



**Option 1 - Right turn bans in the morning and afternoon peak from Holden St into Brunswick St North**



Median island will prevent right turns in and out of Brunswick St North.



No Entry from Holden St into laneway recommended

Raised priority crossings for pedestrians and cyclists

**Option 2 - Median island on Holden St at Brunswick St North preventing right turns in and out**







Bollards or similar treatment to close Rae St to vehicular traffic either side of crossing point

Bollards or similar treatment to close Rae St to vehicular traffic either side of crossing point

Raised priority crossings for pedestrians and cyclists

**Option 5 - Combined full closure of Rae St and Brunswick St North at the Capital City Trail**

## Summary of pros and cons of alternative options to close Rae St and Brunswick St North at the Capital City Trail

OPTION	DESCRIPTION	PROS	CONS
Option 1	Right turn bans in the morning and afternoon peak from Holden St into Brunswick St North	<ul style="list-style-type: none"> <li>Reduces peak hour traffic volumes on Rae St (north of Holden St) and Brunswick St North (south of Holden St)</li> <li>Maintains accessibility between the local areas north and south of Holden St</li> </ul>	<ul style="list-style-type: none"> <li>Increases peak hour traffic volumes on Dean St, Barkly St</li> <li>Increases right turn movement from Dean St to Holden St</li> <li>High likelihood of non-compliance by motorists if not regularly enforced by Police</li> </ul>
Option 2	Median island on Holden St at Brunswick St North preventing right turns in and out	<ul style="list-style-type: none"> <li>Reduces traffic volumes on Rae St (north of Holden St) and Brunswick St North (south of Holden St)</li> <li>Maintains accessibility from the local area north of Holden St to the local area south of Holden St</li> </ul>	<ul style="list-style-type: none"> <li>Increases traffic volumes on Dean St, Barkly St and Park St</li> <li>Increases right turn volumes on Dean St</li> </ul>
Option 3	Median island on Holden St at Brunswick St North and Dean St preventing right turns in and out	<ul style="list-style-type: none"> <li>Reduces peak hour traffic volumes on Rae St (north of Holden St), Brunswick St North (south of Holden St) and Dean St (north of Holden St)</li> <li>Removes all shortcut routes between the local areas north and south of Holden St</li> </ul>	<ul style="list-style-type: none"> <li>Increases traffic volumes on Barkly St</li> <li>Changed local access to schools, child care centres and residential properties north of Holden St</li> <li>No vehicle accessibility between the local areas north and south of Holden St</li> </ul>
Option 4	Rae St closure at Capital City Trail and Brunswick St North northbound closure at Park St	<ul style="list-style-type: none"> <li>Simplifies intersections on Capital City Trail</li> <li>Removes the shortcut route from the local area south of Holden St to the local area north of Holden St</li> </ul>	<ul style="list-style-type: none"> <li>Increases traffic volumes on Park St</li> <li>Increases right turn movement from Park St to Nicholson St</li> <li>No vehicle accessibility from the local area south of Holden St to the local area north of Holden St</li> </ul>
Option 5	Combined full closure of Rae St and Brunswick St North at the Capital City Trail	<ul style="list-style-type: none"> <li>Removes the shortcut route from the local area south of Holden St to the local area north of Holden St</li> <li>Removes conflict between motorists and pedestrians/cyclists at Capital City Trail crossings</li> </ul>	<ul style="list-style-type: none"> <li>Increases traffic volumes on Park St</li> <li>May increase traffic volumes on east-west streets such as Holden St and Scotchmer St in the short term</li> <li>No vehicle accessibility from the local area south of Holden St to the local area north of Holden St</li> </ul>