



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

www.cbdbug.org.au

The Right Honourable Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001
Via Email: LORDMAYOR@brisbane.qld.gov.au

Dear Lord Mayor

Submission on proposed Brisbane Metro

A number of Brisbane Central Business District Bicycle User Group (CBD BUG) members recently attended a public information display about the proposed Brisbane Metro. We were disappointed to find very little detail about the project. From the limited information available we have a number of concerns that we trust will be properly addressed as the scheme progresses.

Victoria Bridge

There is no indication of where people will be able to ride bicycles across the Victoria Bridge. Current on-road bicycle access across the bridge is totally inadequate with people on bicycles having to "share" two narrow general traffic lanes with motor vehicles. This is very unattractive to all but the most experienced cyclists, and highly unlikely to attract anyone new to cycling. The even narrower footpath on the western side of the bridge is shared with large numbers of people walking. For those using the footpath, at the southern end of the bridge the connections to the rest of the network are very limited and circuitous.

The Victoria Bridge offers the most direct route between the CBD and West End. Alternatives to it involve a significant detour from the most direct route. Access to West End via the Kurilpa Bridge is mostly limited to the western part of the CBD. From the Bicentennial Bikeway to the Kurilpa Bridge is very circuitous as these connections were deliberately not incorporated at the time of construction. The Goodwill Bridge only services the Gardens Point end of the city, and the southern end is a significant distance from West End. In his letter responding to two petitions calling for cyclist access to the proposed Neville Bonner Bridge that will connect the new Queens Wharf Casino development to South Bank, the Minister for State Development has indicated this bridge will only cater for people walking (<https://www.parliament.qld.gov.au/apps/ePetitions/Responses/2684-17.pdf>).

Bicentennial Bikeway Connections to the CBD

Currently there are poor connections between the Bicentennial Bikeway and the CBD, namely: Herschel Street, Ann Street, North Quay, and Margaret Street. Prior to the commencement of work on the Queens Wharf Casino development there was another connection at Queens Wharf Road.

Project plans available for viewing at the information session, but not yet available through Council's website showed the current pedestrian crossing of North Quay on the western side of the Victoria Bridge has been removed. Currently, this is the only way to connect directly by bicycle from the Bicentennial Bikeway to Reddacliff Place - via the North Quay ramp emerging on the western side of the Victoria Bridge. While we consider this ramp substandard (it is quite narrow and has two very sharp corners, one of which becomes very slippery in the wet) it currently offers reasonable access to Adelaide Street, Queen Street and Elizabeth Street. Under the current plans, it appears accessing these streets by bicycle from the Bicentennial Bikeway will be made very circuitous.

Adelaide Street

We note that the surface level (non-Metro) section of Adelaide Street between North Quay and George Street is being narrowed to one lane in each direction. There appeared to be no separated provision for people riding bicycles in either direction on this section of Adelaide Street.

Staff at the information session were not able to provide details about changes to the number of bus services using Adelaide Street. However, given the high capacity, high frequency nature of the Metro we hope the number of surface buses using Adelaide Street can be significantly reduced and the freed up space used to make Adelaide Street a much more inviting space for people riding bicycles, via with provision for separated bicycle infrastructure.

Melbourne Street

Current conditions for people riding bicycles along Melbourne Street are not for the feint hearted, and certainly not suitable for anyone new to cycling. Inbound on the section between Cordelia Street and Merivale Street one is required to ride between a bus lane and a general traffic lane. From Merivale Street to the other side of the Victoria Bridge, the only cycling facility is a lane of substandard width, with a faded edge line.

Given that there will be a significant reduction in the number of buses using the surface Cultural Centre station this project offers a perfect opportunity to simplify the operation of buses along Melbourne Street, and provide separated space for people riding bicycles.

We urge you to ensure these issues are properly addressed in the next phase of design for the Metro and look forward to significantly better outcomes for people riding bicycles as a result.

Yours sincerely

Paul French
Co-convenor
Brisbane CBD BUG
5 May 2017