**C7.1 Barneson Boulevard Design**

(06/11/17) Common No. 2116605

(Niblock/Bouhoris)

1. THAT Council write to the Minister for Infrastructure, Planning & Logistics requesting consideration and negotiation on the following design points for Barneson Boulevard, with a response to be provided to Council prior to the tender release:
2. Prioritise Barneson Boulevard as a Connector not an Arterial - Barneson Boulevard should be a low speed, city streetscape once it hits the areas planned for future development, it is not an extension of Tiger Brennan Drive through to Cavenagh St.
3. Remove dedicated left turn lanes/slip lanes - these are unnecessary and will encourage through traffic to drive faster and make intersections far bigger than needed, resulting in large hot expanses of asphalt.
4. Incorporate on-street parking - if no on-street parking then future development will face inward resulting in non-activated frontage along Barneson Boulevard. As the boulevard is aimed at increasing activation and economic development and increased mobility access, having no parking means that this cannot be achieved.
5. Active Transport Design - Provision of separate cycle-lane and pedestrian approaches at intersections, with reference to the protected intersection design endorsed for Daly and Smith St.  Merging both pedestrians and cyclist at intersections will create conflict and uncertainty for pedestrians. People on bikes are unlikely to use the bike path if it means merging back and forth. Currently design sees pedestrians and cyclists sharing space and signals which means cyclists will be expected to dismount and walk across each intersection.
6. Allow left in/out and right in/out at Harvey Street to improve traffic permeability.
7. Drainage design: increased water sensitive urban design principles to maximise soft landscaping solutions and minimise hardscape areas within drainage corridors, including minimising impact on mangroves and clearly identifying the extent of removal of them.
8. Height and design of retaining walls, including consideration of gardens or living retaining walls, and retention and/or relocation of present mature trees within the retaining wall zones.
9. Wood Street be modified to be left/in left/out, not a cul de sac.
10. THAT Council write to the Minister for Infrastructure, Planning & Logistics requesting that the outcomes from the independent auditor of the environmental assessment be provided to Council.
11. THAT this decision be moved into Open following formal notification to the Minister for Infrastructure, Planning & Logistics.

DECISION NO.22\0158 (06/11/17) Carried

ACTION: GM CITY OPS

NOTE: CA