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**Brisbane Central Business District Bicycle User Group**  
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Mr Bill Delves  
Chief Executive Officer  
South Bank Corporation  
PO Box 2001  
SOUTH BANK QLD 4101

Via email: [planning@south-bank.net.au](mailto:planning@south-bank.net.au)

Dear Mr Delves

**Brisbane CBD BUG submission on  
draft preliminary Grey Street Bikeway and Streetscape Design**

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the South Bank Corporation's draft preliminary design for the Grey Street Bikeway and Streetscape Project.

As a matter of policy, the comments in this submission are limited to issues impacting bicycle riders and other active travel users.

**Background**

The existing Grey St design is overtly hostile to people walking and people riding bikes and micro-mobility devices due to the excessive amount of the corridor being dedicated to motor vehicles, while bicycle riders are placed in danger by being expected to ride in the "door zone", in the narrow bike lanes squeezed between parked vehicles and traffic lanes. The anti-cyclist approach is also evident from the ban on riding bicycles on the Grey St footpath between Ernest St and Tribune St, while the footpath in front of 114 Grey St has become cluttered by restaurant furniture.

The wholly unsafe Grey St environment gives people riding bicycles little choice other than to ride along the promenade in front of the South Bank parklands.

The presence of few pedestrians in this area out of hours means there is little potential for conflict along the promenade. However, with the crowded conditions that can occur during other times along the promenade this too becomes a no-go zone and the South Bank parklands is then a massive barrier to riders.

## Comments on draft design

Overall, the CBD BUG very much welcomes the draft preliminary design for the Grey Street Bikeway and Streetscape Project.

Our positive assessment of this design is attributable to the key elements it is to deliver of:

- a safe, all ages, all-abilities bikeway separated from motor vehicle traffic
- 50% more footpath space
- slower motor vehicle traffic speeds, and
- safer and universally accessible footpaths and crossings.

A key issue from the Brisbane CBD BUG's perspective is that work should not commence on the South Bank promenade to adopt the desirable changes indicated in the Future South Bank Master Plan until after the Grey St environment is improved as per the Grey Street Bikeway and Streetscape Design document to enable people of all ages and abilities to safely ride bicycles along that corridor.

The following points are made in response to specific elements of the draft preliminary Grey Street Bikeway and Streetscape Design.

The CBD BUG recognises that, given the many constraints (parking, loading zones, bus zones, mid-street trees), a bi-directional bikeway separated from motor vehicles is the most desirable approach to making cycling along Grey St safer.

It is critical the new separated bikeway needs to be directly and seamlessly connected to the rest of the bikeway network at both the Vulture/Stanley St and Russell St ends.

However, at the Russell St intersection with Grey St the transition to one-way bike lanes via a scramble crossing is a sub-optimal outcome.

The CBD BUG understands bi-directional bikeways are also being planned as part of the Brisbane Metro project on the South Bank side of Victoria Bridge and Melbourne Street and this draft design should reflect that approach.

There is insufficient detail enabling provision of feedback on how the southern end will connect to the Goodwill Bridge and Kangaroo Point bikeway – where priority should be given to cyclists and not motorists driving along Sidon St and Stanley St.

We strongly support the proposal to remove the Ernest St roundabout and replace this with pedestrian priority give-way intersection.

To change the Grey St environment from being car-friendly to people-friendly – the speed limit should be set at a maximum of 30km/h.

There is an inconsistency in the indicative traffic lane widths in the cross sections in the *Draft Preliminary Design* (all 3 metres wide) and the accompanying document titled *How the street would change* (published at

[https://southbankcorporation.com.au/cmsb/uploads/sbc\\_grey-st-](https://southbankcorporation.com.au/cmsb/uploads/sbc_grey-st-bikeway_a4_web_flyer_d04.pdf)

[bikeway\\_a4\\_web\\_flyer\\_d04.pdf](https://southbankcorporation.com.au/cmsb/uploads/sbc_grey-st-bikeway_a4_web_flyer_d04.pdf)), which shows the “Potential Future Streetscape” of 6.25 metres wide. We are aware of the research showing that wider traffic lanes encourage higher motorist speeds and accordingly, propose that all traffic lanes are indeed narrowed to a maximum of 3 metres to reinforce to drivers that this is a low-speed zone.

Further reinforcement for motorists of the reduced speed zone along Grey St needs to occur through instead of the road being bitumen, alternative pavement materials / colours are installed e.g. red pavers.

Buildouts should be installed at the Grey St intersections with Tribune St, Glenelg St and Russell St - to reduce crossing distances for pedestrians and create tight radii to slow down motorists making turns.

Thank you for the opportunity to provide input on these much-needed improvements to the Grey St streetscape.

Yours faithfully

*Paul French*

Paul French  
Co-convenor  
Brisbane CBD BUG  
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