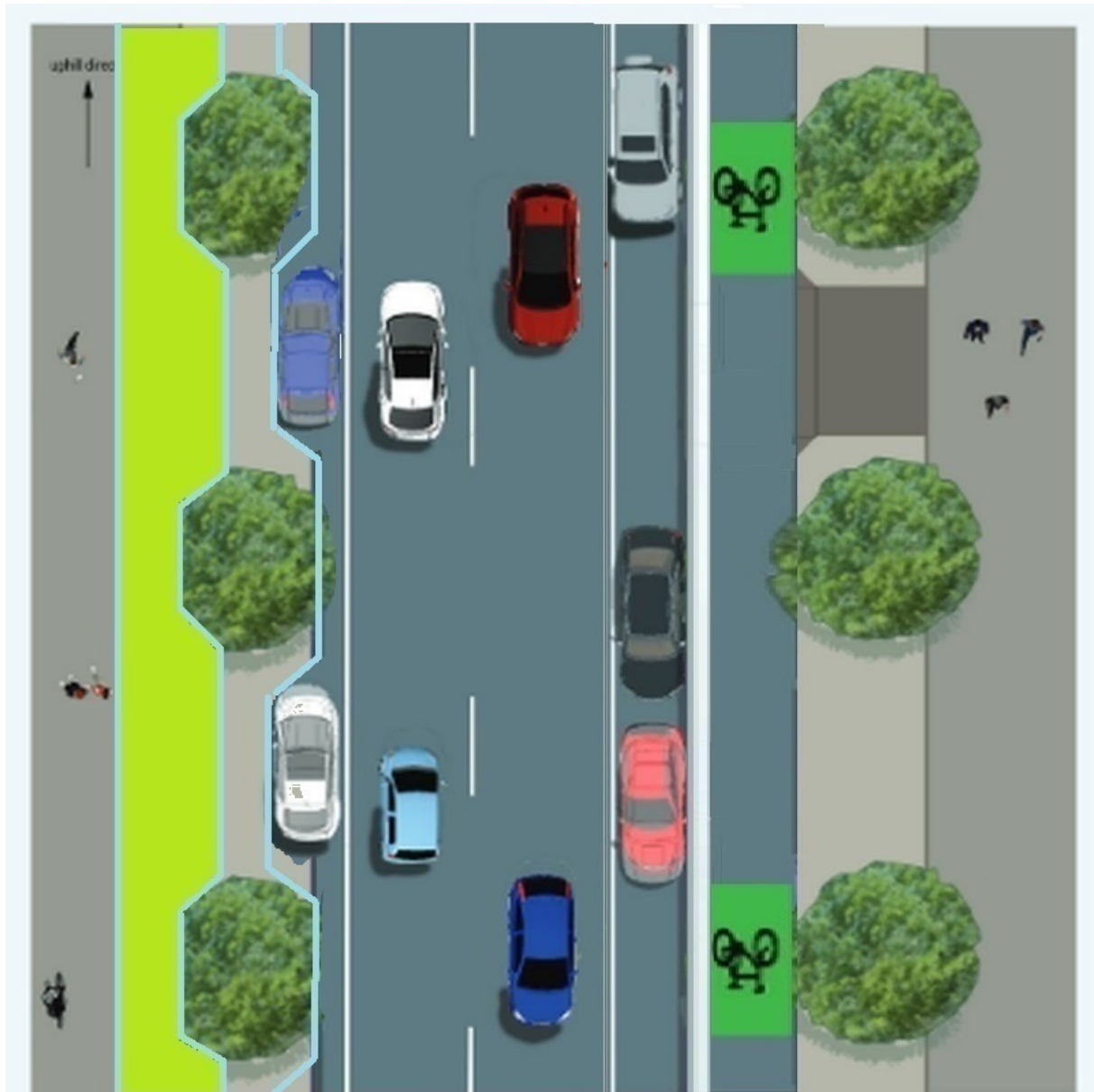


CAA Cycle Path + Cycle Lane, Option 4

As CAA Option 3, but indent western-side parking. Use the extra width gained to provide greater door buffer zone for downhill, and provide an additional buffer to cars on other side of downhill lane (~3m total width).

Indented car parking formed so as to protect tree roots.

Overall likely to be same or slightly higher number of car parks than exist now (net gain) and retains parking both sides.



CAA Cycle Path + Cycle Lane, Option 5

As CAA Option 4, but changing downhill lane to parking-protected. May be somewhat tight to achieve wide enough door buffer.

As per CAA Option 2, would require banning of parking near driveways, and as such would likely have less car parking than exists now, despite still having car parking each side.