

Cleveland Centre Traffic and Transport Action Plan

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.

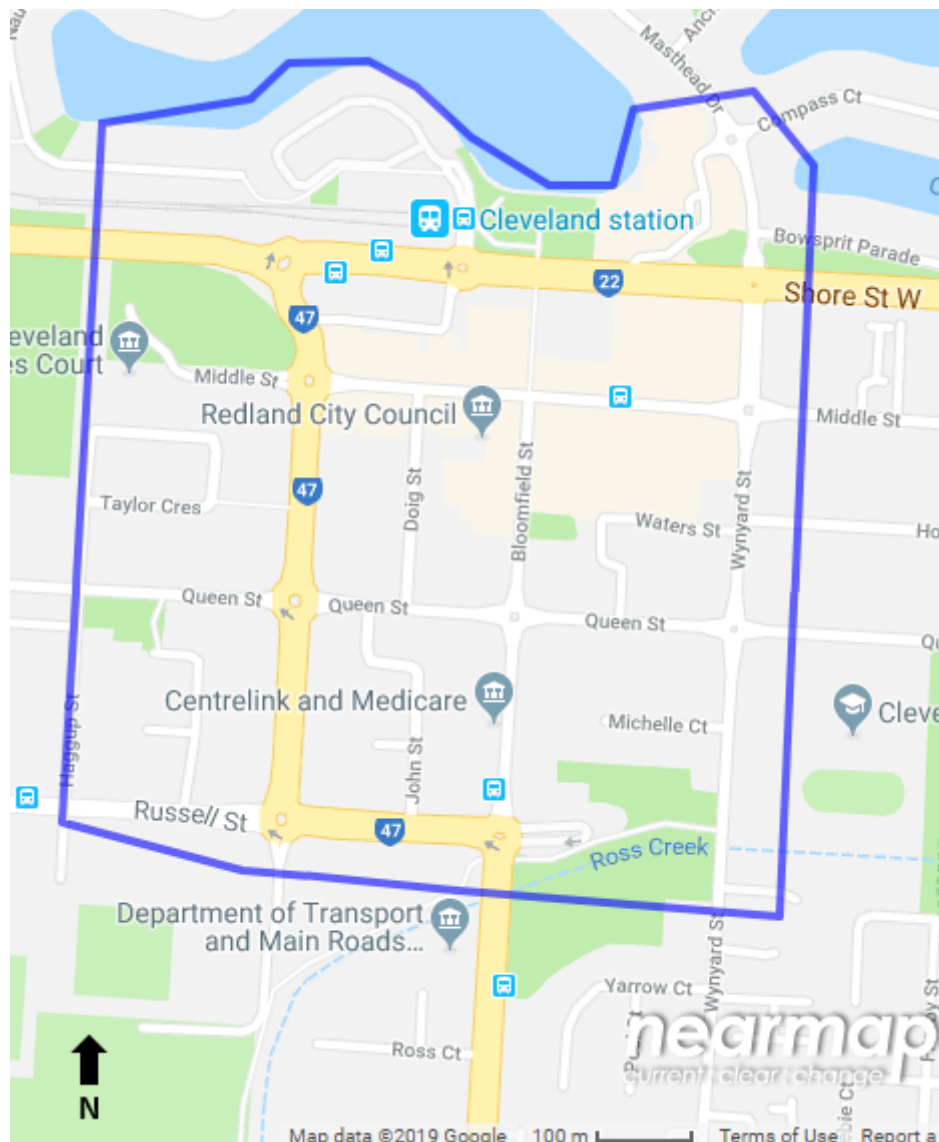


Figure 1. Cleveland Centre Traffic and Transport Action Plan Footprint

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 and policy development. 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 and Russell Street to enable Council to improve pedestrian safety and accessibility (particularly	BAU	City Planning & Assessment	2019/20

Location	Ref #	Description	Cost	Department	Timing (financial year)
		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
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	\$1,000	City Infrastructure	2020/21

Location	Ref #	Description	Cost	Department	Timing (financial year)
		east and west ends of Middle Street to reflect and encourage the proposed lowering of speed.			
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		

*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.

Appendix 1 – Cleveland Centre Traffic and Transport Action Plan Map

