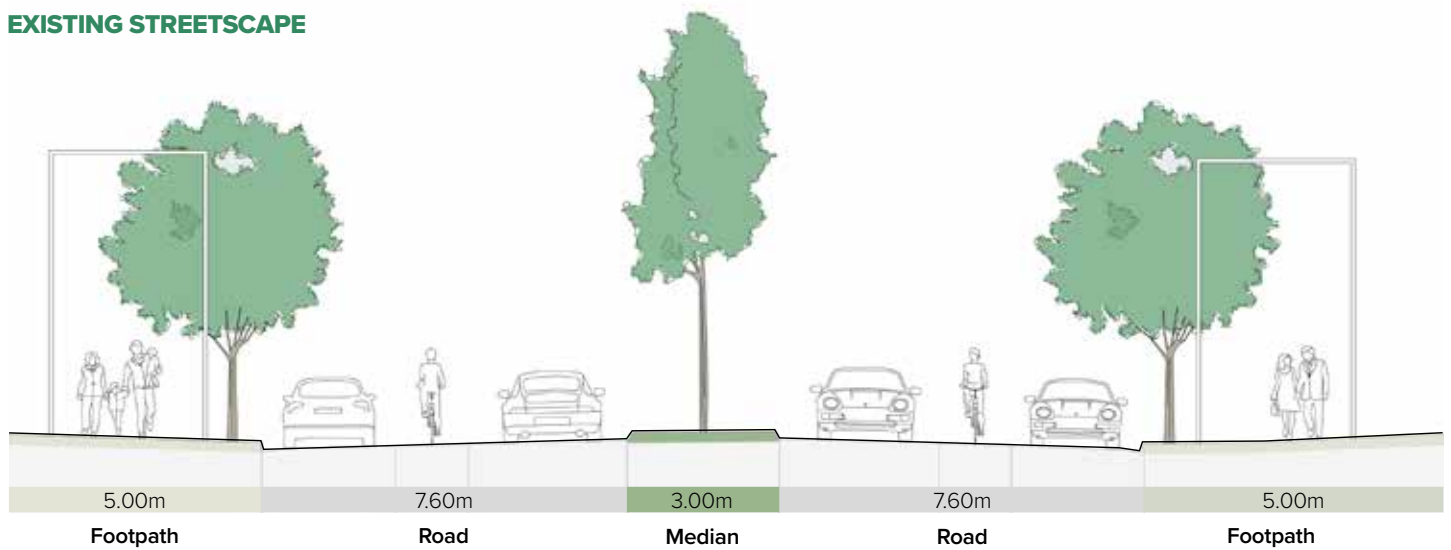


How the street would change

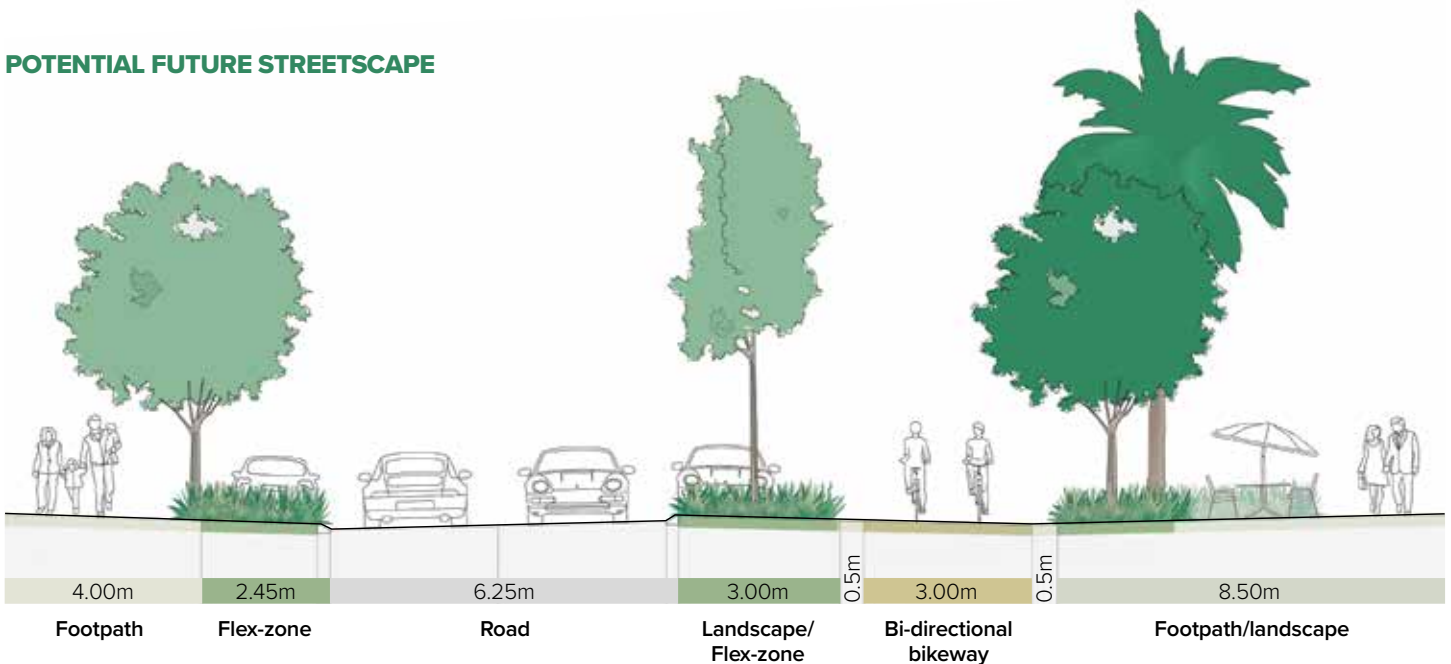
EXISTING STREETScape



Existing issues:

- Riders travel on narrow bike lanes squeezed between parked vehicles and traffic lanes.
- More than 50% of space on Grey Street is dedicated to vehicles, yet vehicle trips make up only one quarter of all trips at South Bank.
- Flexibility for outdoor dining, street furniture and universal accessibility on the footpath is constrained by pergola structure.

POTENTIAL FUTURE STREETScape



Proposed improvements:

- ✓ Bi-directional bikeway separated from traffic, supporting riders of all ages and all abilities.
- ✓ Public realm increases by 100%, expanding South Bank's people-focussed experience on the street.
- ✓ Flex-zone accommodates parking, loading, green landscaping and more footpath space, with flexibility for use as public realm during off-peak times and events.
- ✓ Pergola removed, reducing street clutter and improving accessibility and inclusiveness of the street.

How the street would change

EXISTING

Ernest Street roundabout



Existing issues:

- The roundabout encourages higher traffic speeds and can be difficult to navigate when walking or riding.
- Older and younger people, people with varying abilities and cyclists have trouble crossing or using the roundabout.
- Footpaths around the roundabout lack shade and amenity.
- Traffic makes the street a noisy place to be.

POTENTIAL FUTURE

Ernest Street people-priority intersection



Proposed improvements:

- ✓ Replaces the roundabout with a raised, pedestrian-priority intersection, making walking safer and easier.
- ✓ Increases footpath space by 50%.
- ✓ Incorporates opportunities for more green landscaping, pop-up retail and space for seating, improving the appeal of the street.
- ✓ Converts Ernest Street and Little Stanley Street into a one-way street loop, releasing space for a plaza area on Ernest Street and connecting visitors from Grey Street to South Bank's iconic lagoon and beach.

EXISTING

Grey Street on-street cycle lanes



Existing issues:

- Narrow, unprotected bike lanes located between kerbside parking and traffic lane.
- Riders are vulnerable to being hit by car doors opening or vehicles manoeuvring into on-street parking.
- In some places, there is no cycle lane or the cycle lane narrows to 1.2m wide due to a lack of space in the carriageway.
- Informal mid-block crossing points do not have kerb ramps making it challenging for people with varying abilities.

POTENTIAL FUTURE

Grey Street bi-directional bikeway and zebra crossing



Proposed improvements:

- ✓ Bi-directional bikeway, with a landscaped median separating riders from traffic.
- ✓ A safer, stress-free experience for riders of all ages and abilities.
- ✓ A more walkable, rideable, welcoming street.
- ✓ Six raised zebra crossings give priority to pedestrians, making it safer and easier to cross mid-block.
- ✓ On-street parking is embedded in flex-zones, with flexibility to use the space as additional public realm during off-peak times.