



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

brisbanecbdbug@gmail.com

www.facebook.com/cbdbug/

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The Director
Kingfisher Creek Corridor Concept Project Team
GPO Box 2287
Brisbane Qld 4001

Via email to: parks@brisbane.qld.gov.au

Dear Sir/Madam

Kingfisher Creek Corridor Draft Concept Plan – submission

We make this submission regarding the Kingfisher Creek Corridor Draft Concept Plan on behalf of members of the Brisbane Central Business District Bicycle User Group (CBD BUG).

The Brisbane CBD BUG congratulates Brisbane City Council on developing this draft concept plan, as Brisbane's eastern suburbs are particularly poorly served for off-road and separated (safe) infrastructure catering to bicycle riders of all ages and abilities.

This series of shared paths beside Kingfisher Creek are a well-used and relatively safe access route for bicycle (and scooter) riders to travel between Brisbane's eastern and southern-eastern suburbs, via the Norman Creek bikeway, to Woolloongabba, South Bank and the city.

The disadvantages of this series of shared paths have always been:

- Lack of width of the shared paths potentially causing some conflicts
- Poor quality and lack of maintenance of the shared path
- Lack of lighting – meaning lack of safe access at night for commuters and other users
- Dangerous and cumbersome crossing at Longlands St, Norman St, Turbo Drive, and Wellington Rd.

We are pleased to see that the majority of these issues are addressed in the concept plan, specifically:

- Segregated and wider paths for bike and scooter riders, and walkers
- Keeping playgrounds and children's areas away from bike paths
- Lighting along the length of the paths – as long as it is adequate for nighttime active transport commuting
- Closing and/or traffic calming along the majority of the road crossings.

The areas that are still of serious concern are the entrances to this corridor at Turbo Drive, Coorparoo and Wellington Rd, Woolloongabba. Turbo Drive in particular is a very dangerous crossing where motorists, as a norm, do not give way to any people on foot or riding bicycles or scooters. Traffic calming at these intersections would potentially improve the overall safety and utility of this corridor.

We understand that the catchment group for this corridor may not support separated or wider paths for bike/scooter riders due to habitat loss in Moorhen Flats. We also understand that there will be

Advocacy

Advice

Action

substantial new plantings of habitat in the Woolloongabba Rotary Park, to offset any loss in the overall plan. It is quite ironic that some objectors to these plans are the same people who drive their cars into Moorhen Flats to maintain the area, despite parking being available at either ends of this small pocket. There are also already informal walking tracks throughout this area where no material vegetation is growing. The mammalian wildlife that this area supports appears to be limited to scrub turkeys and possums. As far as we are aware, despite some claims, no koalas, wallabies or other macropods or marsupials have been observed in this area in the many intervening years since it was converted into its currently heavily urbanised state.

Regarding the location of any path used by bike/scooter riders, you only have to use Hanlon Park or the Common at Coorparoo to see how dangerous it is to place children's play areas alongside paths shared with bike and scooter riders. These areas can be very stressful for people riding or scooting through and create a higher risk to everyone's safety. Clearly defined and separate paths are safer and more comfortable for all user groups.

Some individuals have raised an alternative to this plan via an on-road cycling corridor on Deshon Street. This is not a suggestion that anyone who has safety concerns about riding on roads will ever support. Parents would not want their school children riding on Deshon Street so as a litmus test, it would only benefit very confident and experienced bike riders. It is not something that our members would ever support as a safe option unless full separation from motor vehicles was provided. Even then, with the large number of side streets, the narrowness of Deshon and the number of businesses along it, this would not seem to be a viable or particularly safe option.

In summary, the overall benefit to the community from safe and quality access for bicycle (and scooter) riders from the eastern and south-eastern suburbs to the inner city and CBD via the Kingfisher Creek corridor far outweigh a small amount of habitat loss that would occur. We would also point to the significant social, environmental, health and economic benefits that flow from enabling more people to cycle for transport. Apart from the aforementioned benefits, opening these small bushland spaces to a greater number of people can be expected to enhance awareness and appreciation of natural and cultural conservation.

We thank Brisbane City Council for the opportunity to provide input on this plan and look forward to hearing more about this project as it progresses.

Yours faithfully

M Doolan

Mary Doolan
Co-convenor
Brisbane CBD BUG
0403 822066

Cc: EaST BUG
Brisbane South BUG
Bicycle Queensland
Space4Cycling Brisbane
Queensland Walks