



Brisbane Central Business District Bicycle User Group
CBD BUG

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City Botanic Gardens Master Plan
Natural Environment, Water and Sustainability
Brisbane City Council
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Dear Sir or Madam

Submission on Draft Culture Precinct Master Plan

This submission details the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Draft City Botanic Gardens Master Plan.

The CBD BUG is a grass roots volunteer organisation of more than 700 members, representing the interests of the very large number of Brisbane residents who ride bicycles to, from and within the Brisbane CBD. CBD BUG actively seeks policy decisions at all levels of government that support cycling. In particular, CBD BUG seeks improved infrastructure, end-of-trip facilities, integration of cycling with other transport modes and a cyclist-friendly regulatory environment.

In line with previous CBD BUG submissions on other major government projects we are limiting our comments to issues directly affecting cyclists.

The CBD BUG has reviewed the document and while cycling is mentioned, the current importance of the Botanic Gardens as an Active Transport gateway to the Brisbane CBD seems to have been significantly underestimated. The current path around the river edge of the Gardens forms a major safe off-road trunk route for many cyclists. Many goals of the master plan could conflict with this trunk cycling route and the other main paths through the gardens. The City Botanic gardens currently has thousands of bicycle riders moving through it each and every day. These numbers will increase as Council nears its' mode share targets outlined in the Transport Plan for Brisbane. Designing and catering for this must not be an afterthought.

The Document (page 17) talks about providing a hierarchical system to the Botanic Gardens paths however there is no detail on how this will be implemented. CBD BUG supports the following improvements to the existing cycle infrastructure in the botanic gardens as a way to increase the capacity of the cycling routes without affecting the amenity to any users of the gardens:

These locations in Figure 1 require the following:

1. Upgrade the existing path to a segregated facility.

2. Widen as existing foliage expires & upgrade the existing path to segregation.
3. Maintain existing path and upgrade to segregation as part of construction of the Kangaroo Point pedestrian/cycle Bridge
4. Maintain existing path and resolve points of potential conflict
5. Resolve intersection to reduce the potential for conflict.
6. Maintain existing path and resolve points of potential conflict
7. Upgrade/replace existing connection with Cityreach Boardwalk to resolve narrow path and poor lines of sight.

Page 13 of the document refers to upgrading the Albert St concourse. This is welcome as the existing area can be confusing for both pedestrians and cyclists during busy periods. However any upgrade to the area should not impede the flow of pedestrians or cyclists through the area and should make it easy to navigate if an individual is travelling straight through.

Page 13 also refers to removing the existing information rotunda. Any work in this area must take into consideration bicycle movements for those wishing to access the CBD via Albert St. The current layout is problematic with poor lines of sight.

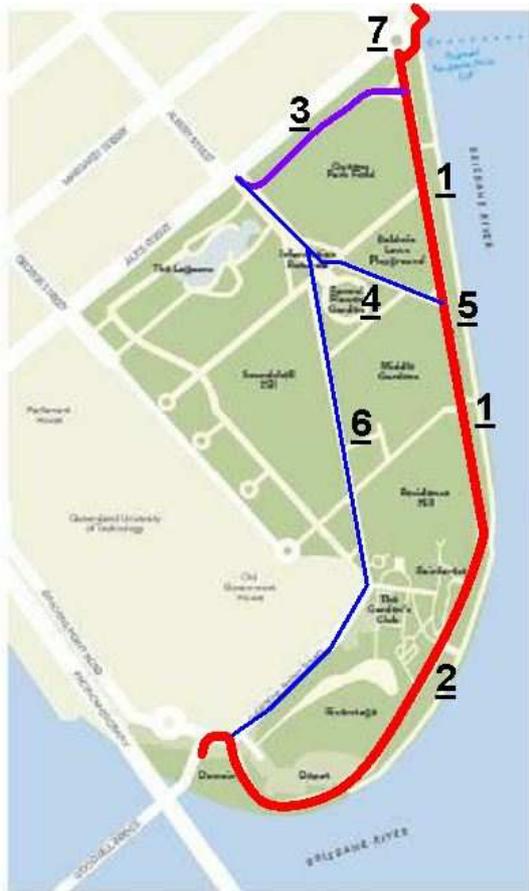
Regarding the river edge strategy, to more fully engage with the river is a welcome embrace of this important part of the city. The river forms an important corridor for active transport in Brisbane's inner areas. As such potential conflict points between modes and crossing movements need to be treated sensitively allowing for excellent lines of sight and suitable waiting spaces.

The CBD BUG appreciates the chance to comment on this important document and would appreciate being consulted further on any changes to the current layout of the gardens as they are planned

Yours sincerely



Donald Campbell
Co-convenor
CBD BUG
26 September 2014



- - CURRENT TRUNK ROUTE
- - MAIN CORRIDOR - FUTURE TRUNK ROUTE
- - MAIN CORRIDOR

Figure 1