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## Brisbane Central Business District Bicycle User Group

**CBD BUG**

**GPO Box 2104,**

**Brisbane 4001**

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

<https://www.facebook.com/cbdbug/>

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Montague Road Transport Study  
City Projects Office  
Brisbane City Council  
GPO Box 1434  
BRISBANE QLD 4001

Via email to: [cityprojects@brisbane.qld.gov.au](mailto:cityprojects@brisbane.qld.gov.au)

Dear Sir/Madam

### **Submission on Montague Road Draft Transport Study 2024**

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Montague Road Draft Transport Study 2024.

#### **Overall assessment**

- The CBD BUG strongly supports the vision articulated in this document, and in particular that “Montague Road will balance diverse transport needs” and “will feature generous paths embellished with trees and greenery, making it an enjoyable place to walk, ride and rest”.

#### **Detailed comments on proposals**

- We note the statement at page six that bus passengers travelling inbound to the city on Montague Rd during peak periods experience unreliable travel times.
- We note more than 16,000 vehicles per weekday use Montague Rd in the central and northern sections, which is greater than the 15,000 expected demand of a District Road.
- In view of the above BCC information, it can also be reasonably concluded that the volume of private motor vehicles travelling along Montague Rd is also negatively impacting the efficient, timely and reliable movement of service vehicles along that corridor.
- A major shortcoming of the Future Strategic Transport Network Plan (page 11) is the proposal to not provide a separated cycling and e-mobility path along the full length of Montague Rd.
- As such, we do not support the shared paths indicated in the “Orleigh Street to Ferry Road” and “Ferry Road to Vulture Street” cross-sections of Montague Rd (page 14).
- This approach will leave residents at the southern end of Montague Rd with considerably more circuitous and indirect routes to shop at the two major grocery stores individually located at Montague Road’s intersections with Ferry Rd and Victoria St.
- In relation to the cross-section on page 13 labelled “Vulture Street to Mollison Street”, it would be much more appropriate for this to show one directional bikeways on both sides of the street – to reflect the approach Council is adopting for every other travel mode. This is especially the case given the “significant opportunity to redefine the street ... prioritising active and public transport.”

- Therefore, we strongly recommend the provision of separated space for bicycle and e-scooter riders (as per the cross section for Vulture Street to Mollison Street on page 14) is extended along Montague St to Orleigh St.
- We were pleasantly surprised to read at page 6 that despite the road environment being overtly hostile towards bicycle and scooter riders, Council found there was more than 770 cycling and e-mobility trips taken on a weekend day along Montague Road. This shows the desire by Brisbane residents to use transport modes other than the private motor vehicle.
- Based on the huge growth in bicycle/e-scooter usage recently witnessed following Council installing new active travel infrastructure in Brisbane e.g. Breakfast Creek / Yowoggera Bridge it is not hard to envisage that installing high quality infrastructure for cycling and e-mobility along the entire length of Montague Rd would see this corridor's volume of such traffic increasing to at least the 1,800 cycling and e-mobility trips observed by Council along Riverside Drive on a weekend day.
- Even if the apparently sub-optimal Hardgrave Rd route is adopted, we recommend cyclist/e-mobility user access to the grocery store located at the intersection of Montague Rd and Victoria St should be enhanced for bicycle and e-mobility users by expanding the cycling and e-mobility network to include the section of Victoria St between Montague Rd and Hardgrave Rd. We would point out that the entire length of Victoria St is indicated as part of Council's intended bicycle network in the Brisbane City Council City Plan 2014.
- The installation of new bicycle/e-mobility rider paths needs to be supported with secure bike parking at major destinations. The more secure this parking is made, the more people will be encouraged use active transport. We recommend both secure, longer term and shorter term, casual bike/scooter parking is installed on all streets within the precinct.
- One final issue that warrants comment is the finding by Council made during this project that one of the top challenges for people driving in this precinct is "Avoiding crashes with people walking and riding" (page seven). This flies in the face of the local research pointing to motorists being at fault in 55.6% of the 6,774 police-reported bicycle crashes in Queensland between January 2000 and December 2008. Further in the cases in which motorists were determined by police to be at-fault, failure to yield violations accounted for three of the four most reported contributing factors". (Source: <https://eprints.qut.edu.au/34208/1/c34208.pdf>)

Yours faithfully

*Paul French*

Paul French  
Co-convenor  
Brisbane CBD BUG  
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