

McCORMICK RANKIN CAGNEY

The Future of Vulture Street

West End to East Brisbane
Discussion Paper

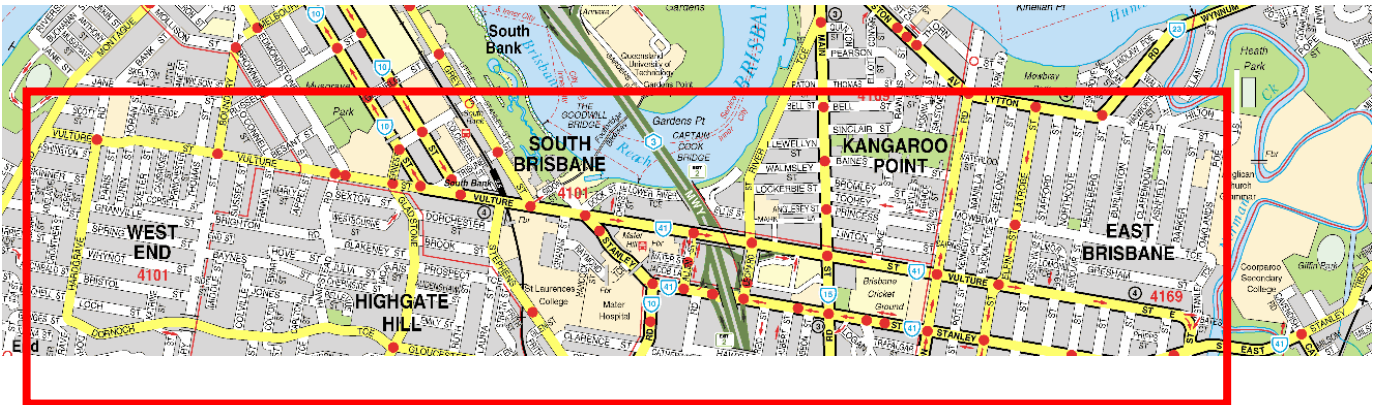


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1. Introduction

Vulture Street extends approximately 5 km in an east-west direction from West End to East Brisbane.

Residential development exists at its eastern and western ends while significant educational, cultural, sporting and medical precincts are located along its centre. Industrial development exists at its western end though in the longer term the heavy industrial uses are to be replaced with residential development. Council has recently drafted a structure plan for the area at the northern end of Montague Road. Higher density development has been incorporated into the structure plan.

Locally Vulture Street provides a two-way link connecting West End, South Bank and East Brisbane. Ironically the heaviest traffic demand is through the educational, cultural, sporting and medical precincts. The recently approved Hale Street Link, which will provide a direction connection from the Inner City Bypass through to Vulture Street, will increase traffic flow along the section of Vulture Street that cuts through these precincts.

The form and function of Vulture Street currently fall short of creating an urban environment which supports the density of planned development. Most of the street carries high volumes of traffic. There is a lack of continuity of identity along the length of the street. Many footpaths and pedestrian facilities are sub-standard and there are limited on-street cycle facilities. Further the traffic lanes are narrow in many areas and there is limited shade for pedestrians.

The range of planned developments along Vulture Street, including the State Government's proposed (now abandoned as a result of not winning the bid to host the 2011 World Athletic Championships) of an urban village opposite the Brisbane Cricket Ground, coupled with the increasing demand of non-local traffic, is placing increased pressure on the street. Despite these changes the physical form of Vulture Street has changed little and recent transport studies provide few recommendations to improve the existing conditions.

Within this context the City South Business Liaison Group (the Group) representing the South Bank Business Association, the Woollongabba Business Association and the West End Traders Association has formed as a collective to peruse a common objective – **to better plan the future of Vulture Street.**

The Group commissioned McCormick Rankin Cagney to review prior studies, consult with each association, assess the existing functional and operational attributes of the street and identified a range of initiatives which would assist create an improved urban environment. The list of initiatives was not required to be exhaustive but rather form the basis for further discussions with the Brisbane City Council.

2. A Vision for Vulture Street

In preparing this Discussion Paper meetings were held with representatives from each of the three associations.

The City South Business Liaison Group vision for Vulture Street is to:

.....create a street which, while retaining its functional role with the Brisbane street network, has a distinctive and continuous identity long its entire length that creates a comfortable and secure environment supportive of the high level of street activation possible with the variety of precincts along the street.

Accordingly, key urban design outcomes for Vulture Street include:

- Strong connectivity between precincts;
- Continuity of distinctive identity;
- High quality streetscape; and
- Secure and comfortable environment.

Unfortunately in many sections the current design and operational performance of Vulture Street falls well short of achieving this vision. Planning and project initiatives should therefore be focused on achieving this vision.

Field observations indicated that sections of Vulture Street are operating well beyond capacity, particularly during the weekday morning and evening road peak periods. The listed above do not include the reduction of congestion. Measures to address congestion range from provision of the supply of additional road capacity through to the implementation of demand management measures. While the State Government has already invested significant funding into mass rapid transit through areas which Vulture Street traverses, this investment alone will not be sufficient to reduce the current levels of congestion along Vulture Street. Allowing congestion to increase or, or at least maintaining the current level of congestion against the background of increased urban development, may be an outcome that is acceptable to both the Group and the Brisbane City Council. Further discussion is required with the Brisbane City Council to gain consensus on the outcomes for Vulture Street to guide the prioritisation and implementation of planning and project initiatives

3. Planning Context

The following is a summary of the key issues identified from a review of the primary planning parameters influencing the current operational performance of Vulture Street. As evident from the review the planned changes to land use and the road network will place increased pressure on the ability of Vulture Street to provide for the movements of vehicles, pedestrians and cyclists.

3.1 Land Use, Employment and Population

The land uses along Vulture Street vary significantly. Residential development exists at its eastern and western ends while significant educational, cultural, sporting and medical precincts are located along its centre. Industrial development exists at its western end though in the longer term the heavy industrial uses are planned to be replaced with residential development. Refer Figure 1, Appendix A.

In February 2007 the State government announced its proposal to develop a residential complex adjacent the 'Gabba sports stadium if Queensland won the bid to host the 2011 World Athletic Championships. While the State was not successful in its games bid, the proposal is still an option that could be taken up, particularly given the site is located adjacent the existing Woolloongabba busway station and hence its development would be consistent with the State government's regional planning initiative to encourage high density development around mass rapid transit facilities. The type of development proposed (ie residential village), like many other residential developments along Vulture Street, would promote an increased the level of human interaction with the nearby recreational, cultural and sporting precincts. Non- vehicle transportation, or use of public transport, are attractive modes for the distance to travel between the precincts.

In 2001 the population of the suburbs surrounding Vulture Street was approximately 19,600. This figure is expected to increase by 10,000 by 2016 and close to approximately 20,000 by 2026. The expected increase in population in the suburbs along and adjacent Vulture Street is a reflection of the increasing level of interaction that is, and will continue to, occur between the various precincts.

In terms of employment, in 2004 approximately 35,600 people were employed in the area. While this figure is expected to decrease to approximately 28,000 by 2016 with the relocation of heavy industry, the level of employment is expected to increase back up to approximately 30,000 by 2021. Most of this increase is expected to be in the service sector.

3.2 Transport and Traffic

The functionality of Vulture Street varies along its length. At the western end the street is classified as a 'District Access' under Council's Road Hierarchy Plan. As a 'District Access' the street provides a transitional function between the movement of people and goods and the provision of local access. The desirable volume of traffic on a "District Access" is below 15,000 vehicles / day.

From Ernest Street through to its eastern end at Stanley Street East, Vulture Street is classified as an 'Arterial Route' under Council's Road Hierarchy Plan. East of Dock Street, the arterial function of Vulture Street is shared between both Vulture Street and Stanley Street as the streets operate as a one-way couplet. The role of an 'Arterial Route' is to provide connection for high volumes of

people and goods between major activity centres. The desirable volume of traffic is dependant on the number of traffic lanes provided and hence the level of service that can be attained. Field observations during the weekday morning and evening road peak periods confirmed that the section of Vulture Street and Stanley Street within the Woolloongabba area is already carrying high volumes of traffic well above the capacity of the roads.

The Council recently approved construction of the Hale Street Link, a bridge which will connect the Inner City Bypass to Merivale Street and Cordelia Street. The Impact Assessment Study (IAS) suggests that by 2021 the bridge would increase traffic through the South Brisbane area by approximately 11,200 vehicles per day with approximately 40% of the traffic using Vulture Street (east of Ernest Street), approximately 40% using Gladstone Road and approximately 20% filtering through the South Brisbane street network.

Further, following the construction of the Hale Street Link, the IAS states that intersections of Vulture Street/ Ernest St/ Gladstone Road and Vulture Street/ Dock Street/ Stanley Street are expected to continue to operate with a Level of Service ¹ (LOS) 'F'. With or without the Hale Street Link this section of Vulture Street is expected to operate with a LOS of between 'E' (AM peak) and 'F' (PM peak). This is a confirmation that the level of peak period congestion is already excessive along this section of Vulture St and the opening of the bridge will further exacerbate the current operating conditions.

A revision of Queensland Transport crash data for the 5 year period for 2000-2005 indicated a moderate number of crashes with 2 fatalities along Vulture Street west of Ernest Street. Figure 1 below illustrates the location of the crashes and their severity. It is unclear whether a detailed review of the crash data has been undertaken to identify if there are minor improvements that could be implement to reduce the frequency and severity of the crashes.

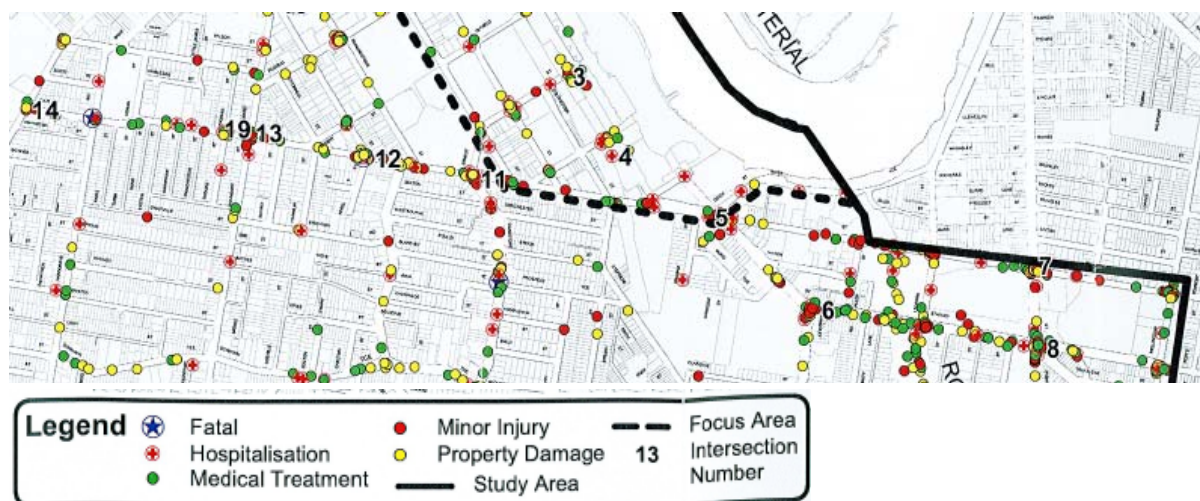


Figure 1: Crashes along Vulture St (2000 – 2005)

[Source: South Brisbane Traffic and Mobility Study]

¹ Level of Service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers in terms of factors such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience and safety. In general, there are six levels of service, designated from A to F, with level of service A representing the best operating condition (ie free flow) and level of service F the worst (ie forced break-down flow).

4. Street Design and Existing Traffic Issues

A review was undertaken of both the existing geometric design of Vulture Street and of the issues identified in the recently completed *South Brisbane Precinct Traffic and Mobility Study (SBPTMS)*.

For the purpose of the review the street was divided into three sections as shown in Figure 2 below:

- Section 1 - Montague Road to Ernest Street
- Section 2 - Ernest Street to Stanley Street
- Section 3 - Stanley Street to Stanley Street East.

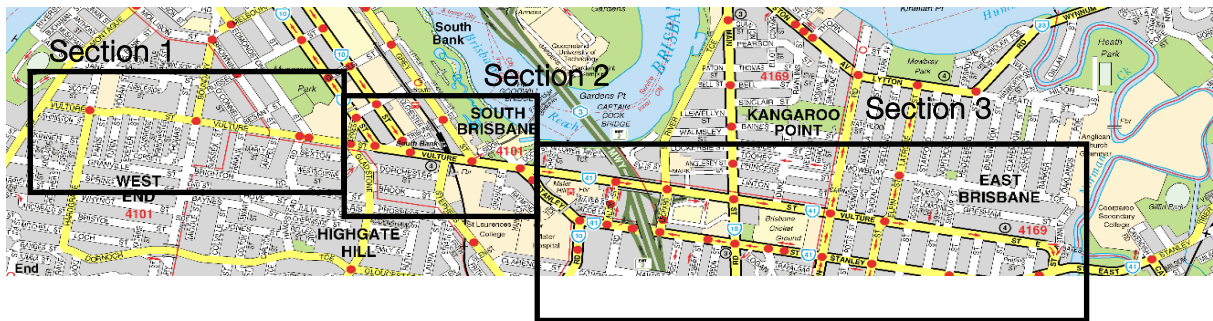


Figure 2: Sections along Vulture Street

Figures 1, 2 and 3, Appendix B list all the issues identified in the recently completed *SBPTMS* relative to Vulture Street. The study area only extended to Wellington Road, so there is no information provided for the section east of Wellington Road.

Figures 4, 5 and 6, Appendix B list the recommendations put forward as part of the *SBPTMS* relative to Vulture Street.

Figure 7, Appendix B illustrates the existing cross section of Vulture Street at various locations.

As evident from Figure 1- 6, there are few recommendations for Vulture Street despite the current operational conditions and the impending increase in traffic volumes. The following is a description of the existing design and traffic issues within each section of the street.

4.1 Section 1: Montague Road to Ernest Street

This section of Vulture Street is classified as a 'District Access' under the Brisbane City Council's Road Hierarchy Plan. The signed posted speed limit is 50km/h.

Over the past decade the Brisbane City Council has implemented many treatments along this section of Vulture Street. As illustrated in Figure 3 below this section of Vulture Street is a two-lane two way road with a kerbside parking and on-street cycle facilities. Trees are located along both sides of the street. Direct property access is permitted. Threshold treatments including landscaped kerb build outs have been installed at numerous side streets off Vulture Street.

The land use surrounding this section of Vulture Street is predominately low to medium residential with retail and commercial development fronting Vulture Street. Refer Figure 1, Appendix A.

There are frequent bus services that use the section of Vulture Street between Montague Road and Boundary Road. Wide pedestrian footpaths are provided along both sides of the street.



Figure 3: Vulture St facing east towards Boundary Road

As illustrated in Figure 4 below, east of Appel Street the cross section of Vulture Street changes from a two-way single lane carriageway to a two-way four lane carriageway, with on-street parking only permitted on the westbound side.



Figure 4: Vulture Street facing east towards Ernest Street

Issues identified in the recent *SBPTMS* included:

- Concern of congestion at the Vulture Street / Boundary Street intersection; and
- Concern that the section of Vulture Street is identified as a tertiary freight route in Council's *Transport Plan for Brisbane 2006-2026*.

One of the recommendations of the *SBPTMS* is to have this western section of Vulture Street re-classified and upgraded to a distributor or “Suburban Route”. This recommendation seems to be part of a package of changes to Council’s existing road hierarchy plan which proposes to create an apex of distributors comprising Vulture Street, Montague Road and Cordelia Street. Included in the package of changes was the widening of Cordelia Street and the reverting the street to two-way operation as part of the Hale Street Link project. Since the preparation of the *SBPTMS* the proposal was not accepted by Council and it is understood the Cordelia Street - Merivale Street couplet will continue to operate when the Hale Street bridge is operational. It is presumed the current classification of this western section of Vulture Street will remain unchanged.

4.2 Ernest Street to Stanley Street

This section of Vulture Street is classified as an ‘Arterial Route’ under the Brisbane City Council’s Road Hierarchy Plan. The signed posted speed limit is 60km/h. The street primarily consists of a four lane two-way road to carriageway with no on-street parking and no on-street cycling facilities.

Residential dwellings predominately front the street with some small retail / commercial developments. Significant cultural, health, recreational and educational development are located adjacent this section of Vulture Street.

This section of Vulture Street is under greatest pressure in terms of limited road capacity and limited or no facilities for pedestrians and cyclists. Ironically this is the section of the street which provides direct linkage to the developments which generate high volumes of pedestrian movement.

As illustrated in Figure 5 below there are four traffic lanes with no provision for on-street parking. The footpaths are sub-standard in many locations despite this section of the street having the highest pedestrian demand due to the presence of the schools, TAFE, and hospital. The footpath is so narrow near the western approach to the intersection of Vulture Street and Grey Street that a fence has been constructed along the kerb line for approximately 500m. There is limited shade along the street and limited development to encourage an activated street.

As stated earlier the construction of the Hale Street Bridge will increase the 2021 forecast traffic volume from 36,600 vehicles per day to 39,800 vehicles per day. This volume is expected to increase to 42,600 vehicles per day by 2026. This volume of traffic means that this section of Vulture Street will operate with a LOS of between E and F. This will mean traffic movement will be slow, delays will be extensive and queues will be long.

Near Cordelia Street there is effectively only one lane in each direction.

Despite functioning as an ‘Arterial Route’ with a permitted speed of 60km/h the available road reserve is no more than 20.5m - the same width as for the section of Vulture Street west of Ernest Street. Refer Figure 7, Appendix B.

Figure 2 Appendix B illustrates the range of issues raised during the SBTMS. Most of the issues related to substandard provision for pedestrian and cycle movements.



Figure 5: Vulture Street facing east towards Grey Street

Despite many concerns raised in SBPTMS few recommendations were put forward to improve the current arrangement other than calling for further investigations to improve the provision for pedestrians. It is quite clear that widening of the street is necessary to improve either traffic congestion and/or the provision for pedestrians and cyclists. Council’s longer term plan for this section of Vulture is not clear. The presence of existing development will make widening, even for additional footpath space, an expensive option unless the land can be acquired through the development application processes.

Discussions should be held with Council to seek clarification of the longer term plan for this section of Vulture Street and to agree on improvements which achieve the outcomes of the stated vision.

4.3 Stanley Street to Stanley Street East

East of Grey Street, Vulture Street becomes a one-way street carrying eastbound traffic. The number of lanes varies from three to four. At the most eastern end Vulture Street reduce to two through lanes due the sharp curve and steep vertical grade down to Stanley Street East.

As shown in Figure 6 below, the section of Vulture Street from Grey Street to Allen Street has three wide lanes with parking permitted on one side. There are no on-street cycle facilities. Figure 7 below illustrates how the number of lanes reduces to two with the merge with the Riverside Expressway off- ramp.



Figure 6: Vulture Street facing east towards Stanley Street



Figure 7: Vulture Street facing east towards at Leopold Street

The connection of Vulture Street and Stanley Street to the Riverside Expressway makes both streets operate effectively as on and off ramps. The road infrastructure in the vicinity of the junction with the expressway has been design for high speed and high volume traffic flow. There is limited ability for pedestrians to continue in a straight path along the streets in the vicinity of the junction with the expressway. Refer Figure 2, Appendix A. This impediment does act against connecting the sporting, educational, medical and cultural precincts with the surrounding residential precincts.

As noted in the SBPTMS, each time an event is held at the Brisbane Cricket Grounds there are major operational issues with traffic management and pedestrian demand exceeding the available footpath widths. The Council has recently implemented works along Vulture Street to address this issue in the front of the stadium.

Stanley Street is a one-way street providing for the westbound traffic from Stanley Street East through to the Riverside Expressway. The number of lanes varies from two to five. Stanley Street is two-way from the Riverside Expressway through to Vulture Street. Stanley Street has a direct connection to the Riverside Expressway.

5. Planning and Project Improvement Initiatives

The following is a range of short to longer term improvement initiatives to support achieving the outcomes supporting the vision for Vulture Street described in Section 2. The list is not exhaustive.

Short term initiatives include:

- Reviewing the crash data to determine if any minor works could be implemented to improve road user safety
- Developing a streetscape design manual for both streets that defines the quality of treatment to be progressively implemented along both Vulture Street and Stanley Street to promote continuity of identity;
- Identify locations for additional street landscaping for improving provision of shade;
- Conducting a pedestrian safety audit of the entire length of both streets;
- Developing a pedestrian network linking the South Bank parklands to the Brisbane Cricket Ground via both streets;
- Assess the implementation of differential speed zones along Vulture Street during periods of increased pedestrian demand using variable speed sign technology;
- Review the opportunities to reduce pedestrian demand where there are sub-standard footpaths by redirecting the dominate pedestrian path;
- Realigning the traffic lane making (at least between Stanley Street and Allen Street) to provide for kerbside parking and on-street cycle facilities;
- Removing the left turn slip lanes at intersections where not required;
- Assessing the impact of signalling the Vulture Street / Stephens Road intersection to provide at-grade pedestrian facilities; and
- Widening the footpath between Merivale Street and Grey Street by removing the short third eastbound traffic lane.

Longer Term Initiatives include:

- Planning for the widening of the footpaths along Vulture Street between Ernest Street and Stanley Street;
- Planning for a pedestrian overpass from the Brisbane Cricket Ground to the Woollongabba busway station;
- Retaining the current functional classification for Vulture Street west of Ernest Street; and
- Implementing improvements to the streetscape in accord with the design manual.

APPENDIX A

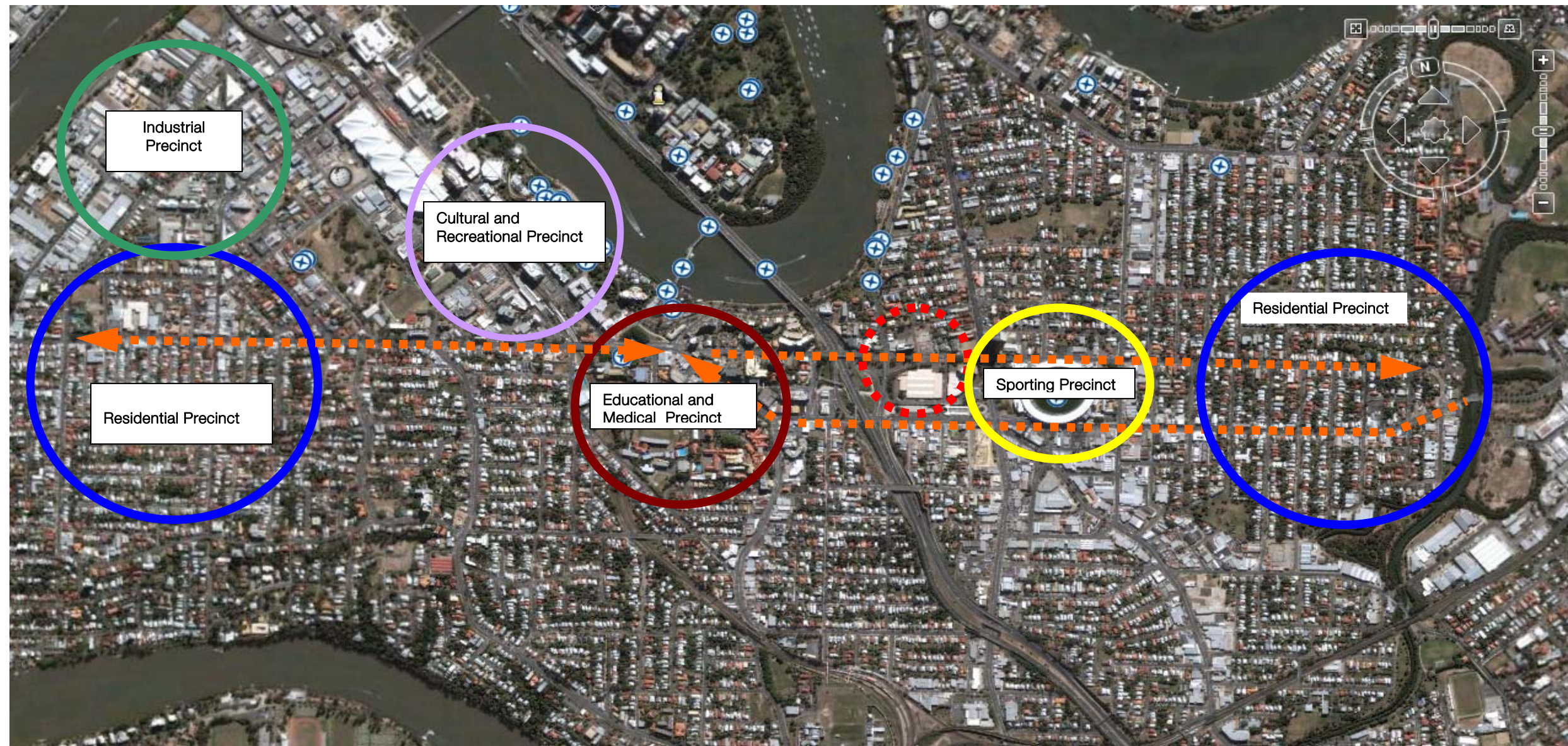
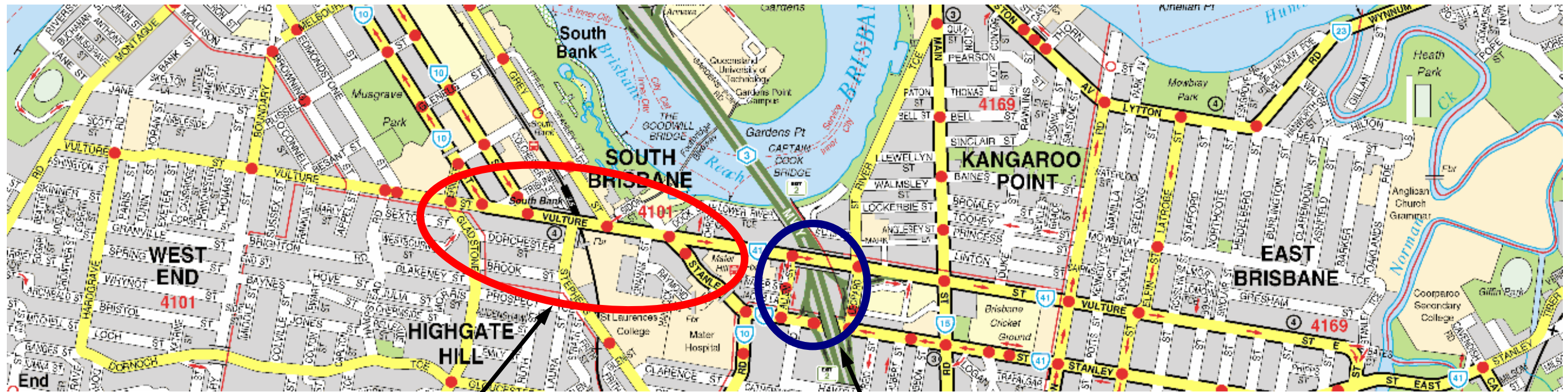
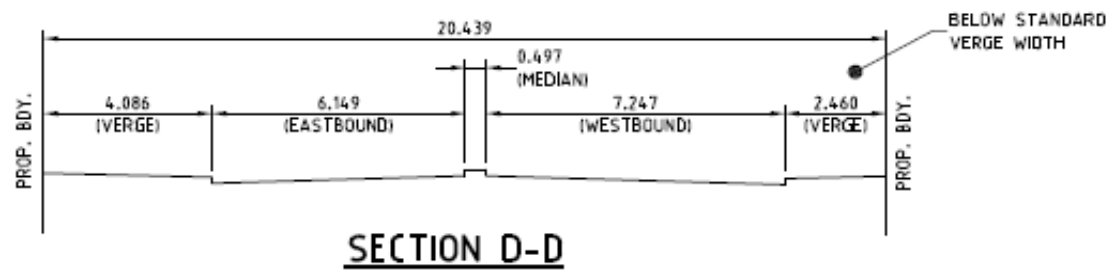


Figure 1 – Existing Land Use Precincts surrounding Vulture Street



This section of Vulture St is expected to operate poorly - LOS of between 'E' (AM peak) and 'F' (PM peak) with or without the Hale Street Link.

Pedestrian movement along this section of Vulture St and Stanley Street difficult due to location of motorway



Cross section of Vulture St near Colchester Street looking west.

Figure 2 – Constrained Section of Vulture Street

APPENDIX B



SAFETY:

- BOUNDARY RD / VULTURE ST INTERSECTION RECORDED A RELATIVELY HIGH NUMBER OF CRASHES. THIS INTERSECTION OPERATES AS A SCRAMBLE CROSSING AND HAS HIGH TRAFFIC AND BUS DEMANDS. THE AREA CONSEQUENTLY HAS HIGH USER CONFLICTS, WHICH MAY BE THE CAUSE OF THE CRASHES. THREE OF THE CRASHES WERE RECORDED WEST OF THE INTERSECTION ON VULTURE ST. THIS SECTION OF VULTURE ST HAS HIGH PEDESTRIAN CROSSING DEMANDS HOWEVER NO CROSSING FACILITIES ARE PROVIDED. A LACK OF CROSSING FACILITIES IN THIS LOCATION MAY BE THE CAUSE OF THESE CRASHES.

PEDESTRIAN FACILITIES - VULTURE ST.

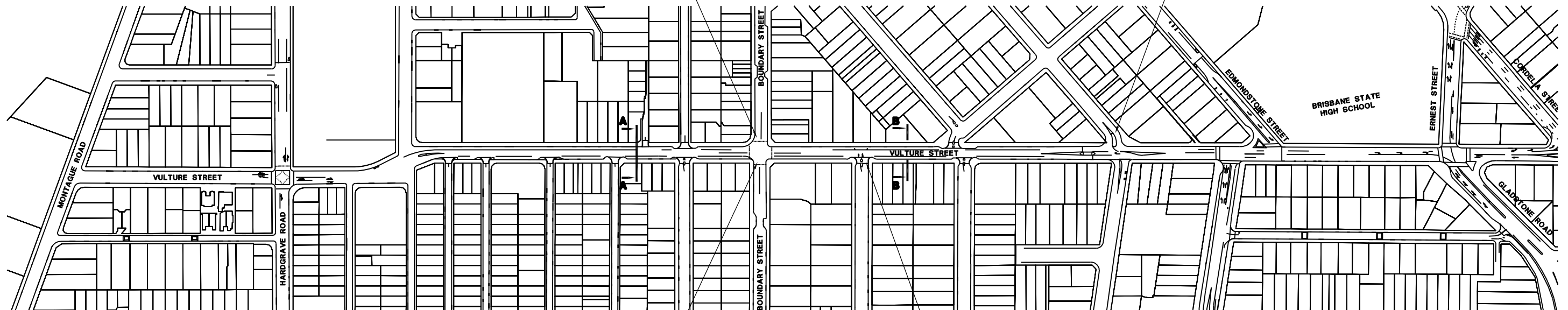
LACK OF PEDESTRIAN CROSSING NEAR BOUNDARY ST INTERSECTION

SAFETY:

CRASH DATA FROM JUNE 2000 TO MAY 2005 REPORTS THAT THERE WERE 5 FATALITIES AT VULTURE ST. THE CRASH AT VULTURE ST WAS DURING THE DAY AND AT THE ZEBRA PEDESTRIAN CROSSING NEAR BROWNING STREET.

TRAFFIC & ROAD NETWORK ISSUES RAISED IN THE STAKEHOLDER CONSULTATION WORKSHOP:

- VULTURE ST FORMS A BARRIER TO SCHOOL ACCESS IN ZONE 5 (EDUCATION PRECINCT)



TRAFFIC & ROAD NETWORK ISSUES RAISED IN THE STAKEHOLDER CONSULTATION WORKSHOP:

- CONGESTION ON VULTURE ST ARE ISSUES DURING THE PEAK HOURS; IN ZONE 1 (SOUTH BANK AREA)

CYCLISTS SAFETY:

- THREE CRASHES OCCURRED IN THE AREA SURROUNDING THE INTERSECTION OF VULTURE ST / BOUNDARY ST. TWO CRASHES WERE A RESULT OF DRIVERS, WHILE EXITING THEIR PARKED VEHICLES, OPENING THEIR DOORS INTO THE PATH OF CYCLISTS. THE CRASHES IN THIS AREA MAY BE A RESULT OF THE DESIGNED BIKE LANE BEING NARROW AND LOCATED ADJACENT TO A HIGH DEMAND PARKING AREA.

TAFFIC ANALYSIS:

- SATURN BASE 2005 AM MODEL SHOWS THAT THERE ARE NO TRAFFIC QUEUES ALONG VULTURE ST.
 - DURING THE EVENING PEAK TRAFFIC VOLUMES ARE GREATEST COMING FROM THE EASTBOUND TRAFFIC ALONG VULTURE ST.

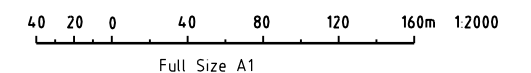
PEDESTRIAN FATALITY OCCURRED NEAR PEDESTRIAN ZEBRA CROSSING NEAR VULTURE / APPEL ST INTERSECTION.

CYCLE ISSUE ALONG VULTURE ST:

- AMENITY AND SAFETY FOR CYCLISTS ALONG VULTURE ST WITHIN THE EDUCATION PRECINCT

FUTURE ISSUES:

- VULTURE ST IDENTIFIED BY BRISBANE TRANSPORT PLAN AS A TERTIARY FREIGHT ROUTE.



Project: THE FUTURE OF VULTURE STREET SECTION 1		
ISSUES FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY		
No.	Date	Amendment

Design	
Drawn	DSF
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Approved	
Date	JAN 2007
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Sheet	1 of 3 Sheets

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Drawing No.
FIGURE 1



VULTURE ST CURRENTLY CREATES A BARRIER FOR PEDESTRIANS:

- WANTING TO CONNECT FROM HIGHGATE HILL AND DUTTON PARK TO THE GOODWILL BRIDGE AND SOUTH BANK. IT ALSO CREATES A SPECIFIC BARRIER FOR STUDENTS CROSSING VULTURE ST TO ACCESS THE SOUTH BANK TRAIN STATION FROM SOMERVILLE HSE AND ST LAURENCES COLLEGE. THIS CURRENTLY OCCURS VIA A PEDESTRIAN UNDERPASS WHICH IS UNDESIRABLE FOR PEDESTRIANS DUE TO SECURITY CONCERNS.

SAFETY:

- A CLUSTER OF PEDESTRIAN CRASHES WAS ALSO RECORDED AROUND SOUTH BANK RAIL STATION OF WHICH ALL WERE A RESULT OF UNSAFE ROAD CROSSINGS (I.E. GREY ST & VULTURE ST). OF THESE FIVE CRASHES, ONLY TWO WERE RECORDED AT CONTROLLED INTERSECTION CROSSING.

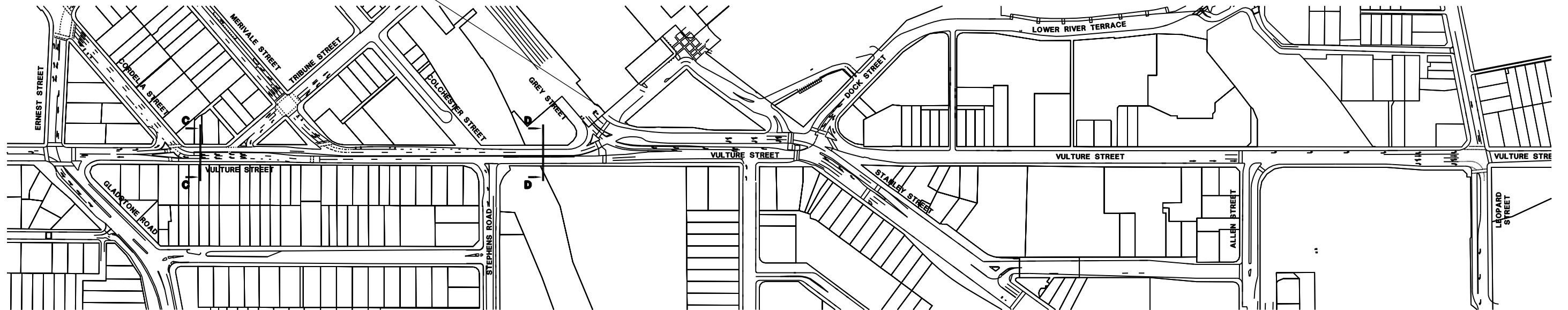
DEMANDS FOR PEDESTRIANS CROSSING VULTURE ST IN VICINITY OF THE SCHOOL IS SIGNIFICANT AND THE EXISTING PEDESTRIANS UNDERPASS IS UNDESIRABLE, ESPECIALLY FOR SCHOOL CHILDREN.

CYCLING:

- VULTURE ST HAS BEEN IDENTIFIED AS ONE OF THE PROPOSED ROUTES TO INCREASE THE PROPORTION OF CYCLING TRIPS. IMPROVE CONNECTIVITY OF MAJOR CYCLE PATHS LIKE GOODWILL BRIDGE TO VULTURE ST.

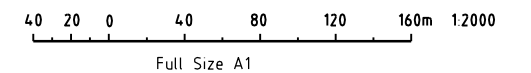
PEDESTRIAN ISSUE:

- VULTURE ST IDENTIFIED TO BE A MAJOR TRAFFIC ROUTE AND CONSEQUENTLY BARRIERS TO PEDESTRIAN MOVEMENT. ACCESS TO THE GOODWILL BRIDGE, SPECIFICALLY CROSSING VULTURE ST AND GRADE DIFFERENCES BETWEEN SOUTH BANK FORESHORE AND THE BRIDGE. IN ADDITION THE BRIDGE ENTRANCE IS A MAJOR PEDESTRIAN AND CYCLE INTERSECTION WITH PEOPLE ACCESSING THE SITE FROM ALL DIRECTIONS.



PUBLIC TRANSPORT CONNECTIVITY ISSUE:

- INDIRECT AND UNDER UTILIZED PEDESTRIAN UNDERPASS TO/FROM SOUTH BANK RAIL STATION AND SOMERVILLE HOUSE AND ST LAURENCES COLLEGE. ENCOURAGING UNSAFE CROSSINGS OF VULTURE ST.



Project: THE FUTURE OF VULTURE STREET SECTION 2		
ISSUES FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY		
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Design	
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Drawing No.
FIGURE 2

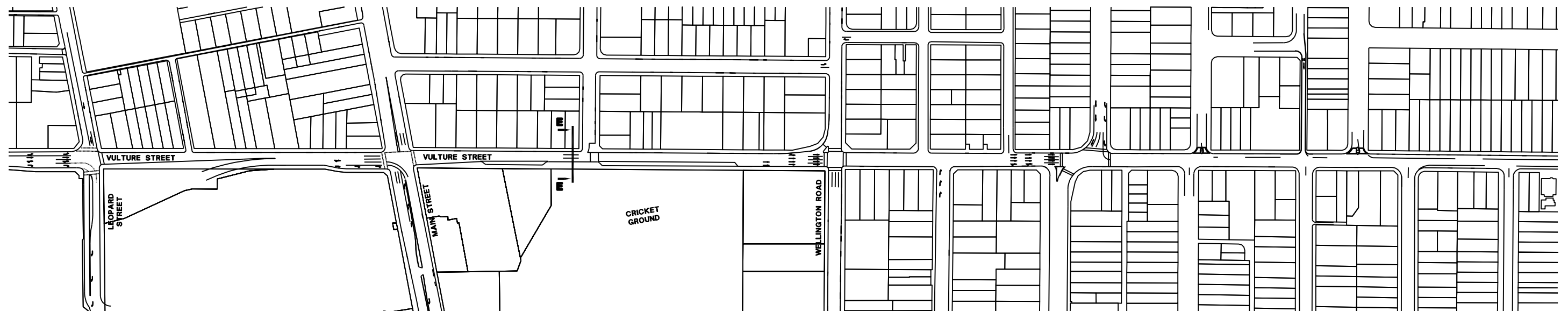


POOR PEDESTRIAN ENVIRONMENT:

- ALONG VULTURE ST AT WOOLLONGABBA PRECINCT.

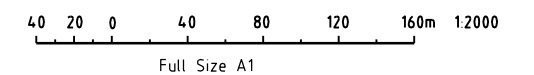
SPECIFIC CYCLE ISSUES:

- ALONG VULTURE ST WITHIN ZONE 7 (WOOLLONGABBA PRECINCT) ARE PRIMARILY RELATED TO HIGH TRAFFIC VOLUME AND SPEEDS. AN ISSUE RAISED BY STAKE HOLDERS WAS THE NEED TO CONSIDER ACCESS TO THE BRISBANE CRICKET GROUND BY ALL MODES, INCLUDING CYCLING.



TRAFFIC & ROAD NETWORK ISSUES RAISED IN THE STAKEHOLDER CONSULTATION WORKSHOP:

- TRAFFIC VOLUMES ALONG VULTURE ST IS SIGNIFICANT AND THE NEED TO CONSIDER ACCESS BY ALL MODES TO THE BCG.



Project: THE FUTURE OF VULTURE STREET SECTION 3		
ISSUES FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY		
No.	Date	Amendment

Design	
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Sheet 3 of 3 Sheets

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Drawing No. **FIGURE 3**

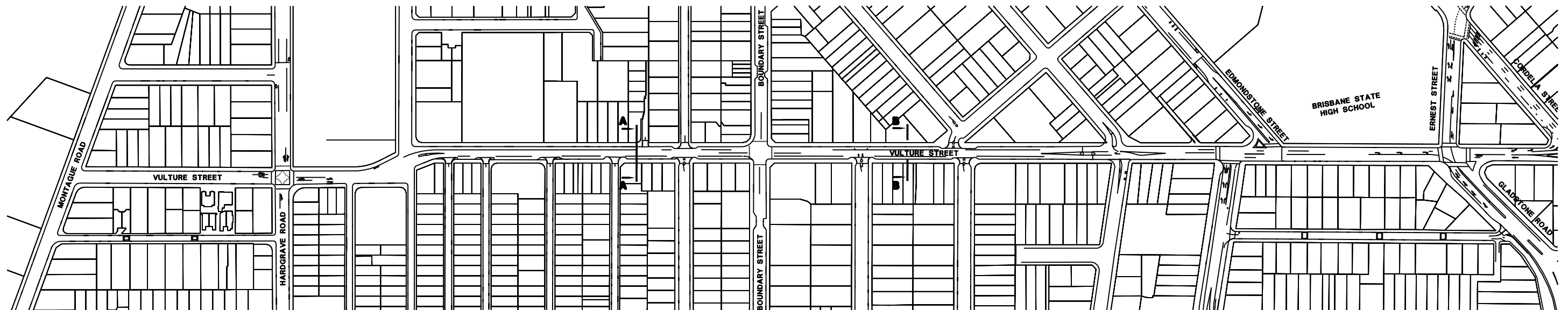


**LOCAL WEST END ACCESS - PROPOSED
RECOMMENDED OPTIONS:**

- TO UTILIZE/UPGRADE VULTURE ST BETWEEN MONTAGUE AND CORDELIA ST AS MAIN ACCESS TO MONTAGUE RD PRECINCT

**EVALUATION AND ASSESSMENT OF OPTIONS:
IMPLEMENT RESIDENT PARKING SCHEME IN
AREAS OF NEW RESIDENTIAL DEVELOPMENT:**

- THE OPTION MIGHT BRING INDUSTRIAL / COMMERCIAL TRAFFIC THROUGH A RESIDENTIAL AREA AND HAVE TO SPEND CONSIDERABLE RESOURCES ON UPGRADING VULTURE ST TO A MAJOR ROAD.

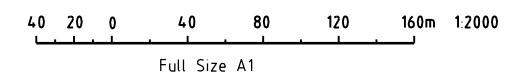


**FROM STAKEHOLDER CONSULTATION
- PARKING INITIATIVES:**

- LOCAL WEST END ACCESS VULTURE ST BETWEEN MONTAGUE RD AND CORDELIA ST SHOULD BE UTILIZED AS THE MAIN ACCESS TO MONTAGUE ROAD PRECINCT.

**FROM STAKEHOLDER CONSULTATION
- PARKING INITIATIVES:**

- LOCAL WEST END ACCESS - VULTURE ST AND DORNOCH TERRACE ARE CURRENTLY HEAVILY USED ROADS INTO THE AREA LEADING INTO A RESIDENTIAL AREA. TO CREATE THESE AREAS AS THE MAIN ACCESS ROUTES WILL ONLY INCREASE NOISE AND AIR POLLUTION. NEED TO MAINTAIN THE CHARACTER OF THE AREA AND ELIMINATE ANY COMMUNITY SEPARATION. THE SOLUTION WOULD BE LOOK AT WAY TO IMPROVE THE CURRENT ENVIRONMENT RATHER THAN CARVING THROUGH A PREDOMINATELY RESIDENTIAL COMMUNITY



Project: THE FUTURE OF VULTURE STREET SECTION 1		
RECOMMENDATIONS FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY		
No.	Date	Amendment

Design	
Drawn	DSF
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Date	JAN 2007
Datum	
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Sheet 1 of 3 Sheets	

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Drawing No. **FIGURE 4**



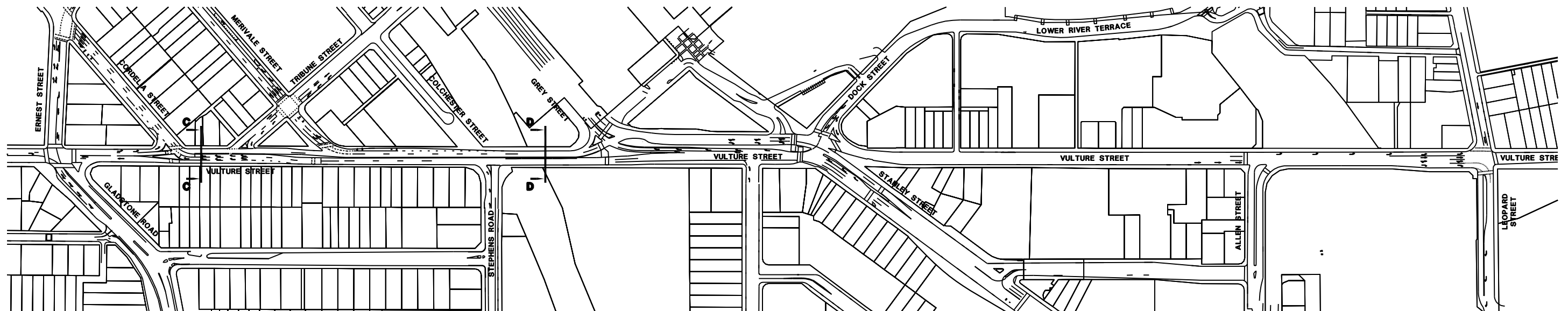
**WEST END TO GOODWILL BRIDGE/OUT -
PROVIDE CYCLE FACILITIES ON VULTURE ST
ACCESS TO SOUTH BANK RAIL STATION AND
BUSWAY STATION.**

- PROPOSED TO HAVE PEDESTRIAN SIGNALS ON VULTURE ST TO AVOID NEED FOR PEDESTRIANS TO USE UNDERPASS.
- OPPORTUNITIES TO IMPROVE PEDESTRIAN / CYCLE UNDERPASS OF VULTURE ST AS WELL AS UPGRADES TO EXISTING THROUGH POTENTIAL TOD SITE REDEVELOPMENT.

PROPOSED TO CHANGE THE ROAD HIERARCHY OF VULTURE ST FROM "DISTRICT ROUTE" INTO A "SUBURBAN ROUTE" WITH THE HALE ST BRIDGE.

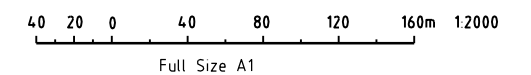
**NEED FOR ACCESS TO WEST END /
DUTTON PARK AREA:**

- INITIATIVE CHOSEN IS TO PROVIDE PEDESTRIAN/CYCLE FACILITIES ON VULTURE ST. HOWEVER, IT NEEDS TO BE INVESTIGATED FURTHER DUE TO SPACE CONSTRAINTS.



**FROM STAKEHOLDER CONSULTATION
- PEDESTRIAN AND CYCLE INITIATIVES
- WEST END TO GOODWILL BRIDGE/OUT:**

- IMPROVEMENTS TO VULTURE ST SUCH AS INDENT PARKING, LESSENING OF GENERAL TRAFFIC LANE WIDTH WITH PROVISION FOR ON-ROAD CYCLE AND REDUCED SCHOOL SPEED ZONES BETWEEN THE SCHOOL CAMPUSES WOULD BE PREFERRED.
- IMPROVEMENTS ALONG VULTURE ST FOR PEDESTRIAN AND CYCLISTS ARE ALSO WARRANTED ALONG WITH UPGRADING OF THE ENTRANCE TO THE GOODWILL BRIDGE.



Project: THE FUTURE OF VULTURE STREET SECTION 2			
RECOMMENDATIONS FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY	No.	Date	Amendment

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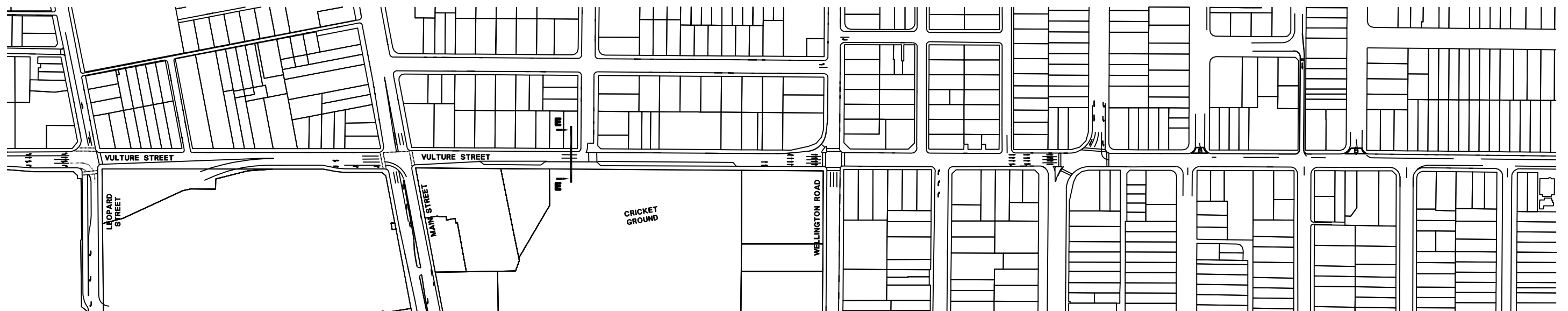
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Drawing No.
FIGURE 5



**EVALUATION AND ASSESSMENT OF OPTIONS:
INCREASED PARKING AT/NEAR PRINCESS
ALEXANDRA HOSPITAL:**

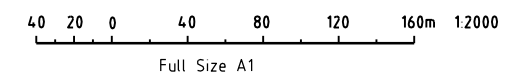
- VULTURE ST - INDENT PARKING, LESSEN GENERAL TRAFFIC LANE WIDTH AND PROVIDE BIKE LANES. (FOR SAFETY, 40KMS ON VULTURE BETWEEN BSHS AND WESS)



FROM STAKEHOLDER CONSULTATION

- PARKING INITIATIVES:

- GABBA EVENT DAYS - NEED FOR IMPROVED BUS STORAGE AS PART OF THE OVERALL TRAFFIC MANAGEMENT PLAN FOR THE GABBA ON EVENT DAYS. THE WALK FOR SPECTATORS TO THESE SPORTING VENUES- E.G VULTURE ST FOR THE GABBA AND WJB FOR SUNCORP STADIUM IS A HOSTIL ENVIRONMENT. NEED TO CONSIDER IMPROVEMENTS FOR PEDESTRIANS. MANY PATRONS WALK TO THE GABBA AND SUNCORP STADIUM FROM THE SOUTH BANK PARKLANDS CAR PARKS WHICH SHOULD BE ENCOURAGES TO MINIMISE CONGESTION AT THE SITES AND MAKE IT SAFER FOR PEDESTRIANS.



Project: THE FUTURE OF VULTURE STREET SECTION 3		
RECOMMENDATIONS FOR VULTURE STREET SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY		
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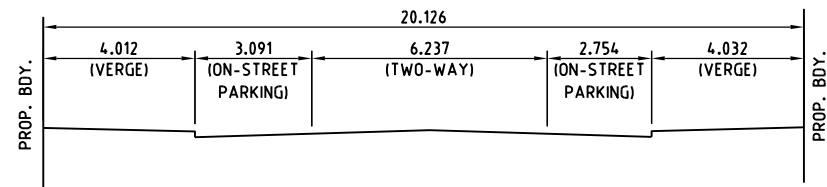
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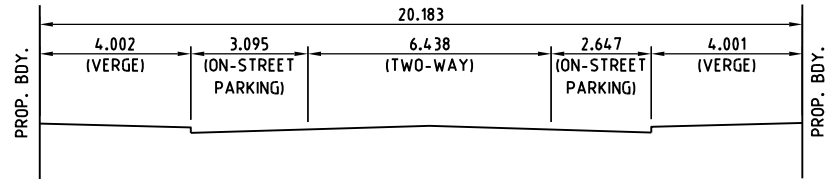
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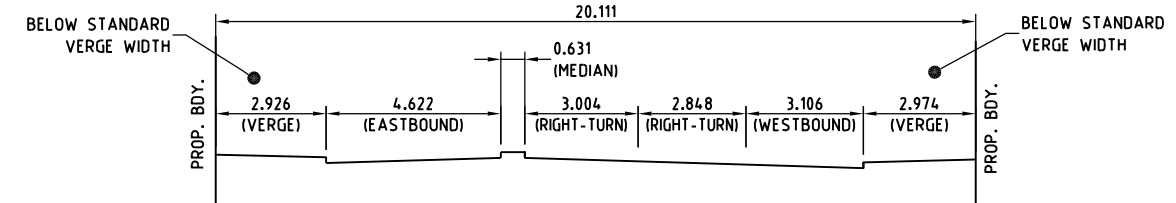
Drawing No.
FIGURE 6



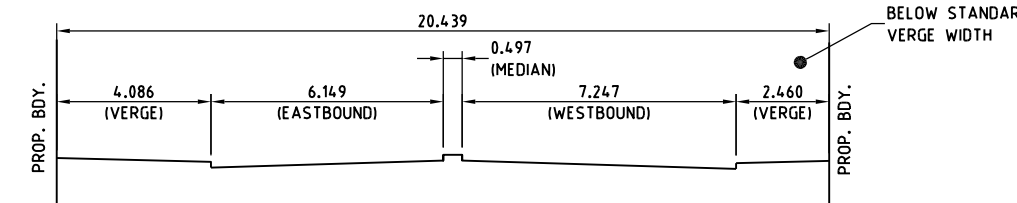
SECTION A-A



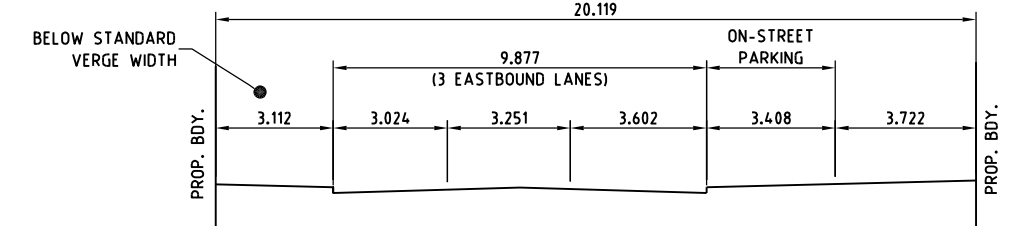
SECTION B-B



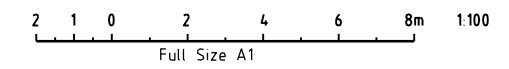
SECTION C-C



SECTION D-D



SECTION E-E



Project: **THE FUTURE OF VULTURE STREET SECTION 1**

VULTURE STREET CROSS SECTIONS SOUTH BRISBANE PRECINCT TRAFFIC AND MOBILITY STUDY

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Drawing No. **FIGURE 7**