



Figure 1: Existing cycle path marking on northern footpath of Cook Street



Figure 2: Shared path sign installed on existing



Figure 3: Large and high-use driveways on Cook Street



Figure 4: Cyclists observed using the footpath



Figure 5: 'Heavy Vehicle Route' sign indicate high volume of heavy commercial vehicles



Figure 6: Shared path sign installed at the traffic median island



Figure 7: Skid marking indication of heavy commercial vehicle tracking encroach onto the berm area



Figure 8: View of Roundabout (Photo taken from Shakespeare Street northern approach)



Figure 9: Clear visibility from the western side of the proposed raised courtesy crossing



Figure 10: Clear visibility from the eastern side of the proposed raised courtesy crossing



Figure 11: Blocked catchpit



Figure 12: Access aligning with the eastern side of the proposed raised courtesy crossing



Figure 13: Deteriorating footpath and pavement condition



Figure 14: View of Roundabout (Photo taken from Cook Street)



Figure 15: Clear visibility from the southern side of the existing crossing on Cook Street



Figure 16: Clear visibility from the western side of the existing crossing on Shakespeare Street southern approach



Figure 17: Tour coach observed using the roundabout



Figure 18: Areas of circulation lane not being used by vehicles



Figure 19: Truck and trailers observed using the roundabout