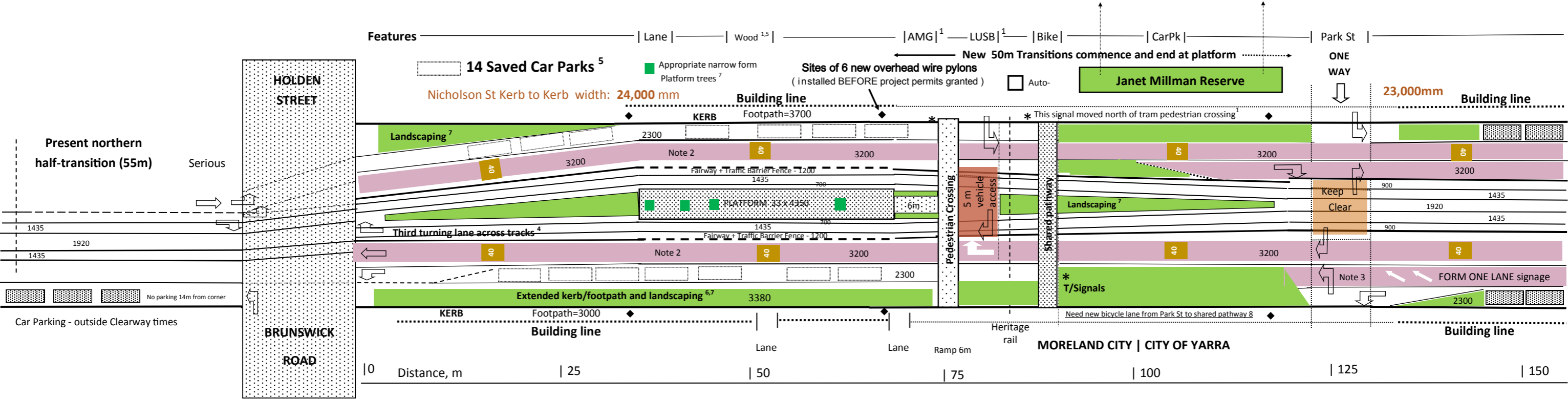


STOP 22: Brunswick Road and Holden Street

2. OPTION 2A: Central Island Platform (33m x 4350mm); SINGLE Traffic Lane

CONCEPT SKETCH (E&OE): Scale approx. 500:1 (1cm = 5m)



STOP 22 - Option 2 Component dimensions (mm) at platform	
Parking lane	2300
Road lane	3200
Fairway + fence	1200
Rail 1	1435
Platform clearance	700
PLATFORM	4350
Platform clearance	700
Rail 2	1435
Fairway + fence	1200
Road lane	3200
Parking Lane	2300
TOTAL:	20,020
Spare Road-space	3380
Use for Kerb/footpath extension/landscaping	

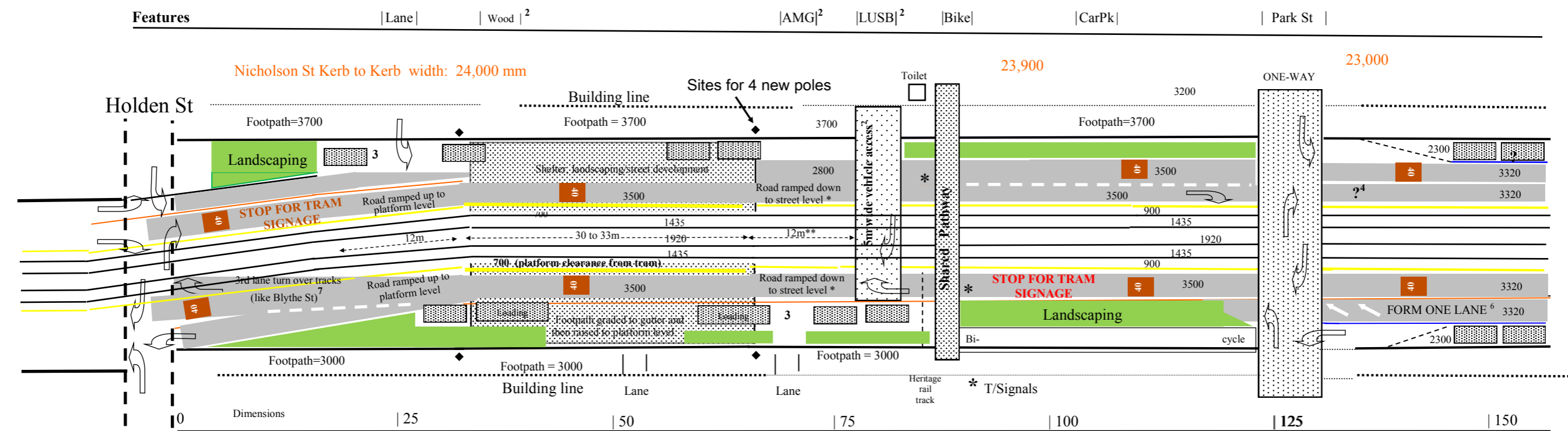
- Notes:
- Option 2A utilises a standard 33m Central Island Platform (CIP), to replace the Yarra Trams/PTV Proposal - dual road traffic lanes around a double length, 67m long CIP - which destroys access to the premises of L.U. Simon Builders, A.M.G. Panel Beaters and the Firewood Business. **It restores this access** across the tram tracks. (It is not possible to understand the PTV logic associated with the design of this Stop 22, in the widest section of Nicholson Street, when all the other stops are 33m long CIP's, located in narrower sections of the street.) Additionally, we have learned that only single lanes pass all the other stops, while it is proposed that dual lanes pass this Stop. There seems to be NO reason why single lanes should not be permitted here. The pedestrian ramp and crossing is located at the southern end of the platform, to exploit its proximity to the present signals at the 'Shared Pathway'. The present east side signal would simply need to be moved north of the pedestrian crossing.
 - This Option continues the existing single north and south traffic lanes, to and from the narrow section of Nicholson St, between BrunswickRoad/ Holden Street, and the tram terminus at Blythe St. **A new speed limit of 40 kph is appropriate.**
 - This means that the two north bound lanes of traffic which currently merge across the Brunswick Road intersection, could now merge more easily, short of Park St, and thereby avoid the congestion and competition at Brunswick Road, which effectively reduces the traffic speed to 10 kph (or even less), particularly during the evening peak. The south bound lane from north of Holden Street is unaffected.
 - This design also allows three lanes at Brunswick Road; left turn, straight ahead and a right turn over the tram tracks. With appropriate signal synchronisation, this would not impact tram movements, as evidenced by the Blythe Street example.
 - The Table of Dimensions (left) indicates that with only single lanes, this Option uses considerably less road space, and allows for parking/delivery lanes to be retained - including access to the Firewood business.
 - This design allows the kerb/footpath along the western side of Nicholson St to be extended by 3380mm, sufficient for a respectable width of landscaping; this would greatly enhance the amenity of this section of our Nicholson Village Activity Centre.
 - This design also permits some landscaping between the platforms and the rail transitions at each end of the platforms, and at the other locations, marked in green, within the design boundary. Suitable narrow form trees could shade sections of the wide platform.

ROUTE 96 UPGRADE; STOP 22
Brunswick Road/Holden Street

OPTION 3A: Easy Access Trafficable Stop;
Single Lane, Road Ramp ‘Platform’

NOTE THAT THIS OPTION IS ALSO APPLICABLE FOR OTHER STOPS
- PARTICULARLY AT PIGDON/SCOTCHMER STREETS
- and those within other Activity Centres

CONCEPT SKETCH



OPTION 3A: Component dimensions (mm) at platform	
Landscaping	2000
Parking/delivery lane	2300
Road lane 1	3500
Fairway (Incl 700 for Platform clearance)	900
Rail 1	1435
Rail spacing	1920
Rail 2	1430
Fairway (Incl 700 for Platform clearance)	900
Road lane 2	3500
Parking/delivery lane	2300
Landscaping	2010
TOTAL: 24,000	
Road width: 24,000 [utilised for wider roads (3500) and landscaping]	

** If ramping can overlap vehicle access crossing, stop could be located closer to it.

SCHEMATIC: Interpret tram and road transitions as Euler curves.

Notes:

1. An Urban Design Consultant (to the Department of Transport) considers that “these stops deliver a better outcome in terms of accessibility and use of public space, than Central Island Stops”.
2. This Option provides access across Nicholson Street to the east side businesses and therefore maintains their present and future utility and value - which are both destroyed by PTV’s proposed 67m long Central Island platform.
3. The dimensions table (left), shows that with single road lanes, space is released for limited parking and delivery purposes, plus landscaping, which would greatly improve the public amenity and retail appeal of this Activity Centre.
4. The section of Nicholson Street south of Park Street, is also amenable to single lane treatment, with similar opportunities for additional landscaping and improvement of public amenity.
5. Released road space permits a generous single road width of 3500mm and a **reduction of the speed limit to 40 kph.**
6. As for Option 2A, north-bound traffic can be forced to merge short of park Street, thereby preventing the current congestion as it merges across Brunswick Road and effectively reduces speeds to 10 kph or less.
7. Three lanes are available for north-bound traffic at Brunswick Road - left turn, straight ahead, and right turn into Holden Street, across the tram tracks - with appropriate signalling - similar to that installed effectively at Blythe Street.