



Brisbane Central Business District Bicycle User Group

CBD BUG

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Chief Executive Officer
Attn: Precincts, Planning and Assessment Team
Cross River Rail Delivery Authority
PO Box 15476
BRISBANE CITY EAST QLD 4002

Via email to: info@crossriverrail.qld.gov.au

Dear Sir or Madam

Brisbane CBD BUG submission on proposed Roma Street Development Scheme

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Roma Street Cross River Rail Priority Development Area (PDA) Proposed Development Scheme (the development scheme).

As background to this submission, the Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

While the CBD BUG focuses on issues affecting people riding bikes for transport, we also strongly support initiatives enabling people to more often walk and use public transport.

The precincts spanned by the development scheme are critical for active transport users as they encompass a key corridor for people traveling by bicycle between the Brisbane CBD and the northern suburbs. With the installation of the various stages of the North Brisbane Bikeway that have now been delivered, and with more to come, the area of the development scheme has become increasingly important and well used by people riding bicycles. The importance of the corridor through this PDA will only become greater with the very high growth rate currently being witnessed in the usage of e-e-bikes, e-scooters and other e-mobility devices.

We are pleased to note the development scheme highlights the critical corridors for cyclists riding along Parkland Boulevard, and between the Roma Street PDA to the Kurilpa Bridge and the Bicentennial Bikeway via the Courts precinct situated between Roma Street and George Street.

The CBD BUG has identified a number of positive aspects in the development scheme and commends CRR for making provision in this document for much needed improvements for people riding bicycles.

The “Vision” in section 2.3 of the development scheme, where the overall outcomes to be achieved in the PDA are described, is strongly supported by the CBD BUG for indicating through the following numbered points that Development in the Roma Street CRR PDA will:

“2. provide logical, legible and well-defined linkages for both pedestrians and cyclists”,
“4. provide a well-connected and accessible public realm that is activated, permeable and prioritises pedestrians, cyclists and users of public passenger transport”, and
“5. ensure streets are tree lined and pedestrian-oriented, with the visual and physical impact of vehicles and servicing minimised”.

However, to deliver on this Vision we do not regard the “Parkland Boulevard Cycle Street” as adequate.

The rejection of this proposed approach along Parkland Boulevard is based on the fact that 8.12.1-1 “Advisory Bicycle Lanes and Cycle Streets” within Volume 1: Part 8 – Local area traffic management states “Where exclusive bicycle space cannot be fitted (refer Section 4.1 and Figure 4.1), advisory bicycle treatments including ABLs and CSs are appropriate to improve safety and comfort for all road users”.

There is more than ample space along the full length of Parkland Boulevard to make provision for the segregated bikelanes that are necessary so all cyclists regardless of age and ability can ride along there in safety and comfort. This can be achieved through the removal of the on-street parking along Parkland Boulevard. We would also point out that with the proposed installation of a parking station of up to 550 spaced this additional new carparking will more than compensate for the loss of this on-street parking.

Further to this, this new cyclist infrastructure should be categorised in the development scheme as “Trunk infrastructure” as it will clearly “service the wider catchments in or external to the PDA, rather than individual development”. In stark contrast to most motorists driving only Parkland Boulevard who will either be starting their journey there or travelling to this location, only a small proportion of people currently riding bicycles along Parkland Boulevard would be starting or ending their trips there. As the redevelopment of the Roma Street PDA progresses this may change but for the longer-term Parkland Boulevard will remain a through-route for cyclists travelling from and to places outside this PDA.

As a key trunk route for active travel users improved active travel connections between the Roma Street PDA and the adjacent, surrounding precincts/routes also needed to be included in the requirements for the PDA’s development. These should be made to the Normanby Bikeway, Albert Street, Roma Street, George Street, Kurilpa Bridge, the Bicentennial Bikeway, and west across to the Caxton Street precinct.

With the likelihood of large events attracting many people to this PDA an alternative cycle connection for use during events is an essential element to be included for delivery via the development scheme.

Appropriate end-of-trip (EoT) facilities are essential to enable people who want to cycle, jog or walk to work rather than driving or taking public transport. Accordingly, we welcome the inclusion in the development scheme of a requirement to install EoT facilities such as secure bicycle parking, locker facilities, showers and change rooms in accordance with the Queensland Development Code Mandatory Part 4.1 – Sustainable Buildings.

As mentioned previously in this submission - there is a disruption occurring at this time to the manner in which people choose to travel due to new e-mobility technologies. Therefore, we are pleased to strongly support the development scheme including a requirement for the provision of facilities for the storage and charging of e-bikes, e-scooters or other electric micro -mobility devices within:

- a. end of trip facilities for a non-residential land use, and
- b. dedicated secure spaces where a residential land use.

Thank you for the opportunity to provide input on the proposed Roma Street CRR PDA Development Scheme.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Paul French', enclosed in a thin black rectangular border.

Paul French
Co-convenor
Brisbane CBD BUG
28 March 2021

Cc: Bicycle Queensland
Space4Cycling Brisbane
Cr Adrian Schrinner, Lord Mayor of Brisbane