



Notes:
 This plan is concept and intended for communication purposes only.
 Quantities of trees and parking spaces have been estimated to facilitate a comparison between existing and proposed layouts, they do not represent precise as built figures.
 The final layout including tree quantities and parking numbers is subject to adjustment at detail design stage to accommodate design requirements and latent site conditions.

Timed parking will remain consistent with existing timed parking restrictions, subject to future community survey on timed parking preferences.
 Direction of vehicle travel is to remain 2 way unless 1 way travel is indicated.
 Transport issues which are beyond the scope of this plan will be addressed under the Georgetown Precinct Transport Plan.

- Key**
- A Proposed 40km/h zone gateway with textured/coloured asphalt
 - B Proposed traffic calming threshold with landscaping
 - C Proposed relocated eastbound bus stop
 - D Proposed continuous footpath treatment, vehicle exit from Parkview St southbound only, two way maintained for cyclists
 - E Existing pedestrian crossing upgraded with cycle crossing
 - F Proposed closure of the intersection of Asher St and Georgetown Rd, with a 10km/h shared zone at the intersection of Asher St and Moate St (west)
 - G Proposed new public plaza
 - H Existing pedestrian crossing upgraded
 - I Proposed pedestrian refuge and road narrowing
 - J Proposed continuous footpath treatment
 - K Existing traffic calming threshold removed
 - L Proposed pedestrian refuge with road narrowing
 - M Proposed one way southbound for vehicles on Asher St, with two way travel maintained for cyclists
 - N Parkview St to remain 2 way with future infrastructure to support safe cycle access. Refer to note D
 - O Proposed one way southbound for vehicles on Turner St, commencing at 3 Turner St. Two way travel maintained for cyclists
 - P Proposed location of fully accessible electric vehicle charging station (subject to investigation)
 - Q Proposed widening of footpath in front of shops, including rectification of steep crossfall grades between 58 and 66 Georgetown Rd
 - R Turning circle to accommodate delivery vehicles
 - S Proposed kerb extension with signposted 40km/h zone entry

Existing and Proposed Comparison Table

	Existing layout	Proposed layout	Net change
Trees	1	39	+ 38
Prioritised pedestrian road crossings	2	6	+ 4
Parking next to existing businesses (at frontage & on same side of road)	37	32	- 5
Total parking spaces, within project boundary	59	43	- 16

- Legend**
- Project boundary
 - Existing businesses
 - Existing development site
 - Existing kerb line
 - Existing or proposed driveway
 - Existing R4 cycle route
 - Existing tree
 - Proposed tree
 - Proposed landscaping
 - Existing pedestrian crossing (upgraded)
 - Proposed raised trafficable area with 10km/h speed limit
 - Proposed 40km/h speed limit
 - Proposed kerb ramp
 - Proposed/existing bus zone and bus stop
 - Proposed loading zone
 - Proposed mail zone and post box
 - Proposed disabled parking
 - Proposed accessible electric vehicle charging station
 - Proposed motorcycle parking
 - Proposed parking space
 - Proposed direction of vehicle travel
 - Proposed upgraded footpath
 - Proposed shared pedestrian and cyclist area
 - Proposed turning bay

