



**Brisbane Central Business District Bicycle User Group
(CBD BUG)**

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Stones Corner Suburban Renewal Precinct Plan
Neighbourhood Planning
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via email to: neighbourhood.planning@brisbane.qld.gov.au

Dear Sir or Madam

Submission on Stones Corner Suburban Renewal Precinct Plan

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the proposed amendments to the Stones Corner Suburban Renewal Precinct Plan.

We note the purpose of the proposed amendments to the Plan includes:

- allows more housing to be built, by adjusting building heights and design requirements to ensure homes are available for everyone regardless of age or ability
- provides more employment, education and services near public transport
- creates a vibrant community heart that maintains the unique character of Stones Corner
- improves access to community facilities, including parks, urban spaces, shops and services
- leverages investment in the area (e.g. Hanlon Park / Bur'uda, the busway) and capitalises on local infrastructure
- improves connectivity within and outside the precinct, including connections to Hanlon Park / Bur'uda, Stones Corner and Buranda busway stations and the Buranda train station.

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

Stones Corner Precinct Plan proposal

Support for proposed amendments

- We support the creation of safe and attractive pedestrian and cycling environments.
- We support development that “encourages walking, cycling and public transport.....Development that improves pedestrian and cycle connections to ...key destinations....” etc.
- We support the proposed speed reduction for Cleveland St and Montague St.
- We support the goal of ‘creating a vibrant community heart’ in Logan Road. However, this goal will not be achieved while the Stones Corner high street section of Logan Rd (between Montague St and Old Cleveland) continues to see significant volumes of rat running motorists (including truck drivers) who ignore the “Local Traffic Only” signs and drive through there to avoid traffic lights on Montague St and Old Cleveland Rd. Accordingly, the CBD BUG strongly recommends installing a physical barrier e.g. automatic rising bollards to prevent general traffic from shortcutting through the Logan Road high street precinct – and thereby allowing only BCC buses and active travel users to continue to use this corridor as a through-road. This would enhance the safety and amenity of the precinct for pedestrians, shoppers, cyclists and residents.

Concerns and recommendations

- We do not support the shared ‘parking/cycle lane’ shown in Figure H – Logan Road and Old Cleveland Rd cross section. This approach will see people riding bicycles along Old Cleveland Rd forced out from the road shoulder and into the path of motor vehicles. A fully protected bike lane is needed for this section of Old Cleveland Rd to link to lanes further along Old Cleveland Rd and to ensure safe access into the heart of Stones Corner, and to the train station at Buranda and the V1 Veloway. To achieve this, we further recommend that the current street parking on Old Cleveland Rd outside the Stones Corner Hotel and up to Montague Road is removed and replaced with a 24/7 protected bike lane. Continuing this to meet up with access to the V1 Veloway and to the Norman Creek bikeway would ensure a safe and accessible connection for active transport users.
- We do not support the current traffic management for Gladys St and Laura St. We therefore recommend these streets also have speed limit reduction and traffic calming. It is noted that Old Cleveland Rd (between the roundabout and Laura St/Montague St) is 40kph but Gladys St which runs parallel and is a narrow and winding street still has a speed limit of 50kph. This should be a pedestrian and cycle friendly street as it is a high use area for people riding bicycles and scooters, dog walkers, school students, pedestrians etc. who access the Norman Creek bikeway, the Stones Corner busway station, and Buranda State School via this street.
- Similarly, the access streets between Hanlon Park and the Norman Creek bikeway to Stones Corner (Regina St, Flora St and Zillah St) are very unfriendly to bike riders. Accordingly, we recommend these local streets have a lower speed limit, tree plantings and traffic calming devices installed to ensure lower motorist speeds. This will enable these streets to become green and safe connectors for those walking, riding and scooting.
- We recommend Stoneham Street (Figure J) also has a speed reduction to 30 kmh to allow for safe pedestrian and active transport movements. As this is a narrow one-way street this is a prime opportunity to make this a people-friendly (instead of motorist-friendly) street for those visiting the commercial premises in this location.

- A major omission from these plans is that secure bike parking is not mentioned. In contrast, there is a clear focus on kerbside car parking (that comes at the cost of providing safe/separated bikeways). This is a significant oversight - as bike and scooter parking must be provided to encourage people to ride bicycles or scooters to destinations. The more secure it is, the more people will use active transport to travel to destinations. We recommend both secure, longer term and shorter term, casual bike/scooter parking is installed on all streets within the precinct.

Yours faithfully

Paul French

Paul French
Co-convenor
Brisbane CBD BUG
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