



ADELAIDE

STREET

A vision for Brisbane's
transit boulevard

DRAFT - MAY 2019

brisbane
australia's new world city



Dedicated to a better Brisbane

Foreword

Over recent decades, Brisbane City Council has been planning for the growth of our city, while maintaining the character of our suburbs and focusing development around public transport options. As part of this growth, inner-city Brisbane has experienced a period of intense development. With public transport use on the rise and pedestrian numbers on our city streets expected to double by 2031*, key city streets such as Adelaide Street must adapt to meet changing community needs.

Brisbane Metro provides the opportunity to continue Adelaide Street's evolution while delivering a public transport solution to get you home quicker and safer.

Adelaide Street is already one of Brisbane's iconic city boulevards. The corridor plays a key function in moving people around the city,

serving as an important transit hub and one of our busiest pedestrian thoroughfares. At the same time, Adelaide Street ties together some of our most cherished civic spaces, including City Hall and Anzac Square, playing a key role in shaping the identity and culture of our city.

Brisbane City Council's *City Centre Master Plan 2014* identifies the need to develop a streetscape master plan for Adelaide Street and deliver pedestrian, bus stop and streetscape upgrades. The draft Adelaide Street Vision presents a first step towards delivering on Adelaide Street's potential as a transit boulevard for a New World City.

*City Centre Master Plan 2014

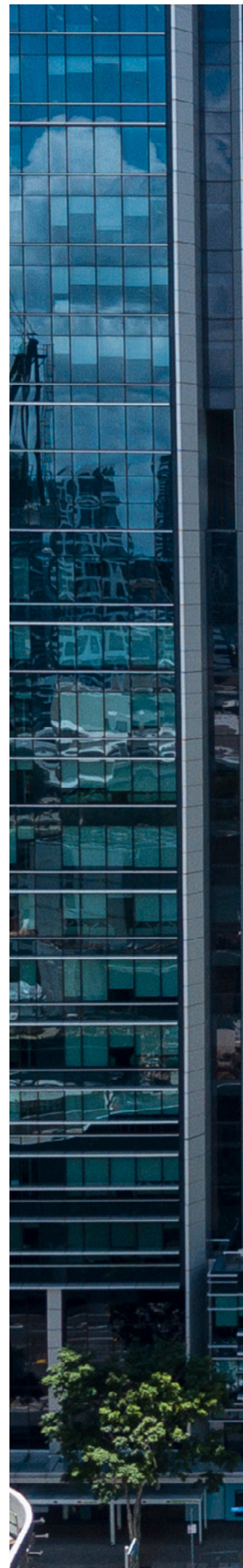




Table of contents

Foreword 2

Study area 4

Part 1 - Strategic directions

Policy context 8

Brisbane Metro 10

A brief history 12

A vision for the future 14

Guiding principles 16

Functional hierarchy 18

Part 2 - Design framework

Design framework 22

A: Context and identity 24

B: Customer experience 30

C: Streetscape amenity 36

Next steps 44

Study area

This Adelaide Street Vision (the vision) looks holistically at the entire length of the Adelaide Street corridor. In the 1.43 kilometre span between North Quay and Boundary Street the character and function of Adelaide Street varies considerably, offering a range of opportunities for future change.

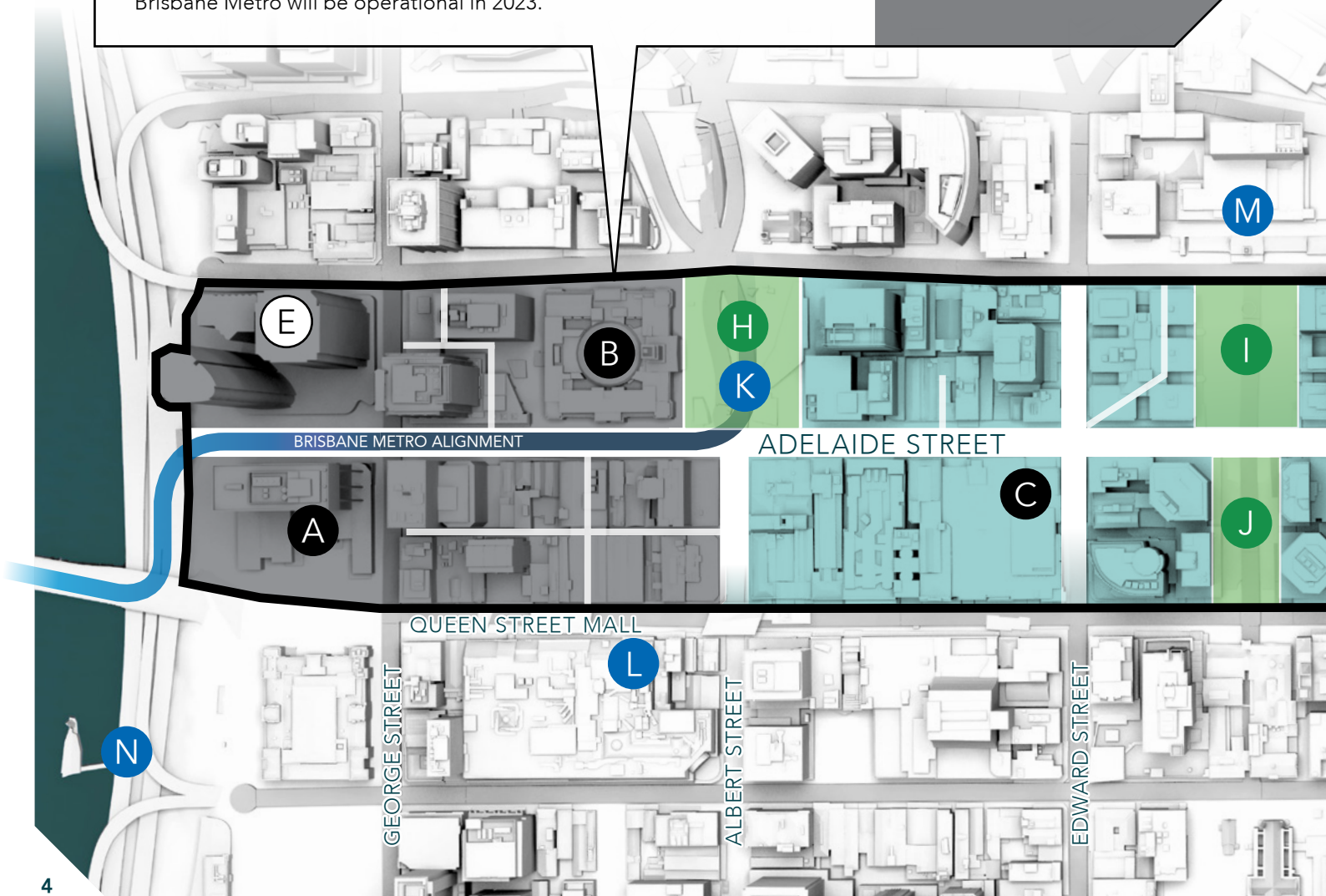
Part 1 of the vision sets the high level intent and strategic direction for the entire length of the street to serve as a framework for future design outcomes and delivery.

Part 2 of the vision identifies more specific opportunities for future catalyst projects, including private redevelopment (i.e. Brisbane Quarter), capital works delivery (i.e. Brisbane Metro), broader network improvements (i.e. bus network) and placemaking outcomes.


















BRISBANE METRO

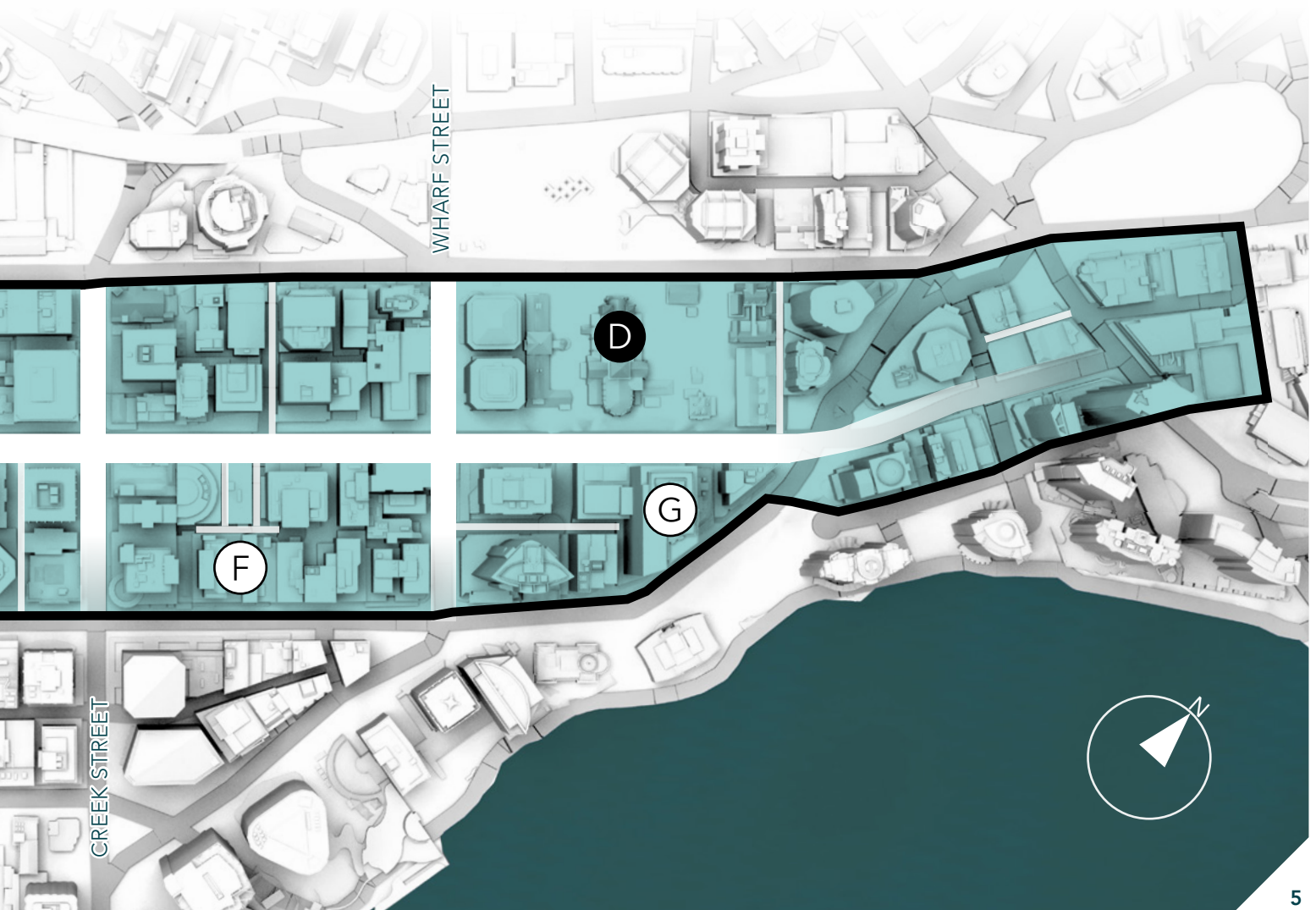
The south-western end of Adelaide Street is the initial focus for change over the next five years. The Brisbane Quarter development will create a new mixed-use anchor on the corner of Adelaide and George Streets. Brisbane Metro will be operational in 2023.

Refer to pages 10-11 for a summary of the Brisbane Metro project.



LEGEND

<ul style="list-style-type: none">  Study Area  Blocks adjoining Brisbane Metro alignment  Parks and Civic Spaces 	<p>LANDMARKS</p> <ul style="list-style-type: none">  Brisbane Square  City Hall  Queens Plaza  St John's Cathedral <p>KEY DEVELOPMENT SITES</p> <ul style="list-style-type: none">  Brisbane Quarter  360 Queen Street  480 Queen Street 	<p>CIVIC SPACES</p> <ul style="list-style-type: none">  King George Square  Anzac Square  Post Office Square <p>TRANSIT</p> <ul style="list-style-type: none">  King George Square Bus Station  Queen Street Bus Station  Central Station  North Quay CityCat Terminal
---	--	--





Part 1

Strategic directions

Part 1 sets out the strategic blueprint for Adelaide Street, summarising the key drivers for change, setting a vision for the future and outlining an approach that places people at the heart of the design process.





Policy context

Existing Council policy sets high-level directions for Adelaide Street as it relates to the city centre and broader citywide transport networks.

The following provides an outline of the established city planning, transport and urban design policy directions. These have been developed over many years in consultation with technical experts, stakeholders and the broader Brisbane community.

Ongoing consultation through various projects will continue to inform plans for Adelaide Street, ensuring policy directions are translated into outcomes on the ground.

Documents that provide the policy foundation for the Adelaide Street Vision include:

- *City Centre Master Plan 2014*
- *Transport Plan for Brisbane – Strategic Directions (2018)*
- *Brisbane Metro draft Design Report 2018*
- *Brisbane Access and Inclusion Plan 2012-2017*
- *Brisbane’s Global Precincts 2017*
- *Brisbane City Plan 2014*
- *City Centre Neighbourhood Plan.*



City Centre Master Plan 2014

The *City Centre Master Plan 2014* identifies Adelaide Street as one of four key city boulevards and as a pedestrian-friendly and transit-oriented street. It identifies the need for a streetscape master plan with a clear bus stop strategy that improves the street’s public realm. This vision is the first step towards a master plan for Adelaide Street.

KEY DIRECTIONS

- Create more footpath space for pedestrians and declutter the street.
- Create a ‘city forest’ by reinforcing and continuing the distinctive green canopy.
- Integrate transit structures and improve the experience for bus passengers.
- Reinforce retail and civic functions.

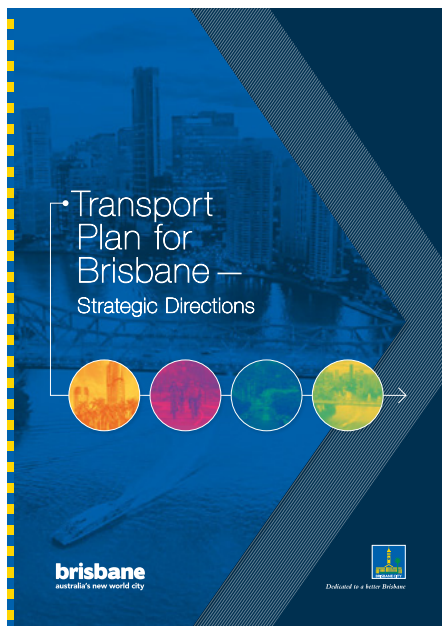


Brisbane Metro draft Design Report 2018

Brisbane Metro is a key driver for change on Adelaide Street. The Brisbane Metro alignment includes a tunnel under Adelaide Street linking North Quay to the King George Square Bus Station. The *Brisbane Metro draft Design Report 2018* identifies expected increases in activity and pedestrian movement at King George Square Bus Station and Adelaide Street.

KEY DIRECTIONS

- Brisbane Metro provides the opportunity to enhance passenger and pedestrian experiences on a section of Adelaide Street.



Transport Plan for Brisbane – Strategic Directions

The *Transport Plan for Brisbane (2018)* directs the development and management of Brisbane's transport network over the next 25 years. The future focus of Brisbane's inner-city transport network is to promote 'liveable' streets with low traffic speeds and priority road use given to pedestrians, cyclists and public transport. Walking will be emphasised as the main mode of travel within high-density environments and the city centre.

KEY DIRECTIONS

- Provide high-frequency public transport within the inner city that services all key activity precincts.
- Designate and develop key pedestrian pathways and 'liveable streets' for high volume movements in the inner city.
- Develop future busway network links to provide enhanced public transport capacity.

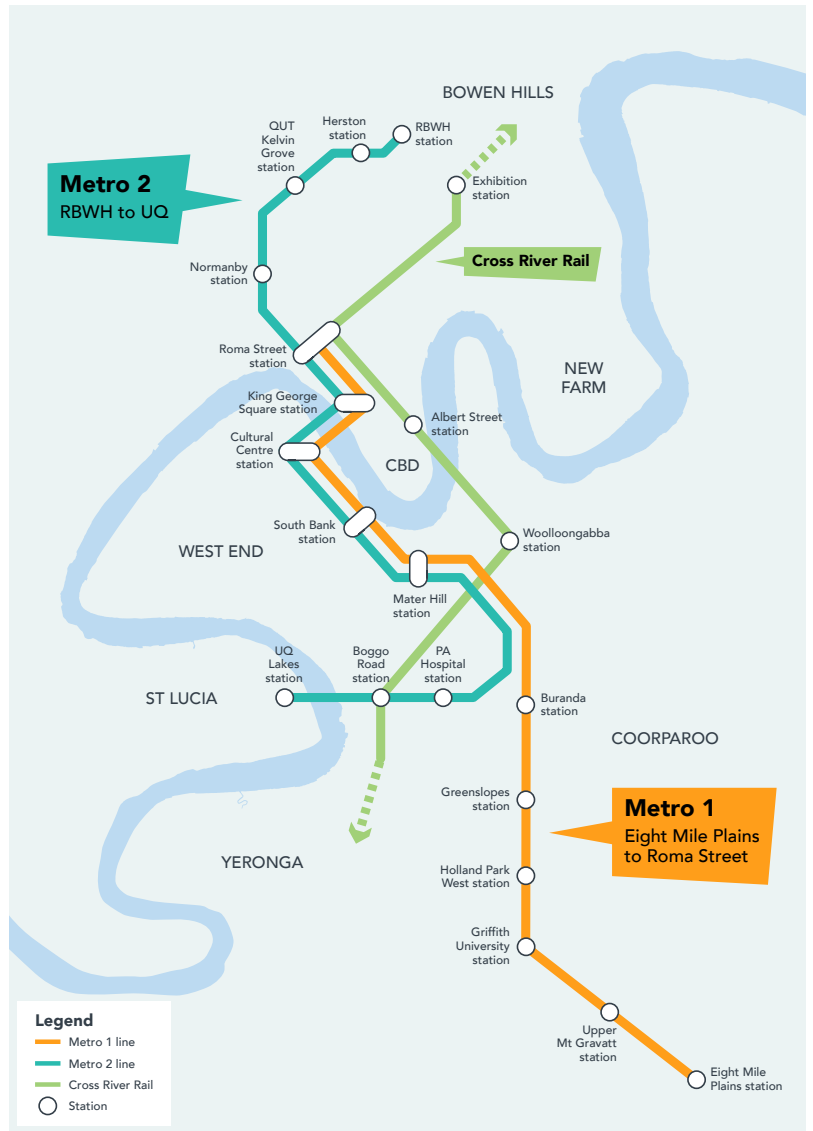
Brisbane Metro

Brisbane Metro is a public transport solution which will cut travel times, reduce congestion and put more buses in the suburbs.

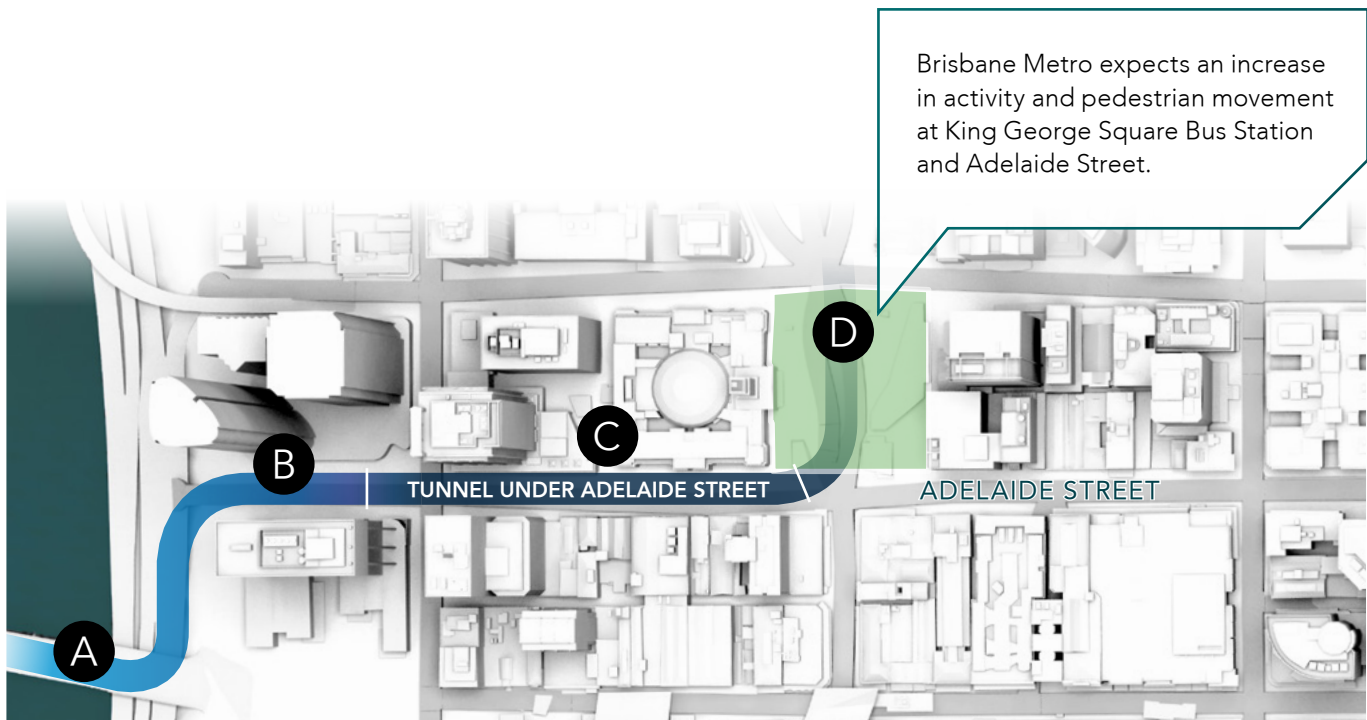
Delivering Brisbane Metro will mean a 21 kilometre, turn-up-and-go service with two dedicated lines, connecting 18 stations from Eight Mile Plains to Roma Street, and Royal Brisbane Women's Hospital (RBWH) to UQ Lakes.

The Metro network will converge at King George Square Bus Station via a new tunnel beneath Adelaide Street, elevating the street's role as a key transit corridor and pedestrian axis. Brisbane Metro modelling reinforces the pedestrian distribution and connection function of Adelaide Street. Brisbane Metro will investigate a range of tunnel options to ensure a desirable transit experience and streetscape outcome for pedestrians, passengers and business.

Brisbane Metro will be operational from 2023 and provides an opportunity to advance the key ideas presented in this document.



Artist's impression of concept design for Victoria Bridge.

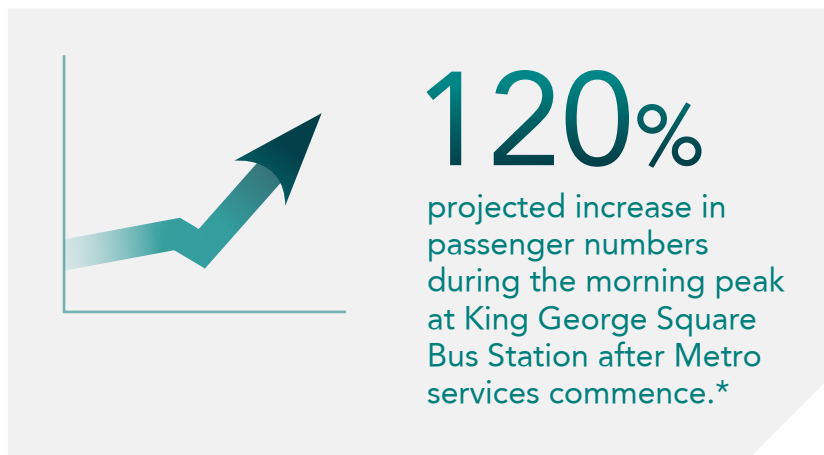


- A** Metro vehicles and buses cross Victoria Bridge (closed to general traffic) and into North Quay
- B** A transition structure and portal leads into the new tunnel between George Street and King George Square Bus Station

- C** Street upgrade between North Quay and Albert Street (after tunnel construction)
- D** Metro route connects into King George Square Bus Station and existing busway

Opportunities from Brisbane Metro

- ✓ Improve public transport between the city and suburbs.
- ✓ Improve the pedestrian environment and promote easier movement.
- ✓ Enhance the passenger and pedestrian experience.
- ✓ Support inner-city business.



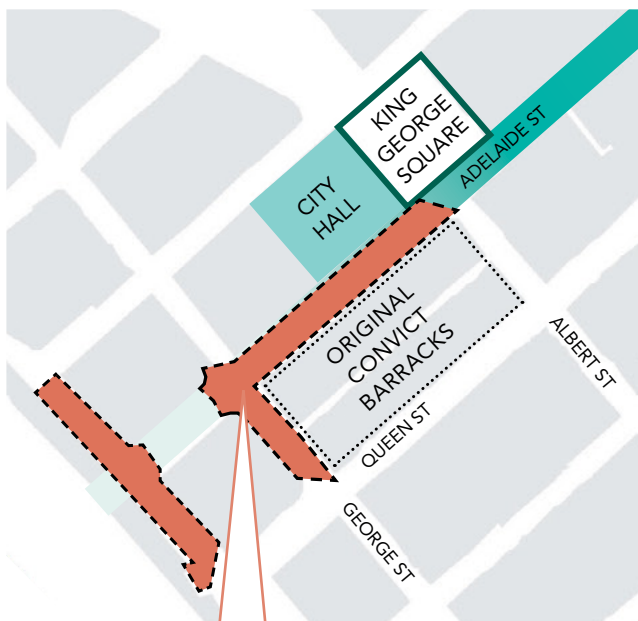
*Brisbane Metro draft Design Report 2018

A brief history

In the earliest days of Brisbane's penal settlement, Adelaide Street was a simple dirt path that linked the convict barracks to the windmill tower in Spring Hill. It was one of the settlement's first thoroughfares.

Since trams started running along the street in the early 1900s, it has served as a key transit street for Brisbane. Electric trams traversed the street for more than 50 years until they were gradually phased out and replaced by buses.

Adelaide Street's identity has been shaped by periods of intensive commercial growth and a program of civic building and public space upgrades. As it approaches another period of change, design outcomes must seek to ensure the street maintains and builds on its distinctive streetscape character and pedestrian focus, adapting to the demands of a modern city.



Early streets of Brisbane

The George to Albert Street section of Adelaide Street and parts of North Quay are listed on the Queensland State Heritage Register. The section of Adelaide Street shown above is recognised as a rare example of the early streets of Brisbane. Given the intactness of the subsurface, the area is recognised for its exceptional archaeological research potential.



Pedestrians and trams sharing Adelaide Street in 1922.



Adelaide Street with established street trees (1990s).

1800

Early Brisbane penal era

1825
Settlement of Brisbane started

1827-1830
Convict barracks constructed in the block bound by Queen, Albert, George and Adelaide Streets to hold up to 1000 convicts

1850

1860s
With Queen Street emerging as the commercial centre, Adelaide Street is a mix of scattered shops, boarding houses, cottages and hotels

1880s
A financial boom heralds a new wave of construction and Adelaide Street becomes one of the city's busiest streets

1900

Commercial growth and public transport

1916
Adelaide Street becomes a corridor for electric trams, and in 1926 is widened by 14 feet to accommodate growing tram use

1930
City Hall and Anzac Square opened

1950

Towards a Civic Heart

1969
Electric trams are phased out and replaced with buses

1975
King George Square is opened as Brisbane's primary civic space. Adelaide Street is extended through from George Street to North Quay, and leopard tree plantings start

2000

Evolution of a city boulevard

2009
King George Square redeveloped

2018
Brisbane Metro is fully funded with detailed design and construction planned to commence in 2019

A vision for the future

Adelaide Street is a walkable, tree-lined transit boulevard, weaving together retail and key civic spaces with a world-class public transport experience.





Strategic directions

As a major gateway into the heart of the city, Adelaide Street will set the first impression and showcase the best that Brisbane has to offer. Broad, uncluttered footpaths, a distinctive subtropical canopy and a sequence of key civic and heritage sites will combine to deliver a memorable arrival experience.

Having served as a hub for public transport for more than a century, the streetscape must continue to evolve to meet changing needs and expectations. Streamlined bus stops, quality streetscape design and integrated wayfinding technology will help commuters, shoppers and visitors to move around the city safely and efficiently.

The Adelaide Street Vision will guide future changes to ensure the street's important public transport role is realised while also enhancing its unique pedestrian character and economic development potential.

Guiding principles

Brisbane's inner city is undergoing a phase of sustained growth that is changing the way people move around our city centre. Growing inner city employment, intensified residential development and a renewed focus on the visitor economy all make it important to better connect people and places.

With projected increases in public transport use and pedestrian volumes, Adelaide Street needs to adapt and evolve to meet changing community needs.

Six guiding principles support the vision and will underpin the transformation of Adelaide Street in the future.

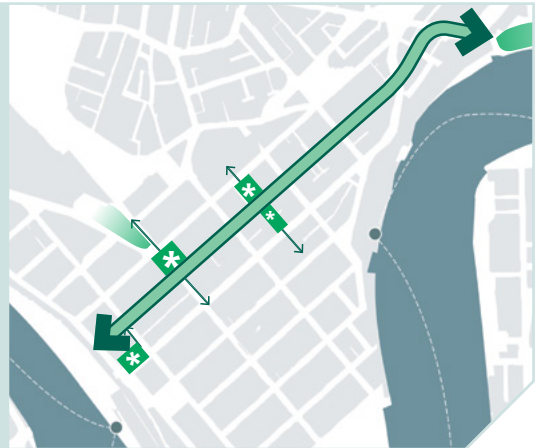
1 A pedestrianised, subtropical boulevard

Adelaide Street is a primary pedestrian spine that links mass transit with key city destinations such as the Queen Street Mall and King George Square. As pedestrian volumes continue to grow, a decluttered streetscape and increased footpath space will help people to navigate the street in safety and comfort. Street trees provide shade, structure and a sense of subtropical identity to welcome people into the city centre.



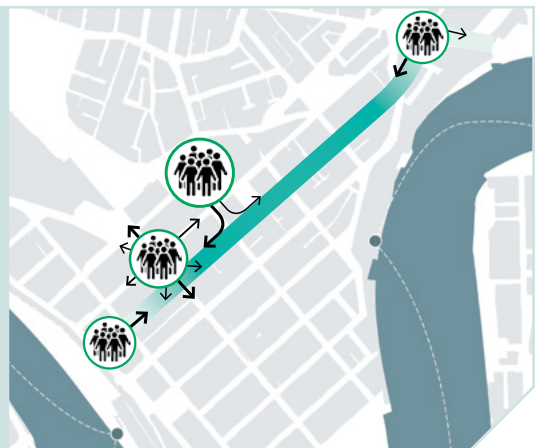
2 A connected, civic spine

Adelaide Street is home to a number of Queensland's key heritage sites and civic spaces, acting as a connecting corridor in the city centre's public space network. In connecting key civic spaces such as City Hall, King George Square and Anzac Square, Adelaide Street hosts key events, ceremonies and gatherings as well as providing access to an array of laneways and small spaces.



3 A world-class arrival experience

Whether arriving via active or public transport, tens of thousands of commuters and visitors travel along Adelaide Street every day. Adelaide Street serves as a front door to the city centre and offers an engaging arrival experience that speaks of Brisbane's rich history as well as its emerging identity as a New World City.



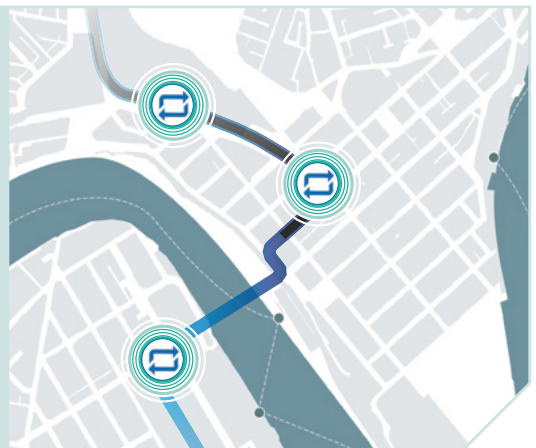
4 An efficient movement hierarchy

Continued inner-city growth and the ongoing evolution of bus services reinforces Adelaide Street's critical transit function. Public transport and pedestrian movement are elevated as key functional priorities to ensure the task of moving people occurs efficiently while creating a safe and comfortable experience for commuters. On-street cycling on Adelaide Street is maintained and broader options for improving cycling access in the surrounding city centre streets are investigated. The general traffic function caters for servicing and local access needs.



5 Metro's transformative potential

Brisbane Metro will reinforce Adelaide Street as the city centre's most important transit street, with expected increases in activity and movement at King George Square Bus Station and Adelaide Street. Construction of a new tunnel may provide the opportunity to revitalise the streetscape and catalyse private sector investment. Adelaide Street has the potential to establish a new benchmark for transit streets, changing the way people arrive, experience and navigate the city centre.



6 An evolving retail offering

Located just a block from the Queen Street Mall, Adelaide Street features a diverse retail mix that is adapting as the street changes. Revitalised street frontages and large developments such as the Brisbane Quarter will re-energise Adelaide Street and provide another destination for dining, night-life and shopping. New development creates opportunities for more fine-grained street frontages to support Adelaide Street's incubator retail function and complement the diverse retail offerings of Queen Street Mall and Edward Street.



Functional hierarchy

With ongoing densification in the city centre, population growth and rising footpath congestion, Adelaide Street is an increasingly contested space. The future streetscape needs to address the challenge of moving people more efficiently to support the transit role while providing the level of comfort, amenity and activation required to support retail, civic and placemaking functions.

To meet increasing demands and competing functions, a clear functional hierarchy has been developed to reinforce priorities and inform appropriate responses (see page 19).

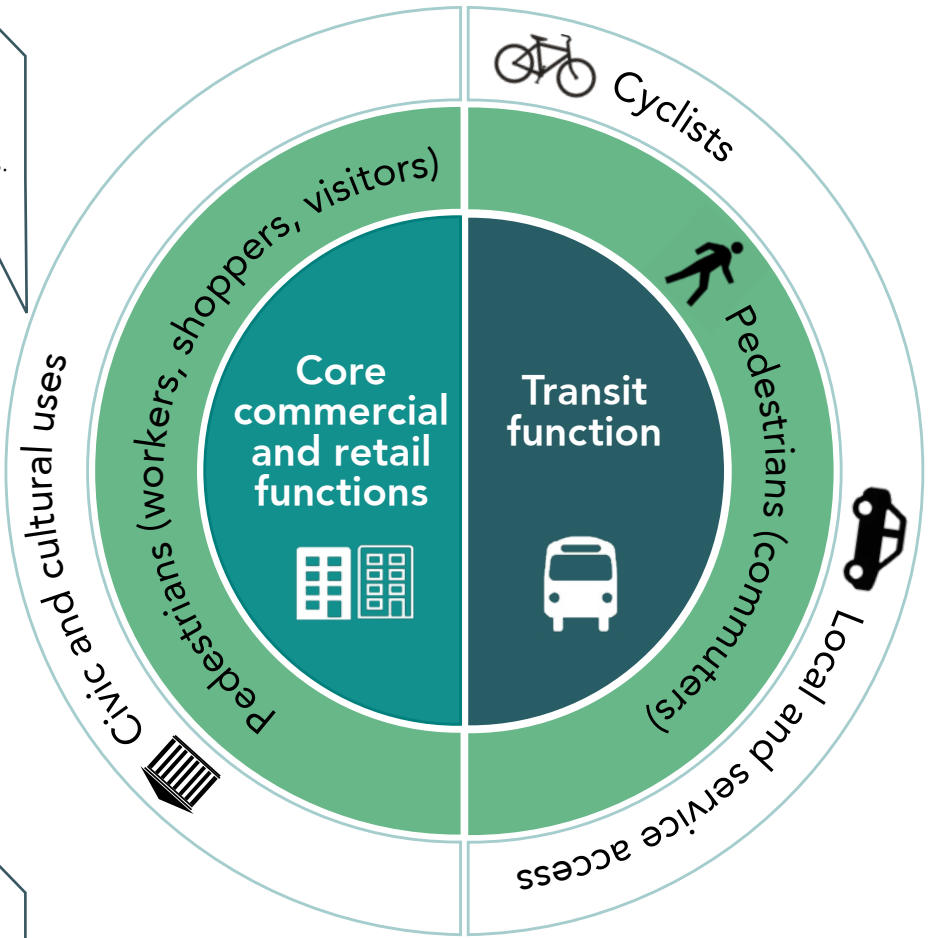
Key hierarchy assumptions are as follows.

- Buses are the primary transport mode and street design needs to be adaptable to future changes in the bus network.
- Pedestrian movement and experience are fundamental to a successful street and additional pedestrian space will need to be created through footpath widenings, build-outs and improved street crossings.
- On-street cycling is to be maintained with further investigations undertaken to explore alternative priority cycling routes in the city centre streets.
- To improve streetscape amenity and reduce congestion, general vehicular access is to be de-emphasised to cater primarily for local access needs, taxis, emergency and service vehicles.

Adelaide Street has an established, fine-grained retail character marked by narrow shopfronts and an emerging mix of boutique stores including chocolate shops, cafes and florists.



Streetscape design for Adelaide Street will place public transport, core commercial and retail functions and pedestrian movement as the highest priorities.



The intersection of Adelaide and Edward streets has more than 60,000 pedestrian movements per day.





Part 2

Design framework

Part 2 provides a blueprint for future design and placemaking outcomes on Adelaide Street, outlining three overarching design themes and exploring a range of design concepts and opportunities for future improvements.





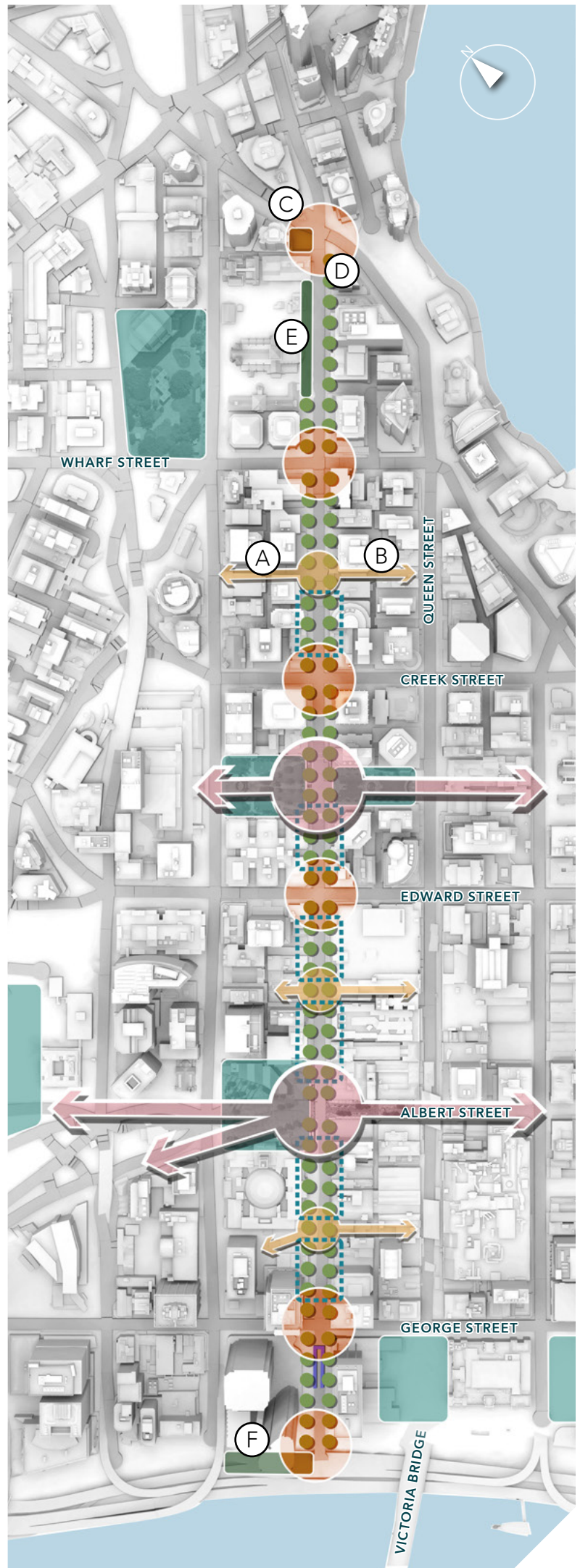
Design framework

The design framework explores future design and placemaking outcomes. These preliminary concepts and ideas are intended to provide the starting point for an ongoing conversation with stakeholders and the community.

The following pages set out three overarching design themes and building blocks of the future streetscape. The framework includes initial concepts for some of the best opportunities to deliver on the vision for Adelaide Street as an exemplary transit boulevard.

LEGEND

-  Enhanced civic connections
-  Opportunities for enhanced laneways and mid-block connections
-  Hutton Lane
-  Ely, Giffin and Faber Lanes
-  Intersections to be evaluated to identify future pedestrian improvements
-  Small space opportunities
-  Clark Lane Park
-  Entry sculpture
-  Cliff-side creative lighting project
-  Opportunity to create enhanced riverside public space
-  Street trees (see also pages 42-43)
-  Areas for investigation into bus stop location and design
-  Brisbane Metro tunnel transition structure
-  Key parks and civic spaces



DESIGN THEMES

Three design themes serve as a high-level guide towards an integrated, whole-of-street design outcome that supports Adelaide Street's evolution into an exemplar transit street.

For each theme, three building blocks provide the foundation for design responses that reinforce identity, improve customer experience and enhance streetscape amenity.

BUILDING BLOCKS

A: CONTEXT AND IDENTITY



B: CUSTOMER EXPERIENCE



C: STREETScape AMENITY



A: Context and identity

Adelaide Street's existing context and character provide the starting point for the design process.

Adjoining civic spaces, heritage facades and fine-grained retail frontages are fundamental to the identity of the street. Enhancing these relationships is a key to unlocking the street's potential.

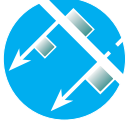
OPPORTUNITIES (Continued over page)

- (A)** Facilitate new and improved laneway connections for enhanced pedestrian movement.
- (B)** Accommodate pedestrian 'desire lines' and explore mid-block crossings including a signalised, mid-block pedestrian crossing between Albert and Edward Streets.
- (C)** Explore potential to highlight heritage facades and features through lighting, improved access and information.
- (D)** Develop a new uniform bus shelter design to meet changing customer needs.



Artist's impression only.

BUILDING BLOCKS



Laneways and small spaces

Adelaide Street is supported by a network of small spaces, laneways and arcades. These spaces assist with pedestrian movement and create pockets of retail, outdoor dining and other activation.



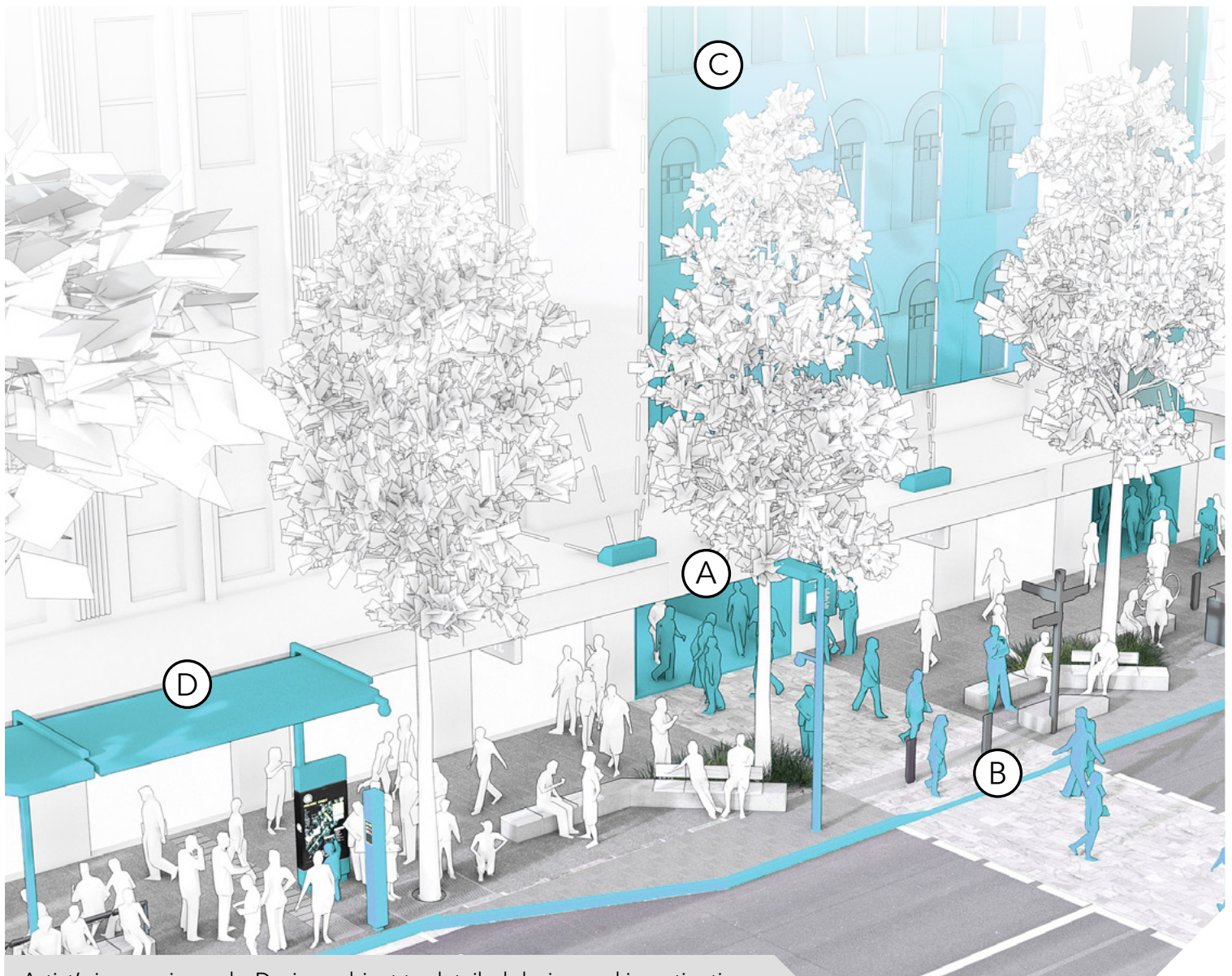
Enhanced civic spaces

Future changes to Adelaide Street will draw attention to civic spaces and heritage features through improved accessibility, lighting and activation.



Uniform shelters and awnings

With footpath space at a premium, shelters and awnings will be designed to minimise footprint, reduce footpath cluttering and provide continuous shelter from the elements.



Artist's impression only. Design subject to detailed design and investigations.

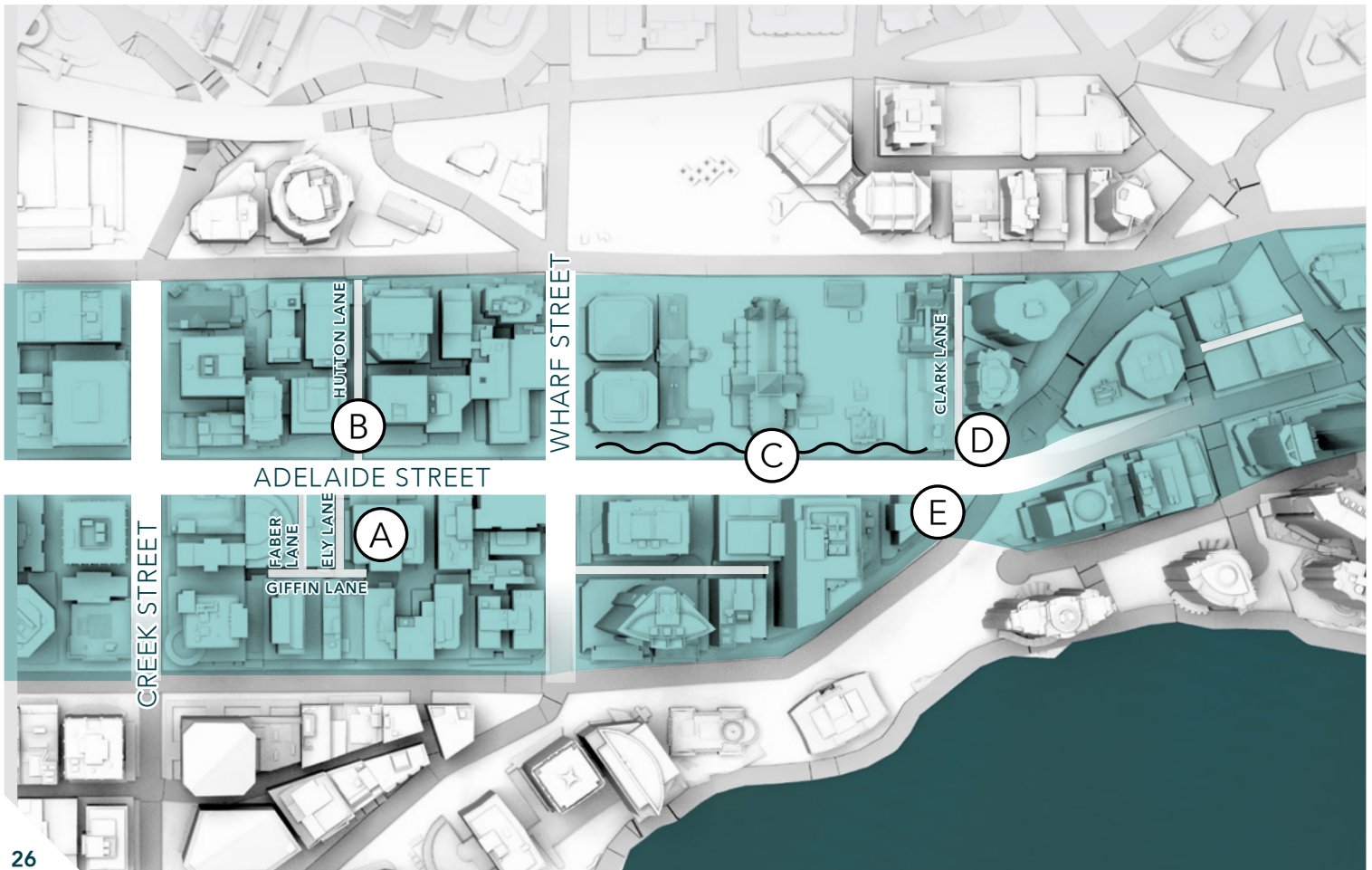
Laneways and small spaces

The Adelaide Street corridor contains a number of small spaces that have exciting potential for future public use and activation. As development and renewal occurs, these under-utilised spaces are becoming critical in activating pedestrian and open space networks.

The transformation of these spaces can be achieved with minor and low-cost initiatives to improve pedestrian access and to provide nearby office workers, commuters and visitors with much needed passive open spaces. Outcomes are best achieved through partnerships with the private sector and the community.

OPPORTUNITIES (Continued over page)

- (A) Investigate upgrades to Ely, Giffin and Faber Lanes in parallel with the redevelopment of Queen Street sites.
- (B) Investigate opportunities to enhance Hutton Lane and improve connectivity to Central Station.
- (C) Explore creative lighting opportunity on exposed cliff face and investigate the potential for a new separated, shared path to facilitate pedestrian and cycle access on the northern side of the street.
- (D) Activate Clark Lane and adjoining pocket park including outdoor gallery and creative lighting elements.
- (E) Investigate the potential for entry sculpture or artwork at the south-western corner of Queen and Adelaide Streets.





© Artist's impression showing indicative cross-section with the potential for creative lighting and improved pedestrian and cycle access.



© Artist's impression showing the potential activation of Clark Lane and pocket park.

Enhanced civic spaces

The creation of walkable, modern streets and city spaces will expand the function and character of our key civic spaces. King George Square and Anzac Square are two of Brisbane's most important public places, functioning as public event spaces that are part of the living history of our city.

Expanding the influence of these spaces through improved visual and physical access is a critical aspect of the Adelaide Street Vision.



OPPORTUNITIES

- (A) Extend granite paving from Anzac Square into Adelaide Street to create a consistent and high-quality ground plane that reinforces the street's civic function.
- (B) Create opportunities for expanded footpath dining and informal seating on quieter sections of the street.
- (C) Consider pedestrian and public safety around civic spaces, including bollards or other design elements to create easily defensible spaces.
- (D) Improve visual appeal of pedestrian overpasses through targeted planting and lighting.
- (E) Install signature lighting elements to celebrate the civic function, and improve comfort and safety after hours.



Artist's impression showing enhanced connection between Adelaide Street and Anzac Square.

B: Customer experience

To enhance Adelaide Street's transit function, future outcomes need to be designed around the goal of enhancing the customer experience.

Streetscape design elevates pedestrian safety, comfort and accessibility, as well as ensuring that buses are integrated seamlessly into the broader function of the street.

OPPORTUNITIES (Continued over page)

- (A)** Explore options to streamline bus stops to create a more effective and comfortable experience for commuters.
- (B)** Integrate technology to provide real-time information to help reduce waiting times and assist with wayfinding.
- (C)** Explore options to improve pedestrian safety, for example through improved lighting and pedestrian crossings.



Artist's impression only.

BUILDING BLOCKS



Optimising the bus network

The streetscape is designed to optimise the efficiency of the bus network and enhance the customer experience. Bus stops and waiting areas are streamlined and integrated seamlessly into the broader streetscape.



Integrated technology

Integrated technology and digital wayfinding that provides real-time transit information and enhances the customer and visitor experience. Adelaide Street is an early adopter of new technologies and is designed to adapt to change.



Safe and accessible 24/7

With public transport services operating almost 24-hours-a-day and 7-days-a-week, the core of Adelaide Street will be designed to enhance user safety and accessibility at all times.



Artist's impression only. Design subject to detailed design and investigations.

Putting people first

Great streets put people first. For Adelaide Street to realise its potential as a transit boulevard, pedestrian needs must be prioritised. This means that the experience of transit customers takes into account the entire door-to-door journey considering pedestrian safety, access, waiting areas, wayfinding and the boarding of buses.

The needs of transit customers, shoppers and visitors to the city centre will be at the heart of the streetscape design. To strike the right balance between competing street functions and bus network operations, the following checklists for the needs of three user groups will guide future decision making.

230,000+

jobs will be located in the city centre by 2041.



Streetscape design improvements to Adelaide Street can contribute to significant savings in travel times to and from the city centre.

1

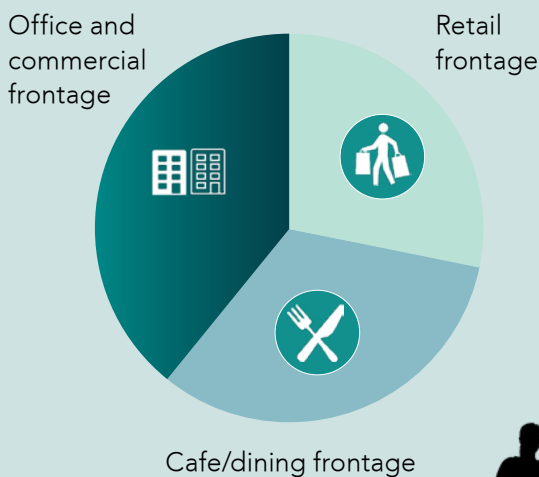
Transit customers and commuters

Every public transport journey begins and ends as a pedestrian. To fulfil its potential as a transit street, Adelaide Street needs to facilitate a world-class customer experience that makes public transport safe, attractive and convenient for all people. Bus stops will be designed as an integrated element of the streetscape, enhancing the comfort of commuters as they wait, board and move unobstructed along the street.



- ✓ Targeted footpath widenings and kerb build-outs to improve pedestrian access to buses and reduce footpath congestion.
- ✓ User-friendly streetscapes that make it easy for customers to navigate from bus stops to their destinations.
- ✓ Clearly displayed timetables and wayfinding with real-time displays and information.
- ✓ A minimalist approach to streetscape design to keep the footpath free of unnecessary clutter.
- ✓ Formalised mid-block pedestrian crossing to improve pedestrian movement and safety.
- ✓ Comfortable waiting areas that allow transit customers of all ages and abilities to rest and relax.
- ✓ Safe and secure environments that are designed to enhance personal safety and reduce risk to customers.
- ✓ Awnings suitable for Brisbane's subtropical climate to provide shade and shelter.
- ✓ An emphasis on universally accessible design and compliance with the *Disability Discrimination Act 1992* and *Disability Standards for Accessible Public Transport 2002* to accommodate people of all ages and abilities.

More than **60%** of the Adelaide Street frontage is occupied by retail and dining.



2

Shoppers and retailers

A thriving retail economy is vital to the success of Adelaide Street and the city centre's retail core. Improvements to Adelaide Street will enhance the experience for both shoppers and retailers and assist in the ongoing growth of retail along the street.

- ✓ A retail signage strategy to present a consistent identity for the street and retail core.
- ✓ Wider footpaths between bus stops to allow for free movement around shopfronts.
- ✓ An organised retailers' and traders' group that champions outcomes on behalf of retailers and shoppers.
- ✓ Lighting that supports a safe and vibrant night-time economy.
- ✓ Appropriately sited street furniture, footpath dining and laneway activations.



+29% projected increase in visitation to Brisbane by 2020.

(Brisbane Visitor Economy Strategy 2014-2020)

3

Visitors and tourists

As a gateway for visitors arriving into our city centre, Adelaide Street creates the first impression. Adelaide Street will provide high-amenity public spaces, easily accessible information and a sense of place that is unmistakably Brisbane.

- ✓ Integrated wayfinding, information and foreign language signage at key arrival points.
- ✓ High levels of pedestrian amenity, comfort and shade.
- ✓ Easy access to key destinations and city landmarks.
- ✓ Dedicated marketing and promotion of visitor events, destinations and attractions.
- ✓ An event management plan for events in key civic spaces that considers arrangements for Adelaide Street during peak event times.
- ✓ Design that speaks of Brisbane's authentic sense of place and subtropical character.



Optimising the bus network

When it comes to moving large volumes of people, few streets are as critical to citywide public transport networks as Adelaide Street. High-frequency bus services and tens of thousands of pedestrians share the central core of Adelaide Street every day. The delivery of the Brisbane Metro will affect the number of bus services using Adelaide Street and increase pedestrian numbers. As Brisbane grows, there will be a high demand for kerbside space and bus stops to accommodate future service requirements. The streetscape design needs to be able to adapt to changing needs.

In determining future bus routes and volumes for Adelaide Street, the overarching goals will be improving the quality of the customer experience and accommodating growth into the immediate future. To achieve these goals, a range of streetscape and system improvements need to be considered to provide high-quality bus stop infrastructure, reduce customer waiting times, optimise the boarding of buses and provide real-time information to both passengers and bus drivers.

Finding an optimal and long-term solution for bus stop arrangements on Adelaide Street is an ongoing process that will require a collaborative approach with stakeholders, the public and key agencies such as *TransLink*. For this reason, adaptability is key when considering the way that bus stops interact with the broader streetscape design. It is also critical that future decision-making around the bus network factors in the need to prioritise Adelaide Street's public realm and pedestrian function.

The diagrams opposite illustrate one possible scenario for transitioning the streetscape design over time to accommodate future bus network changes.

As Adelaide Street adapts to future transit needs, improved bus stop arrangements, technology and systems have the potential to reduce waiting times for customers and create a more streamlined experience.



Adapting for future bus needs



A In the short term, footpath decluttering will free up space for pedestrians and reduce the conflict between passenger waiting areas and pedestrian thoroughfare.



B Investigate opportunities to streamline bus stops, including consolidated shelters and targeted footpath build-outs to create dedicated passenger waiting areas.



C In the longer term, following a citywide review of bus networks, kerbside arrangements for bus and loading zones will also need to be reviewed before the streetscape can be formalised accordingly. Options for the consolidation of bus stops will be investigated to help improve future bus operations and customer experience.

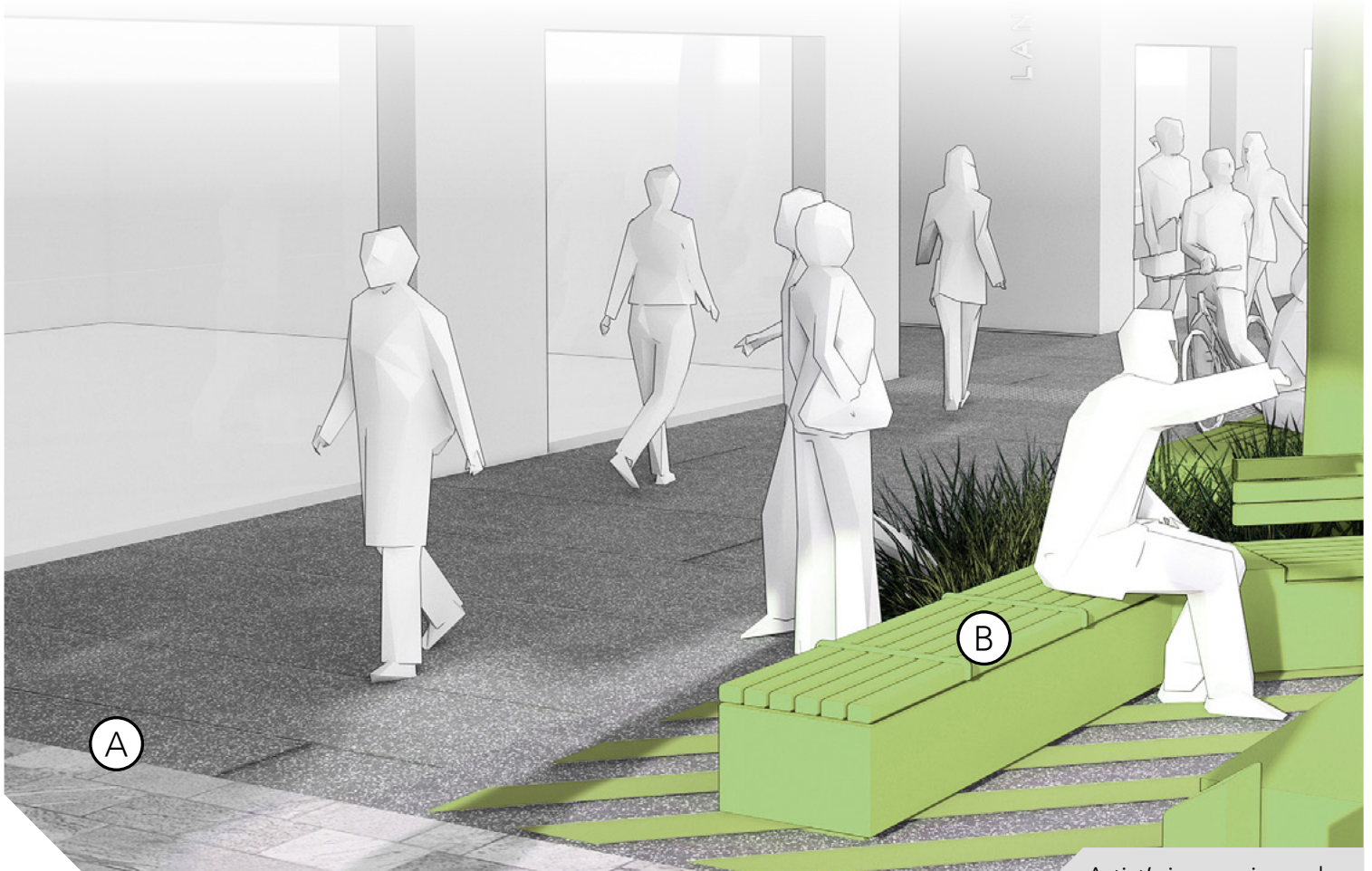
C: Streetscape amenity

Adelaide Street's overall quality and identity as a street has suffered from gradual over-cluttering and inconsistency of streetscape materials.

The long-term aim must be to refine and simplify the streetscape to provide visual continuity and an overall quality of finishes in keeping with the street's civic significance.

OPPORTUNITIES (Continued over page)

- (A) Declutter footpaths of excess street furniture, signage and other obstructions to create a clear pedestrian path alongside shopfronts.
- (B) Investigate opportunities for footpath build-outs between bus stop clusters to create comfortable areas for people to wait for buses, rest and escape the bustle of the street.
- (C) Adelaide Street's mature trees are retained where possible or replaced with suitable species to provide shade and amenity to the streetscape. Investigate future opportunities for lighting street trees.



Artist's impression only.

BUILDING BLOCKS



Broad, uncluttered footpaths

A pedestrian-oriented street with broad and open footpaths that facilitate movement, improve access to transport and create opportunities for waiting, rest and social interaction.



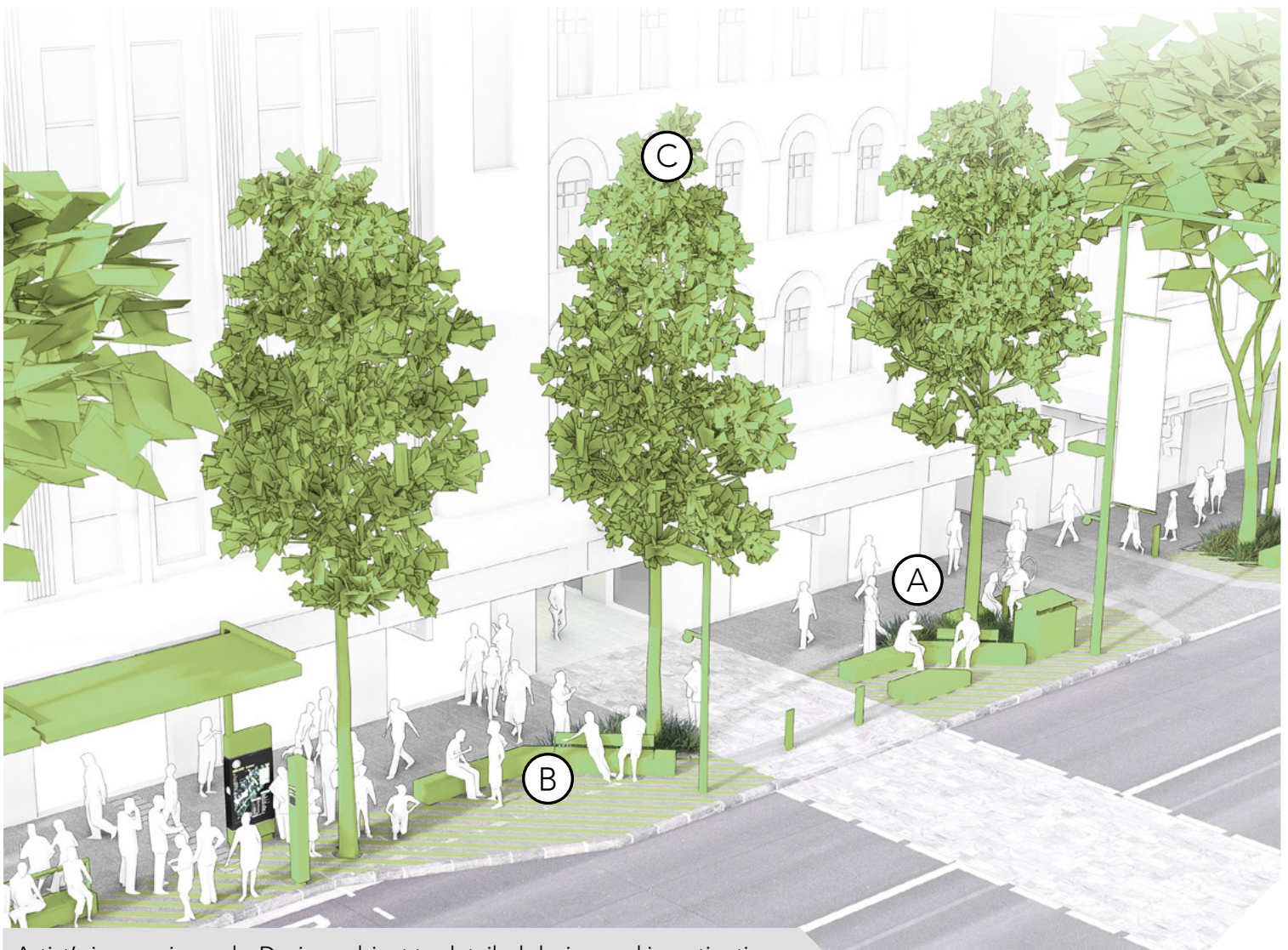
A unified palette of materials

A visually coherent street with a uniform palette of quality materials and finishes that tie into the broader city palette and link seamlessly to adjoining streets and public spaces.



Subtropical canopy

A tree-lined city boulevard with carefully selected canopy species that provide shade and greenery. Street trees establish a human scale and provide people with essential shelter from Brisbane’s hot sun and subtropical climate.



Artist's impression only. Design subject to detailed design and investigations.

Typical footpath build-out

Reclaiming space for pedestrians is a critical outcome for Adelaide Street. Unless action is taken, the growing numbers of people projected to be using Adelaide Street in the future will compound the footpath congestion issues that already exist during peak hour.

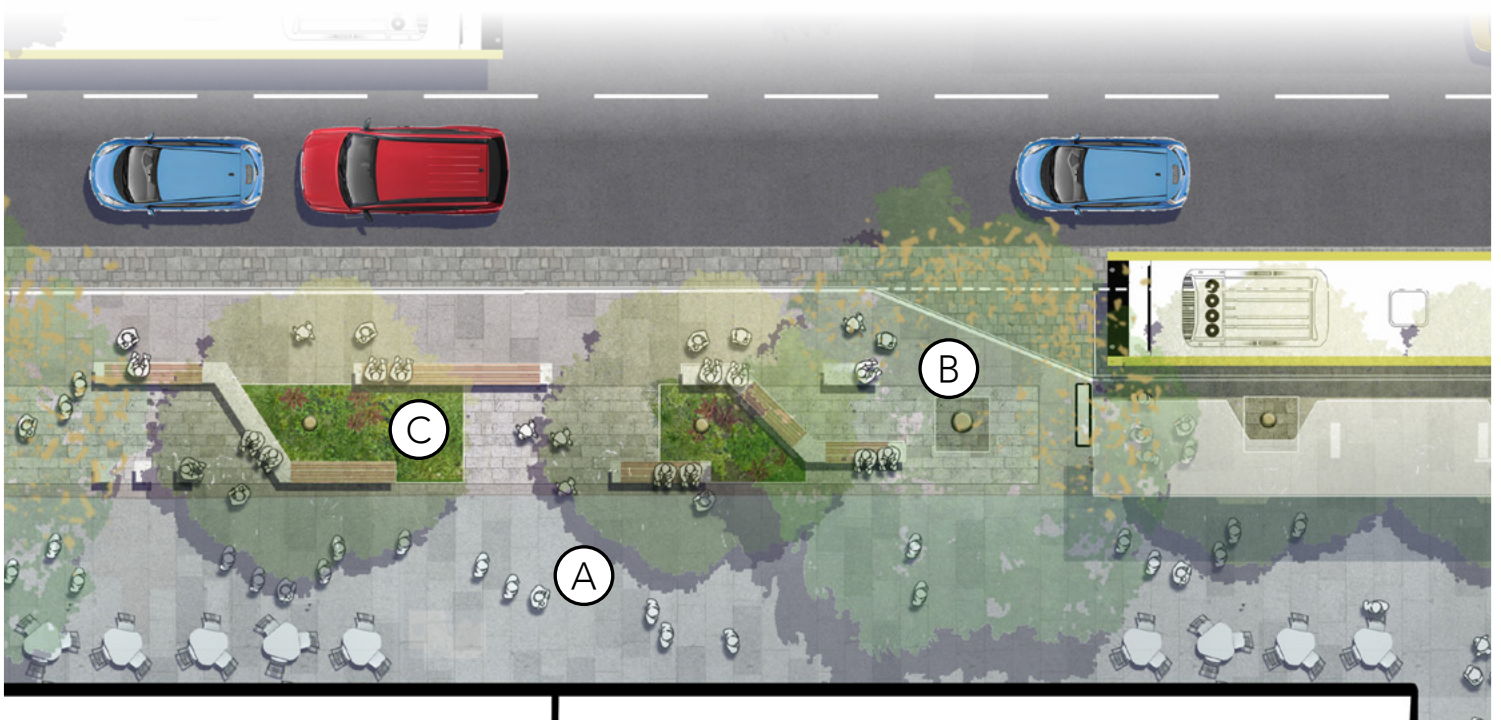
The basic design solution is to declutter and broaden footpaths next to shopfronts to create a clear path, while creating footpath build-outs where possible between bus stop clusters. As shown indicatively in the adjoining plan and artist's impression, this creates passive seating and waiting areas adjacent to the primary thoroughfare. The benefits of these spaces are two-fold:

- creating comfortable waiting areas for passengers waiting for their buses to arrive
- providing much-needed seating areas to support the civic and social function of the street outside of peak hour.

In a growing city centre, multi-functional spaces such as these are important to ensure the city is providing for the needs of all users.

OPPORTUNITIES (Continued over page)

- (A) Broad, uncluttered footpath to aid pedestrian flows.
- (B) Footpath build-outs between bus stops to create comfortable waiting areas, reduce footpath congestion and include real-time digital bus information displays.
- (C) Street trees and garden beds provide shade, green relief and subtropical character.



Artist's impression only.



Artist's impression showing potential footpath build-outs creating passive seating areas between bus stops.

Enhanced pedestrian crossings

As Adelaide Street becomes busier, more focus needs to be given to the management of pedestrian circulation to ensure safety and comfort.

On the busiest sections of Adelaide Street, additional pedestrian crossings should be considered to accommodate for pedestrian desire lines, enhance wayfinding and improve the visibility of pedestrians.

In particular, crossings adjacent to King George and Anzac Squares align with two of Brisbane's major pedestrian axes. Mid-block crossings are recommended to recognise pedestrian movement patterns, reduce the regularity of jaywalking and provide pedestrians with a safer, more formalised alternative.

The above measures could be combined with reduced speed limits and a cultural shift in driving habits on busy city centre streets.

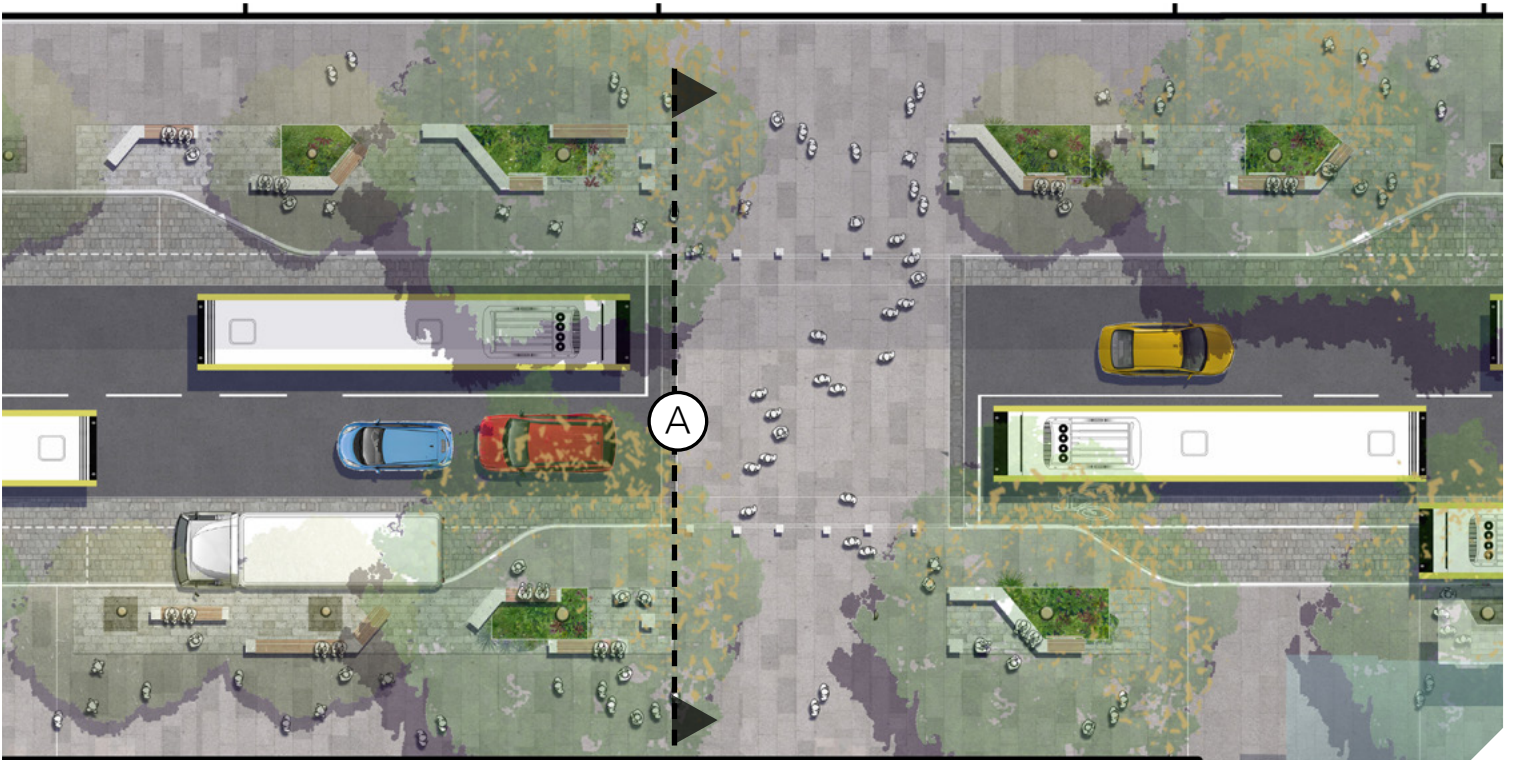
OPPORTUNITIES (Continued over page)

- (A)** Investigate mid-block crossings at key locations to prioritise pedestrian movement.
- (B)** Extend granite paving from Anzac Square and King George Square into the streetscape to create a consistent and high-quality ground plane that reinforces the street's civic function.
- (C)** Consider pedestrian and public safety around civic spaces including bollards or other design elements to create easily defensible spaces.





A Artist's impression showing typical cross-section with mid-block pedestrian crossing point. Note that pedestrian crossings may need to be signalled in some locations. Design subject to detailed design and investigations.



Artist's impression showing typical plan view of pedestrian crossing.

A unified materials palette

As Adelaide Street continues to evolve, the overall consistency and quality of streetscape materials is an important consideration.

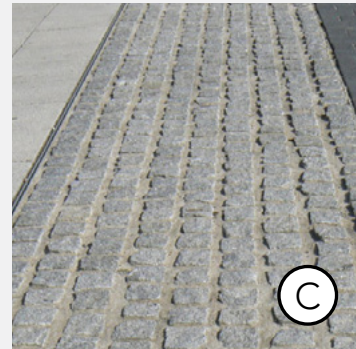
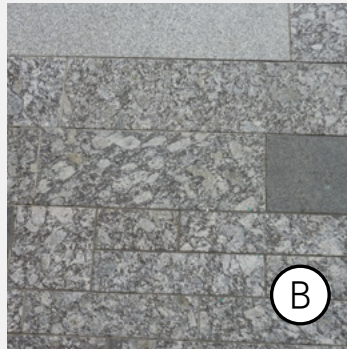
The selection of key streetscape elements such as paving, street trees and landscaping will help define the visual character of the street and create a more seamless integration with surrounding city streets and civic spaces.

The following image board is a starting point for further testing and investigation through concept design and delivery phases.

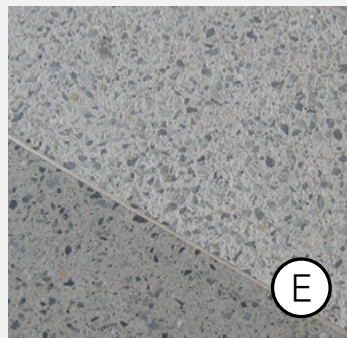
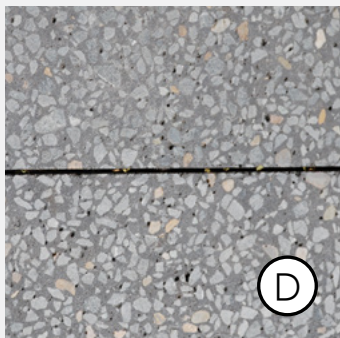
SUGGESTED PAVING TYPES

- (A)** Granite pavers in square format
- (B)** Granite paving to match King George Square
- (C)** Feature stone cobble paving bands or similar small-format paver
- (D)** Saw-cut, honed concrete
- (E)** Exposed aggregate concrete paving
- (F)** Plain grey concrete paving

GEORGE TO CREEK STREET SECTION:



CREEK STREET TO FORTITUDE VALLEY SECTION:



SUGGESTED STREET TREE SPECIES

- (G)** *Libidibia ferrea*
(Leopard tree)
- (H)** *Syzygium tierneyanum*
(River Cherry)
- (I)** *Lophostemon confertus*
(Queensland Box)
- (J)** *Agathis robusta*
(Kauri Pine)

GEORGE TO CREEK STREET SECTION:



CREEK STREET TO FORTITUDE VALLEY SECTION:



UNDERSTOREY CHARACTER IMAGERY:



Next steps




The Adelaide Street Vision is the first step towards the realisation of a long-term aspiration to deliver a world-class transit boulevard. Achieving the vision will require an integrated approach that brings together multiple stakeholders and perspectives.

Because of Adelaide Street's location in the heart of our city centre and its pivotal role in public transport and movement networks, any future changes to the street will have both localised and citywide implications. For this reason, it will be critical to align various processes over time, including bus network reviews, streetscape upgrades and private developments.

Council will seek to work together with key stakeholders and the community to build on these initial actions and identify other complementary opportunities to deliver on the overall vision.

LEGEND (Continued over page)

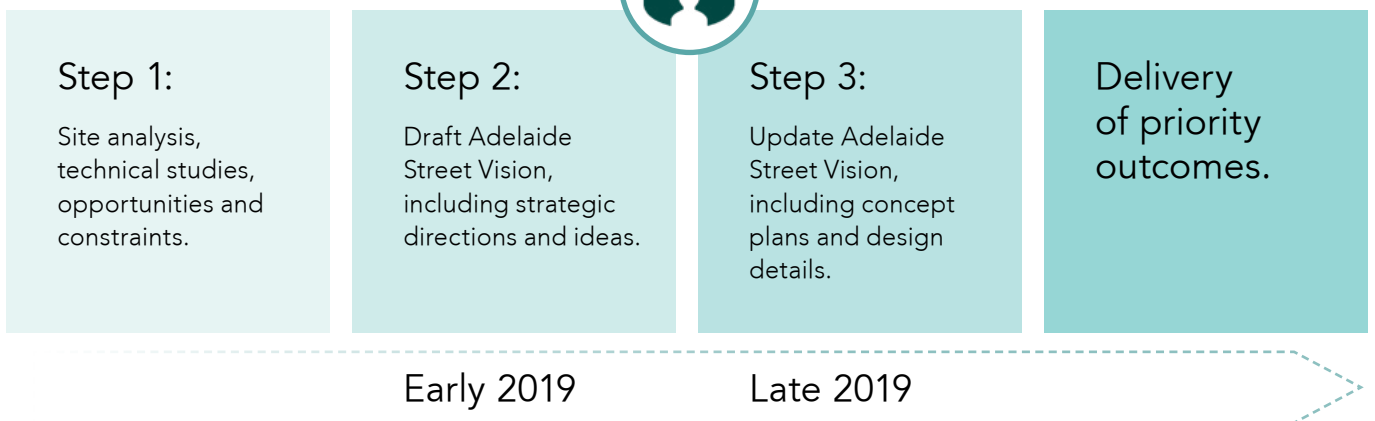
THEMATIC LINK

-  CONTEXT AND IDENTITY
-  CUSTOMER EXPERIENCE
-  STREETScape AMENITY

DELIVERED BY:

-  Brisbane City Council
-  Council with Queensland Government and *TransLink*
-  Private sector or Council-private partnership

Community and stakeholder group engagement



Summary of Actions and Opportunities

SHORT-TERM ACTIONS (2018-2022)

- A** Anzac Square upgrades including Adelaide Street interface.
- B** Brisbane Quarter development currently underway, including upgrades to Adelaide Street interface.
- C** Undertake trial to test the benefits and impacts of wayfinding improvements, gateway signage and footpath decluttering options.
- D** Deliver a signalised mid-block pedestrian crossing between Albert and Edward Streets to improve pedestrian movement and safety.
- E** Investigate options to close or manage entry into King George Square Car Park to improve Adelaide Street traffic flows.
- F** Investigate streetscape upgrades between Albert and Edward Streets.
- G** Investigate streetscape upgrades between North Quay and Albert Street.
- H** Investigate cliff-side walkway and deliver creative lighting outcome to build on Adelaide Street’s potential as an outdoor gallery.
- I** Investigate opportunities to enhance and activate Clark Lane and adjoining pocket park.

LONG-TERM OPPORTUNITIES (2022+)

- J** Re-purpose additional footpath space on North Quay to create a ‘riverside verandah’ that activates the river’s edge to take advantage of river views.
- K** Investigate streetscape upgrades between Edward and Creek Streets including enhanced street-level connectivity between Anzac Square and Post Office Square, and investigate the potential to enhance function and amenity of pedestrian overpasses.
- L** Work with private sector partners to explore upgrades and activations to laneways linking Adelaide Street and Central Station including Giffin, Ely, Faber and Hutton Lanes.
- M** Potential for entry sculpture or artwork at the south-western corner of Queen and Adelaide Streets.

OTHER ACTIONS OR ONGOING INVESTIGATIONS

- (Dashed Circle)** Analyse the impacts of future public transport changes on pedestrian volumes, safety and movement in Adelaide Street and investigate options for improved pedestrian crossings.
- (Dotted Circle)** Review citywide bus networks to better understand future needs for Adelaide Street and inform detailed design phase.
- (Solid Circle)** Investigate the feasibility of options for future cycling connections between the Bicentennial Bikeway and Fortitude Valley.



Map of opportunities and actions








Brisbane City Council
GPO Box 1434
Brisbane Qld 4001

CA18-1143419-03-4176
©Brisbane City Council 2019

 brisbane.qld.gov.au
 3403 8888

 /BrisbaneCityCouncil

 @brisbanecityqld

 @brisbanecitycouncil