

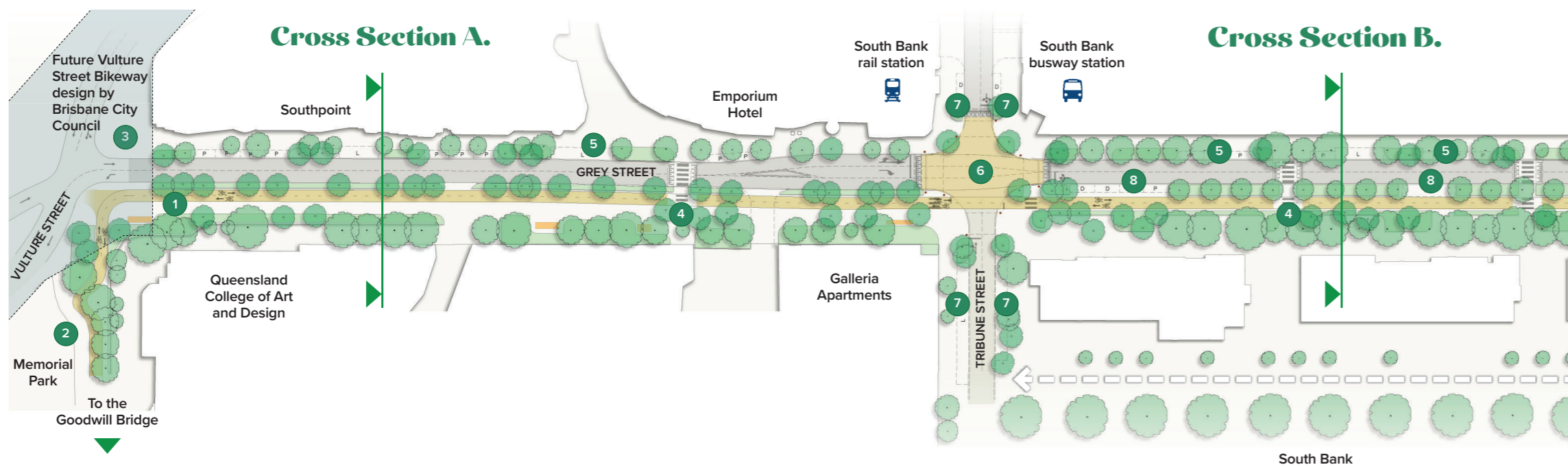
# Final Preliminary Design

## Design elements

The following design elements have been informed by feedback from stakeholders and the community:

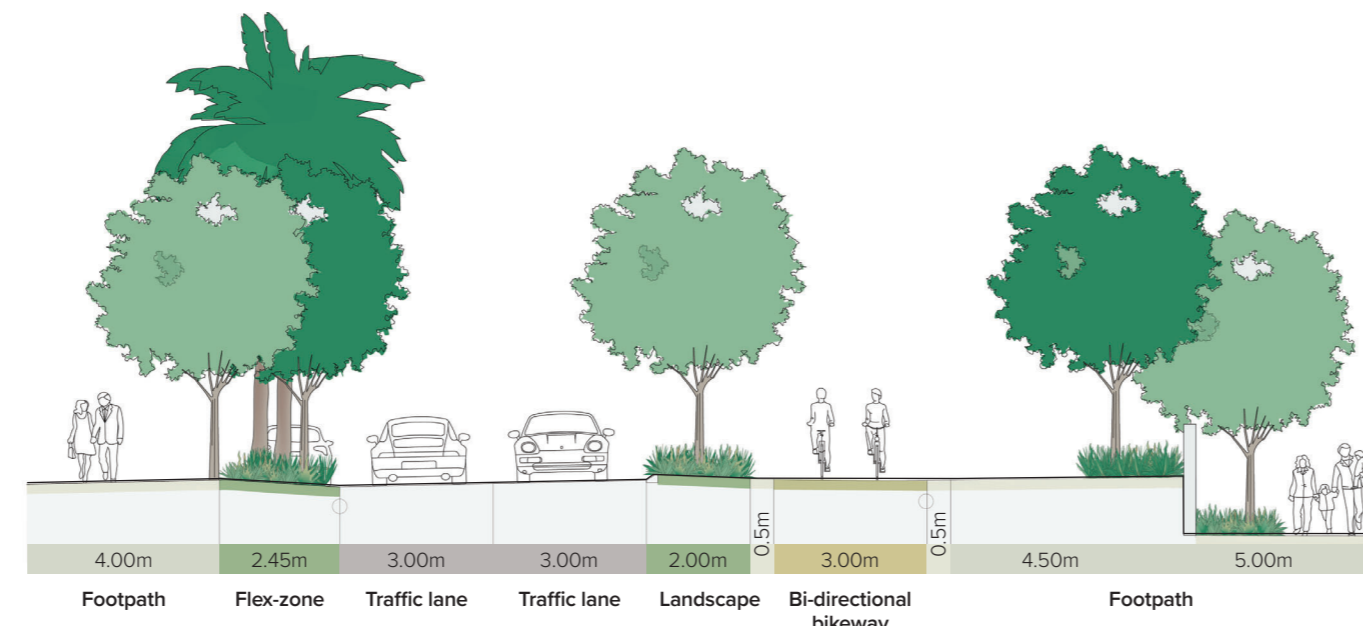
- 1 Separated, 3-metre-wide bi-directional bikeway
- 2 Separated bike and pedestrian access to the Goodwill Bridge
- 3 Removal of slip lane to improve pedestrian safety, subject to the future Vulture Street Bikeway design by Brisbane City Council
- 4 Direct and improved access to South Bank Parklands via raised zebra crossings
- 5 Flex-zones providing agile kerbside space for parking, loading, wider footpaths and green landscaping
- 6 Easier and safer signalised crossing at Tribune Street intersection
- 7 New loading zones on Tribune Street
- 8 Convenient loading zones for retail and residential premises
- 9 Pedestrian priority give-way intersection replacing the Ernest Street roundabout
- 10 Shared 'cycle street' transitioning to the Ernest Street shared zone at South Bank TAFE
- 11 Bus stop for the free South Brisbane bus loop service
- 12 Realignment of Glenelg Street for improved pedestrian and visitor safety
- 13 Easier and safer signalised crossing at Glenelg Street
- 14 New coach and passenger loading zones
- 15 New commercial loading zone
- 16 Bi-directional bikeway merges into upstream bike lanes through scramble crossing

## Grey Street South



### LEGEND

- Bi-directional bikeway
- New green landscaping
- Tree
- New pop-up retail pods
- Two-way road
- Raised zebra crossing
- Raised intersection
- Flex-zones for parking, loading, landscaping and public realm
- Traffic signals



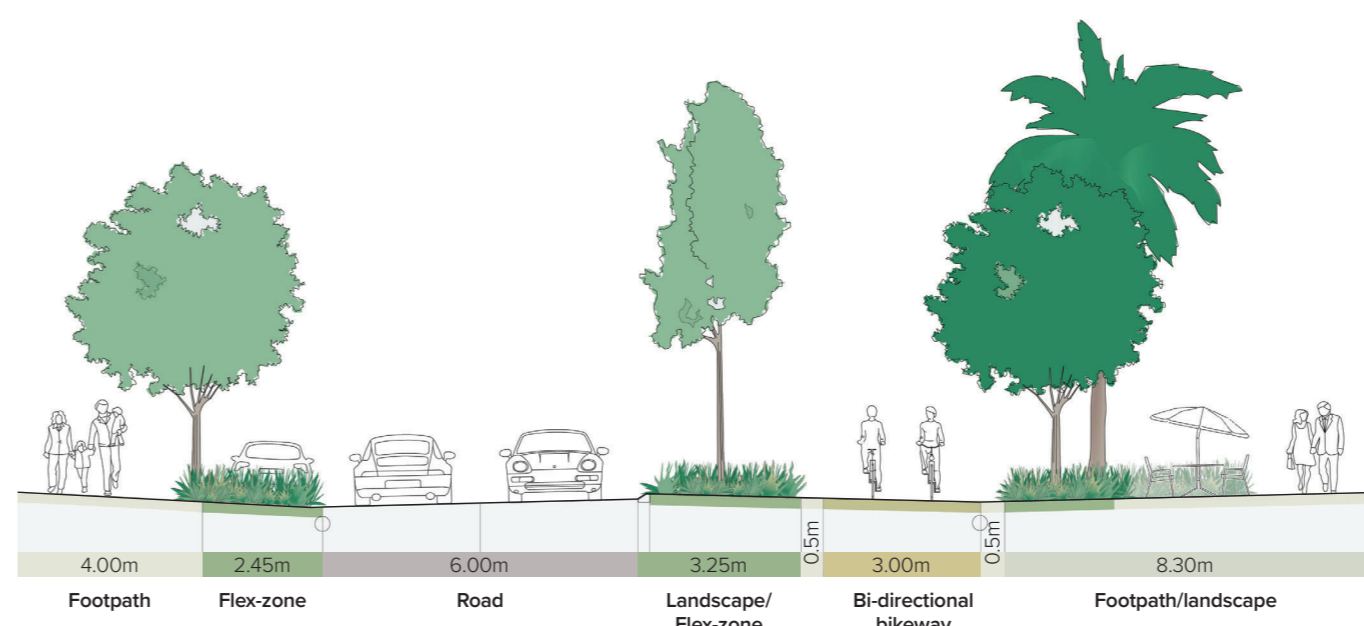
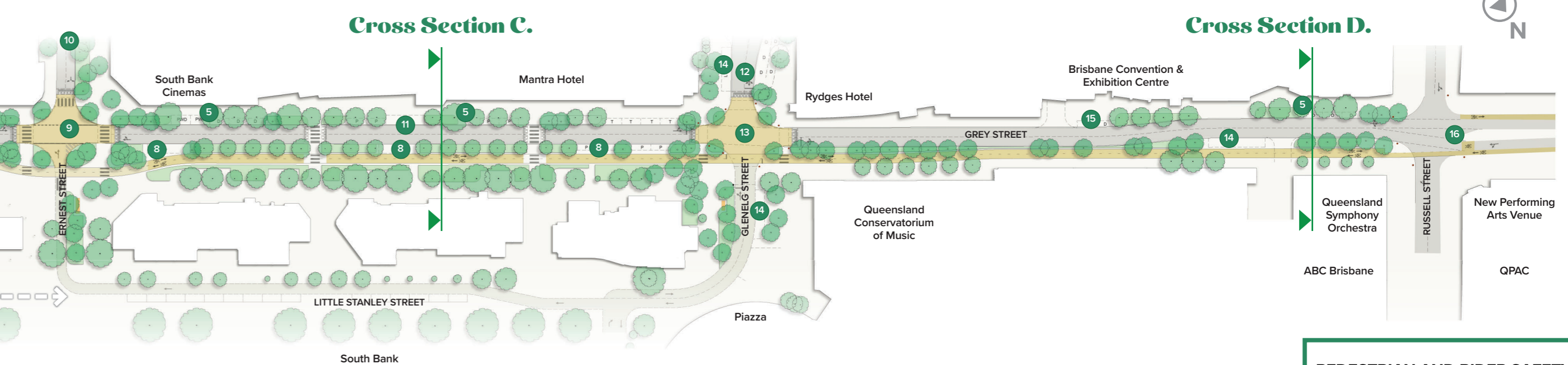
### Cross Section A.

Between Vulture and Tribune Streets, the design releases the equivalent of three netball courts of new public realm including green space and space for people. The public realm on the eastern side of the street more than doubles in width, accommodating the footpath and bikeway.

#### KEY FEATURES INCLUDE:

- The western footpath is preserved and widened to provide additional landscaping in various locations. In two locations the footpath is narrowed slightly to accommodate loading for trucks, and parking for people with varying abilities.
- Loading and parking are located in flex-zones on Grey and Tribune Streets with flexibility for use as public realm during off-peak times or events.
- To accommodate two-way traffic and protect on-street parking and loading at Southpoint, the median and median trees in this section will be removed. Each tree removed will be replaced with more than two new trees planted. Overall, the design results in one-third more trees, and more than double the amount of green space on the street.

## Grey Street North

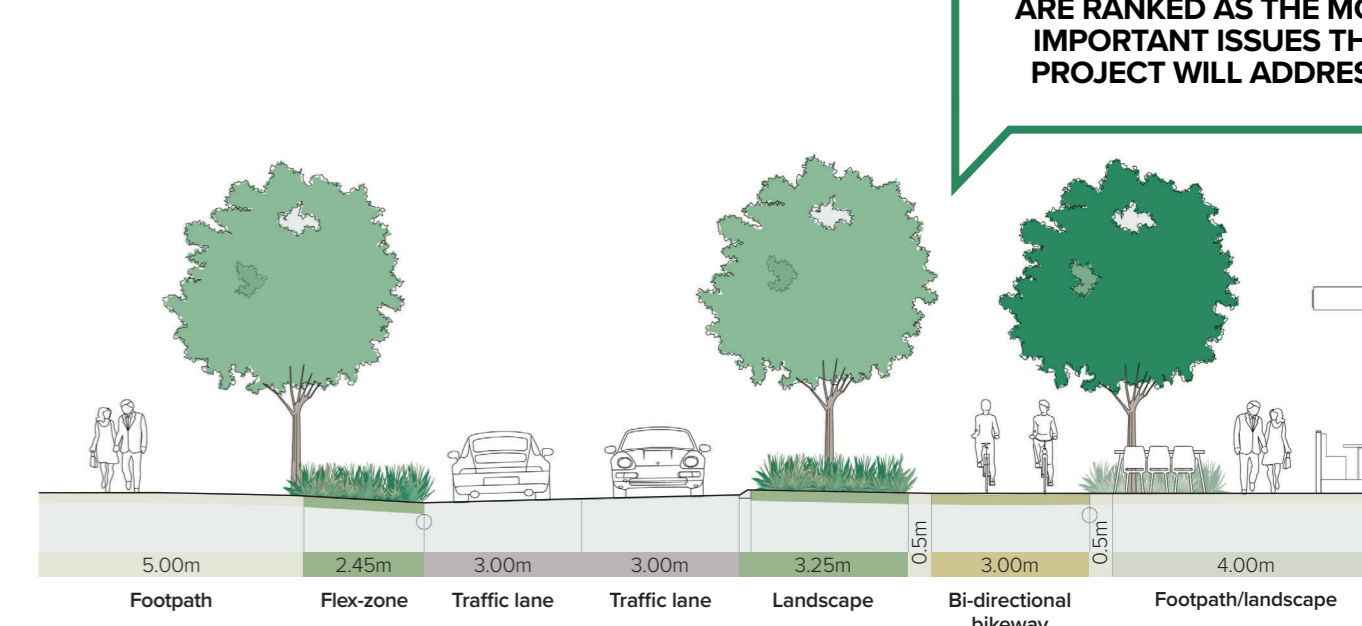


### Cross Section B & C.

Between Tribune and Glenelg Streets, the design releases the equivalent of 10 netball courts of new public realm.

#### KEY FEATURES INCLUDE:

- The public realm on the eastern side of the street expands from an existing 5m wide footpath to a future 15m wide linear green corridor accommodating the footpath and bikeway.
- In this section, the design incorporates almost double the number of street trees.
- Flex-zones accommodate parking, loading, wider footpaths and landscaping.
- The median is preserved except where two commercial loading zones are located to provide door-to-door loading.
- The pergola is removed, providing more open space for walking and opportunities for outdoor dining.



### Cross Section D.

In this narrowest part of the street between Glenelg and Russell Street, the design protects footpaths while establishing a protected and separated bikeway where riders currently are required to share the road with vehicles.

#### KEY FEATURES INCLUDE:

- The design includes two traffic lanes and a bi-directional bikeway separated by a landscape buffer to protect riders.
- Existing loading is preserved. In addition, three new loading zones for passengers, commercial vehicles and coaches are incorporated on Grey and Glenelg Streets in this street section.
- The median in this section, including median trees, will be removed. A greater number of trees will be replanted, along with new green landscaping areas.
- At the narrowest part of Grey Street, a minimum footpath width of 3 metres is maintained.

PEDESTRIAN AND RIDER SAFETY ARE RANKED AS THE MOST IMPORTANT ISSUES THIS PROJECT WILL ADDRESS.

DID YOU KNOW THAT ONLY 1% OF TRIPS ON GREY STREET ARE BY BICYCLE BUT 24% OF REPORTED CRASHES INVOLVE CYCLISTS?

