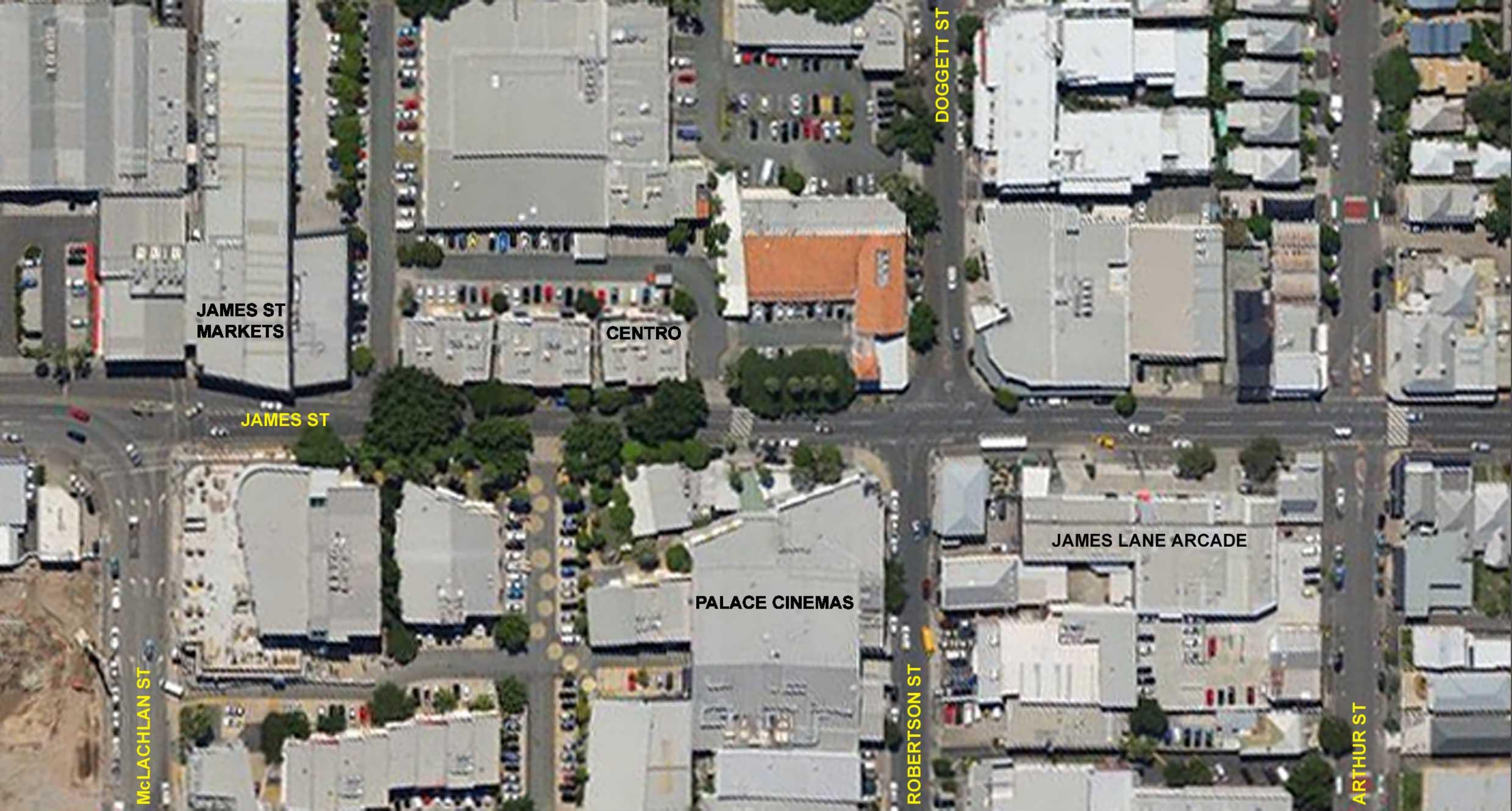


PROPOSED BRISBANE CITY COUNCIL JAMES ST, DOGGETT ST
AND ROBERTSON ST INTERSECTION WORKS



THE JAMES STREET PRECINCT TODAY:

- BETWEEN MCLACHLAN & ROBERTSON STREETS IS A PLEASANT PEDESTRIAN ENVIRONMENT CHARACTERIZED BY:

- KERBSIDE PARKING & EXTENSIVE TREE PLANTINGS FORMING AN OVERHEAD CANOPY
- ONE (1) VEHICLE TRAVEL LANE IN EACH DIRECTION WITH A SLOW VEHICULAR SPEED ENVIRONMENT
- PROVISION OF PLENTY ACROSS-STREET PEDESTRIAN TRAVEL BETWEEN RETAIL FRONTAGES

- BETWEEN ROBERTSON ST & HARCOURT ST: POTENTIAL TO EVOLVE ON A SIMILAR FASHION ALREADY BEGUN WITH THE REFURBISHMENT OF JAMES LANE SHOPPING ARCADE

- BETWEEN MCLACHLAN & ANN ST: HARSH TRAFFIC ARTERY WITH AN UNPLEASANT PEDESTRIAN ENVIRONMENT





**JAMES ST
MARKETS**

JAMES ST

DOGGETT ST

McLACHLAN ST

ROBERTSON ST

ARTHUR ST

ALL NEW FOOTPATHS TO MATCH EXISTING

PEDESTRIAN CROSSING TO BE REMOVED

INTERSECTION TO BE SIGNALISED

EXISTING CAR PARKS TO BE REPLACED BY TAXI ZONE

PARKING LEGEND

- INDICATES TAXI ZONES
- INDICATES LOADING ZONES
- INDICATES PARKING
- INDICATES LOST PARKING (PAY AND DISPLAY)
- INDICATES LOST PARKING (1/4P FREE PARKING)

LEGEND

- EXISTING TREES
- EXISTING TREES TO BE REMOVED
- AREA TO BE LANDSCAPED
- FOOTPATH TO BE RECONSTRUCTED
- ROAD SURFACE
- KERB RAMP
- NO PARKING AREAS

Labels on map: CENTRO JAMES, SASS & BIDE TAXI ZONE TO BE RELOCATED, BANG & OLUFSEN, JAMES STREET, LORNA JANE, PALACE CINEMAS, 20/20 OPTICAL.

BCC PROJECT PLAN - OPTION 1



SO WHAT ARE THE IMPLICATIONS OF COUNCIL'S TRAFFIC PLAN?



JAMES ST
MARKETS

JAMES ST

CENTRO

PALACE CINEMAS

JAMES LANE ARCADE

MCLACHLAN ST

DOGGETT ST

ROBERTSON ST

ARTHUR ST



 (21) CAR PARKS LOST



**JAMES ST
MARKETS**

CENTRO

JAMES ST

JAMES LANE ARCADE

PALACE CINEMAS

McLACHLAN ST

ROBERTSON ST

DOGGETT ST

ARTHUR ST



PEDESTRIAN CONNECTION BETWEEN RETAIL FRONTAGES LOST

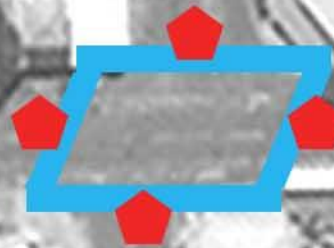


JAMES ST
MARKETS

CENTRO

DOGGETT ST

JAMES ST



JAMES LANE ARCADE

PALACE CINEMAS

McLACHLAN ST

ROBERTSON ST

ARTHUR ST



NEW SIGNALISED INTERSECTION (PRIORITIZATION) WITH TRAFFIC LIGHTS



NEW ADVERSE CONCENTRATION OF PEDESTRIAN CROSSINGS



JAMES ST
MARKETS

CENTRO

DOGGETT ST

JAMES ST

PALACE CINEMAS

JAMES LANE ARCADE

McLACHLAN ST

ROBERTSON ST

ARTHUR ST



 RESULTING TRAFFIC QUEUES DUE TO TRAFFIC LIGHTS (PRIORITIZATION)
 NEW ADVERSE CONCENTRATION OF PEDESTRIAN CROSSINGS



LOST VEGETATION (TREES)

EFFECT OF THE PROPOSED WORKS:

- Prioritization of motor vehicles over pedestrians
 - Loss of pedestrian friendly environment
 - Transformation into a harsh traffic artery environment
- Increased traffic speeds as a result of vehicle prioritization (traffic light crossings)
- Increased vehicular speeds due to removal of kerbside parking which provides “natural traffic calming”
 - Disruption of the village-scale character evolution of James Street
- Unnecessary traffic control devices will inconvenience pedestrians & vehicles at non-peak times
- Unknown negative effects of isolated intersection “solution” on other parts of the neighbourhood

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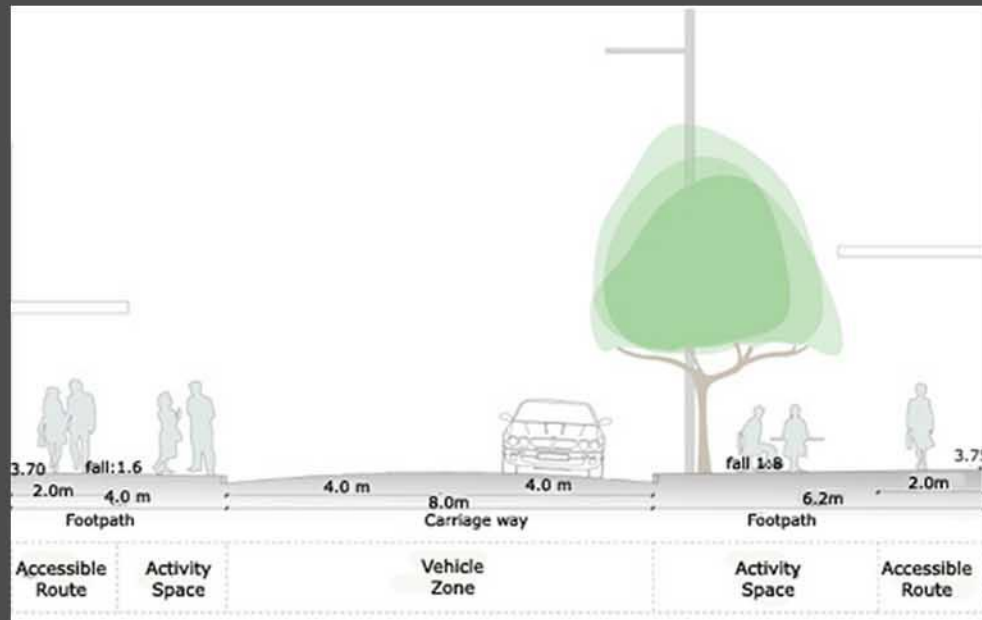


SO WHAT IS THE ALTERNATIVE ?

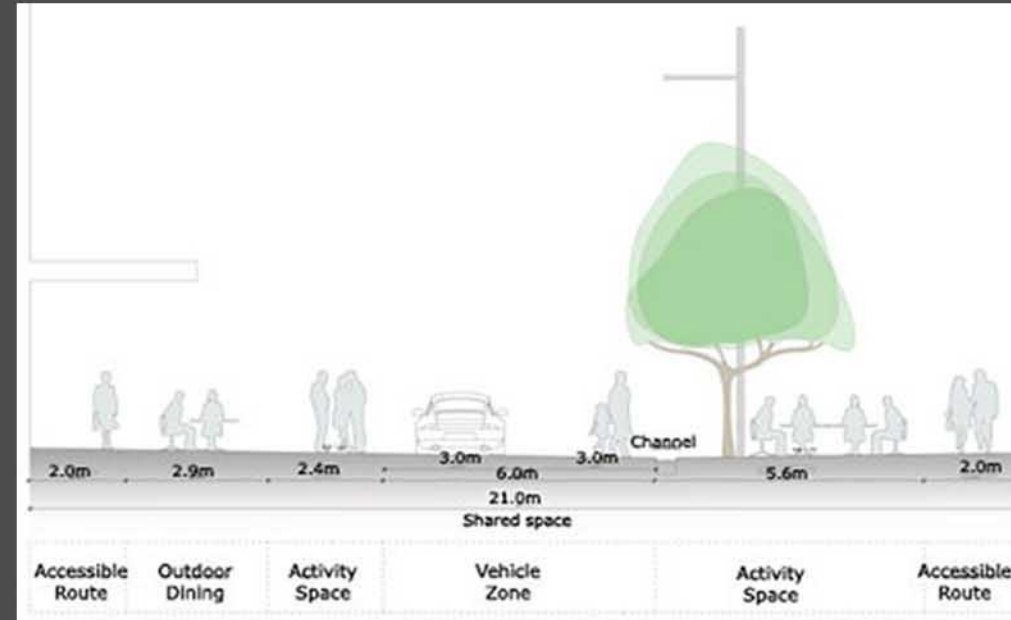
SHARED SPACE

PRIORITIZATION VS. FILTERING

CONVENTIONAL STREET SECTION



TYPICAL SHARED SPACE STREET SECTION



- WHAT IS SHARED SPACE?

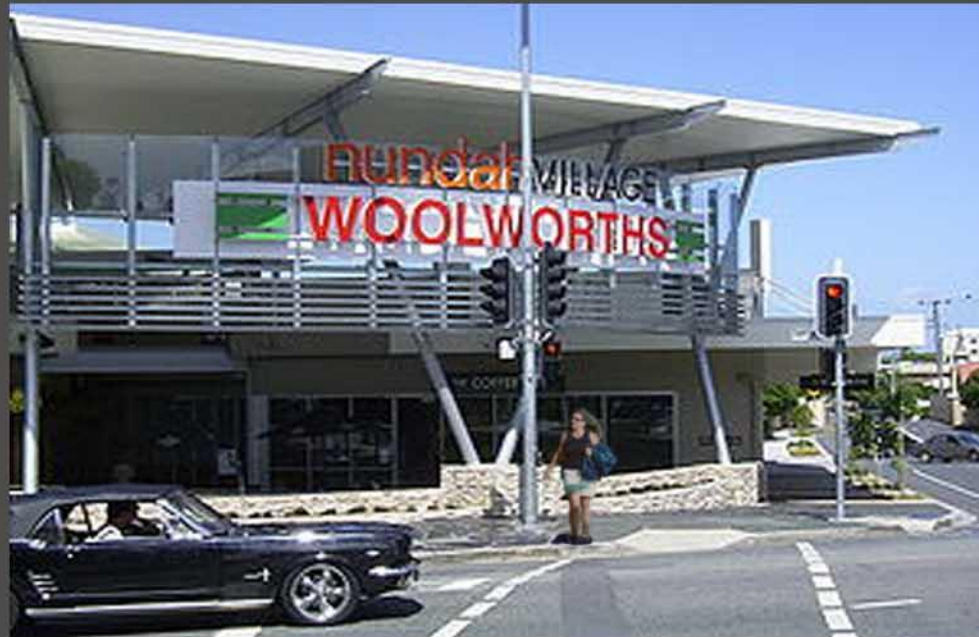
- Shared space is a pedestrian-oriented urban design concept aimed at integrating the use of public spaces
- Removes traditional segregation of motor vehicles, pedestrians and other road users
- Conventional road prioritization systems and devices (kerbs, lines, signs and signals) are replaced with an integrated, people-oriented understanding of public space
- The aim is that activities such as walking, cycling, shopping and driving cars become integrated

- SAFETY

- The removal of prioritization devices make shared space streets actually safer as vehicles & pedestrians are encouraged to engage more carefully with their surroundings and each other

Safety features include:

- single level paving (no kerbs) which helps to make the area easy to move through
- dedicated pedestrian areas or 'accessible zones' along street frontages
- natural barriers (i.e. street trees and lighting) are used to separate the 'accessible zones' from vehicles
- tactile indicators installed in the pavement provide guidance for visually impaired people



CONVENTIONAL CROSSING (NUNDAH - BRISBANE)



SHARED STREET CROSSING (CBD - AUCKLAND)

SHARED SPACE

PRIORITIZATION VS. FILTERING

SHARED SPACE EXAMPLES:



BRIGHTON (UK)



AMSTERDAM (NETHERLANDS)



CHINATOWN REDEVELOPMENT (BRISBANE)



ALBERT STREET (BRISBANE)

- BENEFITS

- Streets reclaimed by pedestrians in low speed environments show improved safety, ambience and economic performance
- Increased urban space flexibility for outdoor activities such as dining, public markets and other events
- Reduction of traffic congestion and pollution, while retaining vehicular accessibility
- Consolidation of an attractive people-friendly commercial hub which supports local businesses and attracts investment

- IMPLEMENTATION

- Pedestrians have the right of way and may access any area in a shared space but being aware of vehicle movement
- Alternatively, pedestrians may walk along signaled pedestrian-only "accessibility zones"
- Vehicles must observe low speeds and give way to pedestrians

EXISTING



PROPOSED



SHARED SPACE

A VISION FOR JAMES ST

FREE OF TRAFFIC LIGHTS & FREE TO FILTER.....

San Francisco:

Century of Transportation