

# Grey Street

## Bikeway & Streetscape Design



Artist impression of an indicative outcome, not final design.

## Have your say on the draft preliminary design

South Bank Corporation is inviting feedback from the community on the draft preliminary design for the Grey Street Bikeway and Streetscape Project.

Our vision for Grey Street is to create Australia's coolest and most vibrant subtropical street. Your feedback will help shape the final preliminary design and make Grey Street more walkable, rideable, and an even more successful and memorable destination for all.

The preliminary design builds on the 'Destination Grey Street' vision outlined in the Future South Bank Master Plan. The Grey Street Bikeway and Streetscape Design is being delivered by South Bank Corporation in partnership with the Department of Transport and Main Roads.

### Key project elements

**A safe all-ages, all-abilities bikeway, separated from traffic.**

**A people-friendly street, 50% more footpath space.**

**Slower traffic speeds.**

**Safer and universally accessible, with seamless at-grade crossings.**

**More green space.**

**Flex-zones optimise space for loading and parking.**



## Community feedback

The draft preliminary design for the Grey Street Bikeway and Streetscape Project has been informed by community input.

We received feedback during consultation on the Future South Bank Master Plan, as well as further discussions with street stakeholders, local businesses, residents and user groups to understand local access needs.

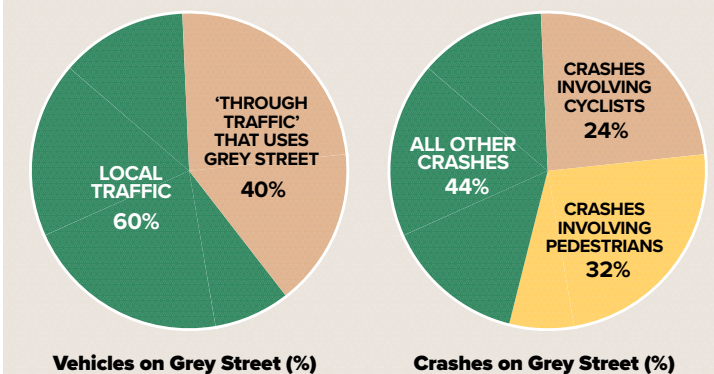
### WHAT WE HEARD

- Safety for people walking and riding is the top priority.
- Riders do not feel safe on the narrow bike lanes of the street. There is strong support for cycle facilities that are separated from traffic to ensure safe and welcoming conditions for all riders.
- Accessible footpaths and safe pedestrian crossings are the most important functions of the street for businesses, customers, visitors and residents.
- Reducing on-street carparking and minimising through traffic are acceptable changes to achieve the project vision.
- The street has too much traffic, making it noisy and less appealing for outdoor dining.
- The design should safeguard vehicular access requirements which are necessary for the operations of local destinations.

Did you know that only 1% of trips on Grey Street are by bicycle, but 24% of reported crashes involve cyclists?



### GREY STREET STATISTICS



Source: Department of Transport and Main Roads (TMR) Crash Analytics, reported crashes on Grey Street, 2010 to 2020.

## Key design benefits

The draft design aims to transform Grey Street into a people-oriented, safe, cool, and green destination.

### SAFER FOR PEOPLE

A bi-directional bikeway, separated from traffic, provides a safe, stress-free cycling experience for riders of all ages and abilities. The design replaces the Ernest Street roundabout with a pedestrian priority crossing. Six raised zebra crossings and slowing the traffic speed to 30kph will make it easier and safer for people to cross the street.

### MORE SPACE FOR PEOPLE

The design unlocks the equivalent of a football field of new public space on the street. This will provide flexibility to accommodate large crowds after an event, game or show and opportunities for pop-up food stalls, more outdoor dining, markets, leisure and play.

### AMBIENT STREET ATMOSPHERE

The design aims to reduce traffic and create a more peaceful and quieter street. Encouraging faster through traffic to use neighbouring arterial routes will lift the street's ambience, amenity and destination appeal.

### GREENER AND COOLER

The design transforms Grey Street into a shady, cool, linear urban park with 30% more trees and 120% more green space. This will reduce ambient temperatures, making Grey Street more comfortable and cool and a place to celebrate our distinctive climate.

**120%**  
INCREASE IN GREEN SPACE



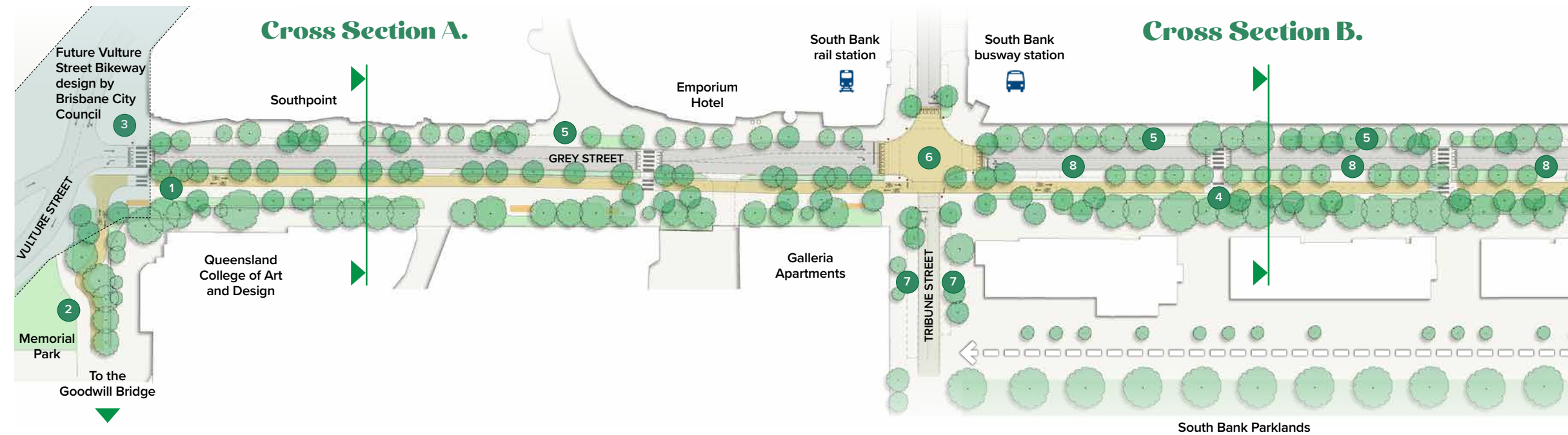
# Draft Preliminary Design

## Draft design ideas

The following design ideas were informed by feedback from stakeholders and the community:

- 1 Separated, bi-directional bikeway.
- 2 Separated bike and pedestrian access to the Goodwill Bridge.
- 3 Raised zebra crossing and 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 through 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 loading zone and possible coach drop-off zone.
- 15 Bi-directional bikeway merges into upstream bike lanes.

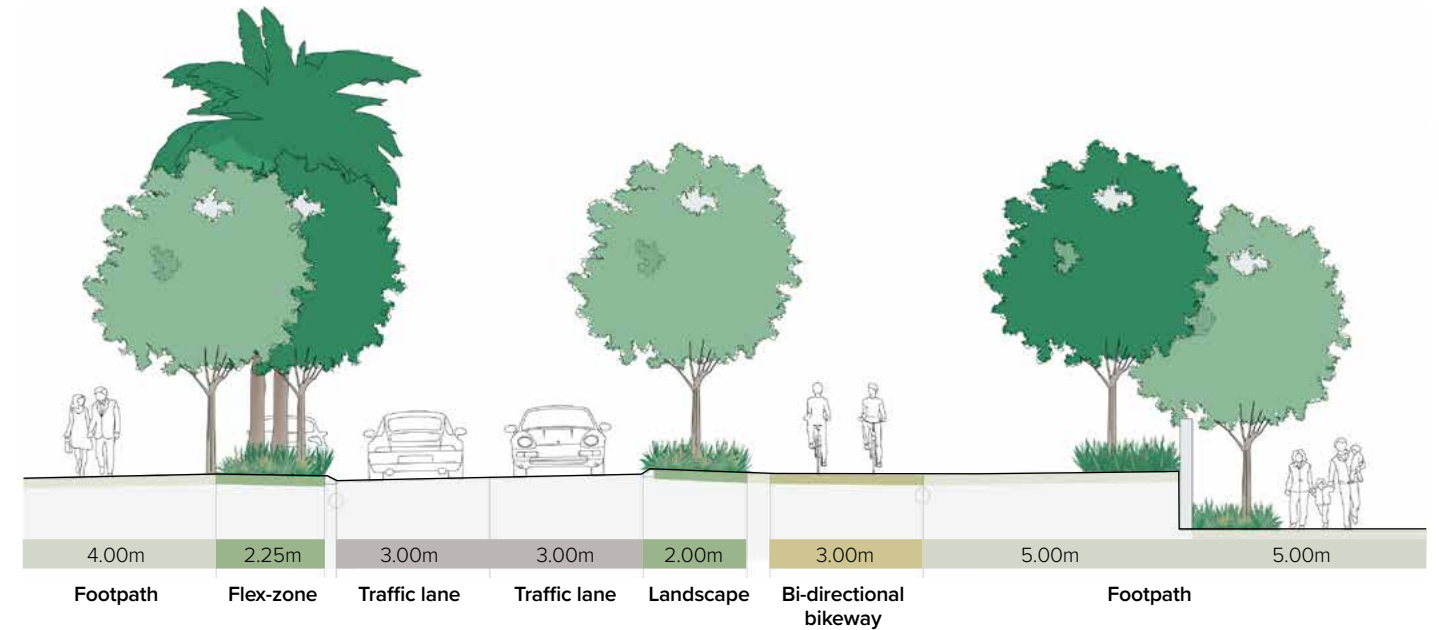
## Grey Street South



### 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

THE DRAFT DESIGN PROVIDES  
**100%**  
MORE SPACE FOR WALKING AND RIDING



### Cross Section A.

Between Vulture and Tribune Streets, the draft 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.

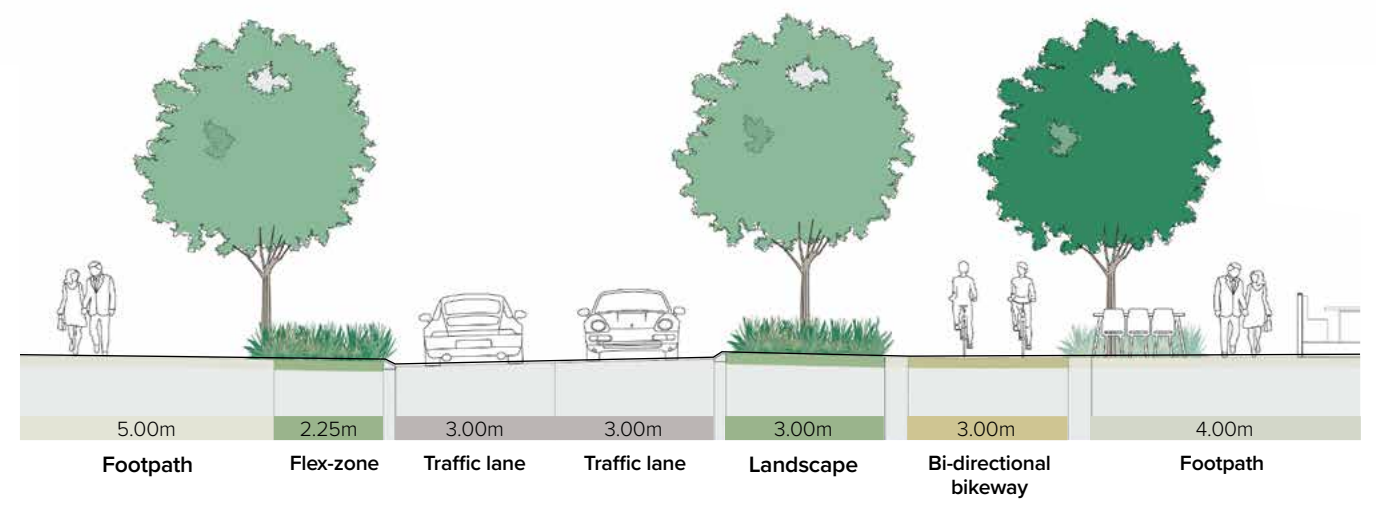
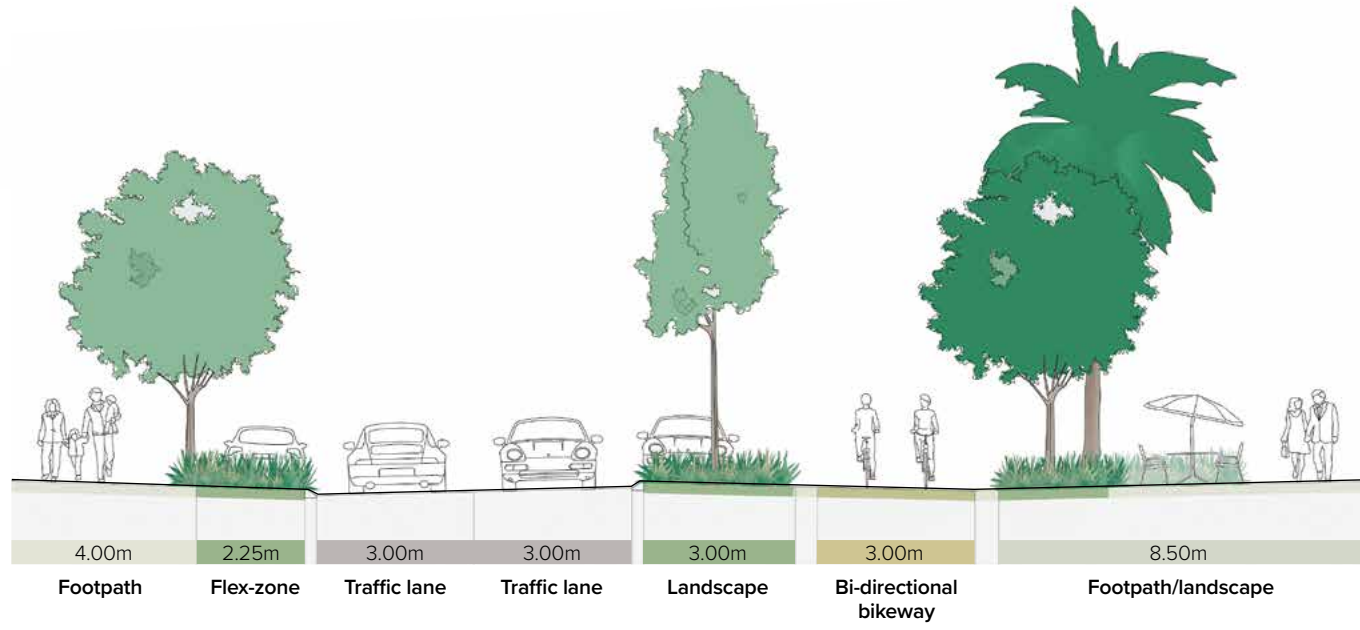
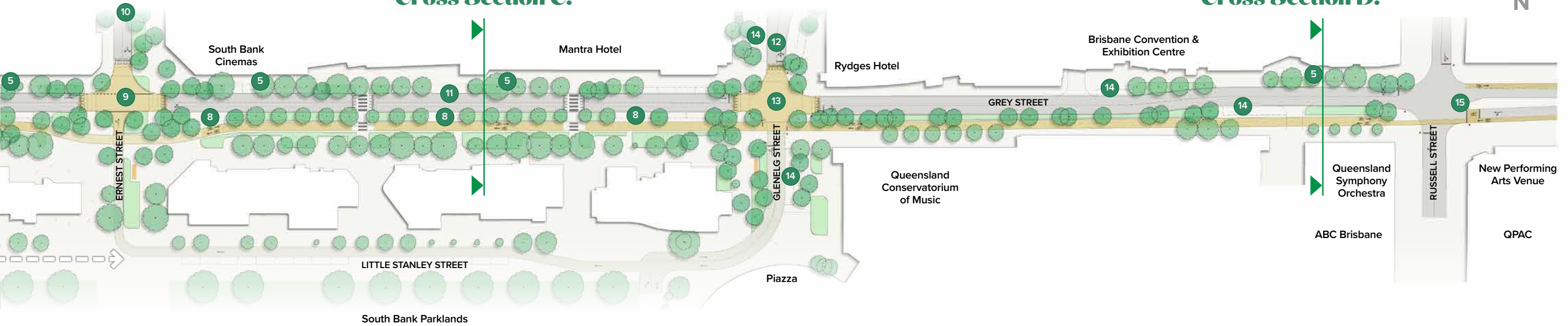
### KEY FEATURES INCLUDE:

- 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, coaches, 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 C.

## Cross Section D.



## Cross Section B & C.

Between Tribune and Glenelg Streets, the draft 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.

## Cross Section D.

In this narrowest part of the street between Glenelg and Russell Street, the draft 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 including median trees in this section will be removed, with a greater number replanted, along with new green landscaping areas.

## Connected cycle network

Grey Street is a missing link in South Brisbane's walking and cycle network. The draft preliminary design links Grey Street to the existing and emerging inner-city cycle network, providing seamless walking, riding and scooting connections to the Gabba, West End and the CBD. It also creates an alternative bike route to the Promenade along the river, maintaining the Promenade as a slow-moving enjoyable experience for pedestrians and riders.

### LEGEND

- Grey Street Bikeway and Streetscape design scope
- Existing / committed separated bikeways
- Existing / committed unseparated bikeways
- - - Proposed future separated bikeways



## Draft concept illustrations

### EXISTING

Ernest Street roundabout



### POTENTIAL FUTURE

Ernest Street people-priority intersection



### EXISTING

Grey Street on-street cycle lanes



### POTENTIAL FUTURE

Grey Street bi-directional bikeway and zebra crossing



## Have your say

We invite you to share your thoughts on the draft preliminary design.

### HELP US SHAPE THE DESIGN

We are looking to the community for feedback on this draft preliminary design. We want to know your thoughts on what you like or what changes are needed.

### POP-UP EVENTS

Come along to one of our community pop-up events to talk to the team and share your feedback.

Go to [southbankcorporation.com.au/greystreetbikewaydesign](https://southbankcorporation.com.au/greystreetbikewaydesign) for pop up event times and locations.

### NEXT STEPS

The scope of this project is preliminary design only.

Progressing to detailed design and delivery is subject to future consideration by South Bank Corporation and the Queensland Government.

### TIMELINE



#### FUTURE SOUTH BANK MASTER PLAN

PHASE 1 CONSULTATION  
NOVEMBER 2019 TO MARCH 2020



#### FUTURE SOUTH BANK MASTER PLAN

PHASE 2 CONSULTATION  
NOVEMBER 2022 TO FEBRUARY 2023



#### GREY STREET BIKEWAY & STREETSCAPE

ENGAGEMENT WITH LOCAL STREET STAKEHOLDERS  
JUNE 2023 TO AUGUST 2023



#### GREY STREET BIKEWAY & STREETSCAPE

COMMUNITY ENGAGEMENT



#### GREY STREET BIKEWAY & STREETSCAPE

PUBLIC RELEASE OF FINAL PRELIMINARY DESIGN  
MID TO LATE 2024






#### DETAILED DESIGN AND DELIVERY

SUBJECT TO FUTURE CONSIDERATION



your south bank  
*your say*

To share your feedback:

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Queensland 4101



### ACKNOWLEDGEMENT TO COUNTRY

South Bank Corporation pays our respect to the Aboriginal and Torres Strait Islander ancestors of this land, their spirits and their legacy. The foundations laid by these ancestors—our First Nations peoples—give strength, inspiration and courage to current and future generations towards creating a better Queensland.