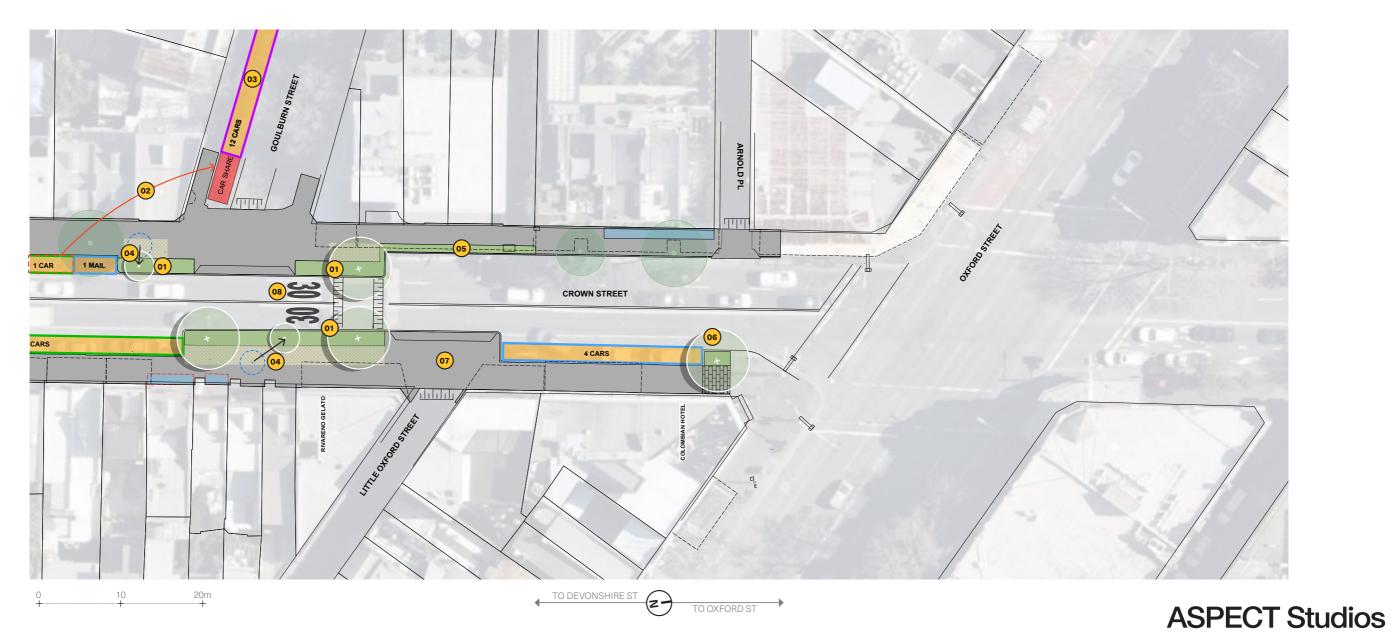
# PEER REVIEW CONCEPT

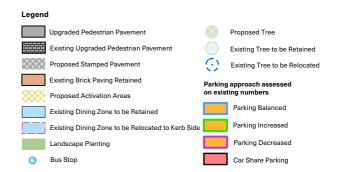
- 1. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
- 2. Relocate 1 no. existing car share parking space to Goulburn St.
- **3.** Convert 13 no. existing unmarked 2-4P parking spaces on southern side of Goulburn St to 12 no. marked 2-4P parking spaces.
- Transplant existing tree into planting bed provided by new kerb extension
- 5. Existing planting retained.

- 6. New kerb extension as part of AECOM design.
- 7. Continuous footpath treatment and kerb extension at Little Oxford St.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).





- New kerb extension for in-lane bus stop to alleviate constrained footpath space where bus stop furniture is currently installed. New planting bed and street tree provided within kerb extension.
- Explore potential for traffic stop line relocation on Campbell St to allow for kerb radius reduction without impeding vehicle turning movements.
- 3. New street tree in tree pit.
- **4.** New kerb extension to create activation area with kerbside planting and additional street tree at existing commercial premises.
- Relocate 1 no. existing car share parking space to Goulburn St (refer to next sheet for location of new car share space).
- 6. Existing mail parking space retained.
- 7. New street tree in kerb extension.
- **8.** Convert existing no parking area to 1 no. 5 minute P line marked parking space.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).





- Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
- 2. New kerb extension with planting and street trees to provide additional canopy cover.
- 3. Existing signalised crossing retained in current location.
- Existing brick paving to full width of Reservoir St lot boundary to be retained.
- 5. Existing heritage driveway retained.

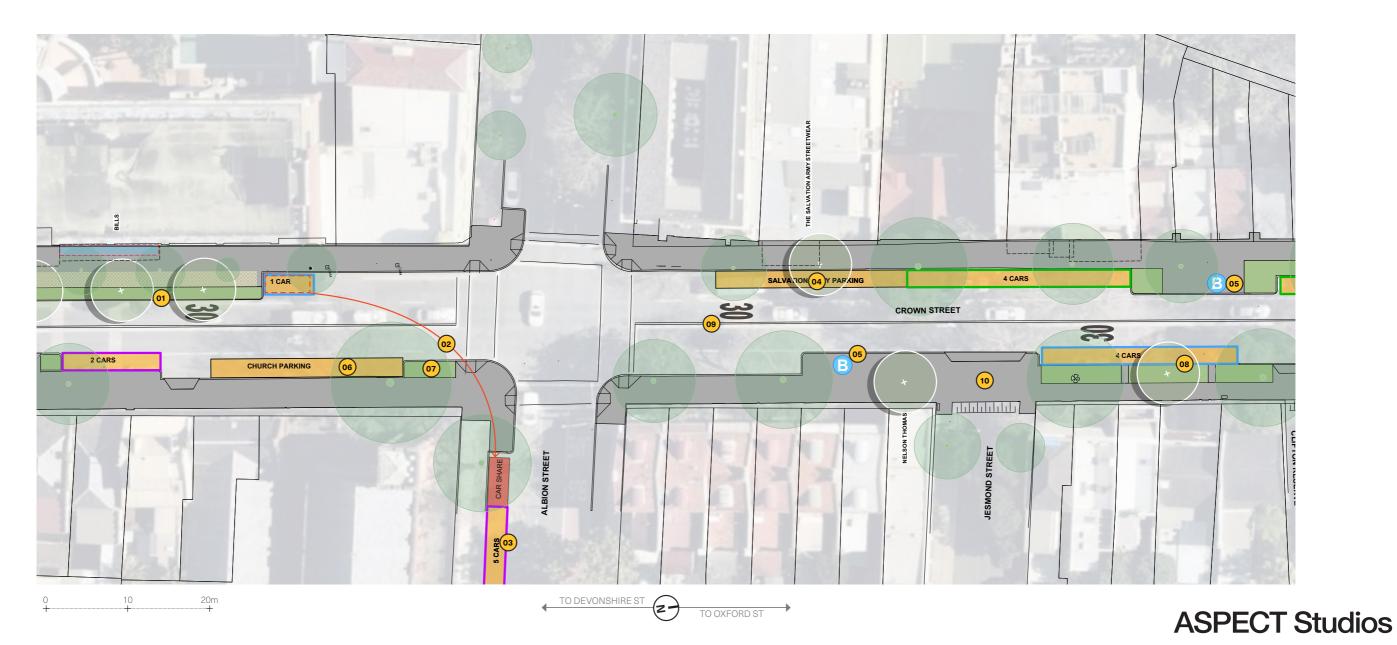
- **6.** New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).





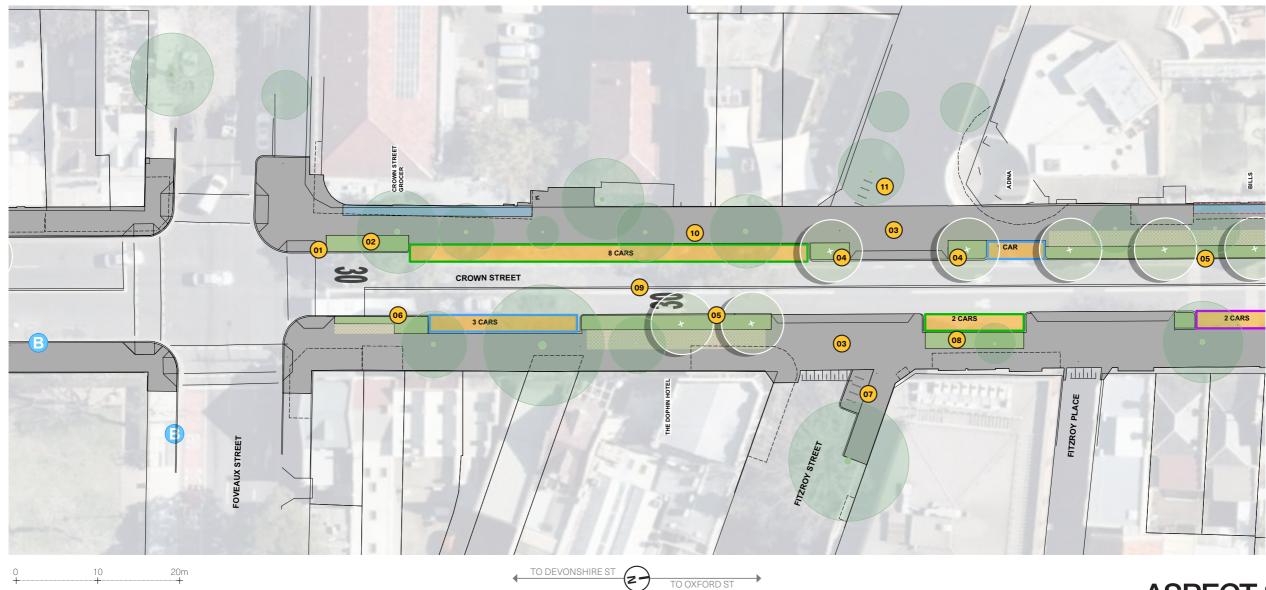
- 1. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
- 2. 1x car share relocated to Albion St, replaced with 2P parking space.
- **3.** Convert 6 no. existing unmarked 2P parking spaces on Albion St to 5 no. marked 2P parking spaces.
- **4.** Existing Salvation Army parking area. Investigate opportunity to introduce Loading Zone and/or after-hours general parking (subject to further consultation).
- New kerb extension for in-lane bus stop, 9m paving zone shown, to be reviewed at detailed design stage to consider user access requirements (subject to approval by TfNSW).
- Existing signed church parking area. Investigate opportunity to introduce timed after-hours general parking (subject to further consultation).
- Kerb extension to provide additional pedestrian paving and planting at intersection.
- Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).
- 10. Continuous footpath treatment and kerb extension at Jesmond St.





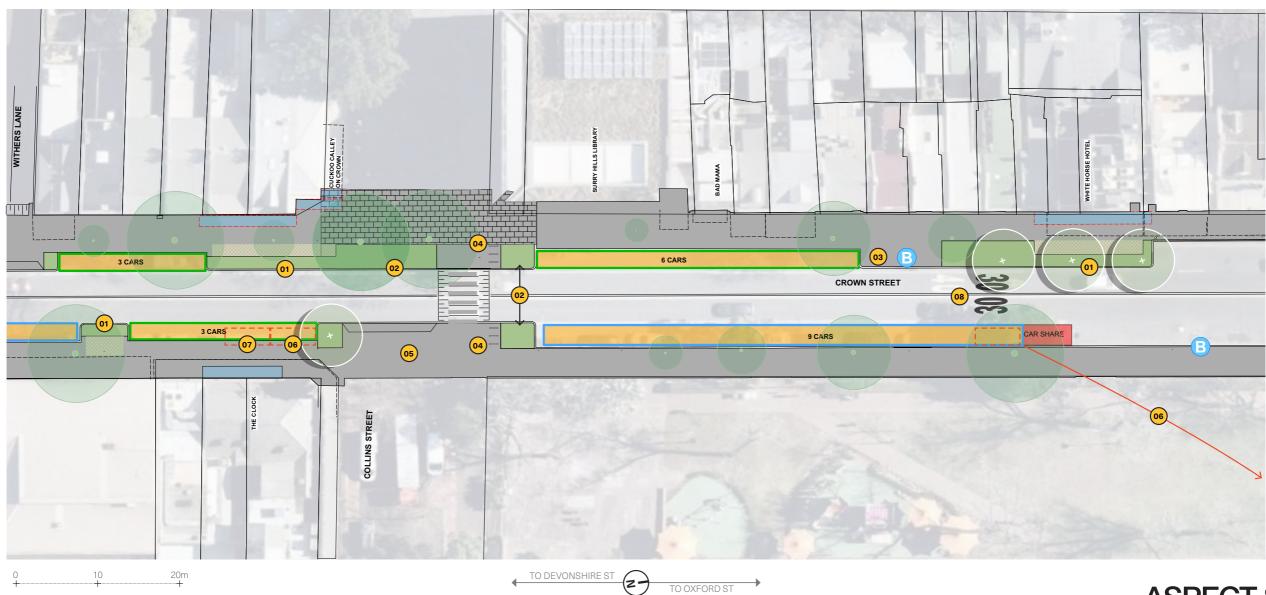
- 1. Kerb extension as per AECOM concept design.
- 2. Additional kerbside planting.
- 3. Continuous footpath treatment and kerb extension at Fitzroy St.
- 4. Kerb extension with new street tree planting.
- New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
- New kerb extension to provide additional pedestrian paving for activation and planting. Adjustment to signal operations to be investigated (subject to TfNSW approval).
- Kerb extension to Fitzroy Street to provide additional space for new bike parking.
- 8. Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).
- 10. Existing driveway removed as per current concept design.
- 11. Provide additional bike parking on Arthur St to offset removal/ relocation of existing bike parking on Crown St.



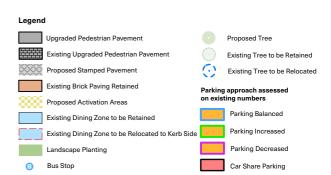


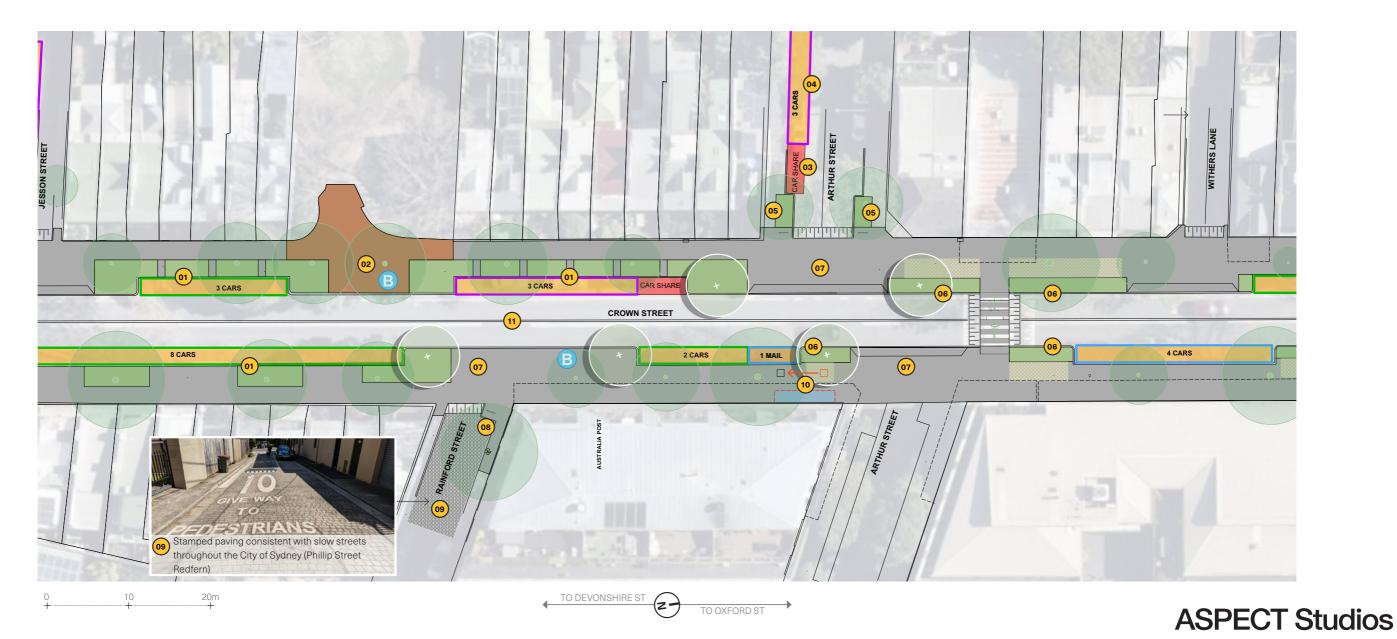
- 1. New kerb extension to create activation area with kerbside planting, and additional street trees at existing commercial premises.
- New kerb extensions with additional planting (assess amenity and performance of raingarden application in main street with potential to replace with street planting consistent with approved planting palette).
- 3. New kerb extension for in-lane bus stop, 9m paving zone shown (to be reviewed at detailed design stage to consider user access requirements).
- New bike parking a key arrival point to Crown St and point of dismount for cyclists approach via Crown St or Collins St.
- 5. Continuous footpath treatment and kerb extension at Collins St.
- 6. Relocate 2 no. existing car share parking spaces to Richards Ln.
- 7. Relocate 1 no. existing car share parking spaces to Arthur St.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).





- Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
- Bus stop 'in the park' in-lane bus stop located to align with Tudor St park, with existing brick paving to full width of Tudor St lot boundary to be retained
- Relocate 1 no. existing car share parking space from outside The Clock Hotel to Arthur St.
- **4.** Convert 4 no. existing unmarked 2P parking spaces on Arthur St to 3 no. marked 2P parking spaces.
- **5.** Kerb extensions to Arthur St to provide additional space for planting and bike parking, and lane narrowing for traffic calming.
- **6.** New kerb extension to create activation area with kerbside planting, and additional street trees at existing commercial premises.
- Continuous footpath treatment and kerb extension where side streets.
- Kerb extension to Rainford St to provide additional space for new bike parking.
- New shared zone with stamped pavement to Rainford St, to be consistent with other typical City of Sydney laneway shared zones (subject to further investigation and TfNSW approval).
- **10.** Minor relocation of existing mail box to provide additional activation area.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).





- 1. Kerb extension and new street tree as per AECOM concept design.
- New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
- 3. Relocate 1 no. existing car share parking space to Jesson St.
- **4.** Convert 2-3 no. existing unmarked 2P parking spaces on Jesson St to 2 no. marked 2P parking spaces.
- Kerb extension to provide additional pedestrian paving and planting at intersection, with operations to intersection to remain unchanged (subject to TfNSW approval).
- Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Increased planting beds to base of existing trees.
- 7. Continuous footpath treatment and kerb extension at Davies St.
- **8.** Kerb extension to Davies St to provide additional activation area and space for new bike parking.
- New shared zone with stamped pavement to Davies St, to be consistent with other typical City of Sydney laneway shared zones (subject to further investigation and TfNSW approval).
- 10. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval)



