

19.2 CLEVELAND CENTRE TRAFFIC AND TRANSPORT ACTION PLAN 2019

Objective Reference:

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: David Jeanes, Group Manager City Planning & Assessment

Report Author: Tim Mitchell, Principal Transport Planner

Attachments: 1. Cleveland Centre Traffic and Transport Action - FINAL DRAFT

The Council is satisfied that, pursuant to Section 275(1) of the *Local Government Regulation 2012*, the information to be received, discussed or considered in relation to this agenda item is:

- (h) *other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.*

PURPOSE

The purpose of this report is to present the Cleveland Centre Traffic and Transport Action Plan 2019 (Cleveland Centre TTP), which outlines a suite of short term transport actions to be implemented in Cleveland centre.

BACKGROUND

Council officers initiated the Cleveland Centre Traffic and Transport Strategy (Cleveland Centre TTS) in February 2018, which is a comprehensive strategy for creating a connected and accessible centre. The Cleveland Centre TTS is a long term strategic document that requires further detailed planning to finalise. While the development of the Cleveland Centre TTS will continue it was considered that a short term action plan (Cleveland Centre TTP), which has been informed by the draft strategy, would be a good way to begin the transition to a more accessible centre. The scope of the Cleveland Centre TTP is to identify a suite of short term, low cost actions that can be implemented across the centre. The principle objective of the Cleveland Centre TTP is to define the actions that will provide an immediate improvement to the walkability and connectivity of Cleveland.

ISSUES

The road network in Cleveland centre is biased towards managing the flow of vehicle movement rather than providing a connected and walkable environment. For a Principal Activity Centre, like Cleveland, it is important for pedestrians to be able move freely throughout the centre. The Cleveland Centre TTP outlines a suite of short term actions that can be implemented to improve the pedestrian accessibility and traffic management in the core of the centre.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements for the development and implementation of the Cleveland Centre TTP.

Risk Management

The Cleveland Centre TTP outlines the suite of short term, relatively low cost actions that will improve pedestrian accessibility in Cleveland centre. This will provide a significant opportunity for a series of quick wins for the centre and initiate "soft change" with the community. The delivery of short term, low cost actions introduces change to the community and will pave the way to implementing broader change across the centre.

There are a number of actions identified in the Implementation Plan that will increase safety by improving visibility of pedestrian crossing and lowering vehicle speed in the core of the centre.

Financial

The total cost estimate of all actions identified in the Cleveland Centre TTP is \$143,800, which has been spread over two financial years. The estimated costs for 2019/20 financial year is \$27,800 and the 2020/21 financial year \$116,000. The higher cost actions have been allocated to the 2020/21 financial year to enable a more detailed and thorough budget planning process.

The costs attributed to each action are an estimate and the cost of the action will be refined during the concept and business case stage of each action. Also, it is noted that where actions cannot be absorbed under business as usual operations then they will be subject to the standard budgeting process.

People

A walkable Cleveland centre improves pedestrian accessibility and connectivity. The Cleveland Centre TTP seeks to improve the pedestrian environment in Cleveland by improving the safety of the pedestrian realm.

Environmental

The Cleveland Centre TTP will improve the streetscape and pedestrian environment in Cleveland centre.

Social

Improving the walkability of Cleveland centre is part of the process of improving the amenity and realising the community value of the space. A walkable centre means there is likely to be more people walking and visiting, rather than the short term car dominant trips which is not ideal for a principal centre.

Alignment with Council's Policy and Plans

The Cleveland Centre TTP aligns with the values and outcomes of the Redland City Council Corporate Plan 2018-2023 as well as the objectives of the Cleveland Centre Master Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Councillor Briefing	19/03/2019	Councillor briefing session on the Draft Cleveland Centre Traffic and Transport Strategy which provided the direction to develop the Cleveland Centre TTP.
Senior Engineer Traffic and Transport	25/3/2019	Consultation resulted in the refinement of actions identified in the Cleveland Centre TTP.
Technical Officer Traffic Investigations	25/3/2019	Consultation resulted in the refinement of actions identified in the Cleveland Centre TTP.
Roadside Asset Engineer	19/03/2019	General support for installing bicycle parking facilities at selected locations in Cleveland centre, including Middle Street.
Service Manager Tourism and Events	01/04/2019	General support for the intent of the Cleveland Centre TTP and responsibility of actions.
Service Manager Strategic Economic Development	01/04/2019	General support for the intent of the Cleveland Centre TTP.
Group Manager City Infrastructure	3/04/2019	Collated feedback received on 16 April, 2019 from City Infrastructure teams which has been used to inform review of Cleveland Centre TTP.

Principal Engineer City Infrastructure	03/04/2019	Collated feedback received on 16 April, 2019 from City Infrastructure teams which has been used to inform review of CAP. Further clarification has been sought from Principal Engineer City Infrastructure, regarding the timing of actions identified in the Implementation Plan.
Road Asset Engineer	03/04/2019	Collated feedback received on 16 April, 2019 from City Infrastructure teams which has been used to inform review of Cleveland Centre TTP.
Infrastructure Network Analyst	03/04/2019	Collated feedback received on 16 April, 2019 from City Infrastructure teams which has been used to inform review of Cleveland Centre TTP.
Principal Engineer City Infrastructure	10/05/2019	Final review of identified actions and cost estimates in Cleveland Centre TTP.
Technical Officer Traffic Investigations	10/05/2019	Final review of identified actions and cost estimates in Cleveland Centre TTP.
Councillor Division 2	22/05/2019	Final Draft of Cleveland Centre TTP sent to Councillor.

OPTIONS

Option One

That Council resolves to:

1. endorse the Cleveland Centre Traffic and Transport Action Plan with the actions to be implemented subject to budget approval; and
2. maintain the report and attachment as confidential until the 2019/20 budget is adopted, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.

Option Two

That Council resolves to:

1. defer the Cleveland Centre Traffic and Transport Action Plan until the beginning of the 2019/20 financial year; and
2. maintain the report and attachment as confidential until the 2019/20 budget is adopted, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.

Option Three

That Council resolves to:

1. not endorse the Cleveland Centre Traffic and Transport Action Plan in favour of progressing the broader Cleveland Centre Traffic and Transport Strategy; and
2. maintain the report and attachment as confidential until the 2019/20 budget is adopted, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.

OFFICER'S RECOMMENDATION

That Council resolves to:

1. endorse the Cleveland Centre Traffic and Transport Action Plan with the actions to be implemented subject to budget approval; and
2. maintain the report and attachment as confidential until the 2019/20 budget is adopted, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.



2019

Cleveland Centre Traffic and Transport Action Plan

Tim Mitchell
Principal Transport Planner
Redland City Council

Purpose

The Cleveland Centre Traffic and Transport Action Plan (Cleveland Centre TTP) outlines a suite of short term actions that will improve the walkability, pedestrian safety and connectivity of the Cleveland centre. The desired outcome of the Cleveland Action Plan is to begin the transition of Cleveland centre from a car dominated centre to a high quality pedestrian orientated centre. The identified measures are interim measures that will provide quick wins to the streetscape while planning and consultation for longer term actions is progressed.

The principle of the Cleveland Centre TTP is to implement actions that will begin the transition of Cleveland to becoming a more walkable and connected centre. The challenge with identifying short term-low cost actions is balancing the requirement for delivering quick wins against higher cost transformative projects. These higher cost actions are expected to be delivered over a longer timeframe (i.e. five years and beyond) and the actions outlined in the Cleveland Centre TTP ensures the planning and programming of these actions will continue as ultimate solutions. An example of a higher cost action that has not been prejudiced in the Cleveland Centre TTP, is the reconfiguring an intersection within the centre to create a safer pedestrian crossing environment. The exclusion of these types of the actions also allow greater community consultation and detailed planning to be completed prior to adoption.

Background

Cleveland centre is defined as a Principal Regional Activity Centre in the South East Queensland Regional Plan 2017 (Shaping SEQ). The role for this type of activity centre is to be the key focal points for employment and services, outside of the capital city centre. Serving as both creative and knowledge hubs will providing the community with access to high order retail, hospitality functions, cultural and entertainment facilities.

A significant amount of planning has been undertaken in Cleveland centre over the past 20 years, which culminated in the delivery of the Cleveland Centre Master Plan and Implementation Plan. These documents set the vision to guide growth and development for Cleveland centre to be a vibrant and exciting gateway to Moreton Bay and a centre that is admired for its safe, pedestrian and cyclist friendly streets, as well as its integrated and diverse network of parks and plazas that connect the harbour to the Centre. The Cleveland Action Plan seeks to define the series of actions that can be implemented over a short period of time to begin achieving the vision of the master plan.

Action Plan Footprint

The Cleveland Centre TTP focuses on the core of the activity centre which is bordered by Raby Bay to the North, Wynyard Street to the East, Russell Street to the South and Haggup Street to the West, illustrated in figure 1.

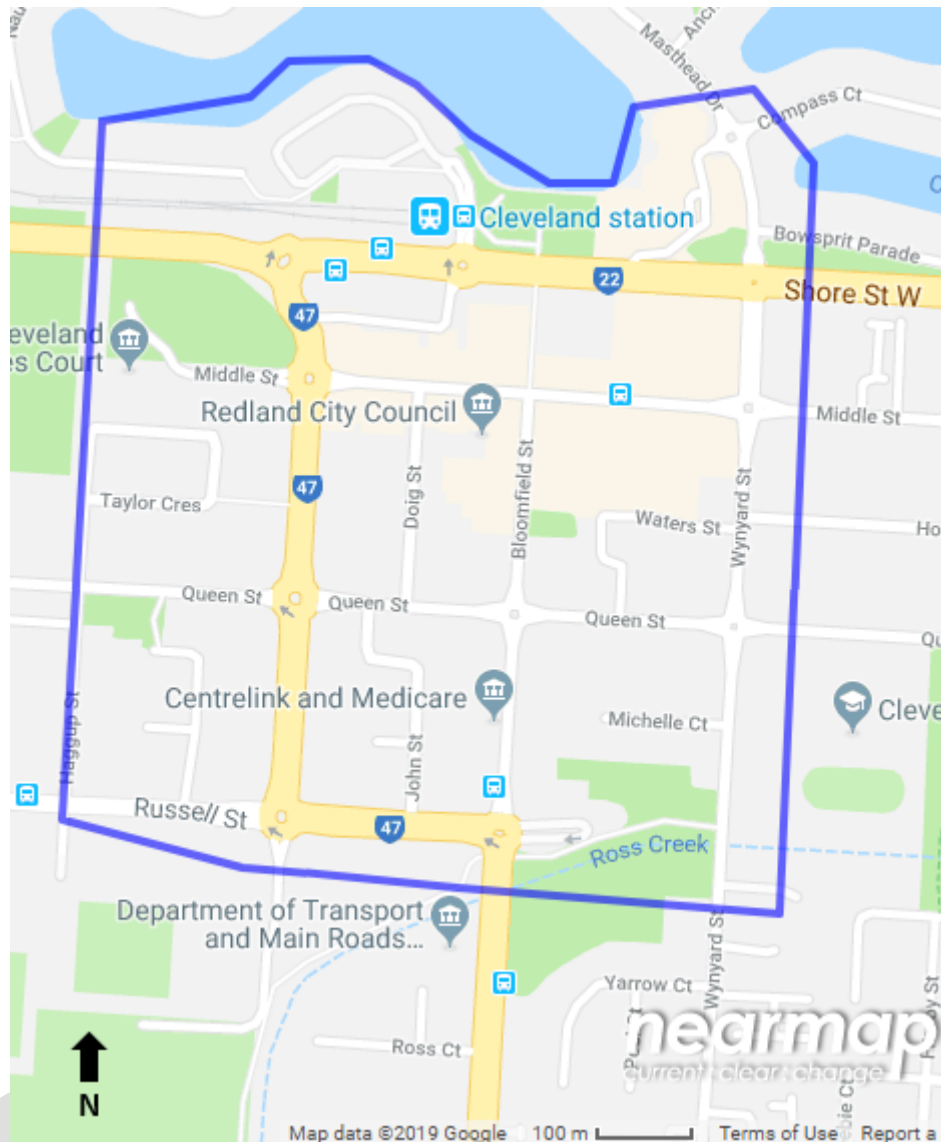


Figure 1. Cleveland Centre Traffic and Transport Action Plan Footprint

Summary of Actions

In addition to the broad objectives of the Cleveland Centre TTP, to improve walkability, connectivity and pedestrian safety, the criteria for defining the actions were low cost and deliverable over two years. For this project the range that is considered to be low cost is up to \$50,000. While there are actions that will achieve the objectives of Cleveland Action Plan, if they were above the defined cost or not deliverable over a short period, then they were excluded from this plan.

A total of twelve (12) actions have been identified with a more detailed description, cost estimate and indicative timing for implementation. The actions are consistent with Council's ability to influence local transport modes around walking, cycling, traffic management, policy development and event management. A summary of the actions is outlined in table 1 below.

Table 1: Summary of Actions

Theme	Action	Desired Outcome
Walkability	Threshold treatments (and speed limit road markings)	Install threshold treatments at key intersections at the core of Cleveland centre. The threshold treatments provide the visual cues of a slow speed environment.
	Pedestrian crossings	Install or refresh pedestrian crossings within Cleveland centre to improve the visibility of pedestrian crossings and prioritise the walkability of Cleveland.
Cycling	Bicycle parking facilities	Install bicycle parking facilities in Middle Street between bus stop and One Stop Café.
Traffic Management	Waterloo Street and Russell Street	Begin negotiations with Department of Transport and Main Roads for Waterloo Street to become a local road instead of a State Controlled Road.
	Shore Street West	Install mid-block speed platforms to reduce traffic speed.
	Middle Street and Queen Street (specific sections)	Area speed limit review, with intention to reduce speed limit from 50km/h to 30km/h
Policy	Parklet Policy	Develop a parklet policy that will formalise the design principles, assessment provisions and objectives for future parklets in Cleveland centre.

Implementation Plan

The implementation plan outlines a more detailed account of the identified actions with associated cost estimate, delivery partner and an approximate timing for implementation. The Cleveland Centre TTP has been prepared to be a short term document and it is expected that the identified actions within the plan can be delivered over two (2) financial years.

The costs shown are the anticipated cost for each action to be implemented and where a particular action can be absorbed under “Business as Usual (BAU)” resources, then no cost additional cost has been attributed.

The detailed actions have been categorized into the relevant street to provide a holistic representation of the scope of works. Each action identified outlined in table 2 has been allocated a specific reference code with the accompanying Cleveland Action Plan map, view appendix 1.

Table 2. Implementation Plan

Location	Ref #	Description	Cost	Department	Timing (financial year)
1. Waterloo Street and Russell Street	1.1	Negotiate with Department of Transport and Main Roads for the localisation of Waterloo Street	BAU	City Planning & Assessment	2019/20

Location	Ref #	Description	Cost	Department	Timing (financial year)
		and Russell Street to enable Council to improve pedestrian safety and accessibility (particularly between the Cleveland CBD and Cultural precinct).			
2. Shore Street West	2.1	Install "Ped X" (Pedestrian Crossing) awareness road markings on the approach to wombat crossing at Bloomfield Street.	\$1,000	City Infrastructure	2019/20
	2.2	Install threshold treatments and speed limit road markings at the speed signs at eastern and western ends of Shore Street West.	\$15,000 (\$7,500 per crossing)	City Infrastructure	2019/20
	2.3	Install prior pedestrian crossing awareness signage/markings for Shore Street West crossing at Cleveland Station.	\$1,000	City Infrastructure	2019/20
	2.4	Reconstruct pedestrian platform at pedestrian crossing between Cleveland Library and Raby Bay Harbour Park.	\$50,000	City Infrastructure	2020/21
3. Doig Street	3.1	Provide a pedestrian crossing at northern end of Doig Street between commercial premises either side of the Street.	\$10,000*	City Infrastructure	2019/20
	3.2	Improve pedestrian ramp and crossing facilities with kerb extensions (build-outs) and a splitter island to allow two-phase crossing, reducing crossing distance.	\$35,000	City Infrastructure	2020/21
4. Queen Street	4.1	Install threshold treatments and speed limit road markings at east and west ends of Queen Street to reflect and encourage the proposed lowering of speed.	\$10,000 (\$5,000 per crossing)	City Infrastructure	2020/21 [^]
5. Bloomfield Street	5.1	Install threshold treatment (and speed limit road markings, 30) at southern end of intersection before roundabout of Bloomfield Street and Russell Street	\$5,000	City Infrastructure	2020/21
	5.2	Repaint and enhance pedestrian crossings on Bloomfield Street to improve visual cues	\$15,000 (\$5,000 per crossing)	City Operations	2020/21

Location	Ref #	Description	Cost	Department	Timing (financial year)
6. Middle Street	6.1	Install bicycle parking facilities between bus stop and One Stop Café	\$800	City Infrastructure	2019/20
	6.2	Install threshold treatments and speed limit road markings at east and west ends of Middle Street to reflect and encourage the proposed lowering of speed.	\$1,000	City Infrastructure	2020/21
8. Cleveland Centre	8.1	Develop a parklet policy that will formalize the design principles, assessment provisions and objectives for future parklets in Cleveland centre.	BAU	City Planning & Assessment	2019/20
Total			\$143,800		
<p>*The cost estimates shown for pedestrian crossings are dependent upon the outcome of a specific lighting assessment for each site, which will vary the final cost for delivery. ^Road resurfacing projects will take precedence over the timing for threshold treatments. It is expected that threshold treatments will be completed as part of road resurfacing.</p>					



Appendix 1 – Cleveland Centre Traffic and Transport Action Plan Map



Redland
CITY COUNCIL

